



**Federal Transit Administration**  
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**Federal Highway Administration**  
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*U.S. Department of Transportation*

November 15, 2012

Jerome T. Younger, P.E.  
Deputy Secretary and  
State Transportation Engineer  
Kansas Department of Transportation  
Topeka, KS 66603

Subject: FHWA/FTA Approval of an  
Amendment to the FY 2013-2016  
Kansas STIP

Dear Mr. Younger:

As requested by your November 14, 2012 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #2 to the FY 2013-2016 Kansas Statewide Transportation Improvement Program (STIP).

Based on our review, we find that this STIP Amendment is based on a statewide transportation planning process that substantially meets the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450. We also find that the referenced revisions to the metropolitan Transportation Improvement Programs (TIPs) are consistent with the metropolitan transportation plans produced by the continuing, cooperative, and comprehensive transportation process carried out by the Metropolitan Planning Organizations, the Kansas Department of Transportation (KDOT), and the public transportation operators in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

This STIP Amendment is hereby approved.

If you have any questions or need additional information, please contact Paul Foundoukis of FHWA at (785) 271-2448 or Claudia Hill of FTA at (816) 329-3940.

Sincerely yours,

Mokhtee Ahmad  
Regional Administrator  
Federal Transit Administration

J. Michael Bowen, P.E.  
Division Administrator  
Federal Highway Administration



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

Mike King, Secretary  
Jerome T. Younger, P.E.,  
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Sam Brownback, Governor

November 14, 2012

Mr. Mokhtee Ahmad  
Region Administrator  
FTA, Region VII  
901 Locust St., Suite 404  
Kansas City, MO 64106

Mr. J. Michael Bowen  
Division Administrator  
FHWA, Kansas Division  
6111 SW 29<sup>th</sup> St., Suite 100  
Topeka, KS 66611-2237

Dear Messrs. Ahmad and Bowen:

RE: Amendment #2 to the 2013-2016 STIP

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2013-2016 Statewide Transportation Improvement Program (STIP), which includes projects in the Transportation Improvement Programs (TIPs) for the Kansas City, Wichita and Topeka metropolitan areas, as well as projects located outside the metropolitan areas. These items are enclosed for your review.

The public involvement activities conducted by the Mid-America Regional Council (MARC), the Wichita Area Metropolitan Planning Organization (WAMPO), and the Metropolitan Topeka Planning Organization (MTPO) for the TIPs serve to satisfy the requirements of 23 CFR §450.324.

We are requesting your concurrence and approval of this amendment to the 2013-2016 STIP.

Please forward any questions or comments regarding the metropolitan projects to Stephanie Watts, Bureau of Transportation Planning, at (785) 296-7448 and projects outside the metropolitan areas to Susie Lovelady, Bureau of Program and Project Management, at (785) 296-0281.

Sincerely,

Jerome T. Younger, P.E.  
Deputy Secretary and  
State Transportation Engineer

Messrs. Ahmad and Bowen

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November 14, 2012

Enclosures:   MARC 2012 TIP 4<sup>th</sup> Quarter Amendment Request Letter  
                  MARC 2012 TIP 4<sup>th</sup> Quarter Amendment Public Comments and Staff Response  
                  WAMPO 2013 TIP Amendment #1 Request Letter  
                  WAMPO 2013 TIP Amendment #1 Funding Summary Table  
                  WAMPO 2013 TIP Amendment #1 Summary of Projects  
                  MTPO 2013 TIP Request Letter  
                  MTPO Self-Certification  
                  MTPO 2013 TIP Resolution  
                  MTPO 2013-2016 TIP  
                  November STIP Amendment Project Listing  
                  November Cash Flow Table  
                  2013-2016 STIP Administrative Modification #1

cc:   Joni Roeseler, FTA Region VII  
      Claudia Hill, FTA Region VII  
      Paul Foundoukis, FHWA, Community Planner  
      Davonna Moore, KDOT Planning  
      Susie Lovelady, KDOT Program and Project Management  
      Stephanie Watts, KDOT Planning  
      Sondra Clark, KDOT Local Projects  
      Allison Smith, KDOT Planning

