
**Administrative Modification #1
(as of 10/18/2023) to the
Kansas FFY 2024-2027 STIP**

The attached administrative modification to the Kansas FFY 2024-2027 Statewide Improvement Program (STIP) updates the Federal Lands & Tribal Transportation Programs and the Metropolitan Transportation Improvement Programs narrative sections of the STIP. This modification also updates Appendix D with the awarded FY 2022 Consolidated Rail Infrastructure and Safety Improvement Program projects for the State of Kansas.

The Federal Lands & Tribal Transportation Programs narrative was updated for a revised link and updated project list for the Federal Lands TIP for 2023-2026. Additionally, the Metropolitan Transportation Improvement Programs narrative was updated to include the most recent TIP information for Flint Hills Metropolitan Planning Organization and St. Joseph Area Transportation Study Organization.

Appendix D was updated to include the awarded projects in Kansas for Fiscal Year 2022 from the Consolidated Rail Infrastructure and Safety Improvement (CRISI) discretionary grant program.

Federal Lands & Tribal Transportation



FEDERAL LANDS & TRIBAL TRANSPORTATION PROGRAMS

The Office of Federal Lands Highway (FLH) administers a coordinated program of federal public roads and bridges, to protect and enhance our Nation's natural resources, and to provide needed transportation access for Native Americans. FLH was established in 1983 and functions to provide apportioned and allocated funding resources, as well as technical engineering services, for transportation needs of both the Federal and Tribal lands.

Under the new transportation act Bipartisan Infrastructure Law (BIL) enacted November 15, 2021, the three core programs, the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP) and the Tribal Transportation Program (TTP), continue ensuring that all federally owned public roads and tribal transportation facilities are treated under uniform policies in a manner similar to those in effect for federal-aid highways and other public transportation and transportation related facilities. The Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program established under the FAST Act is continued, with some minor changes in requirements, under BIL with approximately \$220 million in funds for FFY 2023-2026. Project size requirement for eligible projects has been reduced from \$25 million to \$12.5 million and federal

share for Tribal projects has increased to 100 percent. Federal Lands projects may now use U.S.C. Title 23 and Title 49 funds for the non-federal share. The goal of the program remains unchanged: to provide funding for nationally significant construction, reconstruction, and rehabilitation projects on Federal or Tribal lands. Additionally, the split of projects selected must be equal between Tribal and Federal lands projects. Further, at least one Federal lands project undertaken must be selected in a portion of the National Park System that receives 3 million or more visitors each year.

Only minor changes were made in BIL to the FLTP, with most of the changes made to the program in the FAST Act left largely intact. The FLTP program remains funded with a mix of allocated and competitive funding. Prior to the distribution of funds, 20 percent (up from 5 percent under the FAST Act) of the combined FLTP and FLAP program funding is set aside for transportation planning and related functions associated with the Tribal and Federal land management agencies. As in the FAST Act, under BIL, designated agencies continue to receive funding in apportioned amounts. For 2023-2026 the apportioned funding is distributed in the following manner, \$1.399 billion is apportioned to the National Park Service, \$106 million

is allotted to the United States Department of Agriculture (USDA) Forest Service; and \$180 million is reserved for the United States (US) Fish and Wildlife Service. Additionally, BIL further requires that each Federal agency eligible to compete for FLTP discretionary funds receive a minimum of \$7 million in each year of FFY 2023-2026. Funds remaining after the apportioned distributions will be awarded competitively among any qualifying agency. Funding is provided for several categories of FLTP projects that improve access within national forests and national recreational areas, as well as infrastructure owned by the Federal government. BIL, like the FAST Act, retains the core programs and eligibilities with the federal funding participation remaining 100 percent for all projects that provide access to or within Federal land.

The goals of the FLAP program remain unchanged with the focus of the program to improve access to infrastructures owned by states and local public authorities (LPAs). Under BIL, new eligibilities have been added for context-sensitive solutions, interpretive panels in or adjacent to parking areas, wayfinding markers, cooperative mitigation of visual blight, landscaping with an emphasis on native plants and designs that minimize water runoff and heat generation. Further, under BIL, the amount set aside for planning functions was increased from 5 percent to 20 percent of the combined annual FLTP and FLAP fund amounts, and the federal match was increased to 100 percent, eliminating the need for

states to provide a non-federal match to use the program funds. At this time, Kansas receives no FLAP funding and does not program any Federal lands projects. Instead, all projects within Federal lands in the state are selected and managed by the Central Federal Lands Division of the Office of Federal Lands.

The third core program, the Tribal Transportation Program (TTP), has had some key changes under BIL. The first change being the removal of the Tribal Transportation Bridge (TTB) program from the TTP. The tribal bridge projects are now funded as set-asides of both the Bridge Investment Program and the Bridge Formula Program. The TTB apportioned funding from the Bridge Investment Program is \$100 million in contract authority from the HTF and \$100 million in advance appropriations from the GF for FFY 2022-2026. Additionally, \$825 million is available in advance appropriations from the GF over FFY 2022-2026 from the Bridge Formula Program. Other significant provisions include \$45 million in contract authority for the Tribal High Priority Projects program and an increase in the Safety Fund set-aside from 2 percent to 4 percent.

Federal Lands Highway Projects

A Federal Lands TIP is in place covering the years 2023-2026. In the 2023-2026 TIP, there are three projects planned or under construction in Kansas. When future updates are made to the Federal Lands TIP, the updated TIP will be added to KDOT's STIP using the

amendment/administrative modification process. The FLHP is administered by the Office of Federal Lands Highway, which is divided into three regions-Western, Central and Eastern. The Central Federal Lands Highway Division (CFLHD) is responsible for the administration of projects in Kansas. To learn more about the FLH projects and their programs, visit the website at the following link: <http://flh.fhwa.dot.gov/>. For information about the CFLHD and to view the TIP with Kansas projects visit the following link: <https://highways.dot.gov/sites/fhwa.dot.gov/files/cflhd-2023-2026-mid-year-tip.pdf>. Additionally, following this program discussion is an excerpt of the current TIP for the CFLHD, listing the projects committed in Kansas.

Tribal Transportation Projects

Four Tribal Nations have reservations contained or partially contained within the State of Kansas. These Nations receive federal funding for roads and bridges from the programs outlined above. The funds for the Tribal lands are administered jointly by the Bureau of Indian Affairs (BIA)-Division of Transportation and the Office of Federal Lands Highway. To learn more about the BIA, visit their website at the following link: <http://www.bia.gov/>. For more information about Tribal TTPs and upcoming projects, visit the following link for the TTIP in place for tribes in Kansas: [\[s/federal-lands/STIP/TTP-STIP-for-Kansas.pdf\]\(https://highways.dot.gov/sites/fhwa.dot.gov/files/doc/s/federal-lands/STIP/TTP-STIP-for-Kansas.pdf\). Kansas tribes are part of the Southern Plains BIA region.](https://highways.dot.gov/sites/fhwa.dot.gov/files/doc</p></div><div data-bbox=)

The four Tribal Nations in Kansas are:

Prairie Band of Potawatomi Indians,
located in Jackson County, Kansas

Kickapoo Nation of Kansas,
located in Brown County, Kansas

Sac and Fox Nation of Missouri,
located in Brown County, Kansas and
Richardson County, Nebraska

Iowa Tribe of Kansas and Nebraska,
located in Brown County, Kansas,
Doniphan County, Kansas and
Richardson County, Nebraska

The 2022 TTIP covers the years 2022-2026 and is the most current TIP in place for the Tribal Nations in the State of Kansas. All four tribes have projects in the 2022 TTIP with a total of sixteen projects planned. Following this discussion is the most recent TTIP project list in place for the Kansas Nations grouped by nation.

