



Federal Transit Administration
901 Locust Street, Suite 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)

Federal Highway Administration
6111 SW 29th Street, Suite 100
Topeka, KS 66614-4271
785-273-2600
785-273-2620 (fax)

U.S. Department of Transportation

May 16, 2024

Mr. Calvin E. Reed, P.E.
Secretary of Transportation and Director of Kansas Turnpike Authority
Kansas Department of Transportation
Topeka, KS 66603

Subject: FHWA Approval of Amendment #6 of the FY 2024-2027 Kansas STIP

Dear Secretary Reed:

As requested by your May 9, 2024, letter, the Federal Highway Administration (FHWA) has reviewed the proposed Amendment #6 to the FY 2024-2027 Kansas Statewide Transportation Improvement Program (STIP), which includes projects within the Kansas City, Lawrence, Manhattan, Topeka and Wichita metropolitan areas, along with projects outside the metropolitan areas.

Based on our review, we find that this STIP Amendment is compliant with a statewide transportation planning process that satisfies the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450. Therefore, this STIP Amendment is hereby approved.

If you have any questions or need additional information, please contact Mr. Javier Ahumada of FHWA at javier.ahumada@dot.gov or Mr. Daniel Nguyen of FTA at (816) 329-3938.

Sincerely yours,

Mark Bechtel
Acting Regional Administrator
Federal Transit Administration

Richard E. Backlund, AICP
Division Administrator
Federal Highway Administration

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745

Calvin E. Reed, P.E., Secretary
Greg M. Schieber, P.E., Deputy Secretary and
State Transportation Engineer



Phone: 785-296-3285
Fax: 785-368-7415
kdot#publicinfo@ks.gov
<http://www.ksdot.gov>
Laura Kelly, Governor

May 9, 2024

Mr. Richard Backlund
Federal Highway Administration
6111 SW 29th St., Suite 100
Topeka, KS 66614

Mr. Mark Bechtel
Federal Transit Administration
901 Locust St., Room 404
Kansas City, MO 64106

RE: Amendment #6 to the 2024-2027 State Transportation Improvement Program (STIP)

Dear Messrs. Backlund and Bechtel,

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2024-2027 STIP which includes projects within the Kansas City, Lawrence, Manhattan, Topeka, and Wichita metropolitan areas, along with projects outside the metropolitan areas. These items are enclosed for your review.

We are requesting your concurrence and approval of this amendment to the 2024-2027 STIP.

The public involvement activities conducted by the Mid-America Regional Council (MARC), Lawrence-Douglas County Metropolitan Planning Organization (L-DCMPO), Flint Hills Metropolitan Planning Organization (FHMPO), the Metropolitan Topeka Planning Organization (MTPO), and the Wichita Area Metropolitan Planning Organization (WAMPO) for their Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.326. Multiple public comments were received and are enclosed for your reference.

Please forward questions or comments regarding projects outside the metropolitan areas to Marcy Anderson, Division of Program and Project Management, at (785) 296-2058; and projects within the metropolitan areas to Allison Smith, Bureau of Transportation Planning, at (785) 296-0341.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Schieber".

Greg Schieber, P.E.
Deputy Secretary of Transportation and
State Transportation Engineer

Enclosures: MARC FFY 2024-2028 2nd Quarter TIP Amendment and Related Documents
L-DCMPO FFY2023-2026 Amendment #7 and Related Documents
FHMPO FFY2024-2027 Amendment #7 and Related Documents

Messrs. Backlund and Bechtel

Page 2

May 9, 2024

MTPO FFY2024-2027 Amendment #2 and Related Documents
WAMPO FFY2023-2026 Amendment #2 and Related Documents

cc: Javier Ahumada, FHWA-KS
Cathy Monroe, FTA Region VII
Daniel Nguyen, FTA Region VII
Mike Moriarty, KDOT Transportation Planning
Allison Smith, KDOT Transportation Planning
Ryne Dowling, KDOT Transportation Planning
Cory Davis, KDOT Multimodal and Innovation
Matt Messina, KDOT Multimodal and Innovation
Rene Hart, KDOT Multimodal and Innovation
Tod Salfrank, KDOT Local Projects
Kimberly Marotta, KDOT Local Projects
Cara Hodges, KDOT Local Projects
Lisa Roth, KDOT Program and Project Management
Marcy Anderson, KDOT Program and Project Management

KDOT Cash-Flow Worksheet

as of January 2024

All dollar amounts in \$1,000s - Dollar amounts may be rounded

KDOT - All Agency Funds

(\$000)	2024	2025	2026	2027	FY 2024-2027
	1,044,127	639,266	568,061	236,660	1,044,127
Resources					
Motor Fuel Taxes	459,968	459,968	459,968	459,968	1,839,872
Sales & Compensating Tax	743,494	736,235	763,683	782,326	3,025,738
Registration Fees	229,700	229,700	229,700	229,700	918,800
Drivers Licenses Fees	8,164	8,164	8,164	8,164	32,656
Special Vehicle Permits	6,206	6,206	6,206	6,206	24,824
Interest on Funds	19,879	7,454	3,408	2,025	32,766
Misc. Revenues	41,088	12,161	11,951	11,951	77,151
Transfers:	1,102	1,102	1,102	1,102	4,408
Motor Carrier Property Tax	-	-	-	-	-
Transfers Out	(149,337)	(129,290)	(131,743)	(134,246)	(544,616)
Subtotal	1,360,264	1,331,700	1,352,439	1,367,196	5,411,599
Federal and Local Construction Reimbursement					
Federal Reimbursement - SHF	492,000	428,000	435,400	443,000	1,798,400
Local Construction - Federal	85,303	80,905	80,240	71,856	318,304
Local Construction - Local	25,282	29,852	26,824	27,737	109,695
Toll Reimbursement	-	-	1,830	2,114	3,944
Miscellaneous Federal Aid	43,328	37,381	37,381	37,381	155,471
Subtotal Federal & Local	645,913	576,138	581,675	582,088	2,385,814
Total before Bonding	2,006,177	1,907,838	1,934,114	1,949,284	7,797,413
Bond Sales (par)					
Issue Costs/Premium/Discount/Acc Int.	-	200,000	300,000	300,000	800,000
Net from Bond Sales:	-	-	-	-	-
	-	200,000	300,000	300,000	800,000
Net TRF Loan Transactions					
	1,724	1,666	1,344	1,310	6,044
TOTAL RECEIPTS	2,007,901	2,109,504	2,235,458	2,250,594	8,603,457
AVAILABLE RESOURCES	3,052,028	2,748,770	2,803,519	2,487,254	9,647,584

The following revenue estimates are currently being used:

Nov 2023 State Consensus Revenue Estimating Group

November 2023 Highway Revenue Estimating Group

Debt Service updated August 2023

KDOT Cash-Flow Worksheet

as of January 2024

All dollar amounts in \$1,000s - Dollar amounts may be rounded

	2024	2025	2026	2027	FY 2024-2027
Maintenance					
Regular Maintenance	168,263	169,112	172,459	175,872	685,706
City Connecting Links	5,600	5,600	5,600	5,600	22,400
Total Maintenance	173,863	174,712	178,059	181,472	708,106
Construction					
Preservation	699,523	697,930	604,667	588,216	2,590,336
Modernization	153,167	157,766	278,467	155,645	745,045
Expansion & Enhancements	554,407	362,027	715,252	623,983	2,255,669
CE & PE	67,215	65,783	67,034	68,310	268,342
Local Federal Aid Projects	101,368	108,950	96,653	89,964	396,935
Buildings	18,000	20,000	20,000	23,000	81,000
Total Construction	1,593,680	1,412,456	1,782,073	1,549,118	6,337,327
Local Support					
Agency Operations	2,726	2,717	2,771	2,827	11,041
SC&CHF	154,687	154,687	154,687	154,687	618,748
Local Partnership Programs	34,326	45,162	47,449	82,705	209,642
Categorical Grants	24,000	24,000	24,000	24,000	96,000
Other					-
Total Local Support	215,739	226,566	228,907	264,219	935,431
Transportation Planning & Modal Support					
Agency Operations	29,580	36,249	36,974	37,714	140,517
Aviation	15,526	11,945	10,685	10,241	48,397
Public Transit	55,987	50,294	48,381	48,381	203,043
Rail	51,933	15,201	12,254	11,105	90,493
Short line Rail	8,814	-	-	-	
Other Planning	30,164	15,561	15,211	15,191	76,127
Total Planning & Modal Support	192,004	129,250	123,505	122,632	567,391
Administration					
	69,191	66,974	68,287	69,627	274,079
TOTAL before Debt Service	2,244,477	2,009,958	2,380,831	2,187,068	8,822,334
Debt Service					
	168,285	170,751	186,028	203,199	728,263
TOTAL EXPENDITURES					
	2,412,762	2,180,709	2,566,859	2,390,267	9,550,597
ENDING BALANCE					
	639,266	568,061	236,660	96,987	96,987
	2024	2025	2026	2027	FY 2024-2027

Required Ending Balances reflect:

1. Amounts required to satisfy bond debt service requirements.
2. Funds allocated by statute for distribution to specific programs.
3. An amount necessary to provide for orderly payment of agency bills.

Cash Flow Notes

Below is a synopsis of the changes between the September 2023 Cash Flow from the January Amendment and January 2024 Cash Flow from the March Amendment.

The January 2024 Cash Flow updates:

Significant Changes in Revenues:

SFY 2024-2027 Sales & Compensating Tax: estimates for all four years have been changed compared to the estimates made in the September 2023 Cash Flow based off the State Consensus Revenue Group results.

Significant Changes in Expenditures:

As projects move from the development pipeline pool (Unprogrammed) to the construction pipeline and are approved to let or are programmed, expenditure shifts occur between fiscal years.

STIP Amendment Disposition Key

Disposition	Definition
Add	The project/project phase is being added to the current year of the STIP.
Add AC	The state has elected to use the funding mechanism of 'Advance Construction' on the project/project phase.
Add FF	Federal Funds are being added to the project/project phase.
Cancel	The project/project phase has been cancelled.
Cnvrt AC	A project/project phase that was funded using the advance construction mechanism is being converted from Advance Construction to federal funding. In this way the project/ project phase becomes eligible for reimbursement with federal funds.
Chg AC Cnvrt Yr	A project/project phase funded using the advance construction mechanism has had a change in the anticipated conversion year to federal funding.
Chg Cost	The project/project phase estimate/cost is being revised.
Chg Cost and FF	The project/project phase estimate/cost has changed and the associated funding on the project has changed. (For example, there may have been a maximum federal participation on the project so the State percentage may have increased with the change in cost. etc).
Chg Dscrp	The project location description has undergone revision or is being corrected.
Chg FA Num	The federal aid project number has changed or is being corrected.
Chg FF	The federal funding on the project/project phase has changed in some manner.
Chg Project Num	The state project number has changed or is being corrected.
Chg Scope	The project scope has been revised or corrected.
Chg Scope and Cost	The project scope has been revised and the project/ project phase cost has changed.
Chg WP	The disposition is for any change to a work phase other than Cancel.
Move In	The project/ project phase is moving into the current federal fiscal year of the STIP from another year.
Move Out	The project /project phase is moving out of the current Fiscal Year of the STIP.
Remove FF	Federal funding has been removed from project phase(s).

How to read the STIP Amendments

STIP amendment information provides the same general project information and has the same format as the STIP project lists (Appendix A & C) with one addition- the disposition. The disposition information is provided to explain the change or changes being made to the project. Following this diagram is a list of the change dispositions abbreviations used in amendments with a brief description of each. Amendments to the STIP document are for significant changes to a project that require concurrence in the change from FHWA and/or FTA. Examples are the addition or deletion of a project, a major change in project cost, change in project/project phase initiation dates, a major change in design concept or design scope, and changes in funding. Below is a diagram that identifies the fields provided for projects listed in amendments. In addition, to meet FHWA requirements an amendment requires re-demonstration of fiscal constraint- this is achieved with the Cash Flow provided previous to this page.

FFY 20YY - 20YY State Transportation Improvement Program Amendment List- the title identifies the STIP being amended

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP March Amendment The header identifies the amendment and the date of the information.

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering (CE)		Total Project Est Amt
		Disposition		Disposition		Disposition		Disposition		
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	

Identifies phase of work Reason for change
Identifies project funding with one line per each fund type. The fund categories are provided in the Projects Administered by KDOT section of the STIP
Estimates the total expected cost of the work for that phase.
For federally funded projects the year that the work phase is anticipated to be obligated with FHWA; For projects without federal funds the year the work in that phase is expected to start
Total anticipated project cost includes ALL phases of work (even phases that may not be covered in the current STIP years) & ALL funding

Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata
---------------	--------------------------	--------------------------	------------------	--------------------------	------------------	--------------------------	------------------	--------------------------	------------------

Identifies project funding with one line per each fund type. The fund categories are provided in the Projects Administered by KDOT section of the STIP
Federal identification number used by FHWA to track federal funds on a project
Estimates portion of the total work phase cost attributed to each fund category
Indicates the percentage each fund category is of the total estimated work phase cost

Dickinson County

where work is being performed; for projects that cover more than one county-this is the primary county where the majority of the work is being performed.

Project amended for change in Const/CE estimate

						Chg Cost	
X-0000-00	FLTSG	\$22	2015			#	2017
ACHSP*	X297401					#	100.00%
K		\$22	100.00%				
HSIP						#	2017

*The line in blue is present when a project is being Advance Constructed. Advance Constructed projects are those being funded with state funds with the eligibility for future federal funds. The AC designation reserves tie right to federal funds when apportionment and obligation authority are available. The year indicates the year of expected conversion. In the STIP this information is provided in Appendix C.

County: Dickinson Route: K047 Total Length (Miles): 0.0 Letting Type: NEGOT NHS N

County & Route: identify location of work being performed ; Length- distance project covers; Letting type: acronyms are described in the Project Administered by KDOT section of the STIP; NHS-indicates whether project is on the National Highway System; Program/Subcategory- indicates what KDOT program and subcategory the project belongs. Program /Subcategory Table is provided in the Projects Administered by KDOT section of the STIP & a description of each of Program & Subcategory is in the Project Selection Criteria narrative of the STIP.

Name: Rail/Highway Improvement in Dickinson County
Location: BNSF & 3400 Avenue at Manchester, Dickinson County
Scope: Rail-Highway Signals Flashing Light Straight Post Type w/Gates

Identifies what the projects is, where the project is located and what work is encompassed by the

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Barton County

		Chg Cost				Chg Cost		Chg Cost		
KA-6363-01	TRSGN	\$31	2024	\$1	2024	\$13	2024	\$345	2024	\$390
	HSIP A636301							\$310	90.00%	
	K	\$31	100.00%			\$13	100.00%	\$34	10.00%	
County:	Barton	Route:	U056	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: LC-HES
Name:	Upgrade Signals on US-56 in Barton County									
Location:	US-56/McKinley in Great Bend in Barton County									
Scope:	Upgrade Traffic Signals									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Add						Add		
KA-7254-01	GRSU	\$53	2024					\$1,206	2026	\$1,260
	ACSTP A725401							\$965	79.99%	
	K	\$51	95.00%							
	STATE							\$181	14.99%	
	STP Future Conversion							\$965	2031	
	U0320	\$3	5.00%					\$60	5.00%	
County: Barton		Route: K004		Total Length (Miles): 0.2		Letting Type: KDOT		NHS Project: N		Program-Sub: LC-K2R
Name: Pavement Reconstruction in Hoisington										
Location: 9th Street from 100 feet W of N Main Street to 20 feet W of Susank Road										
Scope: Pavement reconstruction, replace curb and gutter, sidewalks, and entrances										
								Add		
KA-7319-01	PAVMK							\$262	2024	\$262
	HSIP A043124							\$262	100.00%	
County: Barton		Route: U281		Total Length (Miles): 15.3		Letting Type: KDOT		NHS Project: N		Program-Sub: SM-PMR
Name: Pavement markings on US-281 in Barton county										
Location: US-281 in Barton county beginning at the west city limits of Hoisington, northwest to the Russell/Barton county line										
Scope: Pavement markings										

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Add		
KA-7320-01	PAVMK							\$245	2024	\$245
	HSIP A043124							\$245	100.00%	
<p>County: Barton Route: K004 Total Length (Miles): 16.1 Letting Type: KDOT NHS Project: N Program-Sub: SM-PMR</p> <p>Name: Pavement markings on K-4 in Barton county</p> <p>Location: K-4 in Barton county beginning 0.57 miles east of junction US-281/K-4, east to the Rice/Barton county line</p> <p>Scope: Pavement markings</p>										
								Add		
KA-7321-01	PAVMK							\$184	2024	\$184
	HSIP A043124							\$184	100.00%	
<p>County: Barton Route: K004 Total Length (Miles): 10.0 Letting Type: KDOT NHS Project: N Program-Sub: SM-PMR</p> <p>Name: Pavement markings on K-4 in Barton county</p> <p>Location: K-4 in Barton county beginning at the Barton/Rush county line, east to the US-281/K-4 west junction</p> <p>Scope: Pavement markings</p>										

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Butler County

		Chg Cost		Add		Add		
KA-5767-02	BRRPL	\$3,030	2021	\$606	2024	\$303	2025	\$3,939
ACNHP	A576702	\$2,424	80.00%			\$242	79.99%	
	K	\$606	19.99%	\$606	100.00%	\$61	20.00%	
STP Future Conversion		\$2,424	2029			\$242	2029	

County: Butler **Route:** U054 **Total Length (Miles):** 0.1 **Letting Type:** NONE **NHS Project:** Y **Program-Sub:** SM-PBR
Name: Bridges #024 and #025 on US-54 in Butler County
Location: Bridges #024 (BNSF over US-54) and #025 (Walnut River) located approximately 0.50 mile east of North Junction US-54/US-77 in the City of El Dorado
Scope: Bridge Replacement

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Chase County

		Chg Cost						Chg Cost		
KA-5677-01	CULV	\$46	2020	\$5	2024			\$342	2025	\$393
ACSTP	A567701	\$37	80.00%					\$274	80.00%	
	K	\$9	20.00%	\$5	100.00%			\$68	20.00%	
STP Future Conversion								\$274	2024	
STP Future Conversion		\$37	2025					\$262	2025	
County:	Chase	Route:	K177	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-BCR
Name:	Culvert Repair on K-177 in Chase County									
Location:	Culvert #514 on K-177 over Fox Creek Drainage located 5.14 miles north K-177/U.S. 50 junction									
Scope:	Culvert Repair									

		Chg Cost		Chg Cost		Chg Cost		Add		
KA-5712-01	BRRPL	\$345	2020	\$103	2024	\$103	2025	\$3,792	2026	\$4,344
ACSTP	A571201	\$276	80.00%			\$83	80.00%	\$3,034	80.00%	
	K	\$69	19.99%	\$103	100.00%	\$21	19.99%	\$758	19.99%	
STP Future Conversion		\$276	2029			\$83	2029	\$3,034	2029	
County:	Chase	Route:	K177	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-PBR
Name:	Bridge replacement in Chase County									
Location:	K-177: Bridge #033 over Rock Creek located 14.10 miles north of the Butler/Chase county line									
Scope:	Bridge replacement									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Chautauqua County

		Add				Add				
KA-7267-01	GRSU	\$90	2024			\$1,064	2026			\$1,154
ACSTP	A726701					\$851	80.00%			
	K	\$90	100.00%							
	STATE					\$213	20.00%			
	STP Future Conversion					\$851	2030			
County:	Chautauqua	Route:	K099	Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-K2R
Name:	Pavement Reconstruction in Sedan									
Location:	K-99/US-166B from S Harrison Street to E Marion Street									
Scope:	Pavement reconstruction, replace curb and gutter, sidewalk, and entrances									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Clark County

								Chg Cost		
KA-5431-01	INTER	\$55	2024	\$35	2024	\$16	2024	\$796	2023	\$903
ACNHP	A543101							\$637	79.99%	
K		\$55	100.00%	\$35	100.00%	\$16	100.00%			
NHPP Future Conversion								\$637	2024	
STATE								\$159	20.00%	
County:	Clark	Route:	U054	Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: LC-K3R
Name:	Reconstruction in the City of Minneola									
Location:	Front Street (US-54) & Oak Street (US-283) Intersection									
Scope:	Intersection improvements									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Cowley County

		Add		Add		Add				
KA-4137-01	GRBRS	\$5,768	2024	\$1,923	2024	\$1,923	2024	\$82,669	2025	\$92,281
ACNHP	A413701					\$1,538	80.00%	\$65,735	79.51%	
	K	\$5,768	100.00%	\$1,923	100.00%	\$385	19.99%	\$16,434	19.87%	
NHPP Future Conversion						\$1,538	2030	\$66,135	2030	
	U0640							\$500	0.60%	
County:	Cowley	Route:	U077	Total Length (Miles):	8.6	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: SM-RIP
Name:	Pavement Replacement in Cowley County									
Location:	US-77: From Arkansas City north past the south Winfield city limits to the south edge of wearing surface of the Walnut River Bridges (#009 & #074)									
Scope:	Pavement replacement to include a partial realignment near Strother Field Industrial Park, deck replacement for bridge #007 (BNSF railroad), replace bridge #004, culvert replacement									

								Chg Cost		
TE-0471-01	PEDBI							\$1,808	2024	\$1,808
TA	T047101							\$1,446	79.99%	
	U0030							\$362	20.00%	
County:	Cowley	Route:		Total Length (Miles):	1.6	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-TEX
Name:	Arkansas City: Hike-Bike Trail Extension Phase 2									
Location:	Arkansas City: Pool to W Lincoln Ave to Cowley Sports Complex									
Scope:	Construct 10' Shared Use Path to connect ends of existing trail									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Crawford County

		Add						Add		
KA-7275-01	GRSU	\$122	2024					\$1,682	2026	\$1,804
ACSTP	A727501							\$1,345	80.00%	
	K	\$110	90.00%							
	STATE							\$168	10.00%	
	STP Future Conversion							\$1,345	2031	
	U0570	\$12	10.00%					\$168	10.00%	
County:	Crawford	Route:	K126	Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-K3R
Name:	Roadway Reconstruction in Pittsburg									
Location:	4th Street at Joplin Street Intersection									
Scope:	Add left turn lanes on N Joplin Street, increase turning radii, pavement replacement, and traffic signal installation									

								Add		
KA-7352-01	PAVMK							\$476	2024	\$476
HSIP	A043124							\$476	100.00%	
County:	Crawford	Route:	U069	Total Length (Miles):	9.8	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: SM-PMR
Name:	Pavement markings on US-69 in Crawford county									
Location:	US-69 in Crawford county beginning 0.03 mile south of the US-400/K-171 junction, north to 0.03 mile north of the US-160/US-69 north junction									
Scope:	Pavement markings									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Page 10

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Chg Cost		
TE-0518-01	SU							\$2,523	2024	\$2,523
	TA T051801							\$2,018	79.99%	
	U0195							\$505	20.00%	
County:	Crawford	Route:		Total Length (Miles):	1.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-TEX
Name:	Sidewalk Improvements									
Location:	S. Crawford Street from E. Lanyon Street to E. McKay Street, S. Cayuga Street from E. Leighton Street to E. Granby Street, and McKay Street from Parkview Drive to Sports Com									
Scope:	Construct sidewalks, curb and gutter, and driveways, storm water improvements, install crosswalk, lighting, and pavement markings									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Elk County

		Chg Cost				Chg Cost			
KA-6969-01	BRRPR	\$215	2023			\$910	2024		\$1,126
ACSTP	A696901	\$172	80.00%			\$728	80.00%		
	K	\$43	19.99%			\$182	19.99%		
STP Future Conversion		\$172	2028			\$728	2028		

County: Elk **Route:** U160 **Total Length (Miles):** 0.0 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-BSR
Name: Repair Bridge #008 on US-160 in Elk County
Location: Bridge #008 (Elk River) located 5.86 miles East of the East Junction of US-160 and K-99
Scope: Bridge patching, overlay, replace rail, drip edge repair, joints, guardrail update

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Harvey County

						Chg Cost			
TE-0520-01	PEDBI					\$609	2024	\$609	
TA	T052001					\$487	80.00%		
U0228						\$122	20.00%		
County:	Harvey	Route:		Total Length (Miles):	1.5	Letting Type:	KDOT	NHS Project: N	Program-Sub: LC-SRT
Name:	Safe Routes to School Priority 1 Improvements								
Location:	6th Street from West Street to Pine Street, Chestnut Street from 10th Street to 5th Street, and 10th Street from Chestnut Street to Main Street in the City of Halstead								
Scope:	Construct sidewalks and ramps and install crosswalks								

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Kingman County

		Chg Cost		Chg Cost		Chg Cost		Add		
KA-5709-01	BRRPL	\$399	2020	\$54	2024	\$36	2024	\$2,085	2025	\$2,575
ACSTP	A570901	\$319	79.99%			\$29	79.99%	\$1,668	80.00%	
	K	\$80	20.00%	\$54	100.00%	\$7	20.00%	\$417	20.00%	
STP Future Conversion		\$319	2029			\$29	2029	\$1,668	2029	

County: Kingman **Route:** K011 **Total Length (Miles):** 0.0 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-PBR
Name: Bridge replacement in Kingman County
Location: K-11: Bridge #041 over Smoots Creek located 5.72 miles north of the West U.S. 54 junction
Scope: Bridge replacement

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Kiowa County

								Chg Cost		
KA-5783-01	GRSU	\$519	2020	\$30	2023	\$30	2022	\$8,494	2023	\$9,072
ACNHP	A578301	\$415	80.00%			\$24	80.00%	\$3,795	44.67%	
	DE	A578301						\$3,000	35.32%	
	K	\$104	20.00%	\$30	100.00%	\$6	20.00%	\$1,699	19.99%	
NHPP Future Conversion		\$415	2025			\$24	2025	\$3,178	2025	

County: Kiowa **Route:** U054 **Total Length (Miles):** 1.2 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SE-RIC
Name: Passing Lane on US-54 in Kiowa County
Location: US-54 in Kiowa County from 6.8 miles East of the US-54/US-183 Junction, East 0.43 miles (westerly extension) and 8.4 miles East of the US-54/US-183 Junction, East 0.76 miles
Scope: Passing lanes, mainline rehab and widen bridge #519

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Lane County

		Chg AC Cnvert Yr		Add		Add				
KA-6478-01	BRRPL	\$199	2022	\$79	2024	\$40	2025	\$2,848	2026	\$3,166
ACSTP	A647801	\$159	80.00%			\$32	80.00%	\$2,279	80.00%	
	K	\$40	19.99%	\$79	100.00%	\$8	20.00%	\$570	20.00%	
STP Future Conversion		\$159	2029			\$21	2029	\$2,279	2029	

County: Lane **Route:** K023 **Total Length (Miles):** 0.0 **Letting Type:** NONE **NHS Project:** N **Program-Sub:** SM-PBR
Name: Bridge #001 on K-23 in Lane County
Location: Bridge #001 (South Fork Walnut Creek) on K-23 in Lane County located 0.57 Miles South of K-96
Scope: Bridge Replacement

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Lyon County

						Chg Cost				
C-5188-01	GR	\$40	2022					\$1,434	2024	\$1,474
C0056		\$4	10.00%					\$143	9.99%	
HSIP	C518801	\$36	90.00%					\$1,291	89.99%	
County:	Lyon	Route:		Total Length (Miles):	10.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-RES
Name:	Safety Improvements in Lyon County									
Location:	Road F from North City Limits of Americus to US-56									
Scope:	Add rock shoulders and flatten ditch foreslope									

						Chg Cost				
KA-5714-01	BRRPL	\$400	2020	\$98	2022	\$49	2023	\$3,607	2024	\$4,154
ACNHP	A571401	\$360	90.00%			\$44	89.99%	\$3,246	90.00%	
BRF Future Conversion						\$44	2024	\$3,246	2024	
K		\$40	10.00%	\$98	100.00%	\$5	10.00%	\$361	9.99%	
NHPP Future Conversion		\$360	2024							
County:	Lyon	Route:	I035	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: SM-PBR
Name:	Bridge replacement in Lyon County									
Location:	I-35: Bridge #010 over Lincoln Street located 1.78 miles east of Graphic Arts Road in Emporia									
Scope:	Bridge replacement									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Page 17

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Add						Add		
KA-7274-01	GRSU	\$100	2024					\$1,201	2026	\$1,301
	ACSTP A727401							\$961	80.00%	
	K	\$90	90.00%							
	STATE							\$120	10.00%	
	STP Future Conversion							\$961	2031	
	U0190	\$10	10.00%					\$120	10.00%	
County: Lyon		Route: K099		Total Length (Miles): 0.6		Letting Type: KDOT		NHS Project: N		Program-Sub: LC-K3R
Name: Roadway Reconstruction in Emporia										
Location: Commercial Street from Soden Bridge to Kansas Avenue										
Scope: Reconstruct shoulders to add two-way center turn lane, storm drainage, entrances, sidewalk, and pavement markings										
								Chg Cost		
TE-0516-01	PEDBI							\$904	2025	\$904
	TA T051601							\$723	80.00%	
	U0190							\$181	19.99%	
County: Lyon		Route:		Total Length (Miles): 1.0		Letting Type: KDOT		NHS Project: N		Program-Sub: LC-TEX
Name: Sidewalk Improvements Project										
Location: 24th Avenue from Prairie Street to Lincoln Street, 12th Avenue just west of Whittier Street to Rescue Mission just east of I-35 interchange, and Burlingame Road from 12th Av										
Scope: Construct sidewalks and ramps, install signage, transit stop and shelter										

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Page 18

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Add		
X-3162-01	FLTSG							\$501	2024	\$501
ACRRS	X316201							\$501	100.00%	
RRS Future Conversion								\$501	2024	
County:	Lyon	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	Program-Sub: LC-RXR
Name:	BNSF Railway & V Road in Reading									
Location:	BNSF Railway & V Road in Reading									
Scope:	Upgrade Crossing Device									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Marion County

		Cancel
--	--	--------

C-5248-01	GRSU	\$0
County: Marion	Route:	Total Length (Miles): 6.0
Name: Safety Improvements in Marion County	Letting Type: KDOT	NHS Project: N
Location: 290th Road from K-15 to Nighthawk Road	Program-Sub: LC-RES	
Scope: Extend culverts and install turf shoulders		

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

McPherson County

		Chg Cost		Chg Cost		Chg Cost				
KA-3946-01	BRRPL	\$263	2024	\$31	2024	\$16	2022	\$1,114	2024	\$1,424
	ACSTP A394601					\$12	80.00%	\$891	79.99%	
	BRF Future Conversion					\$12	2024	\$891	2024	
	K	\$263	100.00%	\$31	100.00%	\$3	20.00%	\$223	20.00%	
County:	McPherson	Route:	U081B1	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-PBR
Name:	Bridge Replacement in McPherson County on US-81B									
Location:	Bridge #087 on US-81B Located 1.33 Miles North of K-61									
Scope:	Bridge Replacement									

						Add				
X-3148-01	FLTSG							\$501	2024	\$501
	ACRRS X314801							\$501	100.00%	
	RRS Future Conversion							\$501	2024	
County:	McPherson	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	Program-Sub: LC-RXR
Name:	KO Railroad & 5th Avenue in Conway									
Location:	KO Railroad & 5th Avenue in Conway									
Scope:	Upgrade Crossing Device									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Meade County

								Chg Cost		
KA-5781-01	GRSU	\$366	2020	\$30	2023	\$30	2022	\$8,015	2023	\$8,441
ACNHP	A578101	\$293	79.99%			\$24	80.00%	\$3,412	42.56%	
	DE	A578101						\$3,000	37.43%	
	K	\$73	20.00%	\$30	100.00%	\$6	20.00%	\$1,603	19.99%	
NHPP Future Conversion		\$293	2024			\$24	2024	\$3,153	2024	

County: Meade **Route:** U054 **Total Length (Miles):** 1.8 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SE-RIC
Name: Passing Lane on US-54 in Meade County
Location: US-54 in Meade County from the Meade/Seward County Line, East for 1.8 miles
Scope: Passing Lanes

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Mitchell County

								Chg Cost		
KA-6437-01	GRSU	\$90	2024	\$6	2024	\$6	2024	\$931	2024	\$1,033
ACNHP	A643701							\$745	80.00%	
	K	\$90	100.00%	\$6	100.00%	\$6	100.00%			
NHPP Future Conversion								\$745	2024	
	STATE							\$186	19.99%	
County:	Mitchell	Route:	U024	Total Length (Miles):	0.4	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: LC-K3R
Name:	Reconstruction in the City of Cawker City									
Location:	Wisconsin Street from Oak Street to Elm Street and Oak Street from 9th Street to Wisconsin Street									
Scope:	Storm sewer and pedestrian improvements									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Montgomery County

										Chg Cost		
C-5226-01	BRRPL									\$1,728	2024	\$1,728
	C0063									\$238	13.76%	
	STATE									\$298	17.24%	
	STP C522601									\$1,192	68.98%	
County:	Montgomery	Route:		Total Length (Miles):	0.3	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	LC-RES	
Name:	Bridge Replacement in Montgomery County											
Location:	Bridge over Pumpkin Creek on 1800 Road located 1.5 miles E of Coffeyville											
Scope:	Bridge Replacement											

										Chg Cost		
TE-0521-01	PEDBI									\$1,592	2024	\$1,592
	TA T052101									\$1,274	80.00%	
	U0360									\$318	20.00%	
County:	Montgomery	Route:	U075	Total Length (Miles):	1.0	Letting Type:	KDOT	NHS Project:	Y	Program-Sub:	LC-TEX	
Name:	West Main Multi Use Paths and Connecting Sidewalks											
Location:	Main Street from Peter Pan Road to 21st Street, Peter Pan Road from Main Street to 510 N Peter Pan Road, and Laurel Street from Main Street to just west of the railroad cros											
Scope:	Construct 10 and 8 feet paths											

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Page 24

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Add		
X-3151-01	FLTSG							\$501	2024	\$501
ACRRS	X315101							\$501	100.00%	
RRS Future Conversion								\$501	2024	
County:	Montgomery	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	Program-Sub: LC-RXR
Name:	SKO Railroad & 4th Street in Coffeyville									
Location:	SKO Railroad & 4th Street in Coffeyville									
Scope:	Upgrade Crossing Device									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Ness County

						Chg Cost				
C-5126-01	GDFC	\$36	2022			\$317	2024		\$353	
HSIP	C512601	\$36	100.00%			\$317	100.00%			
County:	Ness	Route:		Total Length (Miles):	9.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-RES
Name:	Safety Improvements in Ness County									
Location:	C Road from 20 Road to K-96									
Scope:	Replace guardrails and delineate hazards									

						Chg Cost				
C-5200-01	GRSU	\$66	2023			\$540	2026		\$605	
C0068		\$7	10.00%			\$54	9.99%			
HSIP	C520001	\$59	90.00%			\$486	90.00%			
County:	Ness	Route:		Total Length (Miles):	11.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-RES
Name:	Safety Improvements in Ness County									
Location:	J Road from 20 Road to K-96									
Scope:	Guardrail updates and delineation of roadside hazards									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Reno County

								Add		
X-3142-01	FLTSG							\$501	2024	\$501
ACRRS	X314201							\$501	100.00%	
RRS Future Conversion								\$501	2024	
County:	Reno	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	Program-Sub: LC-RXR
Name:	KO Railroad & Main Street in Hutchinson									
Location:	KO Railroad & Main Street in Hutchinson									
Scope:	Upgrade Crossing Device									

								Add		
X-3160-01	FLTSG							\$501	2024	\$501
ACRRS	X316001							\$501	100.00%	
RRS Future Conversion								\$501	2024	
County:	Reno	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	Program-Sub: LC-RXR
Name:	Union Pacific Railroad & Halstead Street in Hutchinson									
Location:	Union Pacific Railroad & Halstead Street in Hutchinson									
Scope:	Upgrade Crossing Device									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Page 27

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Add		
X-3161-01	FLTSG							\$501	2024	\$501
ACRRS	X316101							\$501	100.00%	
RRS Future Conversion								\$501	2024	
County:	Reno	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	Program-Sub: LC-RXR
Name:	Union Pacific Railroad & Halstead Street in Hutchinson									
Location:	Union Pacific Railroad & Halstead Street in Hutchinson									
Scope:	Upgrade Crossing Device									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Page 28

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Rice County

						Add				
KA-7322-01	PAVMK							\$228	2024	\$228
HSIP	A043124							\$228	100.00%	
County:	Rice	Route:	K014	Total Length (Miles):	8.3	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-PMR
Name:	Pavement markings on K-14 in Rice county									
Location:	K-14 in Rice county beginning 3.77 miles north of the US-56/K-96/K-14 junction, north to the Rice/Ellsworth county line									
Scope:	Pavement markings									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Rush County

						Add					
KA-7318-01	PAVMK					\$283	2024		\$283		
HSIP	A043124					\$283	100.00%				
County:	Rush	Route:	K004	Total Length (Miles):	15.1	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	SM-PMR
Name:	Pavement markings on K-4 in Rush county										
Location:	K-4 in Rush county beginning at junction K-4/US-183, east to the Rush/Barton county line										
Scope:	Pavement markings										

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		Disposition	Disposition	Disposition	Disposition	Disposition	Disposition			
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Saline County

										Add
X-3149-01	FLTSG							\$501	2024	\$501
ACRRS	X314901							\$501	100.00%	
RRS Future Conversion								\$501	2024	
County:	Saline	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	Program-Sub: LC-RXR
Name:	KO Railroad & 12th Street in Salina									
Location:	KO Railroad & 12th Street in Salina									
Scope:	Upgrade Crossing Device									

										Add
X-3150-01	FLTSG							\$501	2024	\$501
ACRRS	X315001							\$501	100.00%	
RRS Future Conversion								\$501	2024	
County:	Saline	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	Program-Sub: LC-RXR
Name:	KO Railroad & North Street in Salina									
Location:	KO Railroad & North Street in Salina									
Scope:	Upgrade Crossing Device									

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Smith County

		Chg Cost							
KA-5715-01	BRRPL	\$146	2020						\$146
ACNHP	A571501	\$116	80.00%						
	K	\$29	20.00%						
NHPP Future Conversion		\$372	2029						

County: Smith **Route:** U036 **Total Length (Miles):** 0.0 **Letting Type:** NONE **NHS Project:** Y **Program-Sub:** SM-PBR
Name: Bridge replacement in Smith County
Location: U.S. 36: Bridge #014 over CRI&P Railroad located 4.49 miles east of the west U.S. 281 junction
Scope: Bridge replacement

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Sumner County

										Chg Cost		
TE-0506-01	PEDBI									\$529	2024	\$529
TA	T050601									\$423	79.99%	
	U0620									\$106	20.00%	
County:	Sumner	Route:		Total Length (Miles):	0.5	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	LC-TEX	
Name:	E 16th St Pedestrian and Bicycle Trail											
Location:	East 16th Street from A St to Woodlawn Ave											
Scope:	Construct pedestrian and bicycle improvements											

										Chg Cost		
TE-0509-01	PEDBI									\$733	2024	\$733
TA	T050901									\$586	80.00%	
	U0048									\$147	20.00%	
County:	Sumner	Route:		Total Length (Miles):	0.7	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	LC-TEX	
Name:	Watson and City Park Sidewalk Improvements											
Location:	4th Avenue from Merchant Street to Main Street, Logan Street from 4th Avenue to 7th Avenue and around Watson Park in the City of Belle Plaine											
Scope:	Construct sidewalks and crosswalks											

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Wallace County

		Chg Cost						Chg Cost		
KA-5739-01	BRRPL	\$375	2020	\$79	2022	\$40	2023	\$2,839	2024	\$3,333
ACSTP	A573901	\$300	80.00%			\$32	79.99%	\$2,271	79.99%	
BRF Future Conversion						\$32	2024	\$3,123	2024	
	K	\$75	20.00%	\$79	100.00%	\$8	20.00%	\$568	20.00%	
STP Future Conversion		\$374	2024							

County: Wallace **Route:** K027 **Total Length (Miles):** 0.0 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-PBR
Name: Replace Bridge #010 on K-27 in Wallace County
Location: Bridge #010 (North Fork Ladder Creek) on K-27 in Wallace County located 4.75 miles North of the Greeley County line
Scope: Bridge Replacement

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Woodson County

		Add				Add			
KA-7264-01	GRSU	\$126	2024			\$1,500	2025		\$1,626
ACSTP	A726401					\$1,200	79.99%		
	K	\$126	100.00%						
	STATE					\$300	20.00%		
	STP Future Conversion					\$1,200	2030		

County: Woodson **Route:** U075 **Total Length (Miles):** 0.1 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** LC-K2R
Name: Pavement Reconstruction in Yates Center
Location: S Fry Street from W Holloway Street to 150 feet N of W Chellis Street
Scope: Pavement reconstruction to a 3-lane section including replacing curb and gutter, storm sewer improvements, and entrances

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP May Amendment -as of 04-24-2024

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Statewide County

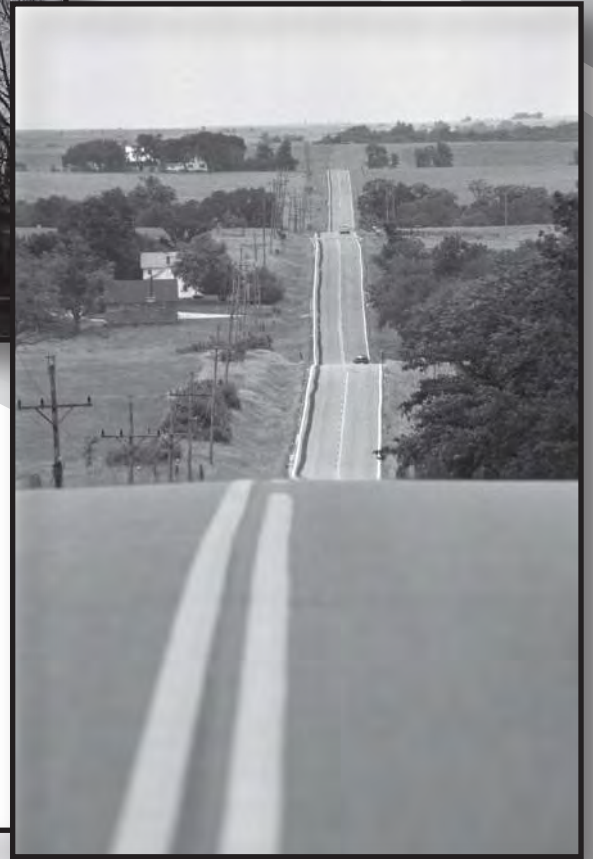
		Chg Cost								
K-5645-25	PE	\$1,935	2024							\$1,935
CMQ	K564525	\$1,548	80.00%							
OTHER		\$387	20.00%							
County:	Statewide	Route:		Total Length (Miles):	0.0	Letting Type:	NONE	NHS Project:	N	Program-Sub: SE-ITS
Name:	Motorist Assistance Program Fiscal Year 2025									
Location:	Kansas City, Topeka, Wichita and Salina metro areas									
Scope:	Assist stranded motorists									

**Administrative Modification #4
(as of 4/24/2024) to the
Kansas FFY 2024-2027 STIP**

The attached administrative modification to the Kansas FFY 2024-2027 Statewide Improvement Program (STIP) updates the Introduction and Program Finance narrative sections of the STIP.

Both the Introduction and Program Finance narrative sections of the STIP were updated to include information about and links to KDOT's Transportation Emissions Reduction Strategy.

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 2024-2027 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 2024-2027 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 advanced 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." 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 brief discussion of the 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 vehicle. 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's/FTA's 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 peace-time 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 2024, 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 (2023). 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 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;

-
- 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.

Program Financing



PROGRAM FINANCING

FUNDING

The funding of highway improvements is based upon criteria established by state and federal law for the use of those funds. Generally, highway projects may be financed entirely by state funds, by a combination of federal and matching state funds, by a combination of federal and matching local funds, or by a combination of all three- federal, state, and local funds. More recently, in some cases, transportation related projects may be financed with a combination of state and private funding or local and private funding. An example of when this may occur is an Economic Development project where a private company benefits from an improvement or needs a highway, rail, or other transportation improvement to do business in the State. Along with state and/or local funding, the private company provides a portion of the funding needed for the improvement as well. Estimates for project cost in the FFY 2024-2027 STIP reflect an inflation and contingency rate of approximately 4.5 percent. KDOT's historical cost trends and future cost expectations were used to develop this rate. Cost trend information is based upon reasonable financial principles developed cooperatively by KDOT, the Metropolitan Planning Organizations (MPOs), and

experts from the public and private sector. Additionally, project cost estimates are reviewed and revised at major milestones in a project's life cycle as well as during bi-annual reviews. However, with the recent surging inflation being experienced in the nation, KDOT is actively monitoring and adjusting estimates in a three- to six-month window prior to letting to respond to the current pricing levels in the market. KDOT is making every effort possible to have accurate estimates for letting projects but is finding the current period of escalating inflation difficult to predict.

A key federal requirement of the STIP is the demonstration of fiscal constraint. Fiscal constraint of only federal funds is demonstrated in the Federal Funds section of this narrative in the "Federal Fiscal Years 2024-2027 Estimated Apportionments & Obligations" tables. These tables provide a breakout by apportionment grouping of the federal apportionments and obligations anticipated in the next four federal fiscal years. The federal apportionments by year table presents the federal funds the State of Kansas reasonably expects to be available in the next four fiscal years. The obligations estimated table demonstrates the projects currently programmed and anticipated to obligate in some phase in the next four fiscal years- including projects anticipated to

obligate in the MPO areas. To stay within limitation on obligations imposed by Congress, KDOT strives to maintain obligations of not more than approximately 90 percent of apportionment.

In addition to the “Federal Fiscal Years (FFY) 2024-2027 Estimated Apportionments & Obligations” tables, a KDOT Cash-Flow Worksheet has been provided to demonstrate a broader picture of KDOT funding by itemizing all anticipated resources (state, federal and local) and all anticipated expenditures in the upcoming four years, not just the federal sources. Assuming funding and expenditures continue at levels estimated, the Cash-Flow Worksheet demonstrates that KDOT is funded through 2027.

The reporting period for the KDOT Cash-Flow Worksheet is based upon the state fiscal year (SFY), which is from July 1 through June 30, while the “Federal Fiscal Years 2024-2027 Estimated Apportionments & Obligations” tables are based upon the federal fiscal year, which is from October 1 through September 30. It is important to recognize this difference when comparing the information in this narrative. The federal funding estimated in the KDOT Cash-Flow Worksheet is the funding estimated based on the state fiscal year and is not the same as that reported in the “Federal Fiscal Years 2024-2027 Estimated Apportionments & Obligations” tables. In addition to

the difference in timing, other fundamental differences exist between the KDOT Cash-Flow and the “FFY 2024-2027 Estimated Apportionments & Obligations” tables. The KDOT Cash-Flow reports **all** sources of revenues (not just federal) and **all** expenditures (not just those associated with the Core program and associated with federal funding). The role of the Cash-Flow is to predict how all resources will flow into the agency over a period time and how all expenditures will flow out in the same period. Whereas the “FFY 2024-2027 Estimated Federal Apportionments & Obligations” tables are static tables that report the estimated apportionments that will be available to the State of Kansas as the State’s share of the federal transportation funding over the four-year period of the STIP. This estimated federal apportionment (or funding to be available to be used by KDOT over the 4 years of the STIP) is compared to the estimated federal obligations KDOT currently has in place at the time of reporting for the same four-year period. In comparison, the Cash-Flow has built-in forecasts allowing the Cash-Flow to predict the projects that will be in place in future years that are not currently built. The KDOT Cash-Flow provides a broad view of the financial status of KDOT. While the “FFY 2024-2027 Estimated Apportionments & Obligations” tables provide a detail of federal funding planned to be obligated versus the apportionment available at the time this document was prepared, they do not forecast expected future expenditure

(additional obligations), as does the Cash-Flow. Rather, obligations (expenditures) for projects created after the preparation of this document are added to the STIP through an amendment process. The two financial tools answer different questions, and, together, provide information about KDOT's fiscal constraint.

The Cash-Flow answers the following questions:

- 1) How much total revenue from all sources does KDOT expect to receive?
- 2) How much total expenditure is KDOT projecting- which is all expected expenditures, not just expenditure related to the federal-aid program of projects?
- 3) Is the KDOT revenue stream large enough to meet total expected expenditures?

While the "FFY 2024-2027 Estimated Apportionments & Obligations" tables answer the questions of how much available apportionment from FHWA KDOT anticipates and how is that apportionment obligated.

Specifically, the apportionment table answers the following questions:

- 1) In which federal fund categories does KDOT expect to receive apportionment?
- 2) How much apportionment is expected in each fund category in

each of the four years of the STIP?

- 3) How much total apportionment does KDOT anticipate in each of the four years of the STIP and as a whole?

The obligation table answers:

- 1) In what federal fund categories does KDOT currently have projects programmed?
- 2) How much obligation versus available apportionment does KDOT have in place at the time the STIP was prepared?
- 3) Most importantly, is the amount of anticipated federal obligation less than or equal to the estimated federal apportionment available (including carry-over apportionment) in each federal fund category, and as a whole?

To further illustrate financial constraint, all Core program projects programmed and administered by KDOT that are anticipated to have one or more work phase(s) obligated, regardless of funding source (meaning not just federally funded projects), in the years of the STIP are listed in the Project Index, Appendix A. Provided in the Project Index list for each project is work phase estimates for work phases already obligated, estimates for work phase(s) anticipated to obligate in the years of the STIP, and the estimated total project cost (included in this total project cost may be the estimates for work phases that extend outside the

STIP years and are not shown in the current project information). Appendix B provides a summary by year of the information provided in Appendix A. The third appendix, Appendix C, lists projects using Advanced Construction, providing for each project the years and amounts of planned conversions along with the total anticipated conversion amount per project. Also provided is the total planned conversion amount by year, as well as the total estimated conversion amount (including conversions in years past the years of the STIP), in place at the time the STIP document was prepared. The information provided in these indexes along with the information in the finance section illustrates the fiscal constraint the State of Kansas has in place.

STATE FUNDS

The state highway program, the Eisenhower Legacy Transportation Program, referred to as IKE, was passed in the 2020 State legislative session and is a 10-year program in effect from July 1, 2020, the beginning of SFY 2021 through SFY 2030, which ends June 30, 2030. Revenue levels in IKE are maintained at the same level as the previous state highway transportation program, T-WORKS. Along with outlining the revenue levels, IKE provides guidelines for how the funding from the program is to be distributed. IKE is a \$9.9 billion program that is slated to invest a minimum of \$8 million in each of the state's 105 counties over the course of the 10-year program.

Preservation is a primary focus of the program and 100 percent of the highway system's preservation needs will be met. To achieve this goal, an estimated \$5.7 billion in funding will go towards the preservation of the existing highway system over the next ten years. Furthermore, funding was provided for projects that enhance and modernize the highway system with estimated funding at \$2.8 billion. The other Core program funded in the IKE is the local program which is funded through the Special City-County Highway (SCCH) fund. The SCCH (which receives a third of all motor fuel taxes) is estimated to receive approximately \$1.6 billion in the 10-year program.

In addition to these four Core program categories, there are other program categories within the KDOT organization structure. One such program category, the Local Support program, includes the transportation modes of aviation, rail, and transit, as well as smaller transportation related but not road specific subcategories (or groupings of similar projects). Four newly created programs have been crafted that fit into this latter transportation related but not road specific group and are the Transportation Technology Development Program (ITP), Short Line Rail (RSF) Program, the Broadband Infrastructure Program (BIP), and the Driver's Education Scholarship Fund (DESF) program. Of the programs managed under the Local Support program category, only the transit program is included in the STIP discussion since

transit is covered under U.S.C. Title 23 and therefore a requirement for inclusion in the STIP document. Transit information is provided at the program level as required by the Federal Transit Administration (FTA) and is in the Public Transit narrative of this document. In IKE, the four newly created programs, along with the transportation modes, combined will receive approximately \$332M in state funding. Transit funding is set at \$11 million per year for an estimated 10-year funding total of \$110 million. The aviation and rail modes will both continue to be funded at \$5 million per year for an estimated 10-year total of \$50 million each.

Short Line Rail program was funded at \$5 million for each of the first three years of IKE for a total of \$15 million in funding. To delineate Short Line Rail from Rail funding, a separate line was added to the Cash-Flow expenditure under the Transportation Planning & Modal Support section. Since this program was only funded for the first three years of IKE, there are no expenditures estimated past SFY 2023 in the Cash-Flow. However, if all funds are not expended in SFY 2023, the expenditure for the funding will move to later SFYs until expended. Second is the Broadband Infrastructure Fund that is an across agencies program involving the Department of Commerce in partnership with KDOT. This funding program was created and funded over the 10-years of IKE with a total of \$85 million (\$5 million in each of the first

three years of the program and \$10 million in the remaining seven years). Third is the Transportation Technology Development Fund, which receives \$21 million for the next 10 years with \$3 million in 2021 and \$2 million in all other years. The fourth new funding program from IKE is the Driver's Education Scholarship Fund (DESF), and projects for this program will be funded using a combination of federal National Highway Traffic Safety Administration (NHTSA) grant funding of \$0.25 million per year and \$0.1 million of state funds per year. Projects funded through NHTSA are not included in the STIP document as NHTSA funded projects are not covered under U.S.C. Title 23 and the projects are not in KDOT's Core programs. The Broadband Infrastructure Fund, the Transportation Technology Development Fund and the Driver's Education Scholarship Fund expenditures are included in the 'Other Planning Section' of the Transportation Planning and Modal Support section of the Cash-Flow. Projects created in these new programs are not federally funded, except for the Driver's Education Scholarship Fund, and none of the projects related to these new funding programs will be added to the STIP listing of projects as they are either not required by U.S.C. Title 23, are not regionally significant, or are not part of KDOT's Core program of construction projects.

Preservation Plus (PPP), the final new fund program designated in IKE, is unique in that it will be applied

across all types of projects wherever logical to increase safety or broadband in the state. For this reason, while a new subcategory was created for the program in the Preservation program category, there will be no projects associated with the subcategory itself. Instead, as candidate projects are identified, funding will be transferred from the Preservation Plus subcategory to the subcategory of the qualifying project. In the Cash-Flow, the expenditure related to Preservation Plus unprogrammed projects is carried in Preservation under the Construction section of the Cash-Flow. Then, as projects are developed using PPP, the expenditure will be accounted for in the Cash-Flow within whichever construction program the new projects belong, whether that be Preservation, Modernization, Expansion or Local Construction.

These new programs emerged from needs identified during the local consult meetings held across the state when developing the IKE program. In many cases, the new funding programs and their management will be outside the Core programs of Preservation, Expansion, Modernization and Local Construction, and the projects created will not involve federal funding. These two factors preclude all but the Preservation Plus funded projects from being included in the STIP document or added to the STIP through the amendment process.

The revenue sources that fund IKE are the same as those that funded T-WORKS. These funding sources include motor fuels tax, sales and compensating tax, vehicle registration fees, bond proceeds, drivers' license fees, special vehicle permit fees, and several miscellaneous fees such as mineral royalties, publications, and sale of usable condemned equipment. Some of these revenue sources are dedicated in nature and are reserved solely for KDOT to use on the highways, while other sources are designated at the discretion of the Kansas Legislature.

Each of the revenues that KDOT anticipates receiving is itemized in the **Resources section** of the Cash-Flow located at the end of this narrative. These revenue sources are, also, detailed in the table on the following page, titled "Estimated State Generated Revenues by Source". However, in the table, several sources are grouped rather than each source being itemized as is done in the Cash-Flow. Specifically, Miscellaneous fees (Revenues), Transfers, Motor Carrier Property Tax, and Interest (on funds) are grouped together, and Drivers' License Fees and Special Vehicle Permits are combined. The table provides estimates of the anticipated revenue by source per year for the next four years and provides a sum of the 4-year total revenue anticipated from each source.

Estimated State Generated Revenues by Source (\$ Millions)- as of 6/2023

*Some totals may not sum due to rounding of dollars.

Source	State Fiscal Years				Source 4-year Total
	2024	2025	2026	2027	
Motor Fuels Tax	460	460	460	460	1,840
Vehicle Registration Fees	230	230	230	230	919
Sales & Compensating Tax	741	758	783	802	3,085
Bond Proceeds (Net)	0	200	200	200	600
Driver's License Fees & Special Vehicle Permits	13	13	13	13	53
Miscellaneous Revenues, Transfers & Interest	29	26	21	18	94
Total Estimated State Revenues by Fiscal Year	<u>1,473</u>	<u>1,687</u>	<u>1,707</u>	<u>1,723</u>	<u>6,590</u>

While motor fuels tax (MFT) receipts lagged, compared to the other Cash-Flow sources in previous years, in recovery to pre-pandemic levels, these receipts have now rebounded, reaching pre-pandemic levels and the Cash-Flow projections have been adjusted to reflect the increase in MFT receipts. Projections for the State Sales and Compensating Tax (SS&C), the other major source of transportation funding, exceeds pre-pandemic levels indicating that the state economy has rebounded and returned to capacity. Currently, the recent increase in inflation being experienced across the nation has not impacted MFT or SS&C receipts. However, the receipts for both are being monitored closely by the budgeting groups of Kansas for changes in the

trends. If decreases occur in these revenues, adjustments to the projections may become necessary.

As the “Estimated State Generated Revenues by Source” table shows, motor fuels tax receipts and sales tax receipts provide most of the revenue with an estimated 28 percent and 47 percent, respectively, of the four-year total SFY 2024-2027 state-generated funding. Vehicle registration fees and bond proceeds represent approximately 14 percent and 9 percent respectively. All remaining sources combined (Driver’s License Fees, Special Vehicle Permits and Interest) compose 2 percent of the four-year total.

The estimates for KDOT revenues come from three main sources- the Consensus Estimating Group (CEG),

the Highway Revenue Estimating Group (HREG), and agency staff in the Office of Finance and Budget (OFAB). The CEG includes staff from the State Division of the Budget, the Department of Revenue, Legislative Research, as well as several consulting economists. Each member of the CEG prepares independent estimates of receipts for the State General Fund and then the group meets to arrive at a consensus. Although the primary emphasis of the CEG group is on the State General fund receipts, the group also prepares estimates for the growth rate of personal income, inflation, interest rates, and fuel prices and production. These factors all affect state revenues and, ultimately, the revenues KDOT receives from taxes and fees. The CEG provides estimated revenue growth from **sales and compensating use taxes** for two years.

The HREG group is composed of representatives from the State Department of Revenue, Legislative Research, Division of the Budget, and KDOT. Typically, this group meets shortly after the CEG meets. The primary function of the HREG is to prepare forecasts for the **motor vehicle registration fees and motor fuels tax** that will be collected. Since these revenues do not flow into the State General Fund, the CEG does not prepare these estimates. In addition, since the CEG only estimates a growth rate of revenues for two years, the HREG agrees on a long-term growth rate of revenues for the latter years.

KDOT's OFAB estimates the remaining KDOT revenues in the Cash-Flow Worksheet Resources group. **Miscellaneous revenues, Drivers Licenses Fees and Special Vehicle Permits** are estimated based upon historical data and the previous year's actual revenues. **Transfers** are determined by review of applicable statutes, and **Interest on Funds** is determined by staff projected interest rates. **Transfers (Out)** include resources that are transferred to other state agencies for transportation-related functions performed by these agencies but financed by the State Highway Fund, as well as transfers designated by the Legislature at their discretion. For transportation related functions, KDOT transfers funds to agencies to finance salary and operating costs of these functions. The Department of Revenue, for example, receives state highway funds for activities related to the collection and enforcement of vehicle registrations, titles, driver licensing and motor fuel tax. Estimates for 'transfers out' are from the State budget and are modified after each legislative session to reflect appropriations set by the legislature.

The second revenue section of the Cash-Flow Worksheet is the **Federal and Local Construction Reimbursement** section. While this group is not "revenue" in the traditional sense, the section estimates the receipt of the federal share and local share of project costs. The federal-aid program is a reimbursement program, which means funding received from FHWA is reimbursement for monies already spent. In

the case of the local share, these are monies received from locals in advance of a project using local funds being let. The local share is the LPA estimated portion of projects programmed. After construction is completed for projects with LPA participation, a final accounting of cost is done. This final accounting is to determine if the local share received prior to construction was less than or greater than the actual local share of actual project costs. Any overage is returned to the LPA and reimbursements for shortages are requested from the LPA. Since the establishment of the Federal Fund Exchange program, the amount of LPA funding received by KDOT has decreased significantly because most counties elect to participate in the Federal Fund Exchange program. (For a more extensive discussion of the Federal Fund Exchange program refer to page 79.)

Bond Sales is the final resource in the revenue section of the Cash-Flow. Along with the other revenue streams identified, KDOT has been authorized by the Legislature to supplement the funding of the IKE program with bonding. Authorized bonding is limited and is currently authorized for SFY 2025, 2026, and 2027 as shown in the Cash-Flow.

FEDERAL FUNDS

A new five-year federal transportation program, Bipartisan Infrastructure Law (BIL), also known as the “Infrastructure Investment and Jobs

Act”, was enacted on November 15, 2021, and provides federal aid to state and local units of government through September 2026. Funding levels for FFY 2027 in the “Estimated Obligations” table are estimated based upon BIL funding. The new program is the most expansive program in history and provides the largest monetary investment in infrastructure to date, with a focus on bridges, public transit, electric vehicle infrastructure, and providing reliable high-speed internet access to all Americans. BIL specifically authorizes around \$351 billion for highway programs, with approximately \$304 billion from the Highway Trust Fund (HTF) and approximately \$47.3 billion from the federal General Fund. In addition, more of this funding is available to local entities (LPAs) and non-traditional entities. Delivery of this funding is accomplished in two ways, via formula and via discretionary programs (also known as grant allocations). About 90 percent of the BIL funding is through appropriated programs (formula funding) where funding levels are predetermined by formula for each state and every state receives a share of the program funding. Discretionary or grant funding on the other hand is a competitive program made by award, and about 10 percent of the BIL funding programs are awarded in this manner. In the allocated grant programs, applications for the funding are submitted to the FHWA and evaluated against the other submissions received with project selections made at the discretion of FHWA. There is no minimum or maximum award

amount to any one state ascribed to the BIL discretionary program group, meaning no state is guaranteed a minimum amount of the grant funding portion of the BIL program and there is not a maximum set on the total amount of grant program funding a state may be awarded. However, there are often limits to the amount of funding any one project may be awarded as set out by the rules of the individual grant program. Likewise, there is a limit on the funding level of each of the discretionary fund programs as set out in BIL.

All six FAST Act formula programs are continued in BIL, and four new formula programs have been added. These apportioned programs constitute the majority of the BIL funding, totaling approximately \$265 billion of apportionment over five years to the states.

The first apportioned program that continues in BIL is the National Highway Performance program (NHPP), which is designed to provide support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that funds used in highway construction support the newly established performance targets established in each state's asset management plan for the NHS. Added under BIL is the additional goal of increasing resiliency of the National Highway System (NHS) from extremes in weather like flooding,

wildfire, rising sea levels and other natural disasters. Projects in Appendix A, the Project Index, funded from this program are identified by the fund categories ACNHP or NHPP in the project information.

The second program that continues under BIL is the Surface Transportation Block Grant Program (STBG). New eligibility for projects involving electrical vehicle charging infrastructure, wildlife crossings, and resilience enhancements have been added, and the Transportation Alternatives (TA) program and Planning remain set-asides of STBG.

The STBG program has the greatest flexibility in project eligibility of all the federal fund programs and is intended to address transportation needs at the State and local levels. To assure funds are distributed equitably across states, the program funds are sub-allocated by population. Under BIL, the sub-allocations have been split into four groups rather than the previous two groups under the FAST Act. The sub-allocation ranges are areas with populations greater than 200,000, areas with populations from 200,000 to 50,000 (new under BIL), areas with populations from 49,999 to 5,000 (new under BIL), and areas with populations less than 5,000. Funds are distributed to the different population groups in proportion to their relative share of the State's population. The percentage of STBG funding for set-asides and sub-allocations is approximately 62 percent,

with 2 percent allocated to Planning (which is managed by KDOT), 1 percent that is dispersed directly to KDWP for Recreational Trails (RT), and approximately 60 percent suballocated for use in the population ranges described above. The approximate 38 percent of remaining STBG funding may be used in any area of the state and is deemed flexible. STBG funding has a federal share of 80 percent unless the project is on an interstate, then the federal share is 90 percent. In the project listing, Appendix A, projects using STBG funding will have ACSTP or STP in the fund category information.

Under BIL, the Transportation Alternatives (TA) set-aside funding levels have been increased to 10 percent of the total STBG program apportionment, and, like the Core STBG funds, 59 percent of the TA funding must be suballocated based upon the four population ranges established in BIL. This is an increase from the prior 50 percent required under the FAST Act to be suballocated. The remaining 41 percent of TA funding may be programmed in any area of the state and is deemed flexible. Funding in this set-aside is focused on a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to schools and other community improving projects.

TA funding is reported in the apportionment and obligation tables that follow this discussion separately from STBG since that is the way the funding

is delivered from FHWA and tracked. TA is also the fund category used in the project listing for projects funded with these funds.

Recreational Trails (RT) funding remains a set-aside of the TA program fund, which is itself a set-aside of the STBG program. Under BIL, no change was made to RT funding and levels remain unchanged from 2009. As directed by the Governor, the RT program is administered by the Kansas Department of Wildlife and Parks (KDWP), and the portion of federal funding designated for RT is transferred directly to them from the State General Fund. Since these funds are not part of the federal funding at KDOT's disposal and are never obligated by KDOT, they are not included in the KDOT funding tables of apportionment and obligation that follow this discussion. Instead, for more information about the RT program including funding and projects, refer to the RT narrative section of this document.

Planning (PL) is a set-aside of the STBG program and is continued in BIL from the FAST Act. Planning projects are not listed in the STIP, but instead are documented in the State Planning and Research (SP&R) Work Program.

Congestion Mitigation and Air Quality (CMAQ) program is the third apportionment program that continues in BIL and is designed to provide fund-

ing for projects or programs that alleviate congestion to improve air quality in areas of nonattainment or in areas of former nonattainment. Newly eligible projects under this program are micro-mobility and the purchase of diesel replacements or medium to heavy-duty zero emissions vehicles including related charging equipment. Also, BIL newly requires the prioritizing of disadvantaged communities when developing projects to reduce fine inhalable particulate matter (PM_{2.5}) emissions. CMAQ funding generally has a federal share of 80 percent, but some safety projects that include an air quality or congestion relief component may be eligible for a federal share of 100 percent. Projects using CMAQ program funds may be identified in the project listing by the CMQ fund category code. Like STBG funding, CMAQ funding is suballocated by the same population ranges described in the STBG section to ensure funds are distributed equitably across states.

The fourth apportionment program funded in BIL, renewing from the FAST Act, is the Highway Safety Improvement Program (HSIP). The goal of this program is to achieve a significant reduction in traffic fatality and serious injury accidents on all public roads including federal, state, and non-state-owned public roads, as well as roads on tribal lands. The approach to achieving the goals of this program and the newly created performance measures are data driven and strategic in nature. A new requirement for using

the funding in this program is the states' completion of vulnerable road user (VRU) safety assessments. To be eligible for HSIP program funding, projects must be for safety activities and consistent with the State's Strategic Highway Safety Plan. Federal funding pro rata for projects using HSIP funding is generally 90 percent with a 10 percent match, and, in some special cases, the federal funding pro rata is 100 percent. HSIP is the fund category code for projects listed in Appendix A funded with this program.

The Railway-Highway Grade Crossings Program (RHCP) continues as a set-aside of the HSIP program and provides funding for safety related improvements to reduce fatal and serious injury accidents at public railway-highway grade crossings. Approximately \$6.6 million is allocated to this program and funds set aside for this program are not eligible for transfer to other apportioned programs. Under BIL, several changes have been made to eligibility in this set-aside with a key change being the federal pro rata increasing from 90 percent to 100 percent. Additionally, the requirement that 50 percent of the RHCP funding be reserved for "protective devices" has been eliminated. The fund categories associated with this program are ACRRP, ACRRS, RRO, RRP and RRS, and projects using this funding may be identified by these fund category codes in the project information in Appendix A.

National Highway Freight Program (NHFP) Funded Projects in Kansas (\$ Millions) *- as of 6/2023

Project Number and Description	Federal Fiscal Years				4-Year Project Total NHFP Funds**
	2024	2025	2026	2027	
KA-1008-02 US-83 Pavement in Haskell County	\$23.707	\$0.000	\$0.000	\$0.000	\$23.707
KA-5060-01 Bridge #009 over I-35 in Johnson County	\$8.462	\$13.630	\$6.024	\$0.000	\$28.115
KA-6018-01 I-70/K-18 Interchange in Geary County	\$0.000	\$0.000	\$7.878	\$8.112	\$15.990
KA-1008-04 US-83 Pavement in Finney County	\$0.000	\$0.000	\$0.000	\$5.791	\$5.791
Total Estimated NHFP funds by Federal Fiscal Year**	<u>\$32.168</u>	<u>\$13.630</u>	<u>\$13.902</u>	<u>\$13.902</u>	<u>\$73.602</u>

*Estimated obligation amount taken from most recent engineering estimates.

**Some totals may not sum due to rounding of dollars.

The National Highway Freight Program (NHFP), the fifth program continued in BIL, was established under the FAST Act to promote the efficient transport of freight on the National Freight Network (NHFN) by investing in infrastructure and operational improvements. Under BIL, the portion of NHFP funding eligible for use on freight intermodal or freight rail projects increased from 10 percent to 30 percent subject to restrictions. To be eligible for funding, states are required to have a freight plan and a freight investment plan in place. The State of Kansas Freight Plan was approved by FHWA on May 2, 2023, and may be viewed at the following link: https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burRail/Rail/Documents/2023/KansasStateFreight-Plan_FHWA_Approved.pdf.

Above, in the “National Highway Freight Program (NHFP) Funded Projects in Kansas” table, are the current projects and estimated federal funds for NHFP projects in federal fiscal Years 2024 through 2027, which are covered by this STIP. In the apportionment and obligation tables that follow this discussion, this fund program is identified as Freight. ACFRP and FRP are the fund category code for projects listed in Appendix A funded with this program.

Metropolitan Planning (MP) is the sixth and final program from the FAST Act continued in BIL. The focus of this program is the establishment of a cooperative and comprehensive framework for decision making concerning transportation issues and investments in metropolitan areas of the

state. The MP program funds are transferred to the FTA and are managed jointly by FTA, FHWA, the Kansas MPOs and KDOT. Since these funds are transferred from KDOT, and are never obligated by KDOT, they are not included in the funding tables of apportionment and obligation that follow this discussion.

Along with these funding programs continued from previous transportation programs, several new apportionment programs were created in BIL. Two of these new programs, Carbon Reduction and PROTECT, are funded from the Highway Trust Fund (HTF), as are the previous apportioned programs discussed. New to the transportation program in BIL is the use of General Fund (GF) federal dollars to help supplement the transportation program funding from the HTF. Two of the programs funded from the GF are apportioned although the majority are discretionary in nature.

The Carbon Reduction Program (CRP) was created to promote the reduction of carbon in the atmosphere through the reduction of transportation related emissions or through the development of carbon reduction strategies including the promotion of public transportation, the promotion of alternative transportation including the creation of pedestrian and bicyclist's pathways, and the creation of traffic monitoring and control facilities among others. Each state is required to develop a

Carbon Reduction Strategy in consultation with the state's MPOs. KDOT's Emissions Reduction Strategy (<https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/burovr/pdf/KDOTTransportationEmissionsReductionStrategy14Nov23.pdf>) was approved by the FHWA on February 20, 2024. Further, the strategy should be updated on a regular basis at a minimum of every four years going forward.

Like the STBG program, a portion of the CRP program of funds are suballocated based on the four population ranges described in the STBG section, with a total of 65 percent of the funds reserved for suballocation. Funds are distributed to the different population groups in proportion to their relative share of the State's population. The remaining 35 percent of CRP funds is flexible funding that may be used in any area of the state. Of the approximate \$63.3 million anticipated in apportionment under BIL, \$41.14 million will be distributed based on the population ranges described previously, and the remaining \$22.16 million is flexible spending left to KDOT's discretion to program. The CRP funding has additional flexibility, as up to 50 percent of the funds made available to Kansas each year may be transferred from the CRP program to any other apportionment fund. Conversely, up to 50 percent of funds from another apportionment fund may be transferred to the CRP program as well (subject to some limitations). Generally, the federal

share for the CRP program is 80 percent. For projects using this funding in Appendix A, the Project List, or in future amendments, the fund category is CRP.

The second new apportionment program in BIL is the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program. The projects eligible for funding under this program are those that increase the resiliency of the system. A few specific examples of eligible projects are those that increase additional flood storage in locations adjacent to highway right-of-way, those for the upgrade to and installation of culverts designed to withstand 100-year flooding events, and those that provide improved functionality and resiliency of stormwater controls. In general, the apportioned projects in the PROTECT program are funded with an 80 percent federal share and a 20 percent match. In addition to the apportioned funds, the PROTECT program has a grant portion of funding as well. KDOT is currently developing its Resilience Improvement Plan, which, when approved, will be used to develop projects. When projects are developed using this funding, the fund category associated to them and displayed in the project information for the amendments and STIP will be PRTCT.

Under BIL, the third new apportioned fund is the Bridge Formula Program (BFP). This program is funded from the GF rather than the HTF, and

any funding not programmed as of September 30, 2025, will lapse or no longer be available for programming. The purpose of this funding is to aid in the maintenance, restoration, or replacement of the nation's bridges, including bridges on local public roads. Fifteen percent of the \$45 million anticipated to be awarded to Kansas from FFY 2024-2027 is allocated to the LPAs for bridge projects on local roads. The federal share for these local bridge projects is 100 percent. Approximately \$38.3 million remains after the local share and is KDOT's share to program. The federal share for the KDOT projects (those that are not on local roads) is 80 percent with 20 percent state matching funds. In the "FFY 2024-2027 Apportionments and Obligations" tables, this funding is listed as BR. Projects using this funding in the project listing will have the fund categories BRF or BRO.

The fourth apportioned program under BIL is the National Electric Vehicle Formula Program (NEVI). Like the BFP, this program is funded from the GF, however, the funding for this program will remain available until expended and will not lapse like the BFP funding. The goal of this program is to deploy electric vehicle (EV) charging infrastructure throughout the nation and to establish an integrated network to simplify data collection, access, and reliability of electric vehicles. For states to access this funding, an EV Infrastructure Deployment Plan was required to be submitted jointly to the

Joint Office of Energy and Transportation and FHWA. KDOT's Charge Up Kansas NEVI Plan was approved in September 2022 and more information about the plan can be accessed at this link: <https://ike.ksdot.gov/charge-up-kansas>. A request for applications was issued in April 2023 and submissions were due by May 5, 2023. Projects have not been awarded at the time of creation of the FFY 2024-2027 STIP, and, for this reason, the Apportionment table shows the anticipated apportionment for the NEVI program over the next four-years, but the Obligation table has no corresponding obligations. Those projects will be added to the STIP through the amendment process in place.

The federal share for this program is 80 percent with a 20 percent match. Total anticipated formula NEVI funding available for Kansas is estimated to be \$39.5 million for the years of BIL. Further program requirements are that funded projects be located along designated alternate fuel corridors and that 10 percent of the total program funding be set-aside for discretionary grants to the states and LPAs that need additional assistance to deploy EV charging infrastructure. When projects are selected for this funding, the fund category associated with the funding in the project information in amendments and the STIP will be NEVI.

As in the FAST Act, there are funds in BIL that are allocated on a

yearly basis without guarantees that the level of funding or frequency of funding will continue. There is a funding program associated with each of these allocations and the funds distributed to these funds varies. One common characteristic, however, is that the funding associated with these allocations is usually small. Therefore, these allocations are combined in a single funding group named 'Other' in the Apportionment table. Currently, the only allocated funds shown in the Other grouping are the 'Redistribution of Other funds' as this is reliably redistributed every year to Kansas. The amount historically redistributed to Kansas, and the amount estimated for each of the four years of the STIP, is \$4 million. As in the FAST Act, the Disadvantaged Business Enterprise (DBE) was continued in BIL and is an allocated fund as well. However, the funding Kansas receives for this program has been variable, historically, and not reliably predictable. Therefore, an apportionment estimate is not included in the Other group for this allocation in the four-years of the STIP.

The discretionary funding in BIL is greatly increased from that in the previous FAST Act program, where the grant program was minimal and essentially consisted of only a few allocated funds. In BIL, there are several newly created discretionary grant programs and the funding for these programs is varied with some being funded through the HTF, others funded from the GF, and the Bridge Investment program is funded with both. The discretionary

grant programs along with other allocated funds compose about 10 percent of the total HTF programming, while the discretionary grant programs funded from the GF are approximately 28 percent of the total GF funding for BIL. Not all the discretionary grant programs funded in BIL are transportation related, as energy and water are also being addressed under BIL. However, the new discretionary grant fund programs related to transportation that could have projects awarded and then be added to the STIP are: Safe Streets and Roads for All, Wildlife Crossings Pilot Program, PROTECT Grants, Charging and Fueling Infrastructure, National Electric Vehicle Grants, Congestion Relief Program, Bridge Investment Program, National Culvert Removal, Replacement, and Restoration grants, Reconnecting Communities Pilot program, Rural Surface Transportation Grants, National Infrastructure Project Assistance program or Mega Grants (“Mega-projects”), Local and Regional Project Assistance (RAISE) program, INFRA Program (known statutorily as the Nationally Significant Multimodal Freight and Highway program), Reduction of Truck Emissions at Port Facilities program, and the Prioritization Process Pilot program.

Discretionary or grant funding programs are application programs administered either by the Office of the Secretary of Transportation (OST) or the Office of Operating Administrations (OAs). The program administrator of each discretionary grant fund solicits

projects through applications. The applications submitted are then reviewed and evaluated based on merit and eligibility. Selections are made along with decisions about award amount and, in some cases, match requirement from the applicant. Generally, for discretionary grants, project solicitations are made annually for every year that the grant is funded. Since KDOT does not have any assurance discretionary grants will be awarded, apportionment is not estimated in the “FFY 2024-2027 Estimated Apportionment” table for these programs in the years of this STIP. However, if, or when, a grant is awarded to Kansas in one of these discretionary grant programs, the apportionment and obligations will be included in the ‘Other’ grouping of the funding tables following this discussion.

The apportionment and obligations that Kansas anticipates for the years of this STIP are presented in the “Federal Fiscal Years (FFY) 2024-2027 Estimated Apportionments & Obligations” table on pages 76 and 77 of this section. The funding tables establish the fiscal constraint KDOT has in place at the federal fund level for the years of the STIP and are organized by the apportioned funding categories just described with two exceptions. The HSIP and STBG set-aside programs of Railway Grade Crossings (Railway) and Transportation Alternatives (TA), respectively, have been split out from their Core programs and reported inde-

pendently. The funding table is arranged in this manner to match how funding is distributed to the states by FHWA and reflects how information concerning these funds must be reported to FHWA.

As with past transportation acts, some provisions in BIL are comprehensive, applying to all projects that use federal funding, while other provisions are program specific. For a project to be eligible to use a specific program's funding, the project must meet the conditions identified within the program in addition to meeting the broader requirements laid out in the act itself. The contents of this STIP reflect the requirements that were laid out by BIL and assume these requirements are in effect until such time that a new federal program, reauthorization, or extension changes the requirements.

In addition to apportioning funds to the states, Congress annually sets an upper limit, termed an obligation ceiling, on the total amount of obligations that each state may incur. This limit is used as a means of controlling budget outlays to improve the federal-aid highway programs' responsiveness to the nation's current economic and budgetary conditions. The obligation limitation is typically less than the amount of federal aid apportioned to the states and is determined and approved by Congress on an annual basis. Since the "ceiling" for 2024 was unknown when the STIP was prepared, KDOT limits total estimated obligations for the four years of the STIP at approximately 90

percent of the total expected four-year contract authority. This percentage approximates the average obligation ceiling that Kansas has historically received. This does not mean that every fund grouping obligation is this percentage, but that KDOT tries to maintain this percentage to preclude overprogramming.

The apportionment section of the "Federal Fiscal Years (FFY) 2024-2027 Estimated Apportionments & Obligations" table provides the total apportionments anticipated to be received in each of the four years of the STIP and the anticipated FFY 2023 Carryover Apportionment. The FFY 2024–2026 apportionments reflect levels specified in BIL, and FFY 2027 is estimated at the same levels as BIL (the BIL Program is only funded through FFY 2026). Furthermore, the table displays how the funding is anticipated to be distributed by year in the apportioned funding programs and in the FFY 2023 Carryover Apportionment. The funds estimated in the funding program groups are those that are at KDOT's discretion to use apart from STBG, CRP, BFP and CMAQ. A portion of each of these program funds is shared. The STBG, CRP and BFP funding, as specified in the program guidelines, must be divided into four population portions and the portion remaining after the proration based on populations is at KDOT's discretion to use. As specified in the CMAQ funding guidelines, portions of the funding are reserved for the two larger MPO areas of Kansas City

and Wichita, for State planning and research activities, with the remainder to be used at KDOT's discretion. Also, as discussed in the program descriptions, neither the MP program funds nor the RT program funding is shown in the tables as the funding for each is transferred to the FTA and the KDWP, respectively.

Along with the apportionment section is the Estimated Obligation section, which summarizes by fund group and year the federally funded projects required by U.S.C. Title 23 to be included in a STIP that Kansas has programmed in the next four years at the time this document was prepared. The obligations for projects meeting these criteria are captured, in this table and, further, the individual projects including funding information are captured in Appendix A, the Project Index, or, if in a MPO area, by reference of the MPO's Transportation Improvement Plan (TIP). (For information about MPOs, see the narrative titled Metropolitan Transportation Improvement Programs.) Since project programming is an iterative process, the project list in Appendix A is always evolving. Some projects are in development, especially for programs where projects are selected on an annual basis, so new projects are being created that will need to be added to the STIP. Changes to current projects are made in response to economics, plan development changes or changes in project schedule, and/or project costs and, in turn, these changes sometimes require updates to the STIP;

and, in some cases, projects are cancelled or deferred and the STIP is updated for the change. Project programming and delivery is a fluid ongoing process, and the resulting changes that occur from this process are captured in the STIP through the amendment process that is in place.

In the Obligation section, the same fund groupings are used as in the apportionment section. Obligations in place at the time this document was prepared are provided by fund group for each of the four years of the STIP along with the total projected obligation for each year and a total obligation for the four years. Also, Advance Construction Conversions in place after FFY 2027 by year and funding program groups are provided. Since Kansas is selecting and programming projects on a rolling two-year basis, the projects committed with planned obligations in the outer two years of this document have not been completely selected at this time, while the first two years are almost fully planned with generally only some of the annually selected projects remaining to be selected and added via the amendment process. Pre-requirements associated with the new fund programs for obligation, time to plan and develop projects, and the lack of fund program requirements are the main reasons that there are not corresponding obligations for most of the new fund programs identified in the tables. As described in the prior apportionment fund program discussions, there are assessments, plan revisions,

and new plans in development to meet the requirements set out in BIL before some new fund programs are available for KDOT to develop and obligate projects. Time is a factor as less than two years have elapsed since BIL was passed, which is insufficient time for KDOT to absorb all the new fund group rules and changes to existing fund groups, to plan for the new fund programs, and to develop new projects for programming. Several programs, including NEVI and CRP, require a plan to be developed and approved by FHWA, which has caused a delay in being able to program new projects for these funds. For these reasons, some apportioned fund programs do not have corresponding obligations for the apportionment shown in this STIP document. KDOT anticipates that the obstacles to obligating will be largely rectified by the time the next STIP is prepared.

When reviewing the obligations planned with the apportionment available, the **total** estimated obligations for the four FFYs covered by this STIP are less than or equal to the expected **total** federal appropriations expected in the four-year period, including the FFY 2023 Carryover apportionment. In FFY 2024 and FFY 2025, the first two years of this STIP, the estimated obligations for projects currently committed is approximately \$562 million and \$572 million respectively. For FFY 2024, the estimated obligation is inclusive, but does not yet include all planned projects for the year as not all the annually

selected projects were programmed nor have projects been developed for most of the new BIL fund programs. In FFY 2025, there are some groupings not fully selected or programmed along with annual projects not yet selected, and new BIL programs, as already discussed, are largely unprogrammed. As projects are developed, they will be added by the amendment process or captured in the next STIP. The estimated obligation for all four years does include advance construction conversion projects including projects within MPO areas. Currently, FFY 2024 total advance construction conversion projects are anticipated to total approximately \$478 million and FFY 2025 total advance construction conversion is anticipated to be approximately \$465 million as determined from Appendix C, the Advance Construction Project Index.

While FFY 2024 through 2027 are not overprogrammed, some grouping obligation projections are larger than their corresponding apportionments in these two years. For FFY 2024, the obligation groupings HSIP, CMAQ, TA, Freight, and Other are greater than their corresponding anticipated apportionment for the year. NHPP anticipated obligation in FFYs 2025, 2026, and 2027 are greater than the corresponding anticipated apportionment for the year. In addition, both the STBG and BR groupings have estimated obligations greater than their corresponding anticipated apportionments for the FFYs 2024, 2026, and

2027. However, the apportionment for each year along with the anticipated Carryover apportionment from previous years is sufficient to cover the overage in projected obligations for these categories for each year.

Specifically, the Other obligation grouping is reserved for obligations for discretionary funding program grants that have been awarded, earmarked (if applicable), and/or allocated funding. OJT and DBE funds are allocated funds usually distributed on a yearly basis. However, distribution is not guaranteed in each year, and past amounts received have varied greatly from one year to the next. For these reasons, Kansas does not estimate DBE and OJT funds in the apportionment section and does not develop projects and corresponding obligation for these funds except for the current year plus one (with projects for 2025 to be added later in 2024 by amendment). In this way, KDOT ensures that the risk of overprogramming without available funding is low. In FFY 2024, the Other obligation is estimated at \$11.18 million, while apportionment is currently projected at \$4 million. For the FFY 2024-2027 STIP, the decision was made to move the HIF fund from its own grouping to be included in the Other grouping, as this funding did not continue in BIL and is unlikely to be included in another appropriations act. In FFY 2024, the estimated obligation is greater than the apportionment estimated for the 'Redistribution of Other funds' because these projected obligations are for allocated

HIF funds that KDOT has programmed with the awarded HIF funding from the Appropriations Act of 2021. The apportionment funding is from the 'Redistribution of Other funds' as Kansas has not yet received DBE or OJT allocations for 2024. The only DBE project currently programmed and listed in this STIP Project Index for FFY 2024 is funded with the STP fund grouping, and, therefore, is not part of the Other obligation total.

Similarly, in FFY 2024, the CMAQ, HSIP, TA, and Freight groupings are projecting obligations that exceed anticipated apportionment for the year. This should not be an issue as there is sufficient carryover in each of these fund groupings from 2023 to cover these overages. The carryover balance for each of these groupings is not large and KDOT will need to monitor these programs closely to ensure overprogramming is not an issue in future years.