NOVEMBER STIP AMENDMENTS  
FISCAL YEAR 2013-2016 STIP

DISPOSITION	ROUTE	COUNTY NAME	KDOT		DESCRIPTION	WORK TYPE	LENGTH (Miles)	PROJECT NUMBER	FUND CAT	PRO-RATA	WORK PHASE ESTIMATE	EXPECTED TO OBLIGATE	WORK PHASE	PLANNED YEAR
			PROJECT NUMBER	NUMBER										
Rev. Est.		RILEY	C-0027-01		West 40th Ave over McDowell's Cr .5 Mi S & 4.3 Mi E of Ogden	GRBRS	0.400	C002(701)	BRO	80.00	\$1,497,335	\$1,197,868	CONST	2013
Rev. Est.		RILEY	C-0027-01		West 40th Ave over McDowell's Cr .5 Mi S & 4.3 Mi E of Ogden	GRBRS	0.400	C002(701)	C0081	20.00	\$1,497,335	\$299,467	CONST	2013
Rev. Est.		SALINE	C-0323-01		Eastern Salina City to Solomon Road	GRBRS	10.500	C032(301)	HRRR	90.00	\$2,045,000	\$1,000,000	CONST	2013
Rev. Est.		SALINE	C-0323-01		Eastern Salina City to Solomon Road	GRBRS	10.500	C032(301)	C0085	10.00	\$2,045,000	\$1,045,000	CONST	2013
Add		POTTAWATOMIE	C-0354-01		Local Rd 2 Mi S & 3 Mi E of Fostoria	GRBRS	0.160	C035(401)	BRS	80.00	\$604,000	\$483,200	CONST	2013
Add		POTTAWATOMIE	C-0354-01		Local Rd 2 Mi S & 3 Mi E of Fostoria	GRBRS	0.160	C035(401)	C0075	20.00	\$604,000	\$120,800	CONST	2013
Add		MITCHELL	C-0465-01		Safe Routes to School Master Plan for City of Beloit	PE	0.000	C046(501)	SRTS	100.00	\$15,000	\$15,000	PE	2013
Add		NEOSHO	C-0466-01		Safe Routes to School Master Plan for City of Erie	PE	0.000	C046(601)	SRTS	100.00	\$15,000	\$15,000	PE	2013
Add		OSAGE	C-0467-01		Safe Routes to School Master Plan for City of Lyndon	PE	0.000	C046(701)	SRTS	100.00	\$15,000	\$15,000	PE	2013
Add		CLARK	C-0468-01		Safe Routes to School Master Plan for City of Minneola	PE	0.000	C046(801)	SRTS	100.00	\$15,000	\$15,000	PE	2013
Add		ROOKS	C-0472-01		Safe Routes to School Master Plan for City of Stockton	PE	0.000	C047(201)	SRTS	100.00	\$15,000	\$15,000	PE	2013
Add		ATCHISON	C-4511-01		Local Rd over Trib. To MO Rv 4.5 Mi S & 3 Mi E of Atchison	BRRPL	0.000	C451(101)	BRO	80.00	\$470,000	\$376,000	CONST	2014
Add		ATCHISON	C-4511-01		Local Rd over Trib. To MO Rv 4.5 Mi S & 3 Mi E of Atchison	BRRPL	0.000	C451(101)	C0003	20.00	\$470,000	\$94,000	CONST	2014
Move In		STATEWIDE	K-5070-13		FY-13 On-Going Annual Training for Women & Minorities	STUDY	0.000	K507(013)	OJT	100.00	\$200,000	\$200,000	PE	2013
Move In		STATEWIDE	K-5070-13		FY-13 On-Going Annual Training for Women & Minorities	STUDY	0.000	K507(013)	STP	100.00	\$25,000	\$25,000	PE	2013
Chg FF	US-50	RENO	K-7409-08		W of Jct K-61, E to E of Yoder/Airport Rd	SEED	0.000	K740(908)	NHPP	100.00	\$108,000	\$108,000	CONST	2013
