

## **Knoxville Regional TPO Regional Significance Screening Criteria**

### **Background:**

This document is intended to serve as a tool for assisting with determining whether a roadway facility in the Knoxville Region is “Regionally Significant” with respect to the air quality conformity requirements found in the Transportation Conformity Rule (40 CFR Part 93). The purpose is to provide pertinent information to the Interagency Consultation (IAC) group on the characteristics that would normally be used to consider the regional significance of a transportation project and in particular one that is on a roadway facility classified as a Minor Arterial or lower. The IAC will make the final determination of regional significance on a case-by-case basis as needed, and additional criteria beyond what is being presented in this document may be used at the IAC’s discretion.

### **Federal Conformity Rule Definition of Regional Significance:**

*Regionally significant project* means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

### **Proposed Regional Significance Screening Criteria Interrogatories:**

- 1.) What are the Exempt status and Functional Classification of the roadway project?
  - A non-exempt project on a roadway facility classified as a Principal Arterial or higher will generally be considered Regionally Significant.
  - A project determined to be Exempt under 40 CFR 93.126 or 93.127 will generally be considered Non-Regionally Significant unless the IAC group determines that it will have regional impacts for any reason.
- 2.) Is the facility either included in the Regional Travel Demand Forecasting Model, or would it be if it does not currently exist?
  - It is the practice of the Knoxville TPO to include most “major” roadways (most major collectors and above) in order to improve model performance so if a roadway is not modeled it can generally be considered to be Non-Regionally Significant.
- 3.) Does the facility provide direct connection between two roadways classified as a Principal Arterial or higher?

- Direct connections between major principal arterials and in particular connections to the Interstate can generally be considered Regionally Significant.

4.) Does the facility provide the primary regional connectivity to a “Major Activity Center”?

- This is a criterion listed in the federal Regional Significance definition; however there can be different interpretations as to what constitutes a major activity center. In the Knoxville Region the following are suggested as general types of major activity centers, with specific locations to be determined on a case-by-case basis:
  - Major Hospitals and Regional Medical Centers
  - Central Business Districts of cities with greater than 5,000 population
  - Major Regional Retail Centers and Malls (greater than 1,000,000 sf)
  - Major Colleges and Universities
  - Tourist Destinations
  - Airports
  - Freight Terminals and Intermodal Transfer Centers
  - Sports Complexes

5.) Does the project add significant vehicular capacity?

- A project adding general purpose through lanes will typically be more significant than one that is adding “auxiliary” lanes or a continuous center turn lane or other projects that do not add significant roadway capacity.

6.) What is the length of the roadway segment being improved and what is the overall corridor length?

- Projects extending (or completing) long sections (typically greater than 1 mile) will tend to be more regionally significant.
- If the corridor is lengthy and there is an absence of other principal arterials in the vicinity then the roadway will tend to be more regionally significant.

7.) What is the current Average Daily Traffic of the roadway segment?

- This is less important in determining Regional Significance although it will provide additional information to be considered along with the above criteria. Obviously high traffic segments will tend to be more correlated with the increased regional significance of a roadway.