FFYs 2024, 2026, and 2027 have more obligation planned in the STBG grouping than apportionment available for the year, while FFYs 2025, 2026, and 2027 have more obligation programmed in the NHPP grouping than there is available apportionment for that year. However, both groupings, STBG and NHPP, have large carryover apportionment balances which will offset the overages predicted in each of the years, respectively.

Finally, in FFY 2024, the grouping has a large projected obligation that is greater than the apportionment anticipated to be received for the year. The reasons for this larger obligation are twofold. First, the Bridge Formula Program (BFP) apportionment (which is included in the BR fund group) for FFY 2022 was distributed too late to be used on FFY 2022 projects, making the funds available as carryover apportionment to be used in FFY 2024. Together, the carryover apportionment from FFY 2022 and the FFY 2024 projected apportionment are sufficient to meet the obligation in FFY 2024. As discussed in the fund program information, the BFP program fund, unlike most other fund groups, lapses at the end of 2026 and is the second reason the BFP program is so robustly programmed, which also explains the necessity for estimated obligations for FFY 2026 and 2027 to be more than the associated apportionments. KDOT has no desire to lose this funding and is making every effort to have enough projects available to use the apportionment. KDOT will continue to monitor the total apportionment available in the BR fund group in each year as compared to the obligations in place, and, if needed, will use advance construction, or will move projects to the latter years of the STIP to ensure that the BR fund grouping apportionment does not exceed the available apportionment plus anticipated carryover from prior years.

In conclusion, while some of the obligation groupings are larger than the

correlating apportionment in the first two years of the STIP, there is sufficient carryover apportionment to meet the excess in projected obligation. However, some of the carryover apportionment grouping balances are shrinking, and KDOT will need to carefully monitor these declining carryover balances in the future to ensure that sufficient apportionment for the correlating obligation is available. If the situation arises where available apportionment, including carryover apportionment, no longer meets or exceeds the projected obligation in a year or grouping, additional measures will be taken to prevent overprogramming. For example, in many of the obligation groupings, there are AC conversion projects that may need to be moved to future years to await such a time that obligation is available for their conversion. Moving the AC project conversions would reduce the obligations in the year currently projected. (AC conversion projects are projects that have been undertaken with state funds with the option to convert to federal funds when obligation is available.) Appendix C, the Advance Construction Project Index, lists AC projects along with the year(s) of expected conversion and conversion amounts.

Advance construction allows flexibility in programming and ensures that KDOT always has projects available to meet our apportioned federal funds. However, as with carryover apportionment, KDOT's AC balance is

growing while being actively monitored by the Federal Fund Manager to ensure that AC obligation does not exceed limits in place by FHWA.

An exception to MPO projects not being listed in the STIP is projects using advanced construction. MPO projects are a significant portion of the projects funded in the state. They are frequently of large scale, and usually are programmed using the advance construction mechanism. Thus, including the advance constructed MPO projects is a necessary measure taken to adequately illustrate fiscal constraint. MPO project information is included in Appendix C, the Advanced Construction Index, and their estimated obligations are included in the “Federal Fiscal Years 2024-2027 Estimated Apportionments & Obligations” table.

For each year in the table, the estimated obligation for each grouping is composed of the expected advance construction conversion projects, including projects within MPO areas, and the obligation of non-advance construction committed projects including projects within MPO areas. From the table, the total estimated obligations for FFY 2024-2027 are \$2.049 billion and, of this obligation, total advance construction conversions anticipated for FFY 2024-2027 are approximately \$1.890 billion (as determined from Appendix C, the Advance Construction Project Index). Additionally, in the “Federal Fiscal Years 2024-2027 Estimated Apportionments & Obligations” table, the

“Advance Construction Conversions after 2027” column provides estimates for advance construction already in place for years that exceed the STIP range. For the years after 2027, advance construction conversions are provided as lump sums by federal fund category, which are currently estimated at a total of \$1.293 billion.

The Advance Construction in years after FFY 2027 column is included to clarify that the State does have conversions planned outside the years of this STIP document and that total planned advance construction is within the policy for advance construction outlined under 23 U.S.C. 420.115, part 630, sub part G. Excluding the Other grouping, which estimates obligation for projects using allocated or special earmark funding for which apportionment is not received, the **total** estimated obligations for the four FFYs covered by this STIP are less than or equal to the **total** federal appropriations expected in the four-year period including FFY 2023 Carryover.

KDOT will continue to use the two mechanisms of carryover apportionment and advance construction to balance apportionments and obligations. Carryover apportionment happens when the federal obligation ceiling is set lower than the apportionment for a given year. The difference between the two amounts is “carried over” to the next fiscal year as part of the unobligated balance. Most federal

fund categories have an obligation ceiling lower than the apportionment and, for this reason, the FFY 2024-2027 Apportionment section includes a column for the anticipated Carryover apportionment from FFY 2023. Currently, every fund category grouping is anticipated to have apportionment carryover from 2023, and some of this carryover apportionment will be used in years of this STIP in fund categories where projected obligations exceed apportionment. The second mechanism for balancing is the use of advance construction. In this mechanism, KDOT reserves the right to request conversion for federal funds on a project in a year that obligations are available (not necessarily the same year the project is initiated), and this conversion year may be adjusted and/or several partial conversions over multiple years may be made. Using advance construction provides KDOT flexibility to move projects to where obligation gaps exist due to timing of project development.

projects or advance construction conversion information. MPO project information is available in the individual MPO TIPs, and a link for each TIP is provided in the Metropolitan Transportation Improvement Programs narrative section. Advance construction conversion information is listed separately in Appendix C. In general, the information presented within the “Federal Fiscal Years 2024-2027 Estimated Apportionments & Obligations” table is broader and more encompassing than the information summarized in Appendix B and listed in Appendix A.

Finally, it must be noted that the inclusion of the anticipated advance construction conversions and MPO information in the “Federal Fiscal Years 2024-2027 Estimated Apportionments & Obligations” table precludes the total expected obligations in the tables from matching the total expected obligations from Appendix B, the Summary of State Transportation Improvement Program Project Index. The table and the appendix do not share the same source data. Appendix B summarizes Appendix A, which does not include the MPO

Page Left Intentionally Blank

Estimated Apportionments for FFY 2024-2027 STIP as of 07/07/2023

All dollar amounts in \$1,000's - Dollar amounts may be rounded

Apportionment Grouping	Anticipated					FFY
	FFY 2023 Carryover [^]	FFY 2024	FFY 2025	FFY 2026	FFY 2027	2024-2027 Total
NHPP	\$236,772	\$285,889	\$291,607	\$297,439	\$297,439	\$1,172,374
STBG	\$169,072	\$120,801	\$123,241	\$125,730	\$125,730	\$495,502
HSIP	\$25,871	\$26,001	\$26,652	\$27,312	\$27,312	\$107,277
Railway [*]	\$17,447	\$6,549	\$6,549	\$6,549	\$6,549	\$26,196
CMAQ	\$22,084	\$10,572	\$10,783	\$10,999	\$10,999	\$43,353
TA [*]	\$28,815	\$16,896	\$17,237	\$17,586	\$17,586	\$69,305
Freight	\$27,785	\$13,362	\$13,630	\$13,902	\$13,902	\$54,796
CRP ^{**}	\$19,273	\$12,655	\$12,908	\$13,166	\$13,166	\$51,895
PROTECT ^{**}	\$13,569	\$14,389	\$14,677	\$14,970	\$14,970	\$59,006
BR ^{**}	\$85,547	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
NEVI ^{**}	\$14,261	\$6,083	\$6,205	\$6,329	\$6,329	\$24,946
Other ^{***}	\$68,441	\$4,000	\$4,000	\$4,000	\$4,000	\$16,000
Total	\$728,937	\$562,197	\$572,489	\$582,982	\$582,982	\$2,300,650

Notes:

[^] Anticipated FFY 2023 Carryover is the unused apportionment from prior years available for use in the years of this STIP. The carryover apportionment available in a grouping will be used in instances where obligation in a grouping in one or more of the STIP years exceeds the apportionment available in that year(s) for the fund grouping. Carryover apportionment is anticipated to be used in FFY 2024 in the HSIP, CMAQ, TA, Freight, and Other groupings since planned obligations exceed available apportionment in those fund groups. NHPP anticipated obligation in FFYs 2025, 2026, and 2027 exceeds anticipated apportionment for each year so Carryover apportionment from prior years will be used in both years to offset the difference. In the both the BR and STBG groupings, Carryover apportionment is anticipated to be used in FFYs 2024, 2026, and 2027, as planned obligations exceeds anticipated apportionment for each year. In all groupings there is sufficient apportionment or sufficient apportionment and anticipated Carryover apportionment available to meet the amount of obligations anticipated for the years of the STIP.

^{*} Separate fund groups for two set-aside funds, Railway and TA, are maintained in both the apportionment and obligation tables as the federal funds are distributed in this manner to the States and are reported back in this manner to FHWA.

^{**} New fund grouping authorized under BIL.

^{***} The Other grouping is used by KDOT to capture miscellaneous funding types, some of which are apportioned funds, but most are allocated (funds that are not guaranteed to be received). The apportionment estimated in the four-years of this STIP is for allocated funds received for the 'Redistribution of Other funds' that are received reliably and therefore estimated in all four years of the STIP. For the FFY 2024-2027 STIP, the decision was made to move the HIF fund from its own grouping to be included in the Other grouping, as this funding did not continue in BIL and is unlikely to be included in another appropriations act. In FFY 2024, the obligation in the Other grouping is greater than the apportionment estimated for the 'Redistribution of Other funds' because these obligations are for allocated HIF funds that KDOT has programmed with the awarded HIF funding from the Appropriations Act of 2021.

Estimated Obligations for FFY 2024-2027 STIP as of 07/07/2023

All dollar amounts in \$1,000's - Dollar amounts may be rounded

Obligation Grouping	Advance Construction Conversion after FFY 2027 [^]	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2024-2027 Total
NHPP	\$894,957	\$261,404	\$315,521	\$300,091	\$303,890	\$1,180,906
STBG	\$363,371	\$121,123	\$108,339	\$144,929	\$69,261	\$443,652
HSIP	\$0	\$39,288	\$18,490	\$13,726	\$9,600	\$81,104
Railway*	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$12,868	\$4,827	\$0	\$0	\$17,695
TA*	\$0	\$35,453	\$1,096	\$2,280	\$0	\$38,829
Freight	\$0	\$32,168	\$13,630	\$13,902	\$6,688	\$66,388
CRP**	\$0	\$1,415	\$0	\$0	\$0	\$1,415
PROTECT**	\$0	\$0	\$0	\$0	\$0	\$0
BFP**	\$34,620	\$76,862	\$20,508	\$54,014	\$53,953	\$205,337
NEVI**	\$0	\$0	\$0	\$0	\$0	\$0
Other***	\$0	\$11,181	\$2,274	\$0	\$0	\$13,455
Total	<u>\$1,292,948</u>	<u>\$591,762</u>	<u>\$484,685</u>	<u>\$528,942</u>	<u>\$443,392</u>	<u>\$2,048,781</u>

Notes:

Estimated obligations include advance construction projects that are anticipated to be converted in the year.

In some years, the estimated obligation groupings may include obligations for funds apportioned in prior years (Carryover) resulting in the anticipated obligation being greater than the corresponding apportionment for the year in that grouping. When this occurs Carryover apportionment is used or if/when needed a portion of the advance construction conversions that are included in the obligation for that grouping may be deferred to a later year to resolve the imbalance.

* Separate fund groups for two set aside funds, Railway and TA, are maintained in both the apportionment and obligation tables as the federal funds are distributed in this manner to the States and are reported back in this manner to FHWA.

** New fund grouping authorized under BIL. KDOT intends to develop/program projects for these new fund groupings through the appropriate processes as the required program approvals and new guidelines are made available to the state.

** The Other fund group is generally for obligations related to allocated funds and other special funds that are not apportioned like emergency funding, special discretionary funding and for any funds awarded in one of the several discretionary fund programs of BIL. For FFY 2024 in this STIP (as described in the Apportionment Table Other note), the obligation in the Other grouping is greater than the apportionment estimated for the 'Redistribution of Other funds' because these obligations are for allocated HIF funds that KDOT has programmed with the awarded HIF funding from the Appropriations Act of 2021.

[^] This column displays the reservation of Advance Construction in place by grouping for years outside the four-years of this STIP.

LOCAL FUNDS

Local government sources of transportation funds include state motor fuels tax revenue received through the Special City and County Highway Fund, federal-aid funds received through KDOT, state funds through partnership with KDOT on certain projects, or through the local Federal Fund Exchange program, property taxes, local option sales taxes, and bond issues. Of these transportation funding sources, the largest portion is provided by property taxes. Most of this revenue is spent on maintenance rather than new construction.

The funds are distributed to cities and counties with respect to all applicable federal laws, state statutes, and/or KDOT policies, and these funds comprise the “obligation authority” or “allocation” that is distributed to each Local Public Authority (LPA). County funding is allocated in accordance with K.S.A. 68-402(b), and funding to cities is allocated based upon the proportion each cities population is to the total population of all eligible cities. Only cities outside urbanized areas with a population range between 5,000 to 199,999 are eligible for this funding. Cities with a population of 200,000 or greater fall within the urbanized classification and funding for these cities is outlined in the requirements in place for Metropolitan Planning Organizations (MPOs).

In addition to the funding re-

served solely for local construction that goes directly to cities and counties under IKE, there are other sources of funding for local projects. KDOT offers funding through partnership programs like the City Connecting Link Program (CCLIP), a partnership program between LPAs and KDOT. In this program, the state participates in a portion of the local project cost. CCLIP includes the KLINK Surface Preservation (K1R), the newly created KLINK Pavement Restoration (K2R), and the KLINK Geometric Improvement (K3R) subcategories. For more information about this program’s requirements, refer to the “Project Selection Criteria” section of this document or visit KDOT’s BLP webpage at <https://www.ksdot.gov/bureaus/bur-LocalProj/default.asp>.

A recently reinstated option available to LPAs is the Local Bridge Improvement (LBT) program, which was restored in 2020 and continued in IKE, the new state transportation program. This source of state funding is reserved for projects that address low volume roads with local bridges that are in disrepair.

A newly established program of funding is the Cost Share Program. In this program, KDOT provides state funding to LPAs for construction projects to improve safety and/or the overall transportation system in rural and urban areas. All transportation projects are eligible including roadway, rail, airport, bicycle/pedestrian, and public

transit. A minimum of 15 percent non-state match is usually required with additional consideration given for larger LPA commitments. More information about this program is available at the following link:

<https://www.ksdot.gov/CostShare/CostShareProgram.asp>

Finally, a very popular LPA funding option is the Federal Fund Exchange (FFE) program, which was implemented under T-WORKS and continues under IKE. This is a voluntary program and, by electing to participate in the FFE program, a Local Public Authority (LPA) agrees to trade all or a portion of their federal fund allocation in a specific federal fiscal year with KDOT in exchange for state transportation dollars or with another LPA in exchange for their local funds. Under this program, the LPA may utilize the funds in a project following its own procedures, criteria, and standards. All work performed shall be consistent with the Kansas Statutes, applicable regulations, and normal engineering practices. Any work performed on the state highway or city connecting link will require coordination with the local KDOT Area Office.

Only LPAs eligible to receive a federal fund allocation may participate in the Federal Fund Exchange program. Eligible LPAs include all counties in the state and cities with populations greater than 5,000 that are not located in a Transportation Management Area (TMA). Currently, the only TMAs in

Kansas are the Mid-America Regional Council (MARC – Kansas City Region) and the Wichita Area Metropolitan Planning Organization (WAMPO).

This optional program provides LPAs more flexibility when planning their programs and deciding how to fund them. Eligible LPAs may elect to exchange their federal funding, or they may use the funds to develop a federal-aid project following the established procedures. If exchanged, the exchange rate for the program is \$0.90 of state funds for every \$1.00 of local federal obligation authority exchanged. For more information about this program, visit KDOT’s Bureau of Local Projects website at the following link:

<https://www.ksdot.gov/bureaus/bur-LocalProj/default.asp>

STATE EXPENDITURES

Sources used to forecast expenditures are more varied than those used for revenues. Primary sources for expenditure forecasting are the agency’s budget and two computer information systems- the Comprehensive Program Management System (WinCPMS) and AASH-TOWare Project for Construction and Materials (AWP). These two computer systems are used to maintain program information and specific project and contract information. Data generated from these two computer programs was used to create the “FFY 2024-2027 Estimated Apportionments and Obligations” tables, the FFY 2024-2027 Project Index- Appendix A, Project Index

Summary-Appendix B, the Advance Construction Index- Appendix C, and aids in the generation of the expenditure information in the KDOT Cash-Flow.

Expenditures in the KDOT Cash-Flow may be divided into fixed costs and variable costs. Fixed costs represent the expense of KDOT's daily operation, as well as costs such as debt service and transfers to other agencies. Variable costs are expenses that change in proportion to the magnitude of the work being done. For KDOT, variable costs are those associated with the preservation, modernization, and expansion of the highway infrastructure, along with those associated with modal support. Specifically, in the Cash-Flow, the fixed costs are the following categories: from the Maintenance section- Regular Maintenance (state roads) and City Connecting Links (local roads); from the Construction section - Buildings; from the Local Support section- Agency Operations; from the Transportation Planning and Modal Support section- Agency Operations and Other Planning, along with Administration, and Debt Service. All other categories in the Cash-Flow are variable costs.

Following is a brief description of the expenditures in the Cash-Flow in the order of appearance beginning with the first section of expenditure- Maintenance.

Regular Maintenance, a fixed cost, is the first category under the Maintenance expenditure section of the Cash-Flow Worksheet. Regular Maintenance is defined as expenditures on equipment, staff salaries, and materials used in snow/ice removal, mowing, and minor roadway repairs necessary to preserve the State Highway System. This Cash-Flow Worksheet expenditure is a summation of four groups from the state budget: salary, contractual activities, commodities, and capital outlay. The *salary* portion is the budgeted amount for positions in SFY 2024 and for the years 2025-2027 are estimated based on growth rate. Included are the salaries for the district, area, and subarea maintenance personnel as well as some headquarter positions that provide policy and planning support. *Contractual activities* are the portion budgeted for equipment repair that exceeds the capabilities of the KDOT shops or repairs that are more cost effective to be contracted. The *commodities* portion represents the materials necessary to accomplish the work anticipated in SFY 2024 and SFY 2025-2027 are percentage estimates based upon projected inflation. This is a large and varied group composed of items such as fuels (including unleaded, ethanol, diesel), equipment repair parts, signing materials, motor oil, propane gas, rock salt, and traffic paint. *Capital outlay* is the last group included in regular maintenance and is for the purchase of heavy equipment to maintain the system, vehicles to transport per-

sonnel to work sites, shop tools, equipment and computers used in the support of these maintenance activities. Regular maintenance is typically done entirely by KDOT forces. The long-term projected need for this expense is calculated by inflating historical actual expenditures for the above four groupings using a standard inflation rate of 2.0 percent. In the Cash-Flow, the values for SFY 2024 are from the budget submittal, while SFY 2025, 2026 and 2027 are percentage estimates based upon projected inflation. Also included in this category are the expenses associated with the network of 76 communication towers KDOT operates across the state. Expenditures are for maintenance to keep the towers operational and for the purchase of 800 MHz digital trunked radio system to replace the current antiquated conventional MHz radio towers.

City Connecting Links is the second expense category under Maintenance. The expense associated with this activity is routine maintenance, in nature, that occurs on local roads. The expenditure is for payments from KDOT to Local Public Authorities (LPA) that have elected to maintain the City Connecting Links within their boundaries. Rather than KDOT, the LPAs oversee the maintenance of these roads and KDOT pays for a share of the cost of the maintenance. The expenditure for this category is calculated based on formula as outlined in state statute and is set at a rate of \$5,000 dollars per lane mile with a total estimated number of

city-connecting link miles of 1,120 miles.

Construction is the second category under expenditures and is divided into six categories of expense. The first three of these categories, **Preservation, Modernization, and Expansion and Enhancement**, are the anticipated construction work phase expenditures for KDOT projects and are the three ‘Core’ program groups KDOT uses to organize similar work. (For a discussion of the Core KDOT programs and subcategories within, refer to the preceding Project Selection Criteria narrative.) The expenditures for these three categories pertain to road system infrastructure on state roads. The expenditure amount for the unprogrammed portion of each category is determined by the current state program and estimated revenues from all sources. Project expenditures prior to letting are based on engineers’ estimates and the post construction letting expenditures are based on the encumbered construction contract amount and actual payments to contractors. As discussed previously, a new Cash-Flow line was not created for the Preservation Plus program. Instead, the expenditure for Preservation Plus unprogrammed dollars is included in the Preservation expenditure line of the Cash-Flow. As projects are developed where Preservation Plus is being utilized, the expenditure will move to whichever construction program is associated with the project, which may be

any of the Core programs of Preservation, Modernization, Modernization, Expansion or Local Construction.

The construction expenditure information presented here is provided at the project work phase level in Appendix A for projects KDOT has programmed. However, the total of the projects programmed will not equal the Cash-Flow Worksheet forecasts. There are four reasons for the difference:

- 1) The Cash-Flow Worksheet forecasts the entire program including the unprogrammed portion, while the Appendices only provide information about projects created and committed for some phase of work at the time of the STIP preparation (4-year period).
- 2) The Cash-Flow Worksheet includes projections for projects that have all work phases obligated and underway; these projects are not part of Appendix A, which only has those projects anticipated to have a phase obligate for the first time in the years of the STIP. Projects that have all phases obligated are dropped from STIP reporting and are tracked through different methods for FHWA.
- 3) The projects included in the forecast include KDOT let construction projects within MPO areas.
- 4) The Cash-Flow Worksheet is developed on the State Fiscal Year, which is from July 1 through June 30, while the STIP is based upon the Federal Fiscal Year which is from October 1 through September 30. This means that there are some differences in projects, revenues and expenditures captured by the two documents.

Construction engineering and preliminary engineering (CE & PE) categories are expenditures for the design aspect of KDOT projects on state roads. The expenses in this category are a combination of agency CE & PE work and projected contracted CE & PE work. For the agency engineering salary portion of the Cash-Flow Worksheet expenditure 2024 is taken directly from the budget and 2025-2027 are determined by applying a 2 percent inflation rate to the budgeted amounts. For the contracted CE & PE, estimates are provided by the Bureau of Design and are adjusted for inflation. In the Cash-Flow, CE and PE are grouped together, whereas, in Appendix A, the Project Index, PE & CE information is provided at the project level and in the manner that FHWA presents project information. CE costs are included with the Construction costs in the Appendices since this is how these costs are displayed by Federal Highway. PE expenditure is shown for each project in the appendices to reflect how PE is displayed by Federal Highway, while in

the Cash-Flow, PE and CE expense are combined.

Local Federal Aid expenditures, the fifth expenditure in the Construction section, concerns road infrastructure improvements on local roads. Specific project information programmed for LPAs during the STIP years is in the STIP appendices, except for those projects being completed by LPAs using the Federal Fund Exchange program. The expenditure estimated for the unprogrammed portion is determined by the current state program and estimated revenues from all sources. Project expenditures prior to letting are based on engineers' estimates and the post construction letting expenditures are based on the encumbered construction contract amount and actual payments to contractors. Since the initiation of the Federal Fund Exchange program, the number of LPA projects funded with federal dollars has diminished greatly. Currently, most LPAs elect to trade their federal funds with KDOT for state funds. For more information about the Federal Fund Exchange program, see the Project Selection Criteria section of this document and the following Local Support section of the Cash-Flow Worksheet Expenditure.

Buildings expense is the only fixed cost reported under the Construction section of the Cash-Flow Worksheet and is for the purchase, maintenance, and repair of KDOT-owned buildings. These buildings are located

throughout the state in the district, areas, and subareas of KDOT, and are used for offices, equipment storage and material storage. Estimates for this expenditure are from the Capital Improvement Plan, a five-year request adjusted each year to reflect the Governor's budget.

The expenditures in the Local Support grouping of the Cash-Flow Worksheet are for improvements on city or county roads. This section is composed of Agency Operations, Special City & County Highway Fund (SC&CHF), Local Partnership Programs, and the new Categorical Grants (which was formerly reported as part of the Local Partnership Program) categories.

The first two expense categories under Local Support, **Agency Operations and SC&CHF** are fixed costs. Agency Operations are for salaries for administrative and support personnel dedicated to the support of local planning activities. This expenditure is projected by growing the historical expenditures using an inflation rate of 2.0 percent. The SC&CHF expenditure is a pass through of funds designated for use by LPAs as directed by State law. Thus, although the funds are in the IKE transportation program, they are not KDOT's to use. The expenditure is based upon expected tax receipts and the disbursement is calculated and made by the State Treasurer.

The **Local Partnership Programs** category expenditure consists of the Pavement Restoration and Geometric Improvement expenditures. Pavement Restoration projects are designed to address severe deficiencies in road surface. Geometric Improvement projects are designed to address upgrades like pavement widenings, adding or widening shoulders, eliminating steep hills and/or sharp curves, and adding acceleration and deceleration lanes. The work involved with these projects encompasses more than maintenance, but unlike the construction group of expenditure categories, the work occurs on local roads. The expenditure for this category is determined based on where a project is in its life cycle. For the unprogrammed portion of this category, expenditure is determined by the current state program and estimated revenues from all sources (projects have not been created yet, so the dollars are not captured in the STIP appendices). The category expenditure portion related to projects selected and not yet let are based on engineers' estimates. This portion of the expenditure correlates to the projects listed in the STIP appendices. Finally, the portion of category expenditure associated with projects that are post construction letting is based on the encumbered construction contract amount and actual payments to contractors. (These projects are already obligated and underway and are not in the STIP document.)

The final category in the Local Support section is **Categorical Grants**, which report the KDOT funds being given to the LPAs under the Federal Fund Exchange program. The expense for this program was formerly included with the Local Partnership Program expenditure. However, since this expense is not directly related to work on roads but is rather a fixed cost for the exchange of cash for federal dollars, the expense has been broken out into its own category. The current exchange rate for this program is \$0.90/\$1.00. The expenditure amount is calculated based on this exchange rate and the number of LPAs who have entered into a fund exchange agreement with the State. For more information about this program visit the KDOT Bureau of Local Projects web at <https://www.ksdot.gov/bureaus/bur-localproj/default.asp>.

The Transportation Planning and Modal Support section of the Cash-Flow Worksheet focuses on the planning needed to meet the transportation needs of the state and the modal transportation forms such as transit, rail, and aviation. As with the **Agency Operations** category in Local Support section, this category of the Transportation Planning and Modal Support section comprises the salaries for the administration and support personnel dedicated to transportation planning functions and modal activities throughout the state. This is a fixed cost that is pro-

jected by growing the historical expenditures using an inflation rate of 2.0 percent.

KDOT categorizes the other modes into four groups - **Aviation, Public Transit, Rail, and Short Line Rail**. The expenditures for these four categories are for the ongoing activities and functions undertaken by KDOT throughout the state, from rail improvements to airport and runway expansion, repair, and maintenance to transit aid throughout the state. The funding for aviation, public transit and rail was increased under the T-WORKS program and this level of funding is maintained under IKE. The Short Line Rail expenditure is for a three-year funding program created under the IKE program to encourage the extension, rehabilitation, and maintenance of short line rail track throughout the state. The expenditures forecasted in the Cash-Flow Worksheet for the three modes are provided by the Division of Planning and Development and the Division of Aviation and are adjusted for inflation where applicable. While the modes are a part of the Cash-Flow Worksheet, except for public transit, the projects that compose the modal group are not represented in the STIP. The public transit mode is the only mode required to be reported in the STIP document. The public transit information is presented in its own narrative at the program level rather than the project level as the FTA has requested. Since the other modes are outside the “Core” programs required by federal law to be in the

STIP, and because the modes (except for public transit) do not receive federal funding from FHWA or FTA, they are not included in this document. The intent of this document is to meet the requirements for the STIP as outlined by federal law. To learn more about the modes in Kansas, visit the KDOT IKE web site <https://ike.ksdot.gov>.

The last category in the Transportation Planning and Modal Support section is **Other Planning**. This category is for the debt services related to the Transportation Revolving Fund and for federal expenses that do not pass through the State Highway Fund, such as the National Highway Traffic Safety Administration (NHTSA) and Federal Aviation Administration (FAA) expenses. The costs associated with this category are fixed in nature. Also, included in this section are the Broadband Infrastructure Fund, the Transportation Technology Development Fund, and the Driver’s Education Scholarship Fund expenditures. Three new non-road related fund programs created in the IKE program.

The last two sections under expenditures in the Cash-Flow Worksheet are **Administration and Debt Service**. Administration expenditure encompasses salaries for administrative and support personnel for the continued function of the agency and the daily operation costs such as utilities. The administration expenditure is a fixed cost projected by growing the historical expenditure using an inflation rate of 2.0

percent. **Debt Service** reflects the expense related to the repayment of highway bonds. Since the bonds are fixed rate, the expenditures are a fixed cost.

FISCAL CONSTRAINT

In accordance with 23 CFR 450.218(m), the STIP is required to be financially constrained by year, and this fiscal constraint must be demonstrated in the STIP. To be fiscally constrained by year, the demand on total available funding (state, federal and local) for each STIP year must not exceed the funding that is available for that year. To assure fiscal constraint, KDOT's OFAB maintain a Cash-Flow Worksheet that summarizes agency revenue and expenditure projections. The agency's most recent Cash-Flow Worksheet follows this discussion. The Cash-Flow Worksheet is reviewed and updated as needed at key times during the SFY:

- September during budget preparation,
- January after the Governor's budget is presented, as needed,
- May/June at the end of the legislative session, as needed,
- And as changes to programs and projects warrant.

The Cash-Flow Worksheet is projecting positive ending balances in all four years of the STIP, providing a reasonable expectation of fiscal constraint.

As discussed in this finance section, the sources of information and data used to compile and maintain the Cash-Flow Worksheet are many and varied. In addition to the methods already described, the OFAB uses a Cash-Flow computer system, Cash Availability and Forecasting Environment (CAFE). CAFE maintains the cash-flow data and models Cash-Flows in and out of the agency. CAFE is compatible with and interacts with KDOT's other computer systems, which greatly automates Cash-Flow modeling and allows project data from the project management system, WinCPMS, to be incorporated into the modeling. In addition, CAFE can store assumptions such as inflation factors for motor fuel taxes for use in modeling. CAFE allows for efficient and effective cash management by KDOT.

The Cash-Flow Worksheet forecasts all anticipated revenues (state, federal and local) and all anticipated expenditures in the next four years. The federal reimbursement estimates in the Cash-Flow Worksheet, while based on the level of federal funding KDOT expects to receive (the obligation limit) as outlined in the recently passed BIL, do not correlate exactly. Since federal aid is a reimbursement program, funds must be expended and then requests for reimbursement made. The federal reimbursement for the years of the cash-flow is composed of three parts: 1) underway projects with outstanding reimbursement expected to be received in

the 2024-2027 SFYs; 2) the reimbursement from new projects that are anticipated to obligate and reimburse in the four years of this STIP; 3) projects advanced constructed and anticipated to be converted in each of the four years. To estimate state and local revenues that will be available for the agency's use, KDOT uses information from both the CEG and the HREG. Whenever, the CEG and/or HREG issue revised information, usually in April, September, and November, KDOT reviews the new data to determine whether the new information continues to support current revenue projections in the Cash-Flow modeling. If KDOT's OFAB determines the new information warrants an adjustment to the state and local funding projections, then changes are made to CAFE and a revised Cash-Flow is generated. Likewise, as information changes in KDOT's project management system, these changes are incorporated automatically into CAFE since the two systems interact. Finally, the OFAB staff continually monitors and reviews the data relevant to revenue and expenditure. In this way, the Cash-Flow Worksheet generated from CAFE is timely and provides the information KDOT needs to be fiscally constrained.

KDOT Cash-Flow Worksheet

as of June 2023

All dollar amounts in \$1,000s – Dollar amounts may be rounded

KDOT - All Agency Funds

(S000)	2024	2025	2026	2027	FY 2024-2027
	1,012,514	801,071	794,862	409,778	1,012,514
Resources					
Motor Fuel Taxes	459,968	459,968	459,968	459,968	1,839,872
Sales & Compensating Tax	741,222	758,248	783,354	802,399	3,085,223
Registration Fees	229,700	229,700	229,700	229,700	918,800
Drivers Licenses Fees	7,563	7,563	7,563	7,563	30,252
Special Vehicle Permits	5,592	5,592	5,592	5,592	22,368
Interest on Funds	12,299	9,732	4,468	1,990	28,489
Misc. Revenues	13,525	13,425	13,375	13,375	53,700
Transfers:	1,425	1,425	1,425	1,425	5,700
Motor Carrier Property Tax	-	-	-	-	-
Transfers Out	(128,846)	(124,253)	(126,605)	(129,005)	(508,709)
Subtotal	1,342,448	1,361,400	1,378,840	1,393,007	5,475,695
Federal and Local Construction Reimbursement					
Federal Reimbursement - SHF	492,000	428,000	435,400	443,000	1,798,400
Local Construction - Federal	80,303	72,905	80,240	71,856	305,304
Local Construction - Local	25,282	29,852	31,594	24,350	111,078
Miscellaneous Federal Aid	48,108	48,108	48,108	48,108	192,432
Subtotal Federal & Local	645,693	578,865	595,342	587,314	2,407,214
Total before Bonding	1,988,141	1,940,265	1,974,182	1,980,321	7,882,909
Bond Sales (par)	-	200,000	200,000	200,000	600,000
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	-	200,000	200,000	200,000	600,000
Net TRF Loan Transactions	1,724	1,666	1,344	1,310	6,044
TOTAL RECEIPTS	1,989,865	2,141,931	2,175,526	2,181,631	8,488,953
AVAILABLE RESOURCES	3,002,379	2,943,002	2,970,388	2,591,409	9,501,467

The following revenue estimates are currently being used:
 April 2023 State Consensus Revenue Estimating Group
 November 2022 Highway Revenue Estimating Group
 Debt Service updated August 2022

KDOT Cash-Flow Worksheet

as of June 2023

All dollar amounts in \$1,000s – Dollar amounts may be rounded

	2024	2025	2026	2027	FY 2024-2027
Maintenance					
Regular Maintenance	167,340	170,671	174,069	177,534	689,614
City Connecting Links	5,600	5,600	5,600	5,600	22,400
Total Maintenance	172,940	176,271	179,669	183,134	712,014
Construction					
Preservation	629,136	656,622	597,781	603,173	2,486,712
Modernization	143,017	164,225	224,439	120,067	651,748
Expansion & Enhancements	442,868	355,376	761,560	601,833	2,161,637
CE & PE	66,487	67,749	69,037	70,351	273,624
Local Federal Aid Projects	117,127	120,198	104,824	103,024	445,173
Buildings	19,475	19,962	15,000	15,000	69,437
Total Construction	1,418,110	1,384,132	1,772,641	1,513,448	6,088,331
Local Support					
Agency Operations	2,634	2,687	2,741	2,796	10,858
SC&CHF	154,687	154,687	154,687	154,687	618,748
Local Partnership Programs	54,090	38,205	48,453	90,352	231,100
Categorical Grants	24,000	24,000	24,000	24,000	96,000
Other	-	-	-	-	-
Total Local Support	235,411	219,579	229,881	271,835	956,706
Transportation Planning & Modal Support					
Agency Operations	30,205	30,809	31,425	32,054	124,493
Aviation	11,567	10,552	10,194	10,068	42,381
Public Transit	66,254	59,108	59,108	59,108	243,578
Rail	15,019	12,133	11,063	10,669	48,884
Short line Rail	-	-	-	-	-
Other Planning	18,041	18,041	18,041	18,041	72,164
Total Planning & Modal Support	141,086	130,643	129,831	129,940	531,500
Administration					
	65,476	66,764	68,078	69,417	269,735
TOTAL before Debt Service	2,033,023	1,977,389	2,380,100	2,167,774	8,558,286
Debt Service	168,285	170,751	180,510	190,322	709,868
TOTAL EXPENDITURES	2,201,308	2,148,140	2,560,610	2,358,096	9,268,154
ENDING BALANCE	801,071	794,862	409,778	233,313	233,313
	2024	2025	2026	2027	FY 2024-2027

Required Ending Balances reflect:

1. Amounts required to satisfy bond debt service requirements.
2. Funds allocated by statute for distribution to specific programs.
3. An amount necessary to provide for orderly payment of agency bills.

600 Broadway, Suite 200
Kansas City, Missouri 64105-1659

816-474-4240
816-421-7758 FAX
marcinfo@marc.org
www.marc.org



April 24, 2024

To: KDOT, MoDOT, and Federal Offices

Subject: 2024 2nd Quarter Amendment to the *FFY 2024-2028 Transportation Improvement Program (TIP)*

On April 23, 2024, the Mid-America Regional Council Board of Directors amended the FFY 2024-2028 Transportation Improvement Program for the Kansas City metropolitan region. This 2024 2nd Quarter Amendment consists of 42 projects: 15 Kansas, 23 Missouri, 1 Regional, and 3 Transit.

Details of specific funding and other information are included in the project listing of the amendment and the project index list specifies the project by type (new, modified or deleted), state, and TIP number. The amendment and index list are posted on the MARC website at <https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program> and are printable for filing.

MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. Four comments were received during the comment period. The comments and responses from MARC are attached for your reference.

This amendment is financially constrained and maintains the financial feasibility of the *FFY 2024-2028 TIP*.

Since the MARC TIP is incorporated by reference, without modification, into the statewide transportation improvement program (STIP), the MARC TIP represents the most current listing of projects within the boundaries of the Kansas City metropolitan planning area and should be the basis for comparison of projects listed in the amendment. The MARC TIP is available for review online at: <http://www.marc.org/transportation/tip.htm>.

Please take the necessary steps to amend the STIP to include these projects. Please contact me if you have any questions about this action.

A handwritten signature in black ink, appearing to be "RA" with a long horizontal stroke extending to the right.

Ronald B. Achelpohl, P.E.
Director of Transportation & Environment

Chair
Carson Ross
Mayor
Blue Springs,
Missouri

1st Vice Chair
Janeé Hanzlick
Commissioner
Johnson County,
Kansas

2nd Vice Chair
Beto Lopez
Mayor Pro Tem
Lee's Summit,
Missouri

Treasurer
Damien Boley
Mayor
Smithville,
Missouri

Secretary
Holly Grummert
Councilmember
Overland Park,
Kansas

Executive Director
David A. Warm

**2024-2028 Transportation Improvement Program
2024 2nd Quarter Amendment
Public Comment and Response**

Comment #1

"I live outside of Platte City. Our only direct access road to N highway from the east is Highway D. This connects 435 to N highway where my subdivision is located.

There is currently a pothole on the north side of the road approximately the size of a vehicle. This continues to deteriorate and is beginning to erode the entire side of the road.

Highway D has multiple unsafe spots each spring yet the road has never been totally repaved in the 7 years I've lived there. This is a very narrow 2 lane road with no shoulder. Both sides drop off to deep embankments.

Please consider improving this road. It is so very dangerous."

Response to Comment #1

Thank you for your recent comment regarding the proposed 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the Missouri Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

**2024-2028 Transportation Improvement Program
2024 2nd Quarter Amendment
Public Comment and Response**

Comment #2

“Project 510065 . Front Street . Will there be a hard surface between sidewalk and curb for transit boarding? Is this project both sides of Front or north side only?”

Response to Comment #2

Thank you for your recent comment regarding the proposed 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the City of Kansas City, Missouri, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

In their response to your comments, the City of Kansas City, Missouri indicated that the design of the Front Street project does include hard surfaces for transit stop locations. They also noted that the project will complete both the north and south lanes of Front Street with a trail on the north side and a sidewalk on the south side.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

**2024-2028 Transportation Improvement Program
2024 2nd Quarter Amendment
Public Comment and Response**

Comment #3

“K92 does not need four lanes. Two lanes are plenty. If development is expected on the MO side - which would be the only reason to widen the bridge - then instead of extra vehicle lanes there should be bike and pedestrian facilities.

All the other projects are fine.”

Response to Comment #3

Thank you for your recent comment regarding the proposed 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the Kansas Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Major river bridges have both significant life spans and costs associated with them and should account for travel needs throughout their designed life. The Kansas Department of Transportation noted that the design for the Centennial Bridge replacement considers an infrastructure life span for the bridge of 75 years and will account for current congestion and future traffic increases over this period.

MARC recognizes that major river crossings can also represent a significant barrier for bicyclists and pedestrians. MARC’s “Policy on Bicycle and Pedestrian Accommodations on Missouri and Kansas River Bridges” applies to this project and is intended to address major barriers for bicyclists and pedestrians, connect the communities of our region, and implement the policies identified in Connected KC 2050 in a cost-effective manner. The principal objective of this policy is to ensure that safe, practical and appropriate bicycle and pedestrian accommodations will be considered in the planning and design of all surface transportation projects that cross the Kansas and Missouri Rivers in the Kansas City metropolitan area and that such accommodations will be made wherever warranted and feasible.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

**2024-2028 Transportation Improvement Program
2024 2nd Quarter Amendment
Public Comment and Response**

Comment #4

“I think that there is too much of a focus on new capacity or upsizing when we rebuild/renovate. Instead, I think we need to focus in on maintaining what we already have, reducing capacity where oversupply exists today, and transitioning trips from car to mass transit and bike.”

Response to Comment #4

Thank you for your recent comment regarding the proposed 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the Kansas Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

The adopted “Metropolitan Transportation Plan” for the region, Connected KC 2050, identifies a number of regional goals and strategies which are multi-disciplinary in nature and include maintaining a multimodal transportation system through the allocation of adequate funding and employment of effective asset management practices to keep the region’s transportation systems in a state of good repair.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. By addressing both system preservation and expansion, Connected KC 2050 seeks to provide a reliable transportation system that helps residents connect to jobs, housing and services, and other opportunities.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

How to Read the TIP Amendment Project Listings

The project listing is a complete list of all projects in the TIP amendment. The state is noted in the heading. Bistate projects are listed first, followed by Kansas, then Missouri projects.

Below is a sample TIP amendment project listing. The numbered fields are described in the key below.

SAMPLE TIP AMENDMENT PROJECT LISTING

Missouri		DRAFT 2011 2nd Quarter Amendment			
1 TIP #: 590161	2 Juris: CLAY COUNTY	3 Location/Improvement: SMITHVILLE LAKE TRAIL (HWY W TO 188TH ST.)			
County: CLAY	4 Project Type: PEDESTRIAN AND/OR BIKE WAYS	Length (miles):			
5 Federal ID#: STP-3301(428)	6 State ID #:				
7 Phase	8 Year of Obligation	9 Type	10 Source	Cost (IN THOUSANDS)	12 Description: Smithville Lake Trail (Hwy W to 188th St.)
Construction	2011	Federal	TE-MO	\$202.7	13 Amendment Description: New project
Construction	2011	Non-Federal	LOCAL	\$133.5	
Federal Total: \$202.7		Non-Federal Total: \$133.5		11 Total: \$336.2	
14 <input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

- | | |
|--|---|
| <p>1 TIP #: The number assigned to TIP project, which is how an agency identifies a project.</p> <p>2 Juris: The lead public agency or municipality responsible for the project.</p> <p>3 Location/Improvement: Name of project, identifying what it is and where it is located.</p> <p>4 Project Type: Projects are classified into descriptive categories.</p> <p>5 Federal ID#: Identification number within a federal funding program.</p> <p>6 State ID#: Identification number within a state funding program.</p> <p>7 Phase: Shows phases of project, classified into categories.</p> | <p>8 Year of Obligation: Shows when each phase is scheduled to be obligated.</p> <p>9 Type: Indicates whether federal funds will be used in each phase.</p> <p>10 Source: Indicates funding source abbreviation for each phase.</p> <p>11 Total: Total estimated federal and non-federal funds being spent on the project.</p> <p>12 Description: Provides a short outline of the project. This may include type, scope and major features of the project.</p> <p>13 Amendment Description: Describes what is being modified by the amendment.</p> <p>14 Indicates the reason(s) for inclusion in the amendment.</p> |
|--|---|

KANSAS CITY METROPOLITAN REGION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2024-2028
2024 2nd Quarter Amendment

Kansas

TIP #: 380213	Juris: KDOT	Location/Improvement: I-35: BRIDGE #011 (OVER I-35, WESTBOUND AND EASTBOUND) AT MOONLIGHT ROAD LOCATED 7.13 MILES NORTHEAST OF THE MIAMI/JOHNSON COUNTY LINE			
State #: KA-6479-01	Fed #:	Co: JOHNSON	Project Type: Engineering(Bridge)	Length (mi): 0	

Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:
Engineering	2024	Non-Federal	STATE-KS (AC)	\$928.4	Replace Bridge #011 on I-35 in Johnson County. Project is authorized for PE, ROW, and UTIL Only. Total project cost estimate is \$10,702 K and should be used for planning purposes only. Amendment Description: Add Right-of-Way and Utility Relocation phases. Update costs to reflect the latest estimates
Engineering	2024	Non-Federal	STATE-KS	\$103.2	
Right-of-Way	2024	Non-Federal	STATE-KS	\$257.9	
Other	2025	Non-Federal	STATE-KS	\$12.9	
Other	2025	Non-Federal	STATE-KS (AC)	\$116.0	
Conversion	2029	Federal	NHPP-KS	\$1,044.4	
Credit	2029	Non-Federal	CREDIT	(\$1,044.4)	
Federal Total: \$1,044.4		Non-Federal Total: \$374.0		Total: \$1,418.4	

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TIP #: 380214	Juris: KDOT	Location/Improvement: I-35: BRIDGE #027 OVER PFLUMM ROAD LOCATED 0.51 MILE NORTHEAST OF I-435			
State #: KA-6505-01	Fed #:	Co: JOHNSON	Project Type: Engineering(Bridge)	Length (mi): 0	

Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:
Engineering	2022	Non-Federal	STATE-KS (AC)	\$1,694.4	Bridge Replacement. Project is authorized for PE, ROW, and UTIL Only. Total project cost estimate is \$20,160 K and should be used for planning purposes only. Amendment Description: Add Right-of-Way and Utility Relocation phases. Update costs to reflect the latest estimates
Engineering	2022	Non-Federal	STATE-KS	\$188.3	
Other	2024	Non-Federal	STATE-KS	\$23.5	
Other	2024	Non-Federal	STATE-KS (AC)	\$211.8	
Right-of-Way	2024	Non-Federal	STATE-KS	\$470.4	
Conversion	2029	Federal	NHPP-KS	\$1,906.2	
Credit	2029	Non-Federal	CREDIT	(\$1,906.2)	
Federal Total: \$1,906.2		Non-Federal Total: \$682.2		Total: \$2,588.4	

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

Kansas

TIP #: 380239		Juris: KDOT		Location/Improvement: K-7 AND 119TH STREET INTERCHANGE		
State #: KA-7253-01		Fed #:		Co: JOHNSON	Project Type: Other(Roadway)	Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Install new high mast lighting towers and/or conventional poles with LED luminaire fixtures
Engineering	2024	Federal	HSIP-KS	\$35.3		
Construction	2025	Federal	HSIP-KS	\$258.5		
Federal Total: \$293.8		Non-Federal Total:		Total: \$293.8	Amendment Description:	Project cancelled

New Deleted Schedule Budget AirQuality Scope

TIP #: 380240		Juris: KDOT		Location/Improvement: WESTWOOD: PAVEMENT RESTORATION ON US-169 AT W 47TH AVENUE INTERSECTION		
State #: KA-7263-01		Fed #:		Co: JOHNSON	Project Type: Reconstruction	Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Pavement reconstruction and ramp improvements
Construction	2026	Non-Federal	STATE-KS	\$71.2		
Construction	2026	Non-Federal	STATE-KS (AC)	\$285.0		
Conversion	2029	Federal	STP-KS	\$285.0		
Credit	2029	Non-Federal	CREDIT	(\$285.0)		
Federal Total: \$285.0		Non-Federal Total: \$71.2		Total: \$356.2	Amendment Description:	New Project

New Deleted Schedule Budget AirQuality Scope

TIP #: 380241		Juris: KDOT		Location/Improvement: K-10: INTERCHANGES OF K-10 AND KILL CREEK ROAD AND K-10 AND CEDAR CREEK ROAD; K-7: INTERCHANGE OF K-7 AND 119TH STREET		
State #: KA-7276-01		Fed #:		Co: JOHNSON	Project Type: Safety	Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Lighting installations and upgrades
Engineering	2024	Non-Federal	STATE-KS	\$101.3		
Construction	2025	Non-Federal	STATE-KS	\$742.5		
Federal Total:		Non-Federal Total: \$843.8		Total: \$843.8	Amendment Description:	New Project

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 380242		Juris: KDOT		Location/Improvement: DE SOTO: AREA SURROUNDING PANASONIC PLANT		Length (mi): 0
State #: KA-7291-01		Fed #:		Co: JOHNSON	Project Type: Other	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Local Infrastructure Planning Study for the area surrounding Panasonic plant
Engineering	2024	Non-Federal	STATE-KS	\$62.5		
Federal Total:		Non-Federal Total: \$62.5		Total: \$62.5	Amendment Description:	New Project

New Deleted Schedule Budget AirQuality Scope

TIP #: 344034		Juris: LEAWOOD		Location/Improvement: TOMAHAWK CREEK PARKWAY (115TH TO ROE)		Length (mi): 1
State #: N-0743-01		Fed #: STP-N074(301)		Co: JOHNSON	Project Type: Safety	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	The improvements will include constructing a roundabout at the Town Center Dr and Tomahawk Creek Pkwy intersection, raising certain portions of the roadway out of the regulated floodplain, constructing new roadway pavement and/or mill and overlay existing roadway, adding fiber optic conduit and cable, adding bike lanes for each direction from 115th to 119th, sidewalk improvements for ADA and trail connections from the west side of the Parkway to the trail system, and Tomahawk Creek channel improvements.
Engineering	2022	Non-Federal	LOCAL	\$635.0		
Right-of-Way	2024	Non-Federal	LOCAL	\$50.0		
Construction	2024	Federal	STBGM-KS	\$3,760.0		
Construction	2024	Non-Federal	LOCAL	\$1,300.0		
Federal Total: \$3,760.0		Non-Federal Total: \$1,985.0		Total: \$5,745.0	Amendment Description:	Modify the original project to split into two projects. Adjust the budget to reflect the latest estimates

New Deleted Schedule Budget AirQuality Scope

TIP #: 344036		Juris: LEAWOOD		Location/Improvement: TOMAHAWK CREEK PARKWAY (COLLEGE TO 115TH)		Length (mi): 1
State #:		Fed #:		Co: JOHNSON	Project Type: Safety	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	The improvements will include raising certain portions of the roadway out of the regulated floodplain, constructing new roadway pavement and/or mill and overlay existing roadway, adding fiber optic conduit and cable, adding bike lanes for each direction, sidewalk improvements for ADA and trail connections from the west side of the Parkway to the trail system, and Tomahawk Creek channel improvements.
Engineering	2022	Non-Federal	LOCAL	\$665.0		
Right-of-Way	2024	Non-Federal	LOCAL	\$50.0		
Construction	2024	Non-Federal	LOCAL	\$5,300.0		
Federal Total:		Non-Federal Total: \$6,015.0		Total: \$6,015.0	Amendment Description:	New project resulting from the split of #344034 into two projects

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 180080		Juris: KDOT		Location/Improvement: CENTENNIAL BRIDGE REPLACEMENT ON K-92 IN LV CO		Length (mi): 0
State #: KA-6016-01		Fed #:		Co: LEAVENWORTH	Project Type: Bridge Replacement	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	
Engineering	2021	Non-Federal	STATE-KS	\$2,140.0	Bridge Replacement-expanding structure to four lanes. Project is authorized for PE, ROW, and UTIL Only. Total project cost estimate is \$184,896 K and should be used for planning purposes only.	
Engineering	2021	Non-Federal	STATE-KS (AC)	\$8,560.0		
Right-of-Way	2024	Non-Federal	STATE-KS	\$3,210.0	Amendment Description: Add Right-of-Way and Utility Relocation phases. Update costs to reflect the latest estimates	
Other	2026	Non-Federal	STATE-KS	\$800.0		
Other	2026	Non-Federal	STATE-KS (AC)	\$3,200.0		
Conversion	2029	Federal	NHPP-KS	\$11,760.0		
Credit	2029	Non-Federal	CREDIT	(\$11,760.0)		
Federal Total: \$11,760.0		Non-Federal Total: \$6,150.0		Total: \$17,910.0		

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TIP #: 165023		Juris: LEAVENWORTH COUNTY		Location/Improvement: LEAVENWORTH COUNTY: BRIDGES LOCATED E OF LINWOOD		Length (mi): 0.3
State #: C-5269-01		Fed #:		Co: LEAVENWORTH	Project Type: Bridge Replacement	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	
Construction	2025	Non-Federal	LOCAL	\$500.0	Bridge replacement over Tributary to Kansas River on Golden Drive located 1.9 miles E of Linwood and bridge over unnamed stream on Golden Drive located 3.0 miles E of Linwood	
Construction	2025	Federal	STBG-KS	\$2,000.0		
Federal Total: \$2,000.0		Non-Federal Total: \$500.0		Total: \$2,500.0		

Amendment Description: New Project

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

Kansas

TIP #: 867009	Juris: OSAWATOMIE	Location/Improvement: JOHN BROWN AND SOUTH LEVEE LOOPS			Length (mi): 7.2
State #: TE-0529-01	Fed #: TA-T052(901)	Co: MIAMI	Project Type: Pedestrian and/or Bikeways		
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: Construct crushed limestone trail, 10 feet paths, sidewalks and ancillary drainage improvements, install signage and pavement markings.
Construction	2024	Non-Federal	LOCAL	\$367.8	South Levee Loop connects the Flint Hills trail to levee and street-grid system; John Brown Loop connects Flint Hills Trail to 12th and 9th streets around John Brown museum and high school in the City of Osawatomie
Construction	2024	Federal	TA-KS	\$1,470.9	
Federal Total:	\$1,470.9	Non-Federal Total:	\$367.8	Total:	\$1,838.6

Amendment Description: New project funded through the Kansas statewide Transportation Alternatives program

New Deleted Schedule Budget AirQuality Scope

TIP #: 980035	Juris: KDOT	Location/Improvement: MID-AMERICA REGIONAL COUNCIL SS4A ACTION PLAN			Length (mi): 0
State #: KA-7292-01	Fed #:	Co: REGION-WIDE	Project Type: Other		
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: Provide state funds for the SS4A program
Engineering	2024	Non-Federal	STATE-KS	\$29.3	
Federal Total:		Non-Federal Total:	\$29.3	Total:	\$29.3

Amendment Description: New Project

New Deleted Schedule Budget AirQuality Scope

TIP #: 280133	Juris: KDOT	Location/Improvement: I-435/STATE AVENUE INTERCHANGE, 0.5 MILES NORTH OF I-70			Length (mi): 0
State #: KA-3228-02	Fed #: NHPP-4353(370)	Co: WYANDOTTE	Project Type: Engineering (Roadway)		
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: Construct a Diverging Diamond Interchange (DDI), including ramp improvements. Project is authorized for PE Only. The total project cost, including all work phases, is estimated at \$33,916 K. This estimate should be used for planning purposes only.,
Engineering	2024	Non-Federal	STATE-KS	\$2,339.2	Amendment Description: Add Right-of-Way and Utility Relocation phases. Update costs to reflect the latest estimates
Right-of-Way	2024	Non-Federal	STATE-KS	\$1,169.6	
Other	2026	Non-Federal	STATE-KS	\$585.0	
Other	2026	Non-Federal	STATE-KS (AC)	\$526.3	
Conversion	2030	Federal	NHPP-KS	\$526.3	
Credit	2030	Non-Federal	CREDIT	(\$526.3)	
Federal Total:	\$526.3	Non-Federal Total:	\$4,093.8	Total:	

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 280172		Juris: KDOT		Location/Improvement: BRIDGE #136 ON US-69 (18TH ST. EXPRESSWAY) IN WY CO		Length (mi): 0	
State #: KA-4881-02		Fed #:		Co: WYANDOTTE		Project Type: Bridge Rehabilitation	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:		
Engineering	2021	Non-Federal	STATE-KS (AC)	\$5,305.0	Bridge replacement, bridge rehabilitation and pavement replacement, including barrier replacement, between bridges		
Engineering	2021	Non-Federal	STATE-KS	\$1,326.0			
Other	2024	Non-Federal	STATE-KS (AC)	\$3,854.7	Amendment Description: Construction moved to 2025. Updated scope to include rehabilitation, pavement replacement, and barrier replacement. Updated costs to reflect the most recent estimates		
Other	2024	Non-Federal	STATE-KS	\$963.7			
Right-of-Way	2024	Non-Federal	STATE-KS	\$130.0			
Construction	2025	Non-Federal	STATE-KS (AC)	\$104,115.5			
Construction	2025	Non-Federal	STATE-KS	\$26,028.9			
Conversion	2026	Federal	BRF-KS	\$51,400.0			
Credit	2026	Non-Federal	CREDIT	(\$51,400.0)			
Conversion	2027	Federal	BRF-KS	\$38,249.5			
Credit	2027	Non-Federal	CREDIT	(\$38,249.5)			
Conversion	2028	Federal	BRF-KS	\$14,466.0			
Credit	2028	Non-Federal	CREDIT	(\$14,466.0)			
Federal Total:	\$104,115.5	Non-Federal Total:	\$37,608.3	Total:	\$141,723.8		

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TIP #: 280204		Juris: KDOT		Location/Improvement: I-635: FROM NORTH APPROACH OF BRIDGES #040 AND #041 OVER THE BNSF RAILROAD YARD AND K-32, NORTH TO 1.36 MILES NORTH OF I-70/I-635 JUNCTION		Length (mi): 2	
State #: KA-7191-02		Fed #:		Co: WYANDOTTE		Project Type: Safety	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:		
Engineering	2024	Non-Federal	STATE-KS	\$44.6	Replace guardrail and construct shoulder edge wedge		
Construction	2025	Non-Federal	STATE-KS	\$639.0			
Federal Total:		Non-Federal Total:	\$683.6	Total:	\$683.6		

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

Regional

TIP #: 970087		Juris: MARC		Location/Improvement: PLANNING SUSTAINABLE PLACES PROGRAM		
State #: N-0572-23		Fed #: STP-3301(459)		Co: REGION-WIDE		Project Type: Outreach/Other
				Length (mi): N/A		
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	
Other	2024	Federal	STBGM-MO	\$900.0	The Program will provide local governments with financial support to advance detailed planning and project development activities in support of the metropolitan transportation plan, Connected KC 2050.	
Other	2024	Non-Federal	LOCAL	\$225.0		
Other	2025	Non-Federal	LOCAL	\$180.0		
Other	2025	Federal	STBGM-KS	\$720.0		
Federal Total: \$1,620.0		Non-Federal Total: \$405.0		Total: \$2,025.0		

Amendment Description: Advance STBGM-MO funding to 2024 and increase funding allocated to the project

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

Transit

TIP #: 995210		Juris: KCATA		Location/Improvement: KANSAS CITY STREETCAR RIVERFRONT EXTENSION		
State #:	Fed #:	Co: JACKSON	Project Type: Transit (Capital)		Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	
Construction	2023	Federal	5307	\$6,500.0	The project will extend the Kansas City Streetcar approximately 0.75 mile from its current terminus near 3rd Street and Grand Boulevard, across the existing Grand Avenue Bridge, to the Berkely Riverfront. Project will utilize Federal BUILD funds a Transportation Discretionary Grant Program. Project partners include Port Authority of Kansas City, the Kansas City Streetcar Authority, and the City of Kansas City, Missouri. Project includes \$1.6M of STBGM-MO and \$6.5M of 5307 funding previously documented under TIP #995212. Project is related to #990114 - Berkley Riverfront Mobility Hub Amendment Description: Revise budget to reflect the latest estimates. Incorporate \$4M of 5307 funding from #611203 and funding documented under previous #995212.	
Construction	2023	Federal	STBGM-MO	\$1,600.0		
Construction	2023	Federal	BUILD-MO	\$14,199.5		
Construction	2023	Federal	STBGM-MO	\$7,000.0		
Construction	2023	Non-Federal	LOCAL	\$14,249.1		
Construction	2024	Non-Federal	LOCAL	\$11,305.6		
Construction	2024	Federal	CRPM-MO	\$1,000.0		
Construction	2025	Federal	5307	\$4,000.0		
Federal Total:	\$34,299.5	Non-Federal Total:	\$25,554.7	Total:	\$59,854.2	

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TIP #: 970114		Juris: PORTKC		Location/Improvement: BERKLEY RIVERFRONT MOBILITY HUB		
State #:	Fed #: STBG-9901(446)	Co: JACKSON	Project Type: Transit (Capital)		Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	
Construction	2024	Non-Federal	LOCAL	\$305.0	Project will fund infrastructure for a multi-modal "mobility hub" at the Berkley Riverfront. The mobility hub will be centered around the KC Streetcar Riverfront Extension northern terminus. The terminus will be located within the center of the existing Berkley Riverfront Park (near the Berkley Plaza and River Front Drive intersection). This project incorporates additional multi-modal needs in the area for connecting bus service, bicycle and pedestrian facilities, wayfinding, and commuter kiss and ride. Project is related to #995210 - Kansas City Streetcar Riverfront Extension Amendment Description: Advance STBGM-MO funding to 2024 and increase funding allocated to the project	
Construction	2024	Federal	STBGM-MO	\$1,220.2		
Federal Total:	\$1,220.2	Non-Federal Total:	\$305.0	Total:	\$1,525.2	

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

Transit

TIP #: 995212		Juris: KCATA		Location/Improvement: REGIONAL TRANSIT CORRIDOR IMPROVEMENTS – MISSOURI		Length (mi): 0
State #:	Fed #:	Co: REGION-WIDE	Project Type: Transit (Operations)			
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	
Construction	2023	Federal	5307	\$6,500.0	This project seeks to improve transit access, safety, and operations on Kansas City Streetcar extensions and SmartMoves "Fast & Frequent" corridors in Missouri, including Independence Avenue, 31st Street/Linwood, 39th Street, and North Oak. The mix of projects on each corridor will be tailored to the specific needs and context of each corridor. Example projects include: Upgrading key bus stops with ADA-compliant infrastructure and passenger amenities, Implementing Transit Signal Priority and other signal improvements on key segments or intersections to improve service reliability, Pedestrian and ADA improvements to make bus stops more accessible to passengers, installation of fiberoptic cable, where lacking, to allow for new technology and connectivity along transit routes	
Construction	2023	Federal	STBGM-MO	\$1,600.0		
Construction	2023	Non-Federal	LOCAL	\$2,025.0		
Federal Total:	\$8,100.0	Non-Federal Total:	\$2,025.0	Total:		\$10,125.0

Amendment Description: Modified the scope to include streetcar extensions and added \$6,500,000 of 5307 funds

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Updates

Approval of the 2024 2nd Quarter Amendment to the 2024–2028 Transportation Improvement Program (TIP) will require tables from the financial plan of the 2024–2028 TIP, adopted on October 24, 2023, and amended on January 23, 2024, February 27, 2024, and April 23, 2024 (scheduled) to be modified as shown in Tables 1 – 4. The tables from the 2024-2028 Special Amendment #1 are provided for comparison in Tables 5 – 8.

Table 1 – Revenue

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	\$8,910.00	\$0.00	\$51,400.00	\$38,249.50	\$14,466.00
	CMAQ-KS	\$1,450.00	\$638.03	\$1,647.01	\$2,844.14	\$2,844.14
	CPF-KS	\$470.00	\$0.00	\$0.00	\$0.00	\$0.00
	CREDIT	(\$133,950.23)	(\$143,165.21)	(\$203,942.61)	(\$174,021.80)	(\$155,871.90)
	CRPM-KS	\$4,306.82	\$1,951.13	\$1,990.15	\$2,029.95	\$2,070.55
	DE-KS	\$0.00	\$5,432.00	\$0.00	\$0.00	\$0.00
	FRP-KS	\$8,461.53	\$13,629.61	\$6,024.05	\$0.00	\$0.00
	HRRR-KS	\$0.00	\$1,151.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$3,080.71	\$2,093.80	\$3,300.00	\$13,399.70	\$800.00
	LOCAL	\$133,656.82	\$106,210.77	\$106,395.48	\$66,669.08	\$81,561.46
	NHPP-KS	\$113,578.80	\$128,009.80	\$144,965.00	\$136,572.30	\$71,806.80
	OTHER	\$325.00	\$350.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$43,221.55	\$55,404.68	\$14,801.94	\$5,710.09	\$5,807.16
	STATE-KS (AC)	\$86,513.79	\$223,937.10	\$100,515.20	\$800.00	\$800.00
	STBG-KS	\$2,199.90	\$2,725.80	\$0.00	\$0.00	\$61,691.60
	STBGM-KS	\$18,515.06	\$12,783.18	\$17,246.82	\$16,390.17	\$16,717.97
	TA-KS	\$7,864.67	\$1,840.00	\$4,142.10	\$2,463.29	\$2,512.55
Missouri	5307	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	BFP-MO	\$4,879.17	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$5,475.64	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$2,538.09	\$2,925.10	\$202.03	\$3,100.00	\$3,100.00
	CREDIT	(\$17,590.80)	(\$21,571.00)	(\$21,198.60)	(\$13,368.60)	(\$751.00)
	CRPM-MO	\$6,108.42	\$2,154.15	\$3,002.27	\$3,062.31	\$3,123.56
	FRA-MO	\$3,567.50	\$0.00	\$0.00	\$0.00	\$0.00
	HIP-MO	\$32,300.00	\$4,500.00	\$0.00	\$0.00	\$0.00
	HPP-MO	\$46,362.49	\$31,437.51	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$9,739.90	\$3,840.00	\$216.00	\$0.00	\$0.00
	LOCAL	\$114,806.32	\$125,025.54	\$87,354.85	\$68,628.46	\$78,023.13
	NHPP-MO	\$63,121.40	\$366,431.80	\$161,360.60	\$77,405.50	\$317,184.00
	OTHER	\$3,040.00	\$68,900.00	\$60.00	\$0.00	\$0.00
	RAISE-MO	\$21,977.90	\$8,124.24	\$0.00	\$0.00	\$0.00
	SS4A-MO	\$880.00	\$0.00	\$0.00	\$0.00	\$0.00
STATE-MO	\$79,130.47	\$80,101.88	\$65,027.32	\$41,675.34	\$69,823.76	

	STATE-MO (AC)	\$22,315.40	\$27,587.60	\$20,158.80	\$12,799.00	\$710.00
	STBGM-MO	\$37,541.05	\$32,670.00	\$25,211.09	\$26,192.55	\$26,716.40
	STBG-MO	\$22,543.80	\$31,614.80	\$21,198.60	\$13,368.60	\$751.00
	TA-MO	\$17,040.82	\$8,274.02	\$8,820.00	\$6,073.92	\$6,195.40
Regional	CMAQ-KS	\$463.50	\$613.50	\$463.50	\$0.00	\$0.00
	CMAQ-MO	\$885.18	\$613.50	\$0.00	\$0.00	\$0.00
	LOCAL	\$1,187.17	\$1,261.75	\$928.38	\$0.00	\$0.00
	STBGM-KS	\$210.00	\$970.00	\$250.00	\$0.00	\$0.00
	STPBGM-MO	\$1,390.00	\$600.00	\$600.00	\$0.00	\$0.00
Transit	5307	\$24,982.18	\$26,985.32	\$28,730.34	\$28,352.25	\$22,332.61
	5310	\$0.00	\$1,870.90	\$0.00	\$0.00	\$0.00
	5311	\$137.83	\$141.96	\$146.22	\$150.48	\$155.00
	5337	\$1,316.85	\$0.00	\$0.00	\$865.00	\$800.00
	5339	\$2,247.16	\$2,314.57	\$2,350.00	\$2,420.50	\$2,450.00
	5339(b)	\$10,388.00	\$0.00	\$0.00	\$0.00	\$0.00
	ARP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$6,464.00
	CMAQ-KS	\$324.30	\$1,637.96	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$523.72	\$600.00	\$3,283.46	\$458.00	\$0.00
	CRPM-KS	\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00
	CRPM-MO	\$2,320.00	\$0.00	\$0.00	\$0.00	\$0.00
	CRRSAA-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$1,616.00
	LOCAL	\$165,921.82	\$168,448.55	\$170,975.28	\$175,539.91	\$176,413.00
	STATE-KS	\$29.08	\$0.00	\$146.22	\$0.00	\$0.00
	STBGM-KS	\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
	STBGM-MO	\$1,220.18	\$0.00	\$0.00	\$0.00	\$0.00

	Kansas Subtotal	\$298,604.42	\$412,991.69	\$248,485.14	\$111,106.42	\$105,206.33
	Missouri Subtotal	\$477,777.57	\$772,015.64	\$371,412.96	\$238,937.08	\$504,876.25
	Regional Subtotal	\$4,135.85	\$4,058.75	\$2,241.88	\$0.00	\$0.00
	Transit	\$211,531.12	\$201,999.26	\$205,631.52	\$207,786.14	\$210,230.61

	Subtotal by Year	\$992,048.95	\$1,391,065.34	\$827,771.50	\$557,829.63	\$820,313.19
	Total	\$4,589,028.62				

Table 2 – Expenditure

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$1,450.00	\$638.03	\$893.50	\$0.00	\$0.00

	CPF-KS	\$470.00	\$0.00	\$0.00	\$0.00	\$0.00
	CRPM-KS	\$2,933.06	\$1,373.76	\$0.00	\$0.00	\$0.00
	DE-KS	\$0.00	\$5,432.00	\$0.00	\$0.00	\$0.00
	FRP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	HRRR-KS	\$0.00	\$1,151.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$2,280.71	\$1,258.50	\$2,500.00	\$12,599.70	\$0.00
	LOCAL	\$86,559.60	\$40,688.22	\$63,170.79	\$300.00	\$1,550.00
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	OTHER	\$325.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$37,793.05	\$49,883.90	\$9,187.30	\$0.00	\$0.00
	STATE-KS (AC)	\$86,513.79	\$223,937.10	\$100,515.20	\$800.00	\$800.00
	STBGM-KS	\$18,515.06	\$12,783.18	\$17,246.82	\$0.00	\$0.00
	STBG-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TA-KS	\$7,864.67	\$1,840.00	\$4,142.10	\$0.00	\$0.00
Missouri	5307	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	BFP-MO	\$4,879.17	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$5,475.64	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$2,538.09	\$2,925.10	\$202.03	\$0.00	\$0.00
	CRPM-MO	\$3,839.89	\$2,401.23	\$0.00	\$0.00	\$0.00
	FRA-MO	\$3,567.50	\$0.00	\$0.00	\$0.00	\$0.00
	HIP-MO	\$32,300.00	\$4,500.00	\$0.00	\$0.00	\$0.00
	HPP-MO	\$46,362.49	\$31,437.51	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$9,739.90	\$3,840.00	\$216.00	\$0.00	\$0.00
	LOCAL	\$101,690.81	\$109,047.55	\$21,033.92	\$20,670.00	\$0.00
	NHPP-MO	\$63,121.40	\$366,431.80	\$161,360.60	\$77,405.50	\$317,184.00
	OTHER	\$3,040.00	\$68,900.00	\$0.00	\$0.00	\$0.00
	RAISE-MO	\$21,977.90	\$8,124.24	\$0.00	\$0.00	\$0.00
	SS4A-MO	\$880.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$57,331.37	\$57,975.80	\$42,569.35	\$18,880.50	\$46,687.00
	STATE-MO (AC)	\$22,315.40	\$27,587.60	\$20,158.80	\$12,799.00	\$710.00
	STBGM-MO	\$37,541.05	\$32,670.00	\$25,211.09	\$16,080.00	\$0.00
	STBG-MO	\$971.00	\$4,808.00	\$0.00	\$0.00	\$0.00
	TA-MO	\$17,040.82	\$8,274.02	\$8,820.00	\$0.00	\$0.00
	Regional	CMAQ-KS	\$463.50	\$613.50	\$463.50	\$0.00
CMAQ-MO		\$885.18	\$613.50	\$0.00	\$0.00	\$0.00
LOCAL		\$1,187.17	\$1,261.75	\$928.38	\$0.00	\$0.00
STBGM-KS		\$210.00	\$970.00	\$250.00	\$0.00	\$0.00
STBGM-MO		\$1,390.00	\$600.00	\$600.00	\$0.00	\$0.00
Transit	5307	\$24,982.18	\$26,985.32	\$28,730.34	\$28,352.25	\$22,332.61
	5310	\$0.00	\$1,870.90	\$0.00	\$0.00	\$0.00
	5311	\$137.83	\$141.96	\$146.22	\$150.48	\$155.00
	5337	\$1,316.85	\$0.00	\$0.00	\$865.00	\$800.00

5339	\$2,247.16	\$2,314.57	\$2,350.00	\$2,420.50	\$2,450.00
5339(b)	\$10,388.00	\$0.00	\$0.00	\$0.00	\$0.00
ARP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$6,464.00
CMAQ-KS	\$324.30	\$1,637.96	\$0.00	\$0.00	\$0.00
CMAQ-MO	\$523.72	\$600.00	\$3,283.46	\$458.00	\$0.00
CRPM-KS	\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00
CRPM-MO	\$2,320.00	\$0.00	\$0.00	\$0.00	\$0.00
CRRSAA-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$1,616.00
LOCAL	\$130,793.78	\$121,171.53	\$116,871.41	\$117,065.85	\$115,814.33
STATE-KS	\$29.08	\$0.00	\$146.22	\$0.00	\$0.00
STBGM-KS	\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
STBGM-MO	\$1,220.18	\$0.00	\$0.00	\$0.00	\$0.00

Kansas Subtotal	\$244,704.94	\$338,985.69	\$197,655.71	\$13,699.70	\$2,349.00
Missouri Subtotal	\$436,612.42	\$728,922.85	\$279,571.79	\$145,835.00	\$364,581.00
Regional Subtotal	\$4,135.85	\$4,058.75	\$2,241.88	\$0.00	\$0.00
Transit	\$176,403.08	\$154,722.24	\$151,527.65	\$149,312.08	\$149,631.94

Subtotal by Year	\$861,856.29	\$1,226,689.54	\$630,997.02	\$308,846.78	\$516,561.94
Total	\$3,544,951.57				

Table 3 – Summary

Highway Revenues vs. Expenditures					
	2024	2025	2026	2027	2028
Kansas Revenue	\$298,604.42	\$412,991.69	\$248,485.14	\$111,106.42	\$105,206.33
Kansas O&M Expenditure	\$29,956.31	\$30,416.51	\$30,881.66	\$31,358.29	\$31,566.17
Kansas Project Expenditure	\$244,704.94	\$338,985.69	\$197,655.71	\$13,699.70	\$2,349.00
Difference	\$23,943.17	\$43,589.49	\$19,947.77	\$66,048.43	\$71,291.16
Missouri Revenue	\$477,777.57	\$772,015.64	\$371,412.96	\$238,937.08	\$504,876.25
Missouri O&M Expenditure	\$35,231.97	\$35,764.84	\$36,301.31	\$36,845.83	\$37,398.51
Missouri Project Expenditure	\$436,612.42	\$728,922.85	\$279,571.79	\$145,835.00	\$364,581.00
Difference	\$5,933.17	\$7,327.95	\$55,539.86	\$56,256.25	\$102,896.74
Regional Revenue	\$4,135.85	\$4,058.75	\$2,241.88	\$0.00	\$0.00
Regional Expenditure	\$4,135.85	\$4,058.75	\$2,241.88	\$0.00	\$0.00
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$780,517.83	\$1,189,066.08	\$622,139.98	\$350,043.50	\$610,082.58
Total Expenditure	\$750,641.49	\$1,138,148.64	\$546,652.35	\$227,738.82	\$435,894.68
Difference	\$29,876.34	\$50,917.44	\$75,487.63	\$122,304.68	\$174,187.90

Table 4 – Transit Summary

Transit Revenue vs Expenditure					
	2024	2025	2026	2027	2028
Transit Revenue	\$211,531,122	\$201,999,258	\$205,631,517	\$207,786,136	\$210,230,614
Transit O&M Expenditure	\$116,899,829	\$118,653,326	\$120,433,126	\$122,239,623	\$124,073,218
Transit O&M Programmed in TIP	\$123,140,400	\$125,675,730	\$125,450,510	\$124,610,310	\$125,196,600
Remaining Transit O&M	\$0	\$0	\$0	\$0	\$0
Transit Revenue Remaining for Non O&M Expenditures	\$88,390,722	\$76,323,528	\$80,181,007	\$83,175,826	\$85,034,014
Transit Project Expenditure (Non O&M)	\$53,262,680	\$29,046,510	\$26,077,140	\$24,701,770	\$24,435,340
Difference	\$35,128,042	\$47,277,018	\$54,103,867	\$58,474,056	\$60,598,674

Table 5 – Revenue

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	\$8,910.00	\$0.00	\$56,705.00	\$38,249.50	\$18,300.30
	CMAQ-KS	\$1,450.00	\$638.03	\$1,647.01	\$2,844.14	\$2,844.14
	CREDIT	(\$133,950.23)	(\$143,165.21)	(\$209,247.51)	(\$174,021.80)	(\$159,706.20)
	CRPM-KS	\$4,306.82	\$1,951.13	\$1,990.15	\$2,029.95	\$2,070.55
	DE-KS	\$0.00	\$5,432.00	\$0.00	\$0.00	\$0.00
	FRP-KS	\$8,461.53	\$13,629.61	\$6,024.05	\$0.00	\$0.00
	HRRR-KS	\$0.00	\$1,010.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$3,080.71	\$2,093.80	\$3,300.00	\$13,399.70	\$800.00
	LOCAL	\$133,656.82	\$106,210.77	\$106,395.48	\$66,669.08	\$81,561.46
	NHPP-KS	\$113,578.80	\$128,009.80	\$144,965.00	\$136,572.30	\$80,514.30
	OTHER	\$325.00	\$350.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$61,096.80	\$28,005.88	\$13,345.73	\$5,710.09	\$5,807.16
	STATE-KS (AC)	\$188,879.29	\$119,705.60	\$96,503.90	\$800.00	\$800.00
	STBG-KS	\$2,199.90	\$694.60	\$0.00	\$0.00	\$61,691.60
	STBGM-KS	\$18,515.06	\$12,783.18	\$17,246.82	\$16,390.17	\$16,717.97
TA-KS	\$6,393.82	\$1,840.00	\$4,142.10	\$2,463.29	\$2,512.55	
Missouri	5307	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	BFP-MO	\$4,879.17	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$5,475.64	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$2,538.09	\$2,925.10	\$202.03	\$3,100.00	\$3,100.00
	CREDIT	(\$15,874.80)	(\$21,571.00)	(\$21,198.60)	(\$13,368.60)	(\$751.00)
	CRPM-MO	\$6,108.42	\$2,154.15	\$3,002.27	\$3,062.31	\$3,123.56
	HPP-MO	\$74,962.49	\$31,437.51	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$9,739.90	\$3,840.00	\$216.00	\$0.00	\$0.00
	LOCAL	\$101,913.63	\$112,032.62	\$87,354.85	\$68,628.46	\$78,023.13
	NHPP-MO	\$277,205.40	\$136,897.80	\$161,360.60	\$77,405.50	\$317,184.00
	OTHER	\$3,040.00	\$68,900.00	\$60.00	\$0.00	\$0.00
	RAISE-MO	\$477.90	\$8,124.24	\$60.00	\$0.00	\$0.00
	SS4A-MO	\$880.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$102,487.47	\$54,342.88	\$65,027.32	\$41,675.34	\$69,823.76
	STATE-MO (AC)	\$20,599.40	\$27,587.60	\$20,158.80	\$12,799.00	\$710.00

	STBGM-MO	\$21,549.62	\$28,870.00	\$25,211.09	\$26,192.55	\$26,716.40	
	STBG-MO	\$20,827.60	\$31,614.80	\$21,198.60	\$13,368.60	\$751.00	
	TA-MO	\$11,812.06	\$9,174.02	\$8,820.00	\$6,073.92	\$6,195.40	
Regional	CMAQ-KS	\$463.50	\$613.50	\$463.50	\$0.00	\$0.00	
	CMAQ-MO	\$885.18	\$613.50	\$0.00	\$0.00	\$0.00	
	LOCAL	\$962.17	\$1,441.75	\$928.38	\$0.00	\$0.00	
	STBGM-KS	\$210.00	\$970.00	\$250.00	\$0.00	\$0.00	
	STPBG-MO	\$490.00	\$1,320.00	\$600.00	\$0.00	\$0.00	
	Transit	5307	\$24,982.18	\$22,985.32	\$28,730.34	\$28,352.25	\$22,332.61
		5310	\$0.00	\$1,870.90	\$0.00	\$0.00	\$0.00
5311		\$137.83	\$141.96	\$146.22	\$150.48	\$155.00	
5337		\$1,316.85	\$0.00	\$0.00	\$865.00	\$800.00	
5339		\$2,247.16	\$2,314.57	\$2,350.00	\$2,420.50	\$2,450.00	
5339(b)		\$10,388.00	\$0.00	\$0.00	\$0.00	\$0.00	
ARP-MO		\$0.00	\$0.00	\$0.00	\$0.00	\$6,464.00	
CMAQ-KS		\$324.30	\$1,637.96	\$0.00	\$0.00	\$0.00	
CMAQ-MO		\$523.72	\$600.00	\$3,283.46	\$458.00	\$0.00	
CRPM-KS		\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00	
CRPM-MO		\$2,320.00	\$0.00	\$0.00	\$0.00	\$0.00	
CRRSAA-MO		\$0.00	\$0.00	\$0.00	\$0.00	\$1,616.00	
LOCAL		\$165,921.82	\$168,448.55	\$170,975.28	\$175,539.91	\$176,413.00	
STATE-KS		\$29.08	\$0.00	\$146.22	\$0.00	\$0.00	
STBGM-KS		\$800.00	\$0.00	\$0.00	\$0.00	\$0.00	
STBGM-MO		\$0.00	\$970.18	\$0.00	\$0.00	\$0.00	

	Kansas Subtotal	\$416,904.32	\$279,189.19	\$243,017.73	\$111,106.42	\$113,913.83
	Missouri Subtotal	\$654,621.99	\$496,329.72	\$371,472.96	\$238,937.08	\$504,876.25
	Regional Subtotal	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
	Transit	\$210,310.94	\$198,969.44	\$205,631.52	\$207,786.14	\$210,230.61

	Subtotal by Year	\$1,284,848.10	\$979,447.10	\$822,364.09	\$557,829.63	\$829,020.69
	Total	\$4,473,509.61				

Table 6 – Expenditure

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$1,450.00	\$638.03	\$893.50	\$0.00	\$0.00
	CRPM-KS	\$2,866.62	\$1,440.00	\$0.00	\$0.00	\$0.00
	DE-KS	\$0.00	\$5,432.00	\$0.00	\$0.00	\$0.00

	FRP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	HRRR-KS	\$0.00	\$1,010.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$2,280.71	\$1,293.80	\$2,500.00	\$12,599.70	\$0.00
	LOCAL	\$80,819.28	\$39,322.65	\$62,351.99	\$300.00	\$1,550.00
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	OTHER	\$325.00	\$350.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$55,668.80	\$22,485.10	\$7,731.10	\$0.00	\$0.00
	STATE-KS (AC)	\$188,879.29	\$119,705.60	\$96,503.90	\$800.00	\$800.00
	STBGM-KS	\$18,515.06	\$12,783.18	\$17,246.82	\$0.00	\$0.00
	STBG-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TA-KS	\$6,393.82	\$1,840.00	\$4,142.10	\$0.00	\$0.00
Missouri	5307	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	BFP-MO	\$4,879.17	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$5,475.64	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$2,538.09	\$2,925.10	\$202.03	\$0.00	\$0.00
	CRPM-MO	\$3,839.89	\$2,154.15	\$0.00	\$0.00	\$0.00
	HPP-MO	\$74,962.49	\$31,437.51	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$9,739.90	\$3,840.00	\$216.00	\$0.00	\$0.00
	LOCAL	\$88,798.12	\$96,054.63	\$21,033.92	\$20,670.00	\$0.00
	NHPP-MO	\$277,205.40	\$136,897.80	\$161,360.60	\$77,405.50	\$317,184.00
	OTHER	\$3,040.00	\$68,900.00	\$0.00	\$0.00	\$0.00
	RAISE-MO	\$477.90	\$8,124.24	\$0.00	\$0.00	\$0.00
	SS4A-MO	\$880.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$80,688.37	\$32,216.80	\$42,569.35	\$18,880.50	\$46,687.00
	STATE-MO (AC)	\$20,599.40	\$27,587.60	\$20,158.80	\$12,799.00	\$710.00
	STBGM-MO	\$21,549.62	\$28,870.00	\$25,211.09	\$18,667.43	\$0.00
	STBG-MO	\$1,241.00	\$2,063.20	\$0.00	\$0.00	\$0.00
	TA-MO	\$11,812.06	\$9,174.02	\$8,820.00	\$0.00	\$0.00
Regional	CMAQ-KS	\$463.50	\$613.50	\$463.50	\$0.00	\$0.00
	CMAQ-MO	\$885.18	\$613.50	\$0.00	\$0.00	\$0.00
	LOCAL	\$962.17	\$1,441.75	\$928.38	\$0.00	\$0.00
	STBGM-KS	\$210.00	\$970.00	\$250.00	\$0.00	\$0.00
	STBGM-MO	\$490.00	\$1,320.00	\$600.00	\$0.00	\$0.00
Transit	5307	\$24,982.18	\$22,985.32	\$28,730.34	\$28,352.25	\$22,332.61
	5310	\$0.00	\$1,870.90	\$0.00	\$0.00	\$0.00
	5311	\$137.83	\$141.96	\$146.22	\$150.48	\$155.00
	5337	\$1,316.85	\$0.00	\$0.00	\$865.00	\$800.00
	5339	\$2,247.16	\$2,314.57	\$2,350.00	\$2,420.50	\$2,450.00
	5339(b)	\$10,388.00	\$0.00	\$0.00	\$0.00	\$0.00
	ARP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$6,464.00
	CMAQ-KS	\$324.30	\$1,637.96	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$523.72	\$600.00	\$3,283.46	\$458.00	\$0.00

CRPM-KS	\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00
CRPM-MO	\$2,320.00	\$0.00	\$0.00	\$0.00	\$0.00
CRRSAA-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$1,616.00
LOCAL	\$119,309.79	\$121,828.72	\$116,871.41	\$117,065.85	\$115,814.33
STATE-KS	\$29.08	\$0.00	\$146.22	\$0.00	\$0.00
STBGM-KS	\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
STBGM-MO	\$0.00	\$970.18	\$0.00	\$0.00	\$0.00

Kansas Subtotal	\$357,198.58	\$206,300.36	\$191,369.41	\$13,699.70	\$2,349.00
Missouri Subtotal	\$613,727.04	\$450,245.05	\$279,571.79	\$148,422.43	\$364,581.00
Regional Subtotal	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Transit	\$163,698.91	\$152,349.61	\$151,527.65	\$149,312.08	\$149,631.94

Subtotal by Year	\$1,137,635.38	\$813,853.78	\$624,710.72	\$311,434.21	\$516,561.94
Total	\$3,404,196.03				

Table 7 – Summary

Highway Revenues vs. Expenditures					
	2024	2025	2026	2027	2028
Kansas Revenue	\$416,904.32	\$279,189.19	\$243,017.73	\$111,106.42	\$113,913.83
Kansas O&M Expenditure	\$29,956.31	\$30,416.51	\$30,881.66	\$31,358.29	\$31,566.17
Kansas Project Expenditure	\$357,198.58	\$206,300.36	\$191,369.41	\$13,699.70	\$2,349.00
Difference	\$29,749.43	\$42,472.32	\$20,766.66	\$66,048.43	\$79,998.66
Missouri Revenue	\$654,621.99	\$496,329.72	\$371,472.96	\$238,937.08	\$504,876.25
Missouri O&M Expenditure	\$35,231.97	\$35,764.84	\$36,301.31	\$36,845.83	\$37,398.51
Missouri Project Expenditure	\$613,727.04	\$450,245.05	\$279,571.79	\$148,422.43	\$364,581.00
Difference	\$5,662.98	\$10,319.83	\$55,599.86	\$53,668.82	\$102,896.74
Regional Revenue	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Regional Expenditure	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$1,074,537.16	\$780,477.66	\$616,732.57	\$350,043.50	\$618,790.08
Total Expenditure	\$1,039,124.75	\$727,685.51	\$540,366.05	\$230,326.25	\$435,894.68
Difference	\$35,412.41	\$52,792.15	\$76,366.52	\$119,717.25	\$182,895.40

Table 8 – Transit Summary

Transit Revenue vs Expenditure					
	2024	2025	2026	2027	2028
Transit Revenue	\$210,310,942	\$198,969,438	\$205,631,517	\$207,786,136	\$210,230,614
Transit O&M Expenditure	\$116,899,829	\$118,653,326	\$120,433,126	\$122,239,623	\$124,073,218
Transit O&M Programmed in TIP	\$123,140,400	\$125,675,730	\$125,450,510	\$124,610,310	\$125,196,600
Remaining Transit O&M	\$0	\$0	\$0	\$0	\$0
Transit Revenue Remaining for Non O&M Expenditures	\$87,170,542	\$73,293,708	\$80,181,007	\$83,175,826	\$85,034,014
Transit Project Expenditure (Non O&M)	\$39,558,500	\$26,673,890	\$26,077,140	\$24,701,770	\$24,435,340
Difference	\$47,612,042	\$46,619,818	\$54,103,867	\$58,474,056	\$60,598,674



1 Riverfront Plaza, Suite 320
P.O. Box 708
Lawrence, KS 66044

www.lawrenceks.org/pds

Phone 785-832-7700
Tdd 785-832-3205
Fax 785-832-3110

April 18, 2024

Mike Moriarty
Bureau Chief
Kansas Department of Transportation
Bureau of Transportation Planning
700 SW Harrison
Topeka, KS 66603

Dear Mr. Moriarty:

On April 18, 2024, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) approved Amendment #7 to the 2023-2026 Transportation Improvement Program. These TIP changes were recommended for approval by the L-DC MPO Technical Advisory Committee on April 2, 2024. This amendment includes the addition and updates to projects from the City of Lawrence, Lawrence Transit, and KDOT. No public comments were received during the 15-day public comment period.