Add FF	US-24	ROOKS	KA-0031-01		Ash Cr Br#9 5.2 Mi W of Stockton	BRRPL	0.000	A003(101)	BRF	80.00	\$1,315,000	\$1,052,000	CONST	2013
Add FF	US-24	ROOKS	KA-0031-01		Ash Cr Br#9 5.2 Mi W of Stockton	BRRPL	0.000	A003(101)	K	20.00	\$1,315,000	\$263,000	CONST	2013
Add		STATEWIDE	KA-0432-13		Statewide Highway Lighting Projects for FY-2013	LIGHT	0.000	A043(213)	HSIP	100.00	\$1,885,000	\$1,885,000	CONST	2013
Convert AC	I-70	DICKINSON	KA-0732-01		.4 Mi W of K-15 (Abilene) E to 2.3 Mi E of E Jct K-43	MILOV	8.495	0701(087)	DEMO	100.00	\$1,625,746	\$1,625,746	PE	2013
Chg FF	US-75	BROWN	KA-0747-01		.5 Mi N of NCL of Sabetha, N to BR/NM Co Ln	SEED	0.000	A074(702)	NHPP	80.00	\$35,000	\$28,000	CONST	2013
Chg FF	US-75	BROWN	KA-0747-01		.5 Mi N of NCL of Sabetha, N to BR/NM Co Ln	SEED	0.000	A074(702)	K	20.00	\$35,000	\$7,000	CONST	2013
Add	K-39	NEOSHO	KA-1613-01		Draw Cr Br & Big Cr Drng 5.46 & 6.92 Mi E of S Jct US-169	BRRPL	0.000	A161(301)	STP	80.00	\$200,000	\$160,000	PE	2013
Add	K-39	NEOSHO	KA-1613-01		Draw Cr Br & Big Cr Drng 5.46 & 6.92 Mi E of S Jct US-169	BRRPL	0.000	A161(301)	K	20.00	\$200,000	\$40,000	PE	2013
Chg FF	US-59	ALLEN	KA-1772-01		Br#15 Canville Cr 2.65 Mi N of US-59/K-39 E Jct	BRRPL	0.000	A177(201)	ACSTP	80.00	\$24,000	\$19,200	UTIL	2013
Chg FF	US-59	ALLEN	KA-1772-01		Br#15 Canville Cr 2.65 Mi N of US-59/K-39 E Jct	BRRPL	0.000	A177(201)	K	20.00	\$24,000	\$4,800	UTIL	2013
Chg FF	K-31	ANDERSON	KA-2049-01		Br#16 Kenoma Cr 6.91 Mi SE of AN/CF Co Ln	BRRPL	0.000	A204(901)	ACSTP	80.00	\$17,000	\$13,600	UTIL	2013
Chg FF	K-31	ANDERSON	KA-2049-01		Br#16 Kenoma Cr 6.91 Mi SE of AN/CF Co Ln	BRRPL	0.000	A204(901)	K	20.00	\$17,000	\$3,400	UTIL	2013
Chg FF	K-31	BOURBON	KA-2052-01		Br#38 Clever Cr 2.96 Mi E of E Jct of K-31/K-7	BRRPL	0.000	A205(201)	ACSTP	80.00	\$27,000	\$21,600	UTIL	2013
Chg FF	K-31	BOURBON	KA-2052-01		Br#38 Clever Cr 2.96 Mi E of E Jct of K-31/K-7	BRRPL	0.000	A205(201)	K	20.00	\$27,000	\$5,400	UTIL	2013
Chg FF	K-39	BOURBON	KA-2053-01		Flat Rock Cr 1.18 Mi E of BB/NO CL; Paint Cr E of E Jct K-39/K-3	BRRPL	0.000	A205(301)	ACSTP	80.00	\$51,000	\$40,800	UTIL	2013
Chg FF	K-39	BOURBON	KA-2053-01		Flat Rock Cr 1.18 Mi E of BB/NO CL; Paint Cr E of E Jct K-39/K-3	BRRPL	0.000	A205(301)	K	20.00	\$51,000	\$10,200	UTIL	2013
Chg FF	K-20	BROWN	KA-2054-01		Br#31 S Frk Wolf Rv 3.95 Mi NE of E Jct w/US-73	BRRPL	0.000	A205(401)	ACSTP	80.00	\$20,000	\$16,000	UTIL	2013
Chg FF	K-20	BROWN	KA-2054-01		Br#31 S Frk Wolf Rv 3.95 Mi NE of E Jct w/US-73	BRRPL	0.000	A205(401)	K	20.00	\$20,000	\$4,000	UTIL	2013
