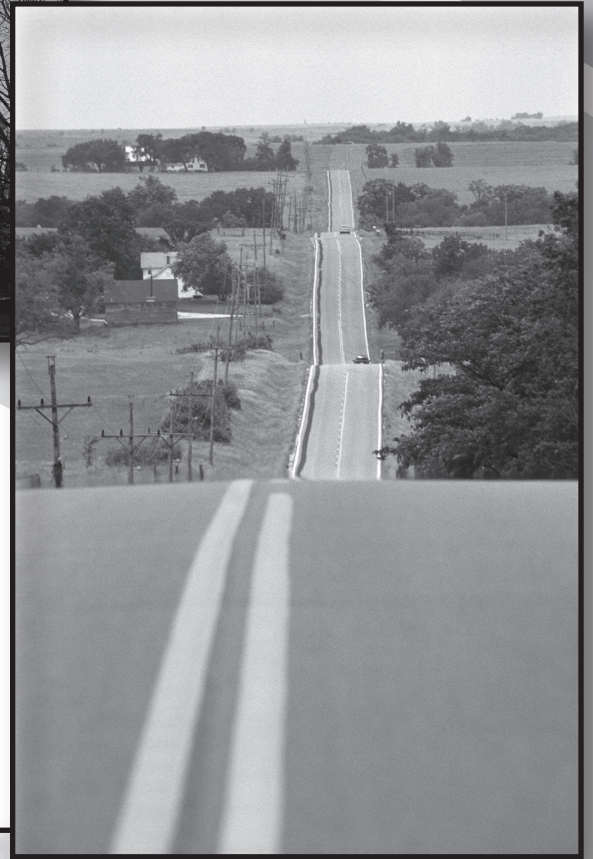


Introduction



INTRODUCTION

In compliance with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) requirements as codified in Title 23, Chapter 1, Subchapter E, Subpart B 450.200-450.240; Title 40, parts 1500-1508 and Title 49, Subtitle B, Chapter VI, part 613 of the United States Code (USC), the Kansas Department of Transportation (KDOT) has developed the Statewide Transportation Improvement Program (STIP) for Kansas. Kansas elects to update the STIP annually, providing information on the current federal fiscal year (FFY) plus three subsequent years. Based on this yearly preparation schedule, this STIP covers FFY 2025-2028, and the projects listed in Appendix A, the Project Index, are anticipated to obligate in this four-year period in some phase.

The STIP is arranged into two general sections: the narrative and the appendices. The narrative portion of the document is further divided into sections that briefly describe KDOT's program financing anticipated for the STIP including fiscal constraint, public involvement, performance measures and project selection processes, and a brief outline of Public Transit. Also included within the STIP narrative are brief descriptions of programs administered by agencies other than KDOT. These programs are the Federal Lands & Tribal Transportation

Programs administered by the Office of Federal Lands Highway (FLH) and the Bureau of Indian Affairs (BIA), the Recreational Trails Program administered by Kansas Department of Wildlife and Parks (KDWP), and the Transportation Improvement Programs (TIPs) administered by each of the Metropolitan Planning Organizations (MPOs) for the six urbanized areas of Kansas. Although these programs are not administered by KDOT, they are a part of the Federal Transportation Program and therefore, are required by federal code to be included in the STIP document prepared by Kansas. Completing the narrative section is a glossary of terms which follows the appendices and a preface to the appendices describing the information provided in each appendix and providing supplemental information helpful in reading the appendices.

There are four appendices, A-D, each providing specific project information. Appendix A is a Project Index of all KDOT administered projects anticipated to obligate in one or more work phases during the FFY 2025-2028 that were programmed at the time this document was prepared. Appendix B is a Summary Report by work phase and FFY of the total anticipated obligation for each FFY of the STIP and summarizes Appendix A. Appendix C is an in-

dex of projects that are advance constructed that provides each project's year(s) of conversion (even year(s) beyond those covered in the STIP), the amount(s) of conversion planned for each year and a total project planned conversion amount. Additionally, a total planned conversion amount by year is provided summing all planned project conversions in the year. Appendix D is for the display of projects sponsored by an entity other than KDOT and awarded through a discretionary grant from one of the transportation grant programs of the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). Grant requirements stipulate that these awarded projects be included in the STIP. However, since the projects are not administered by KDOT, which means there is no KDOT involvement or oversight regarding the project and no KDOT stewardship of the grant funds for the project, the grant awarded projects are listed separately in Appendix D.