The MPO approved amended TIP and a summary of amendment changes is enclosed with this letter. They can also be found at: <https://lawrenceks.org/mpo/tip>.

I would appreciate if you could review and approve this TIP Amendment and forward a copy of this document to the Federal Transit Administration and Federal Highway Administration. If you have any questions concerning this revised TIP please call me at (785) 832-3155.

Sincerely,

Cece Riley
Transportation Planner II

Enclosures: 2023-2026 TIP Amendment #7
Summary of Amendment Changes

cc: Daniel Nguyen, FTA
Matt McDonald, FHWA



2023-2026 Transportation Improvement Program – Amendment #7 and Program of Projects for the Lawrence Transit System

The 15-day public comment period for this TIP Amendment starts on March 7 and will end on March 22. This TIP Amendment will come before the Lawrence-Douglas County Metropolitan Planning Organization (MPO) Policy Board for approval on April 18, 2024. The TIP is a multi-year listing of federally funded and/or regionally significant transportation improvement projects. This public notice on the TIP development process satisfies the FTA's Program of Projects requirements for the Lawrence Transit System.

Approval of this TIP Amendment will include the addition and revision of costs and schedules for roadway, transit, and bicycle/pedestrian projects. Changes to the TIP text and project tables are being made to reflect these changes and to maintain the fiscally constrained status of this document. Public comments received will be reported and considered by the MPO Policy Board where decisions pertaining to revising this document will be made prior to final approval.

The items included in this TIP Amendment can be viewed online at:

www.lawrenceks.org/mpo/tip; a paper copy will be available at Lawrence City Hall Riverfront - Planning & Development Services Office (1 Riverfront Plaza, Suite 320).

Written comments may be emailed to mpo@lawrenceks.org or mailed to the Lawrence-Douglas County Metropolitan Planning Organization, PO Box 708, Lawrence, KS 66044-0708.

G Summary of TIP Changes

APPENDIX G

Costs in 1,000s

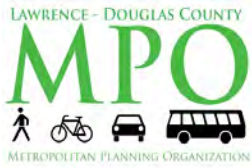
FFY 2023 - 2026 L-DC MPO Transportation Improvement Program (TIP)
 Revision Summary: Amendment 7



TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
152	KA-6550-03	K-33 reconstruction in Douglas County	KDOT	New	Program addition. Approved for Preliminary Engineering only. Project is scheduled for a January 2028 letting if/when approved for construction. The total cost of all phases estimated at \$18,540,726.	\$1,330
237	KA-3634-03	SLT/K-10 West Leg in Douglas County	KDOT	Revision	Revise state funding to increase grand total approximately \$23,000 and change the ROW phase to be in 2024, not 2023.	\$230,560
426		Microtransit Pilot	Lawrence Transit	Revision	Change fund source from Federal to State	\$155
520		Lawrence Loop - Iowa Crossing	Lawrence	Revision	Remove 2023 Local PE, 2024 Local CONST \$1,500 and 2024 State CONST \$1,500	\$3,000

Public Comment Period: 3/7/2024 to 3/22/2024

MPO Policy Board Approval: 4/18/2024



New 7

Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 152 **KDOT #** KA-6550-03
Length (mi): 2.02

Project Name: K-33 reconstruction in Douglas County
Location: US-40 and K-10 South of I-70 and West of US-59

Project Type: Road

Work Type: Reconstruction

Date Added: 05/2024 **Last Revised:** 05/2024

Revision History: FFY23 A7

Description:
 Full reconstruction as a 2-lane roadway with 8 feet shoulders

Comments:
 Program addition. Approved for Preliminary Engineering only. Project is scheduled for a January 2028 letting if/when approved for construction. The total cost of all phases estimated at \$18,540,726.

FFY	Fund Source	Phase	Federal	State	Local
2024	State	PE	\$0	\$266	\$0
2024	State-AC	PE	\$0	\$1,064	\$0
2030	STP	Conversion	\$1,064	\$0	\$0
2030	Credit	Other	\$0	(\$1,064)	\$0

Federal Total: \$1,064 **Non-Federal Total:** \$266 **Grand Total:** \$1,330

Project Sponsor: KDOT
TIP #: 237 **KDOT #** KA-3634-03
Length (mi): 7.00

Project Name: SLT/K-10 West Leg in Douglas County
Location: 3500 ft N of K-10/US-40 Junction, to K-10 US-59/Iowa St Junction

Project Type: Road/Interchange

Work Type: Interchange/Reconstruction

Date Added: 1/2016 **Last Revised:** 05/2024

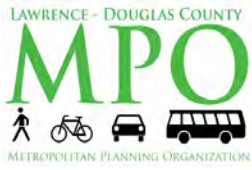
Revision History: FFY23 A6

Description:
 Add 2-lanes to existing 2-lanes for a 4-Lane Freeway section. Existing interchanges at US-40 (6th St.), Bob Billings Pkwy, Clinton Pkwy, US-59 (Iowa St.) A new interchange for the Wakarusa/27th intersection, including replacing/repairing bridges.

Comments:
 Total est. cost of \$230,560. Revised cost estimate to reflect the March bi-annual estimates. Post-Field Check ROW activities adjusted to reflect requested dates from ROW. Letting date of 6/20/2024 remains the same.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$2,800	\$0
2021	State-AC	PE	\$0	\$11,200	\$0
2024	State	ROW	\$0	\$4,000	\$0
2024	State	UTIL	\$0	\$4,200	\$0
2024	State-AC	UTIL	\$0	\$16,800	\$0
2024	State	CONST	\$0	\$38,312	\$0
2024	State-AC	CONST	\$0	\$153,248	\$0
2028	Credit	OTHER	\$0	(\$181,248)	\$0
2028	NHPP	CONVERSION	\$181,248	\$0	\$0

Federal Total: \$181,248 **Non-Federal Total:** \$49,312 **Grand Total:** \$230,560



Amendment 7
Lawrence-Douglas County MPO

FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)
(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 426 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2022 **Last Revised:** 05/2024

Description:
This project includes hardware, backend platform, and customer-facing app to support planned microtransit service that will go into effect in January 2023.

Project Name: Microtransit Pilot

Location: Lawrence

Work Type: Capital/ Operating

Revision History: FFY23 A7

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	State-PT	CAP	\$0	\$124	\$0
2023	Local	CAP	\$0	\$0	\$31

Federal Total: \$0 **Non-Federal Total:** \$155 **Grand Total:** \$155

Project Sponsor: Lawrence

TIP #: 520 **KDOT #**

Length (mi): 0.03

Project Type: Pedestrian/Bicycle

Date Added: 10/2022 **Last Revised:** 05/2024

Description:
Construct a grade-separated crossing for the Lawrence Loop Trail at Iowa Street. Currently, non-motorized users of the Lawrence Loop cross five lanes of vehicular traffic on Iowa Street (US Highway 59) to continue on the trail.

Project Name: Lawrence Loop - Iowa Crossing

Location: Iowa Street at K10

Work Type: Pedestrian & Bicycle Work

Revision History: FFY23 A7

Comments:
This project is the third highest scoring bike project in the Non-motorized Projects Prioritization Policy and would significantly improve safety at this highly utilized trail crossing.

FFY	Fund Source	Phase	Federal	State	Local
2024	Local	CONST	\$0		\$1,500
2024	State	CONST	\$0	\$1,500	\$0

Federal Total: \$0 **Non-Federal Total:** \$3,000 **Grand Total:** \$3,000

Demonstration of Fiscal Constraint

TIPs are required to have a four year fiscally constrained program of projects. Fiscally constrained means enough financial resources are available to fund projects listed in the TIP. Fiscal constraint also makes good sense.

The MPO accounts for O&M expenditures "Off the Top" from available funding before projects are programmed (Table 8). This ensures there is enough funding to operate, maintain, and preserve the existing transportation system (including roads, bridges, and transit services), which is a high priority of T2040.

Table 8: Funding Available for Projects after Accounting for all O&M Expenditures (in \$1,000s)

	Subtracting O&M "Off the Top" (in thousands)				Total
	FFY 2023	FFY 2024	FFY 2025	FFY 2026	
Anticipated Funding	\$ 155,623	\$ 319,445	\$ 233,734	\$ 123,167	\$ 831,970
Anticipated O&M Expenditures	\$ 29,839	\$ 27,818	\$ 28,412	\$ 30,487	\$ 116,556
Funding Available for Projects	\$ 125,785	\$ 291,628	\$ 205,321	\$ 92,680	\$ 715,414

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2023 and 2024). Predicting the revenues which will be available and costs for projects in the second half of that period (2025 and 2026) are a more speculative exercise.

Financial data was collected as part of development of Transportation 2050. The Funding Summary in Table 9 shows the level of projected funding from reasonable sources and the total level of project funding programmed in this TIP are balanced and this TIP is fiscally constrained. The fiscal breakdown by funding source for all roadway and transit projects listed in the 2023-2026 TIP are shown in the table. The projects are shown by year and funding source.

Table 9: Funding Summary (in \$1,000s)

Anticipated Funding (in thousands)						
Funding Source		FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Transit	Federal	\$ 10,317	\$ 10,603	\$ 6,691	\$ 7,805	\$ 35,416
	State	\$ 3,920	\$ 2,221	\$ 2,222	\$ 2,222	\$ 10,584
	Local	\$ 23,979	\$ 10,691	\$ 11,891	\$ 11,234	\$ 57,794
Non-Transit	Federal	\$ 5,079	\$ 5,489	\$ 49,094	\$ 3,768	\$ 63,430
	State	\$ 37,847	\$ 223,953	\$ 98,496	\$ 38,733	\$ 399,028
	Local	\$ 44,643	\$ 38,673	\$ 36,928	\$ 28,917	\$ 149,161
Transit Total		\$ 38,215	\$ 23,514	\$ 20,804	\$ 21,261	\$ 103,794
Non-Transit Total		\$ 87,569	\$ 268,114	\$ 184,517	\$ 71,419	\$ 611,620
Grand Total		\$ 125,785	\$ 291,628	\$ 205,321	\$ 92,680	\$ 715,414

Anticipated funding is based on the revenue assumptions being prepared for Transportation 2050 and information provided by jurisdictions. Local transit funds include KU on Wheels funding. 1.5% growth is applied to the funding and the 2017 Lawrence sales tax referendum (funds roads/infrastructure and transit service) is assumed to be renewed thru 2050 for these projections. Advanced Construction Conversion converts state funding to federal

Estimated Expenditures by Year and Funding Source (in thousands)							
Funding Source		FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total	
Transit	Federal Funds	FTA 5307	\$ 7,176	\$ 4,606	\$ 5,067	\$ 5,574	\$ 22,423
		FTA 5304	\$ -	\$ 1,179	\$ -	\$ -	\$ 1,179
		FTA 5310	\$ 122	\$ 122	\$ -	\$ -	\$ 244
		FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5339	\$ 2,867	\$ 3,257	\$ 1,624	\$ -	\$ 7,748
	State-PT	\$ 1,279	\$ 1,155	\$ 1,155	\$ 1,155	\$ 4,744	
Local		\$ 15,746	\$ 10,196	\$ 10,760	\$ 10,914	\$ 47,616	
Non-Transit	Federal Funds	CDBG	\$ 300	\$ 300	\$ 300	\$ 300	\$ 1,200
		HRRR	\$ -	\$ -	\$ -	\$ -	\$ -
		HSIP	\$ 1,673	\$ 500	\$ -	\$ -	\$ 2,173
		NHPP	\$ -	\$ -	\$ 13,739	\$ -	\$ 13,739
		STP	\$ -	\$ -	\$ -	\$ -	\$ -
		TA	\$ 727	\$ 3,331	\$ -	\$ -	\$ 4,058
	CRP	\$ 468	\$ -	\$ -	\$ -	\$ 468	
	SS4A	\$ 260	\$ -	\$ -	\$ -	\$ 260	
	NII	\$ -	\$ 1,358	\$ 1,446	\$ -	\$ 2,804	
	State	\$ 18,458	\$ 223,952	\$ 98,495	\$ 3,000	\$ 343,905	
	State AC Conversion*	\$ (500)	\$ (500)	\$ (13,739)	\$ -	\$ (14,739)	
	Local	\$ 24,078	\$ 20,984	\$ 14,950	\$ 7,575	\$ 67,587	
Transit Total		\$ 27,190	\$ 20,515	\$ 18,606	\$ 17,643	\$ 83,954	
Non-Transit Total		\$ 45,464	\$ 249,925	\$ 115,191	\$ 10,875	\$ 421,455	
Grand Total		\$ 72,654	\$ 270,440	\$ 133,797	\$ 28,518	\$ 505,409	

*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

** While CDBG funding is not required to be in this TIP, it is part of #507 which includes various bike/sidewalk/ADA ramps projects in Lawrence.

2023-2026 Transportation Improvement Program – Amendment #7 and Program of Projects for the Lawrence Transit System

The 15-day public comment period for this TIP Amendment starts on March 7 and will end on March 22. This TIP Amendment will come before the Lawrence-Douglas County Metropolitan Planning Organization (MPO) Policy Board for approval on April 18, 2024. The TIP is a multi-year listing of federally funded and/or regionally significant transportation improvement projects. This public notice on the TIP development process satisfies the FTA's Program of Projects requirements for the Lawrence Transit System.

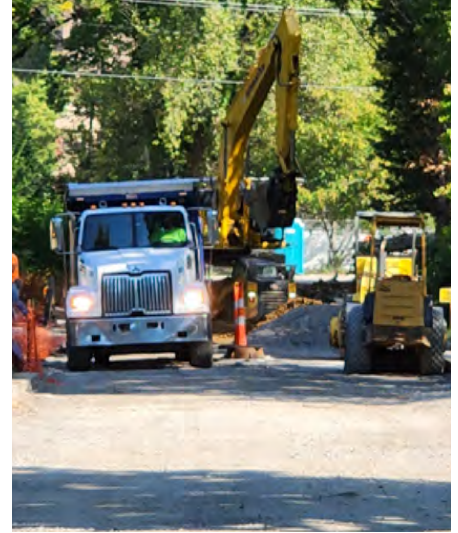
Approval of this TIP Amendment will include the addition and revision of costs and schedules for roadway, transit, and bicycle/pedestrian projects. Changes to the TIP text and project tables are being made to reflect these changes and to maintain the fiscally constrained status of this document. Public comments received will be reported and considered by the MPO Policy Board where decisions pertaining to revising this document will be made prior to final approval.

The items included in this TIP Amendment can be viewed online at:

www.lawrenceks.org/mpo/tip; a paper copy will be available at Lawrence City Hall Riverfront - Planning & Development Services Office (1 Riverfront Plaza, Suite 320).

Written comments may be emailed to mpo@lawrenceks.org or mailed to the Lawrence-Douglas County Metropolitan Planning Organization, PO Box 708, Lawrence, KS 66044-0708.

FFY 2023-2026 Transportation Improvement Program



LAWRENCE - DOUGLAS COUNTY

MPO



METROPOLITAN PLANNING ORGANIZATION

**MPO Policy Board Approval
October 27, 2022**

Amendment 1: April 20, 2023

Amendment 2: June 15, 2023

Amendment 3: August 17, 2023

Amendment 4: October 19, 2023

Amendment 5: December 14, 2023

Amendment 6: February 15, 2024

Amendment 7: Proposed May 2024

MPO SELF-CERTIFICATION

The Kansas Department of Transportation (KDOT) and the Lawrence - Douglas County Metropolitan Planning Organization (MPO) certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; All core documents are current;
2. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity;
5. Section 1101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts,
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.



Courtney Shipley, Chair

Lawrence-Douglas County MPO



Michael J Moriarty

Bureau Chief of Transportation Planning

Kansas Department of Transportation

DEFINITIONS

ADA	ADA- Americans with Disabilities Act of 1990 (P.L. 101-336) and ADA Amendment Act of 2008 (P.L. 110-325)
CAPITAL	Purchase of equipment
CDBG	Community Development Block Grant
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CONST	Construction
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act (P.L. 114-94) (Signed by President Obama on December 4, 2015)
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ITS	Intelligent Transportation Systems
KDOT	Kansas Department of Transportation
KTA	Kansas Turnpike Authority
KU	University of Kansas, Lawrence
KUOW	KU on Wheels Transit Service
MPO	Metropolitan Planning Organization, such as the Lawrence-Douglas County Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
O&M	Operation and Maintenance
OPERATING	Operation of transit
PE	Preliminary Engineering
PPP	Public Participation Plan
ROW	Right-of-Way
RTAC	Regional Transit Advisory Committee
STBG	Surface Transportation Block Grant Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
T2040	Transportation 2040 - the Long Range Transportation Plan for the Lawrence-Douglas County region
TAC	Technical Advisory Committee
TA	Transportation Alternatives (federal grant administered by KDOT)
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USC	United States Code
UTIL	Utilities

Table of Contents

MPO SELF-CERTIFICATION	ii
DEFINITIONS	iii
INTRODUCTION	5
What is the TIP?	7
TIP Public Involvement Process	8
PROGRAMMING PROCESS	9
Legislative Requirement	9
Process for Including Projects in the TIP	9
Revisions to the TIP	10
FISCAL CONSTRAINT	12
Project Funding	12
PERFORMANCE MEASURES	21
Safety Targets	22
Pavement & Bridge Targets	26
System Performance Targets	28
Transit Targets	28
Progress Towards Targets	29
Evaluating Performance Over Time	29
Methodology for Identifying EJ Populations	30
ENVIRONMENTAL JUSTICE REVIEW & EQUITY	30
Methodology for Calculating EJ	30
Transportation Disadvantage	31
APPENDICES	
A PLANNING AND ENGINEERING FACTORS FOR LOCAL PROJECT CONSIDERATION	A-1
B DEFINITIONS OF MAJOR PROJECTS AND SIGNIFICANT DELAY	B-1
C PROGRESS ON PREVIOUS TIP PROJECTS	C-1
D LATEST FEDERAL FISCAL YEAR - LIST OF OBLIGATED PROJECTS	D-1
E TIP PUBLIC PARTICIPATION	E-1
F SUMMARY OF TIP AMENDMENTS & ADMINISTRATIVE REVISIONS	G-1
G TIP PROJECT LISTINGS	H-1

Funding Note: This report was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

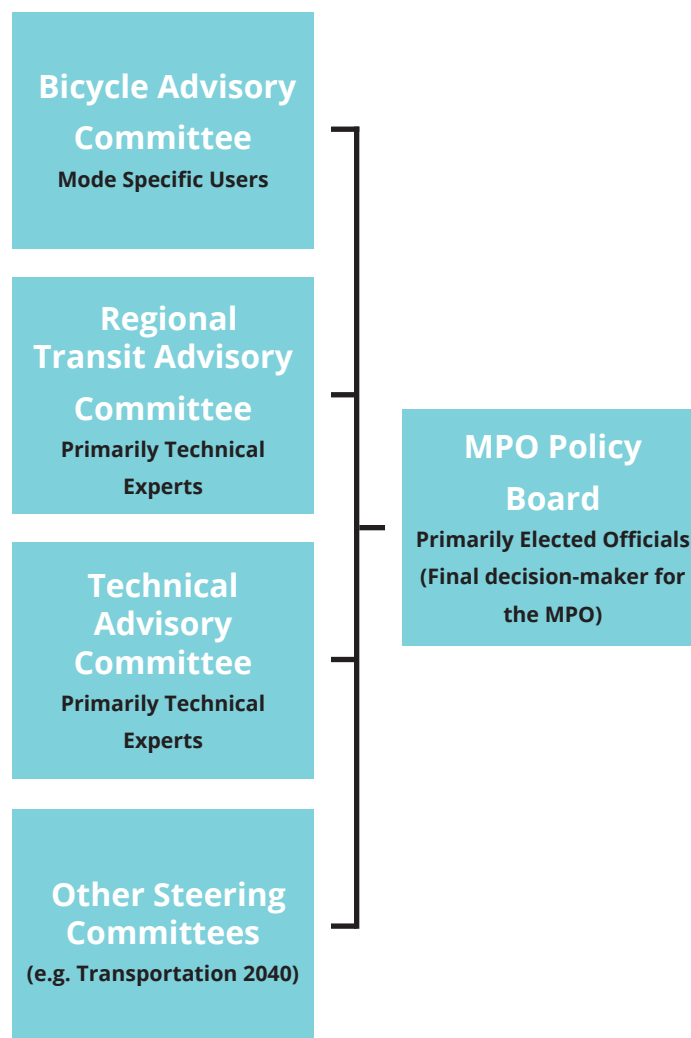
Title VI Note: The L-DC MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the L-DC MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the L-DC MPO. Any such complaint must be in writing and filed with the L-DC MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at <https://lawrenceks.org/mpo/title6>.

1 | INTRODUCTION

...WHAT IS AN MPO?

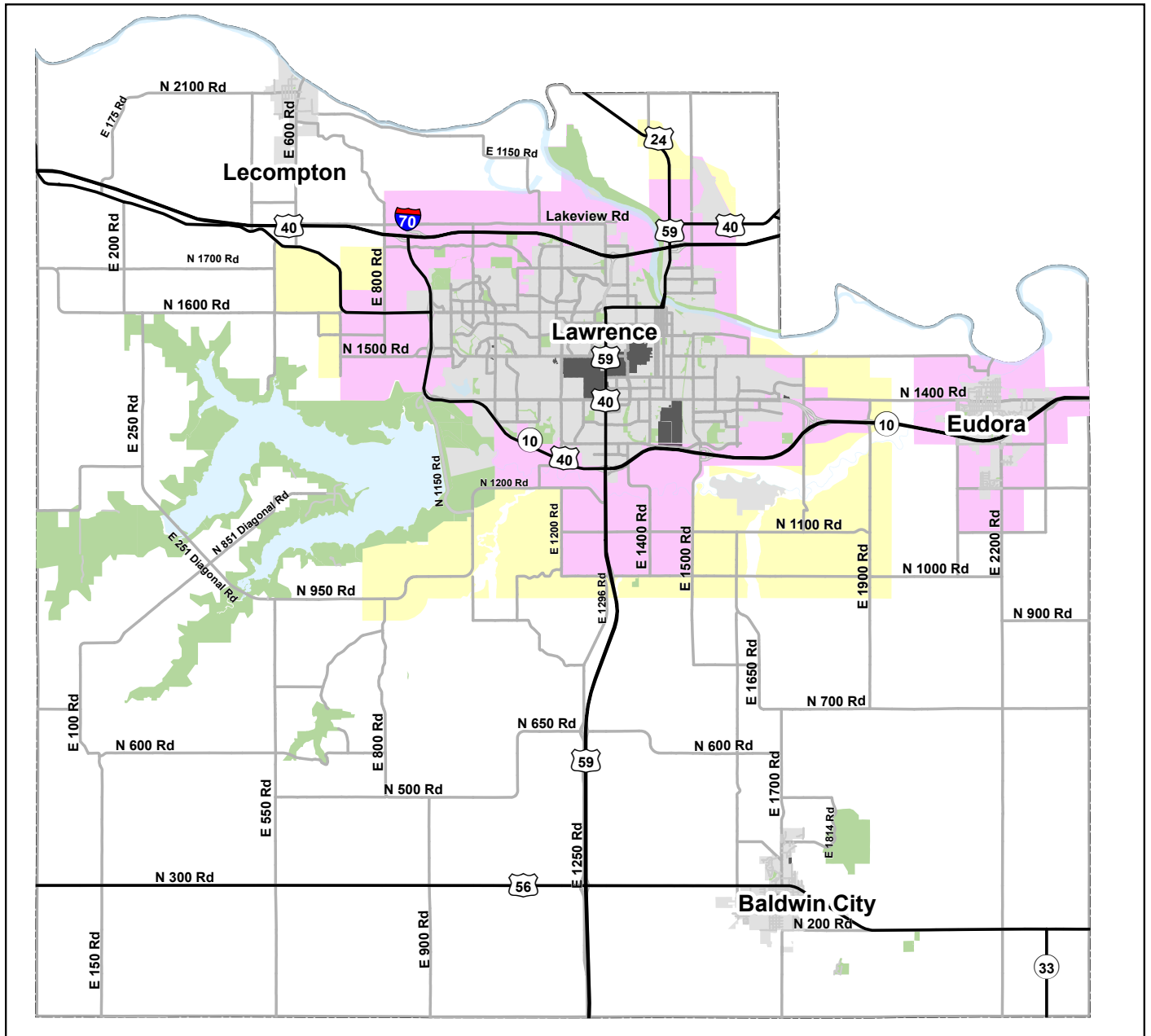
A Metropolitan Planning Organization (MPO) is a regional decision making body charged with developing a transportation plan and related policy and programming documents. The MPO is a group that is composed of representatives from many local governments that collectively discusses the transportation issues facing the metropolitan area and then makes decisions about how to address those issues. The Lawrence-Douglas County MPO is comprised of a Policy Board mainly composed of elected officials, a Technical Advisory Committee (TAC) made up of transportation and engineering professionals, the MPO Staff, and various other advisory groups that the MPO forms. Figure 1 displays the MPO structure. The MPO develops four core documents that create a regional vision for how the multimodal transportation system will function and grow – now and into the future. The MPO’s core documents are the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP).

Figure 1: MPO Structure



The Lawrence-Douglas County Metropolitan Planning Organization (MPO) serves all of Douglas County, Kansas including Baldwin City, Eudora, Lawrence, and Lecompton (see Figure 2).

Figure 2: Lawrence-Douglas County Metropolitan Planning Area (MPA)



- Parks
- Water
- FHWA Adjusted Urban Area Boundary (UAB)
- County Limits
- University
- City Limits
- Plan 2040 Growth Tier

DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

0 3.5 7 Miles

Date Exported: 8/20/2020
 Source: Lawrence-Douglas County MPO
 Produced: Lawrence-Douglas County MPO



What is the TIP?





The Transportation Improvement Program (TIP) documents how the region prioritizes the limited transportation resources available among the various needs of the region.

The TIP is a short-range, multi-year listing of federally funded and/or regionally significant improvements to the region’s multimodal transportation system. Projects in the TIP are designed to implement the Metropolitan Transportation Plan (MTP). The TIP must be fiscally constrained and include only projects for which funding has been identified using existing or reasonably available revenue sources. The TIP must be updated at least once every four years. The Lawrence-Douglas County TIP is updated every two years.

The TIP and Transportation 2040

The TIP and Transportation 2040 (the region’s Metropolitan Transportation Plan (MTP)) are linked.¹ Transportation 2040 (T2040) is the long range transportation vision; while the TIP is the short range implementation list. For projects to be included in the TIP, they must be consistent with T2040. This ensures projects are implementing the MPO’s vision for a healthy, safe, and efficient transportation system, which adequately serves Lawrence, Eudora, Baldwin City, Lecompton, and unincorporated areas of Douglas County. Community input led to the development of the T2040 vision, goals, priorities, and objectives (Table 1). These goals are implemented by the TIP. The Tracking Performance Measures section provides further details on how the two documents are linked.

Table 1: Transportation 2040 Goals and Objectives

		Goals	Objectives
Access & Choices		Enhance Transportation options and choices for improved system performance	Improve regional connectivity (urban/rural) of all modes of the transportation networks including access to desired destinations.
			Enhance transit service, amenities and facilities.
Mobility & Prosperity		Efficient movement of people, goods, and freight	Implement strategies that address system performance & improve reliability, capacity and competitiveness for regional freight.
Preservation, Safety, & Security		Prioritize preservation, safety, and security of the transportation network	Support projects and policies that improve safety and security.
			Preserve and enhance transportation infrastructure and assets.
Sustain & Enhance		Minimize adverse social, economic, and environmental impacts created by transportation	Promote density to reduce transportation costs & reduce environmental impacts of transportation.
			Reduce single occupancy vehicle trips.

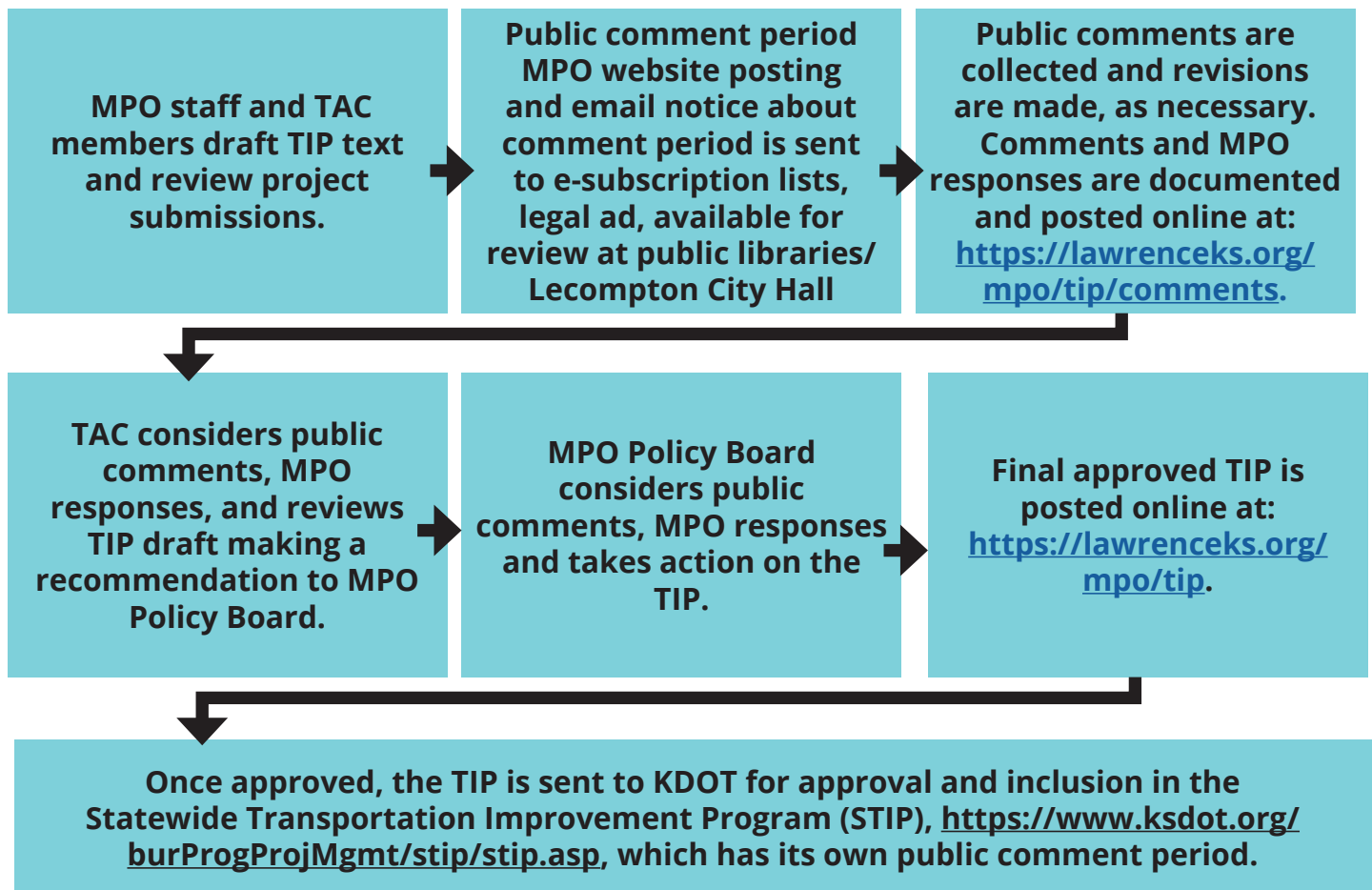
¹ <https://lawrencecks.org/mpo/t2040>

TIP Public Involvement Process

The MPO's Public Participation Plan (PPP) requires a new TIP to undergo a 30-day comment period and amendments require a 15-day public comment period.¹ The full draft TIP is available on the MPO website (www.lawrenceks.org/mpo/tip) and a printed copy is available at Lawrence City Hall, Lawrence Public Library, Eudora Public Library, Baldwin City Public Library, and Lecompton City Hall. The public is notified of the opportunities to review the draft TIP through a local newspaper advertisement, notification by email, and by staff announcements that the draft TIP is available for comment at MPO meetings. These strategies are consistent with the PPP, which addresses how everyone will be engaged in the planning process.

Public comments are posted online at www.lawrenceks.org/mpo/tip/comments and are shared with TAC and the MPO Policy Board. MPO staff reviews the comments and responds to the comment submitter and posts the MPO response in conjunction with the comment online. If comments have direct, applicable action these changes are discussed with the project sponsor (if relevant) and are incorporated into the final draft document sent to the MPO Policy Board for approval. Appendix E contains the public involvement process utilized to develop this TIP. Figure 3 displays the process.

Figure 3: TIP Public Involvement Process



¹ Details about the public participation process for the approval and amendment of the TIP can be found at www.lawrenceks.org/mpo/public_participation.

PROGRAMMING PROCESS

...HOW DO PROJECTS GET IN THE TIP?

Legislative Requirement

The current federal surface transportation legislation is called the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). It is a five year (FFY 2022-2026) transportation program signed into law by President Biden on November 15, 2021.¹ MPOs are required to develop a TIP that is fiscally constrained and contain all capital and non-capital surface transportation projects within the MPO area that will receive federal funding, as well as other regionally significant transportation projects.²

Process for Including Projects in the TIP

The projects included in the TIP are drawn from the area's Metropolitan Transportation Plan (MTP), County and City governments' Capital Improvement Plans (CIP), as well as the State's Transportation Program known as IKE (formally called the Eisenhower Legacy Transportation Program). The MPO encourages Project Sponsors to use the factors in Appendix A to determine which projects should be prioritized for funding and inclusion in the TIP. Project Sponsors submit projects to the MPO staff for inclusion in the TIP and MPO staff work with TAC members to ensure that the projects are regionally significant and are consistent with the MTP. Figure 4 displays the process for including projects in the TIP.

The transit and paratransit projects programmed in the TIP also go through a project selection process. Lawrence Transit staff works with the MPO, FTA, KDOT, and University of Kansas - KU On Wheels (KUOW) staffs to plan and program projects in the TIP that address transit needs and issues identified in the MTP. The KDOT- Office of Public Transportation in consultation with the Urban Corridor Coordinated Transit Council makes the selection of paratransit projects to include in the TIP.

Figure 4: TIP Project Listing Submission Process



This TIP document contains projects for Lawrence Transit that collectively constitutes the Program of Projects (POP) for Lawrence Transit. This list of transit items is a prioritized list of projects used by the Lawrence Transit staff and reviewed by FTA officials. Approval of the TIP includes the approval of the POP for Lawrence Transit. The public involvement procedures used for TIP development and amendments are used to satisfy the POP requirements for FTA Section 5307 funding.

¹ IIJA was created as Public Law 117-58. The official legislation can be accessed at <https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf>

² In accordance with United States Code Titles 23 and 49, the TIP document must outline at least a four-year program of: 1) All federally funded priority transportation projects, and 2) All regionally significant priority projects, regardless of funding source.

Revisions to the TIP

There are times when information about projects needs to be adjusted. Minor changes to project information are called revisions and are administrative actions with no public involvement required. Major changes are called amendments and require public involvement. Figure 5 displays the TIP amendment process.

Formal Amendments

Amendments to the TIP often consist of major changes to total project cost. Those types of fiscal changes may have impacts on the ability of the TIP and/or the MTP to remain fiscally constrained. The following types of project changes are always handled as TIP amendments:

- Addition or deletion of a project within the first four (4) years of the TIP (federal regulations require this part of the TIP to show fiscal constraint)
- Total costs of a project and/or funding amounts for a project listed in the TIP increase by more than 20% of the total project cost (in the existing TIP);
- Change to a funding source (such as changing from state funding to federal)
- Change to a project scope and/or location (project limits)

Administrative Revisions

Administrative revisions include all revisions that are not formal amendments. These revisions usually involve, but are not limited to:

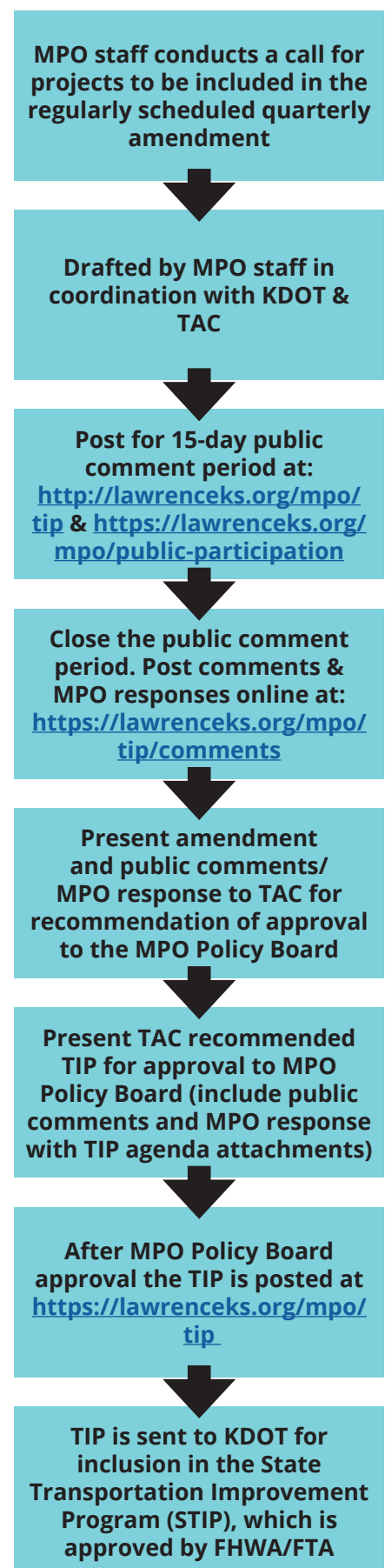
- Obvious minor data entry errors or editing corrections to text, map, and/or other graphics
- Splitting or combining projects (project scopes and costs cannot change)
- Changes or clarifying elements of a project description (with no major changes in scope)
- Change in funding program or category (such as changing from STP to HSIP funding)
- Change of program year of project within the four-year fiscally constrained TIP
- Minor change of less than 20% of total project cost

In processing administrative revisions MPO staff will:

- Enter the requested revision into the project database.
- Prepare and publish an updated TIP and post it online.
- Notify the Kansas Department of Transportation of the modifications revisions.
- Prepare a summary of the revision to be presented at the next scheduled MPO Technical Advisory Committee and Policy Board meetings (no formal action required).

Administrative Revisions require no public comment.

Figure 5: Amendment Process



Amendment Public Process

TIP amendments must be posted for public review and comment, the MPO staff must collect and review any public comments and share those comments with the TAC and MPO Policy Board to address and/or incorporate them, as necessary, before TIP approval.¹

A minimum 15-day public comment period is required for the proposed amendments, which are posted on the MPO web page. The MPO staff also places a paper copy of all TIP amendments in a binder kept at the front counter of the MPO Office for public review and comments. In addition, all TIP amendment announcements, including the printed advertisement in the newspaper, have the phone number, mailing address, and email address of the MPO staff listed on them so that anyone with questions or comments about the amendment can contact the staff to discuss it. Following the required 15-day public comment period, all comments will receive a response, either individually or in a summary form. The comments and responses will be posted at www.lawrenceks.org/mpo/tip/comments prior to distributing the TAC agenda packet (one week before the TAC meeting). The MPO staff presents these public comments and the staff response to the TAC and the MPO Policy Board before they discuss approving the amendment. There is no requirement for a public hearing.

Amendment Schedule

In order to facilitate the process of making TIP amendments, the MPO has a TIP amendment item on the TAC and Policy Board meeting agenda once each quarter (Table 2). These dates to consider TIP amendments will be coordinated with the KDOT calendar for making changes to the Statewide Transportation Improvement Program (STIP). A similar schedule will be followed for the other years covered by this TIP.

Table 2: Quarterly Schedule for TIP Amendments

TIP Amendment Request Due to MPO	Public Review Period		TAC Approval	MPO Approval	STIP Approval
August 25, 2023	9/7/2023	to 9/22/2023	October 3, 2023	October 19, 2023	November 2, 2024
October 27, 2023	11/9/2023	to 11/24/2023	December 5, 2023	December 21, 2023	January 4, 2024
December 29, 2023	1/11/2024	to 1/26/2024	February 6, 2024	February 15, 2024	March 7, 2024
February 23, 2024	3/7/2024	to 3/22/2024	April 2, 2024	April 18, 2024	May 9, 2024
May 24, 2024	6/6/2024	to 6/21/2024	July 2, 2024	July 18, 2024	Early August

These dates are approximate and subject to change following discussions between MPO and KDOT staffs and/or discussions at the Technical Advisory Committee (TAC) meetings.

¹ An appropriate level of public involvement activities are outlined in the latest MPO approved Public Participation Plan found online at www.lawrenceks.org/mpo/public_participation.

FISCAL CONSTRAINT

...HOW ARE THE PROJECTS PAID FOR?

Project Funding

Projects are funded from several sources. Street and highway projects can be financed entirely by State and/or local funds or by any combination of federal, state, and local funds. The Infrastructure Investment and Jobs Act (IIJA) provides federal-aid to state and local units of government for surface transportation projects.

The use of Federal Transit Administration (FTA) funds are allocated to transit operators by formulas through the FTA Region 7 Office in Kansas City and through the KDOT Public Transportation Programs Office of Public Transit in Topeka. State transit funds from the Eisenhower Legacy Transportation (IKE) Program flows through KDOT. These funds are utilized for the operations of Lawrence Transit and various paratransit operations in the region.

KDOT administers Federal Highway Administration (FHWA) funding to local governments. The Surface Transportation Block Grant (STBG) Program and Highway Safety Improvement Program (HSIP) categories are the main federal categories or programs that cities receive through KDOT. The STBG Program combines the long-standing Surface Transportation Program and the Transportation Alternatives Program, now known as TA Set-Aside. Some of these funds provide annual allocations to cities while others require local governments to apply for project specific funding. The TA Set-Aside funds have helped build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements. They provide funding for former Transportation Alternatives (TA) program and the Safe Routes to Schools (SRTS) programs.

All of the estimated amounts of transportation project funds are included in Table 10: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter). The estimates of reasonably expected funding levels based on financial information compiled for development of Transportation 2050 historic averages are compared to the levels of federal, state, and local funding for transportation facilities and services that are requested by KDOT and local governments for inclusion in the TIP. Comparing these expected funding levels and funding request levels allows the MPO to determine if the TIP is fiscally constrained.

Federal Funds

The federal funding for road and bridge projects in the region is generally limited to formula funding levels set by the USDOT and KDOT. Those levels have been relatively steady over the last few years with Douglas County receiving about \$440,000 and the City of Lawrence receiving about \$1.2 million annually in federal aid for roads and bridges. The three smaller cities in Douglas County (Lecompton, Eudora, and Baldwin City) have small public works departments, thus large road or bridge projects are often managed by Douglas County or KDOT.

Discretionary funding for TA Set-Aside program projects is also available on a more sporadic competitive basis. This funding is not guaranteed in any given year, but our region has received some funding and expects to receive more in the foreseeable future. These funding levels have more uncertainty and therefore, projects must have awarded funding to be included in the TIP. If and when local governments in Douglas County are awarded funding from these discretionary programs the MPO

will amend the TIP to add that funding and those projects in a timely manner.

Competitive federal transit funds are available. Lawrence Transit was awarded Low or No-Emission (Low-No) Bus funding in 2020 (\$3.76 million), 2021 (\$1.82 million), and 2023 (\$3.3 million) to purchase electric buses.

State Funds

State funds used in Douglas County for road and bridge projects are mostly limited to KDOT facilities and projects. The level of KDOT funding expended in the region varies greatly by year due largely to how much work KDOT does on the area’s major highways. Recently KDOT spent large amounts of funding to build the South Lawrence Trafficway (new K-10 alignment), and to build a new interchange along K-10 at Bob Billings Parkway/N 1500 Road. All of those projects are KDOT administered projects on KDOT routes, which typically do not significantly impact the local governments’ budgets for transportation improvements (although the City of Lawrence/Douglas County contributed \$1,000,000 for pedestrian and bicycle facility improvements to the K-10/Bob Billings Parkway interchange). Some other smaller amounts of State funding are used for local projects, such as the occasional purchase of a paratransit van with state money or a state contribution to a local bridge project.

For most local governments in the region the main KDOT funding role has been to provide federal aid to local projects, not to provide large amounts of state aid to local transportation improvements. However, the one example in the region where the state funding of a local project does make a routine and significant difference in the local budget process is state transit operating assistance. Lawrence Transit receives about \$1.3 million in state operating and capital assistance annually which is an important part of their budget.

Lawrence Transit was awarded Access Innovation and Collaboration (AIC) funding of \$677,000 for Bus Technology, Accessibility, and Branding Enhancements in 2022; \$1.6 million for construction of a Multimodal Transfer Facility in 2023, \$122,000 for construction of equitable and accessible bus stop amenities in 2023.

KDOT does not program projects in their budget documents or ask for projects to be added to the TIP unless a specific identified and reasonable funding source is identified. Therefore, KDOT requests for TIP actions represent a fiscally constrained condition for state funded and/or managed projects.

Local Funds

City of Lawrence

Local funds are comprised of the general fund, gas tax, and the ten year sales tax to improve roads/ infrastructure and transit service, which was approved in November 2008, was reapproved by Lawrence voters in November 2017. This continuation of sale taxes included 0.3% dedicated to roads/ infrastructure and fire equipment and 0.2% dedicated to funding transit service. The fire equipment portion of the 0.3% tax cannot be separated for our analysis (Table 3).

Table 3: Lawrence Sales Tax for Improvement of Roads and Transit Service Projections (Shown in \$1,000s)

Source	Tax	Actual Collection		Projected Collection			
	Percentage	2021	2022	2023	2024	2025	2026
Roads/Infrastructure & Fire Equipment	0.30%	\$6,354	\$6,989	\$7,338	\$7,485	\$7,635	\$7,785
Transit	0.20%	\$4,236	\$4,660	\$4,893	\$4,990	\$5,090	\$5,192
Total		\$10,590	\$11,649	\$12,231	\$12,475	\$12,725	\$12,977

Source: City of Lawrence Finance Department. 2022-2026 are projected. The fire equipment portion of the .30% sales tax can't be removed from the roads/infrastructure.

These sales taxes will expire in April of 2029; new referendums will need to be approved to ensure this funding is available in the future. With the addition of those taxes the City has a local dedicated funding source for road and transit improvements that has made funding more predictable. The City is utilizing the sales tax revenue to design and program some large road projects that were not financially feasible prior to the tax. Some projects are now funded with this sales tax revenue and some are still funded with a combination of federal aid and local matching funds.

The City also receives obligation authority for STP funds from KDOT. Lawrence has elected to exchange their available obligation authority of federal funds for state funds at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority, per KDOT policy. On average over the last four years, the City has received \$1.1 million in KDOT's federal funds exchange program.

City of Eudora, Baldwin City, and City of Lecompton

The City of Eudora became a second class city under Kansas statutes in 2010. With the designation, Eudora now receives an annual distribution of STP funding through KDOT. Similar to the City of Lawrence, the City of Eudora County receives obligation authority for STP funds from KDOT at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority. This amount of federal funding is typically small (\$75,000 on average).

Baldwin City, Eudora and Lecompton have used federal funding sporadically and worked with Douglas County staff to administer major road and bridge projects using federal aid. This cooperation between the small cities and the County for the use of federal aid is expected to continue through the life of this TIP.

Douglas County

Just like Lawrence and Eudora, Douglas County receives obligation authority for STP funds from KDOT at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority. On average over the last four years, the County received \$442,000 in KDOT's federal funds exchange program, and \$50,000 in federal sources such as U.S. Fish and Wildlife Service funding.

The County can also apply for TA Set-Aside funds if it chooses to do so. The County does not operate transit service and does not receive federal or state transit funding.

Douglas County has a CIP that is updated on a regular basis and other sources of local funds. Over the last five years, local funding averages \$9.3 million a year. Due to mental health initiatives and expansion of the jail, the Board of County Commissioners reduced the annual CIP allocations for roads and bridges by \$1 million for 2019. This annual reduction is anticipated to continue through 2023. The County programs its projects in their CIP and as needed the County staff coordinates its capital planning with the MPO staff for TIP development and changes.

Transit and Paratransit Funds

The public transit operations in Lawrence are composed of a mix of services operated by the Lawrence Transit and the University of Kansas service called KU on Wheels (KUOW). KUOW transit operations are primarily supported by student fees. The City transit service uses state operating assistance, state capital assistance, federal capital assistance, and federal operating assistance to keep buses running. Lawrence also uses local sales taxes to pay for transit. Lawrence Transit is projecting to receive \$3.8 - \$4.0 million annually over the next five years in flexible federal formula Section 5307 subsidies to provide transit services. This annually allocated funding can be used for capital projects (e.g., buying new buses), but most of it has been used for operations. Due to the COVID-19 pandemic

the U.S. Congress authorized the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which is providing \$3.9 million in operating funds over four years and \$3 million in capital funds currently programmed in 2025. Lawrence Transit was awarded Low or No-Emission (Low-No) Bus funding in 2020 (\$3.76 million), 2021 (\$1.82 million), and 2023 (\$3.3 million) to purchase electric buses. Lawrence Transit was awarded Access Innovation and Collaboration (AIC) funding of \$677,000 for Bus Technology, Accessibility, and Branding Enhancements in 2022; \$1.6 million for construction of a Multimodal Transfer Facility in 2023, \$122,000 for construction of equitable and accessible bus stop amenities in 2023.

Capital assistance levels are typically much more unpredictable than operating assistance, but when the transit capital funding will be needed is fairly predictable because it is based on the life span of buses. That creates a dilemma for transit operators who in the past relied heavily on large discretionary grants from the FTA for bus fleet replacements. Now those large grants are gone and our transit operators are adjusting to buying only a few new buses at a time when funding is available instead of buying many buses on one large grant funded order.

Lawrence Transit uses a relatively constant mix of federal and local funds for operations. Under the State Eisenhower Legacy Transportation (IKE) Program some state operating assistance is received each year.

The paratransit providers in the region provide all or most of their own funds to operate their services, and in some cases they use FTA or state grants for vehicle purchases. As part of these vehicle purchases the agency requesting the federal funds is required to provide a local match, and those vehicles are programmed in the TIP.

Operation and Maintenance (O&M) Funding

The fiscal constraint analysis looks primarily at capital projects (e.g., building roads and bridges, buying buses, etc.); however, that is not a complete picture of funding for the region's multimodal transportation system. The funds needed for operating and maintaining transport facilities and services also has to be reviewed. An adequate level of Operations & Maintenance (O&M) funding needs to be budgeted to maintain the federal-aid highways and local roads in the region. Short-changing the O&M budgets to make the road improvement projects fiscally feasible is not appropriate. This funding is divided into Roads/Bridges and Transit.

Road and Bridge Operations and Maintenance Funding Estimates

The expenses for O&M work items are usually paid for by the local government that owns and operates the road and the utility providers that use the road rights-of-ways.

In the case of major highways, KDOT is the owner of the road and maintains those facilities.

The major exception to this is the Kansas

Turnpike/I-70 which is owned and operated by the Kansas Turnpike Authority. Some of the state highway mileage in Lawrence is provided on City streets through a city connecting link agreement between KDOT and the City. That agreement includes quarterly payments from KDOT to the City to pay a share of the maintenance costs for those route segments carrying a state highway. KDOT plays a role in the maintenance of some major roads in the region, but major highway mileage comprises a small percentage of total roadway mileage. Most of the road mileage in Douglas County is owned by the

O&M consists of routine things such as pothole patching, minor repairs to pavements and curbs, snow removal, striping and marking, utility work and patching, electrical repairs, tree trimming, mowing, signal repairs, sign replacement, bridge maintenance, and other minor work tasks.

County, City or Township Governments that levy local property taxes and sometimes other taxes to pay for road maintenance and operations.

The cities and county also receive a portion of the state gas tax collected in Douglas County. This amount of funding is anticipated to continue during the years covered by this TIP. The state supplied pass through gas tax funding is supplemented by local government funds to make up the bulk of Lawrence and Douglas County roadway O&M budgets.

The City of Lawrence has a 2023 O&M budget for its road system of \$14.2 million paid with by state gas tax funds, local infrastructure sales tax, general fund, and federal sources. Douglas County had a 2023 O&M budget of \$3.9 million paid with a mixture of state gas tax, Capital Improvement Program allocation, Federal Funds Exchange with the State, and local and federal sources. The City of Eudora has a 2023 O&M budget of \$1.0 million which is funded by Federal Funds Exchange with the State, motor fuel Tax, general fund, and other fees and funds. The cities of Baldwin City and Lecompton did not provide 2023 O&M figures but their 2021 budgets were \$460,000 and \$7,000, respectively. It is expected that the local governments in the region will continue to fund their O&M budgets in order to adequately maintain their transportation infrastructure during this TIP period. Table 4 shows the KDOT, Douglas County, the City of Lawrence, Eudora, Baldwin City, and Lecompton O&M expected cost per lane mile.

Table 4: Road and Bridge O&M (Shown in \$1,000s)

	KDOT	County*	Lawrence	Eudora	Baldwin City***	Lecompton	Total
Anticipated funding per lane mile	\$ 2.89	\$ 8.38	\$ 16.29	\$ 14.19	\$ -	\$ 2.36	
Lane Miles**	204	464	891	73	61	13	1,707
2023	\$ 590	\$ 3,888	\$ 14,197	\$ 1,042	\$ -	\$ 32	\$ 19,748
2024	\$ 611	\$ 4,024	\$ 12,146	\$ 1,079	\$ -	\$ 33	\$ 17,892
2025	\$ 632	\$ 4,165	\$ 12,348	\$ 1,116	\$ -	\$ 34	\$ 18,296
2026	\$ 654	\$ 4,311	\$ 14,017	\$ 1,156	\$ -	\$ 35	\$ 20,173
Total	\$ 2,487	\$ 16,388	\$ 52,708	\$ 4,393	\$ -	\$ 133	\$ 76,109

*Does not include Township roads or road maintenance funds, but County maintenance costs does include bridges and large culverts on township roads that are maintained by the County.

**Lawrence and KDOT lane miles calculated in 2022. County, Eudora, Baldwin City, and Lecompton lane miles from 2020 TIP

***No data provided

Transit Operations and Maintenance Funding Estimates

Transit operations are funded with a mix of local, state, and federal funds. The transit system in Douglas County is a coordination of services owned and operated by the City of Lawrence, the University of Kansas, social service agencies that run paratransit vehicles, and Johnson County Transit that operates a commuter bus service called the K-10 Connector, which traverses between Lawrence and locations in Johnson County. K-10 Connector funding is programmed in the TIP produced by the Mid-America Regional Council (MARC), which is the MPO for the Kansas City area.

Transit O&M is the cost of operating transit service and maintaining the transit fleet. For example, this includes fuel, driver salaries, and purchasing transit vehicles.

Lawrence Transit

Lawrence Transit service uses federal, state, and local funds for operating and routine maintenance expenses for their fixed-route and complementary paratransit services. Lawrence Transit needs to pay for its services when they are rendered (i.e., when the buses are rolling, burning fuel and labor costs are incurred) by maintaining a cash flow to pay for its vendors and staff as they work. Unlike a road or a bridge that can be bonded for twenty years and paid for over time, transit operations are typically not paid for with debt service. For 2023, Lawrence Transit has an O&M budget of approximately \$17.7 million which is funded with a mixture of federal aid, state aid, and local funds. Due to the COVID-19 pandemic the U.S. Congress authorized the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which is providing \$3.9 million in operating funds over four years. Table 5 displays the Lawrence Transit O&M. The levels of O&M expenses and revenues shown in Table 5 are anticipated to continue through the four-year fiscally constrained period (2023-2026) since the CARES act funding is being spread out over 2020-2025).

Operations and maintenance funding for Lawrence Transit is shown in Table 9: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter).

The O&M costs are deducted from the estimated revenues; therefore, funding for O&M projects are not available for other projects and the TIP is fiscally constrained.

Table 5: Lawrence Transit O&M (Shown in \$1,000s)

FFY	2023	2024	2025	2026	Total
Total O&M	\$ 10,534	\$ 10,692	\$ 10,853	\$ 11,016	\$ 43,095

*Based on information provided by Lawrence Transit

University of Kansas (KU on Wheels) Transit Funding

The University of Kansas also provides transit services that are available to the general population as well as KU students and staff. Funding for the KU on Wheels system includes a considerable amount of funding that supports fixed route transit in Lawrence. The KU transit funding information listed in Table 6 gives a more complete and realistic account of the size and costs of the transit system in Lawrence.

The KU on Wheels (KUOW) and the Lawrence Transit services are integrated into one route and schedule system and both of these operations accept each other's bus passes. Even though these two services are coordinated into one route map and schedule book, only Lawrence Transit receives FTA funding. The KUOW part of the public transit system in Lawrence is fiscally constrained by the revenues provided by fees that support it.

Table 6: KU on Wheels (KUOW) O&M (Shown in \$1,000s)

	2023	2024	2025	2026	Total
Total O&M	\$ 2,526	\$ 2,526	\$ 2,526	\$ 2,526	\$ 10,103

*Based on information provided by KU on Wheels

Paratransit

The paratransit providers in the region mostly provide their own funds to operate their services, but in some cases receive a small amount of state operating subsidy from KDOT. Typically, this state operating assistance is only a few thousand dollars per year for each operator. Most of the federal and state aid to paratransit is for vehicle purchases. During the COVID 19 pandemic, additional funds were provided to agencies in 2020-2022. No pandemic related funding is budgeted for 2023 or beyond.

The MPO staff works closely with the KDOT transit staff, the Regional Transit Advisory Committee (RTAC), and the Urban Corridor Coordinated Transit Council members to keep informed about the status of paratransit operations and funding issues. Those paratransit issues are discussed in more detail in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP).¹

The combined O&M budget in the region, including Lawrence Transit, KU on Wheels, and the various paratransit providers, is \$30.3 million in 2023 (Table 7).

Table 7: Regional Transit O&M (Shown in \$1,000s)

FFY	2023	2024	2025	2026	Total
Total O&M	\$ 30.25	\$ 28.47	\$ 28.95	\$ 30.89	\$ 119

*Based on information provided by transit providers

Year of Expenditure (YOE) Inflation Factor

In addition to having a clearly identified source of funding for each roadway, bridge, transit, and enhancement project listed in the TIP, the project sponsor must also present their project costs in year of expenditure (YOE) dollars. This allows the project estimates to take into account inflation and should make them more realistic than using constant dollars. This fiscal analysis uses an annual inflation factor of 1.5% (which matches the Inflation Factor planned for T2050) for all TIP projects to determine the estimated costs in the year of expenditure. This inflation factor has been used since 2012 when it was developed by KDOT for use with federal aid projects. TAC and MPO Policy Board members agreed to the YOE inflation rate.

¹ Access this plan at <https://www.lawrenceks.org/mpo/transit>.

Demonstration of Fiscal Constraint

TIPs are required to have a four year fiscally constrained program of projects. Fiscally constrained means enough financial resources are available to fund projects listed in the TIP. Fiscal constraint also makes good sense.

The MPO accounts for O&M expenditures “Off the Top” from available funding before projects are programmed (Table 8). This ensures there is enough funding to operate, maintain, and preserve the existing transportation system (including roads, bridges, and transit services), which is a high priority of T2040.

Table 8: Funding Available for Projects after Accounting for all O&M Expenditures (in \$1,000s)

	Subtracting O&M "Off the Top" (in thousands)				
	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Anticipated Funding	\$ 155,623	\$ 319,445	\$ 233,734	\$ 123,167	\$ 831,970
Anticipated O&M Expenditures	\$ 29,839	\$ 27,818	\$ 28,412	\$ 30,487	\$ 116,556
Funding Available for Projects	\$ 125,785	\$ 291,628	\$ 205,321	\$ 92,680	\$ 715,414

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2023 and 2024). Predicting the revenues which will be available and costs for projects in the second half of that period (2025 and 2026) are a more speculative exercise.

Financial data was collected as part of development of Transportation 2050. The Funding Summary in Table 9 shows the level of projected funding from reasonable sources and the total level of project funding programmed in this TIP are balanced and this TIP is fiscally constrained. The fiscal breakdown by funding source for all roadway and transit projects listed in the 2023-2026 TIP are shown in the table. The projects are shown by year and funding source.

Table 9: Funding Summary (in \$1,000s)

Anticipated Funding (in thousands)						
Funding Source		FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Transit	Federal	\$ 10,317	\$ 10,603	\$ 6,691	\$ 7,805	\$ 35,416
	State	\$ 3,920	\$ 2,221	\$ 2,222	\$ 2,222	\$ 10,584
	Local	\$ 23,979	\$ 10,691	\$ 11,891	\$ 11,234	\$ 57,794
Non-Transit	Federal	\$ 5,079	\$ 5,489	\$ 49,094	\$ 3,768	\$ 63,430
	State	\$ 37,847	\$ 223,953	\$ 98,496	\$ 38,733	\$ 399,028
	Local	\$ 44,643	\$ 38,673	\$ 36,928	\$ 28,917	\$ 149,161
Transit Total		\$ 38,215	\$ 23,514	\$ 20,804	\$ 21,261	\$ 103,794
Non-Transit Total		\$ 87,569	\$ 268,114	\$ 184,517	\$ 71,419	\$ 611,620
Grand Total		\$ 125,785	\$ 291,628	\$ 205,321	\$ 92,680	\$ 715,414

Anticipated funding is based on the revenue assumptions being prepared for Transportation 2050 and information provided by jurisdictions. Local transit funds include KU on Wheels funding. 1.5% growth is applied to the funding and the 2017 Lawrence sales tax referendum (funds roads/infrastructure and transit service) is assumed to be renewed thru 2050 for these projections. Advanced Construction Conversion converts state funding to federal

Estimated Expenditures by Year and Funding Source (in thousands)							
Funding Source		FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total	
Transit	Federal Funds	FTA 5307	\$ 7,176	\$ 4,606	\$ 5,067	\$ 5,574	\$ 22,423
		FTA 5304	\$ -	\$ 1,179	\$ -	\$ -	\$ 1,179
		FTA 5310	\$ 122	\$ 122	\$ -	\$ -	\$ 244
		FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5339	\$ 2,867	\$ 3,257	\$ 1,624	\$ -	\$ 7,748
	State-PT	\$ 1,279	\$ 1,155	\$ 1,155	\$ 1,155	\$ 4,744	
Local		\$ 15,746	\$ 10,196	\$ 10,760	\$ 10,914	\$ 47,616	
Non-Transit	Federal Funds	CDBG	\$ 300	\$ 300	\$ 300	\$ 300	\$ 1,200
		HRRR	\$ -	\$ -	\$ -	\$ -	\$ -
		HSIP	\$ 1,673	\$ 500	\$ -	\$ -	\$ 2,173
		NHPP	\$ -	\$ -	\$ 13,739	\$ -	\$ 13,739
		STP	\$ -	\$ -	\$ -	\$ -	\$ -
		TA	\$ 727	\$ 3,331	\$ -	\$ -	\$ 4,058
	CRP	\$ 468	\$ -	\$ -	\$ -	\$ 468	
	SS4A	\$ 260	\$ -	\$ -	\$ -	\$ 260	
	NII	\$ -	\$ 1,358	\$ 1,446	\$ -	\$ 2,804	
	State	\$ 18,458	\$ 223,952	\$ 98,495	\$ 3,000	\$ 343,905	
	State AC Conversion*	\$ (500)	\$ (500)	\$ (13,739)	\$ -	\$ (14,739)	
	Local	\$ 24,078	\$ 20,984	\$ 14,950	\$ 7,575	\$ 67,587	
Transit Total		\$ 27,190	\$ 20,515	\$ 18,606	\$ 17,643	\$ 83,954	
Non-Transit Total		\$ 45,464	\$ 249,925	\$ 115,191	\$ 10,875	\$ 421,455	
Grand Total		\$ 72,654	\$ 270,440	\$ 133,797	\$ 28,518	\$ 505,409	

*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

** While CDBG funding is not required to be in this TIP, it is part of #507 which includes various bike/sidewalk/ADA ramps projects in Lawrence.

4 | PERFORMANCE MEASURES ...HOW ARE WE DOING?

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act requires Performance-Based Planning and Programming (PBPP) in the development of the MTP and TIP. Transportation 2040 (T2040) is the region’s MTP. The TIP acts as the implementation arm of T2040. T2040 has 26 performance measures: 12 federally mandated and 14 community established. The T2040 performance measures promote the overarching goals shown below. Table 10 illustrates which T2040 goals the TIP’s projects are implementing.

Table 10: Projects addressing Transportation 2040 Goals

#	Project	Enhance transportation options & choices for improved system performance	Efficient movement of people, goods, & freight	Prioritize preservation, safety & security of the transportation system	Minimize adverse social, economic & environmental impacts created by transportation
106	Wakarusa Drive Extension	x	x	x	
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	x	x	x	
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)	x	x	x	
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.			x	
144	South Iowa St. Traffic Signal Improvement Project	x	x		
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	x		x	
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	x	x	x	
148	Bob Billings - Kasold to Wakarusa Dr.	x	x		
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	x	x		
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	x	x	x	
219	Rte 458/1055 Improvements: E 1500 thru E 1600			x	
230	Queens Road: 6th to North City Limits	x	x	x	x
234	23rd Street Reconstruction: Haskell to East City Limits	x	x	x	x
236	SLT/K-10 West Leg in Douglas County	x	x	x	x
237	SLT/K-10 West Leg in Douglas County	x	x	x	x
243	US-56 Improvements: Eisenhower St to 1st St		x	x	
248	Bridge 0964-1000 replacement			x	
249	Repair bridge #071 on K-10 in Douglas County			x	
300	6th and Massachusetts St Traffic Signal Improvement Project		x		
401	Independence Inc., FTA 5311 Operating & Capital	x		x	x
403	Lawrence Transit Capital Assistance	x	x	x	x
410	Lawrence Transit Central Station	x	x	x	x
412	Lawrence Transit Operating Funds	x	x	x	x
416	Lawrence Transit Electric Buses Phase 1	x			x
417	CARES Act Operating Funds	x	x	x	x
419	American Rescue Plan (ARP) Operating Assistance	x	x	x	x
420	Lawrence Transit Electric Buses Phase II	x			x
421	Zero-Emissions Transition Plan				x
422	Equitable and Accessible Bus Stop Amenities	x	x	x	x
423	AIC - Multimodal Transfer Facility Elements	x	x	x	x
424	AIC - Bus Technology, Accessibility, and Branding Enhancements	x			
425	Electric Buses Phase III	x	x		x
426	Microtransit Pilot	x	x		
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	x	x	x	x
509	West Baldwin Pedestrian/Bike Connectivity Project	x	x		x
513	Lawrence Safe Routes to School Phase 2 (2021)	x	x	x	x
514	Naismith Drive Mobility Enhancement	x	x		x
515	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	x	x	x	x
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	x	x	x	x
517	Baldwin City Sidewalk Gap Project	x	x	x	x
518	Eudora 10th St. Sidewalk Expansion	x	x	x	x
520	Lawrence Loop - Iowa Crossing	x		x	
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	x			
522	Lawrence Loop Trail from Queens Rd to Kasold	x			
600	Various Railroad Safety Projects in the Region		x	x	
605	DGCO: High Friction Surface Treatment			x	
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	x	x	x	x
608	Signal Improvement at US24/US40/US59 near Lawrence			x	

PBPP is accomplished by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet the targets. The federal performance measures include:

- Safety
- Pavement & Bridge
- System Performance
- Transit

Each federal measure has target setting requirements, which provides the MPO guidance for how our region is doing to achieve the measures. The MPO developed a rolling schedule to update performance measure data based on data availability and when targets are to be reported to KDOT. The most up-to-date data and targets can be found at <https://lawrenceks.org/mpo/t2040/pm>. Through the TIP development process, project sponsors were asked a series of questions to determine if the project would assist the MPO in reaching the region’s desired targets. For this discussion it is important to note, there are thirty (30) projects included in the fiscally constrained TIP.

Safety Targets

Safety targets are based on a five-year rolling average and annual targets are set. Table 11 displays the current safety targets for 2022. Safety data is obtained from KDOT each August and targets are determined for the next target year in October. Safety performance measures reflect data for all public roads including the number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries.

Table 11: L-DC MPO T2040 Safety Targets - 2022

Safety		2022
9)	Number of fatalities	14.9
10)	Rate of fatalities per 100 million VMT	1.1
11)	Number of serious injuries	24.1
12)	Rate of fatalities per 100 million VMT	2.4
13)	Number of non-motorized fatalities & serious injuries	3.3

TIP Projects Working Towards Safety Goals

All but one of the non-transit projects have some component to address safety concerns. They are categorized as intersection projects, railroad projects, standalone bicycle/pedestrian projects, roadway projects including bicycle and pedestrian elements, and roadway projects. Table 12 displays the projects per category and describes the safety impact of the improvement. Further, common improvements which improve safety and corresponding projects are listed below.

Common Improvements That Impact Safety

Separated or dedicated facilities for pedestrians and bicyclists

According to a report from the Office of the New York City Mayor, when protected bike lanes are installed, injury crashes for all road users (motorists, pedestrians, and bicyclists) typically drop by 40% and by more than 50% in some locations.¹ (Example: Project #512: Lawrence Loop Shared Use Path)

Dedicated vehicle turning movements lanes

By creating two way left turn lanes, vehicles are separated from through traffic improving traffic flow and reduce the potential risk of rear end crashes. (Example: Project #214: Wakarusa Dr. Reconstruction, Research Pkway to 23rd St)

Access management

¹ Howard Wolfson Memo on March 21, 2011 regarding Bike Lanes - http://www.nyc.gov/html/om/pdf/bike_lanes_memo.pdf

Access management improves safety by separating access points so turning and cross movements occur at fewer locations. (Example: Project #234: 23rd Street Reconstruction: Haskell Ave to East City Limits)

Roundabouts

According to AASHTO Highway Safety Manual, installing roundabouts reduce the types of crashes where people are seriously hurt or killed by 78-82% when compared to conventional stop-controlled and signalized intersections.¹ (Example: Project #230: Queens Road: 6th St to North City Limits)

Meeting design standards

The safety of the roadway can be improved by flattening roadside slopes and making geometric improvements to bring roadways up to design standards. (Example: Project #219: Route 458 Improvements, E 1500 to E 1600 & Route 1055, N940 to N1000)

Table 12: Projects addressing L-DC MPO Safety Targets

Roadway Projects that Improve Safety		
#	Project	Safety Improvement
106	Wakarusa Drive Extension	Remove arterial traffic from recreational areas, reduce fire and medical response time, and decrease vehicle use
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	Add bike facilities
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)	Geometric improvements
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.	Widen shoulders and acceleration/deceleration lanes
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	Reconstruction of pavement, sidewalks and bike improvements
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	Widen shoulders will allow for increased safety for bicyclists
148	Bob Billings - Kasold to Wakarusa Dr.	Separated ped/bike facility
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	Separated ped/bike facility
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	Sidewalks, bike facilities, two way left turn lanes
219	Rte 458/1055 Improvements: E 1500 thru E 1600	Provide paved shoulders and flatten roadside slopes
230	Queens Road: 6th to North City Limits	Geometric improvements to meet collector street standards, sidewalks, and bike facilities
234	23rd Street Reconstruction: Haskell to East City Limits	New sidewalks, bike facilities, turn lanes, and access management
236	SLT/K-10 West Leg in Douglas County	Additional through lanes, a new grade separated interchange and reconstructed interchanges, and a reduction of traffic conflicts and decision making points
237	SLT/K-10 West Leg in Douglas County	Additional through lanes, a new grade separated interchange and reconstructed interchanges, and a reduction of traffic conflicts and decision making points
243	US-56 Improvements: Eisenhower St to 1st St	Geometric Improvements
605	DGCO: High Friction Surface Treatment	Applying high-friction road surface treatment helps maintain pavement friction reducing crashes.

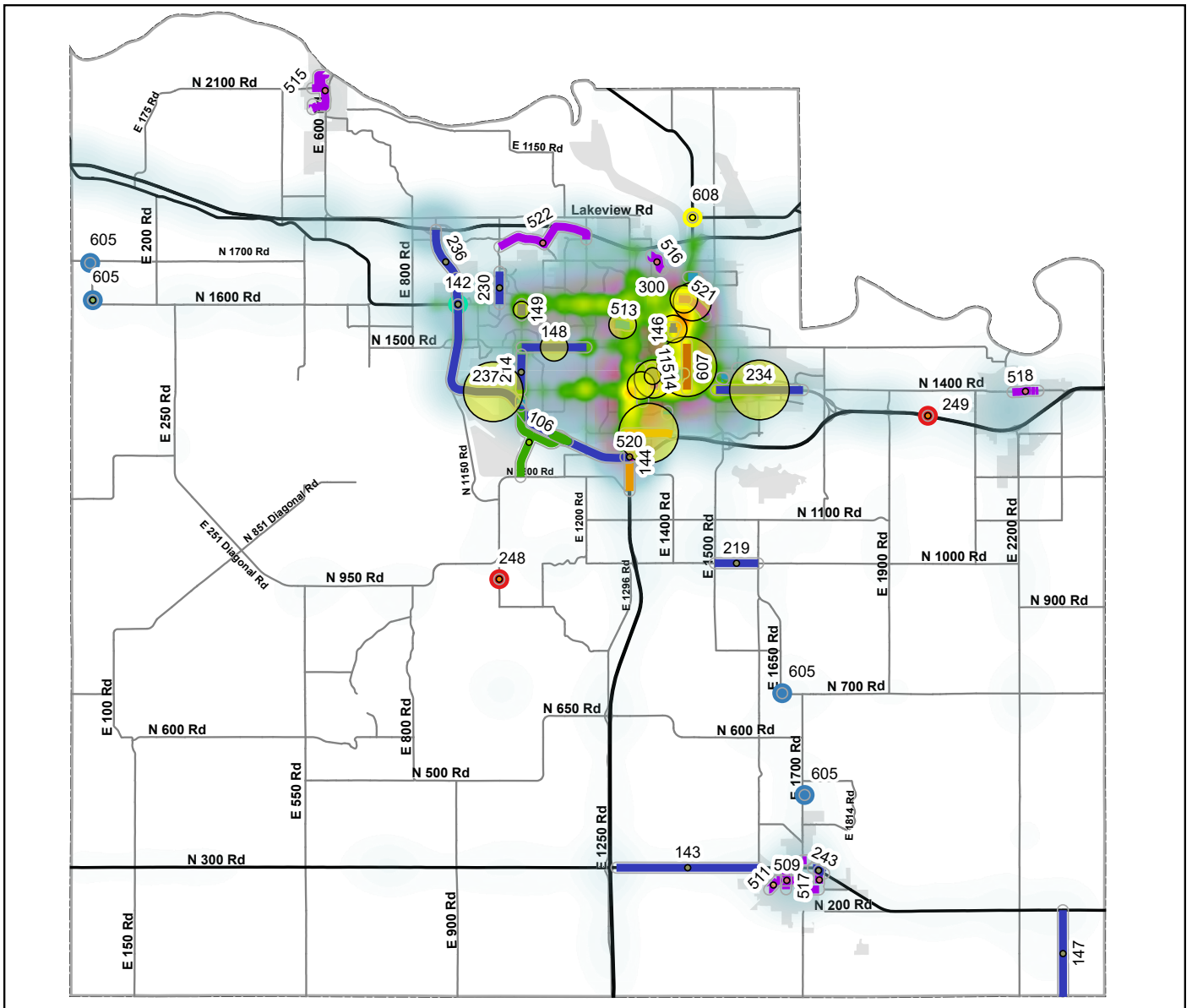
¹ FHWA's Office of Safety - <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts>

Table 12: Projects addressing L-DC MPO Safety Targets (Continued)

Bridge Projects that Improve Safety		
#	Project	Safety Improvement
248	Bridge 0964-1000 replacement	Replace with wider bridge
249	Repair bridge #071 on K-10 in Douglas County	Bridge repair
ITS Projects that Improve Safety		
#	Project	Safety Improvement
300	6th and Massachusetts St Traffic Signal Improvement	Pedestrian activation buttons and vehicle detection
144	South Iowa St. Traffic Signal Improvement Project	Improve traffic flow
608	Signal Improvement at US24/US40/US59 near Lawrence	Improve visibility
Bicycle & Pedestrian Projects that Improve Safety		
#	Project	Safety Improvement
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Provide dedicated space for pedestrians and bicyclists
509	West Baldwin Pedestrian/Bike Connectivity Project	ADA compliant sidewalks and separated ped/bike facility
513	Lawrence Safe Routes to School Phase 2 (2021)	Sidewalk
514	Naismith Drive Mobility Enhancement	Separated ped/bike facility
515	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	Sidewalk
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Separated ped/bike facility
517	Baldwin City Sidewalk Gap Project	Sidewalk
518	Eudora 10th St. Sidewalk Expansion	Sidewalk
520	Lawrence Loop - Iowa Crossing	Grade separated SUP crossing
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	Separated ped/bike facility
522	Lawrence Loop Trail from Queens Rd to Kasold	Separated ped/bike facility
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Ped/bike facility
Railroad Projects that Improve Safety		
#	Project	Safety Improvement
600	Various Railroad Safety Projects in the Region	This grouped project is for railroad safety projects that improve safety hazards at public railroad crossings. It targets known railroad safety issues throughout the region.

The MPO examined January 2012 to August 2022 crash data provided by KDOT to determine high crash locations. As shown in Figure 6, there were 18,613 crashes in this time frame within 1/8 mile of the TIP project locations, compared to a total of 28,576 total crashes in Douglas County.

Figure 6: TIP Projects at Crash Locations

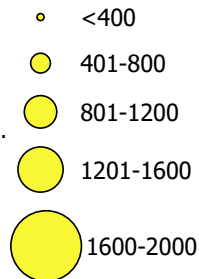


Overall Crash Heat Map



*The overall crash heat map includes pedestrian and bicycle crashes as well.

Vehicle Crashes within 1/8 Mile of TIP Project

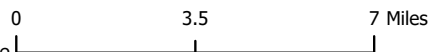


- Fiber
- Pedestrian/Bicycle
- Road
- Road, Bridge
- Safe Routes to School
- Safety

- Interchange
- Signal
- Surfacing
- Bridge
- City Limits
- County Limits

DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.



Date Exported: 09/13/2022
Source: KDOT 2022
Produced: Lawrence-Douglas County MPO



Pavement & Bridge Targets

Pavement data categorizes pavement as Good and Poor. Good condition suggests no major investment is needed, while poor condition suggests major reconstruction investment is needed. Pavement condition is evaluated by measuring International Roughness Index (IRI), Present Serviceability Index (PSR), Cracking Percent, Rutting, and Faulting (uneven slabs of concrete). Bridge data is based on deck area. Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. National Highway System (NHS) bridge condition and Interstate and Non-Interstate NHS pavement condition data is provided by KDOT. The bridge targets are shown in Table 13, while the pavement targets are in Table 14.

Table 13: L-DC MPO T2040 NHS Bridges by Deck Area Targets - 2022

Bridge	2022
14) Percentage of NHS bridges by deck area classified as in GOOD condition	95.8%
14) Percentage of NHS bridges by deck area classified as in POOR condition	0.0%

Table 14: L-DC MPO T2040 Interstate and Non-Interstate NHS Pavement Condition Targets - 2022

Pavement	2022
18) Percentage of pavements of the Interstate System in GOOD condition	96%
18) Percentage of pavements of the Interstate System in POOR condition	0%
19) Percentage of pavements of the Non-Interstate NHS in GOOD condition	58%
19) Percentage of pavements of the Non-Interstate NHS in POOR condition	3%

TIP Projects Working Towards Pavement & Bridge Goals

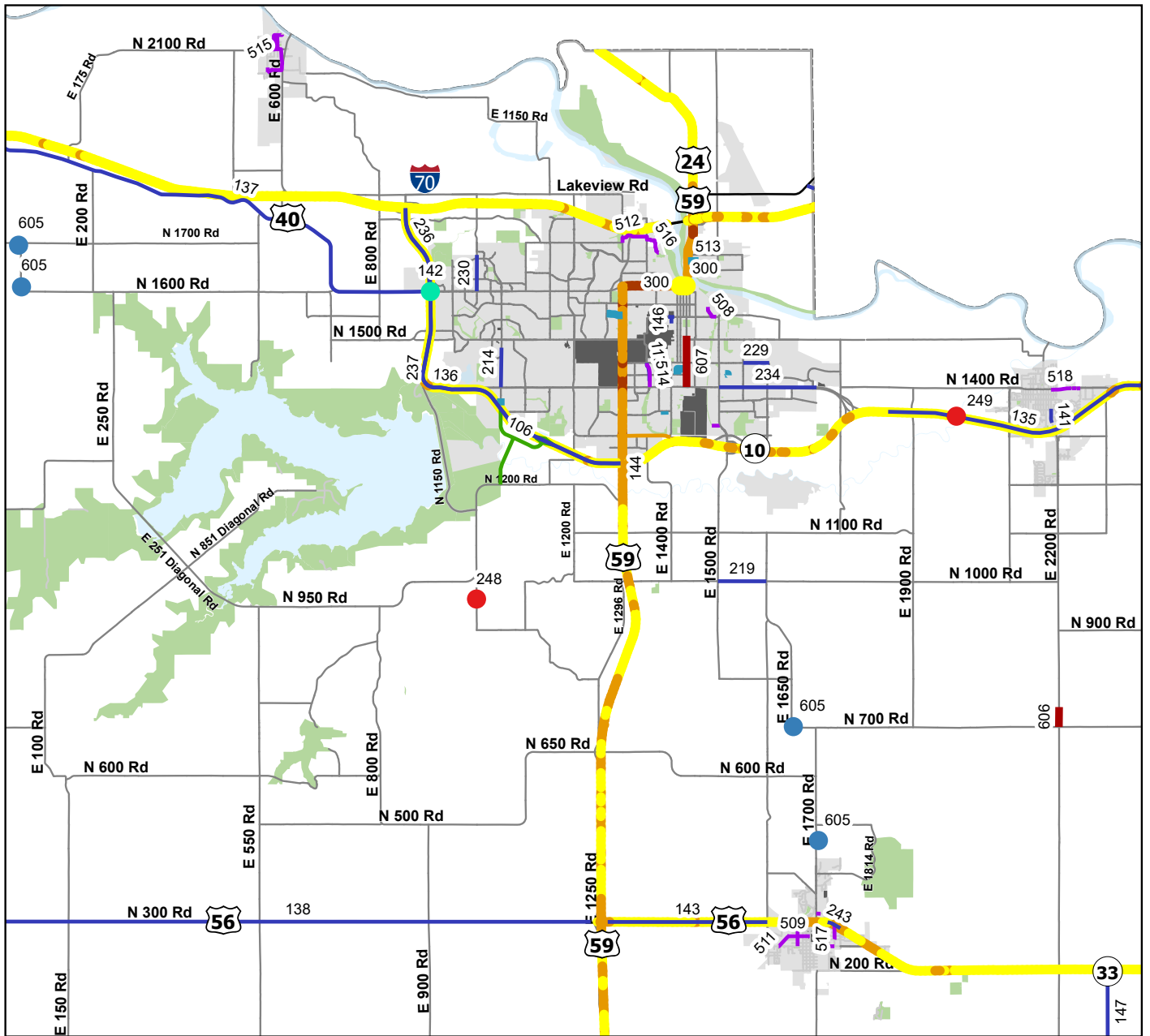
There are two bridge projects in the TIP. One is a NHS bridge - #249 the K-10 bridge over the Wakarusa River. Improving the overall quality of bridges in Douglas County will assist in achieving the local performance measures of improving non-NHS bridges. Table 15 displays the projects which improve pavement conditions.