When updates are made throughout the year to the Tribal TIP(s), the updates will be integrated into KDOT's STIP via an administrative modification and the STIP amendment process.



**Transportation Improvement Program Mid-Year Update
FY 2023 to FY 2026
Central Federal Lands Highway Division
Federal Highway Administration**

Apprvd by CFL Dir. of Business Operations:
Judy Salomonson
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for Judy Salomonson, Chief of
Business Operations, CFLHD

Project Name	Award Year	State	County	FLMA Unit	Project Description	Type of Work	Primary Fund Source	Program Amount	Funds From Title	Delivered By	Phase	Congressional District	FLMA Region
Arizona													
AZ BR YAO MODE III (1) MODE III Access Road Repairs	2023	AZ	Yuma	Yuma AO	Gravel road rehabilitation	3R	FLTP - BOR	\$2,160,000	Title 23	BOR	Construction	AZ-3	BOR-LowCO
AZ FLAP 202(3) RED CLOUD MINE	2023	AZ	Yuma	Imperial NWR	Phase 3 to repair and finish some work from phase 1	4R	FLAP - CFL	\$2,500,000	Title 23	CFL	Construction	AZ-7	FWS-2-SW
AZ NP GRCA 272(1A) MATHER POINT CAMPGROUND LOOPS	2023	AZ	Coconino	Grand Canyon National Park	SUBSTATION ACCESS ROAD	4R	FLTP - NPS	\$2,195,430	Title 23	CFL	Construction	AZ-1	NPS-IMR
AZ/CA FTBR LCD PADA(1) Parker Dam Road	2023	AZ	La Paz	Yuma AO	Poor condition Reclamation owned and maintained road accessing Parker Dam.	3R	FLTP - BOR	\$1,611,000	Title 23	CFL	Construction	AZ-4	BOR-LowCO
AZ FLAP NAV FR136(1) JOE TANK ROAD	2024	AZ	Navajo	Apache-Sitegraves NF	Pulverize .31 miles of existing street; move ditches back to widen roadway to a consistent 28 foot width; compaction existing base and install new asphalt with a layer of aggregate base course and 3in asphalt overlay. Install 2ft ribbon curb along both sides of the new pavement to preserve roadway integrity.	4R	FLAP - CFL	\$2,700,000	Title 23	CFL	In design	AZ-1	FS-03-SW
AZ FLAP PIM FR510(1) SABINO CANYON PARK ROAD	2024	AZ	Pima	Coronado NF	The proposed improvements consist of a new 75 stall paved parking lot and 21 paved on-street parking stalls located on USFS lands; a kiosk for AZ Trail information located at the parking lot & a public restroom located on Pima County owned R/W near the existing Pima County sewage treatment facility.	4R	FLAP - CFL	\$7,000,000	Title 23	CFL	In design	AZ-2	FS-03-SW
AZ FTNP GRCA 14(1) NORTH ENTRANCE ROAD	2024	AZ	Coconino	Grand Canyon NP	Rehabilitate Asphalt Surface of North Entrance Road RT 014	3R	FLTP - NPS	\$11,111,500	Title 23	CFL	In design	AZ-1	NPS-IMR
AZ/NV BR LCDO DAVIS DAM (2) DAVIS DAM & HOOVER DAM LOWER PORTAL	2024	AZ	Mohave	Lower Colorado DO	Davis Dam Visitor Parking and Access Road - 0.4 miles of road, 1 parking lot, paved road rehabilitation Hoover Dam Lower Portal Road - Updated guardrail, replacement of rock barrier with new guardrail, and drainage and erosion control	3R	FLTP - BOR	\$1,656,640	Title 23	CFL	In design	AZ-1	BOR-LowCO
AZ FLAP PIN FR77(1) EAST PERALTA ROAD	2025	AZ	Pinal	BLM Lower Sonoran Sites, Tonto NF	6.10 miles of road reconstruction accessing BLM lands and Peralta Trailhead	4R	FLAP - CFL	\$17,965,000	Title 23	CFL	In design	AZ-1	BLM-AZ;FS-03-SW



**Transportation Improvement Program Mid-Year Update
FY 2023 to FY 2026
Central Federal Lands Highway Division
Federal Highway Administration**

Project Name	Award Year	State	County	FLMA Unit	Project Description	Type of Work	Primary Fund Source	Program Amount	Funds From Title	Delivered By	Phase	Congressional District	FLMA Region
CO NP SHUTTLE OPS FY22-FY26 SHUTTLE OPERATIONS FY22-FY26	2023	CO	Various	BAND, BRCA, DINO, GRCA, ROMO, ZION	"Shuttle Operations FY22-FY26 BAND, BRCA, DINO, GRCA, ROMO, ZION"	Transit	FLTP - NPS	\$300,000	Title 23	NPS	Construction	Various	NPS-IMR
CO FTNP GRSA 306582 Construct Roads and Parking to Address Congestion	2024	CO	Saguache & Alamosa	GRSA	Enhance visitor recreational access, improve safety & congestion by increasing parking capacity and constructing a new entrance station and overlook rest stop.	4R	FLTP - NPS	\$16,843,200	Title 23	NPS	Planned	CO-3	NPS-IMR
CO FTNP ROMO 230863 HOLZWARTH CULVERT	2025	CO	LARIMER	Rocky Mountain NP	Reconstruct Holzwarth Culvert 1520-0295	Spot	FLTP - NPS	\$1,000,000	Title 23	NPS	Planned	CO-2	NPS-IMR
Hawaii													
HI FLAP PLAN(1) ACCESS PROGRAM NEEDS ASSESSMENT	2023	HI	all of HI	FWS, NPS, DOD (USACE, Navy)	program needs assessment	Study	FLAP - CFL	\$180,000	Title 23	CFL	In design	HI-1	FWS-1-Pac;NPS-PWR;USACE-PO
HI FLAP CR 562(1) KILAUEA PT	2024	HI	Kauai	Kilauea Point NWR	Roadway and parking improvements	4R	FLAP - CFL	\$12,550,000	Title 23	CFL	In design	HI-2	FWS-1-Pac
HI FLAP DOT PP 378(1) HALEAKALA CRATER ROAD PAVE PRES	2025	HI	Maui	Haleakala NP, USFS, BOR	Pavement preservation of 10.15 miles of Haleakala Crater Road.	1R	FLAP - CFL	\$1,500,000	Title 23	state	Planned	HI-2	BOR-MidPac;FS-05-PacSW;NPS-PWR
Kansas													
KS FLAP MIA 253(1) HILLSDALE LAKE ACCESS	2024	KS	Miami	Hillsdale Lake	Rehabilitate and Pave .75 miles of 253rd Street and Orleans Road.	3R	FLAP - CFL	\$1,340,000	Title 23	CFL	In design	KS-2	USACE-NW
KS FW FLH (1) Hartford Marsh Road Drainage	2024	KS	Lyon	Flint Hills NWR	Replace existing low water crossing with box culvert	Spot	FLTP - FWS	\$50,000	Title 23	CFL	Planned	KS-1	FWS-6-MtPr
KS NP TAPR 307890 REPLACE TOUR BUSES WITH LEASED VANS	2023	KS	Chase	TAPR	LEASE PASSENGER VANS	Transit	FLTP - NPS	\$18,000	Title 23	NPS	Construction	KS-1	NPS-MWR
Nebraska													
NE FLAP LOU 10(1) CALAMUS RESERVOIR ACCESS	2023	NE	Loup & Garfield	Calamus Reservoir USBR	Rehabilitate 6 miles of roadway and parking lot to improve access to the reservoir.	3R	FLAP - CFL	\$1,300,000	Title 23	state	Construction	NE-1	BOR-GP
NE FLAP DOT 86B(1) MIDDLE LOUP RIVER BRIDGE	2026	NE	Thomas	Halsey NF	Bridge replacement	BR	FLAP - CFL	\$1,500,000	Title 23	state	Planned	NE-1	FS-02-RM
Nevada													
NV FLAP 400(1) LOGANDALE TRAILS ACCESS ROAD	2024	NV	Clark	Las Vegas Field Office	Reconstruct and pave 3.25 miles of Logandale Trails Access Road.	3R	FLAP - CFL	\$10,300,000	Title 23	CFL	In design	NV-4	BLM-NV



