

# REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: DETERMINATIONS OF REGIONAL SIGNIFICANCE

Adopted by the Transportation Policy Board on October 15, 2025

Determinations of regional significance are made on a project-by-project basis by the Skagit Council of Governments, consistent with federal requirements. A project can only be considered “regionally significant” in the RTIP if that project is on the regional transportation system, or includes a proposed expansion of the system. Projects that are not part of the regional transportation system are not considered regionally significant. Projects that are regionally significant must be programmed in the RTIP prior to obligation of funding for the project.

The following categories classify regionally significant projects as **Roadway**, **Non-motorized**, **Transit**, **Ferry**, **Intelligent Transportation Systems**, and **Planning and Corridor Studies**. Examples of projects that are regionally significant, and projects that are not regionally significant, are included within each category.

## ROADWAY: CAPACITY EXPANSION PROJECTS ON THE REGIONAL ROADWAY SYSTEM

Examples of projects that are regionally significant:

- New roadway;
- Added travel lane for the length of roadway between at least two modeled intersections;
- Continuous two-way left turn lane from one modeled intersection to another;
- Multi-lane roundabout;
- Street realignment or relocation;
- New interchange or reconstruction of interchange, including addition of new turning movement;
- New managed lane or converted managed lane (e.g. high-occupancy vehicle lane, express toll lane);
- Interstate and state route acceleration, deceleration or climbing lane; and
- Grade separation.

Examples of projects that are not regionally significant:

- Lane widening (e.g. 10 ft. to 12 ft.);
- Reconstruction, maintenance or preservation project that does not add modeled capacity;
- Safety project that does not add modeled capacity;
- Environmental project that does not add modeled capacity; and
- Project that upgrades facility to different standard that is not modeled (e.g. major collector to minor arterial upgrade).

## NONMOTORIZED: SHARED USE PATHS AND BICYCLE LANES ON THE REGIONAL NON-MOTORIZED SYSTEM

Examples of projects that are regionally significant:

- New shared use path separated from a roadway;
- Added capacity to an existing shared use path, excluding path improvements (e.g. dirt to gravel, or gravel to asphalt); and
- Adding designated bicycle lane to a roadway on the regional non-motorized system.

Examples of projects that are not regionally significant:

- Other than a bicycle lane on the regional non-motorized system, any project within roadway right of way or adjacent to a roadway, except where a shared use path is part of the regional non-motorized system and shares right of way with a roadway.
- Sidewalk or walkway project that does not include a shared use path;
- Bike sharrows or bike box; and
- Shared use path improvements (e.g. dirt to gravel, or gravel to asphalt).

## TRANSIT: CAPACITY EXPANSION PROJECTS

Examples of projects that are regionally significant:

- New park-and-ride lot with 50 or more stalls;
- New or proposed transit center, station or maintenance-operation base;
- Dedicated transit right of way; and
- Bus purchase that expands fleet capacity.

Examples of projects that are not regionally significant:

- Transportation Demand Management project (e.g. ridesharing/vanpooling);
- New bus route or service increase;
- Replacement bus purchase that does not expand fleet capacity; and
- Bus flyer stop.

## FERRY: VESSEL ADDITIONS AND REPLACEMENTS; TERMINALS THAT ARE NEW, RELOCATED, OR REPLACED WITH ADDED CAPACITY

Examples of projects that are regionally significant:

- Additional vessel, not including seasonal service change;
- Vessel replacement;
- New or relocated terminal;
- New parking facilities with 50 or more stalls; and
- Terminal replacement that adds capacity.

Examples of projects that are not regionally significant:

- Change to existing ferry service; and

- Preservation and maintenance of existing vessel or terminal.

#### **PLANNING AND CORRIDOR STUDIES: PLANNING AND CORRIDOR STUDIES THAT ARE PART OF A BROADER PROJECT CLASSIFIED AS REGIONALLY SIGNIFICANT**

Examples of projects that are regionally significant:

- Planning or corridor study that is part of a broader project with an anticipated future phase(s) (e.g. preliminary engineering, right of way, construction) may be regionally significant if the project meets applicable criteria in other regionally significant categories.

Examples of projects that are not regionally significant:

- Planning or corridor study that is a stand-alone project without any anticipated future phase.

#### **INTELLIGENT TRANSPORTATION SYSTEMS: INTELLIGENT TRANSPORTATION SYSTEMS PROJECTS WITH AN ESTIMATED COST OF \$10 MILLION AND OVER**

Examples of projects that are regionally significant:

- Intelligent Transportation Systems projects with an estimated cost of \$10 million and over.

Examples of projects that are not regionally significant:

- Intelligent Transportation Systems projects with an estimated cost under \$10 million.