Chg FF	K-9	CLOUD	KA-2055-01		Br#23 6.99 Mi SW of K-28	BRRPL	0.000	A205(501)	ACSTP	80.00	\$29,000	\$23,200	UTIL	2013
Chg FF	K-9	CLOUD	KA-2055-01		Br#23 6.99 Mi SW of K-28	BRRPL	0.000	A205(501)	K	20.00	\$29,000	\$5,800	UTIL	2013
Chg FF	K-58	COFFEY	KA-2056-01		Br#48 Dinner Cr .45 Mi E of CF/GW Co Ln	BRRPL	0.000	A205(601)	ACSTP	80.00	\$22,000	\$17,600	UTIL	2013
Chg FF	K-58	COFFEY	KA-2056-01		Br#48 Dinner Cr .45 Mi E of CF/GW Co Ln	BRRPL	0.000	A205(601)	K	20.00	\$22,000	\$4,400	UTIL	2013
Chg FF	K-94	FORD	KA-2061-01		Br#54 W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.000	A206(101)	ACSTP	80.00	\$30,000	\$24,000	UTIL	2013
Chg FF	K-94	FORD	KA-2061-01		Br#54 W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.000	A206(101)	K	20.00	\$30,000	\$6,000	UTIL	2013
Chg FF	US-24	JEFFERSON	KA-2064-01		Br#12 Kansas Rv Drng 3.71 Mi E of US-24/US-59 Jct	BRRPL	0.000	A206(401)	ACNHP	80.00	\$21,000	\$16,800	UTIL	2013
Chg FF	US-24	JEFFERSON	KA-2064-01		Br#12 Kansas Rv Drng 3.71 Mi E of US-24/US-59 Jct	BRRPL	0.000	A206(401)	K	20.00	\$21,000	\$4,200	UTIL	2013
Chg FF	K-7	LINN	KA-2068-01		Br#12 Big Sugar Cr Drng 6 Mi N of K-7/K-52 Jct	BRRPL	0.000	A206(801)	ACSTP	80.00	\$19,000	\$15,200	UTIL	2013
Chg FF	K-7	LINN	KA-2068-01		Br#12 Big Sugar Cr Drng 6 Mi N of K-7/K-52 Jct	BRRPL	0.000	A206(801)	K	20.00	\$19,000	\$3,800	UTIL	2013
Chg FF	K-39	NEOSHO	KA-2075-01		B#23 Neosho Rv Drng 2.28 Mi E of US-169	BRRPL	0.000	A207(501)	ACNHP	80.00	\$57,000	\$45,600	UTIL	2013
Chg FF	K-39	NEOSHO	KA-2075-01		B#23 Neosho Rv Drng 2.28 Mi E of US-169	BRRPL	0.000	A207(501)	K	20.00	\$57,000	\$11,400	UTIL	2013
Chg FF	K-170	OSAGE	KA-2076-01		Br#60 Cherry Cr & #61 Cherry Cr Drng E of OS/LN Co Ln	BRRPL	0.000	A207(601)	ACSTP	80.00	\$38,000	\$30,400	UTIL	2013
Chg FF	K-170	OSAGE	KA-2076-01		Br#60 Cherry Cr & #61 Cherry Cr Drng E of OS/LN Co Ln	BRRPL	0.000	A207(601)	K	20.00	\$38,000	\$7,600	UTIL	2013
Chg FF	K-268	OSAGE	KA-2077-01		Br#67 Abandoned MOPAC RR 4.77 Mi E of US-75	BRRPL	0.000	A207(701)	ACSTP	80.00	\$21,000	\$16,800	UTIL	2013
Chg FF	K-268	OSAGE	KA-2077-01		Br#67 Abandoned MOPAC RR 4.77 Mi E of US-75	BRRPL	0.000	A207(701)	K	20.00	\$21,000	\$4,200	UTIL	2013
Chg FF	K-106	OTTAWA	KA-2079-01		Br#28 Salt Cr Drng 5.23 Mi N of K-18	BRRPL	0.000	A207(901)	ACSTP	80.00	\$20,000	\$16,000	UTIL	2013
Chg FF	K-106	OTTAWA	KA-2079-01		Br#28 Salt Cr Drng 5.23 Mi N of K-18	BRRPL	0.000	A207(901)	K	20.00	\$20,000	\$4,000	UTIL	2013
Chg FF	US-24	POTTAWATOMIE	KA-2080-01		BR#14 Deep Cr Drng 1.05 Mi E of Broadway (Belvue)	BRRPL	0.000	A208(001)	ACNHP	80.00	\$21,000	\$16,800	UTIL	2013