Table 15: Projects Improving Pavement Conditions

#	Project	Year	Length	Cost
106	Wakarusa Drive Extension	2019-2025	2	\$ 12,750
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	2023-2024	0.5	\$ 4,300
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)*	2021-2025	0	\$ 16,556
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	2022-2023	1.47	\$ 7,300
219	Rte 458/1055 Improvements: E 1500 thru E 1600	2020-2021	1.6	\$ 3,609
230	Queens Road: 6th to North City Limits	2015-2022	0.75	\$ 3,800
234	23rd Street Reconstruction: Haskell to East City Limits	2020-2022	2.01	\$ 10,850
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.*	2021-2025	3.75	\$ 1,200
148	Bob Billings - Kasold to Wakarusa Dr.	2025-2026	1.5	\$ 13,100
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	2022-2023	0.25	\$ 1,750
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	2023-2024	1.1	\$ 1,600
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	2022	2.01	\$ 2,000
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	2024-2025	0.25	\$ 1,250
	* Project on NHS			

Figure 7 displays TIP projects and NHS pavement condition. It assists in determining if projects will assist in improving “poor” pavement and achieving our pavement condition targets. The other projects which are not on the NHS will help achieve the local performance measures of improving non-NHS major roads (collector and above) pavement condition.

Figure 7: Fiscally Constrained TIP Projects and Pavement Data



2021 Pavement Data

- | | | | |
|---------------|-----------------------|---------------|-----------------------|
| Good Pavement | Signal | Parks | Pedestrian/Bicycle |
| Fair Pavement | Surfacing | University | Road |
| Poor Pavement | Pedestrian/Bicycle | Water | Road, Bridge |
| Bridge | Road | City Limits | Safe Routes to School |
| Interchange | Road/Bridge | County Limits | Safety |
| | Safe Routes to School | Fiber | |

DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a

0 3 6 Miles

Date Exported: 09/16/2022
 Source: KDOT 2021
 Produced: Lawrence-Douglas County MPO

System Performance Targets

Reliability performance measures relate to person-miles traveled on the Interstate and Non-Interstate NHS, as well as truck travel time reliability on the Interstate. This equates to consistency or dependability of travel times. This data all comes from National Performance Management Research Data Set (NPMRDS) RITIS. The Interstate (I70) is maintained by the Kansas Turnpike Authority (KTA). Table 16 displays the system performance reliability targets.

Table 16: L-DC MPO T2040 Reliability Targets - 2022

System Performance	2022
6) Percent of the Person-Miles Traveled on the Interstate That Are Reliable (LOTTR)	99%
6) Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (LOTTR)	99%
8) Truck Travel Time Reliability (TTTR) Index on the Interstate system	1.07

TIP Projects Working Towards System Performance Goals

There are no TIP projects that are part of the interstate system. Thus there are no specific projects working to achieve the person-miles traveled and truck travel time reliability targets pertaining to the interstate (T2040 PM 6 and 8). Furthermore, the data is provided as a set number by from NPMRDS RITIS and there is no way to determine which portion of the roadway is assigned a specific score. There are five (5) projects on the Non-Interstate NHS, but none of them improve the person-miles traveled reliability (LOTTR) as none of the projects are adding auto capacity.

Transit Targets

Transit State of Good Repair measures include the Useful Life Benchmark (ULB) for revenue and non-revenue vehicles by auto type including full-sized buses, cutaway buses, vans, minivans, SUVs, and automobile. The percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale is another federal performance measure, but there are no federally funded transit facilities in the MPO area. The MPO supports the State's target, but collected transit state of good repair information for local planning purposes only (Table 17).

Table 17: L-DC MPO T2040 Transit State of Good Repair Targets (Useful Life Benchmark – ULB)

Transit State of Good Repair	Vehicle Type	Target
16) Revenue Vehicles	Full-sized bus	25%
	Cutaway bus	25%
	Van	25%
	Minivan	25%
16) Non-Revenue Vehicles (Equipment)	Minivan	75%
	SUV	75%
	Automobile	75%
17) Percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale	There are no federally funded facilities	

The Useful Life Benchmark (ULB) is the expected service years for a vehicle class. For example, a minivan is expected to last for at least 8 years. The MPO supports the State's targets. Targets set in the State TAM Plan are used for federal reporting. The L-DC MPO Target are for local planning purposes only.

Table 18 displays the Lawrence Transit 2020 Safety Targets. Lawrence Transit accepted the State's targets for all of the measures except system reliability. Safety events are comprised of collisions, fires, hazardous material spills, act of nature (Act of God), evacuation, or [other safety occurrence not otherwise classified] occurring on transit right-of-way, in a transit revenue facility, or in a transit revenue vehicle and meeting established NTD thresholds. These measures will be updated yearly.

Table 18: Lawrence Transit Safety Targets - 2020

Mode of Transit Service	Fatalities (per 100 Thousand Vehicle Revenue Miles)		Injuries (per 100 Thousand Vehicle Revenue Miles)		Safety Events (Total)	Safety Events (per 100 Thousand Vehicle Revenue Miles)	System Reliability (Vehicle Revenue Miles/Failures)
	Fatalities (Total)	Injuries (Total)	Fatalities (Total)	Injuries (Total)			
Fixed Route Bus Service	0	2	0	0.2	2	0.2	40,000
Demand Response Bus Service	0	2	0	0.2	2	0.2	40,000

Source: 2020-State Sponsored Agency Safety Plan Lawrence Transit and Kansas Department of Transportation. Lawrence City Commission 8/18/2020.

TIP Projects Working Towards Transit Goals

According to information provided by project sponsors, five (5) out of fourteen (14) transit projects will help address the transit useful life benchmark (shown in Table 19). The projects include purchasing new transit vehicles and preventative maintenance on vehicles. By purchasing these new vehicles the overall percentage of vehicles at or exceeding the Useful Life Benchmark (ULB) will be reduced (Table 19), Further, the Lawrence Transit Capital, Operating, and Electric Buses projects will work towards meeting the Lawrence Transit specific System Reliability Transit Safety target shown in Table 18 These projects are shown in Table 20.

Table 19: Projects addressing L-DC MPO Transit Useful Life Benchmark Targets

#	Project	How the Project Improves Transit ULB
401	Independence Inc., FTA 5311 Operating & Capital	Vehicle preventative maintenance/Purchase New Vehicle
403	Lawrence Transit Capital Assistance	Purchase paratransit vehicles
412	Lawrence Transit Operating Funds	Vehicle preventative maintenance
416	Lawrence Transit Electric Buses Phase 1	Replaces five diesel powered buses with electric buses
420	Lawrence Transit Electric Buses Phase II	Replaces two diesel powered buses with electric buses

Table 20: Projects addressing Lawrence Transit Safety Targets

Transit Projects that Improve Safety		
#	Project	Safety Improvement
419	American Rescue Plan (ARP) Operating Assistance	Transit safety

Progress towards Targets

In summary, based on information available, the MPO believes we are on track to meet the goals set in Transportation 2040.

Evaluating Performance over Time

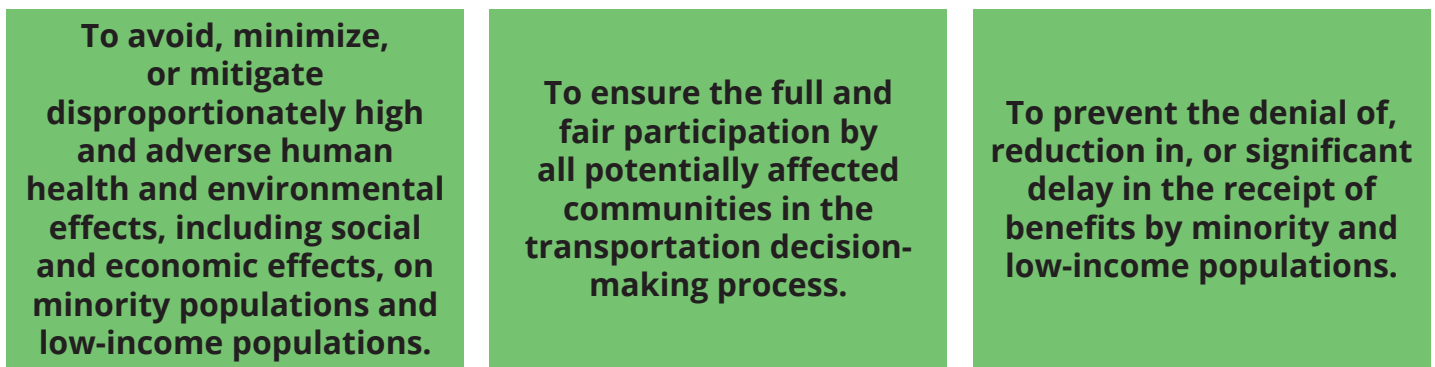
Federal performance measures will be tracked annually in the performance measure report – T2040 Appendix F: System Performance Report, which will be updated on a rolling basis based on when data is available. View the most current data at the performance measure website:

<https://lawrenceks.org/mpo/t2040/pm>. Performance measures will be evaluated as part of the annual report process and may be altered as the MPO Policy Board deems necessary (based on the Public Participation Plan (PPP)). Evaluating performance measures will be updated when a full TIP update is completed or if regulations have changed requiring an update.

ENVIRONMENTAL JUSTICE REVIEW & EQUITY ...HOW ARE WE ELEVATING EQUITY?

The Environmental Protection Agency (EPA) defines Environmental Justice as the “fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies.” Environmental Justice (EJ) is a federal requirement that projects using federal funds be selected and distributed fairly to all people regardless of income or race and that all people have equal access to the benefits afforded by federally funded projects as well as equal access to the decision-making process for the selection of those federal projects.¹ This concept is conveyed in the three Environmental Justice Principles shown in Figure 8.

Figure 8: U.S. DOT Environmental Justice Principles



Read about how the MPO is providing access to the transportation planning process at www.lawrenceks.org/mpo/public_participation.²

Methodology for Identifying EJ Populations

The MPO identifies minority and low income populations and evaluates their proximity to TIP projects at a regional scale. The MPO then examines the distribution of funds. However, ultimately project selection and scope are the responsibility of the project sponsor. Thus the MPO recommends project sponsors consider equity when selecting projects.

Define Target Populations and Thresholds

Low-income and minority populations were identified in the MPO area. This is done by utilizing Census block groups and 2011-2015 American Community Survey (ACS) 5-year estimate data. Block groups are determined to meet the EJ threshold if they meet either of the criteria listed below.

Low/Moderate Household Income Population, by 2010 Census Block Groups (and April 2019 income data)

The threshold for low/moderate household income was 51 percent or more of the population residing in households earning less than 80 percent of the area’s median income. The City of Lawrence Neighborhood Resources Division of the Planning and Development Services Department currently

¹ This policy is defined in Executive Order 12898 that was signed by President Clinton on February 11, 1994.

² Title VI Civil Rights and Environmental Justice Non-Discrimination issues can be found in the MPO’s Title VI Program Manual and the Public Participation Plan. More Environmental Justice information related to programs, including MPO operations which are funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), can be found at the following website: https://www.fhwa.dot.gov/environment/environmental_justice/

uses this information to identify areas within the community that have higher concentrations of low and moderate income residents. This data is updated every five years unless there is a change to the census tracts and block group boundaries. Various housing rehabilitation program funds and Community Development Block Grant (CDBG) funds are targeted toward these areas.

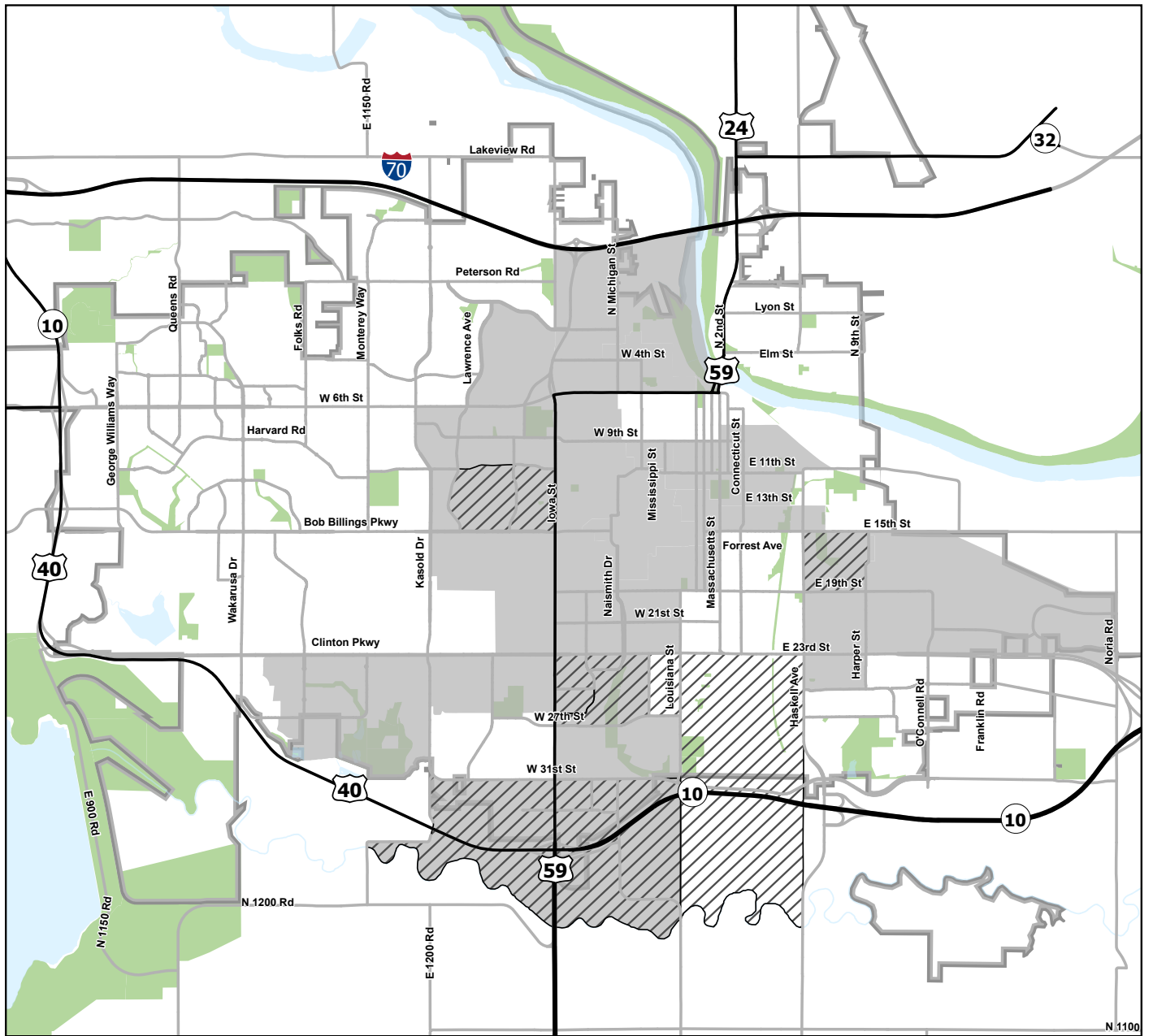
135% of Mean Minority Population, by 2020 Census Block Groups

The US Census Bureau collects demographic data for race and ethnicity. The majority race in this region is White/Caucasian and the other races, as well as those of Hispanic or Latino origin, collectively are considered as the minority group population for this EJ analysis. Census Block Group data indicates 22.6% of Douglas County belongs to a minority population. A threshold of 135% of the county average is used to assess Block Groups with high concentrations of minority populations. 135% of 22.6% is 30.5%, meaning Block Groups that exceed 30.5% minority population are classified as EJ zones. Figures 9 and 10 show these EJ zones.

Transportation Disadvantage

Similar to EJ review, evaluating transportation disadvantage provides a data driven approach to understanding distribution of transportation networks, services, and projects. Transportation disadvantage builds upon the approach of EJ but includes additional criteria. These criteria include: households with a person who has a disability, people who have less than a high school education, minorities, single parent households, zero vehicle households, population under 18 and over 65, and low-moderate income households. This TIP does not include analysis of transportation disadvantage but it is a tool that can be used for project selection. To view more information visit <https://lawrenceks.org/mpo/transportation-disadvantaged>.

Figure 9: EJ Zones (Lawrence)



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- Parks
- City Limits
- Minority Block Groups
- Water

DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

0 1.25 2.5 Miles

N

Date Exported: 9/13/2022
 Source: 2016-2020 ACS 5-yr Est. & CDBG
 Produced: Lawrence-Douglas County MPO

Assess and Analyze Investments in the TIP

When assessing and analysing investments in the TIP and their effect on EJ populations and Transportation Disadvantaged Populations it is more than only the location of projects and how many are (or aren't) in EJ areas. Further, considerations for long and short term effects of projects must be considered. The term "Disproportionately High and Adverse Effects" is utilized in this analysis, which refers to interrelated social and economic effects which may include:

- Bodily impairment, infirmity, illness or death.
- Air, noise, water pollution and soil contamination.
- Destruction or disruption of man-made or natural resources.
- Destruction or diminution of aesthetic values.
- Destruction or disruption of community cohesion or a community's economic vitality.
- Destruction or disruption of the availability of public and private facilities and services.
- Vibration.
- Adverse employment effects.
- Displacement of persons, businesses, farms or nonprofit organizations.
- Increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community.
- The denial of, reduction in or significant delay in the receipt of benefits of Federal Highway Administration (FHWA)/Department of Transportation (DOT) programs, policies or activities.

Disproportionately high and adverse effects refer to effects that:

1. Are predominately borne by a minority population and/or low-income population.
2. Will be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Analysis of Road/Bridge & Bicycle/Pedestrian TIP Projects

The following pages present information about the TIP projects and their impact on EJ zones and Transportation Disadvantaged Populations. Although the MPO does not select projects, it is the MPO's duty to present data and information related to equity to assist project sponsors in selecting projects which will not disproportionately have high and adverse effects on low income, minority, or other transportation disadvantaged populations.

The fiscally constrained TIP projects were mapped to see where the projects intersect with EJ zones. Not all TIP projects could be mapped for the EJ analysis. This analysis does not include transit allocations, planning studies, and projects that are not limited to a specific point on a map. Table 22 shows the total 2021-2024 TIP projects, the TIP projects that were able to be mapped, and the mapped TIP projects that are within the EJ zones.

Thirty-three (33) projects were mapped in this 2023-2026 TIP, for a combined total of \$154.4 million. Of the 33 mapped projects in the TIP, 13 are considered EJ projects for the purpose of this analysis for a total improvement cost of \$66.6 million (as shown in Table 21). Approximately 43% of the total funding for the 33 mapped projects will be invested in EJ zones. These projects are within or intersect a road that is in an EJ zone or along an EJ zone border and are shown in Figure 10.

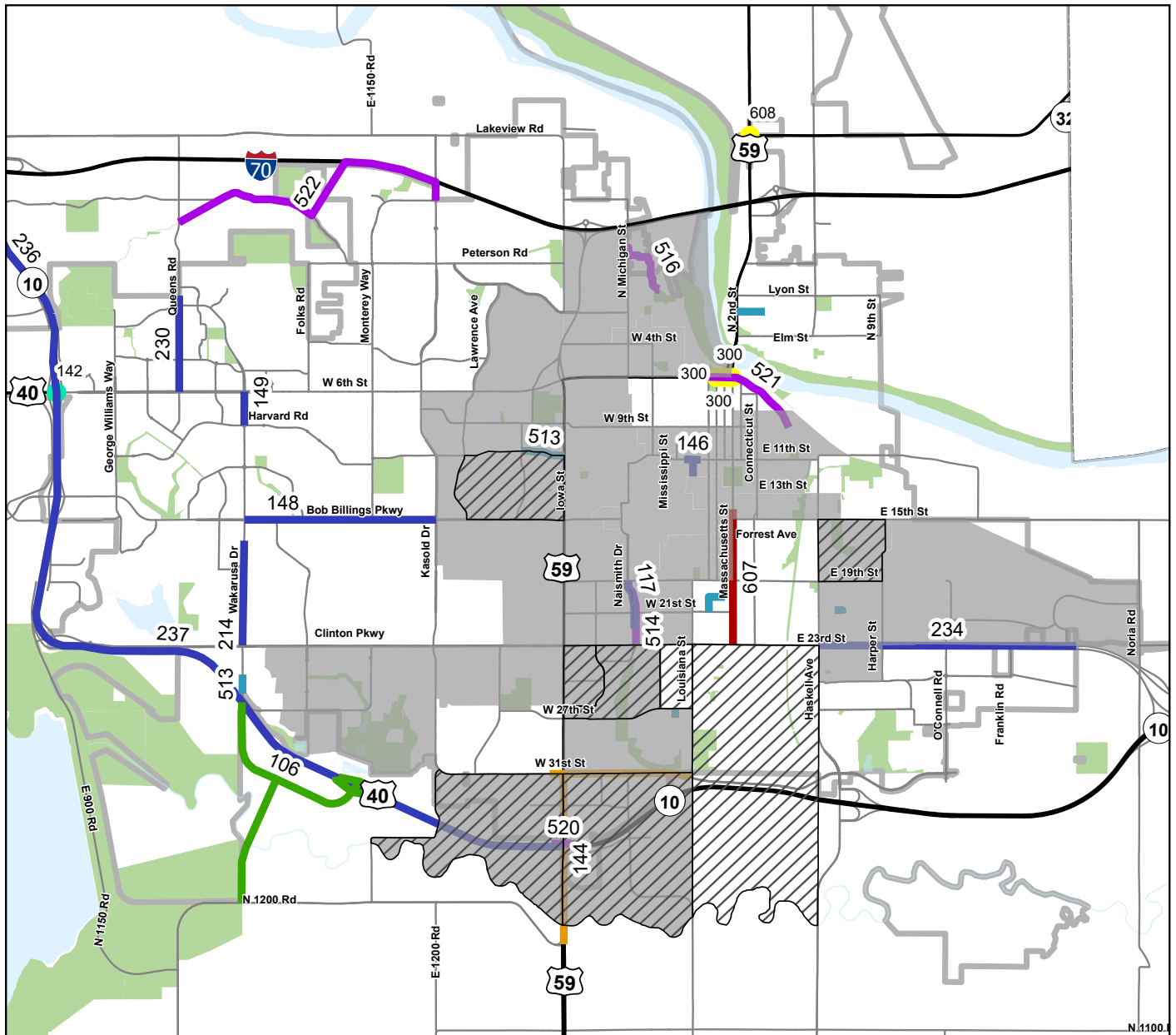
Table 21: Fiscally Constrained TIP Projects (shown in \$1,000s)

	Number of Projects	Total Project Costs*
TIP Projects (2023-2026)	48	\$ 221,025
TIP Projects Mapped (2023-2026)	33	\$ 154,433
TIP Projects Mapped In EJ Zones (2023-2026)	13	\$ 66,592
*Total project costs include project phases outside of the TIP years (2023-2026)		
Note: TIP Project 507 Various Lawrence Sidewalk/Bike/Ped/ADA Ramps Projects are not mapped but EJ prioritization is included in the process of project selection, thus this project was included in the projects mapped in EJ zones.		

Table 22: EJ Zone Projects (shown in \$1,000s)

#	Project Name	Project Type	Miles of New Bikeway	Miles of New Sidewalk	Total Project Cost
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	Road	0.5	0	\$ 4,300
144	South Iowa St. Traffic Signal Improvement Project	ITS	0	0	\$ 863
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	Road	0.25	0.05	\$ 1,750
234	23rd Street Reconstruction: Haskell to East City Limits	Road	TBD	TBD	\$ 10,850
237	SLT/K-10 West Leg in Douglas County	Road/Interchange	0	0	\$ 30,800
300	6th and Massachusetts St Traffic Signal Improvement Project	ITS	0	0	\$ 700
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Pedestrian/Bicycle	TBD	TBD	\$ 3,650
513	Lawrence Safe Routes to School Phase 2 (2021)	Transportation Alternatives	0	0.9	\$ 675
514	Naismith Drive Mobility Enhancement	Pedestrian/Bicycle	0.25	0.25	\$ 412
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Transportation Alternatives	0.47	NA	\$ 1,451
520	Lawrence Loop - Iowa Crossing	Pedestrian/Bicycle	0.03	0	\$ 1,898
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	Pedestrian/Bicycle	0.5	0	\$ 9,905
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Safety	1.1	0.25	\$ 1,600
		Totals	3.1	1.45	\$ 68,854

Figure 10: MPO Fiscally Constrained Programmed Projects in Relation to EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- Parks
- Fiber
- Safe Routes to School
- ▨ 99% Confidence Interval Minority Block Groups
- University
- Pedestrian/Bicycle
- Safety
- Water
- Road
- Signal
- City Limits
- Road, Bridge

DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

N

Date Exported: 9/20/2022
 Source: 2016-2020 ACS 5-yr Est. & CDBG Income
 Produced: Lawrence-Douglas County MPO

EJ analysis is more than just the location of the projects and how many are (or aren't) in EJ areas. Therefore additional data was gathered on the projects and the EJ zones. Projects were evaluated to determine their contribution to meeting the region's performance measure goals. Information was gathered about the EJ zone versus the rest of the County. As shown in Table 23, 13% of the miles of road centerline are located in the EJ zone, while the EJ comprises 4% of the total square miles for the County and 53% of the total population. The EJ zone has a per capita spending on TIP projects of \$1,065 compared to \$1,510 in the non EJ zone. The geographic distribution of projects in relation to defined EJ zones indicated EJ areas are not being denied the benefit of federal transportation spending.

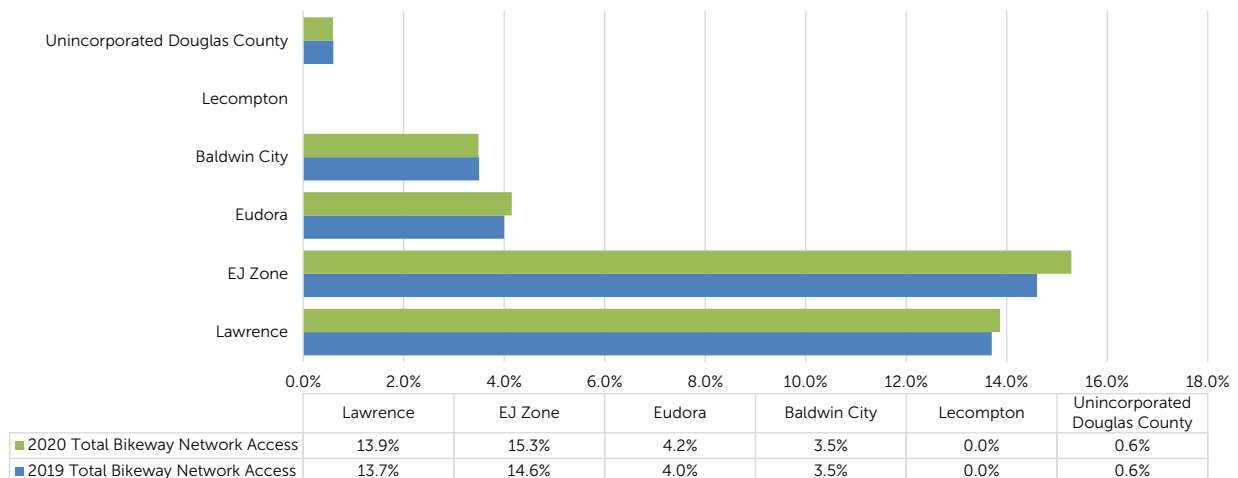
Table 23: EJ Zone Statistics v. Douglas County

	Total Douglas County	Non EJ Zone	EJ Zone	EJ Zone%
# of Road Centerline Miles	1451	1260	191	13%
Square Miles	475	456	19	4%
Population	121,304	56679	64,625	53%

Transportation 2040 has twenty-six (26) performance measures, a mixture of federally required and locally developed measures. Several of them address access and transportation barriers.¹ The analysis below delves into the measures and the anticipated impacts of the projects programmed in this TIP.

Access to the bicycle and pedestrian networks is also important when considering equity. Access is directly tied to health equity. Health inequities can refer to people having difficulties obtaining medical services, high transportation costs, and long commute times. Transportation 2040 Performance Measure #1 is the percentage of households who have access within a ¼ mile to the bikeway network (bicycle boulevard, bike lane, protected bike lanes, shared use path). Overall access to the bicycle network is slightly higher in EJ areas than non EJ areas.

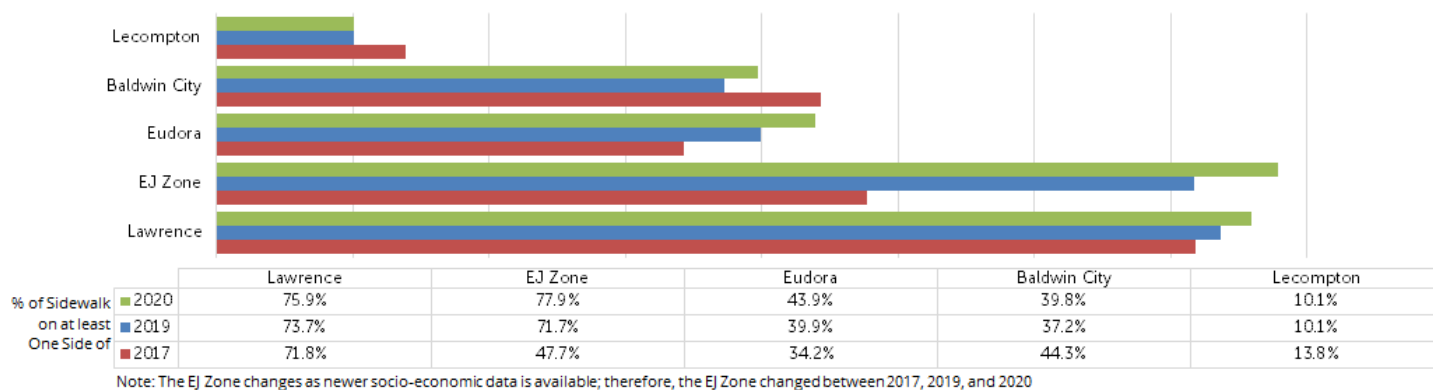
Figure 11: Percentage of Households who have Access within 1/4 mile to the Bikeway Network (T2040 PM1)



Note: The EJ Zone changes as newer socio-economic data is available; therefore, the EJ Zone changed between 2019 and 2020.

Another measure to measure access to bicycle and pedestrian facilities is Transportation 2040 Performance Measure #2 (Percentage of public streets with sidewalks on at least one side). Overall access to the pedestrian network is slightly higher in EJ areas than non EJ areas. Access provides mobility and opportunities to improve quality of life, thus projects should be prioritized in the EJ areas which provide transportation choices. There are thirteen (13) projects in the FFY2023 TIP which will add to the bicycle and pedestrian networks thereby increasing access. At least 2.5 miles of new sidewalks and 3.1 miles of new bikeways will be constructed in the EJ zone. These numbers do not take into account facilities on 23rd St. Reconstruction: Haskell Ave. to East City Limits (234) or the Various Lawrence Sidewalk/Bike/Ped/ADA Ramps (507) projects as the miles have not been determined. Project 514 – Naismith Mobility Enhancement – is installing sidewalk and transit connections and improvements in an EJ area. This project will pave the existing “goat path” where people have historically walked. Project 507 – Various Lawrence Sidewalk/Bike/Ped/ADA Ramps – is a grouped project for the dedicated funding for non-motorized projects and ADA Ramps in Lawrence. Approximately \$675,000 of local funding is available every year for dedicated bicycle and pedestrian projects and \$325,000 of local funding is programmed every year for improving ADA ramps. The dedicated bike/ped funding utilizes the Non-Motorized Projects Prioritization Policy to select projects. Consideration of equity in distribution of projects in EJ zones is part of the selection process. Also \$300,000 of Community Development Block Grant (CDBG) is budgeted to the City of Lawrence to address sidewalk and ADA ramp issues in the low/moderate income areas (a portion of the EJ zones). The City is allocated a percentage of CDBG funding each year so the \$300,000 is a place holder. All of the local and federal funding used to build new miles of bikeway and sidewalk will improve connectivity and mobility for all populations.

Figure 12: Percentage of Public Streets with at Least Sidewalk on One Side of Streets (T2040 PM2)



The Center for Neighborhood Technology’s Total Driving Costs tool measures the costs of car ownership and use for jurisdictions.¹ It utilizes a variety of data points to determine if transportation costs are unaffordable, which are any costs that are higher than 15% of an average household’s income. Table 24 displays the 2017 update. (The Center for Neighborhood Technology plans to update their tool with newer data, but they are dependant on grant funding to do so.) As shown, all MPO jurisdictions have annual transportation costs over the 15% income threshold. This is a barrier to mobility and access. While the projects in the TIP do not impact fuel prices, the access to multimodal transportation networks are fundamental to transportation access and choices, which can lessen the burden on transportation cost. Table 24 displays the 2022 update. As shown, all MPO jurisdictions have annual transportation costs over the 15% income threshold. This is a barrier to mobility and access. While the projects in the TIP do not impact fuel prices, the access to multi-modal transportation networks are fundamental to transportation access and choices, which can lessen the burden on transportation costs.

¹ Access the Center for Neighborhood Technology’s Total Driving Costs tool at: <https://htaindex.cnt.org/total-driving-costs/>
FFY2023 TIP

Table 24: Average Cost of Transportation per Household (T2040 PM22)

	Total Annual Transportation Costs	Annual Transportation Costs % Over Affordable
Lawrence	\$ 12,900	141%
Eudora	\$ 15,059	165%
Baldwin City	\$ 15,232	166%
Lecompton	\$ 16,868	184%
Douglas County	\$ 13,725	150%

Note: Annual Household Income: \$61,020

15% of Income for Transportation = Affordable: \$9,153

Transportation costs are considered affordable if they are 15% or less of household income; This calculation used gas priced at \$3.80 and Regional Typical Household Characteristics. Data was gathered in 2017, an update will be completed when the CNT has grant funding potentially in 2021.

Source: Center for Neighborhood Technology's Total Driving Costs Tool

<https://htaindex.cnt.org/total-driving-costs>

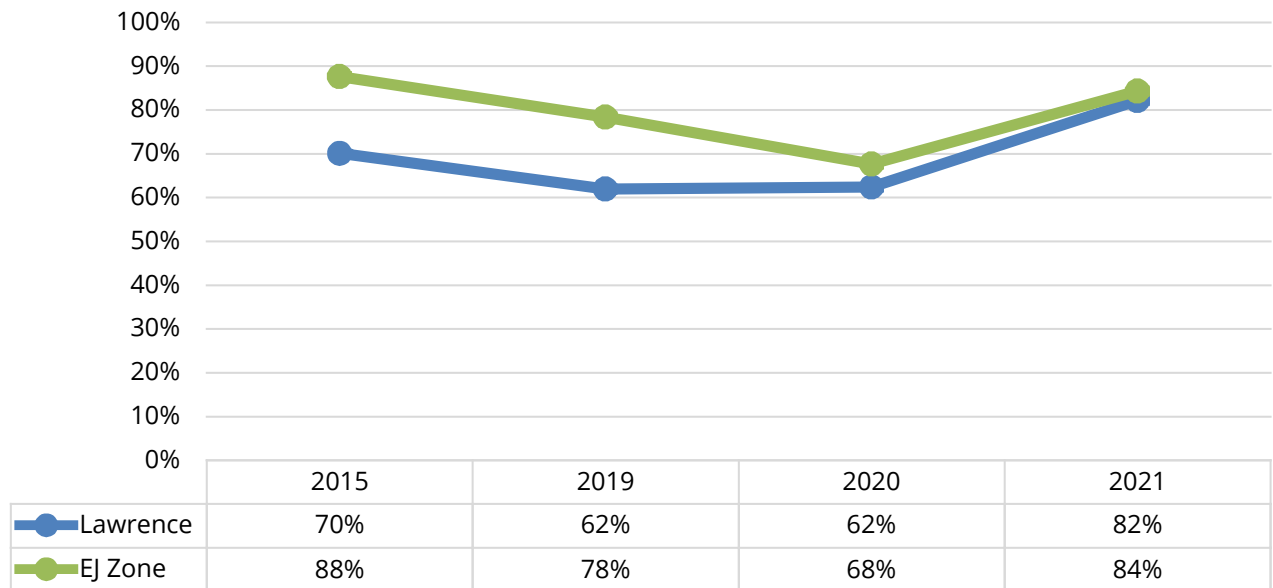
Another consideration is safety. Both vehicle and non-motorized (bicycle riders and pedestrian) crashes between 2017 and 2021 were mapped. A heat map showing the crashes and the number of crashes near TIP projects is found in Figure 6 (in the Performance Measure Chapter).

Analysis of Fixed Route Transit TIP Projects

Lawrence Transit & KU on Wheels 2022 fixed routes are shown on Figure 21. Sixteen (16) or 80% of the current routes have 30 minute or less service during peak times. As resources become available, Lawrence Transit & KU on Wheels are transitioning routes which warrant increased service to 30 minute or less service during peak times; however, KU on Wheels has seen recent service reductions due to budget constraints. Route information can be accessed at www.lawrencetransit.org/routes. None of the Lawrence Transit projects were mapped because transit service occurs throughout the community and is not located on one fixed point. Lawrence Transit projects include operating costs for fixed route and paratransit services, as well as the capital costs associated with vehicle acquisition.

Transportation 2040 Performance Measure #5 is the percentage of households with access within a 1/4 mile to a bus stop (Figure 13). Overall access to bus stops in EJ areas in comparison to Lawrence as a whole has increased since 2015. The Naismith Drive Mobility Enhancement (# 514) project will increase access by installing sidewalk leading to a bus stop. There are other unmapped bicycle and pedestrian projects (CDBG and Lawrence dedicated bicycle and pedestrian projects) which will likely improve access. Future analyses will evaluate the access added by these projects.

Figure 13: Percentage of Households with Access within a ¼ Mile to a Bus Stop (T2040 PM5)

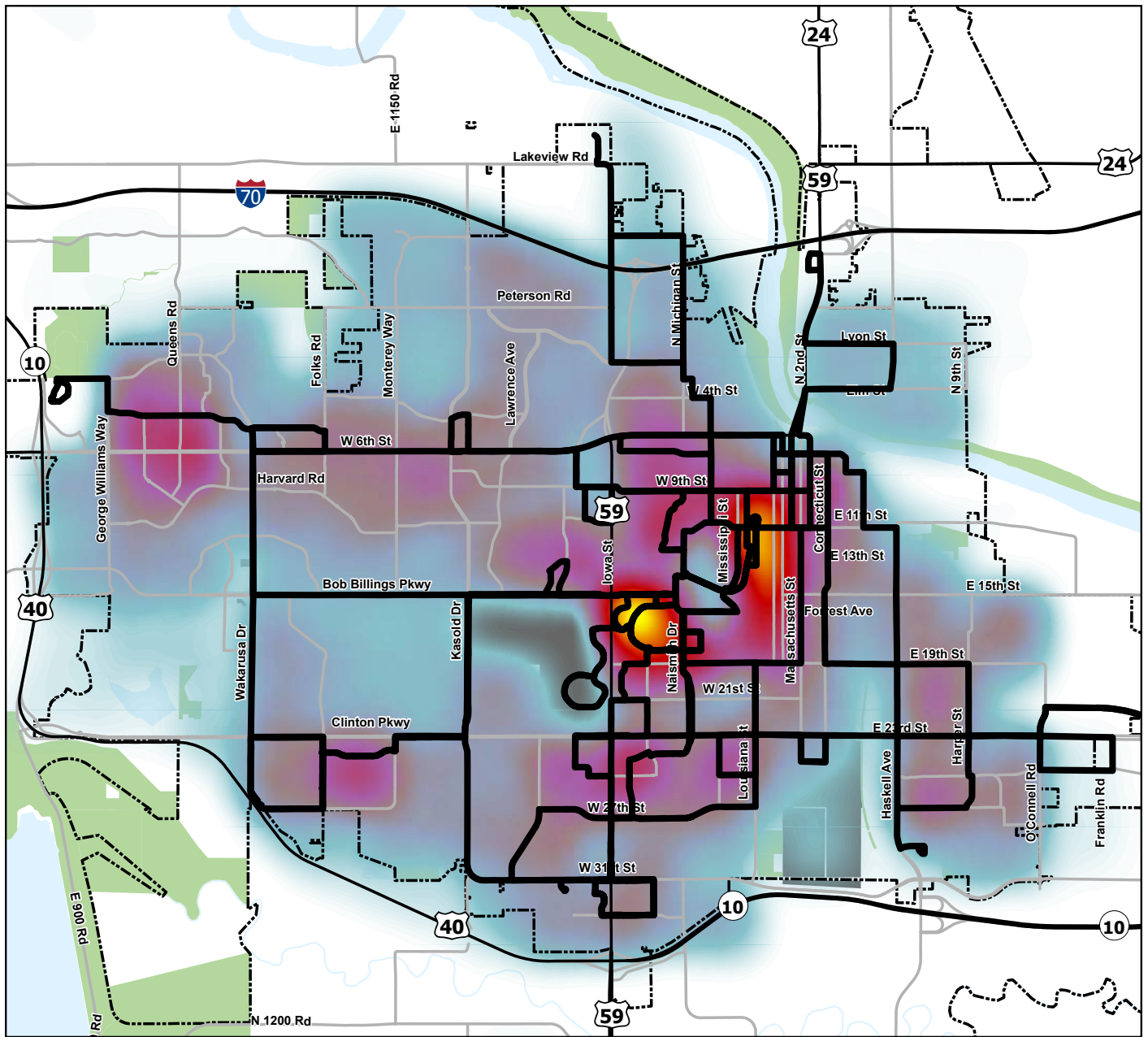


Note: Access was calculated for the EJ zone that existing in 2021 has not been calculated for the EJ area included in this TIP. The EJ Zone changes as newer socio-economic data is available, including in 2019 and 2020

For the case of federally supported transit services, both the fixed route system and paratransit service areas, cover parts of Douglas County with low-income and/or minority populations (Figure 14). Therefore, the TIP projects associated with these transit and paratransit services are all considered to serve EJ populations and to be located in EJ zones for the purpose of this analysis. If there is any difference with EJ zones it seems to be that some EJ zones receive greater choice and frequency of transit services because those areas coincide with the parts of the region with population densities high enough to support frequent fixed route transit (see the transit routes overlaid on population estimates in Figure 15).

Further, maps were created to determine the percentage of households within the EJ zones that are within a ¼ mile buffer of transit routes and the Transportation Disadvantaged Population overlaid with the fixed route transit routes. As shown in Figure 13, approximately 84% of households within the EJ zones are within ¼ mile of a transit route. A ¼ mile is generally the distance people are comfortable walking. Thus, 84% of households within EJ zones have easy to access transit service, thereby expanding their mobility.

Figure 15: Lawrence Transit 2022 Routes and 2020 Population Estimate Densities



2020 Population Estimates	2022-2023 Transit Routes	University	City Limits
Least Dense	Parks	Water	
Most Dense			

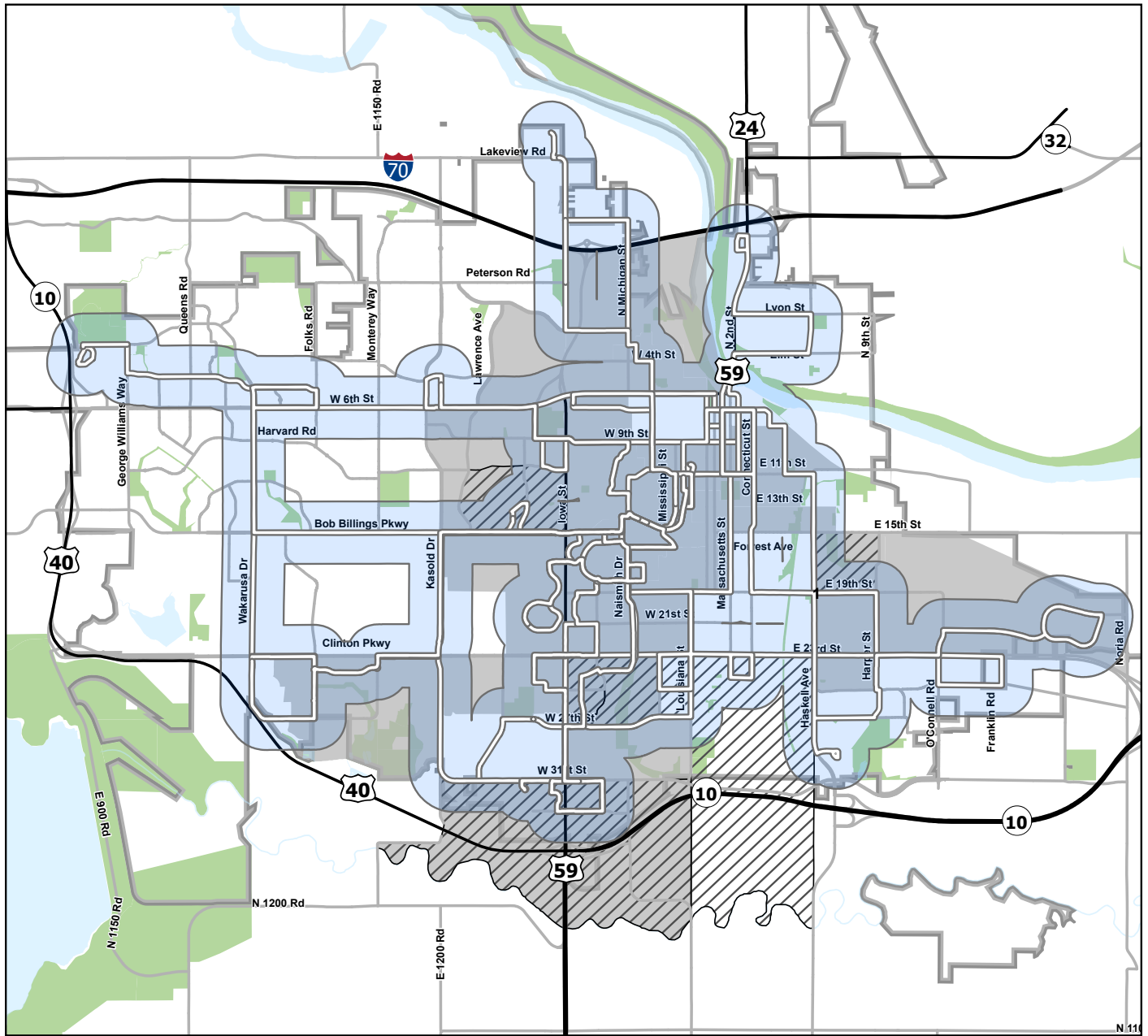
DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

0 1 2 Miles

Date Exported: 9/21/2022
 Source: Lawrence Transit & Plan 2040 Population Est.
 Produced: Lawrence-Douglas County MPO

Figure 16: Fixed Route Transit Route Buffers 2022 in Relation to EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- Minority Block Groups
- Transit Routes 2022-2023
- 1/4 Mile Bus Route Buffer 2022-2023
- Water
- City Limits

DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

N

0 1.25 2.5 Miles

Date Exported: 9/13/2022
 Source: Lawrence Transit, 2016-2020 ACS 5-yr Est. & CDBG Income
 Produced: Lawrence-Douglas County MPO

Conclusion

Reviewing the assessment and analysis in this chapter the MPO believes there are no significant EJ issues with the selection of roadway, bridge, pedestrian/bicycle, or transit projects in Douglas County. This TIP includes projects inside and outside of EJ zones. Although not covered under Executive Order 12898, populations that may be transportation disadvantaged – people who have a disability, people who have less than a high school education, single parent households, zero vehicle households, and population under 18 and over 65 – were spatially analyzed and appear to be served by federal transportation investments.

The region's transportation projects are selected based on the merit of the project and the need for improvements to the transport system without any intended bias towards impacting EJ areas any more than any other area in the region. However, paying particular attention to EJ and Transportation Disadvantaged Areas when project selection occurs by the local entities will ensure equitable outcomes can be achieved. The MPO should continue to encourage best practices by project sponsors through project prioritization measures, such as scoring for EJ considerations and quality public participation.

Furthermore, future performance measure reports will include an analysis about the Transportation Disadvantaged Population access to the bikeways (PM1), sidewalk (PM2), and transit stops (PM5).

PLANNING & ENGINEERING FACTORS FOR LOCAL PROJECT CONSIDERATION

APPENDIX A

Planning Factors

- Is the project consistent with the goals and objectives found in the Metropolitan Transportation Plan (MTP)?
- Is the project listed as a recommended transportation system improvement in the MTP?
- Is the project regionally significant as defined by federal regulations and the latest Regionally Significant Policy approved by the MPO?
- Is the project consistent with the latest MPO/FHWA approved Functional Classification Map?
- Is the project consistent with the latest locally approved comprehensive plan (including the land use plan, area plans, Safe Routes to School, and other comprehensive plan elements/chapters) covering the project location?
- Does the project include provisions for transit, bicycle, and pedestrian movements (including students and ADA accessibility) as needed to provide a regional multimodal transportation system?
- Has the project sponsor considered Title VI, Environmental Justice (EJ), and Transportation Disadvantage Populations impacts in the planning for this project, and if the project is in a minority and/or low-income area has the project sponsor considered and addressed the Title VI and EJ issues related to the project?
 - Federally required EJ characteristics include: minority and low-income populations
 - Transportation disadvantages populations include: households with a person who has a disability, people who have less than a high school education, minorities, single parent households, zero vehicle households, population under 18 and over 65, and low income households.
- Has the project sponsor received public comments about this project and if received considered those public comments in the planning and design of the project?
- Is the project eligible for the type of federal and/or state funding being proposed for it, and is there adequate funding available for the project in the year it is proposed?

Engineering Factors

- Does the Project address a facility that has (existing or projected) a high volume to capacity ratio indicating it or will experience significant congestion and lower levels of service?
- Does the project location have a traffic accident history marked by a higher than expected accident rate which, along with other accident attributes, indicates that an engineering change could reduce the number and/or severity of crashes?
- Does the project location have pavement conditions noting a deteriorated state showing that the facility is in need of improvements to maintain its function and/or that those improvements can be made economically now before more costly reconstruction is needed?
- Does the project site include geometric design that is inadequate by current standards and does the project sponsor have documentation that this design is hampering the facility's ability to handle the traffic loads and/or vehicle sizes using the facility in a safe and efficient manner, and does the project sponsor plan to address those geometric deficiencies as part of this project?
- Does the project site or facility have structural deficiencies indicating that the facility is near the end of its projected lifespan and that it will need frequent maintenance to function adequately, and does the project sponsor plan to address these structural deficiencies as part of this project?
- Have safety concerns involving motorists, bicyclists, pedestrians and/or transit users and transit operations been identified at the project location and does the project sponsor plan to address those concerns as part of this project?
- Has the project location met minimum engineering standards set by the project sponsor that indicate the facility is in need of improvement, rehabilitation or replacement?

*This list is not exhaustive. It is used at the discretion of local governments and project sponsors and may be changed in the future.

B

DEFINITIONS OF MAJOR PROJECTS & SIGNIFICANT DELAY

APPENDIX B

Roadways (including intersections and bridges)

The major roadway projects include projects located on a roadway classified by the MPO as a Major Collector or higher, with construction costs of at least \$2.0 million and that have at least one of the following attributes:

- Designed to increase roadway capacity and/or decrease traffic congestion
- Designed to improve safety
- Designed to replace aging infrastructure and bring it up to current standards
- Results in significant delay and/or detours during construction

Major projects do not include the following types of projects that are considered to be routine maintenance projects: mill & overlay, micro-abrasion, micro-surfacing, crack sealing, concrete rehabilitation, curb repairs, sweeping, mowing, spot repairs, and interim measures on detour routes.

Transit Facilities and Services

The major transit projects include projects that need to be listed in the TIP because they use federal funding and/or are regionally significant, have a total cost of at least \$1.0 million, and meet at least one of the following criteria:

- Acquisition of three or more new transit vehicles
- Addition or expansion operations and/or maintenance buildings
- Initiation of new transit service or expansion of transit services into territory not previously served

Major transit projects do not include the following types of projects that are considered to be routine: preventive maintenance on transit vehicles; purchase of spare parts, shop supplies and fuel; annually received formula based operating assistance; purchase of bus stop signs, shelters and related items; scheduled purchases of one or two transit vehicles; staff training and recruitment; and other routine operational activities.

Bikeway and Pedestrian Facilities

The major bikeway and pedestrian projects includes projects that need to be listed in the TIP because of federal funding and/or regional significance, and meet at least one of the following criteria:

- Total project cost of at least \$ 500,000
- Construction of bikeway or pedestrian facility (or extension of existing facility) into a location where a bicycle/pedestrian facility did not exist before

Major bikeway/pedestrian projects do not include the following types of projects that are considered to be routine maintenance projects: patching, crack sealing, curb repairs, sweeping, mowing, spot repairs, landscaping maintenance, sign replacements, and other routine operational activities.

Significant Delay

The term significant delay will be defined as two years or more from the year first listed for the project in the previous TIP.

C

PROGRESS ON PREVIOUS TIP PROJECTS APPENDIX C

The following projects from the previous 2021-2024 TIP were implemented between the start of 2021 and the approval date for this new 2023-2026 TIP.

Table C-1: Completed Projects

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
107	Road	Kasold Drive Reconstruction: Clinton Pkwy to HyVee	Lawrence	Kasold from 22nd St to Clinton Pkwy	Reconstruction of street including pavement, storm sewer, sidewalks, bicycle facilities, and median.	2017-2020
135	Road	K-10: West of E1900 East to DG/JO County Line Surfacing	KDOT	Beginning 0.48 miles West of E1900 thence east to the Douglas/Johnson County line	Surfacing	2019-2021
136	Road	K-10: West Leg Surfacing	KDOT	Beginning at Junction I-70/KTA/K-10 thence east to Junction K-10/US-40/US-59	Surfacing	2020-2021
137	Road	US-40 in Douglas County (1R Project)	KDOT	US-40: 0.15 miles East of the DG/SH county line east to Junction US-40/K-10	Surfacing	2020-2021
138	Road	US-56 in Douglas County (1R Project)	KDOT	US-56: OS/DG county line East to 0.22 miles west of Junction US-59/US-56	Surfacing	2020-2021
141	Road	Church Street Improvements: 15th St. to 14th St.	Eudora	Approximately 1,550 feet of improvements to Church St. beginning 600' south of the 15th St. intersection, north through the 14th St. intersection.	Expand & add drive/turn lanes, traffic signal at 15th St, curb & gutter, improved stormwater facilities & drainage, pedestrian infrastructure (crosswalks, ADA ramps, sidewalks, multi-modal transportation stops).	2021
145	Road	US-24 Surfacing: Junction US-24/K-32 to the Douglas/Leavenworth County Line	KDOT	Junction of US-24/K-32 to the DG/LV County Line	Ultrathin Bonded Asphalt Surfacing (UBAS) and Rumble Strips on Centerline	2022
208	Road	Route 1055 at North 700 Curve	Douglas County	Route 1055 from 725 North to 1670 East	Roadside safety improvements, replace two bridges and one culvert.	2020
220	Road	Route 1055 Improvements: N1000 to N1180	Douglas County	N1000 to N1180	Construct paved shoulders; replace narrow culvert; flatten roadside slope.	2019-2020
229	Road	19th Street Reconstruction: O'Connell Rd to Harper St	Lawrence	O'Connell Rd to Harper St	Reconstruct & tie into venture park and construct sidewalk & shared use path.	2016-2021

Table C-1: Completed Projects (Continued)

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
506	Transportation Alternatives	Lawrence Safe Routes to School TA Phase 2	Lawrence	Various sidewalk along 6 streets in Lawrence	New sidewalk construction along designated Safe Routes to School. Driveway and sidewalk ramp construction will be included for ADA compliance.	2018-2019
508	Transportation Alternatives	Lawrence Loop Shared-Use Paths - 8th St to 11th St & 29th St	Lawrence	11th St to 9th St through Hobbs Park and along Delaware St & 29th St Haskell Rail Trail to Haskell Ave	Design and construction of 10' shared-use path	2019-2021
510	Transportation Alternatives	Bluejacket Trail: Phase II	Eudora	1201 Cedar St. to 1702 Cypress Ct. in Eudora	Design, engineer, and construct an ADA-compliant, approximately 7,050' long, 8' wide shared-use path.	2019-2020
512	Transportation Alternatives	Lawrence Loop Shared Use Path: Peterson Rd to Michigan St	Lawrence	Begins at the intersection of Peterson Rd and N Iowa St, ends at Michigan Rd 1/2 mile north of W 2nd St	Design and construction of 10' shared use path.	2020-2022
606	Safety	Rte 1061 / Rte 460 Intersection Safety Improvement	Douglas County	E 2200 RD from N 700 RD 0.3 miles north	Improvements to improve sight distance at the intersection of two county routes.	2022-2023
700	Other	South Lawrence Trafficway Widening Study	KDOT	K-10 West Leg in Douglas County US 59/K10/Iowa to I70/KTA/K10 Junction	Study K10 becoming a 4-lane freeway. This project will review project area issues, current transportation needs, impacts on current projects, interchange configurations and reevaluate the environmental documentation for the preferred improvements.	2015-2018
705	Other	K-10 (US-40) & 27th St/Waka. Intersection Improvements	KDOT	K-10 and 27th St/Wakarusa	Intersection improvement: add EB right turn lane on K-10, extend WB turn lane on K-10, add a NB right turn lane, revise pavement markings, mill & overlay north and south intersection legs & reconstruct sidewalk crossing. Permanent seeding & signage.	2019-2020
706	Intersection	Traffic Signal Coordination Study	Lawrence	Arterial streets	Provide a comprehensive update to the traffic signal system, optimize operations and development of a long-term city-wide traffic signal coordination and timing program.	2019

Major Projects from the 2019-2022 TIP That Were Significantly Delayed

Table C-2: Significantly Delayed Projects

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
106	Road, Bridge	Wakarusa Drive Extension	Douglas County/Lawrence	Clinton Parkway to N 1200 Rd	New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River. *Alignment not finalized	2019-2025
214	Road	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	Lawrence	Wakarusa: Research Pkwy to 23rd St	Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements, and multimodal facilities.	2022-2023
219	Road	Rte 458/1055 Improvements: E 1500 thru E 1600	Douglas County	E1500 to E1600 & N940 to N1000	Construct paved shoulders; replace narrow bridges and culvert; flatten roadside slope; and improve intersections.	2020-2021
230	Road	Queens Road: 6th to North City Limits	Lawrence	6th St to North City Limits	Construct Queens Road, roundabout at Overland Dr & Queens Rd, construct sidewalk & bike lanes.	2015-2022
234	Road	23rd Street Reconstruction: Haskell to East City Limits	Lawrence	Haskell Ave to East City Limits	Reconstruction of street including pavement, storm sewer, geometric improvements and multimodal facilities.	2020-2022
243	Road	US-56 Improvements: Eisenhower St to 1st St	KDOT	Eisenhower St to 1st St	Improvements to US-56 - Realign Eisenhower and construct 3 lane US-56 in Baldwin City.	2021

D

LATEST FEDERAL FISCAL YEAR - LIST OF OBLIGATED PROJECTS

APPENDIX D

The purpose of this listing is to illustrate the progress of federal aid transportation projects in the region as they move through the years in the TIP projects table and onto the recently obligated projects list. Projects are listed based on the year the federal funds were obligated, not necessarily the year the construction of the project began. The federal amount represents the federal funds spent on the project.

The table below describes projects listed in the TIP that were obligated in the previous Federal Fiscal Year (FFY). A listing of projects with federal aid obligated in the previous FFY are presented to the MPO each year for review either as part of a TIP approval or amendment or as a separate memo.

The listing will be available on the MPO website and is sent to the Kansas Department of Transportation who will then distribute the listing to the FHWA and the FTA for informational purposes.

Table D-1: Obligated Projects From FFY2023

Lawrence-Douglas County MPO Area - List of Project for Which Federal Funds Were Obligated in FFY 2023										
Transit Projects										
MPO #	KDOT #	Project Name/Location	Project Description	Cost In \$1,000's					Bike &/or Ped Elements	Project Status
				Federal Funding Source	Federal Funds Requested In TIP	Federal Funds Obligated in FFY 2023	Federal Funds Obligated To Date (Cumulative)	Federal Funds Remaining/Unliquidated Obligation		
412	FFY 2021 5307 FTA	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	5307	\$4,188	\$1,025	\$2,466	\$1,722	No	Active
416	FFY2021 5339 FTA	Lawrence Transit Electric Buses	Procurement of five battery electric buses to replace five diesel powered buses, associated charging infrastructure, and project management.	5339	\$3,756	\$89	\$3,684	\$72	No	Active
417	FFY 2021 CARES Act	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	5307	\$7,126	\$1,646	\$7,086	\$40	No	Active
419	KS-2022-006	American Rescue Plan (ARP) Operating assistance	\$307 operating funds through the American rescue plan act.	5307	\$2,988	\$2,176	\$2,176	\$812	No	Active
420	KS-2023-001	Lawrence Transit Electric Buses Phase II	Phase 2 of electric buses	5339	\$1,624	\$60	\$60	\$1,564	No	Active
Non-Transit Projects										
MPO #	KDOT #	Project Name/Location	Project Description	Cost In \$1,000's					Bike &/or Ped Elements	Project Status
				Federal Funding Source	Federal Funds Requested In TIP	Federal Funds Obligated in FFY 2023	Federal Funds Obligated To Date	Federal Funds Remaining		
605	C-5065-01	Douglas County: Horizontal Curves on RS-212 and RS-210	Apply high-friction surface treatment - child project of a STIP project	HSIP	\$1,011	-\$481	\$530	\$481	No	Complete
705	KA-3634-08	US-40/K-10 at 27th Street Intersection Imp DG Co	Intersection Improvement adding eastbound right turn lane on US-40/K-10, extend westbound turn lane on US-40/K-10 and add a northbound right turn lane, revise pavement markings, mill and overlay north/south intersection legs and reconstruct sidewalk crossing. Permanent seeding and signing.	HSIP	\$768	\$1	\$769	(\$1)	No	Close
138	KA-5543-01	US-56 in Douglas County (1R Project)	US-56: Beginning at the Osage/Douglas county line thence East to 0.22 miles West of Junction US-59/US-56	STP	\$1,425	\$61	\$1,196	\$229	No	Close
	KA-5567-24	K-10 & US-59 in Douglas County Tornado Repair	K-10: Various locations from approximately Haskell Avenue to approximately 3.426 miles East of East 1500 Road. US-59: Approximately 0.862 miles South of RS 207	ER	ER	-\$48	\$15	\$0	No	Close
	KA-6281-01	Lighting Improvement at K-10 & E. 1900 Rd in Douglas Co	K-10 and E. 1900 Road intersection near Lawrence in Douglas County	HSIP	STIP	\$15	\$275	\$0	No	Complete
608	KA-6282-01	Lighting Improvement at US24/US40/US59 near Lawrence	U.S. 24/ U.S. 40/ U.S. 59 intersection located north of Lawrence	HSIP	\$186	\$260	\$273	(\$87)	No	Active
509	TE-0472-02	West Baldwin Bike Ped Connectivity Phase 2	Baldwin City: Elm Street to historic Santa Fe Depot on High Street within the Midland Railway ROW	TA	\$1,013	-\$277	\$736	\$277	Yes	Active
517	TE-0496-01	Baldwin City Sidewalk Gap Project	Baldwin City: 11th St from High to US-56; High St from 4th St to 2nd St; 2nd St from Fremont to US-56; and Quayle St from 6th St to the Middle School	TA	\$620	\$620	\$620	\$0	Yes	Active
515	TE-0500-01	Lecompton Sidewalk Loop	Lecompton: Various locations	TA/CRP	\$1,195	\$1,195	\$1,195	\$0	Yes	Active
Legend				5317 - FTA Section 5317 - New Freedom			NHPP - National Highway Performance Program			
5307 - FTA Section 5307 - Operating Assistance, Preventive Maintenance, Program Administration, & Security and Capital				5339 - FTA Section 5339 - Bus and Bus Facilities			STP - Surface Transportation Program			
5309 - FTA Section 5309 - Capital Bus and Bus Facilities				BR - Bridge Replacement Funds			SRTS - Safe Routes to School			

E

TIP PUBLIC PARTICIPATION APPENDIX E

Figure E-1: TIP Development Timeline

Task	Date
Call for Projects Due	8/31/2022
Develop new TIP	9/1/22 - 9/16/22
Send draft to KDOT, FHWA, and FTA for review	9/16/2022
30 day public comment period*	9/23/22 - 10/22/22
TAC consideration of TIP	10/4/2022
Incorporate public comments	10/23/2022
MPO Policy Board consideration of TIP and public comments	10/27/2022
Send approved TIP to KDOT, FHWA, and FTA	10/28/2022
Inclusion in Kansas STIP	11/3/2022

Figure E-2: Public Comment and Approval Summary

Amendment	Public Review Period	# of Public Comments	TAC Action	Policy Board Action
Original Approval	9/16/2022 to 10/15/2022	0	October 4, 2022	October 28, 2022
Amendment 1	3/9/2023 to 3/24/2023		April 4, 2023	April 20, 2023
Amendment 2	5/22/2023 to 6/6/2023		June 13, 2023	June 15, 2023
Amendment 3	7/6/2023 to 7/21/2023		August 1, 2023	August 17, 2023
Amendment 4	9/7/2023 to 9/22/2023		October 3, 2023	October 19, 2023
Amendment 5	11/9/2023 to 11/24/2023		December 5, 2023	December 14, 2023
Amendment 6	1/16/2024 to 1/31/2024		February 6, 2024	February 15, 2024

TIP public comments and MPO staff responses can be viewed at www.lawrenceks.org/mpo/tip/comments.

G SUMMARY OF TIP CHANGES APPENDIX G

G Summary of TIP Changes APPENDIX G

Costs in 1,000s

FFY 2023 - 2026 L-DC MPO Transportation Improvement Program (TIP)
Revision Summary: Amendment 7



TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
152	KA-6550-03	K-33 reconstruction in Douglas County	KDOT	New	Program addition. Approved for Preliminary Engineering only. Project is scheduled for a January 2028 letting if/when approved for construction. The total cost of all phases estimated at \$18,540,726.	\$1,330
237	KA-3634-03	SLT/K-10 West Leg in Douglas County	KDOT	Revision	Revise state funding to increase grand total approximately \$23,000 and change the ROW phase to be in 2024, not 2023.	\$230,560
426		Microtransit Pilot	Lawrence Transit	Revision	Change fund source from Federal to State	\$155
520		Lawrence Loop - Iowa Crossing	Lawrence	Revision	Remove 2023 Local PE, 2024 Local CONST \$1,500 and 2024 State CONST \$1,500	\$3,000

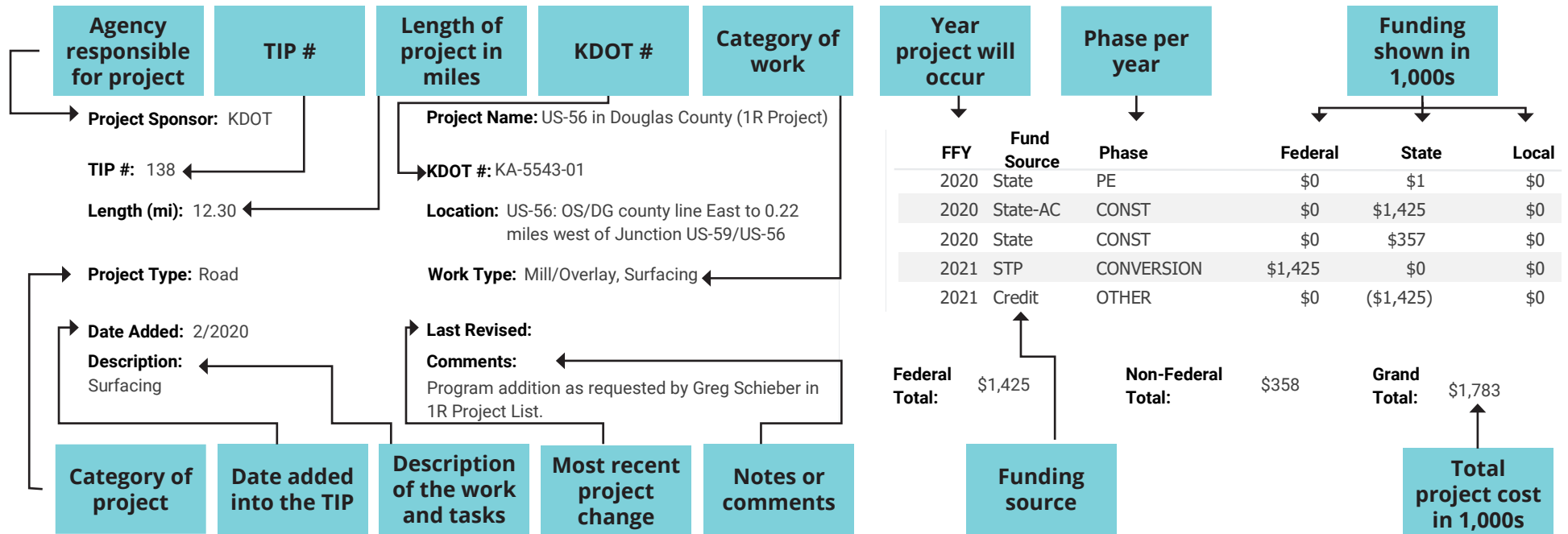
Public Comment Period: 3/7/2024 to 3/22/2024

MPO Policy Board Approval: 4/18/2024

G

TIP PROJECT LISTINGS APPENDIX H

Example Listing



Decoding the TIP

TIP #: Assigned based on project type by MPO:

- 100 – Roadway/Intersection
- 200 – Bridges
- 300 – ITS
- 400 – Transit/Paratransit
- 500 – Enhancement (Bike/Ped)
- 600 – Safety
- 700 – Other – studies

Phase:

- CAPITAL – Transit Capital
- CONST – Construction - (includes Construction Engineering)
- OPERATING – Transit Operating
- PE – Preliminary Engineering
- ROW – Right of Way
- UTIL - Utilities

Project Type: Classified into categories:

- Bridge
- Enhancement
- Interchange
- Intersection
- ITS
- Road
- Safe Routes To Schools (SRTS)
- Safety
- Traffic Signal
- Transit/Paratransit

Federal Fiscal Year (FFY): October 1 - September 30

Work Type: Classified into categories:

- Access Management
- Bridge Rehabilitation
- Bridge Replacement
- Capital
- Geometric Improvement
- Grading
- Mill/Overlay
- Operating
- Other
- Pedestrian & Bicycle
- Planning
- Reconstruction
- Redeck Bridge
- Safety
- Seeding
- Signage
- Signal
- Special Work
- Surfacing
- Vehicle Replacement

Fund Source:

- Community Development Block Grant (CDBG)
- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Transportation Alternatives (TA) – includes Safe Routes To School funding
- National Infrastructure Investment (NII) - includes RAISE, BUILD, and TIGER grants
- Carbon Reduction Program (CRP)
- Urban Area Formula Grants (5307)
- Rural Area Formula Grants (5311)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
- Bus and Bus Facilities (5339) Program
- State of Kansas Funding (State)
- Local Government Funding (Local) - County and City funds from local property and sales taxes



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: City of Eudora
TIP #: 104 **KDOT #**
Length (mi): 1.40
Project Type: Road
Date Added: 10/2023 **Last Revised:** 10/2023
Description:
 Reconstruct 1.4 miles of Church St and conversion of 2 lane segment to 3 lane with center turn lane. Realignment of the 20th St. intersection, new roundabouts at 20th and 23rd St. intersections. Shared use path across K-10 and both sides of Church St.

Project Name: Church Street Community Connectivity & Multimodal Enhancements
Location: Eudora - Church Street from 15th to 28th Street
Work Type: Road, Geometric Improvement, Pedestrian/Bicycle, Safety
Revision History: FFY23A4
Comments:

FFY	Fund Source	Phase	Federal	State	Local
2024	NII	PE	\$1,358	\$0	\$0
2025	NII	ROW	\$500	\$0	\$0
2025	NII	UTIL	\$946	\$0	\$0

Federal Total:	\$2,804	Non-Federal Total:	\$0	Grand Total:	\$2,804
-----------------------	---------	---------------------------	-----	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 105 **KDOT #** KA-7201-01

Length (mi): 0.00

Project Type: Bridge

Date Added: 10/2023 **Last Revised:** 10/2023

Description:
Milling, patch deck and concrete overlay

Project Name: Repair Bridge #065 on US-59 in Douglas County

Location: US-59: Bridge #065 (Wakarusa River) located 8.97 miles north of US-56

Work Type: Bridge Rehabilitation, Mill/Overlay

Revision History: FFY23A4

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	State	PE	\$0	\$47	\$0
2025	State	CONST	\$0	\$516	\$0

Federal Total:	\$0	Non-Federal Total:	\$563	Grand Total:	\$563
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Douglas County/Lawrence
Project Name: Wakarusa Drive Extension
TIP #: 106 **KDOT #:**
Length (mi): 2.00 **Location:** Clinton Parkway to N 1200 Rd
Project Type: Road, Bridge **Work Type:** Grading, Bridge, Surfacing
Date Added: 10/2016 **Last Revised:** 10/2021 **Revision History:**
Description: New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River. *Alignment not finalized
Comments: Construction contingent on KDOT construction of K-10 interchange at Wakarusa Drive. Changed TIP # from 100 to 106 in 2/2017. Douglas County to pay 60% of design and construction costs & Lawrence to pay 40%.

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$500
2022	Local - LAW	PE	\$0	\$0	\$166
2022	Local - LAW	ROW	\$0	\$0	\$167
2022	Local - LAW	UTIL	\$0	\$0	\$167
2023	Local	PE	\$0	\$0	\$250
2023	Local	ROW	\$0	\$0	\$150
2023	Local	UTIL	\$0	\$0	\$100
2024	Local	CONST	\$0	\$0	\$750
2024	Local - LAW	CONST	\$0	\$0	\$6,500
2025	Local	CONST	\$0	\$0	\$4,000

Federal Total:	\$0	Non-Federal Total:	\$12,750	Grand Total:	\$12,750
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 117 **KDOT #**

Length (mi): 0.50

Project Type: Road

Date Added: **Last Revised**
6/2023

Description:
Reconstruction of Naismith from 19th to 23rd st including new pavement, curb and gutter, storm sewer, sidewalks and bike facilities.

Project Name: Naismith Drive Reconstruction: 19th St. to 23rd St.

Location: 19th & Naismith to 23rd & Naismith

Work Type: Reconstruction, Pedestrian/Bicycle

Revision History: FFY23A2

Comments:
The street is in failing condition and needs to be reconstruction (PCI <50). Naismith is on the bike plan for future improvements.

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	PE	\$0	\$0	\$400
2026	Local	CONST	\$0	\$0	\$5,000

Federal Total:	\$0	Non-Federal Total:	\$5,400	Grand Total:	\$5,400
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 142 **KDOT #** KA-2841-02

Length (mi): 0.00

Project Type: Interchange

Date Added: 2/2021 **Last Revised:** 4/2023

Description:
Construct a Diverging Diamond Interchange (DDI) includes bridge #088- for the addition of sidewalk with barriers for pedestrian protection down center of bridge.

Project Name: US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)

Location: US-40/K-10 Interchange Improvement (DDI) in Lawrence

Work Type: Reconstruction

Revision History: FFY23 A1

Comments:
PE Phase will utilize AC of \$1,240 with conversion to NHPP in 2025. The UTIL Phase will utilize AC of \$93 with conversion to NHPP in 2025. The CONST Phase will utilize AC of \$12,127 with conversion to NHPP in 2025.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$310	\$0
2021	State-AC	PE	\$0	\$1,240	\$0
2022	State	ROW	\$0	\$467	\$0
2022	State	UTIL	\$0	\$93	\$0
2022	State-AC	UTIL	\$0	\$372	\$0
2023	State-AC	CONST	\$0	\$12,127	\$0
2023	State	CONST	\$0	\$3,030	\$0
2023	Local	CONST	\$0	\$0	\$1,500
2025	Credit	OTHER	\$0	(\$13,739)	\$0
2025	NHPP	CONVERSION	\$13,739	\$0	\$0

Federal Total:	\$13,739	Non-Federal Total:	\$5,400	Grand Total:	\$19,139
-----------------------	----------	---------------------------	---------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 143 **KDOT #** KA-6015-01

Length (mi): 3.75

Project Type: Road

Date Added: 2/2021 **Last Revised:** 12/2023

Description:
Roadway reconstruction based on 44 ft. roadway with 10 ft. shoulders. Add acceleration/deceleration lanes as warranted.

Project Name: US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.

Location: US-56 in Douglas County: Beginning at East Junction US-56/US-59 Ramps thence East to 1600 Road

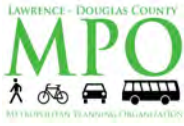
Work Type: Reconstruction

Revision History: FFY23 A5

Comments:
Project is authorized for PE, ROW, and UTIL. The estimated total project cost is \$22,140 which shall be used for planning purposes only. The PE Phase will utilize AC in the amount of \$1,434 with conversion to NHPP in 2029.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$359	\$0
2021	State-AC	PE	\$0	\$1,434	\$0
2023	State	ROW	\$0	\$538	\$0
2024	State	UTIL	\$0	\$108	\$0
2024	State-AC	UTIL	\$0	\$430	\$0
2029	Credit	OTHER	\$0	(\$1,864)	\$0
2029	NHPP	CONVERSION	\$1,864	\$0	\$0

Federal Total:	\$1,864	Non-Federal Total:	\$1,005	Grand Total:	\$2,869
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 144 **KDOT #** KA-6350-01

Length (mi): 3.60

Project Type: ITS

Date Added: 4/2021 **Last Revised:** 4/2023

Description:
Fiber extension from 31st & Louisiana St. and 23rd & Iowa St. to existing traffic signals in the South Iowa Area. Will include a variety of traffic signals improvements for as many as 11 signals (ex. New CCTV cameras, signal heads, detection, & cabinets).

Project Name: South Iowa St. Traffic Signal Improvement Project

Location: 31st St. (Louisiana St. to Neider Road) and Iowa St./US59 (23rd St. to County Route 458)

Work Type: Signal

Revision History: FFY23 A1

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CONST	\$0	\$0	\$437
2023	State	CONST	\$0	\$420	\$0

Federal Total:	\$0	Non-Federal Total:	\$857	Grand Total:	\$857
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 146 **KDOT #**

Length (mi): 0.25

Project Type: Road

Date Added: 10/2021 **Last Revised:** 01/2024

Description:
11th St (Indiana to Ohio) including concrete pavement, storm sewer, bike/ped improvements & sanitary sewer improvements at 11th/Ohio.

Louisiana St (11th to 12th St) including concrete pavement, storm sewer, bike/ped improvements.

Project Name: 11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction

Location: 11th St. - Indiana St. to Ohio St. & Louisiana St. - 11th St. to 12th St.

Work Type: Reconstruction

Revision History: FFY23 A6

Comments:
Street is in failing condition (PCI = 27) and poor subgrade conditions require complete reconstruction. 11th Street is a collector street and on transit route.

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$150
2024	Local	CONST	\$0	\$0	\$3,300

Federal Total:	\$0	Non-Federal Total:	\$3,450	Grand Total:	\$3,450
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT

TIP #: 147 **KDOT #** KA-6550-01

Length (mi): 2.01

Project Type: Road

Date Added: 4/2022 **Last Revised:** 6/2022

Description:
A portion of this project is in Douglas County. Discovery Phase to determine the appropriate rehabilitation/reconstruction improvements for the location. It includes resurfacing and widening shoulders.

Project Name: K-33: Wellsville to U.S. 56 (N. 200th Road) junction

Location: 50 feet north of 6th Street in Wellsville north to the K-33/U.S. 56 (N. 200th Road) junction.

Work Type: Reconstruction

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2022	State	PE	\$0	\$400	\$0
Federal Total:			\$0		
Non-Federal Total:			\$400		
Grand Total:			\$400		



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 148 **KDOT #**

Length (mi): 1.50

Project Type: Road

Date Added: 10/2022 **Last Revised:** 01/2024

Description:
Reconstruction of Bob Billings from Kasold to Monterrey Way including new pavement, storm sewer, waterline, sidewalks and bike facility.

Project Name: Bob Billings - Kasold to Wakarusa Dr.

Location: Bob Billings - Kasold to Monterrey Way

Work Type: Reconstruction

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	PE	\$0	\$0	\$500
2026	Local	PE	\$0	\$0	\$500
2026	Local	ROW	\$0	\$0	\$100

Federal Total:	\$0	Non-Federal Total:	\$1,100	Grand Total:	\$1,100
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence
TIP #: 149 **KDOT #**
Length (mi): 0.25
Project Type: Road
Date Added: 10/2022 **Last Revised:** 6/2023
Description:
 Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements, and multimodal facilities.

Project Name: Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street
Location: Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street
Work Type: Reconstruction
Revision History: FFY23 A2
Comments:
 Project will complete the reconstruction of the Wakarusa corridor from Clinton Parkway to 6th Street.

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	PE	\$0	\$0	\$300
2026	State	CONST	\$0	\$3,000	\$0

Federal Total:	\$0	Non-Federal Total:	\$3,300	Grand Total:	\$3,300
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 150 **KDOT #** 23 U-2472-01

Length (mi): 1.20

Project Type: Road

Date Added: 11/2023 **Last Revised:** 12/2023

Description:
City submitted for KDOT CCLIP funding as Pavement Restoration (PR) and \$1M and was awarded Surface Preservation (SP) and \$400k. The driveway approach replacement is not eligible for CCLIP fund matching.

Project Name: N 2nd/3rd St Tunnel to N City Limit

Location: N 2nd St north from railroad overpass to N 3rd St at north City limits

Work Type: Pavement Milling, Overlay

Revision History: FFY23 A5

Comments:
Despite the lower funding the City is pursuing the entire project extent.

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$220
2024	Local	CONST	\$0	\$0	\$2,000
2024	Local	CONST	\$0	\$0	\$140
2024	Local	CONST	\$0	\$0	\$500
2024	State	CONST	\$0	\$400	\$0

Federal Total:	\$0	Non-Federal Total:	\$3,260	Grand Total:	\$3,260
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 151 **KDOT #**

Length (mi): 0.75

Project Type: Road

Date Added: 11/2023 **Last Revised:** 01/2024

Description:
Full reconstruction of Iowa St including concrete pavement, curb and gutter, sidewalk and shared use path, storm sewer replacement, and waterline crossing replacement.

Project Name: Iowa St 23rd St to Irving Hill Rd
Reconstruction MS1-00003

Location: Iowa St from 23rd St to Irving Hill Rd

Work Type: Reconstruction

Revision History: FFY23 A6

Comments:
The design will meet the City's Design Criteria for an arterial street, replace the road section in its current alignment, and will incorporate the Complete Streets Policy. Iowa St is US Hwy 59, concurrent KDOT review. KDOT CCLIP GI fund sought spring 24

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$150
2024	Local	PE	\$0	\$0	\$275
2024	Local	CONST	\$0	\$0	\$975
2025	Local	CONST	\$0	\$0	\$6,100

Federal Total:	\$0	Non-Federal Total:	\$7,500	Grand Total:	\$7,500
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 152 **KDOT #** KA-6550-03

Length (mi): 2.02

Project Type: Road

Date Added: 05/2024 **Last Revised:** 05/2024

Description:
Full reconstruction as a 2-lane roadway with 8 feet shoulders

Project Name: K-33 reconstruction in Douglas County
Location: US-40 and K-10 South of I-70 and West of US-59

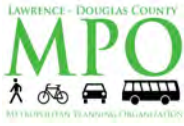
Work Type: Reconstruction

Revision History: FFY23 A7

Comments:
Program addition. Approved for Preliminary Engineering only. Project is scheduled for a January 2028 letting if/when approved for construction. The total cost of all phases estimated at \$18,540,726.

FFY	Fund Source	Phase	Federal	State	Local
2024	State	PE	\$0	\$266	\$0
2024	State-AC	PE	\$0	\$1,064	\$0
2030	STP	Conversion	\$1,064	\$0	\$0
2030	Credit	Other	\$0	(\$1,064)	\$0

Federal Total:	\$1,064	Non-Federal Total:	\$266	Grand Total:	\$1,330
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 214 **KDOT #**

Length (mi): 1.47

Project Type: Road

Date Added: 01/2024 **Last Revised:** 02/2024

Description:
Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements, and multimodal facilities.

Project Name: Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St

Location: Wakarusa: Research Pkwy to 23rd St

Work Type: Reconstruction

Revision History: FFY23 A6

Comments:
Extend project limits from 18th St to 23rd St.

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$400
2023	Local	CONST	\$0	\$0	\$9,700

Federal Total:	\$0	Non-Federal Total:	\$10,100	Grand Total:	\$10,100
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Douglas County

TIP #: 219 **KDOT #**

Length (mi): 1.60

Project Type: Road

Date Added: 8/2015 **Last Revised:** 8/2021

Description:
Construct paved shoulders; replace narrow bridges and culvert; flatten roadside slope; and improve intersections.

Project Name: Rte 458/1055 Improvements: E 1500 thru E 1600

Location: E1500 to E1600 & N940 to N1000

Work Type: Grading, Surfacing

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2020	Local	PE	\$0	\$0	\$2
2021	Local	PE	\$0	\$0	\$32
2021	Local	ROW	\$0	\$0	\$125
2021	Local	UTIL	\$0	\$0	\$250
2022	Local	CONST	\$0	\$0	\$3,200

Federal Total:	\$0	Non-Federal Total:	\$3,609	Grand Total:	\$3,609
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 230 **KDOT #**

Length (mi): 0.75

Project Type: Road

Date Added: 8/2015 **Last Revised:** 10/2021

Description:
Construct Queens Road, roundabout at Overland Dr & Queens Rd, construct sidewalk & bike lanes.

Project Name: Queens Road: 6th to North City Limits

Location: 6th St to North City Limits

Work Type: Reconstruction

Revision History:

Comments:
PE/ROW are each estimated at 10% of Construction Costs.

Updated project description to include roundabout at Overland/Queens.

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	ROW	\$0	\$0	\$600
2016	Local	PE	\$0	\$0	\$200
2022	Local	CONST	\$0	\$0	\$6,900
2023	Local	CONST	\$0	\$0	\$4,900

Federal Total:	\$0	Non-Federal Total:	\$12,600	Grand Total:	\$12,600
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 234 **KDOT #** KA-4473-01

Length (mi): 2.01

Project Type: Road

Date Added: 8/2015 **Last Revised:** 4/2022

Description:
Reconstruction of street including pavement, storm sewer, geometric improvements and multimodal facilities.

Project Name: 23rd Street Reconstruction: Haskell to East City Limits

Location: Haskell Ave to East City Limits

Work Type: Reconstruction

Revision History:

Comments:
PE/ROW are each estimated at 10% of Construction Costs. Project is part of the 23rd St KDOT/City turn back agreement. This agreement, including final project(s) cost share, has not been finalized to date.

FFY	Fund Source	Phase	Federal	State	Local
2020	Local	PE	\$0	\$0	\$500
2022	Local	CONST	\$0	\$0	\$2,250
2022	State	CONST	\$0	\$4,900	\$0
2023	Local	CONST	\$0	\$0	\$4,100

Federal Total:	\$0	Non-Federal Total:	\$11,750	Grand Total:	\$11,750
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 236 **KDOT #** KA-3634-02

Length (mi): 1.20

Project Type: Road/Interchange

Date Added: 1/2016 **Last Revised:** 11/2023

Description:
Add 2-lanes to the existing 2-lanes for a 4-Lane Freeway section. This will include reconstruction of existing interchange at I-70(KTA). Includes Bridges #200 (New), #201 (New), #202 (New), #203 (Replace Br #095), #204 (New), #205 (New), #086 (Repair).