Office of Federal Lands Highway
US Department of Transportation - Federal Highway Administration

**Tribal Transportation Program
Transportation Improvement Program**

State of
Kansas

Tribal Transportation Program
Transportation Improvement Program
2022

This report includes all construction projects on current approved Tribal TIPs in this State.



INDIAN ROADS RESERVATION PROGRAM CSTIPS Module of ITIMS

CSTIP Report

The CSTIP report shows the full contents of one or more CSTIPS.

For example, if the report is requested for a particular reservation with a managing entity that also manages two other reservations, then projects for all three reservations are reported. This means that subtotal amounts are always correct, no matter what the filter might be. However, see the next remark on how to read subtotals.

The CSTIP Subtotal is the full total for values on the CSTIP.

The state subtotal is the sum of the values in the state and on the current CSTIP. This report does not show overall state totals.

The location subtotal is the sum of values for projects on a particular reservation and in a particular state. When a reservation lies in two states, project data for each part including the subtotal is presented in separate places.

Any type of CSTIP may be the subject of the report.



Indian Reservation Roads Programs

Federal Lands Highway

Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

REPORT FILTERS:

Location = B-**-***
 program_class_code = 6V1
 CSTIP Type = TIP



Entity Name	B04860 - IOWA TRIBE OF KS AND NE		
Program Class Code	6V1		
CSTIP Type	TIP	Fiscal Year	2022
FHWA Approved Date	14-SEP-22	Funding Amount	254,966

FIRST PAGE FOR CSTIP

State 20 - Kansas Projects on the CSTIP with this state are listed and subtotaled in this section
 Location B04860 - low a Tribe (Ks & Ne) Covers that part of the reservation within the current state.

PCAS	Class	Name	County	Project Type	Work Type	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
B0422601	R	low a Tribe Long Range Transportation F	013 - Brown	PLANING	P9	PE	0	0	0	0	0	0
						CONS	0	0	0	0	0	0
						CE	0	0	0	0	0	0
						Z	24,701	10,000	10,000	1,000	0	45,701
						Total	24,701	10,000	10,000	1,000	0	45,701
B0422602	R	Route 826	043 - Doniphan	RECONS	7	PE	0	0	10,000	10,000	0	20,000
						CONS	0	0	0	100,000	200,000	300,000
						CE	0	0	0	5,000	10,000	15,000
						Z	0	0	0	0	0	0
						Total	0	0	10,000	115,000	210,000	335,000
B0422603	R	Route 817	043 - Doniphan	RECONS	7	PE	20,000	1,000	0	0	0	21,000
						CONS	62,000	0	80,000	0	0	142,000
						CE	8,000	0	10,000	0	0	18,000
						Z	0	0	0	0	0	0
						Total	90,000	1,000	90,000	0	0	181,000
B0422604	R	Wellness Center Parking	043 - Doniphan	RECONS	7	PE	0	0	0	0	0	0
						CONS	0	150,000	0	0	0	150,000
						CE	0	0	0	0	0	0
						Z	0	0	0	0	0	0
						Total	0	150,000	0	0	0	150,000
B0422605	R	Casino Parking Rehabilitation	043 - Doniphan	REHAB	7	PE	50,000	0	0	0	0	50,000
						CONS	0	0	0	0	0	0
						CE	0	0	0	0	0	0
						Z	0	0	0	0	0	0
						Total	50,000	0	0	0	0	50,000
B042260M	O	low a Tribe Road Maintenance	013 - Brown	REHAB	3	PE	0	0	0	0	0	0
						CONS	0	0	0	0	0	0
						CE	0	0	0	0	0	0
						Z	90,265	80,000	100,000	100,000	0	370,265
						Total	90,265	80,000	100,000	100,000	0	370,265
Location Subtotal							254,966	241,000	210,000	216,000	210,000	1,131,966
State Subtotal							254,966	241,000	210,000	216,000	210,000	1,131,966
CSTIP Subtotal							254,966	241,000	210,000	216,000	210,000	1,131,966



Indian Reservation Roads Programs

Federal Lands Highway

Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

REPORT FILTERS:

Location = B-**-***
 program_class_code = 6V1
 CSTIP Type = TIP



Entity Name	B04862 - Prairie Band Potaw atomi Nation		
Program Class Code	6V1		
CSTIP Type	TIP	Fiscal Year	2022
FHWA Approved Date	11-AUG-22	Funding Amount	639,448

FIRST PAGE FOR CSTIP

State 20 - Kansas Projects on the CSTIP with this state are listed and subtotaled in this section
 Location B04862 - Prairie Band Potaw atomi Nation Covers that part of the reservation within the current state.