There are two clarifications concerning the projects in the appendices:

- 1) While federally funded local public authority (LPA) projects are included in the STIP, the number of LPAs using federal funding has decreased significantly with the implementation of the Federal Fund Exchange program. Through this program, most LPA projects are funded with local and state funds (that supplant the federal

funds an LPA would normally receive) and are part of the Local Support program- a non-Core KDOT program. The Local Support program, and its associated projects, is not included in the STIP, since these projects are not federally funded and are not administered by KDOT. The Federal Fund Exchange program is described in further detail in the Project Selection Criteria and Program Financing sections of the STIP narrative.

- 2) Projects within MPOs are included in the STIP by reference only with one exception. MPO projects that are advance constructed are included in the advance constructed listing in Appendix C. Adding the MPO advance construction projects to Appendix C was a necessary measure taken to provide a clearer illustration of fiscal constraint.

Public involvement was met during the development of this STIP as required by 23 CFR 450.210(a) and in accordance with KDOT's Public Involvement procedures for the STIP and amendments. Draft print copies of the STIP are mailed to the six area transit providers, the six area MPO offices, and the six KDOT district offices for comment. The draft STIP is advertised in the Kansas Register with a 30-day comment period and displayed on KDOT's website during this period. Additionally, a news release is sent to news outlets in the state

announcing the draft STIP comment period and describing how comments may be made. Likewise, amendments are advertised in the Kansas Register with a 14-day comment period and are displayed on KDOT's website during the comment period. A news release for each amendment is also sent to the news outlets outlining the comment period and how comments concerning the amendment may be made.

Our agency public involvement goal is accomplished jointly by our Division of Communications and Public Affairs and the Division of Policy. KDOT involves the public throughout the project development process, thereby building and sustaining relationships with citizens, businesses, legislators, and governmental entities. Additionally, city and county officials are required to have public involvement processes in place for their projects and must provide documentation demonstrating that public involvement was solicited when their projects are submitted to KDOT's Bureau of Local Projects for review.

With a continued focus on transportation planning, the FHWA and FTA have jointly issued updated Planning Emphasis Areas. Following is a description of these eight areas of emphasis and a brief discussion of how these areas are currently being addressed in KDOT.

-TACKLING THE CLIMATE CRISIS- TRANSITION TO A CLEAN ENERGY, RESILIENT FUTURE-

Air quality is a growing concern for KDOT, as we see the ozone standard reviewed every five years and is something we watch closely each ozone season. Particulate matter is of growing concern in the Kansas City Metro region, so removal of barriers to alternative fuels is seen as a beneficial step for those wanting to utilize them in Kansas. Through development of the ChargeUp Kansas NEVI Plan, KDOT is taking steps to make possible the transition to a cleaner, more resilient future in multiple ways. NEVI, or National Electric Vehicle Infrastructure, is a new source of funding made available by the Bipartisan Infrastructure Law signed by the President in November 2022. The first step is working to change the ways in which we power our vehicles. This plan outlines how the state will utilize federal National Electric Vehicle Infrastructure funds to implement electric vehicle (EV) charging infrastructure along state highway and interstate corridors. Motorists traveling within and through our state expect to fuel their vehicles in alternative, cleaner ways and KDOT aims to partner with multiple entities such as private companies, local jurisdictions, and industry leaders to start meeting those needs.

Through this, our agency will contribute to the build out of a national network of EV charging infrastructure that is expected to reduce greenhouse gas emissions, ease motorists' range anxiety, and take a step in building a resilient transportation system. KDOT also recently awarded Access, Innovation and Collaboration, or AIC funds, from FTA, to agencies such as the Flint Hills Area Transportation Agency (FHATA) for a Zero Emission Vehicle Study, Lawrence Transit for a Zero Emission Transition Plan, and Johnson County for EV Micro Transit Service. Our agency has also recently established its Transportation Emissions Reduction Strategy (<https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/burovr/pdf/KDOTTransportationEmissionsReductionStrategy14Nov23.pdf>), which provides the framework for addressing emissions related to Kansas' transportation sector. This planning work and future selected projects that will utilize Carbon Reduction Program (CRP) funding will advance the reduction of transportation related emissions in the state. While new for KDOT, our agency is taking charge of our role in tackling the climate crisis and responding with actionable steps in the process.

-EQUITY & JUSTICE40 IN TRANSPORTATION PLANNING-

KDOT has traditionally worked well with FHWA on planning, monitoring, and executing projects. The inclusion of equity and Justice40 (<https://www.transportation.gov/equity->

[Justice40](#)) considerations will be no different. The application of the equity and Justice40 principles, as well as the corresponding reporting that will be necessary, involve several KDOT business sectors including project delivery, MPO coordination, and Transit. Early in the BIL legislation, efforts will be focused on defining criteria, monitoring existing programming, reporting development, and trend analysis. However, as the program matures, KDOT should be armed with the data necessary to program projects throughout the agency using equity and Justice40 considerations in the prioritization, selection, and programming of projects.