Project Name: SLT/K-10 West Leg in Douglas County

Location: I-70/K10 Junction South to 3500 ft N of K-10/US-40 Junction

Work Type: Interchange/Reconstruction

Revision History: FFY23 A5

Comments:
PE uses \$3,360K of AC & UTIL uses \$1,600 of AC with conversion to NHPP in 2029. The total project cost, including all work phases, is estimated at \$106,179. This estimate should be used for planning purposes only.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$840	\$0
2021	State-AC	PE	\$0	\$3,360	\$0
2022	State	ROW	\$0	\$2,000	\$0
2024	State	UTIL	\$0	\$400	\$0
2024	State-AC	UTIL	\$0	\$1,600	\$0
2025	State	CONST	\$0	\$19,596	\$0
2025	State-AC	CONST	\$0	\$78,383	\$0
2029	NHPP	CONVERSION	\$83,343	\$0	\$0
2029	Credit	OTHER	\$0	(\$83,343)	\$0

Federal Total:	\$83,343	Non-Federal Total:	\$22,836	Grand Total:	\$106,179
-----------------------	----------	---------------------------	----------	---------------------	-----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 237 **KDOT #** KA-3634-03

Length (mi): 7.00

Project Type: Road/Interchange

Date Added: 1/2016 **Last Revised:** 05/2024

Description:
Add 2-lanes to existing 2-lanes for a 4-Lane Freeway section. Existing interchanges at US-40 (6th St.), Bob Billings Pkwy, Clinton Pkwy, US-59 (Iowa St.) A new interchange for the Wakarusa/27th intersection, including replacing/repairing bridges.

Project Name: SLT/K-10 West Leg in Douglas County
Location: 3500 ft N of K-10/US-40 Junction, to K-10 US-59/Iowa St Junction

Work Type: Interchange/Reconstruction

Revision History: FFY23 A6

Comments:
Total est. cost of \$230,560. Revised cost estimate to reflect the March bi-annual estimates. Post-Field Check ROW activities adjusted to reflect requested dates from ROW. Letting date of 6/20/2024 remains the same.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$2,800	\$0
2021	State-AC	PE	\$0	\$11,200	\$0
2024	State	ROW	\$0	\$4,000	\$0
2024	State	UTIL	\$0	\$4,200	\$0
2024	State-AC	UTIL	\$0	\$16,800	\$0
2024	State	CONST	\$0	\$38,312	\$0
2024	State-AC	CONST	\$0	\$153,248	\$0
2028	Credit	OTHER	\$0	(\$181,248)	\$0
2028	NHPP	CONVERSION	\$181,248	\$0	\$0

Federal Total:	\$181,248	Non-Federal Total:	\$49,312	Grand Total:	\$230,560
-----------------------	-----------	---------------------------	----------	---------------------	-----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 243 **KDOT #** KA-4365-01
Length (mi): 0.30

Project Name: US-56 Improvements: Eisenhower St to 1st St
Location: Eisenhower St to 1st St

Project Type: Road

Work Type: Other/Reconstruction

Date Added: 7/2016 **Last Revised:** 4/2021

Revision History:

Description:
 Improvements to US-56 - Realign Eisenhower and construct 3 lane US-56 in Baldwin City.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	CONST	\$0	\$0	\$89
2021	State	CONST	\$0	\$1,675	\$0

Federal Total:	\$0	Non-Federal Total:	\$1,764	Grand Total:	\$1,764
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Douglas County

TIP #: 248 **KDOT #**

Length (mi): 0.15

Project Type: Bridge

Date Added: 10/2018 **Last Revised:** 8/2021

Description:
Replace load posted, fracture critical bridge

Project Name: Bridge 0964-1000 replacement

Location: E 1000 Road 0.4 mi. South of Route 458

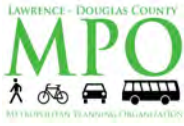
Work Type: Bridge Replacement, Grading

Revision History:

Comments:
Funding amounts assume all Local funding.

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$110
2021	Local	ROW	\$0	\$0	\$15
2022	Local	UTIL	\$0	\$0	\$75
2022	Local	CONST	\$0	\$0	\$1,600

Federal Total:	\$0	Non-Federal Total:	\$1,800	Grand Total:	\$1,800
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 249 **KDOT #** KA-5683-01

Length (mi): 0.00

Project Type: Bridge

Date Added: 8/2020 **Last Revised:** 8/2021

Description:
Machine preparation, replace joints, patch deck, polymer overlay, pier repair and bridge painting

Project Name: Repair bridge #071 on K-10 in Douglas County

Location: K-10; Bridge #071 over the Wakarusa River located 7.05 miles east of the K-10/U.S. 59 junction in Douglas County

Work Type: Bridge Rehabilitation

Revision History:

Comments:
The PE Phase will utilize AC in the amount of \$183 K with conversion to NHPP in 2022. The CONST Phase will utilize AC in the amount of \$1,363 K with conversion to NHPP in 2022.

FFY	Fund Source	Phase	Federal	State	Local
2020	State	PE	\$0	\$46	\$0
2020	State-AC	PE	\$0	\$183	\$0
2021	State	CONST	\$0	\$311	\$0
2021	State-AC	CONST	\$0	\$1,244	\$0
2022	NHPP	CONVERSION	\$1,427	\$0	\$0
2022	Credit	OTHER	\$0	(\$1,427)	\$0

Federal Total:	\$1,427	Non-Federal Total:	\$357	Grand Total:	\$1,784
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 300 **KDOT #**

Length (mi): 0.12

Project Type: ITS

Date Added: 8/2021 **Last Revised**

Description:
Project will replace the 3 signals on 6th (Massachusetts St, Vermont St, Kentucky St). Upgrades will include Accessible Pedestrian Signals and Detectors.

Project Name: 6th and Massachusetts St Traffic Signal Improvement Project

Location: 3 signals along 6th: Massachusetts St, Vermont St, and Kentucky St

Work Type: Signal

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	CONST	\$0	\$0	\$100
2023	Local	CONST	\$0	\$0	\$600

Federal Total:	\$0	Non-Federal Total:	\$700	Grand Total:	\$700
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Independence Inc.

TIP #: 401 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2014 **Last Revised:** 6/2020

Description:
Operating and Capital

Project Name: Independence Inc., FTA 5311 Operating & Capital

Location: Lawrence

Work Type: Operating/Capital

Revision History:

Comments:
2019 – 5311 Admin- \$32, Local Admin- \$8; 2020 – 5311 Admin- \$31, Local Admin- \$8; 2021 – 5311 Admin- \$41, Local Admin- \$10.

Purchase Ramp Van in FY2020 & Ramp Minivan in FY2021.

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	OPERATING	\$0	\$0	\$50
2021	State	OPERATING	\$0	\$33	\$0
2021	5311	OPERATING	\$83	\$0	\$0
2021	Local	CAPITAL	\$0	\$0	\$8
2021	5311	CAPITAL	\$33	\$0	\$0

Federal Total:	\$116	Non-Federal Total:	\$91	Grand Total:	\$207
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit
TIP #: 402 **KDOT #** PT-0904-23
Length (mi): 0.00

Project Name: Equitable and Accessible Bus Stop Improvements

Location: Various locations

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 10/2023 **Last Revised:** 10/2023

Revision History: FFY23A4

Description:
 Improve 25 bus stops in EJ zones with amenities and ADA accessibility

Comments:
 Bus stops are often the first interaction that someone has with the Lawrence Transit bus system. Bus stops should be easy to find, accessible for all, comfortable to wait at, and contribute to an aesthetically pleasing streetscape.

FFY	Fund Source	Phase	Federal	State	Local
2024	5310	CAP	\$122	\$0	\$0
2024	Local	CAP	\$0	\$0	\$31

Federal Total:	\$122	Non-Federal Total:	\$31	Grand Total:	\$153
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 403 **KDOT #** PT-0701

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2014 **Last Revised:** 6/2022

Description:
Comprehensive Transportation Program. Purchase of replacement cutaway vehicles.

Project Name: Lawrence Transit Capital and Operating Assistance

Location: Lawrence

Work Type: Special Work

Revision History:

Comments:
State CTP/IKE Legacy

FFY	Fund Source	Phase	Federal	State	Local
2019	State-PT	CAPITAL	\$0	\$500	\$0
2019	State-PT	OPERATING	\$0	\$759	\$0
2020	State-PT	CAPITAL	\$0	\$1,000	\$0
2020	State-PT	OPERATING	\$0	\$297	\$0
2021	State-PT	CAPITAL	\$0	\$600	\$0
2021	State-PT	OPERATING	\$0	\$721	\$0
2022	State-PT	CAPITAL	\$0	\$500	\$0
2022	State-PT	OPERATING	\$0	\$788	\$0
2023	State-PT	CAPITAL	\$0	\$0	\$0
2023	State-PT	OPERATING	\$0	\$1,155	\$0
2024	State-PT	CAPITAL	\$0	\$500	\$0
2024	State-PT	OPERATING	\$0	\$655	\$0
2025	State-PT	CAPITAL	\$0	\$500	\$0
2025	State-PT	OPERATING	\$0	\$655	\$0
2026	State-PT	CAPITAL	\$0	\$500	\$0
2026	State-PT	OPERATING	\$0	\$655	\$0

Federal Total:	\$0	Non-Federal Total:	\$9,785	Grand Total:	\$9,785
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit
TIP #: 404 **KDOT #** PT-0902-24
Length (mi): 0.00

Project Name: Transit Zero Emission Transition Plan

Location:

Project Type: Transit/Paratransit

Work Type: Planning

Date Added: 10/2023 **Last Revised:** 10/2023

Revision History: FFY23A4

Description:
 Plan will allow Lawrence Transit to plan for larger scale deployments of charging equipment at the joint maintenance facility. Currently, there is space and plans for 12 chargers along the north side of the bus lot.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2024	5304	PE	\$120	\$0	\$0
2024	Local	PE	\$0	\$0	\$30

Federal Total:	\$120	Non-Federal Total:	\$30	Grand Total:	\$150
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit
TIP #: 405 **KDOT #** PT-3905-23
Length (mi): 0.00

Project Name: Cart-Friendly Flip-Seat Retrofit

Location:

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 10/2023 **Last Revised:** 10/2023

Revision History: FFY23A4

Description:
 Cart-friendly flip-seat retrofits would advance equity goals by making the bus more practical to use for the purposes of grocery shopping with a cart and traveling with children who require strollers.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2024	5339	CAP	\$32	\$0	\$0
2024	Local	CAP	\$0	\$0	\$8

Federal Total:	\$32	Non-Federal Total:	\$8	Grand Total:	\$40
-----------------------	------	---------------------------	-----	---------------------	------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit
TIP #: 406 **KDOT #** PT-3905-23
Length (mi): 0.00

Project Name: Joint Branding Bus Wraps

Location:

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 10/2023 **Last Revised:** 10/2023

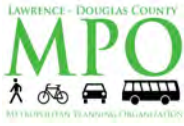
Revision History: FFY23A4

Description:
 Joint branding bus wraps are a critical component in unifying Lawrence Transit and KU on Wheels brands for a seamless passenger experience. Lawrence Transit will develop RFP for vendor to provide bus wraps that integrate new joint branding on 66 vehicles.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2024	5339	CONST	\$241	\$0	\$0
2024	Local	CONST	\$0	\$0	\$60

Federal Total:	\$241	Non-Federal Total:	\$60	Grand Total:	\$301
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit
TIP #: 407 **KDOT #** PT-3905-23
Length (mi): 0.00

Project Name: Downtown Station
Location: Downtown Lawrence

Project Type: Transit/Paratransit
Date Added: 10/2023 **Last Revised:** 10/2023

Work Type: Capital
Revision History: FFY23A4

Description:
 Construct transit operations and passenger amenity improvements to Downtown Station. Will include five sawtooth bus parking bays, an outdoor passenger waiting area with seating and a canopy, bicycle parking and bike lockers, real-time signage.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	5339	CONST	\$1,624	\$0	\$0
2025	Local	CONST	\$0	\$0	\$406

Federal Total:	\$1,624	Non-Federal Total:	\$406	Grand Total:	\$2,030
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit
TIP #: 408 **KDOT #** PT-3905-23
Length (mi): 0.00

Project Name: Bus Technology

Location:

Project Type: Transit/Paratransit

Work Type: Other

Date Added: 10/2023 **Last Revised:** 10/2023

Revision History: FFY23A4

Description:
 Automated annunciators will provide audio stop announcements on fixed route buses for every stop. Rear Destination Sign Retrofit will allow passengers to more easily locate their bus at transfer locations when they approach from the rear.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CAP	\$0	\$0	\$91
2023	5339	CAP	\$365	\$0	\$0

Federal Total:	\$365	Non-Federal Total:	\$91	Grand Total:	\$456
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit
TIP #: 409 **KDOT #** PT-3905-23
Length (mi): 0.00

Project Name: GTFS - real time

Location:

Project Type: Transit/Paratransit

Work Type: Other

Date Added: 10/2023 **Last Revised:** 10/2023

Revision History: FFY23A4

Description:
 Lawrence Transit will develop RFP for vendor to develop a GTFS-RT feed for the combined City-KU fixed route fleet, using existing GPS-enabled hardware on buses.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	OTHER	\$0	\$0	\$10
2023	5339	OTHER	\$40	\$0	\$0

Federal Total:	\$40	Non-Federal Total:	\$10	Grand Total:	\$50
-----------------------	------	---------------------------	------	---------------------	------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 410 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 7/2016 **Last Revised:** 6/2022

Description:
Transit Facility will have bus bays for local and regional transit services, amenities for transit passengers and operators, and bicycle and pedestrian amenities.

Project Name: Lawrence Transit Central Station

Location: Lawrence

Work Type: Capital

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$137
2022	Local	PE	\$0	\$0	\$855
2022	Local	CONST	\$0	\$0	\$3,208
2023	Local	CONST	\$0	\$0	\$5,800
2024	Local	CONST	\$0	\$0	\$406
2024	State	CONST	\$0	\$1,624	\$0

Federal Total:	\$0	Non-Federal Total:	\$12,030	Grand Total:	\$12,030
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit
TIP #: 411 **KDOT #** PT-0687-23
Length (mi): 0.00

Project Name: Microtransit

Location:

Project Type: Transit/Paratransit

Work Type: Operating

Date Added: 10/2023 **Last Revised:** 10/2023

Revision History: FFY23A4

Description:
 Outfit 25 existing fixed route vehicles with the required hardware and backend software to deliver on-demand microtransit service.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	State	OP	\$0	\$124	\$0
2023	Local	OP	\$0	\$0	\$34

Federal Total:	\$0	Non-Federal Total:	\$158	Grand Total:	\$158
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 412 **KDOT #** 5307 FTA

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2014 **Last Revised:** 5/5/2022

Description:
Operating, Preventative Maintenance,
and Program Administration activities.

Project Name: Lawrence Transit Operating Funds

Location: Lawrence

Work Type: Operating

Revision History:

Comments:
Federal Transit 5307 Funds. 2021-2022 amounts
are projected.

FFY	Fund Source	Phase	Federal	State	Local
2019	Local	OPERATING	\$0	\$0	\$1,860
2019	5307	OPERATING	\$2,447	\$0	\$0
2021	Local	OPERATING	\$0	\$0	\$2,533
2021	5307	OPERATING	\$2,533	\$0	\$0
2022	Local	OPERATING	\$0	\$0	\$3,808
2022	5307	OPERATING	\$3,808	\$0	\$0
2023	Local	OPERATING	\$0	\$0	\$4,188
2023	5307	OPERATING	\$4,188	\$0	\$0
2024	Local	OPERATING		\$0	\$4,606
2024	5307	OPERATING	\$4,606	\$0	\$0
2025	Local	OPERATING	\$0	\$0	\$5,067
2025	5307	OPERATING	\$5,067	\$0	\$0
2026	Local	OPERATING	\$0	\$0	\$5,574
2026	5307	OPERATING	\$5,574	\$0	\$0

Federal Total:	\$28,223	Non-Federal Total:	\$27,636	Grand Total:	\$55,859
-----------------------	----------	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 416 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 8/2020 **Last Revised:** 6/2022

Description:
Procurement of five battery electric buses to replace five diesel powered buses, associated charging infrastructure, and project management.

Project Name: Lawrence Transit Electric Buses Phase 1

Location: Lawrence

Work Type: Vehicle Replacement

Revision History:

Comments:
FTA Low-No grant for \$3.75 million awarded in June 2020.

FFY	Fund Source	Phase	Federal	State	Local
2021	5339	PE	\$367	\$0	\$0
2022	5339	CAPITAL	\$3,389	\$0	\$0
2022	Local	CAPITAL	\$0	\$0	\$2,234

Federal Total:	\$3,756	Non-Federal Total:	\$2,234	Grand Total:	\$5,990
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 417 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2020 **Last Revised:** 6/2021

Description:
CARES Act funds were apportioned to Lawrence Transit, eligible for similar uses as 5307 funds in response to lost revenue and challenges due to COVID-19. In Lawrence, funding will be used for operating costs.

Project Name: CARES Act Operating Funds

Location: Lawrence

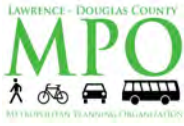
Work Type: Operating

Revision History:

Comments:
Linked with CARES Act Capital Assistance project (#418). Project requires no local match.

FFY	Fund Source	Phase	Federal	State	Local
2021	5307	OPERATING	\$1,921	\$0	\$0
2022	5307	OPERATING	\$3,737	\$0	\$0

Federal Total:	\$5,658	Non-Federal Total:	\$0	Grand Total:	\$5,658
-----------------------	---------	---------------------------	-----	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 419 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 8/2021 **Last Revised**

Description:
American Rescue Plan Act of 2021 (ARP) funds were apportioned to Lawrence Transit, eligible for similar uses as 5307 funds in response to lost revenues and challenges due to the COVID-19.

Project Name: American Rescue Plan (ARP) Operating Assistance

Location: City of Lawrence

Work Type: Operating

Revision History:

Comments:
In Lawrence, these funds will be used for salaries and operating costs as eligible under the 5307 program.

No local match required.

FFY	Fund Source	Phase	Federal	State	Local
2022	5307	OPERATING	\$1,524	\$0	\$0
2023	5307	OPERATING	\$2,988	\$0	\$0

Federal Total:	\$4,512	Non-Federal Total:	\$0	Grand Total:	\$4,512
-----------------------	---------	---------------------------	-----	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 420 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 8/2021 **Last Revised**

Description:
Procurement of two battery electric buses to replace two diesel powered buses, associated charging infrastructure, and project management.

Project Name: Lawrence Transit Electric Buses Phase II

Location: City of Lawrence

Work Type: Vehicle Replacement

Revision History:

Comments:
FTA Low-No grant for \$1.8 million awarded in June 2021.

FFY	Fund Source	Phase	Federal	State	Local
2022	5339	PE	\$192	\$0	\$0
2022	Local	PE	\$0	\$0	\$48
2023	5339	CAPITAL	\$1,624	\$0	\$0
2023	Local	CAPITAL	\$0	\$0	\$619

Federal Total:	\$1,816	Non-Federal Total:	\$667	Grand Total:	\$2,483
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 421 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised:** 6/2022

Description:
This project will allow Lawrence Transit to plan for larger scale deployments of charging equipment and buses towards the goal of a fully electric fleet.

Project Name: Zero-Emissions Transition Plan

Location: Lawrence

Work Type: Planning

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$30
2022	5304	PE	\$120	\$0	\$0
2024	5304	CAP	\$1,059	\$0	\$0

Federal Total:	\$1,179	Non-Federal Total:	\$30	Grand Total:	\$1,209
-----------------------	---------	---------------------------	------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 422 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised**

Description:
This project will improve 25 bus stops in Environmental Justice zones. 16 sites will be improved with accessible boarding pads and solar lighting for visibility and safety, and 9 additional sites will gain shelters, benches, bike racks, and trash cans.

Project Name: Equitable and Accessible Bus Stop Amenities

Location: Lawrence

Work Type: Capital

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CONST	\$0	\$0	\$31
2023	5310	CONST	\$122	\$0	\$0

Federal Total:	\$122	Non-Federal Total:	\$31	Grand Total:	\$153
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 423 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised**

Description:
This project includes bicycle parking infrastructure and real-time bus arrival signage at both the Bob Billings and Downtown sites, as well as Downtown elements such as concrete, canopies, seating, shelters, and a restroom facility.

Project AIC - Multimodal Transfer Facility Elements Name:

Location: Lawrence

Work Type: Capital

Revision History:

Comments:
Access, Innovation, and Collaboration (AIC) Program

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CAP	\$0	\$0	\$406
2023	State	CONST	\$0	\$1,624	\$0

Federal Total:	\$0	Non-Federal Total:	\$2,030	Grand Total:	\$2,030
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 424 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised**

Description:
Project includes real-time bus arrival information, automated vehicle annunciators, exterior rear destination signs on buses, interior digital signs on buses, flip-seat retrofits, and bus decals & wraps

Project AIC - Bus Technology, Accessibility, and Name: Branding Enhancements

Location: Lawrence

Work Type: Other

Revision History:

Comments:
Access, Innovation, and Collaboration (AIC) Program

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CAP	\$0	\$0	\$169
2023	5339	CAP	\$677	\$0	\$0

Federal Total:	\$677	Non-Federal Total:	\$169	Grand Total:	\$846
-----------------------	-------	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 425 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised**

Description:
Procurement of four battery electric buses to replace two diesel powered buses, two gasoline powered buses, associated charging infrastructure, and project management.

Project Name: Electric Buses Phase III

Location: Lawrence

Work Type: Vehicle Replacement

Revision History:

Comments:
FTA Low-No grant for \$3.3 million awarded in August 2022

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$8
2022	Federal	PE	\$31	\$0	\$0
2023	Local	CONST	\$0	\$0	\$220
2023	Local	PE	\$0	\$0	\$40
2023	5339	PE	\$161	\$0	\$0
2024	Local	CAP	\$0	\$0	\$501
2024	Local	PE	\$0	\$0	\$40
2024	5339	PE	\$160	\$0	\$0
2024	Local	CONST	\$0	\$0	\$330
2024	5339	CAP	\$2,824	\$0	\$0
2025	Local	PE	\$0	\$0	\$26

Federal Total:	\$3,176	Non-Federal Total:	\$1,165	Grand Total:	\$4,341
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

TIP #: 426 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2022 **Last Revised:** 05/2024

Description:
This project includes hardware, backend platform, and customer-facing app to support planned microtransit service that will go into effect in January 2023.

Project Name: Microtransit Pilot

Location: Lawrence

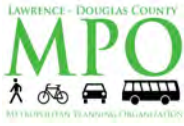
Work Type: Capital/ Operating

Revision History: FFY23 A7

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	State-PT	CAP	\$0	\$124	\$0
2023	Local	CAP	\$0	\$0	\$31

Federal Total:	\$0	Non-Federal Total:	\$155	Grand Total:	\$155
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 507 **KDOT #**

Length (mi): 0.00

Project Type: Pedestrian & Bicycle

Date Added: 10/2018 **Last Revised:** 01/2024

Description:
Pedestrian, Bicycle, & ADA ramp projects throughout Lawrence including in EJ areas. Community Development Block Grant (CDBG) is a HUD program administered by the Lawrence Development Services Dept. The City is allocated a % of CDBG funding each year.

Project Name: Various Lawrence Bike/Sidewalk/ADA Ramps Projects

Location: Lawrence

Work Type: Pedestrian & Bicycle Work

Revision History: FFY23 A6

Comments:
The CDBG is an estimate of anticipated funding. CONST funding may be used for additional work tasks. Local funding for ADA ramps at \$325k/yr & Bike/Ped Program at \$675k/yr. Local funding matching TA project specific funding will be listed separately.

FFY	Fund Source	Phase	Federal	State	Local
2023	CDBG	CONST	\$300	\$0	\$0
2023	Local	CONST	\$0	\$0	\$675
2023	Local	CONST	\$0	\$0	\$325
2024	CDBG	CONST	\$300	\$0	\$0
2024	Local	CONST	\$0	\$0	\$700
2024	Local	CONST	\$0	\$0	\$325
2025	CDBG	CONST	\$300	\$0	\$0
2025	Local	CONST	\$0	\$0	\$725
2025	Local	CONST	\$0	\$0	\$325
2026	CDBG	CONST	\$300	\$0	\$0
2026	Local	CONST	\$0	\$0	\$750
2026	Local	CONST	\$0	\$0	\$325

Federal Total:	\$1,200	Non-Federal Total:	\$4,150	Grand Total:	\$5,350
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Baldwin City
TIP #: 509 **KDOT #** TE-0472-02
Length (mi): 0.78
Project Type: Transportation Alternative

Project Name: West Baldwin Pedestrian/Bike Connectivity Project
Location: Intersection of 8th Street/Elm St proceeding westerly to USD 348 property (+/- one-half mile) and East
Work Type: Pedestrian & Bicycle Work

Date Added: 4/2019 **Last Revised:** 8/2022

Revision History:
Comments: ADA accessible sidewalks and shared use path to provide connectivity for community at-large, and more specifically, to provide elementary students with a safe route. KDOT TA Project; FY20; \$1,012,960 (max.)

Description: Construct sidewalk along the south side of Elm St from 8th St across existing Midland Railway Crossing connecting to existing sidewalk on USD 348 property with bulb out at 8th St. Construct shared use path along Elm St from Santa Fe Depot south of High St

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$149
2021	Local	UTIL	\$0	\$0	\$10
2022	Local	CONST	\$0	\$0	\$253
2022	TA	CONST	\$1,013	\$0	\$0

Federal Total:	\$1,013	Non-Federal Total:	\$412	Grand Total:	\$1,425
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Baldwin City
TIP #: 510 **KDOT #** TE-0472-03
Length (mi): 0.60

Project Name: Maple Leaf Trail - Phase 2
Location: Santa Fe Depot on High Street to Southwest City Limits of Baldwin City

Project Type: Transportation Alternative **Work Type:** Pedestrian & Bicycle Work

Date Added: 4/2023 **Last Revised:** 4/2023 **Revision History:** FFY23 A1

Description: Construction of a 10' trail in southwest Baldwin City, extending southwest from the historic Santa Fe Depot

Comments: KDOT TA funded and is the 2nd phase of creation of the Maple Leaf Trail. The ultimate goal is to extend the trail all the way to Ottawa to interconnect with the Prairie Spirit Rail Trail and the Flint Hills Nature Trail.

FFY	Fund Source	Phase	Federal	State	Local
2024	TA	CONST	\$732	\$0	\$0

Federal Total:	\$732	Non-Federal Total:	\$0	Grand Total:	\$732
-----------------------	-------	---------------------------	-----	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence
TIP #: 513 **KDOT #** U-2372-01
Length (mi): 0.90

Project Name: Lawrence Safe Routes to School Phase 2 (2021)
Location: Various sidewalk along 6 streets & 1 crossing improvement

Project Type: Transportation Alternative

Work Type: Pedestrian & Bicycle Work, Safety

Date Added: 6/2020 **Last Revised:** 11/2021

Revision History:

Description:
New sidewalk construction along designated Safe Routes to School. Driveway and sidewalk ramp construction will be included for ADA compliance.

Comments:
This project will give a space for children to walk and/or bike to school along designated safe routes. The SRTS funding is an 80/20 (KDOT/City) cost share with KDOT contributing a max of \$500,000.

FFY	Fund Source	Phase	Federal	State	Local
2020	Local	PE	\$0	\$0	\$50
2021	TA	CONST	\$500	\$0	\$0
2022	Local	CONST	\$0	\$0	\$125

Federal Total:	\$500	Non-Federal Total:	\$175	Grand Total:	\$675
-----------------------	-------	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 514 **KDOT #** TBD

Length (mi): 0.50

Project Type: Pedestrian/Bicycle

Date Added: 10/2020 **Last Revised:**

Description:
Construct sidewalk on east side of Naismith Dr. with focus on Transit connection and improvements.

Project Name: Naismith Drive Mobility Enhancement

Location: Naismith Drive from 23rd St. to 19th St. (east side)

Work Type: Pedestrian & Bicycle Work, Other

Revision History:

Comments:
2020 Access, Innovation, and Collaboration Grant Award

FFY	Fund Source	Phase	Federal	State	Local
2022	State	PE	\$0	\$36	\$0
2022	Local	PE	\$0	\$0	\$4
2022	State	CONST	\$0	\$290	\$0
2022	Local	CONST	\$0	\$0	\$82

Federal Total:	\$0	Non-Federal Total:	\$412	Grand Total:	\$412
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lecompton
TIP #: 515 **KDOT #** TE-0500-01
Length (mi): 1.75
Project Type: Transportation Alternative
Date Added: 4/2021 **Last Revised:** 8/2023
Description: Construct 5' wide concrete sidewalk and install sharrows.

Project Name: Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity
Location: Connecting 2nd, 3rd, Elmore, Halderman, 7th, and Boone Streets
Work Type: Pedestrian & Bicycle Work
Revision History: FFY23 A3
Comments: KDOT TA Project; FY23; \$727,200

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$114
2023	Local	CONST	\$0	\$0	\$300
2023	TA	CONST	\$727	\$0	\$0
2023	CRP	CONST	\$468	\$0	\$0

Federal Total:	\$1,195	Non-Federal Total:	\$414	Grand Total:	\$1,609
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 516 **KDOT #** TE-0499-01

Length (mi): 0.47

Project Type: Transportation Alternative

Date Added: 4/2021 **Last Revised:** 02/2024

Description:
Design and construction of 10' shared use path.

Project Name: Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park

Location: Begins at Michigan St., 1/2 mile north of W 2nd St., ends at Sandra Shaw Park

Work Type: Pedestrian & Bicycle Work

Revision History: FFY23 A6

Comments:
KDOT TA project, FY23:80% construction match

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$150
2024	Local	ROW	\$0	\$0	\$525
2024	Local	CONST	\$0	\$0	\$193
2024	TA	CONST	\$773	\$0	\$0

Federal Total:	\$773	Non-Federal Total:	\$868	Grand Total:	\$1,641
-----------------------	-------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Baldwin City
TIP #: 517 **KDOT #** TE-0496-01
Length (mi): 1.10

Project Name: Baldwin City Sidewalk Gap Project
Location: 11th St., Hwy 56 to High St.; High St.,
 4th St. to 2nd St; 2nd St., Hwy 56 to
 Fremont St; & Quayle St., Middle School

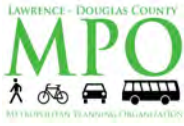
Project Type: Transportation Alternative **Work Type:** Pedestrian & Bicycle Work

Date Added: 4/2021 **Last Revised:** 8/2021 **Revision History:**

Description: Construct 5' wide sidewalks in four sidewalk segments to fill in missing sidewalk gaps identified on the Safe Routes to School network.
Comments: KDOT TA Project; FY22; \$620,000 (max)

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$106
2022	Local	CONST	\$0	\$0	\$155
2022	TA	CONST	\$620	\$0	\$0

Federal Total:	\$620	Non-Federal Total:	\$261	Grand Total:	\$881
-----------------------	-------	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Eudora
TIP #: 518 **KDOT #** TE-0497-01
Length (mi): 0.61

Project Name: Eudora 10th St. Sidewalk Expansion
Location: Corner of 10th & Church St. to corner of Peach St. & 10th St.

Project Type: Transportation Alternative **Work Type:** Pedestrian & Bicycle Work

Date Added: 4/2021 **Last Revised:** 8/2022 **Revision History:**

Description:
 Construct 6' wide sidewalks to replace existing deteriorated sidewalk or install new sidewalk. Also will expand the reinforced concrete box culvert under 10th st. to improve stormwater/flood management. This sidewalk is in the Safe Routes to School Plan.

Comments:
 KDOT TA Project; FY22; \$1,111,074 (max)

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$135
2022	Local	UTIL	\$0	\$0	\$250
2022	Local	CONST	\$0	\$0	\$356
2022	TA	CONST	\$1,781	\$0	\$0

Federal Total:	\$1,781	Non-Federal Total:	\$741	Grand Total:	\$2,522
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: City of Lawrence

TIP #: 519 **KDOT #** TE-0523-01

Length (mi): 0.00

Project Type: Pedestrian/Bicycle

Date Added: 4/2023 **Last Revised:** 4/2023

Description:
Construct approx 5500 linear feet of sidewalk and sidewalk ramps along identified Safe Routes on Ousdahl Rd from 26th St to 19th St and on W 25th St from Cedarwood Ave to Ousdahl Rd; install ped-activated crossing improvements at 22nd St if warranted

Project Name: 2024 Safe Routes to School

Location: Ousdahl Road from 26th to 19th & 25th from Cedarwood to Ousdahl

Work Type: Transportation Alternatives

Revision History: FFY23 A1

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$100
2023	Local	ROW	\$0	\$0	\$15
2024	TA	CONST	\$955	\$0	\$0
2024	Local	CONST	\$0	\$0	\$423

Federal Total:	\$955	Non-Federal Total:	\$538	Grand Total:	\$1,493
-----------------------	-------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 520 **KDOT #**

Length (mi): 0.03

Project Type: Pedestrian/Bicycle

Date Added: 10/2022 **Last Revised:** 05/2024

Description:
Construct a grade-separated crossing for the Lawrence Loop Trail at Iowa Street. Currently, non-motorized users of the Lawrence Loop cross five lanes of vehicular traffic on Iowa Street (US Highway 59) to continue on the trail.

Project Name: Lawrence Loop - Iowa Crossing

Location: Iowa Street at K10

Work Type: Pedestrian & Bicycle Work

Revision History: FFY23 A7

Comments:
This project is the third highest scoring bike project in the Non-motorized Projects Prioritization Policy and would significantly improve safety at this highly utilized trail crossing.

FFY	Fund Source	Phase	Federal	State	Local
2024	Local	CONST	\$0		\$1,500
2024	State	CONST	\$0	\$1,500	\$0

Federal Total:	\$0	Non-Federal Total:	\$3,000	Grand Total:	\$3,000
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence
TIP #: 521 **KDOT #**
Length (mi): 0.50
Project Type: Pedestrian/Bicycle
Date Added: 10/2022
Last Revised:
Description:
 Complete the downtown section of the Lawrence Loop Trail from the Santa Fe Depot on 7th Street to Constant Park.

Project Name: Lawrence Loop Trail - Kaw River -7th street to Constant Park
Location: Lawrence Loop Trail - Kaw River -7th street to Constant Park
Work Type: Pedestrian & Bicycle Work
Revision History:
Comments:
 Project would move us closer to completing a loop trail around Lawrence. Through public input and administrative review, this project was identified as a priority project in the recently completed Parks & Recreation Master Plan (2017).

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	OTHER	\$0	\$0	\$275
2024	Local	PE	\$0	\$0	\$530
2025	Local	CONST	\$0	\$0	\$600
2026	Local	CONST	\$0	\$0	\$800

Federal Total:	\$0	Non-Federal Total:	\$2,205	Grand Total:	\$2,205
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 522 **KDOT #**

Length (mi): 1.75

Project Type: Pedestrian/Bicycle

Date Added: 10/2022 **Last Revised**

Description:
Construct a 10ft a concrete shared use path that connects the Baldwin Creek Trail at Queens Road, to E 1130 Road to help complete the Lawrence Loop Trail.

Project Name: Lawrence Loop Trail from Queens Rd to Kasold

Location: Lawrence Loop Trail from Queens Rd to Kasold

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
Project would move us closer to completing a loop trail around Lawrence. Through public input and administrative review, this project was identified as a priority project in the recently completed Parks & Recreation Master Plan (2017)

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	ROW	\$0	\$0	\$2,000
2026	Local	PE	\$0	\$0	\$100

Federal Total:	\$0	Non-Federal Total:	\$2,100	Grand Total:	\$2,100
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: City of Eudora
TIP #: 523 **KDOT #**
Length (mi): 0.49

Project Name: Church Street Shared Use Path
Location: Church Street from 20th to 15th Street

Project Type: Pedestrian/Bicycle
Date Added: 6/2023 **Last Revised:** 6/2023

Work Type: Pedestrian & Bicycle Work
Revision History: FFY23 A2

Description:
 The construction of an 8-foot wide concrete Shared Use Path (SUP) along Church Street from 20th to 15th Street, including RRFBs at the crossings and a concrete protection barrier on the bridge over K-10 Hwy.

Comments:
 This SUP will connect the City's sidewalk network north of K-10 Hwy with an existing SUP that extends from 20th to 27th Street.

FFY	Fund Source	Phase	Federal	State	Local
2024	Local	CONST	\$0	\$0	\$218
2024	TA	CONST	\$871	\$0	\$0

Federal Total:	\$871	Non-Federal Total:	\$218	Grand Total:	\$1,089
-----------------------	-------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 600 **KDOT #**
Length (mi):
Project Type: Safety
Date Added: 10/2014 **Last Revised:** 10/2020

Description:
 Safety improvements along railroads in region as identified by KDOT. These funds may be used to benefit the region by working to correct or improve identified safety hazards at public railway-highway crossing in a proactive manner.

Project Name: Various Railroad Safety Projects in the Region
Location:
Work Type:
Revision History:
Comments:
 This is a master project that would include any safety projects selected in region. State funds (SF) Conversions: 2020 SF to 2021 HSIP, 2021 SF to 2022 HSIP, 2022 SF to 2023 HSIP, 2023 SF to 2024 HSIP.

FFY	Fund Source	Phase	Federal	State	Local
2020	State-AC	CONST	\$0	\$500	\$0
2021	Credit	OTHER	\$0	(\$500)	\$0
2021	State-AC	CONST	\$0	\$500	\$0
2022	Credit	OTHER	\$0	(\$500)	\$0
2022	State-AC	CONST	\$0	\$500	\$0
2023	HSIP	CONVERSION	\$500	\$0	\$0
2023	HSIP	CONVERSION	\$500	\$0	\$0
2023	Credit	OTHER	\$0	(\$500)	\$0
2023	State-AC	CONST	\$0	\$500	\$0
2024	HSIP	CONVERSION	\$500	\$0	\$0
2024	Credit	OTHER	\$0	(\$500)	\$0

Federal Total:	\$2,000	Non-Federal Total:	\$0	Grand Total:	\$2,000
-----------------------	---------	---------------------------	-----	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Douglas County
TIP #: 605 **KDOT #** C-5065-01
Length (mi): 1.46

Project Name: DGCO: High Friction Surface Treatment
Location: Routes 442 and 1055

Project Type: Road

Work Type: Surfacing

Date Added: 10/2020 **Last Revised:** 10/2021

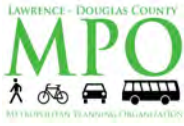
Revision History:

Description:
 Apply high-friction surface treatment to Horizontal Curves on RS-212 and RS-210

Comments:
 Safety Improvements in Douglas County

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	CONST	\$0	\$0	\$112
2022	HSIP	CONST	\$1,011	\$0	\$0

Federal Total:	\$1,011	Non-Federal Total:	\$112	Grand Total:	\$1,123
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 607 **KDOT #**

Length (mi): 1.10

Project Type: Safety

Date Added: 10/2021 **Last Revised:** 12/2023

Description:
2014 AARP report recommended bike/ped facilities on Mass. St. and intersection improvements at 19th/Mass. Construction of project anticipated in 2024 with street maintenance project. Project pending state grant funds (HSIP or TA).

Project Name: Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements

Location: Massachusetts St. - 14th St. to 23rd St.

Work Type: Pedestrian & Bicycle Work, Mill/Overlay, Safety

Revision History: FFY23 A5

Comments:
Mass. St. (11th-14th) reconfigured using 2018 KDOT safety funds. Mass. St. (14th-21st) is a gap in future primary network in T2040 & Lawrence Bikes. Connect to 21st St. Bike Blvd providing access to Iowa St. Complete a gap & provide multimodal downtown.

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$150
2024	Local	PE	\$0	\$0	\$300

Federal Total:	\$0	Non-Federal Total:	\$450	Grand Total:	\$450
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 608 **KDOT #** KA-6282-01
Length (mi): 0.00

Project Name: Signal Improvement at US24/US40/US59 near Lawrence
Location: US24/US40/US59 intersection 394.324 - 394.325

Project Type: ITS

Work Type: Signal

Date Added: 10/2022 **Last Revised:** 01/2024

Revision History: FFY23 A6

Description:
 Upgrade traffic signals to LED with battery backup, adding flashing yellow arrow to permissive lefts and install retro-reflective backplates

Comments:
 Revised letting date from October 2022 to May 2023. U.S. 24/ U.S. 40/U.S. 59 intersection located north of Lawrence

FFY	Fund Source	Phase	Federal	State	Local
2021	HSIP	PE	\$13	\$0	\$0
2023	HSIP	CONST	\$173	\$0	\$0

Federal Total:	\$186	Non-Federal Total:	\$0	Grand Total:	\$186
-----------------------	-------	---------------------------	-----	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: City of Lawrence

TIP #: 700 **KDOT #**

Length (mi): 0.00

Project Type: Safety

Date Added: 4/2023 **Last Revised:** 4/2023

Description:
Development of a Vision Zero Safety Action Plan for Lawrence, Eudora, and Baldwin City

Project Name: Safe Streets and Roads for All

Location: Lawrence, Eudora, and Baldwin City

Work Type: Safety Planning

Revision History: FFY23 A1

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	OTHER	\$0	\$0	\$10
2023	State	OTHER	\$0	\$30	\$0
2023	SS4A	OTHER	\$160	\$0	\$0

Federal Total:	\$160	Non-Federal Total:	\$40	Grand Total:	\$200
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: City of Eudora

TIP #: 701 **KDOT #**

Length (mi): 1.00

Project Type: Safety

Date Added: 01/2024 **Last Revised:** 02/2024

Description:
Supplemental Planning and Demonstration Activities in support of development of the Vision Zero Safety Action Plan for 12th Street in Eudora.

Project Name: 12th Street Safety Action Plan

Location: Eudora, 12th Street from Tall Grass Drive to Winchester Road

Work Type: Safety Planning

Revision History: FFY23 A6

Comments:
This scope of this project is planning and demonstration activities to enhance the safety of motorized and non-motorized users of 12th Street, the predominant east-west minor collector in Eudora.

FFY	Fund Source	Phase	Federal	State	Local
2023	SS4A	OTHER	\$100	\$0	\$0
2023	State	OTHER	\$0	\$18	\$0
2023	Local	OTHER	\$0	\$0	\$7

Federal Total:	\$100	Non-Federal Total:	\$25	Grand Total:	\$125
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO
FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)
(Includes the Program of Projects for the Lawrence Transit System)



Flint Hills Metropolitan Planning Organization

206 Southwind Place, Suite 2B | Manhattan, KS | 66503
785.620.3070 | FHMPO@FlintHillsMPO.org
www.FlintHillsMPO.org

March 20th, 2024

Ryne Dowling
KDOT Transportation Planning
700 SW Harrison St.
Topeka, KS 66603

Re: 2024-2027 Transportation Improvement Program Amendment #2

Dear Mr. Dowling:

The Flint Hills Metropolitan Planning Organization (MPO) Policy Board approved the 2024-2027 Transportation Improvement Program (TIP) Amendment #2 on March 20, 2024. The MPO is requesting KDOT's approval and its inclusion by reference into the Statewide Transportation Improvement Program.

A fifteen-day public comment period was held for the Amendment, with no comments received. A copy of the TIP can be found on the MPO website at www.FlintHillsMPO.org/tip.

Sincerely,

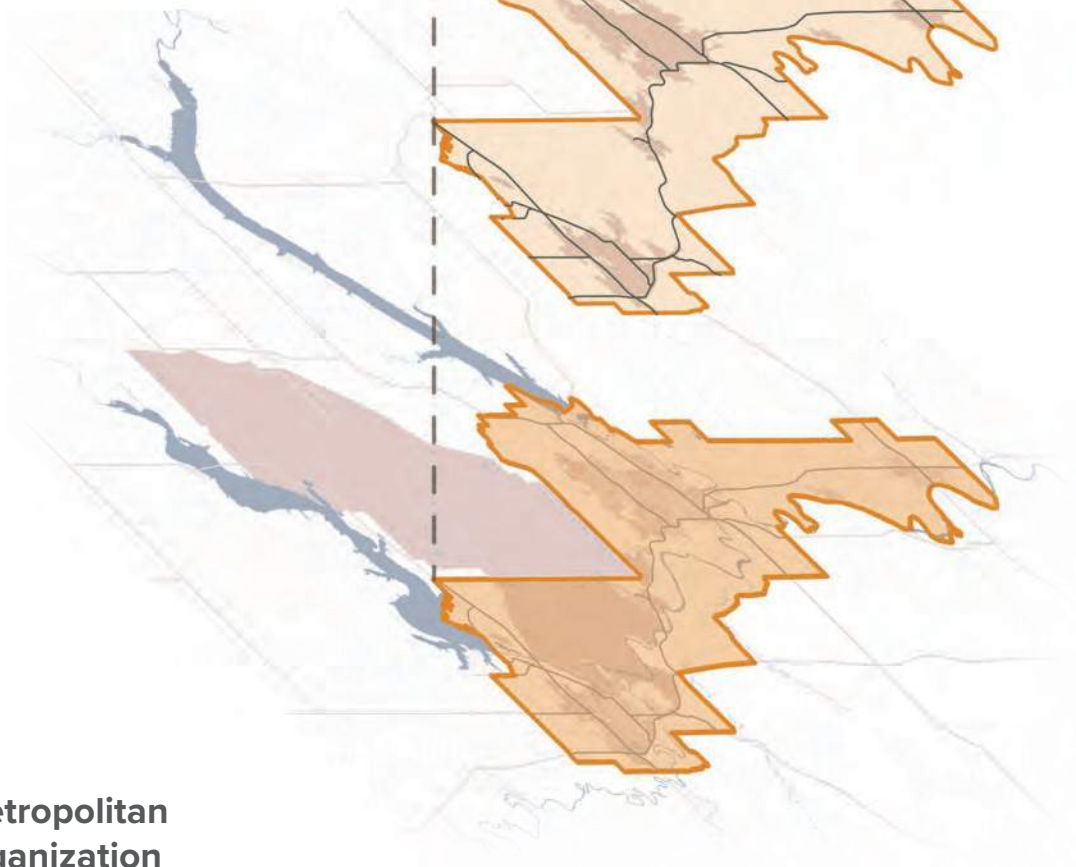
A handwritten signature in black ink, appearing to read "J. M. Tremblay", written in a cursive style.

Jared Tremblay
Planning Manager

2024-2027

Transportation Improvement Program

Policy Board Approved August 23, 2023
Amended December 20, 2023
Amended March 20, 2024



**Flint Hills Metropolitan
Planning Organization**

206 Southwind Pl. Suite 2B | Manhattan, KS | 66503
Office: 785.620.3070 | Fax: 785.537.6327
FHMPO@FlintHillsMPO.org
www.FlintHillsMPO.org

Title VI Note

The Flint Hills Metropolitan Planning Organization (MPO) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the MPO. Any such complaint must be in writing and filed with the MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at www.FlintHillsMPO.org.

Disclaimer

The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation, under the

Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Table of Contents

Introduction	1
WHAT IS THE TIP?	1
WHAT IS THE MPO?	1
TIP Procedures	2
PROCESS FOR INCLUDING PROJECTS IN THE TIP	2
TIP AMENDMENTS	2
ADMINISTRATIVE MODIFICATIONS	2
Fiscal Analysis	3
PROJECT FUNDING.....	3
<i>Federal Funding Sources</i>	3
<i>State Funds</i>	3
<i>Local Funds</i>	4
<i>Advance Construction</i>	4
<i>Operations and Maintenance (O&M)</i>	4
DEMONSTRATION OF FISCAL CONSTRAINT	5
Major Projects.....	5
<i>Roadways Projects (including intersections and bridges)</i>	5
<i>Bikeway and Pedestrian Projects</i>	5
<i>Transit Facilities and Service Projects</i>	5
<i>Significant Delay</i>	6
MAJOR PROJECTS IMPLEMENTED	ERROR! BOOKMARK NOT DEFINED.
PROJECTS SIGNIFICANTLY DELAYED.....	7
Breakdown of Funding by Project Type	8
MISSION AND GOALS.....	8
Performance Management and Targets	9
Environmental Justice	11
2024-2027 TIP EJ ANALYSIS METHODOLOGY	11
<i>Identifying EJ tracts</i>	11
EJ ANALYSIS RESULTS	12
Appendix A: Funding Summary Table	A-1
Appendix B: TIP Project Listing Information	B-1
Appendix C: Summary of Changes.....	C-1
Appendix D: Project Maps	D-2

Appendix E: Project Listing..... E-1

Appendix F: MPO Self-Certification..... F-1

Appendix G: Public Comment Period SummaryG-1

List of Figures

Figure 1: Flint Hills MPO Planning Boundary..... 1

Figure 2: Flint Hills MPO EJ Block Groups..... **Error! Bookmark not defined.**

List of Tables

Table 1: Local Revenue Sources..... 4

Table 2: Funding Amount by Project Type 8

Table 3: Projects and related Performance Measure..... 9

Table 4: Projects in EJ Tracts 133

Table 5: % of Project Types in EJ Tracts13

Introduction

What is the TIP?

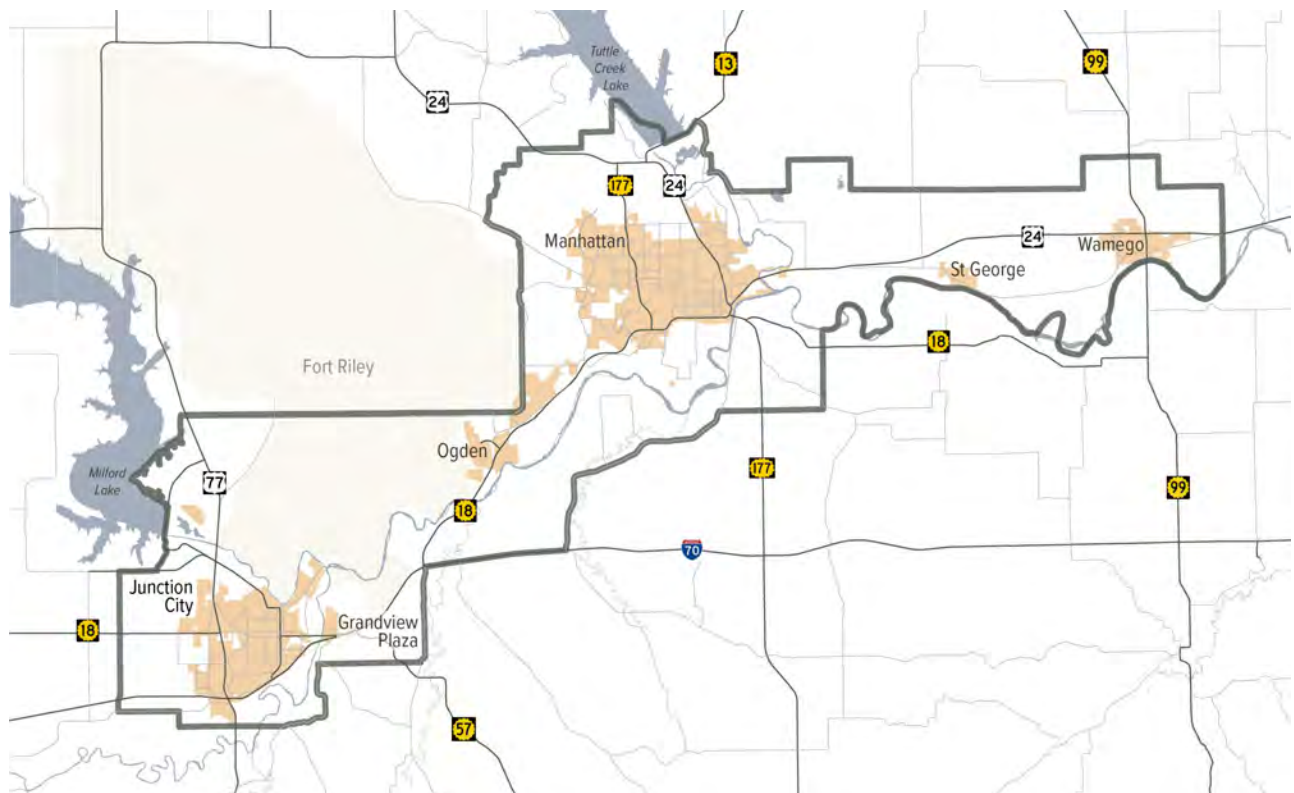
The Transportation Improvement Program (TIP) is a federally required document and one of many tools used to implement the vision and goals of the long-range transportation plan. The TIP contains all federally funded and/or regionally significant, multimodal, surface transportation projects that are to be implemented in the MPO area during the next four years. The TIP can only contain projects with a committed funding source.

What is the MPO?

The Flint Hills Metropolitan Planning Organization (MPO) is the designated MPO for the Manhattan, Kansas Urbanized Area. The MPO serves a three-county area; consisting of six cities (the Cities of Manhattan, Junction City, Wamego, Ogden, St. George, and Grandview Plaza), portions of three counties (Riley, Pottawatomie, and Geary Counties), and the southern portion of Fort Riley Military Installation.

The MPO is governed by a Policy Board, comprised of local elected officials, and representatives from the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Figure 1: Flint Hills MPO Planning Boundary



TIP Procedures

Process for Including Projects in the TIP

MPO staff will notify project sponsors of opportunities to make additions or changes to the TIP every couple of months. If a project sponsor needs a project added or changed prior to the scheduled TIP amendment, the project sponsor should contact MPO staff.

After MPO staff updates the TIP to include all changes, the document is released for public comment, per the requirements outlined in the [Public Participation Plan](#). If public comments are submitted, MPO staff will present the comments to the Technical Advisory Committee (TAC) for consideration. If changes are made to the draft document, the TIP may have to be advertised for public comment again.

After the public comment period, and any comments are addressed, the draft TIP is reviewed by the TAC and a recommended action is submitted to the Policy Board. The Policy Board then has an opportunity to review the document. After Policy Board approval, the TIP is sent to the Kansas Department of Transportation (KDOT) for approval. Projects in the metropolitan areas' TIPs are included by reference in the Statewide Transportation Improvement Program (STIP), which is the State's equivalent of a state-wide TIP. KDOT sends the STIP to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval. Approval of the STIP by FHWA and FTA also serves as TIP approval.

TIP Amendments

Amendments to the TIP are processed once every quarter, if needed. Prior to each quarterly amendment, a notice will be sent out to all project sponsors notifying them of the upcoming amendment. The project sponsors will have the opportunity to add, remove, or change a project. The amendment approval process will then follow the same procedures as described in the section above.

Whenever there is an amendment to the TIP, a summary of changes will be provided to highlight the modifications made to the project listing. Detailed procedures for the TIP amendment process and the associated public involvement process for the TIP amendments are outlined in the Public Participation Plan (PPP).

Administrative Modifications

Administrative Modifications are minor revisions to the TIP that do not require public review and comment, or approval from KDOT, FHWA, nor FTA. Revisions that meet any of the following criteria are considered Administrative Modifications:

- Revise a project description without changing the project scope;
- Revise the funding amount listed for projects or project phases at or below the Amendment threshold. Additional funding not requiring an Amendment is limited up to 25% of the total project cost or \$5 million (whichever is less), based on the amount programmed in the original approved TIP;

- Decrease project cost;
- Change in source of federal funds;
- Conversion of state funds to federal funds for projects programmed previously as Advanced Construction;
- Change program year of project within the four-year TIP; or
- Split or combine individually listed projects, provided the cost, schedule, and scope remain unchanged.

Fiscal Analysis

Project Funding

Projects in the TIP are funded through various sources of Federal, State, and local funds. Regardless of the funding source, the TIP must be able to demonstrate fiscal constraint. This means there must be adequate local, State, and Federal funds available, or can reasonably be expected to become available, to pay for all projects listed in the TIP.

Fiscal constraint:

Project costs do not exceed anticipated revenues and the region can fund all projects identified in the TIP.

Federal Funding Sources

With the December of 2021 enactment of BIL (Bipartisan Infrastructure Law), formally known as, the Infrastructure Investment and Jobs Act (IIJA), federal funding for transportation was increased and stabilized for fiscal years 2022 through 2026. BIL funds will be distributed across all sectors of transportation through existing and new programs and grants.

The Surface Transportation Program (STP) funds are distributed to every county in Kansas, as well as to cities with more than 50,000 people in the Census defined Urbanized Area. It should be noted that not all STP funds received by the counties are attributable to projects within the MPO boundary. All three counties have areas outside of the MPO and may elect to use STP funds on projects in those locations.

In addition to STP, there are also several opportunities to apply for other Federal funds; including, Transportation Alternatives (TA), Highway Safety Improvement Program (HSIP), and National Highway Performance Program (NHPP) funds.

Federal funding for transit and paratransit operations will generally be derived from transit urban and rural formula programs from FTA, such as; 5307, 5310 and 5311 funds. These funds are used for capital and operational expenses.

State Funds

The Kansas Department of Transportation (KDOT) is by far the largest financial investor in the MPO region's transportation system. The level of KDOT funding expended in the region varies greatly from year-to-year based on the number of projects, the scope of projects, and award of competitive funding (i.e. Geometric Improvement, City Connecting Link Improvement Program (CCLIP), High Risk Rural Road, etc.). More recently, the State passed a new transportation program, The Eisenhower Legacy

Transportation Program, called IKE. The IKE Program introduced several new funding opportunities available to the local jurisdictions.

Local Funds

Transportation investments are typically identified in the City or County’s Capital Improvements Program (CIP) for the upcoming fiscal year (except for Geary County, which does not have a formal CIP). The following sources are dedicated to transportation investments for each jurisdiction.

Table 1: Local Revenue Sources

Jurisdiction	Source of Revenue	Average Amount/Year
City of Manhattan	*1/2 cent Sales Tax (70% earmarked for city debt & costs related to public infrastructure)	\$200,000
	1/4** cent Sales Tax for roadway preservation and SRTS	\$2.375 million/year \$118,000 for SRTS
Geary County	***Mill Levy (1 mill is typically set aside for transportation each year, but not a guarantee)	\$255,000
Riley County	^ 1/5 cent Sales Tax (100% earmarked for Roads and Bridges)	\$1,600,000
Pottawatomie County	^^ Special Highway Fund (Any remaining balance from Road & Bridge Fund at end of year is transferred to Special Highway Fund)	\$1,100,000

* New sales tax beginning Jan. 2023, transportation funds not specified. Funds based on past years

** Average between 2017-2021

*** Average between 2020-2022

^ New sales tax beginning Jan 2023, forecasted funds

^^ Average between 2018-2022

Advance Construction

The State uses a practice known as Advance Construction (AC) to maximize the State’s ability to utilize Federal funds while still completing projects in a timely manner. AC allows the State to begin a project in one Federal Fiscal Year (FFY) using State funds, and then be reimbursed for eligible project costs with Federal funds in a later FFY. Once Federal funds are available, the State can be reimbursed with Federal funds. The fiscal year that the State is reimbursed with Federal funds is referred to as the “conversion year”. Projects using AC must be identified as doing so, along with the anticipated year of conversion.

Operations and Maintenance (O&M)

Operation and maintenance (O&M) activities are necessary to ensure the safety and efficiency of the existing transportation system. This consists of routine activities such as pothole patching, minor repairs to pavement and curbs, snow removal, striping and marking, mowing, signal repairs, sign replacement, and other minor work tasks. The expense related to this type of work is usually paid for by the local entities that own and operate the roadway. KDOT is responsible for maintaining the major highways running throughout the region.

Demonstration of Fiscal Constraint

Federal regulation requires that the first four years of the TIP be financially constrained. The Funding Summary Table, in **Appendix A**, provides realistic costs and funding estimates for TIP projects.

KDOT projects are considered financially constrained when submitted to the MPO staff for inclusion in the TIP, given the process the state undertakes when identifying statewide projects. The locals are asked to document fiscal constraint when submitting a new project for inclusion in the TIP or increasing the cost of an existing project if it exceeds the revenue estimate outlined in *Connect 2040*, the long-range transportation plan.

Major Projects

As per federal regulation, MPOs must list any major projects implemented from the previous TIP and identify any projects that experienced significant delays. The following provides a definition of each of the terms:

Roadways Projects (including intersections and bridges)

The major roadway projects implemented from the previous TIP will include projects located on roadways classified by the MPO as a collector or higher, with construction costs of at least \$2.0 million and that have at least one of the following attributes:

- Increased roadway capacity or decreased traffic congestion
- Significantly improved safety
- Replaced aging infrastructure or improved to current standards
- Resulted in significant delay and/or detour

Bikeway and Pedestrian Projects

The major bikeway and pedestrian projects implemented from the previous TIP will include projects that meet at least one of the following:

- Total project cost of at least \$500,000
- Construction of new bikeway or pedestrian facility (or extension of existing facility) into a location where a bicycle/pedestrian facility did not exist before

Transit Facilities and Service Projects

The major transit projects implemented from the previous TIP will include projects that have a total project cost of at least \$1.0 million and meet at least one of the following criteria:

- Acquisition of three or more new transit vehicles
- Addition of new operations and/or maintenance buildings or expansion of existing buildings
- Initiation of new transit service or expansion of existing transit services into territory not previously served by transit

Significant Delay

The MPO defines significant delay as a project that has experienced a delay by two or more years from the year it was initially programmed in the TIP for construction.

Major Projects Implemented

Using the definitions listed above, the following is a list of major projects that were implemented from the 2018-2021 TIP. This includes roadway, bikeway and pedestrian, and transit service projects.

Project #	Project Name	Scope	Construction Year	Total Cost (in 1000s)	Comments
1-03-2022	Green Valley Road: US-24 to Eagles Landing	10' multiuse path along Green Valley Road, including bike/ped accommodations along bridge	2022	\$ 704.3	Under Construction
x-04-2014	US-77 Reconstruction from S of Old Milford Rd to N Jct K-57	Reconstruct US-77 to a 2-Lane on 4-Lane ROW. Realignment of Old Milford Rd, Quarry Rd, Rifle Range Rd, and the connection with Old US-77.	2014	\$ 15,033.6	Constructed
x-06-2022	US-24 Overlay Widen Shoulder Project in PT Cty	Mille and overlay including the widening of shoulders from 3 to 6 feet	2023	\$ 2,311.0	Under Construction
x-10-2020	K-18 heavy preservation near K-177	Pavement replacement	2022	\$ 3,180.0	Under Construction
x-12-2022	Kimball Ave Roundabout Replacement	Replace roundabout, sidewalk improvements, pavement rehab	2022	\$ 3,300.0	Under Construction
x-13-2022	Patching on I-70 east of K-57	Patching and resealing joints	2022	\$ 4,527.0	Under Construction
x-16-2020	Junction City 7th Street Bicycle Boulevard	Pedestrian and Bicycle improvements	2020	\$ 862.4	Constructed
x-20-2020	Bridge Replacement on US-24 over Blackjack Creek	Replace bridge	2022	\$ 2,575.0	Constructed
x-24-2020	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	Widening the existing 4-lane to 5-lane with paved median for access control and dedicated left turn lane. New traffic signal installed at Kimball/Grain Science entrance. 1/2 mile of new bikeway	2020	\$ 6,440.5	Under Construction
x-32-2014	US-40B Bridge Replacement (UP Railroad and Monroe St)	Bridge replacement, to include 5' sidewalk on both sides	2014	\$ 18,691.9	Under Construction
x-T3-2022	FHATA Urban Bus Capital Program	Purchase of 5, 20-passenger buses and two low-floor buses	2022	\$ 1,926.9	Purchased

Projects Significantly Delayed

Project #	Project Name	Scope	Initial Construction Cost (in 1000s)	Current Construction Cost (in 1000s)	Original FFY for Construction	Updated FFY for Construction	Comments
x-T12-2018	FHATA Capital Improvements	Purchase of admin vehicle, maintenance vehicle, 4-post lift	\$ 214.6	\$ 109.3	2019	2024	Programmed in 2024 TIP

Breakdown of Funding by Project Type

The projects included in the TIP are grouped into one of eight categories based on project type. Below are the categories as well as a brief description of each.

Roadway Expansion: Increasing capacity of the roadway by adding travel lanes;

Roadway Preservation: Maintaining the existing roadways and bridges (mill and overlay, brick street rehabilitation, resurfacing, etc);

Modernization: Improving an existing roadway to make it more functional or accommodate other modes of transportation

Safety/Intersection: Projects that improve the safety of intersections and roadways, including geometric improvement projects, restriping, rumble strips, adding turn lanes or shoulders, etc.;

Bicycle/Pedestrian: Projects adding or improving bicycle or pedestrian infrastructure and accommodations, including multi-use paths, bike lanes, pedestrian signals, etc.;

Transit: Paratransit and transit activities (operating and capital purchases); and

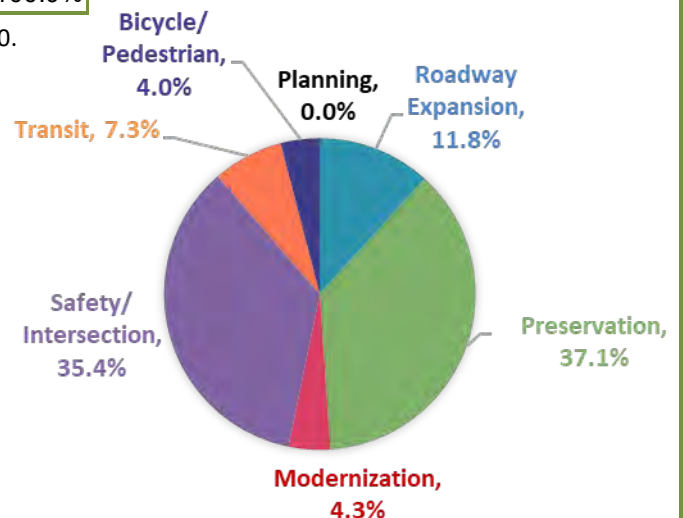
Planning/PE: Studies or professional engineering programmed for a project.

The “Funding Amount” shown in **Table 2** takes into account the total project cost from all years and phases of the projects included in **Appendix E** even those outside of the TIP timeframe.

Table 2: Funding Amount by Project Type

Project Type	Funding Amount*	Percentage of Total
Roadway Expansion	\$ 17,441	11.8%
Preservation	\$ 54,951	37.1%
Modernization	\$ 6,400	4.3%
Safety/ Intersection	\$ 52,440	35.4%
Transit	\$ 10,797	7.3%
Bicycle/ Pedestrian	\$ 5,963	4.0%
Planning	\$ 25	0.0%
Total	\$ 148,016	100.0%

Note: Includes all years and phases of projects, reflected in x1000.



Mission and Goals

The mission of the Flint Hills MPO is to “Provide a regional forum to coordinate, encourage, and promote a safe, efficient, affordable, and integrated transportation system for all users; in support of livable communities and economic competitiveness.” To accomplish this, the MPO established four goals within the long-range plan, which serve as the foundation for the transportation planning process and project selection.



SAFETY

Provide a safe and secure multi-modal transportation system.



MOBILITY

Maintain system performance and enhance modal choice for the efficient movement of people, goods, and freight.



PRESERVATION

Invest in the preservation and maintenance of our existing transportation infrastructure and assets.



PROSPERITY

Create an equitable, affordable, sustainable, and integrated transportation system for all users.

Performance Management and Targets

To track the progress being made on achieving the goals outlined above, performance measures (PMs) and targets have been developed. The PMs and targets are housed in the [Metrics for Progress](#) document. The tables below identify the projects contained within the TIP that will help to maintain or meet our target for various performance measures.

Table 3: Projects and related Performance Measure

TIP Project #	C2040 ID	Project	Goal	PM #
01-2022		Blue Jay Trail	Mobility	PM6
01-2024		Old Milford Road Bridge Replacement	Preservation	PM7, PM8
03-2024		US-24 & Excel Road Intersection Improvements	Safety	PM3, PM4
06-2024	P11	I-70 in Geary County Guardrail Updates	Preservation	PM1, PM2
08-2022	E69	Intersection of Kimball and Denison	Safety	PM1, PM2
			Mobility	PM4
09-2022	E08	Casement Road Improvements: Brookmont to Allen/Knox	Safety	PM3, PM4
			Mobility	PM4
10-2020		K-18 heave preservation near K-177	Preservation	PM3
10-2022	M40	N. Manhattan Ave Traffic Signals and two-way bike lane	Safety	PM5, PM6
			Mobility	PM4, PM6
			Prosperity	PM4, PM5
11-2022		Hayes Dr Trail	Mobility	PM6
12-2022	M26	Kimball Ave Roundabout Replacement	Safety	PM3
13-2022		Patching on I-70 east of K-57	Preservation	PM1, PM2
14-2022		US-24 & Levee Drive Intersection Improvements	Safety	PM1, PM2, PM3, PM4
14a-2020	M20	Roundabout at US-24 & K-13	Safety	PM1, PM2, PM3, PM4
14b-2020	M21	Roundabout at US-24 & K-113	Safety	PM1, PM2, PM3, PM4
15-2022	P12	I-70 Bridge Replacement at J. Hill Road	Preservation	PM5, PM6
17-2020		Juliette Ave - Phase IV	Prosperity	PM3, PM4
17-2022	E61	I-70 & Taylor Road Interchange	Preservation	PM5, PM6

TIP Project #	C2040 ID	Project	Goal	PM #
18-2022		Repair Bridge #037 on US-40B3 in Geary County	Preservation	PM7
19-2022	P10	Repair Bridge #017 on I-70 in Geary County	Preservation	PM5, PM6
24-2020	E37	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	Mobility	PM6
			Prosperity	PM4
24-2022		Increasing the Walkability/Bikeability of St. George	Mobility	PM6
25-2020	M15	I-70 & K-18 Interchange	Safety	PM3, PM4
			Preservation	PM5
27-2020	P10 P11	I-70 Pavement Replacement	Preservation	PM1, PM2
T3-2024		5th& Leavenworth Stop Improvements	Prosperity	PM1, PM3, PM4
T10-2020	M25	Fremont Roadway and Bus Stop Improvements	Prosperity	PM1, PM3, PM4
			Mobility	PM6
T7-2020		600 Block of Poyntz Bus Stop Improvements	Prosperity	PM1, PM3, PM4

Goals and Performance Measures

Safety

- PM 1: # of vehicular fatalities
- PM 2: Rate of vehicular fatalities per 100 million vehicle
- PM 3: # of serious injuries
- PM 4: Rate of serious injuries per 100 million vehicle
- PM 5: Non-Motorized Fatalities & Serious Injuries
- PM 6: % of serious injuries & fatality crashes involving bicycles & pedestrians

Preservation

- PM 1: % of Interstate pavement in good condition
- PM 2: % of Interstate pavement in poor condition
- PM 3: % of non-Interstate pavement in good condition
- PM 4: % of non-Interstate pavement in poor condition
- PM 5: % of NHS bridges in good condition
- PM 6: % of NHS bridges in poor condition
- PM 7: % of non-NHS bridges in good condition
- PM 8: % of non-NHS bridges in poor condition

Mobility

- PM 1: % of person-miles traveled on Interstate with reliable travel time
- PM 2: % of person-miles traveled on the NHS with a reliable travel time
- PM 3: Truck Travel Time Reliability (TTTR) Index on our Interstate system
- PM 4: % of Intelligent Transportation System traffic signals on key corridors
- PM 6: % of planned bicycle infrastructure projects implemented

Prosperity

- PM 4: % of bicycle infrastructure located in EJ areas
- PM 5: Maintain or reduce the number of roadway feet per person

Environmental Justice

Environmental Justice (EJ) is defined as the fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation, and enforcement of laws, regulations, and policies. The U.S. Department of Transportation requires the MPO to make EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies, and activities on minority and/or low-income populations (collectively, “EJ populations”). The legal backbone of the federal EJ requirement is Title VI of the Civil Rights Act of 1964, which prohibits discrimination “on the basis of race, color, or national origin” in any “program or activity receiving federal financial assistance.” **Three core EJ principles** defined by the U.S. Department of Transportation spell out the EJ goals for transportation planning and projects. The MPO and project sponsors work together to assure the TIP process and the projects included within the TIP address these core principles.

Three core EJ principles:

- 1) Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on EJ populations.
- 2) Prevent the denial, reduction, or delay in the receipt of benefits to EJ populations.
- 3) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

2022-2025 TIP EJ Analysis Methodology

Identifying EJ Tracts

The first step in the EJ analysis process is to identify where low-income and minority populations reside in the MPO area. Census block groups are used to understand the demographics of this geographically large area. Individual block groups are defined as EJ areas if they meet certain **EJ criteria** regarding race, ethnicity, household income, and/or access to a vehicle. To identify these block groups, a regional average is calculated for race/ethnicity and zero-car households (a different methodology is used for income, which is explained below). Any individual block group that is 20% or greater than the regional average is identified as an EJ block group. The table to the right provides the regional averages and thresholds used. The data used to identify EJ block groups came from the 2021 American Community Survey (ACS). **Figure 2** maps the EJ tracts across the MPO region.

EJ Thresholds

1. **Minority Block Groups**
Region average: 22.5%
Threshold: 27.0%
2. **Low-Income Block Groups**
Free or Reduced Lunch in Table 4
3. **Zero-car Households**
Region average: 4.7%
Threshold: 5.7%

To identify the low-income areas in the MPO region, the average household income was gathered for all block groups within the MPO boundary. This block group data was then compared to the thresholds identified in **Table 4.**, which the Department of Agriculture uses to qualify households for free or reduced school meals. If a block group’s median household income was at or below the numbers in Table 4, the block group was determined to be an EJ area.

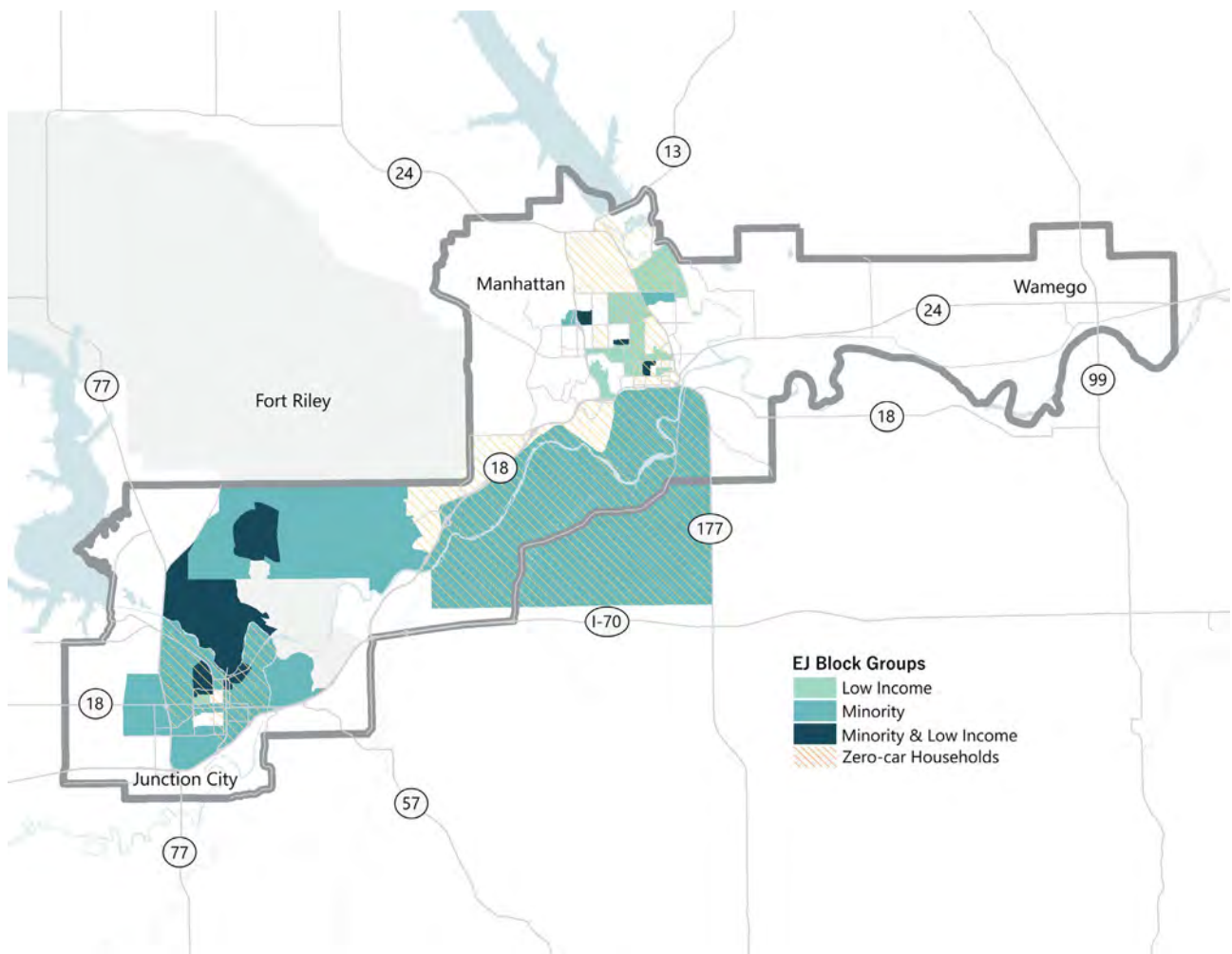
Zero-car households were also included in the EJ analysis to identify the areas of our communities where multimodal investments may be of higher importance. Unlike other EJ criteria, the 2021 ACS data for zero-car was not available at the block group level. Therefore, the larger census tract data was used and then distributed to all internal block groups. The regional average for zero-car households was 4.7%, and the EJ threshold was set at 5.7%.

Table 4: US Department of Agriculture Free and Reduced Meals Income Thresholds

Household Size	Annual Income	
	Reduced Price Meals	Free Meals
1	\$23,828	\$16,744
1.5	\$28,028	\$19,695
2	\$32,227	\$22,646
2.5	\$36,427	\$25,597
3	\$40,626	\$28,548
3.5	\$44,826	\$31,499

Effective July 1, 2021 to June 30, 2022

Figure 2: Flint Hills MPO EJ Block Groups



EJ Analysis Results

Of the 96 block groups in the MPO area, 32 block groups have a minority population that exceeded the regional average and 19 block groups are at or below the threshold used to identify households qualifying for free or reduced school meals. Eight (8) block groups are both minority and low-income block groups.

Of the projects contained in the TIP, sixteen (16) are within, or adjacent and impacting, the EJ areas (shown in **Table 5**) and meet FHWA EJ project requirements. Approximately \$45.4 million dollars, or 30.7%, of the total funding in the region will be invested in the EJ identified tracts.

Table 5: Projects in EJ Tracts

Project #	Project Name	Total Cost (in 1000s)	Project Type
01-2022	Blue Jay Trail	\$1,309.0	Bike/Ped
02-2022	Manhattan SRTS PE Consultant	\$25.0	Planning
07-2020	Poyntz Ave and Juliette Ave Intersection	\$1,070.0	Safety/Intersection
08-2022	Intersection of Kimball and Denison (NCC Phase 11)	\$10,900.0	Safety/Intersection
10-2020	K-18 heavy preservation near K-177	\$3,180.0	Preservation
10-2022	N. Manhattan Ave Traffic Signals and two-way Bike Lane	\$2,400.0	Modernization
14a-2020	Roundabout at US-24 & K-13	\$6,675.9	Safety/Intersection
14b-2020	Roundabout at US-24 & K-113	\$6,675.9	Safety/Intersection
16-2022	Sidewalk Extension on Fort Riley Blvd	\$1,711.0	Bike/Ped
17-2020	Juliette Ave - Phase IV	\$1,568.3	Preservation
18-2022	Repair Bridge #037 on US-40B3 in Geary County	\$454.4	Preservation
21-2020	US-40B and Washington Roundabout Preservation	\$796.9	Preservation
22-2022	Mill & overlay K-57 Surface Preservation	\$341.2	Preservation
24-2020	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	\$6,440.5	Expansion
T3-2024	5th & Leavenworth Stop Improvements	\$750.0	Transit
T7-2020	600 Block of Poyntz Bus Stop Improvements	\$654.1	Transit
T10-2020	Fremont Roadway and Bus Stop Improvements	\$426.0	Transit

*project costs reflected in 1,000s

Table 6: % of Project Type in EJ Areas

Project Type	Total Project Costs	Total \$ in EJ Areas	% Spent in EJ vs non-EJ
Roadway Expansion	\$ 17,440.5	\$ 6,440.5	36.9%
Preservation	\$ 54,950.8	\$ 6,340.8	11.5%
Modernization	\$ 6,400.0	\$ 2,400.0	37.5%
Safety/ Intersection	\$ 52,440.3	\$ 25,321.8	48.3%
Transit	\$ 10,797.1	\$ 1,830.1	16.9%
Bicycle/ Pedestrian	\$ 5,962.5	\$ 3,020.0	50.6%
Planning	\$ 25.0	\$ 25.00	100.0%
Total	\$ 148,016.2	\$45,378.2	30.7%

*project costs reflected in 1,000s

Based on the project type and the apportionment of funding invested in EJ areas, there does not appear to be any disproportionate impacts when comparing the projects located within EJ versus non-EJ areas. **Table 6** shows the percentage of projects by project type found in the EJ areas. A map of all projects contained within the TIP, including the EJ block groups, are included in **Appendix D**.

Appendix A: Funding Summary Table

Funding Source of Programmed Projects (in thousands)						
Funding Source		FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Federal	NHPP	\$ 5,873.5	\$ 28,823.5	\$ -	\$ -	\$ 34,697.0
	STP	\$ -	\$ -	\$ -	\$ -	\$ -
	TA	\$ 4,336.5	\$ -	\$ -	\$ -	\$ 4,336.5
	HSIP	\$ -	\$ 10,167.8	\$ -	\$ -	\$ 10,167.8
	BRF	\$ 950.0	\$ 13.8	\$ 3,167.1	\$ -	\$ 4,130.9
	FTA 5307	\$ 3,065.4	\$ 1,016.8	\$ 1,314.8	\$ -	\$ 5,397.0
	FTA 5307 ARA	\$ 372.0	\$ -	\$ -	\$ -	\$ 372.0
	FTA 5310	\$ 216.0	\$ -	\$ -	\$ -	\$ 216.0
	FTA 5311	\$ 668.0	\$ -	\$ -	\$ -	\$ 668.0
	FTA 5339	\$ 246.0	\$ -	\$ -	\$ -	\$ 246.0
TOTAL		\$ 15,727.4	\$ 40,021.9	\$ 4,481.9	\$ -	\$ 60,231.2
State		\$ 27,833.2	\$ (38,786.4)	\$ 3,482.3	\$ -	\$ (7,470.9)
Local		\$ 25,699.3	\$ 1,756.7	\$ 525.9	\$ -	\$ 27,981.9
Total		\$ 69,259.9	\$ 2,992.2	\$ 8,490.1	\$ -	\$ 80,742.2

HSIP-Highway Safety Improvement Program

STP-Surface Transportation Program

NHPP-National Highway Performance Program

TA-Transportation Alternatives

5307 ARA - American Recovery Act

BRF-Bridge Funding

Note: FTA transit funds in the MPO region are typically only programmed for the current year of the TIP due to unknown funding amounts in future years (except for 5307 funds).

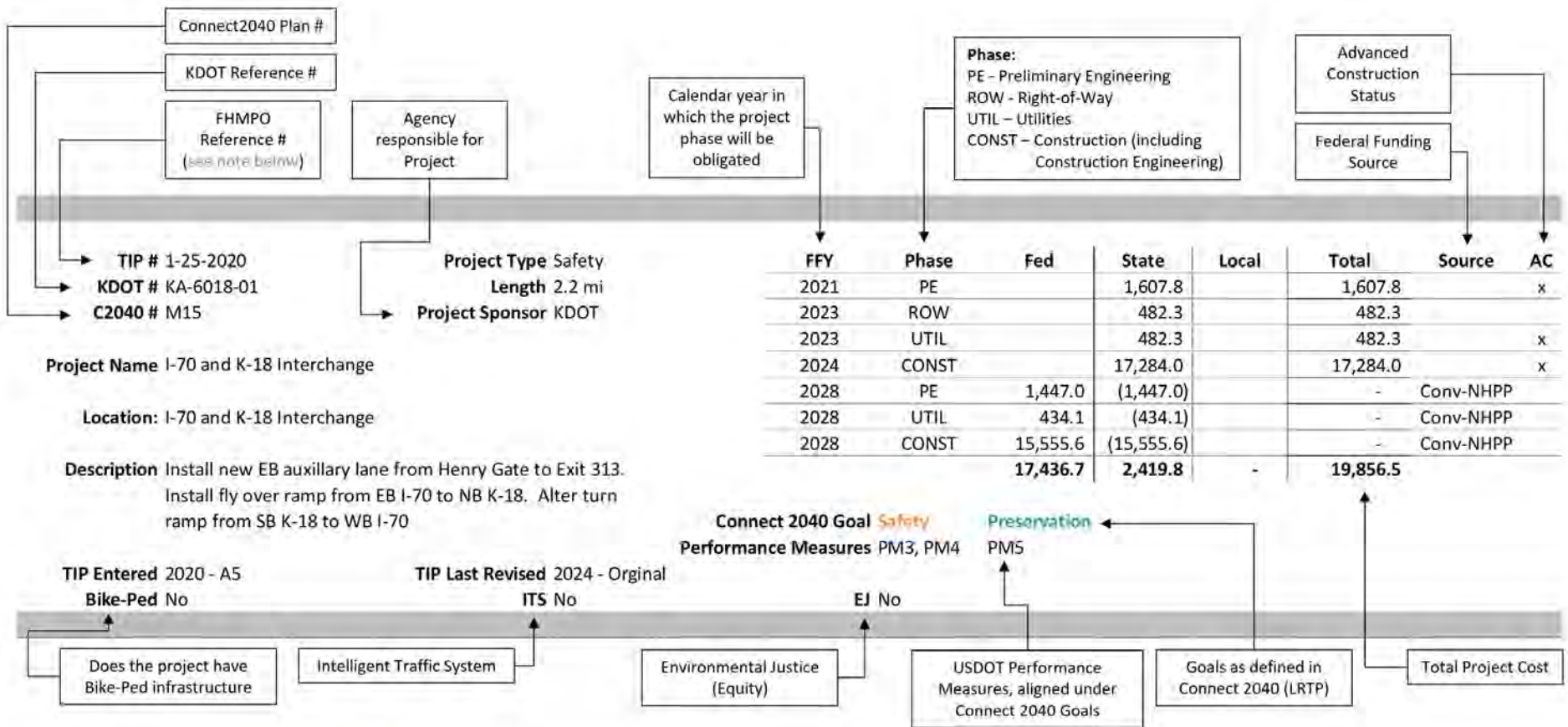
Note: Any negative balance shown for state funding is due to state funds being credited back once a project was converted to federal funds.

