



## Statewide Transportation Improvement Program

### Projects of Regional Significance

Projects in the STIP are classified and organized in accordance with federal and state regulations to be clear and transparent. Projects are either grouped or are listed individually. The criterion used for project listings and groupings and how projects are organized in the STIP is described in this chapter.



# Projects of Regional Significance

23 USC 135 (g)(5)(c)(i) and TAC 43 16.103(D) state regionally significant projects to be funded with non-federal funds will be included in the STIP for planning, coordination, and public disclosure purposes. Regionally significant projects play a crucial role in maintaining and improving transportation infrastructure ensuring efficient mobility and supporting economic growth within a region. Projects that are considered regionally significant must be individually listed in the STIP regardless of funding source. Regionally significant projects are those with the appropriate scale or reach to be considered stand-alone in a given program year. In metropolitan areas, MPOs identify regionally significant projects for inclusion in their respective TIPs based on the federal definition.

**Regionally significant** project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

*23 CFR 450.104*