-COMPLETE STREETS-

Many Kansas communities have passed some form of a local Complete Streets ordinance and/or resolution to date. The KDOT Division of Multimodal Transportation and Innovation, in collaboration with Toole Design, will develop Complete Streets policy language for KDOT. Kansas' Complete Streets policy will build upon the significant work accomplished through the Kansas Active Transportation Planning process. Newly passed statewide Complete Street policies from across the country and best practices will be researched and made available to those drafting Kansas' new policies and leadership responsible for policy approval.

-PUBLIC INVOLVEMENT-

Please see the public involvement section for details and information regarding KDOT's response to the corresponding FHWA/FTA Emphasis Area.

-STRATEGIC HIGHWAY NETWORK (STRAHNET)/U.S. DEPARTMENT OF DEFENSE (DOD) COORDINATION-

The Strategic Highway Network (STRAHNET) is a system of approximately 63,000 miles of roadways critical to emergency mobilization and peacetime movement of military personnel and equipment. Meaningful coordination between the Department of Defense (DOD), USDOT, KDOT, and MPO officials will encourage collaborative decision-making that promotes the safe and efficient utilization of these roadways by military forces.

KDOT has a history of coordinating with DOD representatives on various program elements including planning efforts, permitting processes, and project development activities. Examples include the US-24 Corridor Management Plan, <https://www.ksdot.gov/projects.asp>, whose study area included Fort Riley and the Kansas National Guard, highway access permitting process along US-24 near Tonganoxie for the new Army Reserve Center, and, most recently, the Centennial Bridge replacement project which abuts Fort Leavenworth and spans the Missouri River connecting Leavenworth

and Platt Counties in Kansas and Missouri, respectively.

In 2025, and beyond, KDOT intends to take meaningful steps to build upon this cooperative track record and further connect with representatives from DOD in KDOT's transportation planning and project programming processes. More specifically, KDOT aims to better understand emerging and long-term infrastructure and connectivity needs for STRAHNET routes and other public roads that connect DOD facilities. Not only to support rapid force mobilization and response to national emergencies, but also to support daily commuter and freight traffic since DOD facilities are often major regional employers. A critical component of this endeavor is direct participation from our federal and MPO partners. KDOT is currently reviewing options to host an annual summit with the affected parties to discuss transportation needs on the STRAHNET and other public roads.

-COORDINATION WITH THE FEDERAL LAND MANAGEMENT AGENCY (FLMA)-

Historically, there has been minimal coordination between KDOT and Federal Land Management Agencies (FLMA) and Federal Lands Highway (FLH), except for KDOT incorporating the posted FLH Transportation Improvement Program (TIP) into the STIP. This has largely been driven by the fact Kansas does not receive FLMA/FLH funding at the state level. Additionally, there is

only \$1.2 million allocated (annually) to the Kansas Federal Lands Access Program (FLAP). Therefore, FLH opens a call for projects once every three (3) years once sufficient funds have been “banked” to fund meaningful projects. The result has been infrequent dialogue between FLMA/FLH, KDOT, and other transportation partners and stakeholders. However, there is a great opportunity for enhanced conversations between transportation partners, stakeholders, and FLH. This may be done in cooperation with FHWA-KS and KDOT as we are working to improve coordination by conducting a collaborative and comprehensive study that (1) conducts a needs assessment to identify unmet needs to federal lands, develop a framework to prioritize those needs, and identify projects to fund with the FLAP dollars allocated to Kansas, and (2) provide policy recommendations for enhanced integration of federal lands’ needs into statewide MPO planning processes. Recent conversations between FLH and KDOT generated consensus that it would be beneficial to initiate this planning process after the upcoming FLAP call for projects (2025). Doing so would allow the partners to ascertain the quality of the project submission pool and tailor the comprehensive study accordingly.

-PLANNING & ENVIRONMENT LINKAGES (PEL)-

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation deci-

sion making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. Although KDOT has never sponsored a PEL, the agency has participated in such studies in the Kansas City metropolitan area, most notably the 2018 Beyond the Loop PEL Study (<http://www.beyondtheloopkc.com/>) that was led by the Mid-America Regional Council. The information gathered during this study has meaningfully informed the Missouri Department of Transportation’s project development activities, while helping expedite the environmental review and project delivery processes. Having been a participant in this PEL project, KDOT understands the value and efficiency of an integrated approach to planning, and the agency is considering using the PEL methodology in several corridor planning processes.