Anticipated Funding (in thousands)						
Funding Source	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total	
Federal	\$ 15,727.4	\$ 40,021.9	\$ 6,490.4	\$ 6,490.4	\$ 68,730.1	
State	\$ 27,833.2	\$ 6,529.3	\$ 6,529.3	\$ 6,529.3	\$ 47,421.2	
Local*	\$ 16,190.2	\$ 7,590.2	\$ 7,590.2	\$ 7,590.2	\$ 38,960.7	
Total	\$ 59,750.8	\$ 54,141.4	\$ 20,609.9	\$ 20,609.9	\$ 155,112.0	

* Anticipated Funding is calculated using the estimates from *Connect 2040*. The amount of funding available in the 2020-2025 time band was used and then a yearly average was calculated. Manhattan has programmed \$8.6 million in additional local sources like K-State Athletics, City-University Fund, K-State General Fund, and bonding.

Appendix B: TIP Project Listing Information

The projects listed in the TIP are broken down into four categories: Road and Bridge; Bicycle and Pedestrian; Transit and Paratransit; and Railroad. Below is a sample project from the TIP to aid in explaining each field of the form.



Decoding the TIP

X-XX-202X The first digit identifies the most recent amendment to the make changes to the project. A "0" means the project has not been modified since the original TIP document. Now also found in "TIP Entered" & "TIP Last Revised" sections.

X-XX-202X The second set of digits is the project number. This number never changes.

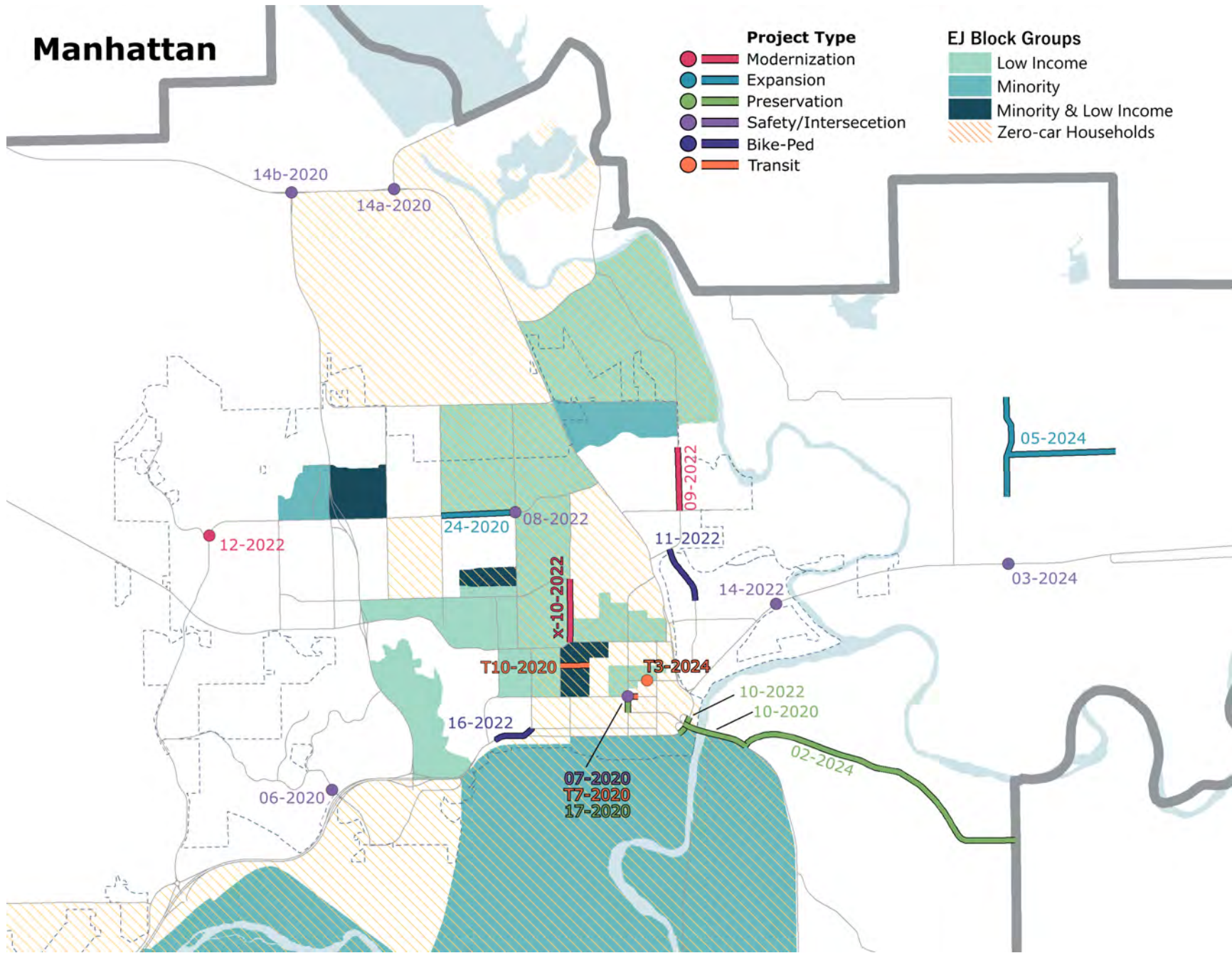
X-XX-202X The last set of digits indicates the year the project was first programmed in the TIP. The TIP is updated in even years (i.e. 2020, 2022, 2024).

Appendix C: Summary of Changes

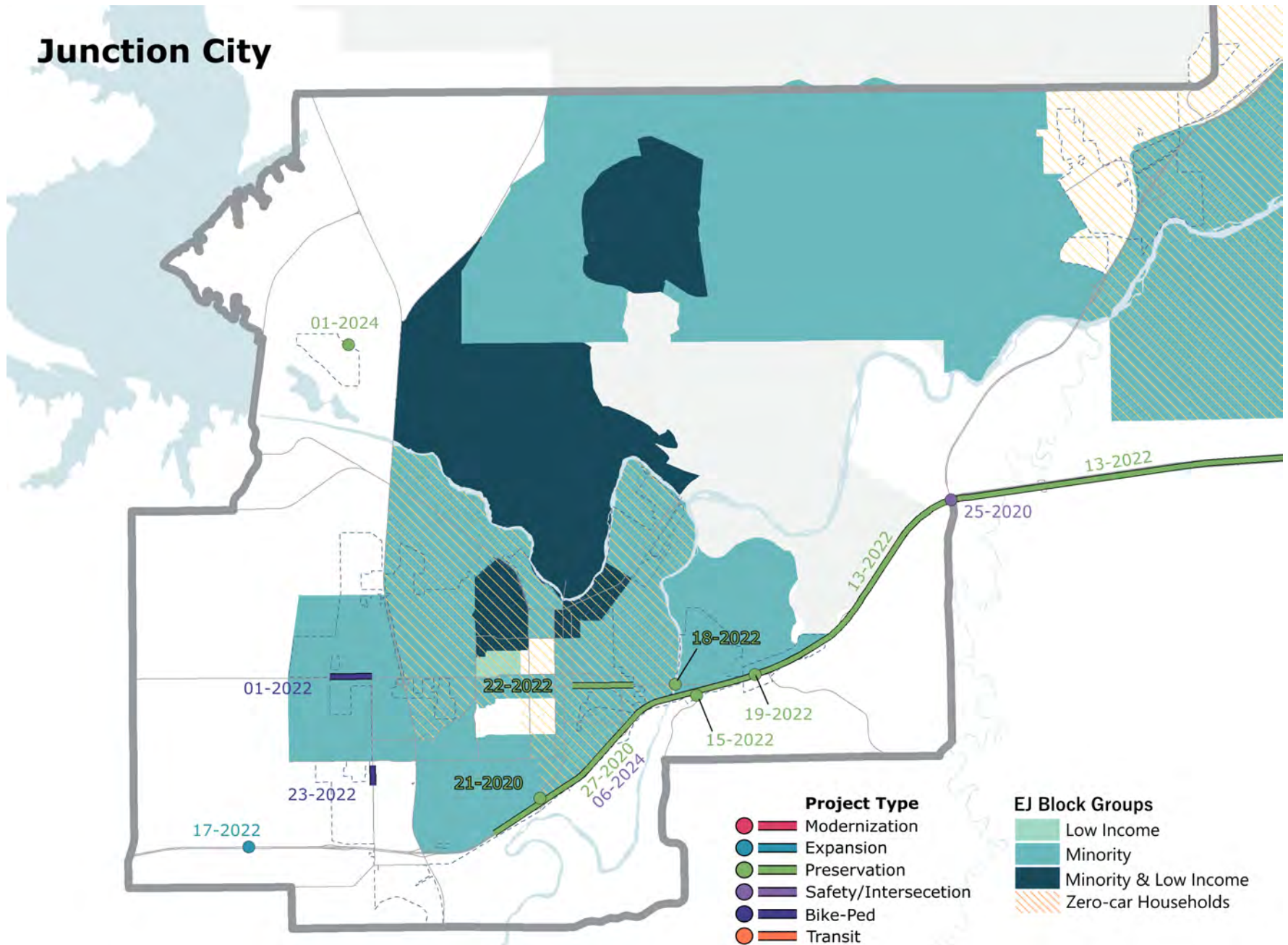
Project #	KDOT #	Project Name	Year	Phase	Phase Cost (in 1000s)	Total Cost (in 1000s)	Funding Source	Description of Change
01-2024	C-5231-01	Old Milford Road Bridge Replacement	2024	CONST	\$950.00	\$950.00	BRO	Reduction in Cost

Appendix D: Project Maps

Manhattan

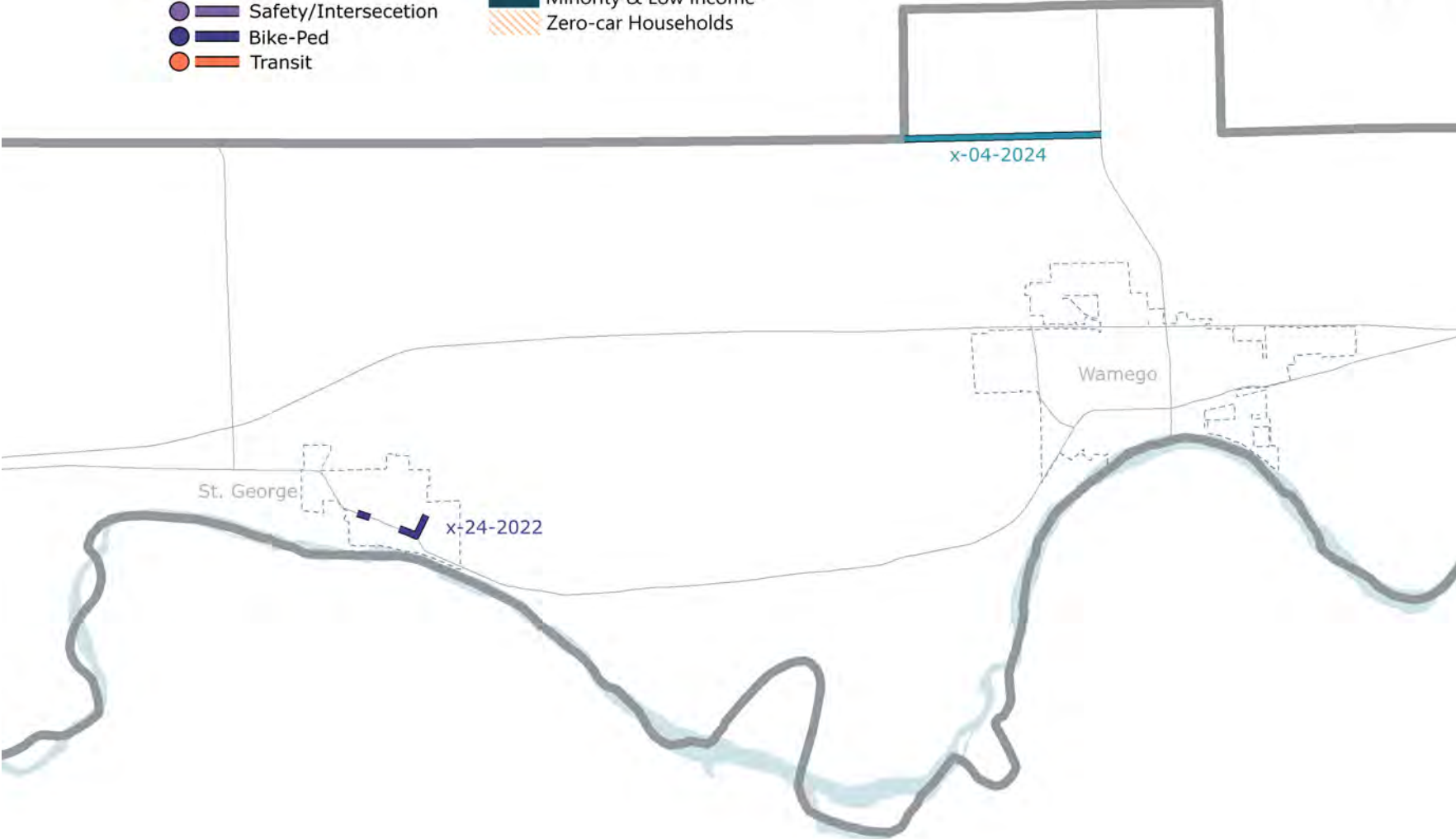


Junction City



Wamego & St. George

- | Project Type | | EJ Block Groups | |
|--------------|----------------------|-----------------|-----------------------|
| ● | Modernization | ■ | Low Income |
| ● | Expansion | ■ | Minority |
| ● | Preservation | ■ | Minority & Low Income |
| ● | Safety/Intersecetion | ■ | Zero-car Households |
| ● | Bike-Ped | | |
| ● | Transit | | |



Appendix E: Project Listing

Roadway Projects

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
01-2022	Bike/Ped	2023	CONST	737.6	-	571.4	1,309.0	TA	
KDOT # TE-0498-01	Length 0.33 mi								
C2040 # BP01	Project Sponsor Junction City			737.6		571.4	1,309.0		

Project Name Blue Jay Trail

Location: K-18: Karns Drive to Spring Valley Rd.

Description 10' multiuse path on the north side of K-18 from Karns Dr to Spring Valley Rd.

Connect 2040 Goal Mobility
Performance Measure PM6

TIP Entered 2022 - Original
Bike-Ped Yes

TIP Last Revised 2022 - A3
ITS No
EJ Yes

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
01-2024	Preservation	2024	CONST	950.0	-		950.0	BRO	
KDOT # C-5231-01	Length								
C2040 #	Project Sponsor KDOT			950.0			950.0		

Project Name Old Milford Road Bridge Replacement

Location: Tributary of Republic River, 3.0 miles N & 1.0 mile West of Junction City

Description Bridge Replacement

Connect 2040 Goal Preservation
Performance Measure PM7, PM8

TIP Entered 2024 - Original
Bike-Ped No

TIP Last Revised 2024 - A2
ITS No
EJ No

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
02-2022	Planning	2023	PE	20.0	-	5.0	25.0	TA	
KDOT # U-2405-01	Length								
C2040 # MP01	Project Sponsor City of Manhattan			20.0		5.0	25.0		

Project Name Manhattan SRTS PE Consultant

Location: Manhattan

Description Phase 1 Study to update SRTS Plan

Connect 2040 Goal
Performance Measure

TIP Entered 2022 - Original
Bike-Ped Yes

TIP Last Revised 2024 - Original
ITS No
EJ Yes

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
02-2024	Preservation	2023	PE		1.0		1.0		
KDOT # KA-7043-01	Length 8.9 mi								
C2040 #	Project Sponsor KDOT	2023	CONST		2,572.5		2,572.5		
				-	2,573.5	-	2,573.5		

Project Name Milling and overlay on K-18 in RL County

Location: K-18: from east junction K-177/K-18, east to the RL/WB county line

Description 1 inch colddd milling and 1.5 inch overlay

Connect 2040 Goal
Performance Measure

TIP Entered 2024 - Original
Bike-Ped No

TIP Last Revised
ITS No
EJ No

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
03-2024	Safety/Intersection	2024	PE			3,000.0	3,000.0		
KDOT #	Length								
C2040 #	Project Sponsor PT				-	3,000.0	3,000.0		

Project Name US-24 & Excel Road Intersection Improvements

Location: US-24 at Excel Road

Description Intersectin improvements to include additional turn lanes and new traffic signals

Connect 2040 Goal Safety
Performance Measure PM3, PM4

TIP Entered 2024 - Original
Bike-Ped No

TIP Last Revised
ITS No
EJ Yes

TIP # 04-2024
 KDOT #
 C2040 #

Project Type Expansion
 Length 1.0 mi
 Project Sponsor PT

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	PE			3,000.0	3,000.0		
			-	3,000.0	3,000.0		

Project Name Elm Slough Road Improvements

Location: Elm Slough Road from Salzar Road to K-99

Description Roadway improvements including paving and widening an aggregate roadway. Improving vertical sight distance

Connect 2040 Goal
 Performance Measure

TIP Entered 2024 - Original
 Bike-Ped No

TIP Last Revised
 ITS No

EJ Yes

TIP # 05-2024
 KDOT #
 C2040 #

Project Type Expansion
 Length 1.9 mi
 Project Sponsor PT

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	PE			6,000.0	6,000.0		
			-	6,000.0	6,000.0		

Project Name Harvest Road and Excel Road Improvements

Location: Harvest Road from Excel Road to Lake Elbo Road, and Harvest Road from Cara's Way to Junietta Road

Description Roadway improvements including paving and widening aggregate roadways. Constructing a new bridge on Excel, and adding sidewalks and a Multi-use Path.

Connect 2040 Goal
 Performance Measure

TIP Entered 2024 - Original
 Bike-Ped Yes

TIP Last Revised
 ITS No

EJ Yes

TIP # 06-2020
 KDOT #
 C2040 # M26

Project Type Safety/Intersection
 Length 0.25 mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	PE			150.0	150.0		
2025	CONST			1,350.0	1,350.0		
			-	1,500.0	1,500.0		

Project Name Miller Pkwy & Arbor Dr Intersection

Location: Intersection of Miller Parkway and Arbor Drive

Description Construct roundabout at the intersection of Miller Parkway and Arbor Drive.

Connect 2040 Goal
 Performance Measure

TIP Entered 2020 - Original
 Bike-Ped Yes

TIP Last Revised 2020 - A3
 ITS No

EJ No

TIP # 06-2024
 KDOT # KA-6062-02
 C2040 # P11

Project Type Safety/Intersection
 Length 4.75 mi
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	PE		90.8		90.8		
2024	CONST		1,301.9		1,301.9		
		-	1,392.8	-	1,392.8		

Project Name I-70 in Geary County Guardrail Updates

Location: I-70: 1 mile east of US-77 interchange, east to east Grandview Plaza City Limits

Description Guardrail updates and preservation

Connect 2040 Goal **Preservation**
 Performance Measure PM1, PM2

TIP Entered 2024 - A1
 Bike-Ped No

TIP Last Revised
 ITS No

EJ No

TIP # 07-2020
 KDOT #
 C2040 # M17

Project Type Safety/Intersection
 Length 0.2 mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2022	CONST			1,070.0	1,070.0		
			-	1,070.0	1,070.0		

Project Name Poyntz Ave and Juliette Ave Intersection

Location: Intersection of Poyntz Ave and Juliette Ave

Description Replace traffic signal poles, install ADA ramps, install stamped concrete crosswalks with curb extensions, and count down pedestrian signals

Connect 2040 Goal
 Performance Measure

TIP Entered 2022 - Original
 Bike-Ped Yes

TIP Last Revised 2022 - A4
 ITS No

EJ Yes

TIP #	08-2022	Project Type	Safety/Intersection	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.45mi	2022	PE			900.0	900.0		
C2040 #	E69	Project Sponsor	City of Manhattan	2024	CONST			10,000.0	10,000.0		
						-	-	10,900.0	10,900.0		

Project Name Intersection of Kimball and Denison (NCC Phase 11)

Location: Intersection of Kimball and Denison

Description Roadway expansion & intersection improvements. Previous TIP# 0-25-2014. GO Bonds funding

Connect 2040 Goal Safety **Mobility**
Performance Measure PM1, PM2 PM4

TIP Entered 2022 - Original **TIP Last Revised** 2022 - A3
Bike-Ped Yes **ITS** Yes **EJ** Yes

TIP #	09-2022	Project Type	Modernization	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.60 mi	2022	PE			100.0	100.0		
C2040 #	E08	Project Sponsor	City of Manhattan			-	-	100.0	100.0		

Project Name Casement Road Improvements: Brookmont to Allen/Knox

Location: Casement Rd: Brookmont Dr to Allen Rd/Knox Ln

Description Expand roadway to include 3-lane roadway and multi-use path

Connect 2040 Goal Safety **Mobility**
Performance Measure PM3, PM4 PM4

TIP Entered 2022 - Original **TIP Last Revised**
Bike-Ped Yes **ITS** Yes **EJ** No

TIP #	10-2020	Project Type	Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	KA-5469-01	Length	0.70 mi	2022	PE		38.6		38.6		
C2040 #	P09	Project Sponsor	KDOT	2023	CONST	3,243.3	810.8		4,054.1	NHPP	X
						3,243.3	849.4	-	4,092.7		

Project Name K-18 heavy preservation near K-177

Location: K-18: West Junction K-18/K-177 east to the East Junction K-18/K-177

Description Pavement replacement

Connect 2040 Goal Preservation
Performance Measure PM3

TIP Entered 2020 - A1 **TIP Last Revised** 2024 - A1
Bike-Ped No **ITS** No **EJ** Yes

TIP #	10-2022	Project Type	Modernization	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.58 mi	2022	PE			100.0	100.0		
C2040 #	M40	Project Sponsor	City of Manhattan	2023	CONST			2,900.0	2,900.0		
						-	-	3,000.0	3,000.0		

Project Name N. Manhattan Ave, Campus Creek, & Bayberry Infrastructure Improvements

Location: N. Manhattan: Claflin to Bluemont

Description Upgrade flashing yellow beacons to full traffic signals for pedestrians. Construct two-way bike lane on west side with barrier to Vattier. Realign Campus Creek road with Bertrand & adding roundabout on campus

Connect 2040 Goal Safety **Mobility** **Prosperity**
Performance Measure PM5, PM6 PM4, PM6 PM4, PM5

TIP Entered 2022 - Original **TIP Last Revised** 2022 - A3
Bike-Ped Yes **ITS** Yes **EJ** Yes

TIP #	11-2022	Project Type	Bike/Ped	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.71 mi	2021	PE			150.0	150.0		
C2040 #	BP01	Project Sponsor	City of Manhattan	2024	CONST			1,000.0	1,000.0		
						-	-	1,150.0	1,150.0		

Project Name Hayes Dr Trail

Location: Hayes: McCall to Casement

Description 10 feet or 8 feet wide Trail from Casement to McCall Road along Hayes Dr.

Connect 2040 Goal Mobility
Performance Measure PM6

TIP Entered 2022 - Original **TIP Last Revised**
Bike-Ped Yes **ITS** No **EJ** No

TIP # 12-2022
 KDOT #
 C2040 # M26

Project Type Modernization
 Length 0.33 mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE			300.0	300.0		
2023	CONST			3,000.0	3,000.0		
		-	-	3,300.0	3,300.0		

Project Name Kimball Ave Roundabout Replacement

Location: Kimball Ave: Berkshire to Vanesta Drive

Description Replace Roundabout, sidewalk improvements, pavement rehab

Connect 2040 Goal Safety
 Performance Measure PM3

TIP Entered 2022 - Original
 Bike-Ped Yes

TIP Last Revised
 ITS No

EJ No

TIP # 13-2022
 KDOT # KA-6278-01
 C2040 # P09

Project Type Preservation
 Length 15.5 mi
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE		1.0		1.0		
2022	CONST		4,526.0		4,526.0		X
2024	CONST	4,073.5	(4,073.5)		-	Conv-NHPP	
		4,073.5	453.5	-	4,527.0		

Project Name Patching on I-70 east of K-57

Location: I-70: .64 miles east of I-70/K-57 to Geary/Riley County Line

Description Patching and resealing joints

Connect 2040 Goal Preservation
 Performance Measure PM1,PM2

TIP Entered 2014 - Original
 Bike-Ped No

TIP Last Revised 2022 - A4
 ITS No

EJ No

TIP # 14a-2020
 KDOT # KA-5565-01
 C2040 # M20

Project Type Safety/Intersection
 Length
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	PE		513.5		513.5		
2023	ROW		256.8		256.8		
2023	UTIL		256.8		256.8		
2024	CONST		5,648.8		5,648.8		X
2025	CONST	5,083.9	(5,083.9)		-	Conv-HSIP	
		5,083.9	1,592.0	-	6,675.9		

Project Name Roundabout at US-24 & K-13

Location: Intersection of K-13 and US-24 in Riley County

Description Construct single-lane roundabout at intersection to improve safety.

Connect 2040 Goal Safety
 Performance Measures PM3, PM4

TIP Entered 2020 - A3
 Bike-Ped No

TIP Last Revised 2022 - A3
 ITS No

EJ Yes

TIP # 14b-2020
 KDOT # KA-5564-01
 C2040 # M21

Project Type Safety/Intersection
 Length
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	PE		513.5		513.5		
2023	ROW		256.8		256.8		
2023	UTIL		256.8		256.8		
2024	CONST		5,648.8		5,648.8		X
2025	CONST	5,083.9	(5,083.9)		-	Conv-HSIP	
		5,083.9	1,592.0	-	6,675.9		

Project Name Roundabout at US-24 & K-113

Location: Intersection of K-113 and US-24 in Riley County

Description Construct single-lane roundabout at intersection to improve safety.

Connect 2040 Goal Safety
 Performance Measures PM3, PM4

TIP Entered 2020 - A3
 Bike-Ped No

TIP Last Revised 2022 - A3
 ITS No

EJ Yes

TIP # 14-2022
 KDOT # KA-6497-01
 C2040 #

Project Type Safety/Intersection
 Length 0.28 mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	CONST		800.0	569.2	1,369.2		
		-	800.0	569.2	1,369.2		

Project Name US-24 & Levee Drive Intersection Improvements

Location: US-24 & Levee Drive Intersection

Description Intersection improvements to include addition of turn lanes, new traffic signal, and traffic signal coordination

Connect 2040 Goal Safety
 Performance Measure PM1, PM2, PM3, PM4

TIP Entered 2022 - A1
 Bike-Ped No

TIP Last Revised 2024 - Original
 ITS Yes

EJ No

TIP # 15-2022 KDOT # KA-6483-01 C2040 # P12 Project Name I-70 Bridge Replacement at J. Hill Road Location: Bridge #016: I-70 and J Hill Road Description Bridge Replacement	Project Type Preservation Length Project Sponsor KDOT	FFY 2022 2026 2026 2028 2028 2028	Phase PE ROW UTIL CONST PE UTIL CONST	Fed 342.6 22.8 2,489.4 2,854.8	State 380.6 76.1 25.4 2,766.0 (342.6) (22.8) (2,489.4) 393.3	Local -	Total 380.6 76.1 25.4 2,766.0 - - - 3,248.2	Source Conv-NHPP Conv-NHPP Conv-NHPP	AC X X
--	--	--	---	---	---	---	--	--	---

Connect 2040 Goal [Preservation](#)
Performance Measures PM5,PM6

TIP Entered 2022 - A2	TIP Last Revised
Bike-Ped No	ITS No EJ No

TIP # 16-2022 KDOT # TE-0526-01 C2040 # BP01 Project Name Sidewalk Extension on Fort Riley Blvd Location: K18 from Westwood to 17th, to Yuma St Description Complete sidewalk from 17th & Yuma, west towards Westwood Dr.	Project Type Bike/Ped Length 0.50 mi Project Sponsor City of Manhattan	FFY 2024	Phase CONST	Fed 1,368.8 1,368.8	State -	Local 342.2 342.2	Total 1,711.0 1,711.0	Source TA	AC
--	---	--------------------	-----------------------	----------------------------------	-----------------------	--------------------------------	------------------------------------	---------------------	---------------

Connect 2040 Goal
Performance Measure

TIP Entered 2022 - A2	TIP Last Revised 2022 - A3
Bike-Ped Yes	ITS No EJ Yes

TIP # 17-2020 KDOT # TE-0525-01 C2040 # Project Name Juliette Ave - Phase IV Location: Juliette Ave: Poyntz to Pierre Description Brick Rehab on Juliette. Address storm sewer issues. Create curb extensions at intersection of Pierre	Project Type Preservation Length 0.15 mi Project Sponsor City of Manhattan	FFY 2024	Phase CONST	Fed 1,533.7 1,533.7	State -	Local 383.4 383.4	Total 1,917.1 1,917.1	Source TA	AC
--	---	--------------------	-----------------------	----------------------------------	-----------------------	--------------------------------	------------------------------------	---------------------	---------------

Connect 2040 Goal [Prosperity](#)
Performance Measure PM3, PM4

TIP Entered 2020 - A3	TIP Last Revised 2024 - A1
Bike-Ped Yes	ITS No EJ Yes

TIP # 17-2022 KDOT # KA-6541-01 C2040 # E61 Project Name I-70 & Taylor Road Interchange Location: I-70 and Taylor Road Description Discovery phase for bridge replacement and new interchange. Project authorized for PE only	Project Type Expansion Length Project Sponsor KDOT	FFY 2024	Phase PE	Fed 1,800.0 1,800.0	State 200.0 200.0	Local -	Total 2,000.0 2,000.0	Source NHPP	AC
--	---	--------------------	--------------------	----------------------------------	--------------------------------	-----------------------	------------------------------------	-----------------------	---------------

Connect 2040 Goal [Preservation](#)
Performance Measure PM5, PM6

TIP Entered 2022 - Original	TIP Last Revised 2024 - A1
Bike-Ped No	ITS No EJ No

TIP # 18-2022 KDOT # KA-6772-01 C2040 # P09 Project Name Repair Bridge #037 on US-40B3 in Geary County Location: Bridge #037 on US-40, 1.32 miles east of US-77 (Smoky Hill River) Description	Project Type Preservation Length Project Sponsor KDOT	FFY 2023 2024	Phase PE CONST	Fed -	State 37.0 417.4 454.4	Local -	Total 37.0 417.4 454.4	Source 	AC
---	--	----------------------------	-----------------------------	---------------------	--	-----------------------	--	-------------------	---------------

Connect 2040 Goal [Preservation](#)
Performance Measure PM7

TIP Entered 2022 - A3	TIP Last Revised 2024 - A1
Bike-Ped No	ITS No EJ Yes

TIP # 19-2022	Project Type Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # KA-6838-01	Length	2023	PE	413.1	45.9		459.0	BRF	x
C2040 # P09	Project Sponsor KDOT	2024	ROW		30.6		30.6		
		2025	UTL	13.8	1.5		15.3	BRF	x
		2026	CONST	3,167.1	351.9		3,519.0	BRF	x
				3,594.0	429.9	-	4,023.9		

Project Name Repair Bridge #017 on I-70 in Geary County

Location: I-70: Bridge #017, 3.13 miles east of West Junction
US40B3/I-170 (Just west of J-Hill Rd)

Description Deck patch & petromat overlay

Connect 2040 Goal Preservation
Performance Measure PM5,PM6

TIP Entered 2022 - A3 **TIP Last Revised** 2024 - Original
Bike-Ped No **ITS** No **EJ** No

TIP # 21-2020	Project Type Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # KA-5996-01	Length 0.14 mi	2023	CONST		717.2	79.7	796.9	X	
C2040 # P09	Project Sponsor KDOT	2023	CONST	637.5	(637.5)		-	Conv-STP	
				637.5	79.7	79.7	796.9		

Project Name US-40B and Washington Roundabout Preservation

Location: US-40B and Washington Roundabout

Description Surfacing Project, tied to KA-6062-01

Connect 2040 Goal
Performance Measure

TIP Entered 2020 - A5 **TIP Last Revised** 2022 - A4
Bike-Ped No **ITS** No **EJ** Yes

TIP # 22-2022	Project Type Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # U-2380-01	Length 0.57 mi	2024	CONST		300.0	41.2	341.2		
C2040 # P09	Project Sponsor City of Junction City			-	300.0	41.2	341.2		

Project Name Mill & overlay K-57 Surface Preservation

Location: K-57 from North Franklin St to Reynolds St

Description Mill & overlay with pavement markings on K-57.
Replacement of ADA ramps

Connect 2040 Goal
Performance Measure

TIP Entered 2022 - A3 **TIP Last Revised**
Bike-Ped No **ITS** No **EJ** Yes

TIP # 23-2022	Project Type Bike/Ped	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # TE-0522-01	Length 0.24 mi	2024	CONST	425.4		106.3	531.7	TA	
C2040 #	Project Sponsor City of Junction City			425.4	-	106.3	531.7		

Project Name Spring Valley Rd Sidewalk Improvements

Location: Spring Valley Rd from south of Ash to Valley Dr

Description

Connect 2040 Goal
Performance Measure

TIP Entered 2022 - A4 **TIP Last Revised**
Bike-Ped Yes **ITS** No **EJ** No

TIP # 24-2020	Project Type Expansion	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # KA-5899-01	Length 0.80 mi	2023	CONST		2,897.8	3,542.7	6,440.5		
C2040 # E37	Project Sponsor City of Manhattan			-	2,897.8	3,542.7	6,440.5		

Project Name Kimball Ave: College to Denison (NCC Phase IX) Cost Share

Location: Kimball Ave: College Ave to Denison Ave

Description Widen existing to 5-lane with paved median for access control & dedicated left turn lane. New traffic signal at Kimball/Grain Science entrance. 1/2 mi of new MUP

Connect 2040 Goal Mobility Prosperity
Performance Measure PM6 PM4

TIP Entered 2020 - A4 **TIP Last Revised** 2022 - A4
Bike-Ped Yes **ITS** Yes **EJ** Yes

TIP # 24-2022
 KDOT # TE-0532-01
 C2040 #

Project Type Bike/Ped
 Length 0.24 mi
 Project Sponsor City of St. George

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	CONST	1,008.7		252.2	1,260.8	TA	
		1,008.7	-	252.2	1,260.8		

Project Name Increasing the Walkability/Bikeability of St. George

Location: Chapman Rd, 6th St, Lincoln St., & 1st St

Description **Connect 2040 Goal Mobility**
 Performance Measure PM6

TIP Entered 2022 - A4
 Bike-Ped Yes
 TIP Last Revised
 ITS No
 EJ No

TIP # 25-2020
 KDOT # KA-6018-01
 C2040 # M15

Project Type Safety/Intersection
 Length 2.2 mi
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE		1,607.8		1,607.8		x
2023	ROW		482.3		482.3		
2023	UTIL		482.3		482.3		x
2024	CONST		17,284.0		17,284.0		x
2028	PE	1,447.0	(1,447.0)		-	Conv-NHPP	
2028	UTIL	434.1	(434.1)		-	Conv-NHPP	
2028	CONST	15,555.6	(15,555.6)		-	Conv-NHPP	
		17,436.7	2,419.8	-	19,856.5		

Project Name I-70 and K-18 Interchange

Location: I-70 and K-18 Interchange

Description Install new EB auxiliary lane from Henry Gate to Exit 313.
 Install fly over ramp from EB I-70 to NB K-18. Alter turn ramp from SB K-18 to WB I-70

Connect 2040 Goal Safety
 Performance Measures PM3, PM4
Preservation
 PM5

TIP Entered 2020 - A5
 Bike-Ped No
 TIP Last Revised 2024 - Original
 ITS No
 EJ No

TIP # 27-2020
 KDOT # KA-6062-01
 C2040 # P11

Project Type Preservation
 Length 4.75 mi
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE		777.2		777.2		X
2023	CONST		31,248.8		31,248.8		X
2025	PE	699.6	(699.6)		-	Conv - NHPP	
2025	CONST	28,123.9	(28,123.9)		-	Conv - NHPP	
		28,823.5	3,202.5	-	32,026.0		

Project Name I-70 Pavement Replacement

Location: I-70: 1 mile east of US-77 interchange, east to east Grandview Plaza City Limits

Description Pavement Replacement beginning 1 mile east of US-77/I-70 then East to East City Limits of Grandview Plaza. Tied to KA-5996-01

Connect 2040 Goal Preservation
 Performance Measure PM1, PM2

TIP Entered 2020 - A5
 Bike-Ped No
 TIP Last Revised 2024 - Original
 ITS No
 EJ No

Transit and Paratransit Projects

TIP # T1-2022	Project Type Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	Project Sponsor Flint Hills ATA	2023	OPR/ADMIN	639.2	243.7	395.5	1,278.4	5307	
C2040 #		2024	OPR/ADMIN	1,525.6	547.5	632.7	2,705.8	5307	
		2024	OPR/ADMIN	372.0			372.0	5307 ARA	
Project Name FHATA Urban Transit Service Operating Expenses		2025	OPR/ADMIN	610.1	203.4	305.0	1,118.5	5307	
		2026	OPR/ADMIN	788.8	262.9	394.4	1,446.1	5307	
Location: Manhattan Urbanized Area				3,935.7	1,257.5	1,727.6	6,920.8		
Description The transit services provided in the Manhattan UZA. Includes operations, administration, and preventative maintenance.	Connect 2040 Goal Performance Measures								
TIP Entered 2022 - A3	TIP Last Revised 2024 - Original								
Bike-Ped No	ITS No								EJ No

TIP # T1-2024	Project Type Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	Project Sponsor Flint Hills ATA	2024	CAP*	197.3	24.6	24.6	246.5	5339	
C2040 #		2024	CAP**	231.0	57.7		288.7	5307	
		2024	CAP***	80.0	20.0		100.0	5307	
Project Name FHATA Building and Improvement Project		2024	CAP****	291.6	72.9	0.3	364.8	5307	
Location: ATA Offices				799.9	175.2	24.9	1,000.0		
Description *Building Expansion & Improvement **Parking Lot expansion ***Safety & Security Improvements ****Supplemental	Connect 2040 Goal Performance Measure								
TIP Entered 2024 - Original	TIP Last Revised								
Bike-Ped No	ITS No								EJ No

TIP # T2-2022	Project Type Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	Project Sponsor Flint Hills ATA	2023	OPR/ADMIN	811.1	221.6	396.6	1,429.3	5311	
C2040 #		2024	OPR/ADMIN	668.0	180.0	277.0	1,125.0	5311	
				1,479.1	401.6	673.6	2,554.3		
Project Name FHATA Rural Services									
Location: FHMPPO Region									
Description Operating assistance and admin for areas outside of the Manhattan Urbanized Area, including Junction City and Fort Riley	Connect 2040 Goal Performance Measure								
TIP Entered 2022 - A1	TIP Last Revised 2024 - Original								
Bike-Ped No	ITS No								EJ No

TIP # T2-2024	Project Type Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	Project Sponsor Flint Hills ATA	2024	CAP*	800.0	100.0	100.0	1,000.0	AIC	
C2040 #				800.0	100.0	100.0	1,000.0		
Project Name FHATA Junction City Facility Grant									
Location: Junction City									
Description * New Maintenance & Bus Parking facility	Connect 2040 Goal Performance Measure								
TIP Entered 2024 - Original	TIP Last Revised								
Bike-Ped No	ITS No								EJ No

TIP # T3-2024	Project Type Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	Project Sponsor Flint Hills ATA	2024	CAP	500.0		250.0	750.0	5307	
C2040 #				500.0	-	250.0	750.0		
Project Name 5th & Leavenworth Stop Improvements									
Location: Manhattan									
Description Bus stop improvements with curb extensions, new sidewalk, and ADA ramps	Connect 2040 Goal Prosperity Performance Measure PM1, PM3, PM4								
TIP Entered 2024 - A1	TIP Last Revised								
Bike-Ped Yes	ITS No								EJ Yes

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T4-2022			Transit/Paratransit	Flint Hills ATA	2024	CAP*	200.0		50.0	250.0	5307	
					2024	CAP**	80.0		20.0	100.0	5307	
					2024	CAP***	60.0		15.0	75.0	5310/5339 AIC	
							340.0	-	85.0	425.0		

Project Name FHATA Urban Planning Projects

Location: Manhattan Urbanized Area

Description *Electric Vehicle Study
 **Route System Study
 ***MicroTransit Study

Connect 2040 Goal
 Performance Measure

TIP Entered 2022 - A3 TIP Last Revised 2024 - Original
 Bike-Ped No ITS No EJ No

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T5-2022			Transit/Paratransit	Flint Hills ATA	2022	OPR		10.0	4.0	14.0		
					2022	CAP	106.7		26.7	133.4	5310	
					2023	OPR		10.0	4	14.0		
					2023	CAP	73.9		14.7	88.6	5310	
							180.6	20.0	49.4	250.0		

Project Name Big Lakes Developmental Center Operating & Capital

Location: Riley, Geary and Pottawatomie Counties

Description Operating Assistance and Capital Purchases. Local match source, county mill

Connect 2040 Goal
 Performance Measure

TIP Entered 2022 - A1 TIP Last Revised
 Bike-Ped No ITS No EJ No

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T6-2022			Transit/Paratransit	Flint Hills ATA	2023	CAP	25.0	6.3		31.3	5307	
					2024	CAP	38.4	9.6		48.0	5307	
					2024	CAP	109.2		27.3	136.5	5307	
					2025	CAP	406.7		101.7	508.4	5307	
					2026	CAP	526.0		131.5	657.5	5307	
							1,105.3	15.9	260.5	1,381.7		

Project Name FHATA Parking Lot Expansion and Technology for Shelters

Location: FHMPPO Region

Description Real-time passenger information devices for bus shelter projects

Connect 2040 Goal
 Performance Measures

TIP Entered 2022 - Original TIP Last Revised 2024 - Original
 Bike-Ped No ITS No EJ No

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T7-2020			Transit/Paratransit	Flint Hills ATA	2020	CAP	588.7		65.4	654.1	5339	
							588.7	-	65.4	654.1		

Project Name 600 Block of Poyntz Bus Stop Improvements

Location: Manhattan

Description ADA upgrades and bus stop improvements on the 600 Block of Poyntz. Part of KDOT's Access, Innovation, and Collaboration grant

Connect 2040 Goal Prosperity
 Performance Measure PM1, PM3, PM4

TIP Entered 2020 - Original TIP Last Revised 2024 - Original
 Bike-Ped Yes ITS No EJ Yes

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T7-2022			Transit/Paratransit	Flint Hills ATA	2022	CAP	140.8	17.6	17.6	176.0	5339/5310	
					2024	CAP	156.0	19.5	19.5	195.0	5339/5310	
							296.8	37.1	37.1	371.0		

Project Name K-18 Connector Expansion (Pilot)

Location: MPO Region

Description 2021 KDOT AIC Grant Award - KDOT Grant award to extend the K-18 Connector from Ogden to Junction City as part of the JCFR System. 2 Year Pilot with purchase of vehicles

Connect 2040 Goal
 Performance Measure

TIP Entered 2022 - Original TIP Last Revised 2024 - Original
 Bike-Ped No ITS No EJ No

TIP # T8-2022
 KDOT #
 C2040 #

Project Type Transit/Paratransit
 Project Sponsor Flint Hills ATA

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	CAP	131.1		32.7	163.8	5311	
		131.1	-	32.7	163.8		

Project Name FHATA Rural Bus Capital Program

Location: Areas outside Manhattan UZA

Description Connect 2040 Goal
Performance Measure

TIP Entered 2022 - Original TIP Last Revised
 Bike-Ped No ITS No EJ No

TIP # T10-2020
 KDOT #
 C2040 #

Project Type Transit/Paratransit
 Project Sponsor Flint Hills ATA

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	CAP	340.8		85.2	426.0	5310	
		340.8	-	85.2	426.0		

Project Name Fremont Roadway and Bus Stop Improvements

Location: Manhattan

Description Reconstruct Fremont Street with new curb extensions, rain gardens, and Bus Shelter Connect 2040 Goal Mobility Prosperity
Performance Measure PM6 PM1, PM3, PM4

TIP Entered 2020 - Original TIP Last Revised 2022 - A4
 Bike-Ped Yes ITS No EJ Yes

TIP # T12-2018
 KDOT #
 C2040 #

Project Type Transit/Paratransit
 Project Sponsor Flint Hills ATA

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	CAP*	18.3	4.7		23.0	5339	
2024	Cap**	9.6	38.7		48.3	5307	
2024	CAP***	30.4		7.6	38.0	5339	
		58.3	43.4	7.6	109.3		

Project Name FHATA Misc. Capital Improvements

Location: FHMPPO Region

Description *5339 -Maintenance Utility Vehicle Connect 2040 Goal
Performance Measure
 **Supplemental Maintenance Vehicle
 ***5339-19 Administrative Vehicle

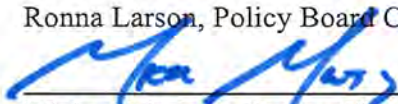
TIP Entered 2018 - Original TIP Last Revised 2024 - Original
 Bike-Ped No ITS No EJ No

Appendix F: MPO Self-Certification

Concurrent with the submittal of the proposed TIP to the FHWA and the FTA, the Flint Hills Metropolitan Planning Organization (MPO) certifies that the metropolitan transportation planning process is carried out in accordance with all applicable requirements, including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- 2) In 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;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Fixing America's Surface Transportation Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) 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;
- 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) Section 324 of the title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Ronna Larson, Policy Board Chairperson



Michael Moriarty, Bureau Chief, Transportation Planning

Date

8-1-23

Date

Appendix G: Public Comment Period Summary

A 15-day public comment period was held prior to Policy Board approval. No public comments was received.

The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects (POP) requirements of the Section 5307 Program.

	Public Comment Period Opens	Public Comment Period Closes	TAC Recommendation	Policy Board Approval	STIP Amendment
2024 TIP	June 30	August 1	August 2	August 16	September 7, 2023
Amendment #1	November 17	December 4	December 5	December 20	January 4, 2024
Amendment #2	February 20	March 6	March 6	March 20	May 9, 2024
Amendment #3	March 16	April 2	April 3	April 17	May 9, 2024
Amendment #4	July 15	August 6	August 7	August 21	September 5, 2024

MTPO

Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11
Topeka, Kansas 66607-1118
Tel.: (785) 368-3728
Fax: (785) 368-2535
www.topeka.org

March 28th, 2024

Mike Moriarty
KDOT Bureau Chief of Transportation Planning
Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603

Dear Mr. Moriarty:

This letter is being sent to your office today to inform you that on March 28th, 2024 the Metropolitan Topeka Planning Organization (MTPO) approved the enclosed Amendment to the 2024-2027 Transportation Improvement Program (TIP).

This amendment was reviewed by MTPO staff and by the MTPO Technical Advisory Committee (TAC). Following a 14-day public review period this amendment was recommended for approval by the MTPO-Policy Board at their March 28th 2024 meeting. The approved Amendment and Resolution are enclosed with this letter.

I would appreciate it if you would review and approve this amendment to the 2024-2027 TIP as soon as possible and forward a copy of it to the Federal Transit Administration and Federal Highway Administration for OneDot approval. If you have any questions concerning this amendment please call me at (785) 368-3728. I appreciate your assistance with this matter.

Sincerely,



Rhiannon M. Friedman,
MTPO Secretary

Enclosure: 2024-2027 TIP Amendment #2 and Resolution
cc: – MTPO Chairperson

MTPO

Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11
Topeka, Kansas 66607-1118
Tel.: (785) 368-3728
Fax: (785) 368-2535
www.topeka.org

RESOLUTION

WHEREAS, the Metropolitan Topeka Planning Organization (MTPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive planning program (3C process), including transportation planning; and,

WHEREAS, the Transportation Improvement Program (TIP) of the MPO identifies its project programming objectives, the functional and financial responsibilities of all participating entities, and projects designed to address regional mobility issues raised and discussed in the MPO's Long Range Transportation Plan; and,

WHEREAS, a Transportation Improvement Program for the Topeka Area is required to be adopted at least once every four years, and must be amended when necessary, in accordance with the Bipartisan Infrastructure Law BIL, FHWA & FTA Transportation funding apportionments and related laws and regulations, as well as with MTPO adopted policies.

NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.212(b), the Kansas Department of Transportation and the Metropolitan Topeka Planning Organization hereby agree that the public involvement activities carried out in response to the metropolitan planning requirements in 23 CFR 450.322(c) or 23 CFR 450.324(c) satisfy the public involvement requirements to add the projects in this Amendment #2 to the 2024-2027 TIP into the Statewide Transportation Improvement Program (STIP).

Enclosures:

- a) Amendment #2 to the MTPO 2024-2027 TIP, TIP 2024-2027 Amended document.



Sylvia Ortiz, MTPO Policy Board Chairperson



Rhiannon M. Friedman, MTPO Secretary

Amendment #2 2024-2027

Policy Board Date: 03/28/24

Projects Included:

- 1) **C-5033-01: (Revision) KDOT:** Upgrade traffic signals with protected lefts for RR Crossing and at intersections with left turn bays. Topeka Blvd at 57th, University & Gary Ormsby. Revised fiscal year from 2023 to 2024. No cost change.
- 2) **KA-7198-01: (Amendment) KDOT:** Resurfacing. I-70: from 0.41 mile west of Urish Road, east to west edge wearing surface of MacVicar Avenue.(70% cost increase)
- 3) **KA-7239-01: (Amendment) KDOT:** Resurfacing. I-70: from SW 6th Ave, east to .47 mi. east of Croco Road.(73% cost increase)
- 4) **KA-7240-01: (Amendment) KDOT:** Resurfacing: I-470: in SN CO. from 0.1 mi. West of Martin Dr. east to KTA (350% cost increase)



**METROPOLITAN TOPEKA
PLANNING ORGANIZATION**
620 SE MADISON | TOPEKA KS
www.topekamtpo.org | 785.368.3728

Transportation
Improvement
Program

TIP

PROJECT DATA SHEET

Amendment 2024-2027 TIP
TIP #: 2-19-02-2 **KDOT#:** C-5033-01
Project Type: Roadways & Bridges (ITS)
Jurisdiction: KDOT
Project: Shawnee Co. Interconnected Signalized Intersections
Fiscal Year(s): 2020-2023
Location: Shawnee County: Topeka Blvd at 57th, University & Gary Ormsby
Total Project Cost: \$2,028,400

**PROJECT
TYPES:**

Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Upgrade traffic signals with protected lefts for RR Crossing and at intersections with left turn bays.

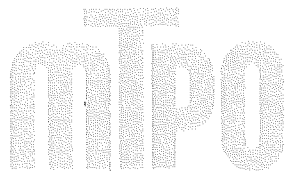
REASON FOR CHANGE: Revised letting date from June 2023 to September 2023, fiscal year from 2023 to 2024 and cost to reflect change in fiscal year as requested by Ryan Rindt and as directed by Colby Farlow, Assistant Division Director, Division of Program and Project Management, in an email dated April 27, 2023.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2020		92.8	No				
CE	2023		176	No				
CONS	2023		1759.6	No				
PE		83.5	(83.5)					
CE		153.7	(153.7)					
CONS		1,583.6	(1,583.6)					
TOTAL		1,820.8	207.6			2,028.4		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



PROJECT DATA SHEET

Amendment **2024-2027 TIP**
TIP #: 1-23-09-1 **KDOT#:** KA-7198-01
Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Resurfacing on I-70 in Shawnee county
Fiscal Year(s): 2024
Location: I-70: from 0.41 mile west of Urish Road, east to west edge
 wearing surface of MacVicar Avenue
Total Project Cost: \$5,153,800.00

**PROJECT
TYPES:**
 Transportation
 Alternative;
 Roadways & Bridges;
 Transit/Paratransit

PROJECT Description and Justification: 1.5 inch milling and overlay

REASON FOR CHANGE: Revised cost estimate.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2024		47.5					
CE	2024		356.3	Y				
CONS	2024		4,750	Y				
CE		320.6	(320.6)				NHPP	2028
CONS		4,275	(4,275)				NHPP	2028
TOTAL		4,595.6	558.2			5,153.8		

*PE (Preliminary Engineering & Design); **ROW** (Right-of-Way Acquisition); **UTIL** (Utility Work); **Const** (Construction); **or CE** (Construction Engineering) **Other**



**METROPOLITAN TOPEKA
PLANNING ORGANIZATION**
620 SE MADISON | TOPEKA KS
www.topekamtpo.org | 785.368.3728

Transportation
Improvement
Program

TIP

PROJECT DATA SHEET

Amendment 2024-2027 TIP
TIP #: 1-23-10-1 **KDOT#:** KA-7239-01
Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Resurfacing on I-70 in Shawnee county
Fiscal Year(s): 2024
Location: I-70: from SW 6th Ave, east to .47 mi. east of Croco Rd.
Total Project Cost: \$4,882,500.00

**PROJECT
TYPES:**
Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: 1.5 inch milling and overlay

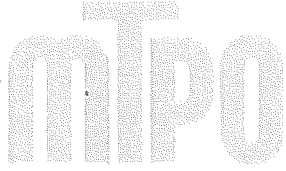
REASON FOR CHANGE: Revised cost estimate.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2024		45					
CE	2024		337.5	Y				
CONS	2024		4,500	Y				
CE		303.8	(303.8)				NHPP	2028
CONS		4,050	(4,050)				NHPP	2028
TOTAL		4,353.8	528.7			4882.5		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



**METROPOLITAN TOPEKA
PLANNING ORGANIZATION**
620 SE MADISON | TOPEKA KS
www.topekamtpo.org | 785.368.3728

Transportation
Improvement
Program

TIP

PROJECT DATA SHEET

Amendment 2024-2027 TIP
TIP #: 1-23-12-1 **KDOT#:** KA-7240-01
Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Resurfacing I-470
Fiscal Year(s): 2024
Location: I-470: in SN CO. from 0.1 mi. West of Martin Dr. east to KTA
Total Project Cost: \$4,883,800.00

PROJECT TYPES:
 Transportation
 Alternative;
 Roadways & Bridges;
 Transit/Paratransit

PROJECT Description and Justification: 3-inch Mill & Overlay, patching and add ramp to Topeka Blvd.

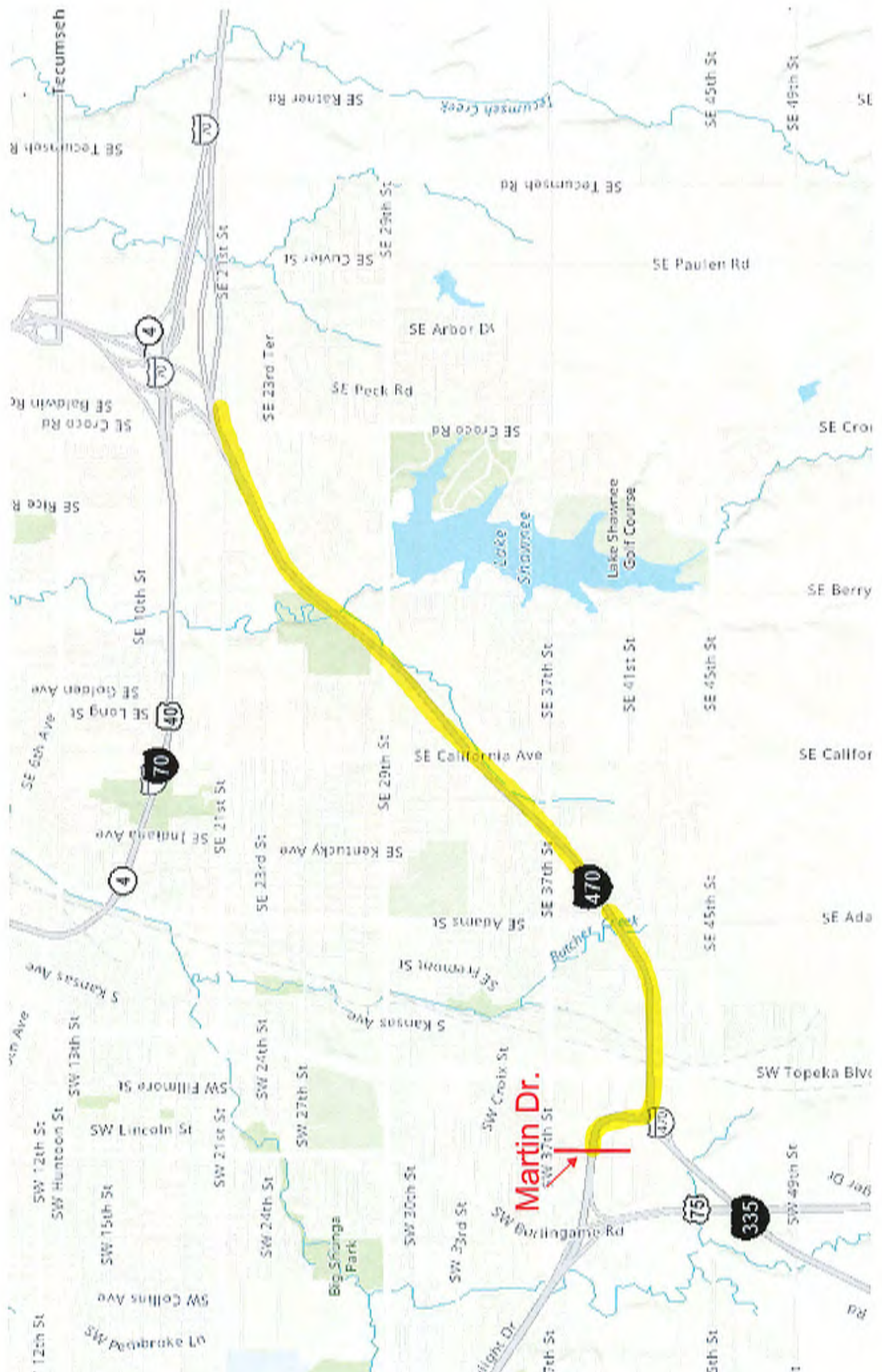
REASON FOR CHANGE: Revised cost estimate.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2024		45					
CE	2024		337.8	Y				
CONS	2024		4,500	Y				
CE		303.8	(303.8)				NHPP	2028
CONS		4,050	(4,050)				NHPP	2028
TOTAL		4,354.8	529			4,883.8		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



Funding Summary Table 2024 through 2027

		2024	2025	2026	2027	Totals	Anticipated Minus Programmed
Metropolitan Topeka Planning Organization							
MTPO Metropolitan Planning Area							
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority							
<u>Anticipated Funding</u>							
Road and Bridge							
	Local	\$ 15,250,000	\$ 26,458,000	\$ 15,250,000	\$ 15,250,000	\$ 72,208,000	\$ 9,970,000
	State	\$ 59,260,000	\$ 60,148,900	\$ 61,051,134	\$ 61,966,901	\$ 242,426,934	\$ 237,004,834
	Federal	\$ 9,781,200	\$ 41,430,000	\$ 272,362,500	\$ 368,456,600	\$ 692,030,300	\$ 365,699,200
	Sub-Totals	\$ 84,291,200	\$ 128,036,900	\$ 348,663,634	\$ 445,673,501	\$ 1,006,665,234	\$ 612,674,034
Transit							
	Local	\$ 7,300,000	\$ 7,400,000	\$ 7,500,000	\$ 7,600,000	\$ 29,800,000	\$ 8,304,167
	State	900,000	900,000	900,000	900,000	\$ 3,600,000	\$ 1,200,000
	Federal	4,400,000	4,600,000	4,700,000	4,800,000	\$ 18,500,000	\$ 7,794,200
	Sub-Totals	\$ 12,600,000	\$ 12,900,000	\$ 13,100,000	\$ 13,300,000	\$ 51,900,000	\$ 17,298,367
	Totals	\$ 96,891,200	\$ 140,936,900	\$ 361,763,634	\$ 458,973,501	\$ 1,058,565,234	
<u>Programmed Expenditures</u>							
Road and Bridge							
	Local	\$ 16,865,000	\$ 26,458,000	\$ 9,267,000	\$ 9,648,000	\$ 62,238,000	
	State	\$ 5,422,100	\$ -	\$ -	\$ -	\$ 5,422,100	
	Federal	\$ 8,644,800	\$ 41,430,000	\$ 272,362,500	\$ 3,893,800	\$ 326,331,100	
	Sub-Totals	\$ 30,931,900	\$ 67,888,000	\$ 281,629,500	\$ 13,541,800	\$ 393,991,200	
Transit							
	Local	\$ 495,833	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 21,495,833	
	State	\$ -	\$ 800,000	\$ 800,000	\$ 800,000	\$ 2,400,000	
	Federal	\$ 1,662,500	\$ 9,043,300	\$ -	\$ -	\$ 10,705,800	
	Sub-Totals	\$ 2,158,333	\$ 16,743,300	\$ 7,800,000	\$ 7,900,000	\$ 34,601,633	
	Totals	\$ 33,090,233	\$ 84,631,300	\$ 289,429,500	\$ 21,441,800	\$ 428,592,833	

Notes for Funding Programmed in the TIP

- ¹This table includes all of the forms of anticipated funding listed herein including local funds in excess of what is needed to match federal and state funding sources.
- ² Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.
- ³ State Funding includes funds anticipated to be converted to Federal Funds at a later date.
- ⁴ This table includes Active Project Work Phases ONLY

METROPOLITAN TOPEKA PLANNING ORGANIZATION

TOPEKA, KANSAS

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2024-2027

The Metropolitan Topeka Planning Organization (MTPO) Staff prepared the Transportation Improvement Program (TIP) with assistance and cooperation from the following agencies:

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Kansas Department of Transportation (KDOT)
Kansas Turnpike Authority (KTA)
Shawnee County, Department of Public Works
City of Topeka, Department of Public Works
Topeka Metropolitan Transit Authority (TMTA)
Topeka/Shawnee County Paratransit Council

An electronic copy of this document and any subsequent amendments to it may be downloaded from the MTPO section of the Topeka website at <http://www.topekampo.org/>.

A paper copy of this document is available at the address below:

Metropolitan Topeka Planning Organization
Topeka Planning & Development Department
620 SE Madison, 3rd floor, Unit 11
Topeka, KS 66607
(785) 368-3728

**Metropolitan Topeka Planning Organization
Transportation Improvement Program (TIP)
2024 – 2027**

Table of Contents

Introduction	3
Purpose & Definition of the TIP Policy.....	6
TIP Amendment Schedule.....	6
TIP Development.....	7
TIP Approval Process & Fiscal Analysis	8
Project Evaluation and Selection	17
Performance Measures.....	17
Performance Measures (1): Safety	17
Performance Measures (2): Infrastructure-Pavement & Bridge Conditions.....	19
Performance Measures (3): Freight & Economic Vitality	24
Performance Measures (4): Congestion Reduction/Modes-Active Transportation (Bike-Pedestrian)....	28
Performance Measures (5): System Reliability/Congestion Reduction: Transit-	37
TIP Amendment Process	41
Status of Major Projects from previous TIP.....	42
Environmental Justice & Title VI Assurance.....	43
TIP Project Explanation & Agency Fiscal Years	48
Roadway and Bridge Projects	51
Transit and Paratransit Projects.....	74
Funding Summary Table	78
Regionally Significant Defined	79
Functional Classification of Roads	84
Metropolitan Planning Area Map.....	85
MTPO Self-Certification	86

Disclaimer Statement

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Metropolitan Topeka Planning Organization (MTPO)

Introduction

The Transportation Improvement Program (TIP) is a short-range program that identifies transportation projects to be implemented in the Metropolitan Topeka Planning Area during the next four years. It is developed in accordance with the Continuing, Cooperative and Comprehensive (3-C) Process and includes all projects that use federal funds and/or are regionally significant. The TIP is one of many tools used to implement the goals and objectives of the Metropolitan Transportation Plan (MTP) and documents the transportation priorities and financial resources available for the region. The TIP must be fiscally constrained all four years, identifying federal, state, and local funding sources reasonably expected to be available to fund the proposed projects.

Funding Overview:

Current Transportation Bill: Bipartisan Infrastructure Law (BIL)

On July 28th, 2021 President Biden and the bipartisan group announced agreement on the details of a once-in-a-generation investment in our infrastructure. The BIL continues the Metropolitan Planning Program (MPP) which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas, continuing all funding features that applied to Metropolitan Planning (PL) funding under the FAST Act. The BIL includes an investment of \$350 billion in highway programs. Program oversight is a joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) responsibility. Notables from a transportation funding perspective is that the BIL:

- Makes the largest federal investment in public transit ever
- Makes the largest federal investment in passenger rail since the creation of Amtrak
- Makes the single largest dedicated bridge investment since the construction of the interstate highway system

The legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The BIL authorizes up to \$108 billion to support federal public transportation programs.

BIL Metropolitan Planning Program Funding

	Annual Allocations				
Fiscal year (FY)	2022	2023	2024	2025	2026
Contract authority	438 M*	\$447 M*	\$456 M*	\$465 M*	\$474 M*

*Calculated (sum of estimated individual State MPP apportionments)

Bipartisan Infrastructure Law 2022-2026 Transportation Funding Breakdown

- \$1.2 trillion nationwide over 5 years (60% Formula Funds, 40% Competitive Grants)
- \$3.8 Billion total for Kansas
- \$730 million for KS Transportation (Not use it or lose it funds):

	Avg. Annual	5-Year Avg. Total
Highways:	\$89M	\$445M
Bridges:	\$45M	\$225M
Electric Vehicle Infras.:	\$8M	\$40M
Rural Transit	\$3.7M	\$14.8M
Total:	\$145.7M	\$725M

For more information on the Bipartisan Infrastructure Law transportation funding see:

http://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm

The KDOT Eisenhower Legacy (IKE) Transportation Program

A 10-year state-wide program (2020-2029) that addresses highways, bridges, public transit, aviation, short-line rail and bike/pedestrian needs across Kansas. The program and associated projects are focused on making roads safer, supporting economic growth, and creating more options and resources for Kansans and their communities.

- IKE legislation requires that at least \$8 million be invested in each county across Kansas. Investments include the following types of projects:
 - Highway preservation,
 - Highway expansion and modernization,
 - Aviation,
 - Transit,
 - Rail,
 - Bicycle/pedestrian projects and
 - Projects addressing technology and economic development.
- In the first round, \$74 million in transportation projects (both preservation and expansion) was awarded. Thirty-nine (39) million dollars of this was state funding. Projects will be added to the development and construction funding pipeline annually.

The KDOT Innovative Technology Program

Provides financial assistance to partners for innovative technology projects that improve safety, increase total technology investment, and help both rural and urban areas of the state improve the transportation system.

- Candidate projects should provide transportation benefits that typically are not eligible for other KDOT programs and may receive additional consideration if they support economic growth, aid in the retention or recruitment of business or add value to a KDOT project.
- For projects that meet an important transportation need such as:
 - Promoting safety,

- Improving access or mobility, and
- Advancing transportation technology.
- All transportation system projects are eligible, including:
 - Roadway (on and off the state system)
 - Rail
 - Aviation
 - Unmanned Aircraft Systems (UAS)
 - Alternative fuels
 - Public safety data, bicycle/pedestrian
 - Public transit
- \$3 million awarded annually, no project receives more than \$1 million per cycle. Applications are considered at least once per state fiscal year. Projects will typically be administered by a local unit of government, though non-governmental applications will also be considered. A minimum of 25% non-state cash match is required. Additional consideration will be given to project applications that contribute more than the minimum required match.

The KDOT Cost Share Program

Provides financial assistance to local entities for construction projects that improve safety, leverage state funds to increase total transportation investment and help both rural and urban areas of the state improve the transportation system.

- Projects must address an important transportation need such as:
 - Promoting safety.
 - Improving access or mobility.
 - Improving condition; or
 - Relieving congestion.
- All transportation projects are eligible including:
 - Roadway (one and off the state system).
 - Rail.
 - Airport.
 - Bike & pedestrian and
 - Public transit.
- Projects must have the support of local leaders and must be “let” by a local government.
- \$5 million in projects announced for Fall 2020. Applications are considered two times a year. Local governments, often in partnership with a private business, may apply. 15% minimum local match required.

TIP Policy: Purpose & Definition

This policy describes the TIP development process, the methods to amend the TIP, and provides an overview of the guidelines to be used in the development and maintenance of the TIP. The activities involved in these processes are defined here, as well as what constitutes a “regionally significant” project. Federal requirements for the development and content of the TIP are found in 23 CFR 450.326.

TIP Defined

The TIP is a multi-year listing of federally funded and regionally significant projects selected to improve the transportation network for the Metropolitan Topeka Planning Organization (MTPO) planning area. The TIP discusses multimodal development which focuses not only on motor vehicles but also transit, bicycle, rail, and pedestrian modes of transportation.

The TIP consists of at least a four-year program including: 1) all federally funded priority transportation projects, and 2) all regionally significant priority projects, regardless of funding source. The TIP must:

- Be updated at least every four years.
- Include projects that are consistent with the MTPO’s Metropolitan Transportation Plan; and
- Be fiscally constrained, including only those projects for which funding has been identified, using current or reasonably available revenue sources.

The MTPO is responsible for developing the TIP in cooperation with local governments, transit operators, the State Department of Transportation, and federal partners, each of whom cooperatively determine their responsibilities in the planning process. The TIP must be approved by the MTPO and KDOT, the agency which has been delegated this responsibility by the Governor. The TIP must then be amended into the Statewide Transportation Improvement Plan (STIP) by approval of the Federal Highway Administration and the Federal Transit Administration.

TIP Amendment Schedule

Schedule for Making Changes to TIP Projects

Changes to TIP projects (including additions and amendments of projects) will be processed quarterly beginning at the January MTPO Technical Advisory Committee (TAC) meeting of each year. This provision was incorporated into the amendment process to provide a more efficient TIP amendment process. However, in the event there is an amendment that requires immediate processing the MTPO staff is at liberty to circumvent the amendment schedule.

TIP Amendment approval by the Policy Board in the following months:

- November 2023 (Approved by MTPO on Oct. 26th)
- March 2024 (Approved by MTPO on Feb. 22nd)
- July 2024 (Approved by MTPO on June 27th)
- September 2024 (Approved by MTPO on August 22nd)

TIP Development

Project Funding

Projects in the TIP are funded through various Federal, State, and local funding sources. The City of Topeka and Shawnee County identify projects in their respective Capital Improvement Programs (CIP) that will be funded over the next 5 years. Coordination between the City, County, KDOT, Topeka Metro Transit Authority (TMTA) and the MTPO occurs to ensure that the projects identified for funding are consistent with the MTPO's MTP. Assistance with determining project consistency is conducted with the help of the MTPO decision making bodies which include the TAC and MTPO Policy Board.

The primary federal funding sources for this region include Surface Transportation Block Grant Program funds (STBG). Through the STBG, the BIL continues the FAST Act's long-standing Surface Transportation Program (STP), acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically been administered.

The BIL continues all prior STP eligibilities, including eligibilities for states to create and operate offices to help design, implement and oversee public-private partnerships. The BIL also continues specific mention of the eligibility of the installation of vehicle-to-infrastructure communication equipment.

Discretionary funding for transportation enhancements or special projects also becomes available from time to time to further the implementation of the region's MTP. These funds include a) Transportation Alternatives (TA) funds, which are funds generally used for new trails, city beautification, or historic transportation projects, although other types of projects may also be eligible for TA funding; b) FHWA Highway Safety Improvement Program (HSIP) funds; c) KDOT Economic Development Projects; and d) National Highway Performance Program (NHPP) funds.

Federal funding for Public Transit capital and operations is supplied through FTA grants. FTA grants such as 5307, 5309 & 5310 have all been used by the TMTA. The TMTA uses these federal funds along with city mill levy and fare box revenues to support its operations. Paratransit providers in the MTPO Area also utilize these funds for capital expenditures and operations.

Local projects are sometimes funded through sales tax revenues earmarked for road and bridge improvements. Sales tax revenues are voted on by Shawnee County and City of Topeka voters. The amount and duration of the tax is set at that time as well. These sales tax revenue funds are programmed in the City of Topeka Capital Improvements Plan and can also be used to fund projects that are not eligible for federal funding. This funding is sometimes used as a source for matching funds for projects in the TIP.

TIP Approval Process & Fiscal Analysis

Basic Steps to Development and Approval of the TIP

Review any changes to TIP-related regulations and start drafting TIP text



Solicit projects from collaborative partners



Technical Advisory Committee (TAC) and MTPO Chairperson discuss public involvement activities



MTPO sets deadline for completion of project submission forms



MTPO Staff receives and reviews project submission forms and starts drafting TIP project tables



MTPO Staff and TAC review the draft TIP for Title VI/Environmental Justice and fiscal feasibility issues



MTPO conducts public involvement activities and revises draft TIP to reflect public comments if warranted.



MTPO Staff prepares the TIP Public Hearing Draft and submits the TIP back to the TAC for recommendation to forward to PB for approval



MTPO approves the TIP and forwards it to KDOT for review and approval



KDOT Secretary (acting as the Governor's designee) approves the TIP



KDOT forwards the TIP to the FHWA and FTA for approval prior to inclusion in the State TIP

The FHWA and the FTA must jointly find that the TIP is consistent with the MTP per CFR subsection 450.330. The MTPO and KDOT must also certify the planning process has been carried out in accordance with CFR subsection 450.334.

Projects in the TIP are included by reference in the STIP. The STIP is the State's equivalent of a TIP, but includes all federal funded transportation projects throughout the state. KDOT sends the STIP to the

FHWA and FTA (Also known as OneDot) for approval. Approval of the STIP by FHWA and FTA also serves as the TIP approval.

TIP Fiscal Analysis

First, the TIP must contain a system-level estimate of the costs and revenue sources that can be reasonably expected to be available to adequately operate and maintain the multimodal transportation system. Second, the TIP is required to use revenue and cost estimates that apply an inflation rate to reflect “year-of-expenditure” dollars. For projects like Transportation Alternatives that require a KDOT application, the inflation factor is built into the application form and takes the current year estimate and inflates it to the year in which the funds will be available.

The projects included in the TIP should also be included in the respective local government’s Capital Improvement Plans (CIP). Budgets for locally sponsored projects in the TIP are based on the best available cost estimates and reasonable projections of revenues made by the local governments in the region. Projects without identified local match will not be included in the TIP.

Fiscal constraint ensures that funds are available or can reasonably be expected to become available for the projects submitted for inclusion into the TIP. Projects listed for the City and County are submitted by their respective Public Works Departments. Anticipated federal funding for the next four years for roads, bridges and enhancement projects will primarily be supplied by federal STBG program, HSIP and TA funds. However, it is also reasonable to assume that discretionary funds may also be granted in some years covering this four-year period. Federal funding for public transit and paratransit operations will generally be derived through transit urban and rural formula programs such as FTA 5307 funds, and Section 5309 discretionary capital funds.

These anticipated funding sources and their respective local match are incorporated into the Funding Summary Budget Table, following the project listings in this document. Anticipated annual FTA funding is tracked in this table as well. This budget table is updated in the event of any project additions, deletions or funding changes.

Sub-allocated Federal Programs

A number of federal funding streams are dedicated by statute, or sub-allocated, to specific projects and programs within the MTPO MPA. The following is a listing of current BIL programs carried over from FAST Act legislation.

Surface Transportation Block Grant Program

The STBG program provides flexible funding that may be used by states and localities for projects on any federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. STBG program funds are divided into three (3) subcategories using a formula based on population. These three subcategories include:

1. Areas with a population of 5,000 or fewer
2. Urban areas with a population of 5,001 to 200,000
3. Urbanized areas with a population over 200,000.

Transportation Alternatives Program

The Transportation Alternatives Program (TA) provides for a variety of alternative transportation projects that were previously eligible activities under separately funded programs such as Transportation Enhancements and Safe Routes to School. The program supports projects that expand travel choices and enhance the transportation experiences through improvements to the cultural, aesthetic, historic and environmental aspects of the transportation network. Eligible activities include bicycle and pedestrian accommodations, safe routes to school programs and recreational trails.

Federal Transit Administration Programs

Section 5307 Formula Grant

Section 5307 (49 U.S.C. § 5307) is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. This program was initiated by the Surface Transportation Act of 1982 and became FTA's primary transit assistance program in fiscal year (FY) 1984. Funds are apportioned to urbanized areas, with a population of 50,000 to 199,000, utilizing a formula based on population and population density. The funding formula includes other factors for areas with populations of 200,000 or more. Section 5307 is funded from both General Revenues and Trust Funds.

Section 5307 urbanized area formula funds are available for public transit improvements, but may not exceed 50 percent of the net project cost of operating assistance. The federal share may not exceed 80 percent of the net project cost for capital expenditures unless it's attributed to complying with Americans with Disabilities Act and the Clean Air Act. For urbanized areas with populations of 200,000 or more, funds flow directly to the designated recipient. For areas with populations under 200,000, the funds are apportioned to the Governor of each state for distribution.

Section 5310 Formula Grant

Section 5310 Capital Assistance Program provides funds to support transport of elderly and/or disabled persons where public transportation services are unavailable, insufficient or inappropriate, by incorporating the former New Freedom program and establishing a direct sub-allocation of funding to large urbanized areas with populations greater than 200,000.

A locally developed, coordinated public transit-human services transportation plan must include projects selected for funding. A competitive selection process, previously required under the New Freedom program, is now optional. At least 55 percent of program funds must be spent on public transportation projects planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when used for public transportation projects that exceed the requirements of the ADA. Such public transportation projects include those that improve access to fixed-route services and decrease reliance by individuals with disabilities on complementary paratransit or alternatives to public transportation that assist seniors and individuals with disabilities. These funds require a 50 percent local match when used for operating expenses. A 20 percent local match is required when using these funds for capital expenses, including acquisition of public transportation services.

Section 5311 Formula Grant

Section 5311 Formula Grants are designated for rural areas. This program provides capital, planning, and operating assistance to states to support public transportation in rural area with populations of less

than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

Eligible recipients include states and federally recognized Indian Tribes. Sub recipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

The federal share of funding is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service projects. Section 5311 funds are available to the States during the fiscal year of apportionment plus two additional years (total of three years). Funds are apportioned to States based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas. In addition, each state must spend no less than 15 percent of its annual apportionment for the development and support of intercity bus transportation, unless, it can certify, that the intercity bus needs of the state are being adequately met.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core federal-aid program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The specific provisions pertaining to the HSIP were defined in FAST Act § 1113; 23 U.S.C. 148, which amended Section 148 of Title 23, *United States Code* (23 USC 148). Some program highlights include:

- Each State must develop, evaluate and update a state-wide Strategic Highway Safety Plan on a regular basis.
- The High Risk Rural Roads (HRRR) Special Rule requires States to obligate funding on HRRRs if the fatality rate is increasing on rural roads.
- The annual reports from the States will be posted on FHWA's website.
- FHWA is required to establish measures for the States to use in assessing the number and rate of fatalities and serious injuries.

Advance Construction

State and local governments use a federal funding tool called “advance construction” to maximize the receipt of federal funds and provide greater flexibility and efficiency in matching federal aid categories to individual projects. Advance construction (AC) is an innovative funding technique that allows project sponsors to initiate a project using non-federal funds while preserving eligibility for future federal aid. With AC, the Federal Highway Administration FHWA determines eligibility for federal aid but does not actually commit present or future federal aid to the project. Project sponsors may convert the project to regular federal aid, provided that federal aid is available for the project. AC does not provide additional federal funding- it simply allows project sponsors to construct projects with state or local money but seek federal reimbursement in the future.

Adequate Operating & Maintenance (O&M) Funds

The TIP requires written confirmation stating each participating government will have the necessary operating funding to provide the service proposed and operate existing and proposed federally-funded assets appropriately. These operating funds may come from state, county or local sources. The metropolitan planning statutes state the Metropolitan Transportation Plan (MTP) and the TIP must include a “financial plan” that “indicates resources from public and private sources that are reasonably expected to be available to carry out the program.” This funding is divided into Roads & Bridges and Transit.

Road and Bridge Budgeted O&M Costs

Given the information provided from the jurisdictions on their assets, it is the assumption of the MTPO that there is adequate funding available for operations and maintenance. The expenses for O&M work items are usually paid for by the local government that owns and operates the road and the utility providers that use the road rights-of-ways.

The cities and county also receive a portion of the state gas tax collected in Shawnee County. This amount of funding is anticipated to continue during the years covered by this TIP. The state-supplied pass through gas tax funding is supplemented by local government funds to make up the bulk of Shawnee County roadway O&M. budgets.

Maintenance costs include salaries, fringe benefits, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as sealing, small concrete repairs and pothole patching, mowing right-of-way, snow removal, replacing signs, striping, repairing guardrails, and repairing traffic signals. Performing these activities requires employees, vehicles and other machinery, facilities to house equipment and materials such as salt, asphalt and fuel.

The data table below outlines each government within the MTPO area and their cost to operate and maintain their system. An inflation factor of 3.5% was used for each subsequent year.

Road and Bridge O&M					
	Fiscal Year	KDOT**	County	City	Total
Base Cost per Lane Mile*		\$ 3,500	\$ 6,459	\$ 5,896	
Lane Miles		560	635	800	
	2024	\$ 1,860,000	\$ 3,310,000	\$ 7,934,605	\$ 13,104,605
	2025	\$ 1,925,100	\$ 3,425,850	\$ 6,844,135	\$ 12,195,085
	2026	\$ 1,992,479	\$ 3,545,755	\$ 2,044,135	\$ 7,582,368
	2027	\$ 2,062,215	\$ 3,669,856	\$ 2,044,135	\$ 7,776,206
Totals		\$ 7,839,794	\$ 13,951,461	\$ 18,867,010	\$ 40,658,265
*The Base cost per mile is derived by deviding the the number of lane miles each entity is responsible for , by the average annual maintenance cost.					

Paratransit

The paratransit providers in the region mostly provide their own funds to operate their services, but in some cases receive a small amount of state operating subsidy from KDOT. Typically, this state Operating assistance is only a few thousand dollars per year for each operator. Most of the federal and state aid to paratransit is for vehicle purchases. However, in response to conversations KDOT had with several (FTA-5310) transit providers regarding their needs during the ongoing pandemic, additional funds were provided to agencies based on their fleet size.

TMTA Budgeted O&M Costs

Transit operations are funded with a mix of local, state, and federal funds. TMTA O&M is the cost of operating transit service and maintaining the transit fleet. Costs include; management and support wages and benefits; Board fees and expenses; Legal, Human Resources, and IT expenses; Utilities for the administration building; and General office supplies. The following table shows the budgeted and projected TMTA Operating and Maintenance Costs.

TMTA Operating and Maintenance Costs				
	2024	2025	2026	2027
Operating	\$6,173,829	\$6,420,782	\$6,677,613	\$6,944,718
Maintenance	\$1,886,382	\$1,961,837	\$2,040,311	\$2,121,923
Totals	\$8,060,211	\$8,382,620	\$8,717,924	\$9,066,641

TIP Project Revenue Sources

TMTA Revenue Funding Sources

TMTA revenue sources come mainly from Federal and State Transit grants and allocations as described earlier in this document. The table below provides a breakdown of the TMTA’s projected revenue sources over the next 4 years.

TMTA Revenue Sources				
	2024	2025	2026	2027
Fares	800,000	800,000	800,000	800,000
Mill Levy	6,500,000	6,600,000	6,700,000	6,800,000
KDOT	900,000	900,000	900,000	900,000
FTA Grants	4,000,000	4,100,000	4,200,000	4,300,000
Other*	400,000	500,000	500,000	500,000
Total:	\$12,600,000	\$12,900,000	\$13,100,000	\$13,300,000

* “Other” revenue sources include interest on investments, bus advertising, and MTPO funding.

TMTA also provides Lift Service, which is a paratransit service that provides origin to destination transportation for people whose disability or condition prevents them from using Topeka Metro fixed route buses. Lift Service can take a qualified customer to locations within ¾ of a mile of a regular Topeka Metro fixed bus route, during the same hours that the bus route runs in that area.

City and County Revenue Funding Sources

The major City and County revenue funding sources included in the TIP that support transportation initiatives include the following:

Citywide Half-Cent Street Sales Tax (Fix Our Streets)

Citywide Half-Cent Street Sales Tax (also known as the Fix Our Streets Sales Tax) is funded by a voter approved half-cent sales tax initiative. It is a 10-year tax earmarked for street maintenance and improvement projects, engineering and design, maintenance materials, curb and gutter, ADA ramps, alley repair, and 50/50 sidewalk repair. This funding cannot be used for new street construction. The tax generates approximately \$14.7 million in annual revenue.

Countywide Half-Cent Street Sales Tax

The Countywide Half-Cent Street Sales Tax is funded by a voter approved half-cent sales tax initiative for economic development and countywide infrastructure development.

Federal Funds 2024-2033 CIP

Funds received from the Federal government for infrastructure and community improvement projects.

G.O. Bond 2024-2033 CIP

General Obligation (G.O.) bonds are used to finance major capital projects with an expected life of 10 or more years. A G.O. bond is secured by the City's pledge to use any legally available resources, including tax revenue, to repay bond holders. The City used a portion of the property tax levy to finance the debt service payments.

Complete Streets

In September 2012, the MTPO approved a Complete Street Policy in support of the region's vision for a safe, balanced, multi-modal and equitable transportation system that is coordinated with land-use planning and protective of the environment. This policy guides and informs the MTPO's planning and programming work. The current CIP ½-cent sales tax includes annual allocations of \$100,000 specifically earmarked for Complete Streets projects. Complete streets are streets, highways and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right-of-way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or other means of mobility.

Bikeways Master Plan Funding

Another sub-category of the CIP's ½-cent sales tax allocation for roadway improvements includes funding to support the implementation of Topeka & Shawnee County Bikeways Master Plan. In 2012 the City of MTPO funded a Bikeways Master Plan that was produced by RDG Consultants and the MTPO partners. This Plan was adopted by the City and the County in 2012 and was most recently updated in 2020. Several phases of this Bikeways Master Plan have been implemented mainly through the use of TA grant awards, which have total more than \$4.5 million as of 2023. The ½-cent sales tax allocates \$500,000 every other year for Bikeways Master Plan implementation. These improvements include on-

street bike lanes, 10-foot side paths, roadway markings and signage. The majority of these funds are utilized as match funds for the federal TA grant funds. The tables below show the transportation revenue breakdowns for Topeka and Shawnee County.

City of Topeka Transportation Revenue Sources				
	2024	2025	2026	2027
General Obligation (GO) bond*	\$6,061,191	\$11,258,776	\$12,041,268	\$10,744,126
General Obligation Bond (Special)	\$0	\$0	\$0	\$0
Citywide 1/2-Cent sales tax	\$17,000,000	\$16,850,000	\$16,850,000	\$16,850,000
Countywide 1/2-Cent sales tax	\$7,408,641	\$7,865,494	\$8,251,318	\$8,581,746
Federal Funds	\$1,525,000	\$1,525,000	\$1,525,000	\$1,525,000
Competitive Grants*	\$800,000	\$800,000	\$800,000	\$800,000
State Motor Fuel Tax (City)	\$5,500,000	\$5,555,000	\$5,610,550	\$5,666,656
Total:	\$32,794,832	\$38,299,270	\$39,467,586	\$38,500,872
*GO Bonds do not include parking or HVAC: it does include Elevation Parkway.				