PCAS	Class	Name	County	Project Type	Work Type	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
B0422621	R	126th & O Road Intersection	085 - Jackson	RECONS	I1	PE	70,000	0	40,000	5,000	0	115,000
						CONS	0	200,000	300,000	300,000	0	800,000
						CE	0	0	5,000	5,000	5,000	15,000
						Z	0	0	0	0	0	0
						Total	70,000	200,000	345,000	310,000	5,000	930,000
B0422622	R	174th & H.4 Road Hill Cut	085 - Jackson	RECONS	I1	PE	0	0	0	0	0	0
						CONS	84,000	100,000	100,000	100,000	0	384,000
						CE	5,000	5,000	5,000	0	0	15,000
						Z	0	0	0	0	0	0
						Total	89,000	105,000	105,000	100,000	0	399,000
B0422623	O	Road Maintenance Equipment	085 - Jackson	RDMAINT	T1	PE	0	0	0	0	0	0
						CONS	0	0	0	0	0	0
						CE	200,000	0	0	0	0	200,000
						Z	0	0	0	0	0	0
						Total	200,000	0	0	0	0	200,000
B042262M	O	Maintenance	013 - Brown	RDMAINT	3	PE	0	0	0	0	0	0
						CONS	0	0	0	0	0	0
						CE	0	0	0	0	0	0
						Z	200,000	200,000	100,000	100,000	0	600,000
						Total	200,000	200,000	100,000	100,000	0	600,000
B042262P	O	TTP Program Management	013 - Brown	PLANNING	P10	PE	0	0	0	0	0	0
						CONS	0	0	0	0	0	0
						CE	0	0	0	0	0	0
						Z	80,448	50,000	50,000	50,000	50,000	280,448
						Total	80,448	50,000	50,000	50,000	50,000	280,448
Location Subtotal							639,448	555,000	600,000	560,000	55,000	2,409,448
State Subtotal							639,448	555,000	600,000	560,000	55,000	2,409,448
CSTIP Subtotal							639,448	555,000	600,000	560,000	55,000	2,409,448



Indian Reservation Roads Programs

Federal Lands Highway

Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

REPORT FILTERS:

Location = B-***-***
 program_class_code = 6V1
 CSTIP Type = TIP



Entity Name B04863 - SAC & FOX NATION OF MISSOURI (KS-NE)
 Program Class Code 6V1
 CSTIP Type TIP Fiscal Year 2022
 FHWA Approved Date 28-JUL-22 Funding Amount 148,223

FIRST PAGE FOR CSTIP

State 20 - Kansas Projects on the CSTIP with this state are listed and subtotaled in this section
 Location B04863 - Sac & Fox Nation Of Missouri Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	B0422631	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Sac & Fox KS Program Management	CONS	0	0	0	0	0	0
County	043 - Doniphan	CE	0	0	0	0	0	0
Project Type	PLANING	Z	40,000	40,000	30,000	30,000	0	140,000
Work Type	P10	Total	40,000	40,000	30,000	30,000	0	140,000
PCAS	B042263M	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Sac & Fox KS Road Maintenance	CONS	0	0	0	0	0	0
County	043 - Doniphan	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	100,000	100,000	100,000	100,000	0	400,000
Work Type	RM	Total	100,000	100,000	100,000	100,000	0	400,000
PCAS	B042263P	Phase						
Class	O	PE	8,223	0	0	0	0	8,223
Name	Long Range Transportation Plan	CONS	0	0	0	0	0	0
County	043 - Doniphan	CE	0	0	0	0	0	0
Project Type	PLANING	Z	0	0	0	0	0	0
Work Type	P9	Total	8,223	0	0	0	0	8,223
Location Subtotal			148,223	140,000	130,000	130,000	0	548,223
State Subtotal			148,223	140,000	130,000	130,000	0	548,223
CSTIP Subtotal			148,223	140,000	130,000	130,000	0	548,223



Indian Reservation Roads Programs

Federal Lands Highway

Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

REPORT FILTERS:

Location = B-***-***
 program_class_code = 7VP
 CSTIP Type = TIP



Entity Name	B04861 - KICKAPOO TRIBE OF INDIANS IN KANSAS		
Program Class Code	7VP		
CSTIP Type	TIP	Fiscal Year	2022
FHWA Approved Date	03-AUG-22	Funding Amount	300,000

FIRST PAGE FOR CSTIP

State 20 - Kansas **Projects on the CSTIP with this state are listed and subtotaled in this section**
Location B04861 - Kickapoo Tribe (Ks) **Covers that part of the reservation within the current state.**

		Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	B0422611	PE	150,000	0	0	0	0	150,000
Class	B	CONS	0	500,000	0	0	0	500,000
Name	Bridge B104	CE	0	0	0	0	0	0
County	013 - Brown	Z	0	0	0	0	0	0
Project Type	REPLACE	Total	150,000	500,000	0	0	0	650,000
Work Type	SD							
PCAS	B0422612	PE	150,000	0	0	0	0	150,000
Class	B	CONS	0	400,000	0	0	0	400,000
Name	Bridge B119	CE	0	0	0	0	0	0
County	013 - Brown	Z	0	0	0	0	0	0
Project Type	REPLACE	Total	150,000	400,000	0	0	0	550,000
Work Type	SD							
Location Subtotal			300,000	900,000	0	0	0	1,200,000
State Subtotal			300,000	900,000	0	0	0	1,200,000
CSTIP Subtotal			300,000	900,000	0	0	0	1,200,000

Metropolitan Transportation Improvement Programs



METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAMS

Under Title 23 of the United States Code pertaining to transportation, communities with population greater than 50,000 are required to have a Metropolitan Planning Organization (MPO). The MPOs are responsible for coordinating transportation planning efforts in their region. The six Kansas MPOs are: the Mid-America Regional Council (covers the bi-state Kansas City metropolitan area), the Lawrence-Douglas County Metropolitan Planning Organization, the Wichita Area Metropolitan Planning Organization, the Metropolitan Topeka Planning Organization, the Flint Hills Metropolitan Planning Organization (covers Manhattan, Ogden, Junction City, Wamego, St. George and Grandview Plaza), and the St. Joseph Area Transportation Study Organization (covers the bi-state area of the St. Joseph, Missouri metropolitan area including Elwood/Wathena, Kansas).

The planning process by the MPOs encompasses all modes of transportation and covers both short-range and long-range transportation planning. MPO plans and programs are reviewed and approved by the Federal Highway Administration and the Federal Transit Administration. The role of the MPO is to coordinate the transportation planning activities within their region. This includes serving as a liaison between local

communities, their citizens, and the state departments of transportation. MPOs help determine how and where available state and federal dollars for transportation improvements will be spent. As defined by federal and state transportation regulations, the primary functions of the MPO are to:

- Establish the goals, objectives and policies governing transportation planning in the region.
- Approve an annual Unified Planning Work Program (UPWP) and budget.
- Direct the preparation and adoption of the Metropolitan Transportation Plan (MTP) goals, objectives, and priorities.
- Program projects for implementation through the adoption of the Transportation Improvement Program (TIP).
- Dependent on attainment status: perform the air quality conformity determination for the TIP and MTP.

Projects within each MPO are incorporated in the Kansas STIP by reference of the TIP each MPO has in place. To view specific MPO project information and cost, follow the links pro-

vided below to each MPO TIP. In addition to TIP information, contact information and currently adopted MTP information, is provided. As MPOs adopt new TIPs or MTPs, all new documents will be amended into the STIP using the amendment process.