-DATA IN TRANSPORTATION PLANNING-

Developing and advancing data sharing principles is emergent and a key focus area within KDOT’s business environment. In December of 2021, KDOT hosted a Digital Futures Workshop with agency leaders to define a plan for using data and technology moving forward. The workshop culminated in KDOT’s first ever draft Digital Strategy Action Plan, which was built upon these four goals: (1) Improve data governance, (2) Build data culture and capabilities,

(3) Improve business processes, and (4) Improve access to data.

The fourth goal, improving access to data, has been identified as a key area of emphasis by KDOT leadership, and the Digital Strategy Action Plan calls for the agency to establish an organizational commitment to publish its data and eliminate access barriers arising from data locations, permissions, or skills gaps. Beyond simply publishing data, KDOT also plans to increase our presence in the data sharing space, which is currently limited to unique opportunities, such as sharing commercial vehicle park data with third-party software companies as part of the Truck Parking Information Management System (TPIMS). KDOT stands ready to enhance our presence in the datasphere and opportunities abound for data sharing in today's industry, particularly with respect to freight and commodity flow data, pedestrian and bicycle planning, equity and Justice40 analyses, and performance management. The Digital Strategies Action Plan provides KDOT with a roadmap to implementation and the agency is actively moving in this direction.

Areas of emphasis provide a glimpse into the future directions KDOT is moving in an effort to meet FHWA and FTA's request and to continually grow and improve to meet our vision of providing a transportation system that meets the needs of Kansans now and in the future.

Finally in 23 U.S.C. section 450.220 is described ten certifications that states must make when submitting their proposed State Transportation Improvement Program to FHWA and FTA for approval. The Kansas Department of Transportation hereby certifies that the transportation planning process is being carried out in accordance with the following requirements:

- 1) Title 23, Chapter 1, Subchapter E, part 450; Title 40, parts 1500-1508 and Title 49, Subtitle B, Chapter VI, part 613 of the United States Code (USC);
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101 (E) of BIL (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

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- 7) In States containing nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
 - 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - 9) 23 U.S.C. Section 324 regarding the prohibition of discrimination based on gender; and
 - 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Further, 23 U.S.C. section 450.218 outlines the requirements that the states shall ensure are met when submitting their STIP. The state of Kansas has met the following requirements:

- 1) The STIP covers a minimum of four years, is updated annually as elected by Kansas although the minimum preparation requirement is every four years, and is developed in coordination with transportation officials of LPAs through the local consult processes in place established under 450.210(b);
- 2) Public involvement was solicited during the development of the STIP as required by 450.210(a);
- 3) The metropolitan planning areas' TIPs are included by reference and have been approved by the Governor's designee;

- 4) Projects in this STIP are consistent with state and local policy and therefore are consistent with the adopted Long-Range Transportation Plan (LRTP);
- 5) Tribal Transportation Programs, the Federal Lands Transportation Program and Federal Access Program TIPs as applicable to the State of Kansas are included in the STIP after approval by FHWA as required by 23 U.S.C. 201(c)(4);
- 6) The STIP is financially constrained by year;
- 7) The STIP includes a list of all priority projects in the first four years including projects proposed to be carried out using funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53;
- 8) The STIP contains all regionally significant transportation projects requiring action by FHWA and FTA;
- 9) The STIP project listing, Appendix A, contains sufficient descriptive material to identify the project, an estimated total project cost which may extend beyond the years of the STIP, the amount of Federal funds proposed to be obligated during each program year and the project sponsor(s);
- 10) The STIP includes discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in a statewide transportation plan or other State performance-based plan(s) linking the investment priorities in the STIP to the performance targets.

Questions concerning this STIP
may be forwarded to:

Kansas Department of Transportation
Division of Program and Project
Management
700 Harrison, 2nd Floor Tower
Topeka, Kansas 66603-3754
(785) 296-2252 or (785) 296-0892
FAX (785) 296-8168

The STIP information is also
available in alternative format. To obtain
an alternative format version of the STIP,
contact the Division of Communications
and Public Affairs, Eisenhower Building,
700 SW Harrison, 2nd Floor West, To-
peka, KS, 66603-3754, or (785) 296-
3585 (Voice)/Hearing Impaired - 711.
For online viewing of the STIP docu-
ment, visit KDOT's website at
<https://www.ksdot.gov/publications.asp>
and from the options displayed select
"State Transportation Improvement Pro-
gram (STIP)". This opens the main STIP
page where links to this pending STIP,
the current STIP and archived past STIPs
are displayed.