Shawnee County Transportation Revenue Sources				
	2024	2025	2026	2027
Shawnee Co. General Fund	\$3,310,000	\$3,310,000	\$3,310,000	\$3,310,000
KDOT Federal Aid to Shawnee Co.(CIP)	\$2,850,000	\$2,850,000	\$2,850,000	\$2,850,000
County 1/2 Cent Sales Tax	\$2,120,000	\$2,120,000	\$2,120,000	\$2,120,000
State Motor Fuel Tax (County)	\$5,020,000	\$5,020,000	\$5,020,000	\$5,020,000
Shawnee Co. Gen. Fund (Match Fed. Aid)	\$650,000	\$650,000	\$650,000	\$650,000
90/10 Federal Exchange Funds	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
	\$0	\$0	\$0	\$0
Total:	\$15,250,000	\$15,250,000	\$15,250,000	\$15,250,000

KDOT Revenue Funding Sources

The State revenue projections were based on fund distributions from the previous program, Transportation Works for Kansas (T-WORKS). T-WORKS was Kansas’ 10-year, \$8 billion transportation program designed to create jobs, preserve highway infrastructure and provide multimodal economic development opportunities across the state from 2010 -2020. This program has been supplanted by the Eisenhower Legacy Transportation Program (IKE) previously described. The table below shows a breakdown of the estimated KDOT revenue sources for the four years covering this TIP period.

KDOT does not program projects in their budget documents or ask for projects to be added to the TIP unless a specific identified and reasonable funding source is identified. Therefore, KDOT requests for TIP actions represent a fiscally constrained condition for state funded and/or managed projects.

KDOT Revenue Sources				
	2024	2025	2026	2027
State Highway Funding*	\$59,260,000	\$60,148,900	\$61,051,134	\$61,966,901
Federal Funding	\$5,815,866	\$5,903,104	\$5,991,651	\$6,081,525
Total:	\$65,075,866	\$66,052,004	\$67,042,784	\$68,048,426
Recommend use of 1.5% inflation factor for future revenue assumptions				

Demonstration of Fiscal Constraint

TIPs are required to have a four-year fiscally constrained program of projects. Fiscally constrained means enough financial resources are available to fund projects listed in the TIP.

The MTPO accounts for O&M expenditures “Off the Top” from available funding before projects are programmed. This ensures there is enough funding to operate, maintain, and preserve the existing transportation system (including roads, bridges, and transit services), which is a high priority of the MTP, Futures 2045. The table below shows the funding available for programming projects taking O&M expenses into account.

Funding Available for Projects after Accounting for All O&M Expenditures					
	2024	2025	2026	2027	Total
Anticipated Funding	\$ 92,925,866	\$ 94,202,004	\$ 95,392,784	\$ 96,598,426	\$ 379,119,080
Anticipated O&M Expenditures	\$ 21,164,816	\$ 20,577,705	\$ 16,300,293	\$ 16,842,848	\$ 74,885,661
Funding Available for Projects	\$ 71,761,050	\$ 73,624,299	\$ 79,092,491	\$ 79,755,578	\$ 304,233,419

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2024 and 2025). Predicting the revenues and costs for projects in the second half of that period (2026 and 2027) will be a more speculative Exercise.

Futures 2045 Goals and Objectives

Based on federal goals, public input, and an analysis of other transportation plans in the region, including the last MTPO MTP, five general goals emerged to guide decision-making for the Futures 2040 Plan. Generally, the goals match or include all eight federal goal areas and follow the general themes heard throughout the public engagement process. To assure that these goals are being met, several performance measures were also selected to determine progress. These goals are deliberately simpler than goals in past plans, making them easier to communicate with the public and better to resonate with the public’s general concerns. In order of importance, the Future 2040 goals are:

1. Maintain Existing Infrastructure
2. Increase Safety for All Modes of Transportation
3. Enhance Quality of Life
4. Equity and Access for All
5. Leverage Transportation System to Support Economic Development Efforts

Project Evaluation and Selection

As part of the project selection process, the current MTP, also referred to as Futures 2045, is referenced below to assure projects conform to the established goals listed above. Futures 2045 contains a listing of projects that are both long- range and short-range priorities for the MPA. Before a project can be included in the TIP, it must first be on the List of Recommend Projects in the MTP. Local governments are responsible for submitting projects in the STPBG program, Transportation Alternatives (TA) and other funding categories in consultation with the MTPO and KDOT.

Performance Measures

The BIL continues the performance- and outcome-based program established under MAP-21. The objective is to invest resources in projects that collectively make progress toward the achievement of national goals. The legislation requires the U.S. Department of Transportation (USDOT), in consultation with States, MPOs and other stakeholders, to establish performance measures in these areas:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement
- Economic vitality

Relationship to the Futures 2045 Plan Goals

The TIP and other plans are required to include information regarding performance measures. Performance measures and targets have now been set at the State level and are now required to be carried out at the metropolitan planning levels. Futures 2045, addresses performance measures in addition to the goals listed above. Targets set forth in this TIP will serve as the gauge for measuring the MTPO's progress toward fulfilling those goals.

Performance Measures (1): Safety

Goal: Increase Safety for all Modes

Each MPO is required to establish performance targets for each of the federally required performance measures to use in tracking progress toward attainment of critical outcomes for the MPO region. [23CFR 450.306(d)(2)(i).

It is the long-range goal of the MTPO to reduce traffic fatalities within the MPA. The MTPO will be researching safety strategies which will encompass education, enforcement, engineering and emergency response. Actions will include targeted intersection safety improvements and varied education and enforcement efforts. The MTPO will also explore avenues to coordinate with its MPO planning partners to incorporate methods of improving safety for bicyclists, pedestrians, and motorcyclists.

The MTPO adopted a Transportation Safety Plan in 2019, which suggest Safety PM's.


At this time, the MTPO has chosen to adopt and support the safety goals set forth by the Kansas Department of Transportation (KDOT) until such time that the MTPO is able to work with a consultant on tracking the Safety PM's outlined in the MTPO Transportation Safety Plan. The process will generally include 5 steps:

- Goal/Objectives
- Performance Measures
- Target Setting (evaluate programs and projects)
- Allocate Resources (Budget & staff)
- Measure & Report Results (Actual Performance achieved)

Achieving the best level of performance with this process depends on several factors:

- Consistency in, and understanding of, goals, objectives, performance measures, and targets;
- High-quality data to support performance management decisions;
- The ability of managers and the availability of analytic tools to identify performance impacts of projects realistically and efficiently; and
- The ability to use performance information to make viable improvements in the transportation project selection and evaluation.

The State’s Safety targets that the MTPO will also adhere are as follows:

	2018 Projection	Initial % below Projection	2023 HSP  arget
Measure			
Number of Fatalities (FARS)	364	0%	400
Suspected of Serious Injuries (KCARS)	1202	1%	1100
Serious Injury Rate (KCARS/FHWA)	3.851	2%	3.54
	1.17	1%	1.29
Non-Motorized (FARS/KCARS)	139	1%	160

The MTPO will plan and program projects to assist in achieving these State numeric targets, coordinating with both the State and public transportation providers to ensure that the targets set are consistent as much as is practical. The information contained in the above table represents 5-year averages. ***Potential Safety Factors to be considered when evaluating TIP project’s relevance to the safety of the transportation system component networks include:***

- Number of fatalities on roadways.
- Rate of fatalities on roadways.
- Number of serious injuries on roadways.
- Rate of serious injuries on roadways.
- Number of bicycle fatalities.
- Number of railroad fatalities.
- Number of pedestrian fatalities.
- Number of drivers under the age of 21 involved in fatal crashes.
- Number of drivers over the age of 75 involved in fatal crashes.
- Number of fatalities in crashes involving blood alcohol levels of .08 or higher.

Performance Measures (2): Infrastructure-Pavement & Bridge Conditions

Goal- Maintain Existing Infrastructure

A quality transportation network ensures efficient performance and reliability in moving users from place to place. A system that is not well maintained can pose barriers to performance and safety. The Futures 2045 Plan supports maintaining the good condition of the region's transportation infrastructure to improve performance and avoid higher maintenance costs associated with deterioration.

In 2022, the MTPO adopted the Futures 2045 which continued the long-standing practice of identifying roadways needing additional capacity and the need for building new major thoroughfares. Much of the region's transportation dollars were allocated to building new roads and widening existing roads.

The classification of this performance measure is based on National Bridge Inventory (NBI) condition ratings for their deck (riding surface), superstructure (supports immediately beneath the driving surface), substructure (foundation and supporting posts and piers) and culverts. Condition is determined by the lowest rating of deck, superstructure, substructure or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if it is less than or equal to 4, the classification is poor. Bridges rated below 7 but above 4 will be classified as fair, with ratings below 4 being classified as poor.

State Highways: Highway pavement conditions are monitored in the spring of each year, for both interstate highways, and non-interstate highways. Targets have been established by the KDOT for the percent of pavement in good condition: 65% for interstate highways and 55% for non-interstate highways. Figures 2-1 thru 2-4 display the performance data and targets chosen for the Metropolitan Planning Area (MPA) for the years 2018 and 2024. Both "Good" and "Poor" pavement conditions are recorded and monitored. The state highway uses the International Roughness Index (IRI) standards for rating the condition of interstate and non-interstate highways.

Figure 2-1

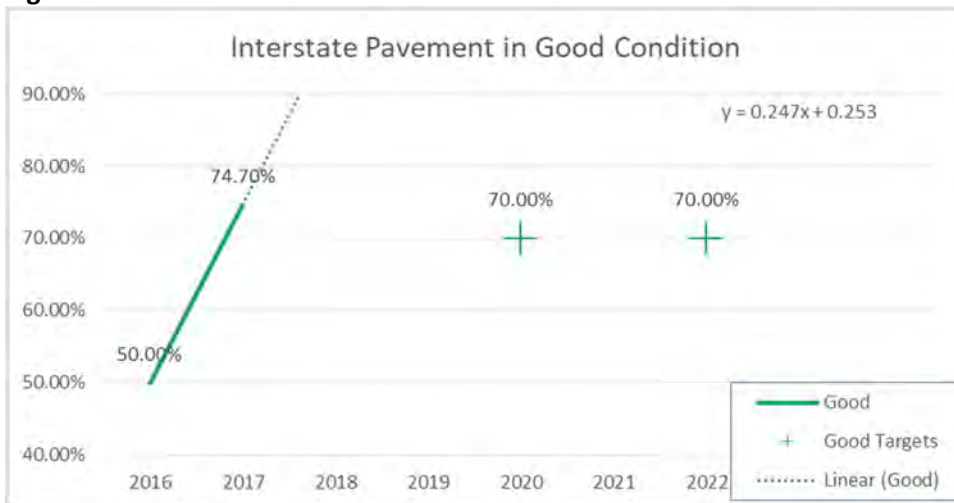


Figure 2-2

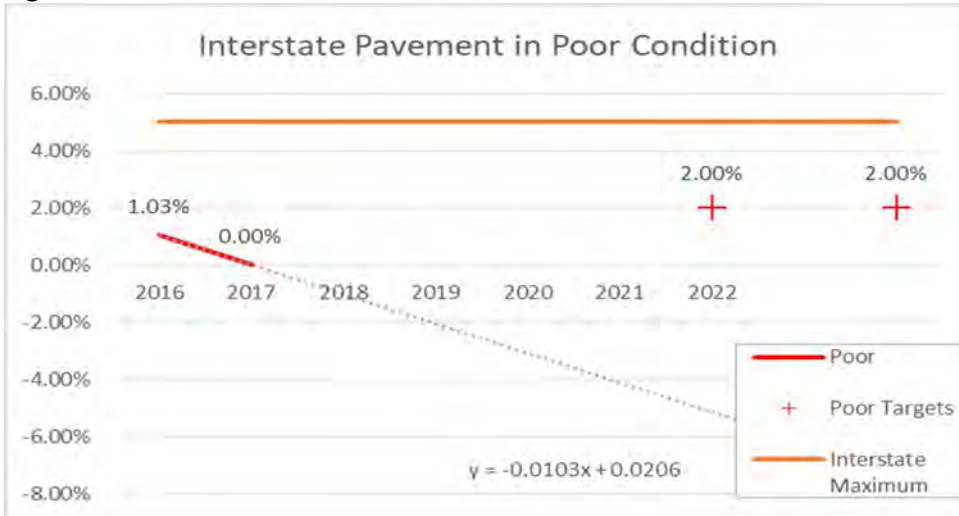


Figure 2-3

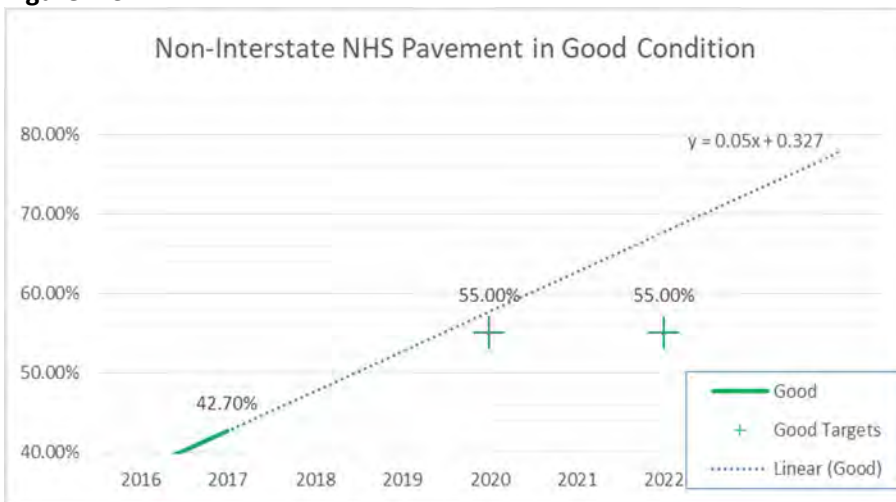
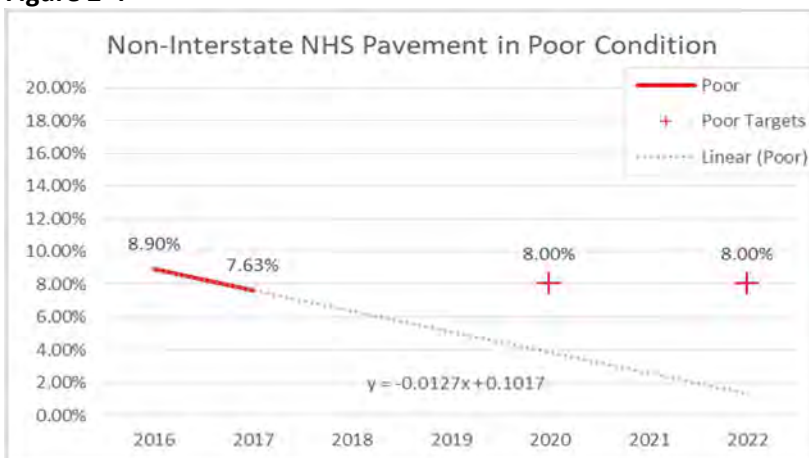


Figure 2-4



City Streets: In 2016, Topeka completed the inspection and evaluation of all city streets as the first phases of a pavement management program process. A Pavement Condition Index (PCI) score (rating scale 0-100) was determined for each street’s condition based on surface condition distresses. The PCI scale provides an objective and rational basis for determining maintenance and repair needs and priorities.

Accurate and timely data on pavement condition is used to assess system performance and deterioration, identify maintenance and reconstruction needs and to determine financial needs.

PCI is a rating scale that measures the condition of pavements through systematic measurement of surface distresses, like cracking, rutting, joint failure, roughness, oxidation among other factors, similar to the state highway process. The PCI scale ranges from 0-100 and is an indicator of the maintenance strategy needed. The PCI is grouped into five categories corresponding to the most cost-effective maintenance strategies:

- **Good (PCI 85-100):** Pavement has minor or no distresses and requires only routine preventative maintenance.
- **Satisfactory (PCI 70-84):** Pavement has scattered, low- severity distresses that need only routine preventative maintenance.
- **Fair (PCI 55-69):** Pavement has a combination of generally low-and medium-severity distresses. Maintenance needs are minor to major rehabilitation.
- **Poor (PCI 40-54):** Pavement has low-, medium- and high-severity distresses. Near-term maintenance and repair needs may range from rehabilitation up to reconstruction.
- **Very poor (PCI 25-39):** Pavement has predominantly medium- and high-severity distresses that require considerable maintenance. Near-term maintenance and repair needs will be intensive in nature, requiring major rehabilitation and reconstruction.

The initial 2018 PCI data revealed that the average PCI score for functionally classified streets in Topeka is approximately 60, about the mid-range of the “Fair” category. The average PCI for all city streets was 57.7. Topeka has committed to investing an average of \$24 million annually over the next 10 years to improve this score of all streets. Figure 2.5 shows the current PCI scores and lane miles for the City of Topeka’s functionally classified (FC) streets.

Figure 2-5: Pavement Condition for City Streets

Street Type	Average PCI	Centerline Miles	% of Street Network	Weighted Avg. PCI
Local	66.49	479.6	71%	47.15
Local Industrial	60.36	18.7	3%	1.67
Minor Arterial	74.58	101.2	15%	11.16
Major Arterial	72.4	8.9	1%	0.96
Collector	66.28	67.9	10%	6.66
TOTAL		676.4	100%	
All Roads				67.59

As of 2023, the average PCI for all City Streets is 67.59, up from a rating of 64.1 in 2021.

County Pavement Condition: There are 142 miles of functionally classified roads in the MPA for which performance measures are applied (there are 287.5 county lane miles in total). Based on KDOT’s pavement ratings, 121 miles (85%) are in “Good” condition, with 21 miles (15%) rated as “Fair”. The County annually inspects roadway conditions in the spring.

The County relies on an in-house pavement evaluation process known as the Pavement Surface Evaluation and Rating (PASER) method. This method was developed by the University of Wisconsin-Madison Transportation Information Center and is used in conjunction with an internal spreadsheet/database. This pavement management system is simple and expedient in its method of evaluation and, since it has been developed internally, can be implemented at no cost (with the exception of labor and travel costs to conduct the inspections).

Figure 2-6 shows the PASER 1-10 rating scale and how the ratings are related to needed maintenance. This rating is separate from the KDOT attributed ratings used for performance measure purposes. The County’s goal is to maintain all pavements such that a rating of at least 6 (good condition) is achieved. Roads with a rating equal to or less than 5 receive treatment.

Figure 2-6: PASER ratings related to needed maintenance or repair:

- 1 (Failed)** Total Reconstruction
- 2 (Very Poor)** Reconstruct
- 3 (Poor)** Patching, Mill & Overlay
- 4 (Fair)** Overlay
- 5 (Fair)** Thin Overlay or Chip/Seal
- 6 (Good)** Chip/Seal
- 7 (Very Good)** Crack Sealing
- 8 (Very Good)** Little Maintenance Required
- 9 (Excellent)** Like New – No Maintenance Required
- 10 (Excellent)** New Construction – No Maintenance Required

On an annual basis, typically during the February-April timeframe, Shawnee County Department of Public Works (SCDPW) staff will drive all of Shawnee County’s roads and assign each roadway segment a PCI rating of 1-10, as listed above. The individual PCI ratings for each roadway segment will be integrated into a spreadsheet and depicted graphically on a roadway system map.

Depending upon the PCI rating and the roadway surface type, a Remaining Service Life (RSL) value, in years, will be assigned for each roadway segment. A sum of all of the roadway segment RSL values will be tabulated and then divided by the total number of roadway miles (287.5) to determine an overall “Roadway Network Health” number (e.g., if the sum of all of the individual roadway segment RSL values was 2,160 years, the resulting Roadway Network Health number would be 7.5 years, i.e., 2,160/287.5)

An estimated cost of maintenance/repair per mile will be assigned to each rating value listed above. For example, a roadway having a condition of 8 may have an estimated cost of maintenance of \$1,000/mile while a roadway segment having a condition rating of 1-2 may have a cost of repair totaling \$125,000-\$500,000/mile, or more, depending on the type of roadway (i.e., rural section or urban section, and surface type).

It is the current goal of SCDPW to maintain a minimum PCI rating of 6 for each mile of Shawnee County’s roadway system. SCDPW will work toward and maintain a minimum average Roadway Network Health number of 7.75 annually (average RSL of 10 for asphalt-paved roads and average RSL of 5 for chip/seal roads).

By utilizing the Pavement Management System, the MTPO will be able to easily identify and compare each roadway segment’s condition. This will assist SCDPW in planning where and how to spend its budgeted allotment for road maintenance in the most cost-effective manner to maintain or increase the overall health of the roadway network.

STRATEGY:

Continue current levels of funding to maintain highway, City and County functionally classed road pavements beyond 2019, with frequent monitoring of the process.



Target Pavement Conditions:

2022 Target for Interstate Highways 70% (Good): 2% (Poor)

2022 Target for Non-Interstate Highways 55% (Good): 8% (Poor)

2022 City Streets Target: Average PCI Target for all roads: 60

2022 County Roads Target: Increase “Good” roads in the MPA to 90%

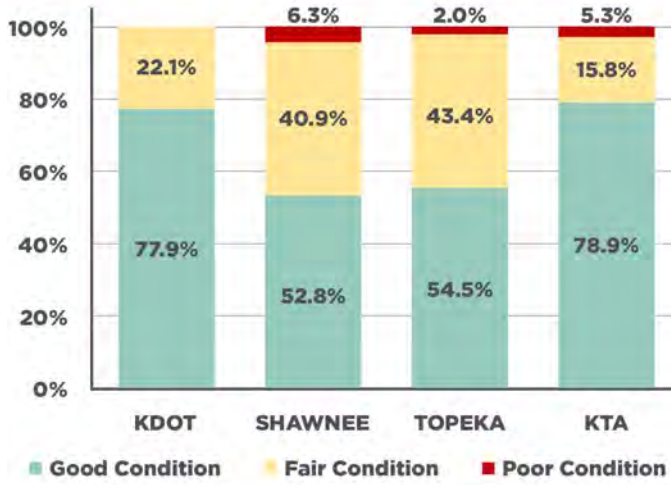
Bridge Conditions: In accordance with state and federal requirements, KDOT, Kansas Turnpike Authority (KTA), Shawnee County and the City of Topeka conducts biennial inspections of the bridge inventory for load capacity and maintenance needs. This includes looking at the condition of the bridge deck (riding surface), super structure (supports immediately beneath the driving surface), and substructure (foundation and supporting posts and piers). Based upon this evaluation, bridges are assigned an overall sufficiency rating. A capital improvement program for new bridge construction and major rehabilitation is then developed and administered.

Based upon this evaluation, bridges are assigned an overall sufficiency rating and a capital improvement program for new bridge construction and major rehabilitation is developed and administered.

Figure 2-7 shows the number of bridges in Good, Fair, and Poor Condition in Topeka, Shawnee County (outside Topeka), on state highways, and on the Interstates.

Figure 2-7: Bridge Conditions

FIGURE 3.18 Percentage of Bridges in Good, Fair, and Poor Condition



Source: Kansas Dept. of Transportation

Overall, 62.3% of the total bridges are in Good Condition, 34.1% are in Fair Condition, and 3.6% are in poor condition. Shawnee County has the lowest percentage of bridges in good condition (52.8%), followed by Topeka (54.5%). Meanwhile, KDOT and KTA have 77.9% and 78.9% bridges in good condition, respectively. Shawnee County also has the highest percent of bridges in poor condition (6.3%) followed by KTA (5.3%) and Topeka (2.0%).

The MTPO has adopted the state performance goals and following targets with consideration of the current status of Shawnee County Bridges:



Target 2022 Bridge MTPO Area Conditions: -Overall Target: 65% (Good) 3% (Poor)

Performance Measures (3): Freight & Economic Vitality

Goal: Improve Mobility

The increasing economic competitiveness among regions within the United States and globalization of the economy has amplified the importance of a metropolitan freight transportation infrastructure. The deregulation of freight transportation dramatically changed business practices and created new competitive opportunities across modes. The changing nature of business practices, with an emphasis on reliable, just-in-time delivery, places a premium on the efficient operation of the freight transportation system. At the same time, the safe and efficient movement of goods increases the burden on the regional infrastructure making maintenance and safety a priority.

Comments from local businesses suggest their primary concern is maintaining the existing transportation infrastructure to support the safe and efficient movement of goods within and through the region.

Globalization of the economy has also changed the transportation and service requirements of shippers, and receivers. Manufacturers can serve markets globally, but this requires a greater reliance on, and

greater efficiencies in, the transportation system. The following section highlights the current trucking freight transportation environment within the region.

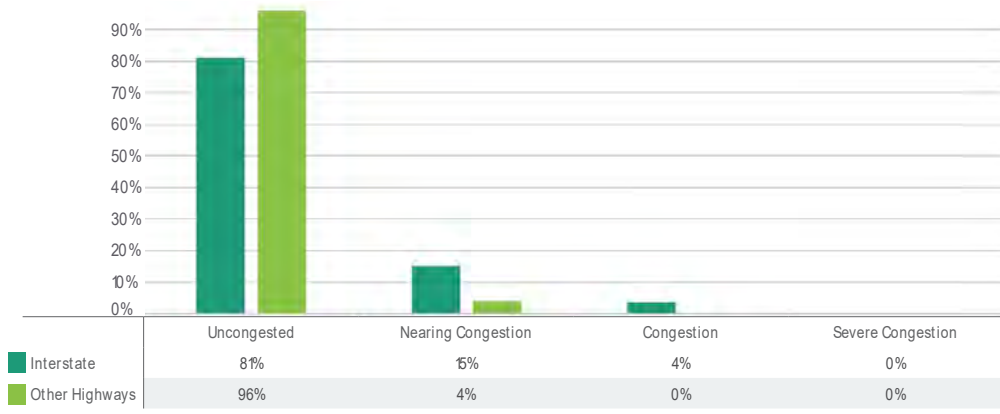
Truck Flows: I-70 is the major freight highway in the Metropolitan Topeka Region. The FHWA Freight Performance Measurement, Travel Time in Freight-Significant Corridors report, notes that I-70 runs a total of 2,153 miles connecting ten states through the midsection of the continental United States from Cove Fort, Utah to Baltimore, Maryland. I-70 passes through Denver, CO; Topeka, KS; Kansas City and St. Louis, MO; Indianapolis, IN; Dayton and Columbus, OH; Wheeling, WV; Hagerstown and Frederick, MD. The western half of I-70, including Topeka, is overwhelmingly rural except for Denver. By contrast, the eastern half, stretching from Kansas City to Baltimore, has more closely spaced urban areas and is part of a relatively dense network of interstates and other major highways. Here traffic volumes and problems caused by intersecting highways are more likely to slow trucks. The stretch of I-70 between Denver and Kansas City, including Topeka, has none of these problems and, therefore, relatively high average truck speeds, averaging between 55 and 60 mph.

Futures 2045 projections anticipate growth in the I-80 and I-40 corridors while I-70 is projected to see a slightly slower growth. Furthermore, I-70 west of Topeka toward Denver is not anticipated to see as significant an increase in truck volumes, as most of the growth in east-west freight movement is accommodated in the I-80 corridor.

Within Topeka and Shawnee County, I-70 carries the heaviest truck volumes. The highest truck volumes on I-70 occur between I-470 and US-75 with over 6,200 heavy commercial vehicles per day. Through downtown Topeka, over 4,400 trucks per day travel I-70; similar truck volumes are seen on I-70 east and west of Topeka. The Kansas Turnpike (I-335) south of Topeka carries 1,570 commercial vehicles per day while 1,720 trucks per day travel US-75 north of Topeka.

Congestion on the highway routes used by commercial vehicles is minor and limited to the peak hour (commuting) periods of the day. Travel time reliability is not an issue for the Topeka Metropolitan Area. See Figure 3-1 for congestion within Topeka’s highways.

Figure 3-1: Freight Movement on Topeka’s Interstate and other Highways



Travel Time Reliability Index (TTTRI): Freight movement will be assessed by the TTTRI. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTRI ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTRI is generated by multiplying each segment’s largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate. Figures 3-2 below shows the 2016 and 2017 State TTTRI numbers and future targets.

Level of Travel Time Reliability (LOTTR): In addition to TTTRI for freight, utilized for interstate/non-interstate measures, the State also measures a general Level of Travel Time Reliability (LOTTR). LOTTR represents the percent of person-miles traveled that are reliable, irrespective of mode of transportation utilized. In short, it is the level of travel time reliability for each time period and reporting segment on the interstate system, and on the non-interstate highway system. Whereas the TTTRI uses the 50th and 95th percentile times, the LOTTR utilizes the 80th and 50th percentile times. The time periods for LOTTR are: Mon-Fri.: (6-10am; 10am-4pm; 4pm-8pm and 6am-8pm on weekends)

The threshold for the LOTTR ratio is 1.5. Any ratios that are above 1.5 are considered “Not Reliable”. While there is no threshold for the TTTRI, the sum of all segments in each time frame must not exceed 1.5. The target percentage for the LOTTR represents the percent of the interstate/non-Interstate system person-miles that ARE reliable. State DOTs and MPOs will have the data they need in FHWA’s National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full interstate system. State DOTs and MPOs may use an equivalent data set if they prefer. Figures 3-3 and 3-4 below show the 2016 and 2017 State LOTTR numbers and future targets. The MTPO will be supporting these targets.

Figure 3-2: State Travel Time Reliability Index and Targets

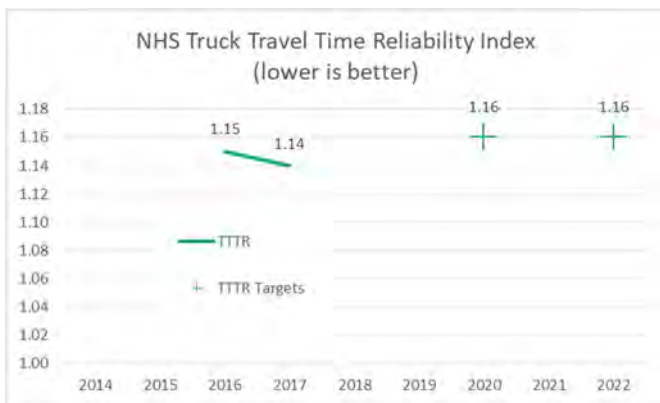


Figure 3-3 Interstate Percentage of Person-Miles that are Reliable

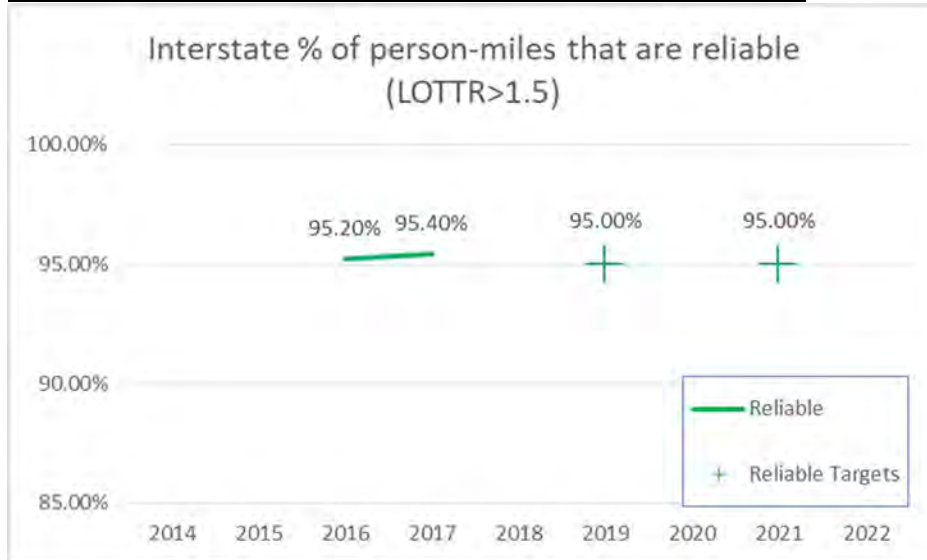


Figure 3-4 Non-Interstate Percentage of Person-Miles that are Reliable



In the future, more significant congestion will begin to develop along I-70, especially between I-470 and US-75, as well as near downtown. A more detailed study for the area along I-70 between I-470 and US-75, including US-75 north across the Kansas River, is needed to determine recommended actions. The I-70 Polk-Quincy Viaduct Corridor project, when constructed, will address future congestion near downtown.



2022 Travel time & Congestion Target: Adopting State Target: TTRI 1.16: LOTTR 95% for both Interstate and Non-Interstate

Performance Measures (4): Congestion Reduction/Modes-Active Transportation (Bike-Pedestrian)

Goal: Community Health & Wellness-Enhance Quality of Life

Topeka Bikeways Master Plan

In 2012 the MPTO adopted the Topeka Bikeways Master Plan which outlines a five-phase plan for the city to establish bike lanes on specific routes and develop a Topeka Bikeway System over a 15-year period. Built of eight trails and 25 “routes”. **Topeka’s Bikeways Plan sought to accomplish six goals:**

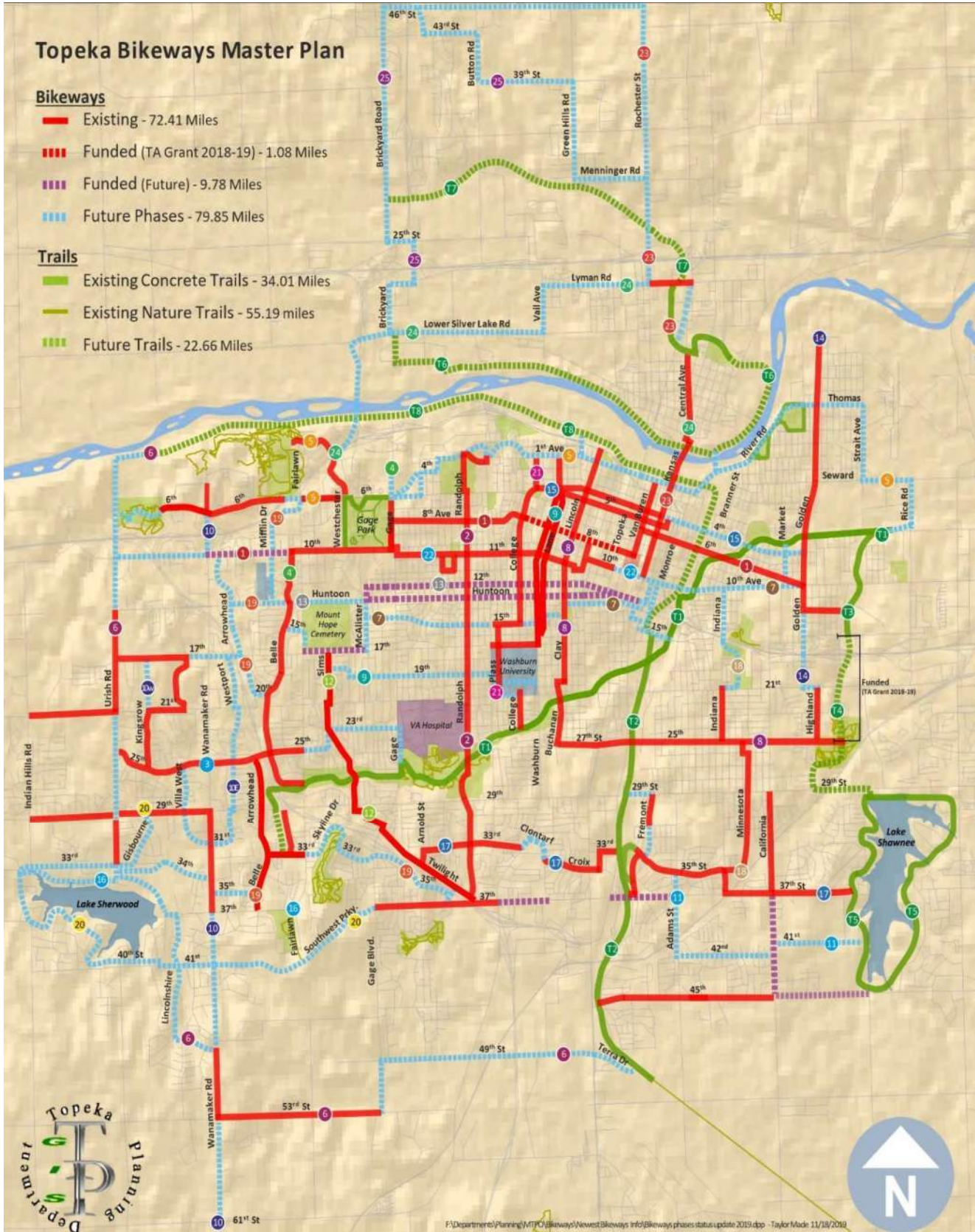
1. ***Increase the number of people who use the bicycle for transportation as well as recreation.*** Topeka’s multi-use trails are well-utilized and provide transportation, but they are largely used for recreation. Increasing the percentage of trips for other purposes would indicate success.
2. ***Improve bicycle access to key community destinations.*** A bicycle transportation system should get people comfortably and safely to where they want to go. Topeka’s system is destination-based, providing clear and direct connections to key community features.
3. ***Improve access to the city’s pathway system by connecting trails to neighborhoods.*** Topeka’s trails serve most bicycle trips, but the city’s emerging trail system can connect to more neighborhoods using streets and other development opportunities as linkages.
4. ***Use bicycling to make Topeka more sustainable.*** Bicycling promotes sustainability at three levels. Globally, bicycle travel reduces fossil fuel use and greenhouse gas emissions. Community-wide, bicycle transportation systems can decrease road maintenance costs, promote a healthier environment, and build community. Individually, physical activity as a daily routine makes people healthier, reducing obesity, improving wellness, and lowering health care costs.
5. ***Increase roadway safety for motorists, bicyclists, and pedestrians.*** Good infrastructure reduces crashes and increases comfort for all users of the transportation network with research indicating that more cyclists leads to fewer bicycle crash rates. Infrastructure must be supported by education, enforcement, and encouragement, as measured by regular evaluation.
6. ***Capitalize on economic development benefits of a destination-based bicycle transportation system.*** Topeka has many attractive features: Brown v. Board of Education historical site, Gage Park with its zoo and Discovery Center, the Kansas History Center, the State Capitol, and distinctive commercial districts, among others. As a bicycle-friendly community, Topeka can add to visitors’ experiences, attracting new residents and investment.

To measure the success of its goals and evaluate the components and effectiveness of the network, criteria were developed by the Netherlands' Centre for Research and Contract Standardization in Civil and Traffic Engineering, one of the world's leading authorities in the design of bicycle-friendly infrastructure. Using these standards, Topeka's bicycle network should generally fulfill six requirements:

- **Integrity:** Topeka's bikeway network should form a coherent system throughout its evolution, linking starting points with destinations, being understandable to its users, and fulfilling a responsibility to convey them continuously on their paths.
- **Directness:** Topeka's bikeway network should offer cyclists as direct of a route as possible with minimum detours or misdirection.
- **Safety:** Topeka's bikeway network should maximize bicycle safety, minimize or improve hazardous conditions and barriers, and improve safety for pedestrians and motorists.
- **Comfort:** Most bicyclists should view the network as within their capabilities without mental or physical stress. As the system grows, it will comfortably meet more types of users' needs.
- **Experience:** The Topeka bicycle network should offer its users a pleasant and positive experience that capitalizes on the City's built and natural environments.
- **Feasibility:** The Topeka bicycle network should provide more benefits than costs and should be a wise investment of resources, capable of developing in phases and growing over time.

Four phases of the Bikeways Master Plan have been completed to date, with phase V being planned in 2023. These phases were funded from the Countywide ½ Cent Sales Tax (allocated every other year) four Transportation Alternative Grants, and locally raised funds. Together, these four phases have produced approximately 80 miles of bicycle infrastructure, and 31 miles of concrete recreation trails. Funding is programmed at \$500,000 in FY 2023 and every other year until 2030. Adding another bicycle connection across the Kansas River will require partnering with KDOT on the US-75 Bridge including connections on both sides of the river. Approximately 14 miles of bikeways and trails have been added to the bikeways trails network since 2021, an increase of approximately 12%. Figure 4-1 is a map of the current bikeways and trail system.

Figure 4-1: Bikeways System Map



Topeka Pedestrian Master Plan

In 2016 the City adopted the Topeka Pedestrian Master Plan to make “Topeka...a walkable city where people of all ages and abilities can safely and comfortably travel on foot.” The plan outlines the development of the area’s pedestrian network since its inception. Following public involvement efforts, the plan recommended four goals:

1. **A Complete Pedestrian Network Connecting All Neighborhoods.** Sidewalks improve the safety and comfort of Topekans who walk, and a complete pedestrian network connecting all parts of the city will better facilitate the ability of people to travel by foot, especially to schools, bus stops, community centers, senior centers, parks and trails;
2. **Maintained Sidewalks.** Sidewalks are a major infrastructure investment and maintenance can prevent expensive reconstructions. Maintained sidewalks also safely facilitate the mobility of pedestrians including children, the elderly, and people using assistive devices to travel;
3. **Safety and Comfort.** Sidewalks are enhanced by features that improve the safety and comfort of pedestrians. Whether it is a crosswalk, a bench, or a curb ramp, the details matter, allowing sidewalks to be friendly to everyone who uses the system; and
4. **A Culture of Walking.** The value that a community places on walking plays a role in determining how likely it is someone will travel as a pedestrian. The more perceptions and the physical environment supports and allows walking, the more walking becomes a part of everyday life.

To focus resources on the most important areas for pedestrians, projects were prioritized based on community input. Eighteen focus areas received field inventories to examine the presence and condition of sidewalks, the quality of corner curb ramps, and the need for crosswalks. Proximity to bus routes, “Intensive Care” neighborhoods, parks and trails, elementary and middle schools, and streets without sidewalks were most important. Factors considered less important included proximity to arterial and collector streets, commercial areas, community and senior centers, high density residential areas, major destinations, and “At Risk” neighborhoods. These several “high pedestrian demand” neighborhoods were delineated and their improvement costs were compared with available funding. These neighborhoods were further sorted by whether they contained schools. Groups included:

Group A: High pedestrian demand with schools funding from 2016-2021

Group B: High pedestrian demand without schools funding from 2021-2023

Group C: Low pedestrian demand with schools funding from 2024-2025

Group D: Low pedestrian demand without schools funding beyond 2025

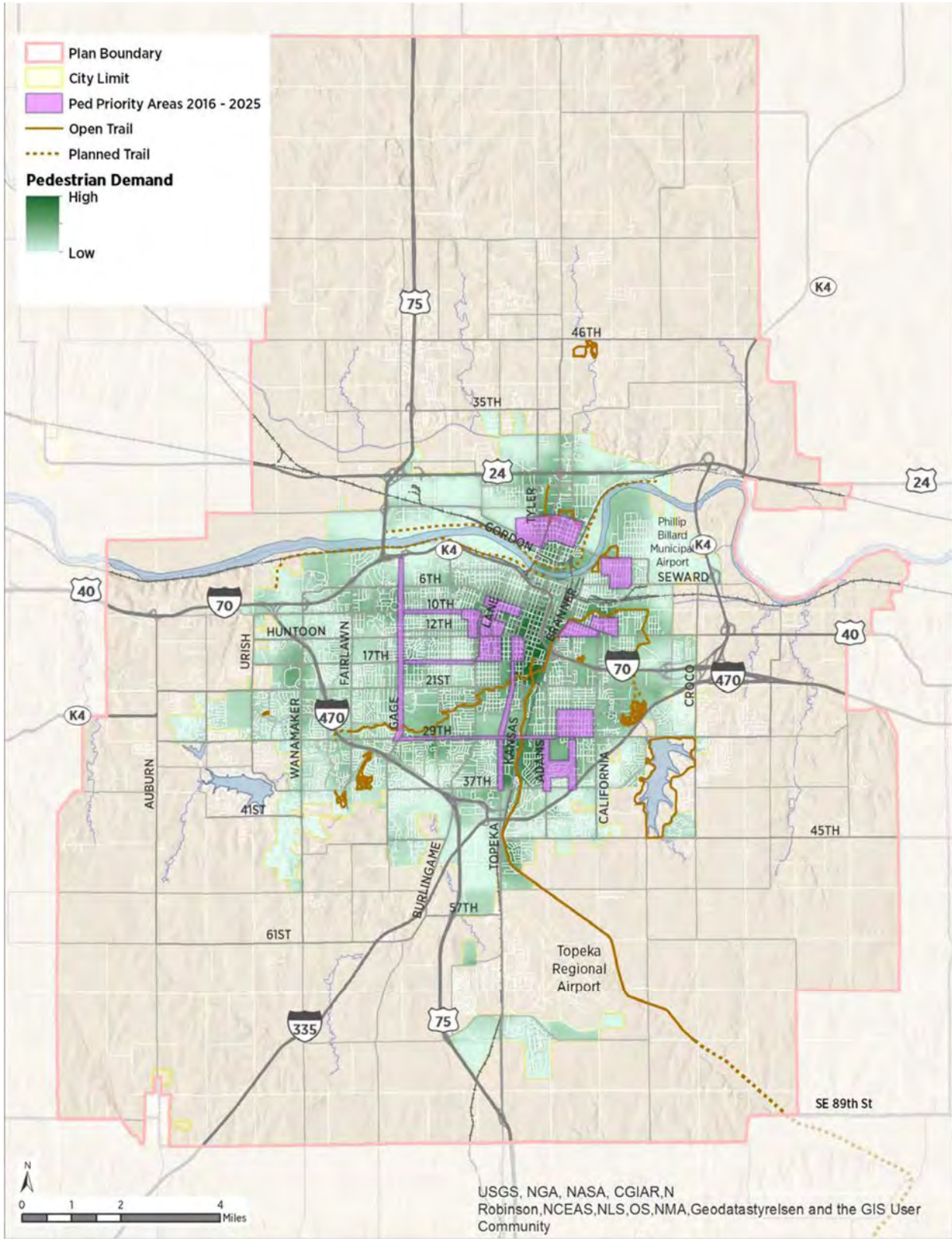
Group E: Consisted of corridors, complete street linkages, and future areas to complete the network to be improved throughout the process connecting different neighborhoods.

The overall pedestrian plan funding goal is 10 years from adoption, or 2025, including approximately 47 miles of sidewalks, 1,800 curb ramps, and 350 crossings. Funding for pedestrian improvements is expected to come from \$7.7 million in the Capital Improvement Program funds, \$9 million in ½ Cent Sales Tax Funds starting in 2020, and \$4.5 million in other local and State grant funds. Upon the completion of the Pedestrian Master Plan, Topeka has begun funding proactive sidewalk repair in the highest priority areas of the city, and is planning to update its Pedestrian Plan in 2024.

The City's focus on implementing the Pedestrian Master Plan includes a goal of lining arterials with sidewalks to promote transportation between areas of the City and into the County which will space sidewalks at approximately 1-mile distances across the City. This includes the reconstruction of some arterials that extend into the County which has begun creating the backbone of an MPA-wide active transportation network, as seen south on Wanamaker Street.

Overall, the hope is to provide a bicycle and pedestrian system that provides safe routes to schools, parks, jobs, shopping, and service. Figure 4-2 illustrates the Pedestrian Demand areas of the MPA.

Figure 4-2: Pedestrian Demand Map



Pedestrian Infrastructure

Overall, about 40% of City streets and most rural subdivisions lack sidewalks. Within the City itself, approximately 70% of major thoroughfares have sidewalks on both sides of the street, which will increase to 78% by 2031 as current road reconstruction projects add sidewalks. The goal for major thoroughfares is to have 95% built with sidewalks on both sides. Meanwhile, approximately 48% of all streets have sidewalks on both sides, which should increase to 51% with currently planned projects by 2025.

Regarding the number of people with access to sidewalks, about 116,353 people or 69.2% of the population has access to sidewalks on their block. Within Environmental Justice (EJ) areas (explained further on page 39), 72,073 or 83.4% have a sidewalk on their block. While these numbers do not speak to the coherency, distribution, or ease of use of the sidewalk system, it does indicate that many people are in close proximity to sidewalks.

Bicycle Infrastructure

The MPA contains approximately 72.4 miles of bicycle infrastructure and 89.2 miles of existing trails (both concrete & nature trails). To determine access to the bicycle system, buffers of $\frac{1}{4}$ and $\frac{1}{2}$ miles are used to determine proximity to the on-street bicycle system and to trails. For the purposes of this section, trails are considered part of the bicycle system. Within the MPA, approximately 71,200 residents are within $\frac{1}{4}$ mile or a 3-4 minute bike ride from the bicycle system. This amounts to 42% of the MPA's population. When the distance is increased to $\frac{1}{2}$ mile or a 6-8 minute bike ride, approximately 105,100 people are within range of bicycle facilities. This amounts to 63% of the MPA's population. EJ areas tend to have better access to the bicycle system. 58% of EJ areas are within $\frac{1}{4}$ mile of a bike route or trail and 82% of EJ areas are within a $\frac{1}{2}$ mile.

Within the MPA, approximately 27,200 residents are within $\frac{1}{4}$ mile or a 3-4 minute bike ride from a trail. This amounts to 16% of the MPA's population. When the distance is increased to $\frac{1}{2}$ mile or a 6-8 minute bike ride, approximately 54,400 people are within range of a trail. This amounts to 32% of the MPA's population. EJ areas tend to have better access to trails. 23% of EJ areas are within $\frac{1}{4}$ mile of a bike route or trail and 45% of EJ areas are within a $\frac{1}{2}$ mile.

This analysis suggests that there are no outstanding EJ issues regarding sidewalks, trails, or the bicycle system as many EJ areas tend to be older and denser. While sidewalk facilities in historic areas tend to be older, and therefore require more improvements, they do however have better overall coverage. Overall, the current pedestrian and bikeways growth rate will continue to have a positive effect on EJ populations. Figures 4-3, 4-4 and 4-5 are tables from the Topeka Pedestrian Master Plan that show the current percentage of the population which has access to pedestrian and/or bikeways facilities within the Metropolitan Planning Area. Figure 4-6 displays a map of the current bikeways system with a $\frac{1}{4}$ - mile buffer:

Figure 4-3: Sidewalk Coverage

	No.	Pct.
Total Population with Sidewalks on Block	116,353	69.2%
EJ Population with Sidewalks on Block	72,073	83.4%

Figure 4-4: Distance from the Bicycle System

	Total Population		EJ Population	
	No.	Pct.	No.	Pct.
¼ mile of bicycle System	71,184	42.3%	50,406	58.4%
½ mile of bicycle system	105,076	62.5%	71,110	82.3%

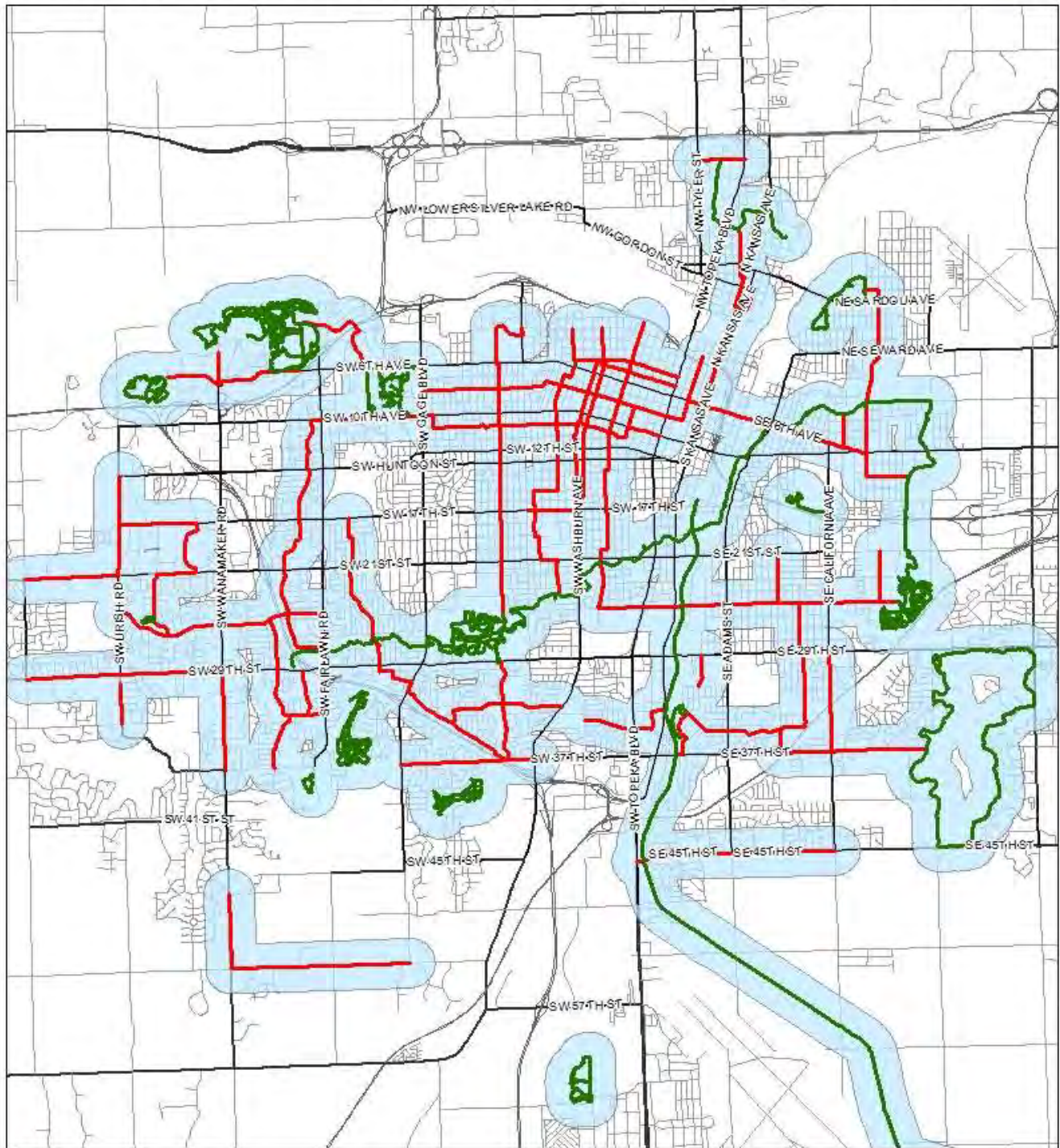
Figure 4-5: Distance from Trails

	Total Population		EJ Population	
	No.	Pct.	No.	Pct.
¼ mile of trail	27,168	16.1%	19,815	22.9%
½ mile of trail	54,353	32.3%	39,231	45.4%

Topeka Pedestrian Master Plan, adopted 2016

Figure 4-6: Current Bikeways System Access Map (1/4-mile access area)

1/4 Mile Buffer around Existing Bikeways & Trails



Legend

- 1/4 mile buffer
- Existing Bikeways
- Existing Trails





Target 2023 Bicycle and Pedestrian Infrastructure additions: 5% Increase in Total MPA population have access to sidewalks (from 69%-74%): 5% Increase in Total MPA population have access (within ¼ -mile) to Bike System (from 42.3% to 47.3%)

Performance Measures (5): System Reliability/Congestion Reduction: Transit-

Goal: Maintain Existing Infrastructure

Public Transit Use and Efficiency

Annual Ridership

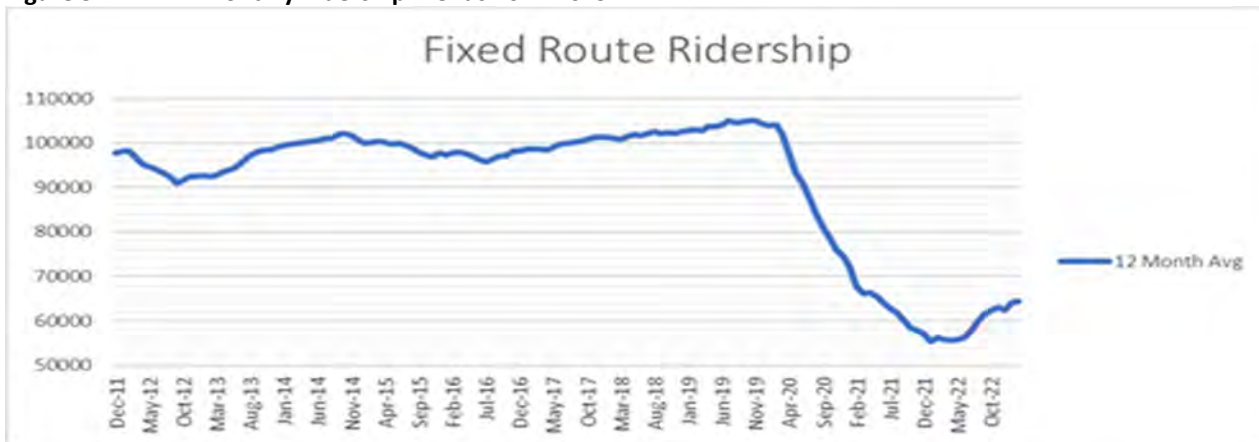
After the record ridership of 1.8 million annual trips in 2008, the TMTA (dba Topeka Metro) ridership dropped off to around 1.12 million annually by 2012. Ridership had gradually increased until it reached 1.3 million annually in 2019. Due to travel restrictions associated with the COVID-19 pandemic, 2020 and 2021 ridership was significantly lower. A trend upwards in ridership began in 2022.

Topeka Metro continues the reduced income pass program offering reduced fares for those qualifying to low-income services as well as the Freedom Pass program offering no cost rides on fixed route buses for those who qualify for paratransit service. Together, over one-half million rides were taken in 2019 under these programs.

Topeka Metro has a partnership with Washburn University to provide passes to students and staff. Topeka Metro also currently has a pilot program to provide passes to any high school students that can provide their student ID for the 2023-2024 school year.

Paratransit service had been on a strong upward trend in the last 2 years after falling since 2011 when fares were increased across the entire system and Topeka Metro reduced the service area from all areas within the City limits down to the required ¾ mile buffer around a fixed transit route. After a low in early 2018, paratransit ridership has steadily increased with the strongest growth in riders using mobility devices. Since then, the average percent of paratransit trips taken by riders using mobility devices has risen from a low of 32% to a consistent average of 41-44% by the end of 2019.

Figure 5-1: TMTA Monthly Ridership Trends 2012-2019



On-Time Performance (OTP)

In December 2019, Topeka Metro installed Automatic Vehicle Location (AVL) technology in all fixed route buses. This allows OTP to be audited from a remote computer. The ongoing quarterly OTP sampling has been modified to count occurrences where buses return to Quincy Street Station, Topeka Metro's primary transfer point, later the 5 minutes after the scheduled arrival time. This measure is designed to account for arrivals that would not allow riders to make transfers to other buses and continue their trip in a timely manner. In the first three quarters of 2020, Topeka Metro achieved an OTP percentage of greater than 99%. The unusually light traffic during the stay at home orders and lack of school-zone slowdowns due to the COVID-19 pandemic accounted for low traffic congestion levels. In the future, Topeka Metro will continue to target 90% or better as the goal for OTP performance.

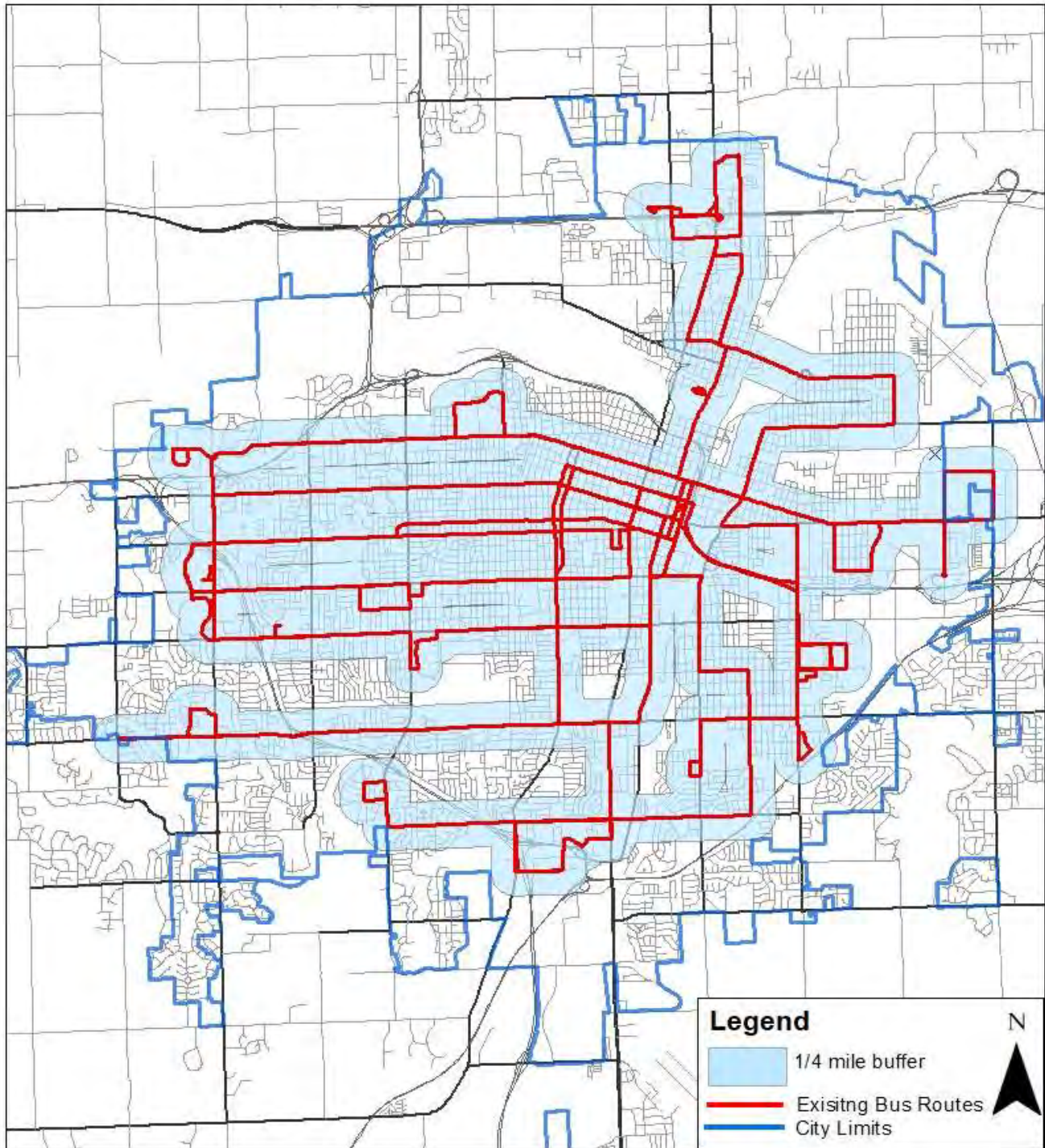
Service Coverage

The City of Topeka has good coverage from fixed route public transit services. The 2010 US Census places the total population of the City of Topeka at 127,473. Overall, approximately 93,510 residents live within a ¼ mile from a bus route, or about 73.4% of Topeka's 2010 population. Figure 5-2 shows the ¼ mile buffer distance from the current bus route system.

Approximately 108,673 of Topeka's residents live within a ½ mile of a fixed transit route. Comprising approximately 85% of Topeka's population.

Figure 5-2: TMTA current bus routes with ¼ mile access buffer

1/4 Mile Buffer around Existing Bus Routes



Environmental Justice Populations

Because the MTPO plans for transportation and mobility for all members of the region, it is important to assess the proximity of the current public transit system to Environmental Justice (EJ) populations. For EJ analyses, community block groups with the following characteristics are considered EJ areas:

1. More than the County average of non-white/Hispanic population (25.2%) – 2015 American Community Survey (ACS).
2. More than 20% of families in poverty –2015 ACS.
3. More than 50% of the population in Low-Moderate Income (LMI) Households – 2015 HUD standards.

Using 2010 Census block data, the number and percentage of people living within a ¼ and within a ½ mile of bus routes could be identified for the entire MPA. This was compared to the number and percentage of people living within a ¼ and within a ½ mile of bus routes for EJ areas to further evaluate transit coverage (Figure 5-2).

Figure 5-2: Percentage of Population Within ¼ and ½ mile of Fixed Bus Routes

	Total Population	EJ Population
Persons Within ¼ mile of bus routes	93,510	68,974
Persons Within ½ mile of bus routes	108,673	76,929
Total City Population	127,473	
Percent of Population within ¼ of Bus Routes	73.4%	54.1%
Percent of Population within ½ of Bus Routes	85.3%	60.3%

Source: 2010 Census Block Data

Within the City of Topeka, approximately 73.4% of the population can walk 5 minutes to reach a fixed bus route. Of those, approximately 54% are persons living within EJ areas. When the range is increased to a 10-minute walk, approximately 85% of the City population can reach a bus route, with 60% of those being persons living within EJ areas.

The better coverage of bus routes in EJ areas represents the fact that EJ areas tend to be in older parts of the City. In addition, many higher income individuals tend to live further from the City center. The fact that public transit routes serve EJ areas better than non-EJ areas is fitting as public transit drastically improves mobility for low-income populations who may not be able to afford a car. EJ areas that are not within a 10-minute walk of a fixed-route bus service include areas to the south (such as Montara), areas to the northwest (primarily industrial land), areas to the northeast, and around Lake Shawnee.



Target for Transit On-Time Performance: 90% or greater

Target for Transit Service Availability: 70% of all residents of the City of Topeka live within ¼ mile of a fixed route.

TIP Amendment Process

The TIP amendment process described below details procedures that are to be used to update an existing approved TIP. A key element of the amendment process is to assure funding balances are maintained in order to maintain fiscal constraint.

TIP Administrative Revisions

The following actions are eligible as administrative revisions to the TIP:

- Obvious minor data entry errors.
- Splitting or combining projects, provided there is no change in scope or cost as a result of the split or combining.
- Changes or clarifying elements of a project description (with no change in funding or scope).
- Programming additional funding limited to the lesser of 25% of the total project cost or \$5 million (of the originally approved funding amount).
- Project cost decreases.
- Change in program year of project within the first four (4) years of the fiscally constrained TIP.
- Change in sources of federal funds.

The administrative revisions process consists of notification from the MTPO to all other involved parties, KDOT, FTA and FHWA, as well as to the MTPO advisory bodies. The MTPO must verify with KDOT that funds are available for the cost estimate changes. Any changes made through an administrative revision will be incorporated with the next TIP Amendment.

Major TIP Amendments

Major amendments to the TIP include the following:

- Addition or deletion of a project or work phase.
- Shifting projects into or out of the fiscally constrained portion of the TIP.
- Changes in total project cost by more than 25% of the original cost or \$5 million.
- Major changes to the scope of a project.

The major amendment process consists of the following steps:

- Placing the amendment on the agenda for discussion at the TAC and release for public comment.
- Advertising on the MTPO web site for a 14-day public comment period and utilizing appropriate public participation techniques.
- Following the 14-day required public comment period, all comments will receive a response, either individually or in summary form.
- The amendment is then returned to the TAC and a request is made for the amendment to be sent to the MTPO Policy Board for final approval.
- After final approval is given by the Policy Board the MTPO staff forwards the amendment to KDOT for approval and inclusion in the STIP and ultimately approved by OneDOT.

The MTPO must verify from KDOT and the local jurisdiction sponsor that funds are available for the cost estimate changes if these changes are not offset by cost reductions or shifting of other projects. The

MTPO is responsible for notifying KDOT and OneDOT of action taken and assuring that the major amendment process and public notification procedures have been followed.

Status of Major Projects from previous TIP

As per federal regulations, MPOs must list any major projects from the previous TIP that were implemented and identify projects with significant delays. The following provides a definition of each of these terms for the MTPO.

Roadway Projects (including intersections and bridges)

The major roadway projects implemented from the previous TIP will include projects located on a roadway classified by the MTPO as a collector or higher, with construction costs of at least \$2.0 million and with at least one of the following attributes:

- Designed to increase roadway capacity and decrease traffic congestion.
- Designed to significantly improve safety.
- Designed to replace aging infrastructure and bring it up to current standards.
- Result in significant delay and/or detour.

Public Transit Facilities and Services Projects

The major public transit projects implemented from the previous TIP will include projects that have a total project cost of at least \$1.0 million and meet at least one of the following criteria:

- Acquisition of three or more new transit vehicles.
- Addition of new operations and/or maintenance buildings or expansion of existing buildings.
- Initiation of new transit service or expansion of existing transit services into territory not previously served by transit.

Bikeway and Pedestrian Facilities Projects

The major bikeway and pedestrian projects implemented from the previous TIP will include projects that meet at least one of the following criteria:

- Total project cost of at least \$500,000
- Construction of new bikeway or pedestrian facility (or extension of existing facility) into a location where a bicycle/pedestrian facility did not exist before

Significant Delay

The MTPO defines significant delay as a project which has been delayed by two years or more from the year it was first programmed in the TIP.

Projects Carried Over from 2021-2024 TIP

Major Roadway & Bridge Improvements:

- SE California Ave: 37th to 45th Streets: Roadway widening
- 12th St.: Gage to Kansas: Roadway repair and replace
- NW Tyler St.: Lyman to Beverly: Roadway widening
- US-24 Hwy.: Topeka E. to the County Line: Pavement replacement
- I-70/Polk/Quincy Viaduct Approach & Roadway/I-70 over BNSFRR Spur Turntable
- I-470 from I-70 to KTA Roadway Widening
- US-75 Begin. 7mi. S. of NW 62nd St. Thence N. to SN./JA Co. line: Resurfacing
- Bridge Repair: #275
- Culvert #512 on I-70 in SN CO at Kansas River Drainage
- I-70/Polk/Quincy Viaduct Approach & Roadway (CO) Project selected as an IKE project in 2020
- K-4 Beginning @ Wabaunsee/SN CO. line to K-4/I-70 Junction
- US-24/Rochester Rd.: Mill & Overlay
- Bridges #'s 76, 077, 104, 105, Replacement
- Multiple Bridges along I-70
- ITS: Roadside sign & camera along I-70 and US-24
- Topeka Blvd. 15th to 21st (2025-2026) and 21st to 29th (2024)
- PE Huntoon St. (2024)
- SW 17TH St. MacVicar to Interstate I-470: Resurfacing (2029)

Significant Delay Projects:

- K-4; North end of Kansas River Bridge, N. and NE. to Shawnee/Jeff. Co. line; construct 2-lanes of a 4-lane freeway section, including the addition of 2 loop ramps at US-24 and a future proposed interchange @ 35th St. (PE on hold waiting on funding)
- SW 17th St. Resurfacing from MacVicar to I-470 has been moved from 2023 let date to 2029.

Environmental Justice & Title VI Assurance

Environmental Justice (EJ) at the Federal Highway Administration means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.

Title VI Nondiscrimination Law

Title VI of the Civil Rights Act of 1964 prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including matters related to language access for limited English proficient (LEP) persons. Under USDOT's Title VI regulations, as a recipient of USDOT financial assistance, the recipient is prohibited from, among other things, using "criteria or methods of administering your program which have the effect of subjecting individuals to discrimination based on their race, color, or national origin." For example, neutral policies or practices that result in discriminatory effects or disparate impacts violate USDOT's Title VI regulations, unless it can be shown the policies or practices are justified and there is no less discriminatory alternative. In addition, Title VI and USDOT regulations prohibit intentionally discriminating against people on the basis of race, color, and national origin.

The overlap between the statutory obligation placed on Federal agencies under Title VI to ensure nondiscrimination in Federally-assisted programs administered by State and local entities, and the administrative directive of Federal agencies under the Executive Order to address disproportionately high and adverse impacts of Federal activities on EJ populations explain why Title VI and Environmental Justice are often paired. The clear objective of the Executive Order and Presidential Memorandum accompanying the Executive Order is to ensure that Federal agencies promote and enforce nondiscrimination as one way of achieving the overarching objective of Environmental Justice – a fair distribution of the benefits or burdens associated with Federal programs, policies, and activities.

How Do Title VI and EJ Work Together?

Environmental Justice and Title VI are not new concerns. The Presidential Memorandum accompanying EO 12898 identified Title VI of the Civil Rights Act of 1964 as one of several Federal laws that must be applied "as an important part of...efforts to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects." According to the U.S. Department of Justice, "...the core tenet of environmental justice – that development and urban renewal benefitting a community as a whole not be unjustifiably purchased through the disproportionate allocation of its adverse environmental and health burdens on the community's minorities – flows directly from the underlying principle of Title VI itself."¹

Furthermore, Federal law requires that MPOs ensure that individuals not be excluded from participating in, denied the benefit of, or subjected to discrimination under any program or activity receiving Federal funding on the basis of race, color, national origin, age, sex, or disability. Environmental Justice Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) in Minority and Low-Income

¹ Title VI Legal Manual, U.S. Dept. of Justice Civil Rights Division (2001), page 59.

Populations, calls for the identification and addressing of disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations. The intent of the Executive Order and the US Department of Transportation’s EJ guidance is to ensure that communities of concern, defined as minority populations and low-income populations, are included in the transportation planning process, and to ensure that they may benefit equally from the transportation system without shouldering a disproportionate share of its burdens.

Under the USDOT Order, **adverse effect** means:

“the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness, or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or non-profit organizations; increased traffic congestion, isolation, exclusion or separation of individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities.”

An EJ analysis also includes a determination of whether the activity will result in a “**disproportionately high and adverse effect on human health or the environment,**” which is defined in the USDOT Order as:

“an adverse effect that:

1. *Is predominantly borne by a minority population and/or a low-income population, or*
2. *Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population”*

Once the EJ populations have been identified, we compare the burdens of the activity experienced by EJ populations with those experienced by non-EJ populations. Similarly, we compare the activity’s benefits experienced by EJ populations as compared to non-EJ populations.

MTPO EJ Analysis Process

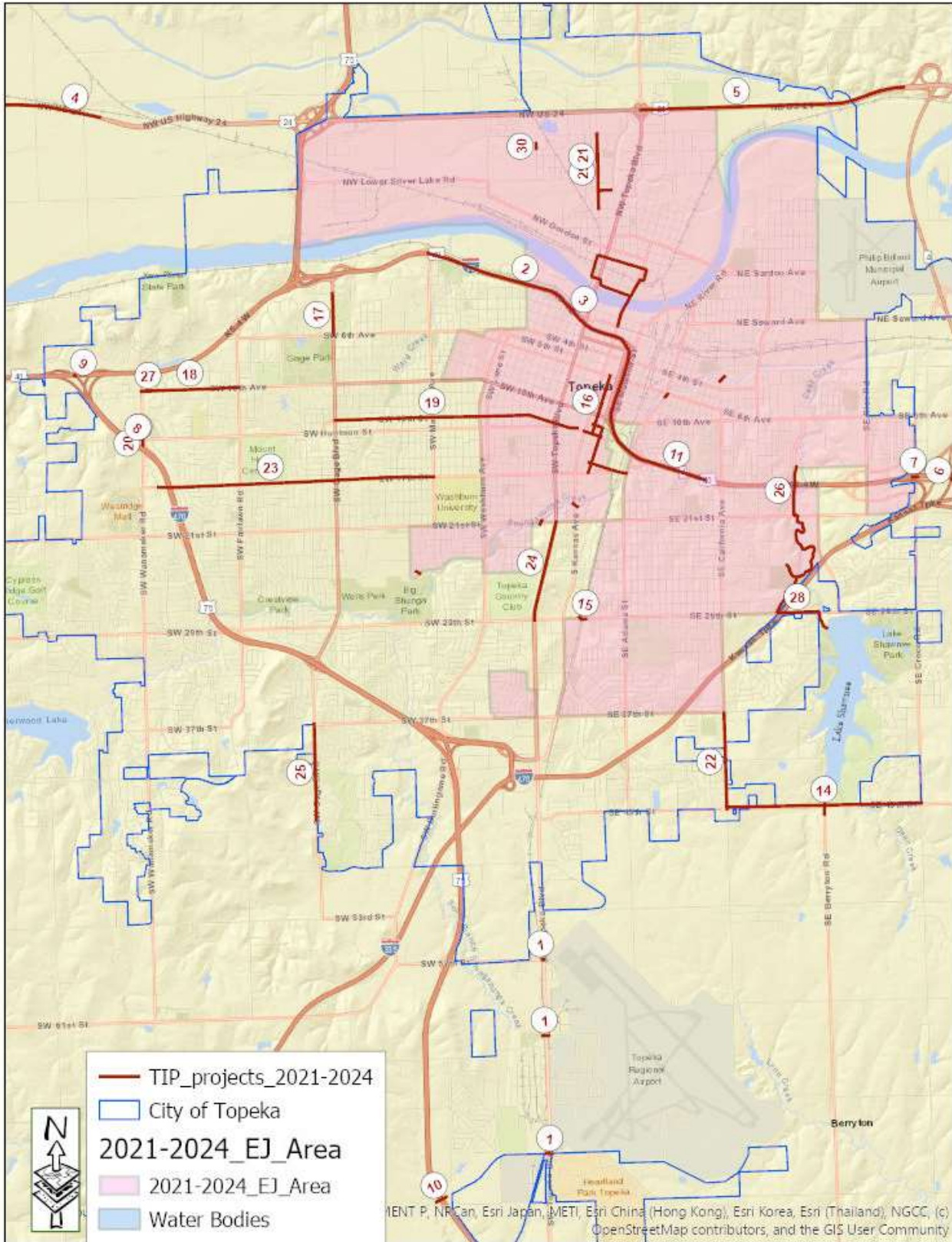
For the purposes of this EJ review the areas considered as EJ zones are parts of Topeka that are covered by Neighborhood Improvement Associations (NIAs) and those block groups in which more than 50 percent of households have Low-Moderate Incomes. Low-Moderate Incomes as defined by HUD are households with incomes that are less than 80 percent of the median income for the City of Topeka. These areas also have high proportions of minority persons compared to other areas of the City and County.

In order for the MTPO to consider the EJ aspects of the projects identified in the 2021-2024 TIP, the locations of the roadway and bridge projects, and the areas of the region that have a large percentage of low-income and/or minority populations (EJ zones) were mapped (Figure 1). Of the thirty-one (31)

total active projects that are depicted on the map, fourteen (14) or forty-five percent (45%) are in EJ zones.

Of the projects listed in the 2021-2024 TIP, none appear to have a disproportionate burden-to-benefit ratio between EJ population areas and non-EJ population areas. One of the highest impact projects (12th street from Kansas Ave. to Gage) is equally split between the EJ and non-EJ areas, and while there may be some displacement of businesses or residences with the realignment of the Polk/Quincy Viaduct project, it is not deemed by the MTPO to have a disproportionate effect on the low-income or minority populations that reside in that area. The Polk/Quincy project will also provide better access to the North Topeka downtown area. Extensive public outreach and participation was utilized in the development of both of these projects, with efforts being made to minimize any hardships or burdens on nearby residents and businesses.

Figure-1: Locations of Current TIP Projects & Environmental Justice Areas (Map)



MTPO_TIP_2021_2024_projects_EJ_Zones8x11a.mxd 08/04/20

TIP Project Tables

A set of tables showing a Fiscal Year 2024 Annual Element and a 2024-2027 Planning Period for the City of Topeka, Shawnee County, KDOT, KTA, TMTA and local paratransit providers is included on the following pages. This section provides an explanation of the TIP number and tables as well as Agency fiscal years.

Agency Fiscal Years

<u>Agency</u>	<u>Fiscal Year</u>	<u>Fiscal Year 2024 Start</u>
Federal Highway Administration	October 1- September 30	October 1, 2023
Federal Transit Administration	October 1- September 30	October 1, 2023
Kansas Department of Transportation	July 1 – June 30	July 1, 2023
Topeka Metropolitan Transit Authority	July 1 – June 30	July 1, 2023
TMTA FY used for operating/capital assistance (City FY used by TMTA for planning assistance programmed in the UPWP)	January 1 – December 31	January 1, 2023
Topeka-Shawnee County Paratransit Council	July 1- June 30	July 1, 2023

(Includes various agencies using vehicles funded by FTA Section 5310 and/or KDOT grants)

TIP Number (#) Explanation

Another important item in the TIP tables is the unique identification number given to each road and bridge project. The addition of TIP project numbers allows the sorting of all TIP projects into an index sheet. The index arranges the entries by project rather than by year, route and location like the main TIP table does. This index sheet just gives the reader an easy-to-understand list of the projects that clearly shows how large multi-year projects are scheduled. The TIP project number is also designed to provide the reader with descriptive project information just by reading the number. The TIP # coding is explained below.

Coding Explanation

➤ First Part – Sponsoring Agency

- 1= KDOT
- 2= Shawnee County
- 3= City of Topeka
- 4= Kansas Turnpike Authority
- 5= Other Cities in Shawnee County
- 6= Other Local Governments
- 7= Topeka Metropolitan Transit Authority
- 8= Paratransit Agencies

➤ Second Part – Project Start Year

This is a two-digit number indicating what year the project started implementation and is typically the design stage year (e.g., 05 would indicate a project that entered the design stage in 2005).

➤ Third Part – Project Number

This is a two-digit number that identifies specific projects from each sponsor in each year. For sponsors that have multiple projects in each year of the TIP this is a number that distinguishes the projects from one another (e.g., 01 indicates that this is project number one from this project sponsor in this year).

➤ Fourth Part – Type of Project

This is a single digit that indicates whether this project is a bridge, roadway improvement or some other type of project.

- 1= Highway/Roadway Improvement
- 2= Intersection Improvement
- 3= Bridge
- 4= Transit
- 5= Paratransit
- 6= Enhancement
- 7= Other

TIP # Example

2-20-07-1 This TIP # indicates that this is a Shawnee County project started in 2020 that is the seventh County project for that year and that it is a roadway project.

The following are the Roadway project tables, followed by the Topeka Metro Transit Authority (TMTA) and Paratransit funding tables for 2021 through 2024. These projects are subject to amendment throughout the four-years covered by this document.

TIP Table Components Explanation

The Sample TIP table below gives a description of the data contained in each of the sections of the TIP projects tables that follow:

SAMPLE TIP TABLE (Definitions)

TIP#: #-##-##-#		Jurisdiction: (Project Sponsor)		Location: (Geographic location of project)					
State #: XX-####-##		Classification: (Road Functional Classification)		Work: (Type of Work being performed)		Length(mi.) (length of project area)			
				Bikeways: (Is project multi-modal?) Yes ___ No ___		Status: (current status of project)		Description: <div style="border: 1px solid black; padding: 5px; text-align: center;">(Additional description of project)</div>	
(Project phase)	(Year of Obligation)	(Funding type)	(Funding type)	(Funding type)	(Total cost) Total	(Source)	AC-Conv.		
Phase*	Year	Federal	State	Local	(x1,000)	Federal Source	Yr.		
(CE)		\$ -	\$ -	\$ -	\$ -	(HSIP)			
(Const)		\$ -	\$ -	\$ -	\$ -	(TA)			
(ROW)		\$ -	\$ -	\$ -	\$ -	(NHPP)			
(PE)		\$ -	\$ -	\$ -	\$ -	(Other)			
(Utility)		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
TOTALS		\$ -	\$ -	\$ -	\$ -				
						PERFORMANCE MEASURE: (Identifies which Performance Measure is associated with this project)			

TIP Roadway and Bridge Projects

Roadway and Bridge Projects

TIP#: 3-22-01-1		Juris: Topeka		Location: SE Quincy St. from 8th to 10th			Length(mi.)
City #: T-601098.00		Class Minor Arterial		Work: Mill & Overlay			
				Bikeways: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ -	\$ 125.0	\$ 125.0		
Const.	2024	\$ -	\$ -	\$ 2,575.0	\$ 2,575.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 2,700.0	\$ 2,700.0		

Description:
Mill and Overlay

Performance Measure:
PM2: Pavement Condition

TIP#: 3-21-09-7		Jurisdiction: Topeka		Location: Wanamaker/Huntoon/I-470 Ramps			Length(mi.)
City #: T-701018.00		Classification: Arterial		Work: Intersection Improvements			
				Bikeways: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024			\$ 625.000	625.0		
Const	2025-2026	-	-	5,500.0	5,500.0	STP	
CE	2025-2026	-	-	555.0	555.0	STP	
Const		-	-	-	-		
Const		-	-	-	-		
		-	-	-	-		
		-	-	-	-		
TOTALS		-	-	6,680.0	6,680.0		

Description:
This project will improve traffic operations, safety, and the level of service in the SW Wanamaker Road, SW Huntoon Street, I-470/Wanamaker Exit Ramp, and I-470/Winding Road entrance ramp areas.

Performance Measure:
PM1: Safety, PM4: Congestion Reduction

Roadway and Bridge Projects

TIP#: 3-24-06-1		Jurisdiction: Topeka		Location: Huntoon (2 Lanes) Gage to SW Harrison						
City #: T-701028.00		Classification: Arterial		Work: Roadway Repair/Replace		Length(mi.)				
				<table border="1" style="border-collapse: collapse;"> <tr><td>Bikeways:</td></tr> <tr><td>Yes <input type="checkbox"/></td></tr> <tr><td>No <input checked="" type="checkbox"/></td></tr> </table>		Bikeways:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Status: Active	
Bikeways:										
Yes <input type="checkbox"/>										
No <input checked="" type="checkbox"/>										
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year			
PE	2024	\$ -	\$ -	\$ 100.0	\$ 100.0					
CE	2025	\$ -	\$ -	\$ 850.0	\$ 850.0					
CE	2026	\$ -	\$ -	\$ 1,650.0	\$ 1,650.0					
Const.	2027	\$ -	\$ -	\$ 5,300.0	\$ 5,300.0					
Const.	2028	\$ -	\$ -	\$ 5,300.0	\$ 5,300.0					
Const.	2029	\$ -	\$ -	\$ 5,300.0	\$ 5,300.0					
TOTALS		\$ -	\$ -	\$ 18,500.0	\$ 18,500.0					

Description:
Reconstruct road. A concept phasing plan

Const. Moved to 2027-2029

Performance Measure:
PM2: Pavement Condition; PM4 Congestion Reduction

TIP#: 3-24-01-1		Juris: Topeka		Location: SWHuntoon St SW Exec. Dr. to SW Urish Rd.						
City #: T-701029.00		Class: Arterial		Work: Roadway resurfacing		Length(mi.)				
				<table border="1" style="border-collapse: collapse;"> <tr><td>Bikeways:</td></tr> <tr><td>Yes <input type="checkbox"/></td></tr> <tr><td>No <input checked="" type="checkbox"/></td></tr> </table>		Bikeways:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Status: Active	
Bikeways:										
Yes <input type="checkbox"/>										
No <input checked="" type="checkbox"/>										
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year			
PE	2026	0.0	0.0	337.0	337.0					
ROW	2027	0.0	0.0	193.0	193.0					
Const	2027	0.0	0.0	200.0	200.0					
Const	2028	0.0	0.0	4,970.0	4,970.0					
		0.0	0.0	0.0	0.0					
		0.0	0.0	0.0	0.0					
TOTALS		\$ -	\$ -	\$ 5,700.000	\$ 5,700.000					

Description:
Street repavement/curb & gutter.
constructing from 2 lanes to 3 lanes

Performance Measure:
PM2: Pavement Conditions; PM4: Congestion Reduction

Roadway and Bridge Projects

TIP#: 3-23-01-1
City #: T-701030.00

Juris: Topeka
Class: Arterial

Location: SW Urish Rd, SW 21st to SW 29th
Work: Roadway resurfacing

Length(mi.)