**Mid-America Regional Council
(MARC)
Kansas City Metropolitan Area**

*FFY 2022-2026
Transportation Improvement Program*

- Approval by MARC on October 26, 2021
- Approval by KDOT on November 4, 2021
- Approval by FHWA/ FTA on November 9, 2021

Link to current TIP:

<https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program>

Metropolitan Transportation Plan (MTP):
“Connected KC 2050”

- Approval Date: June 23, 2020
- Expiration Date: June 23, 2025

Link to current MTP: <https://connect-edkc.org/>

Contact Information:

MARC
600 Broadway Blvd., Suite 200
Kansas City, MO 64105
Telephone: 816-474-4240
www.marc.org/transportation/
Email: transportation@marc.org

**Wichita Area Metropolitan Planning
Organization (WAMPO)
Wichita Metropolitan Area**

*FFY 2023-2026
Transportation Improvement Program*

- Approval by WAMPO on August 9, 2022
- Approval by KDOT on September 8, 2022
- Approval by FHWA/FTA on September 9, 2022

Link to current TIP:

<https://www.wampo.org/transportation-improvement-program>

Metropolitan Transportation Plan (MTP):
“Reimagined Move 2040”

- Approval Date: June 9, 2020
- Expiration Date: June 9, 2025

Link to current MTP:

<https://www.wampo.org/metropolitan-transportation-plan-mt>

Contact Information:

WAMPO
271 W 3rd Street, Suite 208
Wichita, KS 67202
Telephone: 316-779-1321
[https://www.wampo.org/](http://www.wampo.org/)
Email: wampo@wampo.org

**Metropolitan Topeka Planning
Organization (MTPO)
Topeka Metropolitan Area**

FFY 2021-2024

Transportation Improvement Program

- Approval by MTPO on October 29, 2020
- Approval by KDOT on March 4, 2021
- Approval by FHWA/FTA on March 5, 2021

Link to current TIP: <https://topekampo.org/tip/>

Metropolitan Transportation Plan (MTP):
“Futures 2045 ”

- Approval Date: June 23, 2022
- Expiration Date: June 22, 2027

Link to current MTP: <https://topekampo.org/futures-2045/>

Contact Information:

MTPO

620 SE Madison Street

Topeka, KS 66607

Telephone: 785-368-3728

<https://topekampo.org/>

Email: cscroggins@topeka.org

**Lawrence-Douglas County
Metropolitan Planning Organization
(L-DC MPO)**

Lawrence & Douglas County Area

FY 2023-2026

*Transportation Improvement Program
For the Lawrence Urbanized Area*

- Approval by the L-DC MPO on October 27, 2022
- Approval by KDOT on October 27, 2022
- Approval by FHWA/FTA on November 8, 2022

Link to current TIP: <https://lawrenceks.org/mpo/tip/>

Metropolitan Transportation Plan (MTP):
“Transportation 2050”

- Approval Date: March 16, 2023
- Expiration Date: March 15, 2028

Link to current MTP:

<https://lawrenceks.org/mpo/t2040/>

Contact Information:

Transportation Planning/L-DC MPO

City Hall Riverfront, 1 Riverfront Plaza,
Suite 320

PO Box 708

Lawrence, KS 66044

Telephone: 785-832-3165

<https://lawrenceks.org/mpo/>

Email: jmortinger@lawrenceks.org

**Flint Hills Metropolitan Planning
Organization (FHMPO)
Manhattan Metropolitan Area**

FFY 2024-2027

Transportation Improvement Program:

- Approval by FHMPO on August 16, 2023
- Approval by KDOT on September 7, 2023
- Approval by FHWA/FTA on September 15, 2023

Link to current TIP:

<https://www.flinthillsmpto.org/tip>

Metropolitan Transportation Plan (MTP):
“Connect 2040”

- Approval Date: December 2, 2020
- Expiration Date: December 2, 2025

Link to current MTP:

<https://www.flinthillsmpto.org/connect2040>

Contact Information:

Flint Hills MPO

206 Southwind Place, Ste. 2B

Manhattan, KS 66503

Telephone: 785-620-3070

<https://www.flinthillsmpto.org/>

Email: tremblay@flinthillsmpto.org

**St. Joseph Area Transportation Study
Organization (SJATSO)
St. Joseph Metropolitan Area**

FFY 2024-2027

Transportation Improvement Program:

- Approval by SJATSO on June 23, 2023
- Approval by KDOT on June 27, 2023
- Approval by FHWA/FTA on July 12, 2023

Link to current TIP: <https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

<https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

Metropolitan Transportation Plan (MTP):
“2045 St. Joseph Metropolitan Transportation Plan”

- Approval Date: November 21, 2019
- Expiration Date: November 21, 2024

Link to current MTP:

<https://www.stjosephmo.gov/DocumentCenter/View/15524/2045-MTPPhmo.gov>

Contact Information:

SJATSO

1100 Frederick Avenue, Room 202

St. Joseph, MO 64501

Telephone: 816-271-4653

<https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

Email: cgallagher@stjosephmo.org

APPENDIX D

FFY 2024-2027 State Transportation Improvement Program

BIL Discretionary Grant Project Index for Projects Awarded and Administered by Entities Other than KDOT

(as of 10/18/2023)

In Status Order (Active then Closed) by Award Date (Newest to Oldest)

Note: Projects Awarded to other entities means that the recipient applied for the grant on their own initiative and are solely responsible for meeting the terms of the grant. KDOT has no participation in the project, provides no oversight for the project and has no stewardship of the grant funds awarded to the grant recipient.

Appendix D is for projects awarded to an entity other than the Kansas Department of Transportation (KDOT) 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”). Grant requirements stipulate that the awarded project must be included in the State Transportation Improvement Program (STIP). However, since these projects are not administered by KDOT with no involvement, oversight or stewardship of funds provided by KDOT, the projects are listed here rather than in Appendix A, which is reserved for only projects administered by KDOT.

Within this appendix, awarded projects are arranged by project status in two sections, the “Active Section” and the “Closed Section”. The Active Section lists all discretionary grant projects (that have no KDOT involvement) for which KDOT has been made aware. The responsibility of notifying KDOT to have a recently awarded grant project amended into the current State of Kansas STIP for projects fitting the conditions of this appendix, lies with the award recipient. Once notified of an award, KDOT will amend the grant project into the current STIP in the next available amendment. Subsequent to the “Active Section” of this appendix is the “Closed Section” in which currently there are no projects listed. Completed projects will be moved to this section of the appendix as KDOT is made aware by the grant recipient or by other sources with project status knowledge like the Federal Highway Administration (FHWA) that a project has completed. The reporting of the grant project status in the STIP through and including completion is a requirement of the grant programs of BIL as inferred by FHWA.

Following are the current projects not administered by KDOT and awarded through discretionary grants of BIL to an entity other than KDOT. Projects are arranged by status with active projects listed first followed by closed projects and within each section projects are arranged by award date (newest to oldest).

