

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 a significant alternative to regional highway travel. (23 CFR 450.104)

KATS Definition of Regionally Significant Projects

Project is considered Regionally Significant if:

- M-funded/locally-funded project greater than \$250,000.
- Project is on the NHS and significantly impacts traffic.

If the project is within a maintenance category (crack seal, painting, micro seals), and does not significantly impact traffic, the project is not deemed Regionally Significant.

KATS reserves the right to discuss in committee any project that may satisfy these requirements, but may be sensitive in nature, to make a determination on Regional Significance.

KATS Active Membership

It is understood that agencies need to be active voting members of the KATS Policy Committee to receive federal dollars through the MPO Planning Process.

KATS Federal Funding of Right of Way (ROW)

Use of federal funds for the purchase of ROW for local projects is not allowed unless the committee deems a corridor with a high priority a special case as identified and approved by the KATS Policy Committee.

KATS Federal Funding of Engineering Expenses

Use of federal funds for local project design engineering cost is not allowed.

KATS Asset Management Principles

It is understood with all agencies that proper asset management principles will govern the maintenance of the federal aid system. Through the TIP Call for Projects, KATS emphasizes the “right fix at the right time” and will not consider funding projects that have not met a reasonable life expectancy for the previous fix applied.

Inter-agency Work Group (IAWG) and Air Quality Conformity

All capacity and operational changes, regardless of funding, need to be discussed with KATS and the IAWG so an Air Quality determination (Exempt or Non-exempt) can be made. Air Quality Non-exempt projects must be tested and show conformity prior to construction.

Agencies that bypass the KATS planning process, cannot demonstrate the ability to handle current and future traffic volumes, regardless of funding source, will risk their eligibility to receive federal funding through the MPO planning process.