Bikeways:
Yes _____
No X

Status: Active

Description:

Complete reconstruction, repavement/curb & gutter, widen from 2-lanes to 3-lanes

Performance Measure:

PM2: Pavement Conditions

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2027	0.0	0.0	620.0	620.0		
ROW	2028	0.0	0.0	260.0	260.0		
Const	2029	0.0	0.0	5,100.0	5,100.0		
		0.0	0.0	0.0	0.0		
		0.0	0.0	0.0	0.0		
		0.0	0.0	0.0	0.0		
		0.0	0.0	0.0	0.0		
TOTALS		\$ -	\$ -	\$ 5,980.000	\$ 5,980.000		

TIP#: 3-23-02-1
City #: T-701031.00

Juris: Topeka
Class: Arterial

Location: S. Topeka Blvd. from 21st to 29th
Work: Roadway resurfacing

Length(mi.)

Bikeways:
Yes _____
No X

Status: Active

Description:

Mill & Overlay, patching & curb & gutter

Performance Measure:

PM2: Pavement Condition

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ -	\$ 210.0	\$ 210.0		
Const	2024	\$ -	\$ -	\$ 1,800.0	\$ 1,800.0		
CE	2024	\$ -	\$ -	\$ 200.0	\$ 200.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 2,210.0	\$ 2,210.0		

Roadway and Bridge Projects

TIP#: 3-23-03-1 Juris: Topeka Location: SW 29th St. from Topeka Blvd. to Burlingame Rd.
 City #: T-701032.00 Class: Arterial Work: Roadway resurfacing Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Bikeways:		Total (x1,000)	Federal Source	AC Conversion Year
					Yes	No <input checked="" type="checkbox"/>			
PE	2023	\$ -	\$ -	\$ 150.000			\$ 150.000		
Const	2025	\$ -	\$ -	\$ 1,050.000			\$ 1,050.000		
		\$ -	\$ -	\$ -			\$ -		
		\$ -	\$ -	\$ -			\$ -		
		\$ -	\$ -	\$ -			\$ -		
		\$ -	\$ -	\$ -			\$ -		
TOTALS		\$ -	\$ -	\$ 1,200.000			\$ 1,200.000		

Description:
 Mill & Overlay

Performance Measure:
 PM2: Pavement Condition

TIP#: 3-24-03-1 Juris: Topeka Location: S. Kansas Ave. from 10th to 17th
 City #: T-701037.00 Class: Arterial Work: Roadway Reconstruction Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Bikeways:		Total (x1,000)	Federal Source	AC Conversion Year
					Yes	No <input checked="" type="checkbox"/>			
PE	2025	\$ -	\$ -	\$ 105.0			\$ 105.0		
ROW	2026	\$ -	\$ -	\$ 280.0			\$ 280.0		
Const	2027	\$ -	\$ -	\$ 3,085.0			\$ 3,085.0		
		\$ -	\$ -	\$ -			\$ -		
		\$ -	\$ -	\$ -			\$ -		
		\$ -	\$ -	\$ -			\$ -		
TOTALS		\$ -	\$ -	\$ 3,470.000			\$ 3,470.000		

Description:
 Mill & Overlay.
 Mill ovly, median work & reconstruction of interseptions

Performance Measure:
 PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-24-04-1 Juris: Topeka Location: S. Topeka Blvd. 29th to 38th
 City #: T-701038.00 Class: Arterial Work: Roadway resurfacing Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Bikeways:		Total (x1,000)	Federal Source	AC Conversion Year
					Yes	No			
						X			
PE	2025	\$ -	\$ -	\$ 280.0	\$ 280.0				
Const	2026	\$ -	\$ -	\$ 2,675.0	\$ 2,675.0				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
TOTALS		\$ -	\$ -	\$ 2,955.000	\$ 2,955.000				

Description:
 Mill & Overlay.
 Mill/Overly, patch work curb & gutter replace

Performance Measure:
 PM 2: Pavement Condition

TIP#: 3-24-05-1 Juris: Topeka Location: SE 29th St. from Kansas Ave. to Adams St.
 City #: T-701039.00 Class: Arterial Work: Roadway resurfacing Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Bikeways:		Total (x1,000)	Federal Source	AC Conversion Year
					Yes	No			
						X			
PE	2024	\$ -	\$ -	\$ 369.000	\$ 369.000				
Const	2025	\$ -	\$ -	\$ 3,748.000	\$ 3,748.000				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
TOTALS		\$ -	\$ -	\$ 4,117.000	\$ 4,117.000				

Description:
 Mill & Overlay.
 Includes new signals @ Fremont, some base patching, curb replacement.

Performance Measure:
 PM 2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-23-04-1
City #: T-701040.00

Juris: Topeka
Class: Arterial

Location: SW Fairlawn Rd. from 23rd to 28th
Work: Roadway resurfacing

Length(mi.)

Bikeways:
Yes _____
No X

Status: Active

Description:

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	0.0	200.0	200.0		
Const	2024	\$ -	0.0	2,050.0	2,050.0		
		\$ -	0.0	0.0	0.0		
		\$ -	0.0	0.0	0.0		
		\$ -	0.0	0.0	0.0		
		\$ -	0.0	0.0	0.0		
		\$ -	0.0	0.0	0.0		
TOTALS		\$ -	\$ -	\$ 2,250.000	\$ 2,250.000		

Mill & Overlay

Performance Measure:

PM2: Pavement Condition

TIP#: 3-24-07-1
City #: T-701045.00

Juris: Topeka
Class: Arterial

Location: S.Topeka Blvd.from 15th to 21st (Phase 2)
Work: Complete Reconstruction

Length(mi.)

Bikeways:
Yes _____
No X

Status: Active

Description:

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 463.0	\$ 463.0		
Const	2025	\$ -	\$ -	\$ 3,600.0	\$ 3,600.0		
Const	2026	\$ -	\$ -	\$ 3,600.0	\$ 3,600.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 7,663.0	\$ 7,663.0		

Reconstruction

Performance Measure:

PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-24-08-1
City #: T-701049.00

Juris: Topeka
Class: Arterial

Location: SW Topeka Blvd. - 21st to 15th
Work: Roadway Reconstruction

Length(mi.)

Bikeways:
Yes
No

Status: Active

Description:

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 530.0	\$ 530.0		
ROW	2024	\$ -	\$ -	\$ 460.0	\$ 460.0		
Const	2025-2026	\$ -	\$ -	\$ 6,370.0	\$ 6,370.0		
	2025-2026	\$ -	\$ -	\$ 400.0	\$ 400.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 7,760.0	\$ 7,760.0		

Pavementreconsturction.

Performance Measure:

PM2: Pavement/Safety

TIP#: 3-24-09-1
City #: T-701063.00

Juris: Topeka
Class: collector

Location: NW/NE Curtis St. from Curtis Flyoff to Monroe St.
Work: Roadway Reconstruction

Length(mi.)

Bikeways:
Yes
No

Status: Active

Description:

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 150.0	\$ 150.0		
Const	2024	\$ -	\$ -	\$ 1,840.0	\$ 1,840.0		
Const	2024	\$ -	\$ -	\$ 110.0	\$ 110.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 2,100.0	\$ 2,100.0		

Pavementreconsturction.

Performance Measure:

PM2: Pavement/Safety

Roadway and Bridge Projects

TIP#: 3-26-01-1		Juris: Topeka		Location: SW Topeka Blvd. - 38th to 49th			
City #: T-841084.00		Class: Arterial		Work: Roadway Reconstruction		Length(mi.):	
				Bikeways: Yes _____ No <u>X</u>	Status: Active		
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2026	\$ -	\$ -	\$ 725.0	\$ 725.0		
ROW	2027	\$ -	\$ -	\$ 250.0	\$ 250.0		
Const	2028	\$ -	\$ -	\$ 3,389.0	\$ 3,389.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 4,364.0	\$ 4,364.0		

Description:
Upgrades include new signals, reworking the southbound left turn at 45th st. to provide more vehicle storage.

Performance Measure:
PM2: Pavement/Safety

TIP#: 3-24-10-1		Juris: Topeka		Location: NE River Rd.			
City #: T-841097.00		Class: Collector		Work: Roadway Reconstruction		Length(mi.):	
				Bikeways: Yes _____ No <u>X</u>	Status: Active		
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ -	\$ 100.0	\$ 100.0		
Const	2024	\$ -	\$ -	\$ 1,130.0	\$ 1,130.0		
CE	2024	\$ -	\$ -	\$ 130.0	\$ 130.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,360.0	\$ 1,360.0		

Description:
Mill and overlay with full-depth patching, as warranted. Pavement improvements to be completed prior to 2025 due to anticipated local traffic demand during I-70 Polk-Quincy construction.

Performance Measure:
PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-24-12-1		Juris: Topeka		Location: NW Menninger Rd.			
City #: T-841097.06		Class: Collector		Work: Roadway Reconstruction		Length(mi.)	
				Bikeways: Yes _____ No <u>X</u>	Status: Active		
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 25.0	\$ 25.0		
Const	2024	\$ -	\$ -	\$ 280.0	\$ 280.0		
CE	2024	\$ -	\$ -	\$ 25.0	\$ 25.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 330.0	\$ 330.0		

Description:
Mill and overlay with full-depth patching, as warranted.

Performance Measure:
PM2: Pavement Condition

TIP#: 3-24-13-1		Juris: Topeka		Location: SE 6th Ave. (Golden Ave. to Rice Rd.)			
City #: T-841097.08		Class: Arterial		Work: Roadway Reconstruction		Length(mi.)	
				Bikeways: Yes _____ No <u>X</u>	Status: Active		
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 400.0	\$ 400.0		
Const	2025-2026	\$ -	\$ -	\$ 3,600.0	\$ 3,600.0		
CE	2025-2026	\$ -	\$ -	\$ 400.0	\$ 400.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 4,400.0	\$ 4,400.0		

Description:
Full-depth concrete pavement patching and joint repair, with an edge mill and asphalt overlay.

Performance Measure:
PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-24-14-1
 City #: T-841097.09

Juris: Topeka
 Class Collector

Location: SE 21st St. (E. of Wtenberg Rd)
 Work: Roadway Reconstruction Length(mi.)

Bikeways:
 Yes _____
 No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 15.0	\$ 15.0		
Const	2024	\$ -	\$ -	\$ 170.0	\$ 170.0		
CE	2024	\$ -	\$ -	\$ 15.0	\$ 15.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 200.0	\$ 200.0		

Description:
 Pavement reconstruction of failing white-top pavement section approximately 275 ft. in length.

Performance Measure:
 PM2: Pavement Condition

TIP#: 3-24-15-1
 City #: T-841097.10

Juris: Topeka
 Class Collector

Location: SE 29th St. (Adams St. to California Ave.)
 Work: Roadway Reconstruction Length(mi.)

Bikeways:
 Yes _____
 No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 90.0	\$ 90.0		
Const	2024	\$ -	\$ -	\$ 920.0	\$ 920.0		
CE	2024	\$ -	\$ -	\$ 90.0	\$ 90.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,100.0	\$ 1,100.0		

Description:
 Mill & Overlay with full-depth patching, as warranted. Also includes replacement of curb & gutter and sidewalk ramps, as warranted.

Performance Measure:
 PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-24-16-1
City #: T-841097.13

Juris: Topeka
Class: Arterial

Location: SW 21st St & Urish Rd. Roundabout
Work: Roadway Reconstruction Length(mi.)

Bikeways:
Yes _____
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 10.0	\$ 10.0		
Const	2024	\$ -	\$ -	\$ 80.0	\$ 80.0		
CE	2024	\$ -	\$ -	\$ 10.0	\$ 10.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 100.0	\$ 100.0		

Description:

Mill & Overlay in the roundabout.

Performance Measure:

PM2: Pavement Condition

TIP#: 3-24-17-1
City #: T-841097.15

Juris: Topeka
Class: Arterial

Location: SW MacVicar Ave. (S. of 6th Ave.)
Work: Roadway Reconstruction Length(mi.)

Bikeways:
Yes _____
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 25.0	\$ 25.0		
Const	2024	\$ -	\$ -	\$ 260.0	\$ 260.0		
CE	2024	\$ -	\$ -	\$ 25.0	\$ 25.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 310.0	\$ 310.0		

Description:

Reconstruction of failing concrete pavement section on the south leg of the 6th & MacVicar intersection, approximately 170 ft. in length.

Performance Measure:

PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-21-11-6
 State #: TE-0505-02

Jurisdiction: Topeka
 Classification: Various

Location: (Various): Excluding Kansas Ave. Bridge & Lyman Rd.
 Work: Bikeways Phase IV (pt.2) Length(mi.)

Bikeways:
 Yes ___
 No

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		-	-	\$ -	\$ -		
Const	2024	\$ 348.2	\$ -	\$ 87.1	\$ 435.3		
CE	2024	\$ 13.4	\$ -	\$ 3.4	\$ 16.8		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 361.6	\$ -	\$ 90.5	\$ 452.1		

Description:

This portion includes all other phases excluding Kansas Ave. and Tyler St.
 Includes bike lanes/signage/pavement markings.
 This is one of three sections of this 2021 TA grant Award.

Performance Measure:

PM1: Safety; PM3: Economic Vitality, PM4: Active Modes/Health, Bike/Ped

TIP#: 1-24-01-1
 State #: C-5251-01

Juris: KDOT
 Class: Arterial

Location: 0.5 mi. segment of Auburn between SW 29th St. & K-4 Rnd-a-bot
 Work: Reconstruct Road & Roundabout Length(mi.)

Bikeways:
 Yes ___
 No

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
Const	2024	\$ -	\$ 997.5	\$ 4,252.5	\$ 5,250.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 4,252.5	\$ 5,250.0		

Description:

Reconstruct Auburn Rd., construction right-turn lane and roundabout.

Performance Measure:

PM1: Safety (Intersection)

Roadway and Bridge Projects

TIP#: 1-16-02-1 **Jurisdiction:** KDOT **Location:** I-70 Polk/Quincy Viaduct & Approach (West Phase)
State #: KA-1266-04 **Classification:** Interstate **Work:** Recon. I-70 to 6 lanes on a partial offset **Length(mi.)** 4.5

Bikeways:
Yes ___
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ 10,000.0	\$ -	\$ -		
ROW	2022	\$ -	\$ 15,000.0	\$ -	\$ -		
Util	2022	\$ -	\$ 25,000.0	\$ -	\$ -		
Const	2024	\$ -	\$ 235,000.0	\$ -	\$ -		
CE	2024	\$ -	\$ 17,625.0	\$ -	\$ -		
PE		\$ 9,000.0	\$ (9,000.0)		\$ 10,000.0	NHPP	2026
ROW		\$ 13,500.0	\$ (13,500.0)		\$ 15,000.0	NHPP	2026
Util		\$ 22,500.0	\$ (22,500.0)		\$ 25,000.0	NHPP	2026-28
CE		\$ 15,862.5	\$ (15,862.5)		\$ 17,625.0	NHPP	2026-28
Const		\$ 211,500.0	\$ (181,500.0)		\$ 235,000.0	NHPP	2026-28
Const		\$ -	\$ (30,000.0)	\$ -	\$ -	STP	2026-28
TOTALS		\$ 272,362.5	\$ 30,262.5	\$ -	\$ 302,625.0		

Description:

Revised FY and schedule. Change in FY and schedule reflect project's 2020 IKE Pipeline development selection. Split out project 70-89-KA-1266-06 for ROW acquisition and building demolition related to this phase.

Total Project cost \$322,220,400

Project is authorized for PE, ROW, & Util. phases Only.

Performance Measure:

PM1: Safety; PM2: Pavement & Bridge; PM3: Freight & Economic Vitality; PM5 System Reliability/Congestion Reduction

TIP#: 1-16-01-1 **Jurisdiction:** KDOT **Location:** US-24 Hwy: Topeka east to the County Line
State #: KA-3236-01 **Classification:** Freeway **Work:** Pavement Replacement along US-24 Hwy. **Length(mi.)**

Bikeways:
Yes ___
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2018	\$ -	\$ 2,200.0	\$ -	\$ 2,200.0		
ROW	2022	\$ -	\$ 100.0	\$ -	\$ 100.0		
Util	2022	\$ -	\$ 25.0	\$ -	\$ 25.0		
Const.	2023	\$ -	\$ 46,000.0	\$ -	\$ 46,000.0		
CE	2023	\$ -	\$ 3,450.0	\$ -	\$ 3,450.0		
PE		\$ 1,760.0	\$ (1,760.0)	\$ -	\$ -	NHPP	2025
Util		\$ 20.0	\$ (20.0)	\$ -	\$ -	NHPP	2025
Const.		\$ 36,800.0	\$ (36,800.0)	\$ -	\$ -	NHPP	2025
CE		\$ 2,760.0	\$ (2,760.0)	\$ -	\$ -	NHPP	2025
TOTALS		\$ 41,340.0	\$ 10,435.0	\$ -	\$ 51,775.0		

Description:

This project will include the replacement of Bridges #084 & 085 (US-24 over Soldier Crk.) removal of Bridges #82 & #83 (US-24 over the abandoned ATSF RR) and rehabilitation of Bridges # 086 & 087 (US-24 over K-4) as warranted. The total project cost, including all work phases, is estimated at \$37,216K. This estimate should be used for planning purposes only.

*** PROJECT IS AUTHORIZED FOR PE, R/W ACQUISITION AND UTILITY RELOCATION ONLY***

Performance Measure:

PM2: Pavement Condition; PM3 Freight & Economic Vitality; PM5: System Reliability

Roadway and Bridge Projects

TIP#: 1-20-04-3
State #: KA-5766-01

Jurisdiction: KDOT
Classification: Freeway

Location: I-470 Bridge #046 on I-470 in SN CO. 0.21 mi NE of 10th St.
Work: Bridge Replacement Auth. For PE only

Bikeways:
Yes ___
No

Status: Active

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ 540.0	\$ -	\$ 540.0		
ROW	2022	\$ -	\$ 218.3	\$ -	\$ 218.3		
Util.	2023	\$ -	\$ 109.1	\$ -	\$ 109.1		
CE	2023	\$ -	\$ 545.7	\$ -	\$ 545.7		
Const.	2023	\$ -	\$ 7,276.2	\$ -	\$ 7,276.2		
PE		\$ 486.0	\$ (486.0)	\$ -	\$ -	NHPP	2023
Util.		\$ 98.2	\$ (98.2)	\$ -	\$ -	FRP	2023
CE		\$ 491.1	\$ (491.1)	\$ -	\$ -	FRP	2023
Const.		\$ 6,548.5	\$ (6,548.5)	\$ -	\$ -	FRP	2023
TOTALS		\$ 7,623.8	\$ 1,065.5	\$ -	\$ 8,689.3		

Description:

Program Addition: Bridge Replacement. Authorized for PE only. Estimates for other work phasas are for planning purposes only.

Performance Measure:

PM2: Pavement & Bridge Condition

TIP#: 1-21-07-7
State #: KA-6232-01

Jurisdiction: KDOT
Classification: Freeway

Location: Culvert # 512 on I-70 in SN CO. at Kansas River Drainage
Work: Culvert Repair

Bikeways:
Yes ___
No

Status: Active

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ 100.0	\$ -	\$ 100.0		
PE		\$ 90.0	\$ (90.0)	\$ -	\$ -	ACNHPP	2025
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 90.0	\$ 10.0	\$ -	\$ 100.0		

Description:

Discovery phase. Authorized for PE work phase only.

Performance Measure:

PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-01-7		Jurisdiction: KDOT		Location: Culvert # 512 on I-70 in SN CO. at Kansas River Drainage			
State #: KA-6232-02		Classification: Freeway		Work: Culvert Repair		Length(mi.):	
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 70.0	\$ -	\$ 70.0		
ROW	2024	\$ -	\$ 5.0	\$ -	\$ 5.0		
CONST	2024	\$ -	\$ 34.5	\$ -	\$ 34.5		
CE	2024	\$ -	\$ 3.5	\$ -	\$ 3.5		
		\$ -	\$ -	\$ -	\$ -		
CONST		\$ 310.5	\$ -	\$ -	\$ 310.5	ACNHPP	2027
CE		\$ 31.5	\$ -	\$ -	\$ 31.5	ACNHPP	2027
TOTALS		\$ 342.0	\$ 113.0	\$ -	\$ 455.0		

Description:
Construction Phase for KA-6232-01.

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-21-08-1		Jurisdiction: KDOT		Location: K-4 Beginning at the Wabaunsee/SN CO. line to K-4/I-70 Junc.			
State #: KA-6244-01		Classification: Freeway		Work: Mill & Overlay (1R Project)		Length(mi.):	
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ 1.0	\$ -	\$ 1.0		
Const/CE	2022	\$ -	\$ 2,850.8	\$ -	\$ 2,850.8		
CE	2022	\$ -	\$ 142.0	\$ -	\$ 142.0		
Const		\$ 2,280.6	\$ (2,280.6)	\$ -	\$ -	STP	2024
CE		\$ 114.0	\$ (114.0)	\$ -	\$ -	STP	2024
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 2,394.6	\$ 599.2	\$ -	\$ 2,993.8		

Description:
0.5 inch Cold Mill, 1.5 inch Overlay and Edge Wedge on shoulders.

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-21-09-1		Jurisdiction: KDOT		Location: US-24 & N.W. Rochester Rd.			
State #: KA-6393-01		Classification: Freeway		Work: Mill & Overlay			
				Bikeways: Yes ___ No <input checked="" type="checkbox"/>		Status: Active	
						Length(mi.)	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 9.0	\$ -	\$ 9.0		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const	2022	\$ -	\$ 1,725.0	\$ -	\$ 1,725.0		
CE	2022	\$ -	\$ 129.0	\$ -	\$ 129.0		
Const		\$ 1,380.0	\$ (1,380.0)		\$ -	NHPP	2024
CE		\$ 104.0	\$ (104.0)		\$ -	NHPP	2024
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,484.0	\$ 379.0	\$ -	\$ 1,863.0		

Description:
Program Addition: US-24 from 550 ft. west of N.W. Rochester Rd east to 1,130 ft. east of N.W. Rochester Rd. in Topeka.

Performance: Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-22-01-3		Jurisdiction: KDOT		Location: Bridges #'s 104 & 105 on US-24 Hwy in Shawnee CO.			
State #: KA-6480-01		Classification: Freeway		Work: Bridge Replacements			
				Bikeways: Yes ___ No <input checked="" type="checkbox"/>		Status: Active	
						Length(mi.)	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 396.4	\$ -	\$ 396.4		
PE	2022	\$ 317.2	\$ (317.2)	\$ -	\$ -	NHPP	2029
Util		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
PE		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 317.2	\$ 79.2	\$ -	\$ 396.4		

Description:
U.S. 24: bridge #104 (over U.S. 24 highway) located at the east U.S. 24/Old U.S. 75 highway junction (southbound) and bridge #105 (over U.S. 24 highway) located at the east U.S. 24/Old U.S. 75 highway junction (northbound).
PE ONLY

Performance: Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-22-02-3		Jurisdiction: KDOT		Location: Bridges #'s 76 & 077 on US-24 Hwy in Shawnee CO.			
State #: KA-6481-01		Classification: Freeway		Work: Bridge Replacements			
				Bikeways:			
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 506.4	\$ -	\$ 506.4		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
PE		\$ 405.1	\$ (405.1)	\$ -	\$ -	NHPP	2027
Const		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 405.1	\$ 101.3	\$ -	\$ 506.4		

Description:
U.S. 24: bridges #076 and #077 (over Goodyear Plant Entrance) located 1.67 miles and 1.25 miles respectively east of the U.S. 24/U.S. 75 junction

PE ONLY

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-22-04-3		Jurisdiction: KDOT		Location: Multiple Bridges along I-470 in Shawnee CO.			
State #: KA-6733-01		Classification: Freeway		Work: Bridge Repairs			
				Bikeways:			
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 212.0	\$ -	\$ 212.0		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const	2023	\$ -	\$ 2,111.0	\$ -	\$ 2,111.0		
CE		\$ -	\$ 212.0	\$ -	\$ 212.0		
Const		\$ 1,899.9	\$ (1,899.9)	\$ -	\$ -		2027
CE		\$ 190.8	\$ (190.8)	\$ -	\$ -		2027
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 2,090.7	\$ 444.3	\$ -	\$ 2,535.0		

Description:
I-470: Bridge #'s 056, 057, (Shunganunga Creek) Bridge #'s 062, 063 (Gage Blvd.) Bridge #172 (37th St./Shunganunga) Bridge #'s 184 & 185 (29th St.)

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-22-06-3
State #: KA-6740-01

Jurisdiction: KDOT
Classification: Freeway

Location: Bridge #154 (Kansas River, Union Pacific RR) SN.CO.
Work: Bridge Repairs

Bikeways:
 Yes ___
 No

Status: Active

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 100.0	\$ -	\$ 100.0		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
CE	2024	\$ -	\$ 100.0	\$ -	\$ 100.0		
Const	2024	\$ -	\$ 1,220.0	\$ -	\$ 1,220.0		
CE		\$ 80.0	\$ (80.0)	\$ -	\$ -	NHPP	2027
Const		\$ 976.0	\$ (976.0)	\$ -	\$ -	NHPP	2027
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,056.0	\$ 364.0	\$ -	\$ 1,420.0		

Description:

Located 0.5 mi. N. of E. junction US-75/I-70. Polyester patch open deck spalls

Performance Measure:

PM2: Pavement & Bridge Condition

TIP#: 1-23-02-3
State #: KA-6808-01

Jurisdiction: KDOT
Classification: Various

Location: I-70 bridge #039 On California Ave. Over I-70
Work: Bridge Replacement

Bikeways:
 Yes ___
 No

Status: Active

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 501.7	\$ -	\$ 501.7	BRF	2030
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 501.7	\$ -	\$ 501.7		

Description:

I-70 bridge #039 On California Ave. Over I-70 westbound and eastbound lanes located at the I-70/California Avenue junction

Performance Measure:

PM2: Pavement and bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-03-7		Jurisdiction: KDOT		Location: Along I-470, & US-24 in Topeka			
State #: KA-6864-01		Classification: Various		Work: ITS: Roadside sign and camera improvements			
				Bikeways:		Status: Active	
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 80.0	\$ -	\$ 80.0		
Const	2024	\$ -	\$ 873.6	\$ -	\$ 873.6		
CE	2024	\$ -	\$ 70.0	\$ -	\$ 70.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 1,023.6	\$ -	\$ 1,023.6		

Length(mi.)

Description:
Improvements span 28.4 miles.

Performance: Measure:
PM1: Safety

TIP#: 1-23-05-3		Jurisdiction: KDOT		Location: Bridge #162 on I-70 in Shawnee County			
State #: KA-6930-01		Classification: Freeway		Work: Bridge Repairs			
				Bikeways:		Status: Active	
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 238.0	\$ -	\$ 238.0		
CE	2024	\$ -	\$ 119.0	\$ -	\$ 119.0		
Const	2024	\$ -	\$ 1,190.0	\$ -	\$ 1,190.0		
PE		\$ 190.4	\$ (190.4)	\$ -	\$ -	NHPP	2029
CE		\$ 95.2	\$ (95.2)	\$ -	\$ -	NHPP	2029
Const		\$ 952.0	\$ (952.0)	\$ -	\$ -	NHPP	2029
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,237.6	\$ 309.4	\$ -	\$ 1,547.0		

Length(mi.)

Description:
US-75: Bridge #162 (north and south lanes of I-70 and ramp from I-70 to northbound US-75) located at the east junction of I-70 and US-75 south end with gate in Topeka. Surface preparation, deck patching and overlay, paint girders and bearing, concrete riprap repair, replacement of joints and compression seals, and clean drains

Performance: Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-06-3		Jurisdiction: KDOT		Location: Bridge #039 on I-70 in Shawnee County			
State #: KA-6932-01		Classification: Freeway		Work: Bridge Repairs			
				Bikeways: Yes ___ No <input checked="" type="checkbox"/>		Status: Active	
						Length(mi.)	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 45.7	\$ -	\$ 45.7		
CE	2024	\$ -	\$ 45.7	\$ -	\$ 45.7		
Const	2024	\$ -	\$ 457.0	\$ -	\$ 457.0		
PE		\$ 41.1	\$ (41.1)	\$ -	\$ -		2029
CE		\$ 41.1	\$ (41.1)	\$ -	\$ -		2029
Const		\$ 411.3	\$ (411.3)	\$ -	\$ -		2029
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 493.5	\$ 54.9	\$ -	\$ 548.4		

Description:
I-70: Bridge #039 (on California Avenue over I-70) located at the Junction of California Avenue and I-70 in Topeka

Performance Measure:
PM2; Pavement & Bridge Condition

TIP#: 1-23-07-3		Jurisdiction: KDOT		Location: Bridge #261 & #262 on K-4 in SN CO.			
State #: KA-6933-01		Classification: Freeway		Work: Bridge Repairs			
				Bikeways: Yes ___ No <input checked="" type="checkbox"/>		Status: Active	
						Length(mi.)	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 326.4	\$ -	\$ 326.4		
CE	2024	\$ -	\$ 163.2	\$ -	\$ 163.2		
Const	2024	\$ -	\$ 1,632.0	\$ -	\$ 1,632.0		
PE		\$ 261.1	\$ (261.1)	\$ -	\$ -		2029
CE		\$ 130.6	\$ (130.6)	\$ -	\$ -		2029
Const		\$ 1,305.6	\$ (1,305.6)	\$ -	\$ -		2029
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,697.3	\$ 424.3	\$ -	\$ 2,121.6		

Description:
K-4: Bridge #261 and #262 (US-40) located at the East Junction of US-40 and K-4

Berm slope protection repair, drainage improvement

Performance Measure:
PM2; Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-24-02-1		Jurisdiction: KDOT		Location: Bridges along I-470			
State #: KA-7039-01		Classification: Freeway		Work: Bridge Replacement			
				Bikeways: Yes ___ No <input checked="" type="checkbox"/>		Status: Active	
						Length(mi.)	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ 4,894.0	\$ -	\$ 4,894.0	BRF	
CE		\$ 4,404.6	\$ (4,404.6)	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
PE		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 4,404.6	\$ 489.4	\$ -	\$ 4,894.0		

Description:
bridges #056,#057,#184,#185,#186,#187,#062, and Rehab. (#184,#185,#186,#187)

Authorized for PE Phase Only

Performance: Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-23-09-1		Jurisdiction: KDOT		Location: I-70: from .41 mi. W of Urish, E to West Edge of MacVicar I			
State #: KA-7198-01		Classification: Freeway		Work: Resurfacing I-70			
				Bikeways: Yes ___ No <input checked="" type="checkbox"/>		Status: Active	
						Length(mi.)	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ 47.5	\$ -	\$ 47.5		
CE	2024	\$ -	\$ 356.3	\$ -	\$ 356.3		
Const	2024	\$ -	\$ 4,750.0	\$ -	\$ 4,750.0		
CE		\$ 320.6	\$ (320.6)	\$ -	\$ -	NHPP	2028
Const		\$ 4,275.0	\$ (4,275.0)	\$ -	\$ -	NHPP	2028
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 4,595.6	\$ 558.2	\$ -	\$ 5,153.8		

Description:
1.5 inch mill & Overlay. Split out portion of project into KA-7239. Revised location and cost estimate to reflect change.

Performance: Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-11-1		Jurisdiction: KDOT		Location: I-470: See Description Below.			
State #: KA-7199-01		Classification: Freeway		Work: Resurfacing I-470			
				Bikeways:		Status: Active	
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 41.5	\$ -	\$ 41.5		
CE	2024	\$ -	\$ 311.2	\$ -	\$ 311.2		
Const	2024	\$ -	\$ 4,150.0	\$ -	\$ 4,150.0		
CE		\$ 280.1	\$ (280.1)	\$ -	\$ -	NHPP	2028
Const		\$ 3,735.0	\$ (3,735.0)	\$ -	\$ -	NHPP	2028
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 4,015.1	\$ 487.6	\$ -	\$ 4,502.7		

Description:
I-470 from west I-70/I-470 junction, east to west edge wearing surface of 37th St. bridge & .1 mi. west of Martin Dr. east to KTA.

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-23-10-1		Jurisdiction: KDOT		Location: I-70: from SW 6th Ave, east to .47 mi. east of Croco Rd.			
State #: KA-7239-01		Classification: Freeway		Work: Resurfacing I-70			
				Bikeways:		Status: Active	
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ 45.0	\$ -	\$ 45.0		
CE	2024	\$ -	\$ 337.5	\$ -	\$ 337.5		
Const	2024	\$ -	\$ 4,500.0	\$ -	\$ 4,500.0		
CE		\$ 303.8	\$ (303.8)	\$ -	\$ -	NHPP	2028
Const		\$ 4,050.0	\$ (4,050.0)	\$ -	\$ -	NHPP	2028
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 4,353.8	\$ 528.7	\$ -	\$ 4,882.5		

Description:
1.5 inch Mill & Overlay. Project has been split out of KA-7198-01, projects will now be tied.

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-12-1
State #: KA-7240-01

Jurisdiction: KDOT
Classification: Freeway

Location: I-470: in SN CO. from .1 mi. west of Martin Dr. east to KTA
Work: Resurfacing I-470

Bikeways:
Yes ___
No

Status: Active

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ 45.0	\$ -	\$ 45.0		
CE	2024	\$ -	\$ 337.8	\$ -	\$ 337.8		
Const	2024	\$ -	\$ 4,500.0	\$ -	\$ 4,500.0		
CE		\$ 303.8	\$ (303.8)	\$ -	\$ -	NHPP	2028
Const		\$ 4,050.0	\$ (4,050.0)	\$ -	\$ -	NHPP	2028
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 4,353.8	\$ 529.0	\$ -	\$ 4,882.8		

Description:

3-inch Mill & Overlay, patching and add ramp to Topeka Blvd. This Project has been split out of KA-7199-01, projects will now be tied.

Performance Measure:

PM2: Pavement & Bridge Condition

TIP#: 1-24-03-1
State #: KA-7316-03

Jurisdiction: KDOT
Classification: Freeway

Location: K-4: North End Kansas River Br., N and NE to SN/JF Co Line
Work: Grading & resurfacing

Bikeways:
Yes ___
No

Status: Active

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ 2,400.0	\$ -	\$ 2,400.0		
ROW	2024	\$ -	\$ 1,040.0	\$ -	\$ 1,040.0		
Const		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 3,440.0	\$ -	\$ 3,440.0		

Description:

Preliminary Engineering for grading, bridges and surfacing to construct 2-Lanes on a 4-Lane freeway section, including the addition of 2 loop ramps at US-24 and a future proposed interchange at 35th St. This project includes re-evaluation of the Environmental Assessment (EA), ROW acquisition and Public Involvement. **PE & ROW phases active**

Performance Measure:

PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 2-19-02-2		Juris: County		Location: Topeka Blvd. at 57th , University & GaryOrmsby	
State #: C-5033-01		Class: Arterial		Work: Upgrade traffic signals	
				Length(mi.):	
				Status: Active	
				Description:	
				Performance Measure:	

Phase*	Year of Obligation	Federal	State	Local	Bikeways:		Total (x1,000)	Federal Source	AC Conversion Year
					Yes	No			
PE	2020	\$ -	\$ 92.8	\$ -		<input type="checkbox"/>	\$ 92.8		
CE	2024	\$ -	\$ 176.0	\$ -		<input type="checkbox"/>	\$ 176.0		
Const	2024	\$ -	\$ 1,759.6	\$ -		<input checked="" type="checkbox"/>	\$ 1,759.6		
PE	-	\$ 83.5	\$ (83.5)	\$ -		<input type="checkbox"/>	\$ -		
CE	-	\$ 153.7	\$ (153.7)	\$ -		<input type="checkbox"/>	\$ -		
Const		\$ 1,583.6	\$ (1,583.6)	\$ -		<input type="checkbox"/>	\$ -		
		\$ -	\$ -	\$ -		<input type="checkbox"/>	\$ -		
TOTALS		\$ 1,820.8	\$ 207.6	\$ -		<input type="checkbox"/>	\$ 2,028.4		

Description:
Upgra de traffic signals with protected l efts for RR crossings. Program Addition.

Performance Measure:
PM1: Safety (Intersection)

TIP Transit and Paratransit Projects

TIP#: 7-21-01-5 **Location:** TMTA **Location/Improvement:** Operating and Preventive Maintenance
State #: **Federal #:** **County:** SN **Type:**

Grant	Year of Obligation	Mill Levy	FTA (5307)	KDOT	Other	Fares	Total (x1,000)
FTA (5307)	2021	5100.000	2500.000	800.000	400.000	1300.000	10100.000
FTA (5307)	2022	5500.000	3200.000	900.000	400.000	800.000	10800.000
FTA (5307)	2023	6000.000	3600.000	900.000	400.000	800.000	11700.000
FTA (5307)	2024	6500.000	4000.000	900.000	400.000	800.000	12600.000

TOTAL COST: \$23,100.000 \$13,300.000 \$3,500.000 \$1,600.000 \$3,700.000 \$45,200.000

Status:

Descrip.
 2021-2024 Estimated Revenues. FTA (5307) funding will be used for reimbursement of operating and preventive maintenance expenses in Topeka, KS.

TIP#: 7-19-04-4 **Location:** TMTA **Location/Improv:** Purchase 3 Electric Buses & charging stations
State #: **Federal #:** **County:** SN **Type:** Capital

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
FTA Low-No	2022-2023	1,873.9	1,737.8	-	-	3,611.7

TOTAL COST: 1,873.9 1,737.8 - - 3,611.7

Descrip.
 2019 Low or No-Emission (Low-No) Grant Bus Program project. For purchase of three Electric Buses and charging stations. Will replace three diesel buses.

 Three electric buses have been ordered estimated delivery in late 2022 or 2023.

Status:

Transit and Paratransit Projects

TIP#: 7-20-01-4 Location: TMTA Location/Improv: TA Grant for Expansion of bikeshare
 State #: Federal #: County: SN Type: Various Improvements

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
5307	2022-2023	31.3	125.3	-	-	156.6
						-
						-
						-
						-
						-
						-
						-
						-
						-
TOTAL		31.3	125.3	-	-	156.6
COST:						

Descrip. Includes construction of bikeshare stations at various high-traffic bicycle locations throughout the City, mostly in front of commercial and retail locations which are short on bike parking.

Total Cost increase from \$61,902 to \$156,612.

FTA Transfer.

Status: **Active**

TIP#: 7-20-02-4 Location: TMTA Location/Improvement: Various
 State #: Federal #: County: SN Type: Capital

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
5339	2020-2023	\$ 326.2	\$ 1,304.8	\$ -	\$ -	\$ 1,631.1
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
TOTAL		\$ 326.2	\$ 1,304.8	\$ -	\$ -	\$ 1,631.1
COST:						

Descrip. Maintenance Equipment \$320,100/, Operator Barriers- \$137,670, Bus Stops Phase 10 - \$1,173,280

Status: **Active**

Transit and Paratransit Projects

TIP#: 7-20-03-4 **Location:** TMTA **Location/Improv:** ADA Improvements/Electric vehicle fleet study
State #: **Federal #:** **County:** SN **Type:** Various Improvements

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
KDOT AIC	2022-2023	\$ 74.4	\$ -	\$ 297.7	\$ -	\$ 372.2
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
TOTAL						
COST:		\$ 74.4	\$ -	\$ 297.7	\$ -	\$ 372.2

Descrip. ADA Improvements - work in conjunction with the city of Topeka to improve bus stops and install sidewalks at high-traffic stops. Electric Vehicle Fleet Study - evaluate electric bus applications and provide operational, planning and fleet recommendations for partial or full electric fleet implementation.

Status: Active

TIP#: 7-20-04-4 **Location:** TMTA **Location/Improvement:**
State #: **Federal #:** **County:** SN **Type:** Capital

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
FTA5339	2022-2024	\$ 1,487.5	\$ 4,987.5	\$ -	\$ -	\$ 6,475.0
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
TOTAL						
COST:		\$ 4,987.5	\$ -	\$ -	\$ -	\$ 6,475.0

Descrip. Replace seven diesel buses-\$4,950,000. Replace 48 emergency radios-\$25,000. Install electrical redundancy-\$750,000. Ten Real-Time Solar Bus Signs-\$200,000

Status: Active

Transit and Paratransit Projects

TIP#: 7-24-01-4 Location: TMTA Location/Improvement:
 State #: Federal #: County: SN Type:

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
FTAA Low- No FY23	2025-2026	\$1,316.0	\$7,305.5	\$0.0	\$0.0	\$8,621.5
						\$0.0
						\$0.0
						\$0.0
						\$0.0
						\$0.0
TOTAL COST:			\$7,305.5	\$0.0	\$0.0	\$8,621.5

Descrip. 2023 Low or No-Emission (Low-No) Grant Program. Topeka Metro will replace four diesel fixed route buses with four electric buses, replace three gasoline paratransit buses with three electric vans, and add four additional electric vans to operate microtransit service. Topeka Metro will also be adding the charging infrastructure to support these eleven new vehicles.

Status: Active

Funding Summary Table

Funding Summary Table 2024 through 2027							
Metropolitan Topeka Planning Organization							
MTPO Metropolitan Planning Area							
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority							
	2024	2025	2026	2027	Totals	Anticipated Minus Programmed	
Anticipated Funding							
Road and Bridge							
Local	\$ 15,250,000	\$ 26,458,000	\$ 15,250,000	\$ 15,250,000	\$ 72,208,000	\$ 9,970,000	
State	\$ 59,260,000	\$ 60,148,900	\$ 61,051,134	\$ 61,966,901	\$ 242,426,934	\$ 237,004,834	
Federal	\$ 9,781,200	\$ 41,430,000	\$ 272,362,500	\$ 368,456,600	\$ 692,030,300	\$ 365,699,200	
Sub-Totals	\$ 84,291,200	\$ 128,036,900	\$ 348,663,634	\$ 445,673,501	\$ 1,006,665,234	\$ 612,674,034	
Transit							
Local	\$ 7,300,000	\$ 7,400,000	\$ 7,500,000	\$ 7,600,000	\$ 29,800,000	\$ 8,304,167	
State	900,000	900,000	900,000	900,000	\$ 3,600,000	\$ 1,200,000	
Federal	4,400,000	4,600,000	4,700,000	4,800,000	\$ 18,500,000	\$ 7,794,200	
Sub-Totals	\$ 12,600,000	\$ 12,900,000	\$ 13,100,000	\$ 13,300,000	\$ 51,900,000	\$ 17,298,367	
Totals	\$ 96,891,200	\$ 140,936,900	\$ 361,763,634	\$ 458,973,501	\$ 1,058,565,234		
	2024	2025	2026	2027	Totals		
Programmed Expenditures							
Road and Bridge							
Local	\$ 16,865,000	\$ 26,458,000	\$ 9,267,000	\$ 9,648,000	\$ 62,238,000		
State	\$ 5,422,100	\$ -	\$ -	\$ -	\$ 5,422,100		
Federal	\$ 8,644,800	\$ 41,430,000	\$ 272,362,500	\$ 3,893,800	\$ 326,331,100		
Sub-Totals	\$ 30,931,900	\$ 67,888,000	\$ 281,629,500	\$ 13,541,800	\$ 393,991,200		
Transit							
Local	\$ 495,833	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 21,495,833		
State	\$ -	\$ 800,000	\$ 800,000	\$ 800,000	\$ 2,400,000		
Federal	\$ 1,662,500	\$ 9,043,300	\$ -	\$ -	\$ 10,705,800		
Sub-Totals	\$ 2,158,333	\$ 16,743,300	\$ 7,800,000	\$ 7,900,000	\$ 34,601,633		
Totals	\$ 33,090,233	\$ 84,631,300	\$ 289,429,500	\$ 21,441,800	\$ 428,592,833		
Notes for Funding Programmed in the TIP							
¹ This table includes all of the forms of anticipated funding listed herein including local funds in excess of what is needed to match federal and state funding sources.							
² Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.							
³ State Funding includes funds anticipated to be converted to Federal Funds at a later date.							
⁴ This table includes Active Project Work Phases ONLY							

“Regionally Significant” – Definition for MTPO

Generally, projects that are part of MPA’s mobility system and that have impacts that extend beyond the area in which they are located are considered to be **regionally significant**. People throughout the MPA use these facilities, and people living in various parts of the region are impacted by these facilities. For example, a freeway interchange is regionally significant because it helps bring people and business to our area and impacts our region as a whole (not just the people living within a mile of the interchange). In the case of roadways it seems simple enough to say that all roads that have mobility rather than property access as their primary function are regionally significant. By this definition, all arterial and higher classification roads are regionally significant and all roadways below an arterial classification are not regionally significant. However, collector streets at times perform both functions equally well, and it may be unclear as to which collectors do a more mobility duty and which ones are primarily for property access. There may also be some cases where major activity centers are connected to collectors and, even though those collectors seem to provide mostly property access, the volume of traffic using the road to access a major activity center encourages residents to think of those roadways as regionally significant.

The graphic included in this section depicts the relationship of mobility and land access as the function for each major roadway classification. It is clear looking at this graph that arterials have a primary mobility purpose, and because of that they are regionally significant. It is also clear that local streets have a primary service of providing access to adjacent land. These streets often connect to house lot driveways and alleys in predominantly residential areas. They are not regionally significant. The difficult thing for a region to decide is exactly where in the collector category the line between being and not being regionally significant is drawn.

Our goal is to define the MTPO’s definition of regionally significant that works for our region and our MTPO's activities. This definition will be used by the MTPO staff and the various organizations that submit projects for the TIP.

US Department of Transportation says in 23CFR Part 450 Subpart A, H and D

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.

Projects that may be grouped under Subsection 450.216 and 450.324, and therefore are not regionally significant, include but are not limited to the following:

- utility installations along or across a transportation facility;
- construction of certain bicycle and pedestrian facilities;
- activities in the State’s highway safety plan;
- landscaping;

- installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur;
- emergency repairs;
- improvements to rest areas and weigh stations; and
- bus and rail car rehabilitation alterations to facilities and vehicles to make them accessible to persons with disabilities and elderly persons.

Appendix 1 – Glossary

Major Traffic Thoroughfares

This is a term used in the City of Topeka/Shawnee County Zoning Code. This term is defined as Urban Area roads with a functional classification of Urban Collector or higher. This term is also defined as Rural Area roads with a functional classification of Rural Major Collector or higher. The functional classification of roadways in the region is determined by the designation of roadway classifications shown in the Metropolitan Transportation Plan (MTP) and is approved by the Federal Highway Administration (FHWA) in conjunction with the Kansas Department of Transportation (KDOT). The purpose of having this term in the Zoning Code is to ensure that certain large traffic generators are located along roadways that can handle the traffic from those developments.

Major Activity Centers

These locations are places that have significant amounts of economic and/or social activity and generate large volumes of traffic on an hourly or daily basis. These locations include major employment centers, such as the Downtown Topeka Central Business District and large factories. Major shopping areas, such as the Wanamaker Corridor, that attract many shoppers as well as workers are also included. Business parks and industrial parks are included along with individual businesses that employ a hundred or more workers. Employers with one hundred or more employees are typically easy to identify from commercially available databases, and businesses with this many employees typically have some noticeable impact on adjacent streets assuming most of their employees arrive or leave work at about the same time. Generally, if a location has one hundred or more employees or traffic generation traits that trigger a traffic impact analysis to be done, it is a major activity center. Other commercial sites that are smaller and have fewer employees (e.g., convenience store, gas station, etc.) may have some noticeable traffic impacts, but these locations by themselves are not major activity centers. Major social and recreation areas, such as stadiums and large parks, are also major activity centers with regional impacts.

MTPO’s working definition of “Regionally Significant” for planning transportation infrastructure and services in the Topeka Metropolitan Area

Regionally Significant Roadways

All projects designed to add capacity to roadway segments greater than one mile in length that are designated as regionally significant must be listed in the TIP. All projects using Federal funding in the region must also be listed in the TIP.

At a minimum these roadways are defined as Urban Area and Rural Area roads with a functional classification of Minor Arterial or higher. The functional classification of roadways in the region

is determined by the designation of roadway classifications shown in the MTPO approved MTP, and on the Functional Classification Map approved by the MTPO and the FHWA in conjunction with the KDOT.

Additional roadway segments classified as Collectors may also be added by MTPO approval to the list of roads defined as “regionally significant” if one or more of the following criteria are met:

- Road segment is part of a State Highway route and/or part of the State maintained highway system.
- Road segment serves a major activity center in the region and is expected to have high peak hour traffic counts.
- Road segment serves to connect a major activity site to a higher classification road.
- Road segment serves to connect two higher classification roads.
- Road segment serves a “regionally significant” transportation facility.
- Road segment is located more than a mile away from a higher classification road.
- Road segment is on a section line.
- Road segment is the highest classification road in a township or city.

All roadway segments designated as “regionally significant” and located in the Urbanized Area of the region will be included in the regional traffic demand model used by the MTPO. Roadway segments designated as “regionally significant” and located outside of the region’s Urbanized Area may be included in the regional traffic demand model if they are located in the area covered by the model network approved by the MTPO.

Regionally Significant Transit Facilities and Services Facilities

At a minimum these facilities are defined as maintenance and operations facilities (dispatch office, garage, stations, etc.) serving public transit and/or paratransit operations that operate throughout the Topeka Urbanized Area and typically operate for at least ten hours per day. Major transfer points with public transit amenities (bus shelters, posted schedules, etc.) may also be regionally significant locations. Most regionally significant transit facilities are expected to be located in the Urbanized Area. However, some regionally significant facilities may be located outside of the Urbanized Area if those facilities serve regionally significant public transit and/or paratransit operations.

Services

At a minimum these services are defined as open to the public inter-city passenger services or common carrier freight operations that connect the Topeka Metropolitan Area to other regions around the country and operate for a minimum of ten hours per day. Services that connect the Topeka area to international destinations and markets are considered to be regionally significant. Private fleet freight operations should also be regionally significant if the private fleet operator has a distribution center or large terminal in the region. Any transportation facilities or services utilizing Federal funds are also considered to be regionally significant.

Regionally significant public transit facilities and services must be included in the Regional Transportation Plan and related public transit system planning documents. All projects designed to add capacity to public transit routes and services that are designated as regionally significant

must be listed in the TIP. All projects using USDOT funding in the region must also be listed in the TIP.

Regionally Significant Transportation Facilities: Non-Motorized Modes

The trail system depicted in the MTPO approved regional trails plan should be considered regionally significant. This system is interconnected and provides mobility via non-motorized transportation to areas throughout the region. Other additional trail links that provide connections to trails in other regions may also be considered regionally significant if approved by the MTPO.

Bikeways including shared use paths, bike lanes, and bike routes should also be considered regionally significant if the roadway in the same right-of-way or the nearest parallel roadway is designated as regionally significant.

Sidewalks and other pedestrian facilities should be considered regionally significant if the roadway in the same right-of-way or the nearest parallel roadway is designated as regionally significant.

Regionally Significant Transportation Rail Facilities and Services include all passenger and freight modes.

Complete Streets

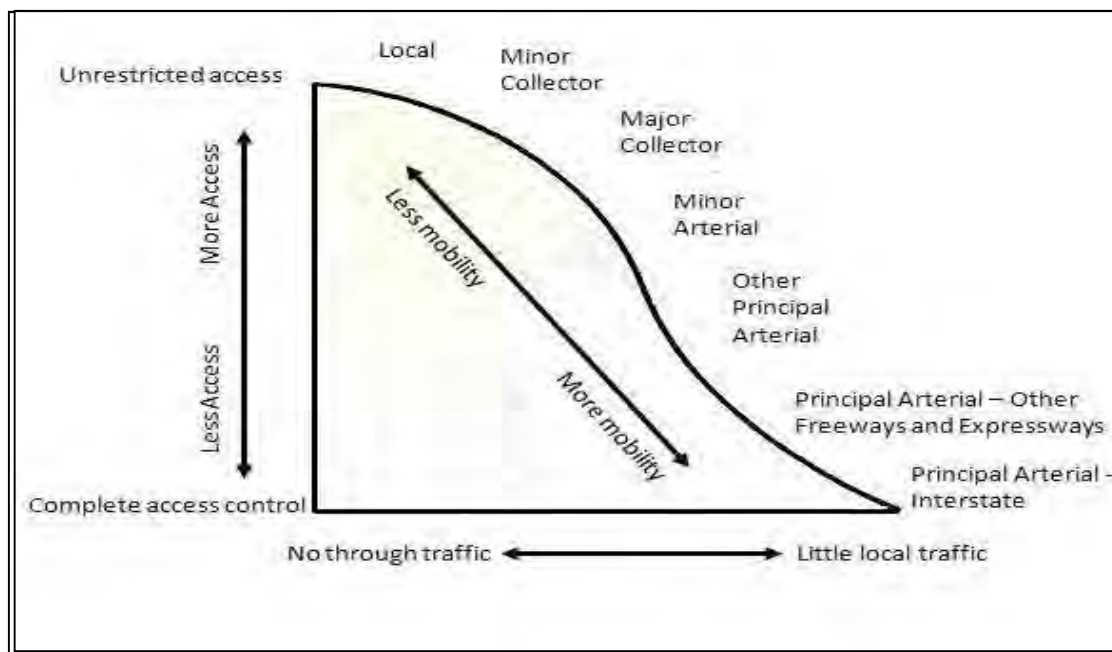
In September 2012, the MTPO approved a Complete Street Policy in support of the region's vision for a safe, balanced, multi-modal and equitable transportation system that is coordinated with land-use planning and protective of the environment. This policy guides and informs the MTPOs planning and programming work. Complete streets are streets, highways and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right-of-way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or mobility aids and freight shippers. In 2019 the MTPO adopted a Complete Streets Guideline manual, which supports the ideologies of the Complete Streets Policy, and illustrates a variety of implementation strategies for different streetscapes.

Functional Classification of Roads

For nomenclature purposes, roadways that provide a high level of mobility are called “Arterials”; those that provide a high level of accessibility are called “Locals”; and those that provide a more balanced blend of mobility and access are called “Collectors.”

This relationship between mobility and land access, as well as how Principal Arterials, Collectors and Local Roads proportionally serve these two functions, is illustrated in Figure 3-1. Arterials provide mostly mobility; Locals provide mostly land access; and Collectors strike a balance between mobility and land access.

Figure 3-1:



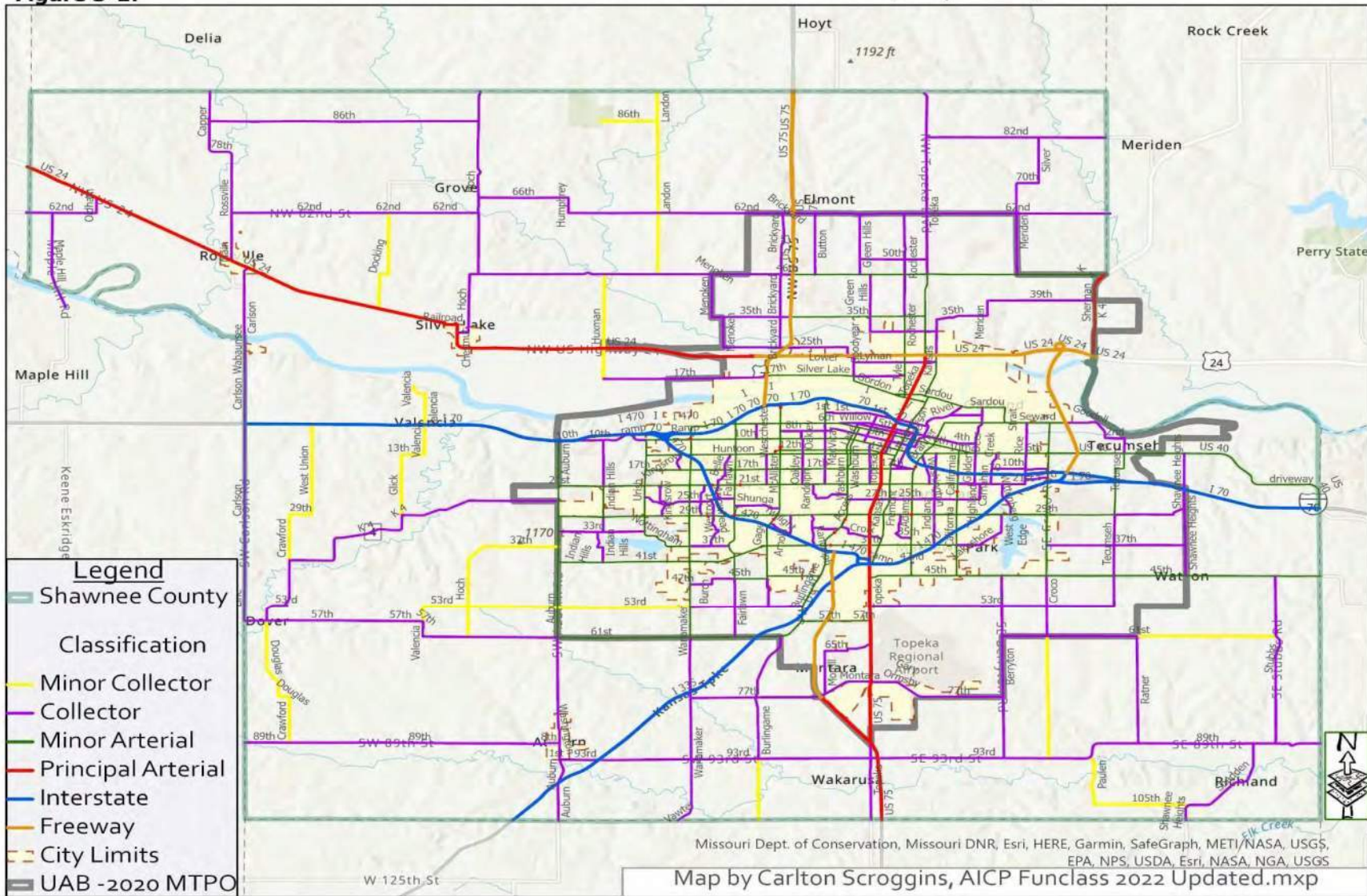
While most roadways offer both “access to property” and “travel mobility” services, it is the roadway’s primary purpose that defines the classification category to which a given roadway belongs.²

Figure 3-2 is the current Functional Classification of Roads map for all of Shawnee County. All road or bridge projects in the TIP receiving federal funds must be on a road classified as “collector” or above.

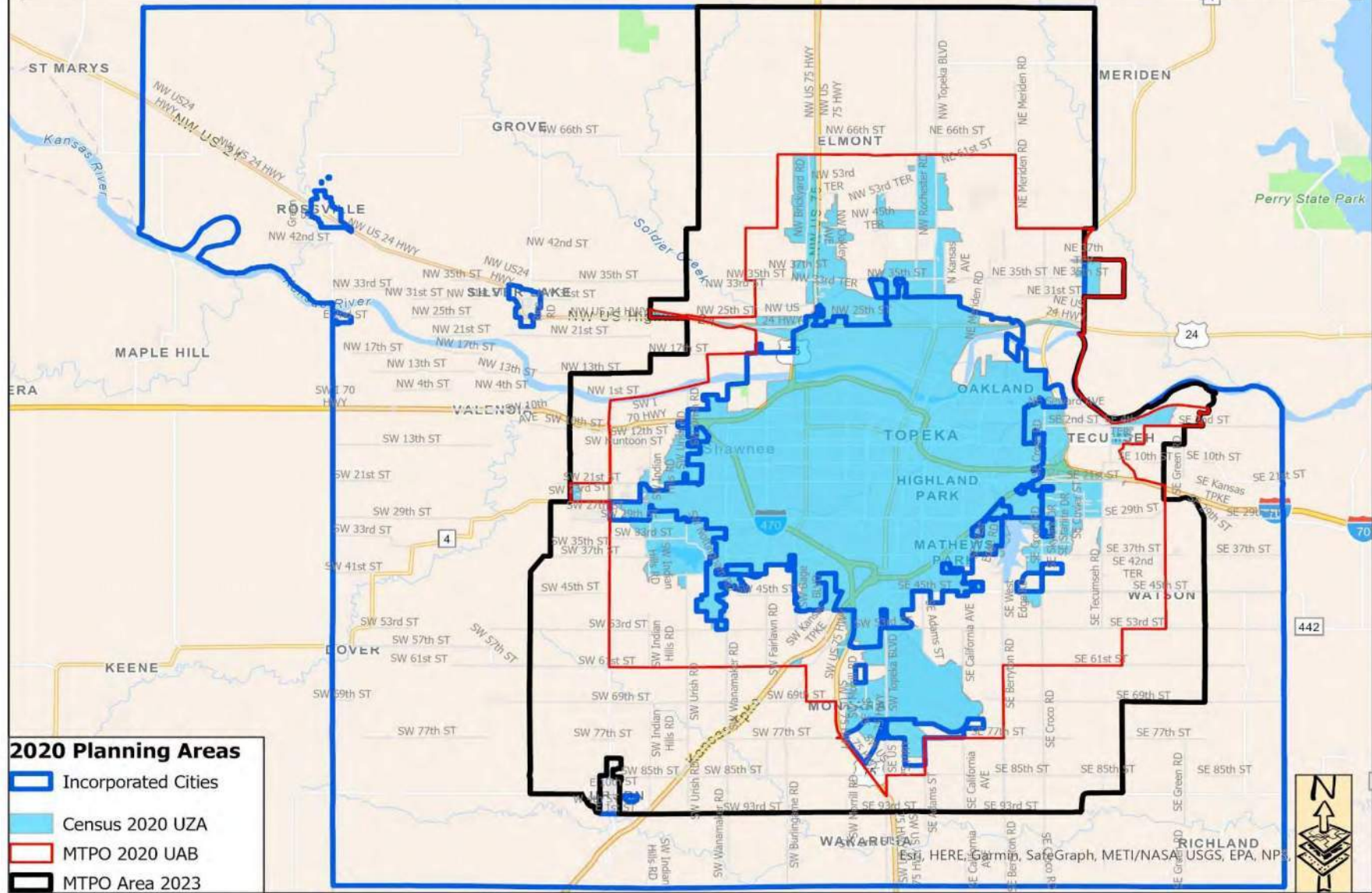
² The use of the term “Local” roadway in the context of functional classification is separate from the use of the term in a jurisdictional context. While it is true that roadways functionally classified as “Local” are often under the jurisdiction of a “local” entity (i.e., incorporated city), Local Roads are not always under local jurisdiction. Other roadway classifications, including Arterials, may also be under the jurisdiction of a local entity.

Functional Classification 2022 (Topeka)

Figure 3-1:



MTPO 2020 Planning Area/Census Urbanized Area/Urban Area Boundary



2020 Planning Areas

- Incorporated Cities
- Census 2020 UZA
- MTPO 2020 UAB
- MTPO Area 2023



MTPO

Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11 | Topeka, Kansas 66607-1118

Tel.: (785) 368-3728 | www.topekampo.org

MTPO Self-Certification

The Kansas Department of Transportation and the Metropolitan Topeka Planning Organization certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements, including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In 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;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America's Surface Transportation Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. 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;
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. Section 324 of title 23 U.S.C. 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.

ATTEST:	
Metropolitan Topeka Planning Organization	Kansas Department of Transportation
	
Signature	Signature
<u>Bill Riphardt</u>	<u>MICHAEL MORIARTY</u>
Printed Name	Printed Name
MTPO Chair	Bureau Chief of Transportation Planning
Title	Title
<u>12/30/2020</u>	<u>4/18/21</u>
Date	Date



April 23, 2024

Mike Moriarty
Bureau of Transportation Planning
Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603-3754

RE: WAMPO 2023-2026 Transportation Improvement Program (TIP) Amendment 7

Dear Mr. Moriarty,

The WAMPO Transportation Policy Body (TPB) approved Amendment 7 to the WAMPO 2023-2026 Transportation Improvement Program (TIP) at its April 9, 2024, meeting.

WAMPO's Public Participation Plan requires that a proposed TIP Amendment be released for public review and comment prior to adoption by the WAMPO TPB. The public comment period was open March 8 through March 22, 2024. No public comments were received.

The Amendment is fiscally constrained and includes financial reporting.

Since the WAMPO TIP is incorporated by reference, without modification, into the State Transportation Improvement Program (STIP), the WAMPO TIP represents the most current listing of projects within the boundaries of the Wichita, Kansas metropolitan planning area. Please take the necessary steps to amend the STIP to include Amendment 7 to WAMPO's 2023-2026 TIP.

The WAMPO TIP may be found at <https://www.wampo.org/transportation-improvement-program>.

Sincerely,

Chad Parasa, PE, PTOE
WAMPO Executive Director

cc: Allison Smith, Tod Salfrank, Kimberly Marotta, and Marcy Anderson, KDOT
Matthew McDonald, FHWA
Daniel Nguyen and Cathy Monroe, FTA



WAMPO TIP (2023-2026) AMENDMENT 7 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
B-24-03	Butler County	SW Prairie Creek Rd Bridge over Eightmile Creek	N/A	\$1,110,000	\$0	\$1,110,000	New project.	Amendment 7	New project (\$1,110,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Preservation.
B-24-01	KDOT	US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita	N/A	\$2,060,500	\$0	\$2,060,500	New project.	Amendment 7	New project (\$2,060,500).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Efficient System Management and Operation.
B-24-02	KDOT	Sedgwick County I-135 Canal Route Bridge Study	N/A	\$250,000	\$0	\$250,000	New project.	Amendment 7	New project (\$250,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Economic Vitality, Accessibility and Mobility; Integration and Connectivity of the Transportation System; Efficient System Management and Operation.
INT-24-01	KDOT	K-15: Intersections at 71st, 47th and MacArthur (City of Derby)	N/A	\$746,300	\$0	\$746,300	New project.	Amendment 7	New project (\$746,300).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Efficient System Management and Operation.
P-24-01	KDOT	WAMPO Supplemental Planning and Demonstration Activities	N/A	\$176,250	\$0	\$176,250	New project.	Amendment 7	New project (\$176,250).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Safety.
T-17-02	Wichita Transit	Wichita Transit Other Capital	144.4%	\$26,000,000	\$18,000,000	\$44,000,000	Add FTA 5307 and local Capital funding in FFY2025, FFY2026, FFY2027, and FFY2028.	Amendment 7	Add 2025 FTA 5307 Capital funding in the amount of \$5,200,000. Add 2025 Local Capital funding in the amount of \$1,300,000. Add 2026 FTA 5307 Capital funding in the amount of \$5,200,000. Add 2026 Local Capital funding in the amount of \$1,300,000. Add 2027 FTA 5307 Capital funding in the amount of \$5,200,000. Add 2027 Local Capital funding in the amount of \$1,300,000. Add 2028 FTA 5307 Capital funding in the amount of \$5,200,000. Add 2028 Local Capital funding in the amount of \$1,300,000. Overall project cost increased from \$18,000,000 to \$44,000,000 (+\$26,000,000/144.4%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Wichita Transit Other Capital" (I.D. # T-17-02, page 5).
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	132.2%	\$3,356,063	\$2,537,749	\$5,893,812	Increase FTA 5339 and local Capital funding in FFY2024. Add FTA 5339 and local Capital funding in FFY2025, FFY2026, FFY2027, and FFY2028.	Amendment 7	Increase 2024 FTA 5339 Capital funding from \$515,150 to \$640,000. Increase 2024 Local Capital funding from \$128,787 to \$160,000. Add 2025 FTA 5339 Capital funding in the amount of \$640,000. Add 2025 Local Capital funding in the amount of \$160,000. Add 2026 FTA 5339 Capital funding in the amount of \$640,000. Add 2026 Local Capital funding in the amount of \$160,000. Add 2027 FTA 5339 Capital funding in the amount of \$640,000. Add 2027 Local Capital funding in the amount of \$160,000. Add 2028 FTA 5339 Capital funding in the amount of \$640,000. Add 2028 Local Capital funding in the amount of \$160,000. Overall project cost increased from \$2,537,749 to \$5,893,812 (+\$3,356,063/132.2%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Wichita Transit 5339 Capital" (I.D. # T-17-05, page 5).
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	26.3%	\$1,172,903	\$4,455,591	\$5,628,494	Increase in project cost, to be paid with local and FTA 5310 funds.	Amendment 7	Decrease 2021 FTA 5310 Capital funding from \$286,141 to \$284,014. Increase 2021 FTA 5310 Operations funding from \$114,525 to \$152,931. Decrease 2021 Local Capital funding from \$64,679 to \$46,349. Add 2021 Local Operations funding in the amount of \$152,931. Increase 2022 FTA 5310 Capital funding from \$306,575 to \$419,572. Increase 2022 FTA 5310 Operations funding from \$114,526 to \$220,627. Add 2022 Local Capital funding in the amount of \$68,946. Add 2022 Local Operations funding in the amount of \$220,627. Increase 2023 FTA 5310 Capital funding from \$250,167 to \$432,315. Increase 2023 FTA 5310 Operations funding from \$186,778 to \$232,785. Increase 2023 Local Capital funding from \$47,282 to \$73,161. Increase 2023 Local Operations funding from \$186,778 to \$232,785. Decrease 2024 FTA 5310 Capital funding from \$453,420 to \$445,284. Increase 2024 FTA 5310 Operations funding from \$186,779 to \$239,769. Increase 2024 Local Capital funding from \$68,013 to \$75,356. Increase 2024 Local Operations funding from \$186,779 to \$239,769. Increase 2025 FTA 5310 Capital funding from \$432,315 to \$458,643. Increase 2025 FTA 5310 Operations funding from \$232,785 to \$246,962. Decrease 2025 Local Capital funding from \$86,463 to \$77,617. Increase 2025 Local Operations funding from \$232,785 to \$246,962. Increase 2026 FTA 5310 Capital funding from \$447,446 to \$472,402. Increase 2026 FTA 5310 Operations funding from \$240,933 to \$254,371. Decrease 2026 Local Capital funding from \$89,489 to \$79,945. Increase 2026 Local Operations funding from \$240,933 to \$254,371. Overall project cost increased from \$4,455,591 to \$5,628,494 (+\$1,172,903/26.3%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Wichita Transit 5310 Program" (I.D. # T-19-01, page 5).



WAMPO TIP (2023-2026) AMENDMENT 7 - SUMMARY OF CHANGES

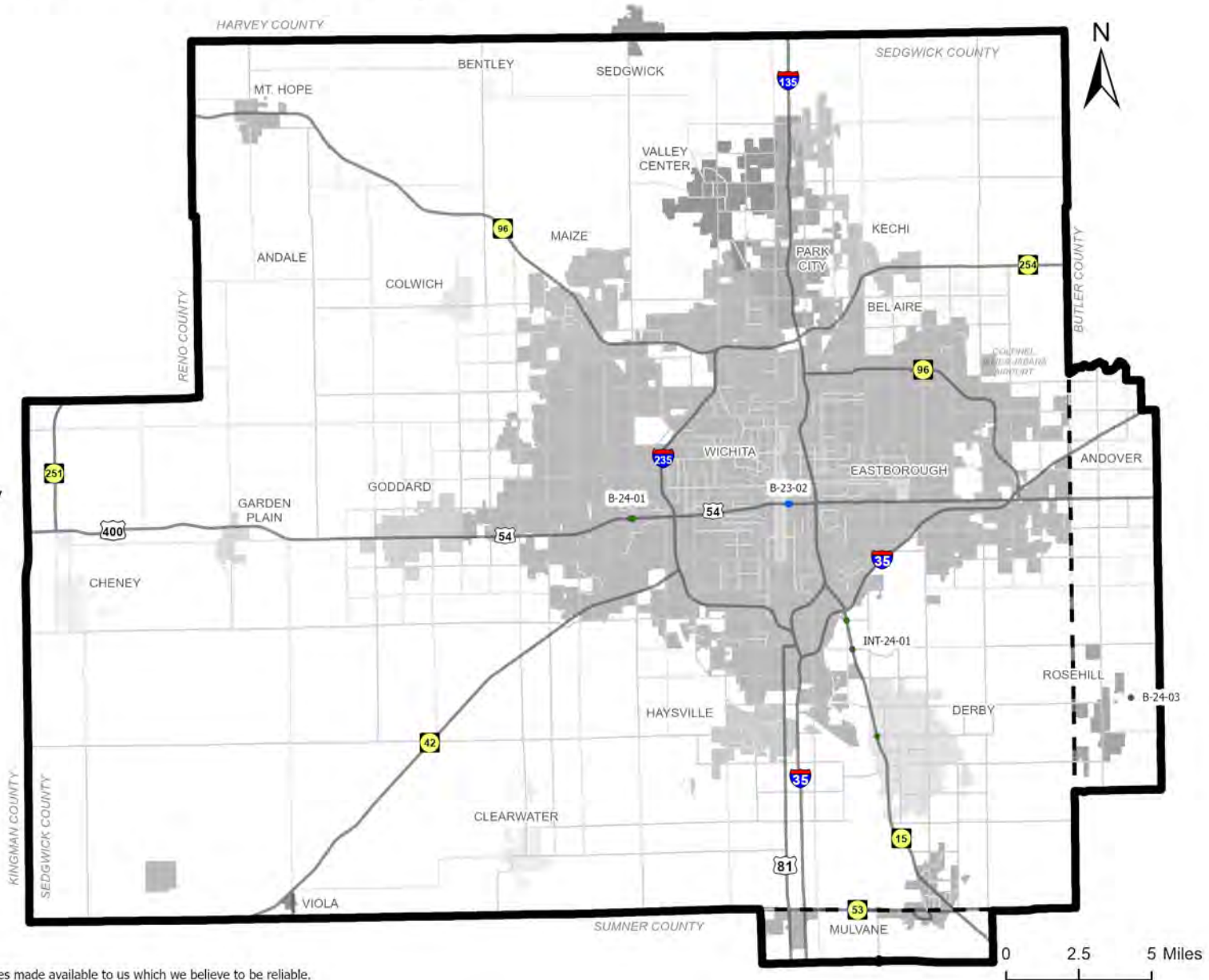
WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
T-19-02	Wichita Transit	Wichita Transit Operating	225.0%	\$36,000,000	\$16,000,000	\$52,000,000	Increase FTA 5307 and local Operations funding in FFY2024. Add FTA 5307 and local Operations funding in FFY2025, FFY2026, FFY2027, and FFY2028.	Amendment 7	Increase 2024 FTA 5307 Operations funding from \$2,000,000 to \$4,000,000. Increase 2024 Local Operations funding from \$2,000,000 to \$4,000,000. Add 2025 FTA 5307 Operations funding in the amount of \$4,000,000. Add 2025 Local Operations funding in the amount of \$4,000,000. Add 2026 FTA 5307 Operations funding in the amount of \$4,000,000. Add 2026 Local Operations funding in the amount of \$4,000,000. Add 2027 FTA 5307 Operations funding in the amount of \$4,000,000. Add 2027 Local Operations funding in the amount of \$4,000,000. Add 2028 FTA 5307 Operations funding in the amount of \$4,000,000. Add 2028 Local Operations funding in the amount of \$4,000,000. Overall project cost increased from \$16,000,000 to \$52,000,000 (+\$36,000,000/225.0%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Wichita Transit Operating" (I.D. # T-19-02, page 5).
B-23-02	KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County	3.8%	\$68,200	\$1,779,000	\$1,847,200	Small increase in project cost, to be paid with state and NHPP funds. Move Construction and Construction Engineering phases back from FFY2024 to FFY2025.	Administrative Adjustment 6.1	Move back State Construction spending to be paid back later through NHPP Advance Construction arrangement from 2024 to 2025 and increase from \$1,101,800 to \$1,151,400. Move back State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement from 2024 to 2025 and increase from \$110,200 to \$115,100. Move back State Construction funding from 2024 to 2025 and increase from \$275,500 to \$287,900. Move back State Construction Engineering funding from 2024 to 2025 and increase from \$27,500 to \$28,800. Increase 2027 NHPP AC conversion payback for Construction from \$1,101,800 to \$1,151,400. Increase 2027 NHPP AC conversion payback for Construction Engineering from \$110,200 to \$115,100. Overall project cost increased from \$1,779,000 to \$1,847,200 (+\$68,200/3.8%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
Total				\$70,940,216	\$42,772,340	\$113,712,556				



2023-2026 Transportation Improvement Program Amendment 7 Projects

- Amendment 7 New Projects
- Administrative Adjustment 6.1 Projects
- County Boundaries
- WAMPO Planning Boundary

*New projects P-24-01 and B-24-02 and amended projects T-17-05, T-19-01, T-19-02, and T-17-02 are not mappable



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 3/1/2024
 Folder: G:\TIP\2023-2026\Projects\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Fiscal Constraint Analysis

Federal regulations require that the TIP be “fiscally constrained,” meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes, the TIP is fiscally constrained for the period FFY2023-FFY2026.

Anticipated Funding and Financing	
Federal Funding	\$100 million
State Funding	\$516 million
Local Funding	\$424 million
Debt Financing	\$155 million
Total	\$1.19 billion

Anticipated Costs	
Maintenance and Operations	\$186 million
Debt Service	\$181 million
TIP Projects	\$817 million
Total	\$1.18 billion

ANTICIPATED FUNDING AND FINANCING	-	ANTICIPATED COSTS	=	BALANCE
\$1.19 billion		\$1.18 billion		\$10 million



TIP Projects

2023-2026 TIP Amendment 23-07

New Project

Lead Agency County of Butler

WAMPO I.D. B-24-03

KDOT Project I.D. C-5218-01

Last TIP Action 23-07

Project Title SW Prairie Creek Rd Bridge over Eightmile Creek

Project Limits SW Prairie Creek Rd beginning approximately 0.1 mile north of SW 170th, thence north 700'.

Project Scope Construct a 42'-56'-42' Reinforced Concrete Haunched Slab Bridge, 45 Degr. Skew Rt. w/30' Rdway, approach roadway, guardrail, light type surfacing and seeding.

Primary Mode Bridge - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Darryl C. Lutz, P.E.

Butler County

(316) 322-4101

dlutz@bucoks.com

Engineering Contact

Darryl C. Lutz, P.E.

Butler County

(316) 322-4101

dlutz@bucoks.com

Project Notes The project is a FFY 2024 federal aid off-system bridge program project being administered through KDOT Bureau of Loal Projects. The project is scheduled for letting in June 2024 and is ready for final PS&E submittal to KDOT. Butler County was notified by KDOT Bureau of Local Projects on 2/8/2024 that the project needs to be included in the WAMPO TIP before it can be let to bid for construction using federal funds.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$43,000	\$0	\$0	\$0	\$0	\$0	\$0	\$43,000
2024	Federal: KDOT-STBG			\$0	\$0	\$0	\$460,000	\$0	\$0	\$0	\$0	\$460,000
2024	Local			\$0	\$0	\$25,000	\$522,000	\$60,000	\$0	\$0	\$0	\$607,000
Total (using AC, not ACCP)				\$0	\$43,000	\$25,000	\$982,000	\$60,000	\$0	\$0	\$0	\$1,110,000
Total (using ACCP, not AC)				\$0	\$43,000	\$25,000	\$982,000	\$60,000	\$0	\$0	\$0	\$1,110,000

New Project

Lead Agency **KDOT**

WAMPO I.D. B-24-01

KDOT Project I.D. KA-6937-01

Last TIP Action 23-07

Project Title US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita

Project Limits US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita

Project Scope Paint bridge rail, lighting, and additional repairs as needed

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Nick Squires

KDOT

620-860-7386

nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$0	\$317,000	\$0	\$1,585,000	\$158,500	\$0	\$0	\$0	\$2,060,500
		Total (using AC, not ACCP)		\$0	\$317,000	\$0	\$1,585,000	\$158,500	\$0	\$0	\$0	\$2,060,500
		Total (using ACCP, not AC)		\$0	\$317,000	\$0	\$1,585,000	\$158,500	\$0	\$0	\$0	\$2,060,500

New Project

Lead Agency **KDOT**

WAMPO I.D. **B-24-02**

KDOT Project I.D. **KA-7182-01**

Last TIP Action **23-07**

Project Title **Sedgwick County I-135 Canal Route Bridge Study**

Project Limits **N/A**

Project Scope **Grant application for Multiple bridge Study**

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Nick Squires

KDOT

620-860-7386

nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
			Total (using AC, not ACCP)	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
			Total (using ACCP, not AC)	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000

New Project

Lead Agency **KDOT**

WAMPO I.D. INT-24-01

KDOT Project I.D. KA-6285-01

Last TIP Action 23-07

Project Title **K-15: Intersections at 71st, 47th and MacArthur (City of Derby)**

Project Limits **K-15: Intersections at 71st, 47th and MacArthur (City of Derby)**

Project Scope **Replace Signal Poles on K-15 in Sedgwick County**

Primary Mode **Intersection**

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Nick Squires

KDOT

620-860-7386

nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$29,800	\$59,600	\$1,000	\$596,300	\$59,600	\$0	\$0	\$0	\$746,300
		Total (using AC, not ACCP)		\$29,800	\$59,600	\$1,000	\$596,300	\$59,600	\$0	\$0	\$0	\$746,300
		Total (using ACCP, not AC)		\$29,800	\$59,600	\$1,000	\$596,300	\$59,600	\$0	\$0	\$0	\$746,300

New Project

Lead Agency **KDOT**

WAMPO I.D. P-24-01

KDOT Project I.D. KA-7295-01

Last TIP Action 23-07

Project Title **WAMPO Supplemental Planning and Demonstration Activities**

Project Limits **WAMPO region**

Project Scope **Provide state funds for the SS4A program**

Primary Mode **Planning & Outreach** *Bike/ped component?*

Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Nick Squires

KDOT

620-860-7386

nick.squires@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$0	\$176,250	\$0	\$0	\$0	\$0	\$0	\$0	\$176,250
		Total (using AC, not ACCP)		\$0	\$176,250	\$0	\$0	\$0	\$0	\$0	\$0	\$176,250
		Total (using ACCP, not AC)		\$0	\$176,250	\$0	\$0	\$0	\$0	\$0	\$0	\$176,250

Amend/Adjust Project

Lead Agency Transit - Wichita Transit

WAMPO I.D. T-17-02

KDOT Project I.D.

Last TIP Action 23-07

Project Title Wichita Transit Other Capital

Project Limits Wichita city limits

Project Scope Non-vehicle capital items including, but not limited to preventive maintenance, ADA services, project administration, training, hardware/software, and facility and equipment improvements.

Primary Mode Transit Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

<p>Administrative Contact Tonja Howard Wichita Transit (316)352-4807 thoward@wichita.gov</p>	<p>Engineering Contact Tonja Howard Wichita Transit (316)352-4807 thoward@wichita.gov</p>
--	---

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2021	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2022	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2023	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2024	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2025	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$5,200,000	\$0	\$5,200,000
2025	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
2026	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$5,200,000	\$0	\$5,200,000
2026	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
2027	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$5,200,000	\$0	\$5,200,000
2027	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
2028	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$5,200,000	\$0	\$5,200,000
2028	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$0	\$44,000,000	\$0	\$44,000,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$0	\$44,000,000	\$0	\$44,000,000

Amend/Adjust Project

Lead Agency Transit - Wichita Transit

WAMPO I.D. T-17-05

KDOT Project I.D.

Last TIP Action 23-07

Project Title Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities

Project Limits City of Wichita city limits

Project Scope The 5339 program is eligible for bus, bus related and bus facility purchases.

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Engineering Contact

Tonja Howard

Tonja Howard

Wichita Transit

Wichita Transit

(316)352-4807

(316)352-4807

thoward@wichita.gov

thoward@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000
2021	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000
2022	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$505,000	\$0	\$505,000
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$126,250	\$0	\$126,250
2023	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$510,050	\$0	\$510,050
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$127,512	\$0	\$127,512
2024	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$640,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000
2025	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$640,000
2025	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000
2026	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$640,000
2026	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000
2027	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$640,000
2027	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000
2028	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$640,000
2028	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$0	\$5,893,812	\$0	\$5,893,812
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$0	\$5,893,812	\$0	\$5,893,812

Amend/Adjust Project

Lead Agency Transit - Wichita Transit

WAMPO I.D. T-19-01

KDOT Project I.D.

Last TIP Action 23-07

Project Title FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities

Project Limits Wichita urbanized area

Project Scope Capital, operating and program administration dollars aimed at transportation services for the elderly and persons with disabilities.

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Engineering Contact

Raven Alexander

Raven Alexander

Wichita Transit

Wichita Transit

(316)352-4868

(316)352-4868

ralexander@wichita.gov

ralexander@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$284,014	\$152,931	\$436,945
2021	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$46,349	\$152,931	\$199,280
2022	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$419,572	\$220,627	\$640,199
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$68,946	\$220,627	\$289,573
2023	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$432,315	\$232,785	\$665,100
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$73,161	\$232,785	\$305,946
2024	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$445,284	\$239,769	\$685,053
2024	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$75,356	\$239,769	\$315,125
2025	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$458,643	\$246,962	\$705,605
2025	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$77,617	\$246,962	\$324,579
2026	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$472,402	\$254,371	\$726,773
2026	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$79,945	\$254,371	\$334,316
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$0	\$2,933,604	\$2,694,890	\$5,628,494
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$0	\$2,933,604	\$2,694,890	\$5,628,494

Amend/Adjust Project

Lead Agency Transit - Wichita Transit

WAMPO I.D. T-19-02

KDOT Project I.D.

Last TIP Action 23-07

Project Title Wichita Transit Operating

Project Limits Wichita urbanized area

Project Scope Operating dollars to support ongoing operations

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Engineering Contact

Tonja Howard

Tonja Howard

Wichita Transit

Wichita Transit

(316)352-4807

(316)352-4807

thoward@wichita.gov

thoward@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2021	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2022	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2023	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2025	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2025	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2026	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2026	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2027	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2027	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2028	Federal: FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2028	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000,000	\$52,000,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000,000	\$52,000,000



TIP Projects

2023-2026 TIP Administrative Adjustment 23-06.1

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. B-23-02

KDOT Project I.D. KA-6749-01

Last TIP Action 23-06.1

Project Title Repair Bridges #143 & #317 on US-54 in Sedgwick County

Project Limits US-54: Bridge #143 (BNSF Railroad) located 0.25 Miles East of Topeka Street and Bridge #317 (BNSF & KO Railroad) located 0.25 Miles East of Topeka Street

Project Scope Bridge #143: Repair Piers #9, 11, 21, 23, Replace Diaper, Clean & Paint Bearings. Bridge #317: Repair Piers #10, 11, 21, Wrap Columns C & D at #10, Improve Drainage Systems, Replace Diaper at #11, 21, Clean and Paint Bearings

Primary Mode Bridge - Highway Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith
KDOT
(785) 296-0341
allison.smith@ks.gov

Engineering Contact

Dominique Shannon
KDOT
(785) 296-3347
dominique.shannon@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	State			\$0	\$264,000	\$0	\$0	\$0	\$0	\$0	\$0	\$264,000
2025	Federal: NHPP	AC	State	\$0	\$0	\$0	\$1,151,400	\$115,100	\$0	\$0	\$0	\$1,266,500
2025	State			\$0	\$0	\$0	\$287,900	\$28,800	\$0	\$0	\$0	\$316,700
2027	Federal: NHPP	ACCP		\$0	\$0	\$0	\$1,151,400	\$115,100	\$0	\$0	\$0	\$1,266,500
Total (using AC, not ACCP)				\$0	\$264,000	\$0	\$1,439,300	\$143,900	\$0	\$0	\$0	\$1,847,200
Total (using ACCP, not AC)				\$0	\$264,000	\$0	\$1,439,300	\$143,900	\$0	\$0	\$0	\$1,847,200