APPENDIX D

ACTIVE Status
(19 as of 10/18/2023)

FY 2022 Consolidated Rail Infrastructure and Safety Improvement Program Selections: Project Summaries

Alabama – Blackbelt and Central Alabama Freight Rail Improvement Project (Up to \$15,870,960)

Alabama Department of Transportation

The proposed project involves final design and construction activities to complete various track-related and bridge improvements on two short-line rail lines within the state, the Eastern Alabama Railway (EARY) and Meridian & Bigbee Railroad (MNBR). The project aligns with the selection criteria by improving system and service performance as it will increase maximum allowable speeds on both rail corridors, enhance storage capacity, and improve safety. EARY and MNBR will contribute funds totaling a 51.1 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Alabama – Reduce Extended Delays; Enhance Safety; and Invest in Growing Neighborhoods (R.E.D.E.S.I.G.N.) Project (Up to \$8,000,000)

City of Birmingham, AL

The proposed project involves project development activities on two segments along Norfolk Southern Railway's rail line for various track, bridge, signal, road re-alignment, and grade crossing improvements (including grade separations and closure of multiple crossings). The project aligns with the selection criteria by improving system and service performance as it will advance efforts to improve community safety and access to schools and residential areas with fewer blocked train encounters, and it will increase the fluidity of freight and Amtrak's Crescent passenger rail operations. A combination of funding from the city of Birmingham, AL, city of Trussville, AL, and Norfolk Southern Railway will contribute a 20 percent non-Federal match.

Alabama – Safety, Efficiency, Capacity Improvement and Service Restoration Project (Up to \$3,476,110)

Huntsville & Madison County Railroad Authority (HMCR)

The proposed project involves final design and construction activities to replace the Aldridge Creek railroad bridge and complete various track-related improvements on HMCR's rail line. The project aligns with the selection criteria by enhancing safety, improving service performance, and restoring bridge load carrying capacity to 286,000 pounds to meet existing and anticipated demand. A combination of funding from HMCR, city of Huntsville, AL, and the state of Alabama will contribute a 45 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Iowa – Davenport Riverfront Rail Crossing Safety Improvements Project
(Up to \$2,749,720)**

City of Davenport, Iowa

The proposed project involves final design and construction activities for various safety improvements (e.g., signals, gates, crossing signage, etc.) at multiple highway-rail grade crossings, as well as trespassing prevention measures (e.g., barriers and/or fencing), in Davenport, IA. With the proximity of Canadian Pacific Kansas City Railroad's (CPKC) rail line to the city's commercial riverfront district and multi-purpose trails, there are many conflict points along the rail line, creating safety challenges that require the trains to frequently sound the horn for an estimated nine-mile distance. The project aligns with the selection criteria by enhancing safety as it will help improve vehicle and pedestrian safety, especially in an area with anticipated increased freight rail traffic. The city of Davenport, IA and CPKC will provide a 20 percent non-Federal match.

Kansas – kWat: Electrifying Watco Locomotives Project (Up to \$15,740,943)

Kansas Department of Transportation

The proposed project involves final design and construction activities to convert eight (8) non-regulated or Tier 0 locomotives into fully battery powered units. The locomotives will be deployed across Watco's short line railroads in varying operational and geographic environments. The project aligns with the selection criteria by improving system and service performance and building resilience as it will reduce emissions and maintenance expenses, in addition to allowing Watco to assess additional and varied switching duty cycles and environmental and social impacts. Watco is providing a 20 percent non-Federal match.

**Kansas – Southeast Kansas Short Line Rail Upgrade and Growth Project
(Up to \$31,225,484)**

Kansas Department of Transportation

The proposed project involves construction activities for track-related improvements on the Neodesha Subdivision of the South Kansas & Oklahoma Railroad (SKOL). The project will improve approximately 37 miles of rail resulting in improved operations and capacity. The project aligns with the selection criteria by improving ability to meet existing or anticipated demand as it will allow the SKOL to increase its load carrying capacity to 286,000 pounds and upgrade to FRA Class 2 track standard from Class 1 track, further contributing to SKOL's ability to enhance economic competitiveness and meet customer demand, including a new soybean crushing facility. Kansas Department of Transportation and SKOL will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Railroad Crossing Elimination (RCE) Program

FY 2022 SELECTIONS

Alabama – City of Calera State Road 25 Railway-Highway Grade Separation Project (Up To \$11,742,184)

City of Calera

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to eliminate two railroad crossings by realigning State Route 25 to provide a new highway-railway separation over the CSX railway. The realignment and overpass bridge will tie into the existing roadway network while also eliminating the barrier created by the at-grade intersection crossing, thus improving efficiency and operations of the existing transportation network. The City of Calera and CSX Railroad will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Alabama – Railroad crossing elimination on Shelby County Road 52 (Up To \$41,766,038)

City of Pelham

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to eliminate two at-grade crossings on Shelby County Road 52 (CR 52) with a new bridge/roadway overpass over CSX's rail line, resulting in the closure of two crossings and road improvements on CR 52 near U.S. 31 to improve safety. The project will resolve increasing issues with vehicular traffic and emergency responders encountering blocked at-grade crossings on CR 52, a major east- west arterial. The cities of Pelham and Helena, Shelby County, and CSX will contribute funds totaling a 20 percent non-Federal match.

Arkansas – Northwest Arkansas Rail Corridor Safety Study (Up To \$576,000)

City of Fayetteville

The proposed planning project will help identify feasible safety improvements to eight at- grade crossings along a 14-mile stretch from Fayetteville to Springdale. The study aims to identify whether the crossings, owned by the Arkansas and Missouri Railroad, should be separated or closed, or if other safety improvements should be pursued if closure is not feasible. The cities of Fayetteville and Springdale will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

California – Hargrave Grade Separation Planning Project (Up To \$2,800,000)

City of Banning

The proposed project will fund project development activities including preliminary engineering, stakeholder engagement, and environmental review, in support of a grade separation and adjacent interchange improvement project. Hargrave Street crosses under the elevated I-10 corridor as well as Union Pacific Railroad tracks. The at-grade crossing presently poses significant safety risks for motor vehicles and pedestrians, and train traffic results in traffic congestion on city streets that extends into I-10. The City of Banning and Western Riverside Council of Governments are providing a 35 percent non- Federal match.

California – Grade Separation at Churchill Avenue, Meadow Drive and Charleston Road (Up To \$6,000,000)

City of Palo Alto

The proposed project will complete project development activities for rail grade improvements to improve safety and mobility at Churchill Avenue, Meadow Drive, and Charleston Road. As the number of Caltrain trains and their frequency of service increase, traffic congestion will increase at these locations. Additionally, the Churchill Avenue and Charleston Road grade crossings are in the top 10 locations of FRA's predictive accident list. Overall, this project will develop solutions to improve traffic circulation and increase public safety. The City of Palo Alto is providing a 70 percent non-Federal match.

Indiana – Peru Grade Separation Feasibility Study (Up To \$76,000)*City of Peru*

The proposed planning project will assess the potential impact of traffic flow from six at-grade rail crossings and one grade separation crossing (underpass) on Norfolk Southern right-of-way. Trains are required to stop at the nearby rail yard for crew transfers, which results in frequent crossing blockage. This project assesses the feasibility of eliminating one or more at grade railroad crossings and constructing an additional grade separated crossing. The City of Peru is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

Indiana – Kennedy Avenue Railroad Overpass Project (Up To \$8,452,558)*Town of Schererville*

The proposed project will fund final design and construction of a grade separation in the Town of Schererville, Indiana. The project is expected to improve existing capacity challenges, with over 32 trains traversing the crossing a day. The Town of Schererville, Norfolk Southern, and Canadian National Railway will contribute a combined 30 percent non-Federal match.

Indiana – Wells County Hoosier Highway Crossing Elimination Project (Up To \$1,114,261)*Wells County*

This project will support project development (preliminary engineering only), final design, right-of-way acquisition, and construction activities to close three at-grade rail crossings on Norfolk Southern's rail line by re-aligning Hoosier Highway. The project will result in continuous vehicular travel flow, reduced delay, and reduced conflict points between rail and vehicles/trucks. Wells County, the State of Indiana, and Norfolk Southern will contribute funds totaling an 87 percent non-Federal match. The project also includes \$4,083,137 from Federal Highway Administration funds. This project qualifies for the statutory set-aside for projects in Rural Areas.

Iowa – South Concord Street Grade Separation (Up To \$7,756,862)*City of Davenport*

The proposed project will support final design and construction to eliminate two highway-rail grade crossings (eliminating one crossing and creating a grade separation at another) to provide better access to critical infrastructure, including the regional wastewater treatment plant. The City of Davenport and Canadian Pacific Railway are contributing funds totaling a 20 percent non-Federal match.

Kansas – Corridor Improvement Project Involving 15 Street Crossings with BNSF Railroad within City of Emporia (Up To \$601,000)*City of Emporia*

The proposed planning project will conduct a corridor study to evaluate solutions to eliminate 12 at-grade crossings along a two-mile section of BNSF's Emporia Subdivision. This corridor averages 82 daily train crossing events, with trains averaging 8,000 feet in length. BNSF will partner in this study. The City of Emporia and BNSF will contribute a 50 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

Kansas – 119th Street, Woodland to Northgate - BNSF Separation and Crossing Elimination Safety Improvement Project (Up To \$17,987,495)*City of Olathe*

This project will support construction activities to eliminate an at-grade crossing at Woodland Road and Northgate Street and build a road overpass (with pedestrian sidewalk) that will span over BNSF Railway's rail line. The project will provide a safer route to schools and neighborhoods, a direct bike/pedestrian connection to a trail system, and a direct connection to I-35 and KS State Highway 7. The City of Olathe and the Johnson County Assistance Road System fund will contribute a 53 percent non-Federal match.

Kansas – Grade Crossing Closures and Construction of Grade-Separated Highway Overpass on the BNSF Southern Transcon Main Line (Up To \$8,864,725)*City of Wellington*

The proposed project will fund project development, final design, and construction for the elimination of all six grade crossings along the BNSF Railway in the City of Wellington, Kansas, thus creating a 'sealed corridor' with no train-vehicle interaction or exposure. This busy route carries approximately 96 trains daily, and currently trains occupy crossings approximately 30-40 percent of the day. The project would close six grade crossings and construct a grade-separated highway overpass with pedestrian accommodations. The City of Wellington and BNSF Railway will contribute a 36 percent non-Federal match.

Maryland – Warner Street Highway-Rail Grade Crossing Project (Up To \$1,534,280)*MDOT - Maryland Transit Administration*

The proposed project will support planning activities and construction of minor safety improvements at an existing at-grade crossing as well as fund a long-term study to grade separate the crossing. The project will encompass grade separation alternatives analysis, feasibility, and concept design study as well as design and construction of short-term crossing improvements on CSX right-of-way. The Maryland Department of Transportation and Baltimore City are providing a 20 percent non-Federal match. \$400,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

Michigan – West Side Grade Separation Project (Up To \$23,964,400)*City of Monroe*

The proposed project will complete project development activities, right-of-way acquisition, final design, and construction of the Monroe West Side Grade Separation and Traffic Safety Improvement Project to eliminate an existing grade crossing and construct a new grade separation with CSX. The project will improve roadway traffic flow on the west side of Monroe and improve safety response times for emergency vehicles. The City of Monroe and CSX will contribute funds totaling a 20 percent non-Federal match.

Michigan – Manistee County Safer Southern Rail Route (Up To \$424,000)*Manistee County*

The proposed planning project will support a track relocation study to abandon a northern perimeter track around Lake Manistee for a new southern segment, resulting in the elimination of four at-grade crossings, elimination of three marine bridges, and elimination of a rail car staging area on CSX right-of-way. Manistee County is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

Minnesota – TH 27/Mississippi River Bridge Grade Separation (Up To \$3,200,000)*City of Little Falls*

The proposed project will support planning, project development, and final design work for a bridge allowing Minnesota Trunk Highway 27 to cross a BNSF line and the Mississippi River. Forty-six trains per day currently block a river crossing; creating a grade separated crossing will allow for continued safe operation of the BNSF rail line and improved safety. The City of Little Falls will provide a 20 percent match. \$400,000 of this project funding amount qualifies for the statutory set-aside for Planning projects. This project also qualifies for the statutory set-aside for projects in Rural Areas.

Minnesota – CSAH 55 Highway-Rail Grade Crossing Elimination Project (Up To \$4,824,563)*Kandiyohi County*

The proposed project will support final design and construction of an overpass over a BNSF rail line and includes reconstructing one mile of a rural two-lane highway. This project will eliminate an at-grade crossing, improve regional railroad operations, and also facilitate multimodal freight movement by constructing new rail access to the industrial park. The County is committing a 50 percent non-federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.



Safe Streets and Roads for All FY22 Action Plan Awards by State

The following tables list all Safe Streets and Roads for All (SS4A) Action Plan awards by State.

Kansas

Lead Applicant	Project Title	Type of Plan	Urban/ Rural	Funding Award
City of Lawrence	Vision Zero Safety Action Plan for Lawrence, Eudora, and Baldwin City	Action Plan	Rural	\$160,000.00
City of Leavenworth	City of Leavenworth Action Plan	Action Plan	Rural	\$280,000.00
City of Olathe	SS4A Action Plan Grant to the City of Olathe in Kansas	Action Plan	Urban	\$280,000.00
City of Salina	Saline County and City of Salina Safety Action Plan	Action Plan	Rural	\$160,000.00
City of Valley Falls	Safety Action Plan for the City of Valley Falls	Action Plan	Rural	\$40,000.00
Cowley County	Cowley County, KS Action Plan	Action Plan	Rural	\$160,000.00
Dodge City	Dodge City Comprehensive Safety Action Plan	Action Plan	Rural	\$230,434.00
Garden City	SS4A Action Plan Grant for City of Garden City Kansas & Joint Applicants	Action Plan	Rural	\$1,360,000.00
Leavenworth County	Leavenworth County (KS) Safe Streets and Roads for All Action Plan	Action Plan	Rural	\$280,000.00
Prairie Band Potawatomi Nation	PBPN Safe Streets and Roads for All Action Plan	Action Plan	Rural	\$225,600.00

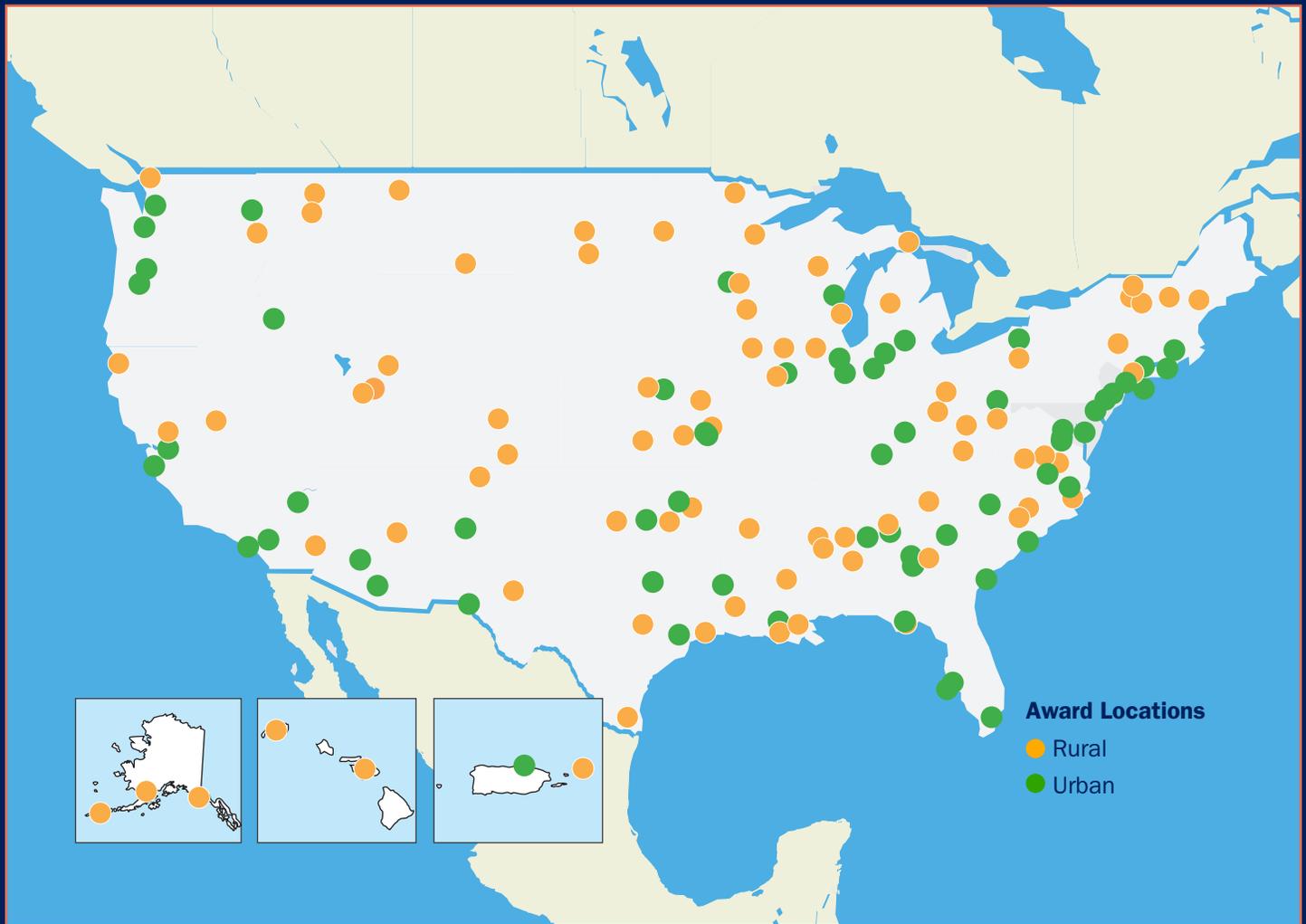
Lead Applicant	Project Title	Type of Plan	Urban/ Rural	Funding Award
Southeast Kansas Regional Planning Commission	Southeast Kansas Regional SS4A Planning Grant Application	Action Plan	Rural	\$800,000.00
Unified Government of Wyandotte County/Kansas City	Wyandotte County Vision Zero Action Plan	Action Plan	Urban	\$1,000,000.00
Total Kansas				\$4,976,034.00

RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation



RAISE AWARDS FY 2022

www.transportation.gov/RAISEgrants

Rural, Capital

Old Smoky Hill River Bridge Replacement

City of Salina
Kansas

Grant Funding: **\$22,112,620**

Estimated Total Project Costs: **\$33,787,620**

Project Description:

This project will replace 7 bridges over the Old Smoky Hill River, construct approximately 3.4 miles of multi-use accessible trails, improve 7 pedestrian crossings, improve 3 railroad-pedestrian crossings, and install trail lighting. In addition, the project will construct a new, multi-modal hub, three pedestrian bridges, 2 new electric vehicle charging stations, a pedestrian underpass, a pedestrian boardwalk, and 5 new recreational boat launches.

Project Benefits:

The new bridges will improve mobility, reduce congestion, and reconnect the City of Salinas' underserved, neighborhoods to recreational features. The project also upgrades river channel culverts that are currently prone to flooding.



The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly \$12.3 billion for 14 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President's Bipartisan Infrastructure Bill will add \$1.5 billion per year to this program.

Rural, Capital

Flint Hills Trail: Connecting Communities, Cultures, and Landscapes

Kansas Department of Wildlife and Parks

Kansas

Grant Funding: \$24,821,705

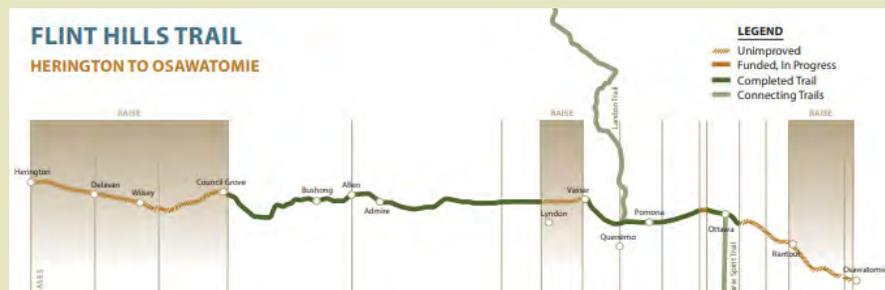
Estimated Total Project Costs: \$27,208,907

Project Description:

The project will construct approximately 40-miles of the Flint Hills Trail in Kansas, nearly completing this 118-mile linear park “rail-trail”. The project includes drainage improvements, pipes, culverts, bridges, base improvements, limestone surfacing, fences, gates, bollards, safety improvements and signage.

Project Benefits:

The trail will offer an alternative to driving as well as provide outdoor recreation opportunities in a rural area that is currently fragmented with very few public outdoor recreational areas. There is also opportunity for the project to boost recreation and nature tourism, as evidenced by establishment of ten new businesses related to the trail in the past three years. Planning efforts have considered inputs from the communities being served through four workshops, and the trail will use inclusive interpretative signage and storytelling strategies that portray history and respect the Kaw Nation.



The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly \$12.3 billion for 14 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President’s Bipartisan Infrastructure Bill will add \$1.5 billion per year to this program.

APPENDIX D

CLOSED Status
(None as of 10/18/2023)

None at this time