NOVEMBER STIP AMENDMENTS  
FISCAL YEAR 2013-2016 STIP

DISPOSITION	ROUTE	COUNTY NAME	KDOT	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO-RATA	WORK	EXPECTED	WORK PHASE	PLANNED
			PROJECT NUMBER							PHASE ESTIMATE	TO OBLIGATE		YEAR OBLIGATION
Chg FF	US-24	POTTAWATOMIE	KA-2080-01	BR#14 Deep Cr Drng 1.05 Mi E of Broadway (Belvue)	BRRPL	0.000	A208(001)	K	20.00	\$21,000	\$4,200	UTIL	2013
Chg FF	US-24	POTTAWATOMIE	KA-2081-01	Br#18 College Cr .54 Mi E of K-63	BRRPL	0.000	A208(101)	ACNHP	80.00	\$22,170	\$17,736	UTIL	2013
Chg FF	US-24	POTTAWATOMIE	KA-2081-01	Br#18 College Cr .54 Mi E of K-63	BRRPL	0.000	A208(101)	K	20.00	\$22,170	\$4,434	UTIL	2013
Chg FF	K-42	PRATT	KA-2082-01	Br#10 Sand Cr 3.91 Mi E of US-281	BRRPL	0.000	A208(201)	ACSTP	80.00	\$27,000	\$21,600	UTIL	2013
Chg FF	K-42	PRATT	KA-2082-01	Br#10 Sand Cr 3.91 Mi E of US-281	BRRPL	0.000	A208(201)	K	20.00	\$27,000	\$5,400	UTIL	2013
Chg FF	K-42	SHAWNEE	KA-2089-01	Br#122 Blacksmith Cr 8.9 Mi NE of WB Co Ln	BRRPL	0.000	A208(901)	ACSTP	80.00	\$25,000	\$20,000	UTIL	2013
Chg FF	K-42	SHAWNEE	KA-2089-01	Br#122 Blacksmith Cr 8.9 Mi NE of WB Co Ln	BRRPL	0.000	A208(901)	K	20.00	\$25,000	\$5,000	UTIL	2013
Chg FF	K-126	CRAWFORD	KA-2096-01	Br#31 6 Mi W of K-7 & Br#35 1.16 Mi W of K-7	BRRPL	0.000	A209(601)	ACSTP	80.00	\$45,000	\$36,000	UTIL	2013
Chg FF	K-126	CRAWFORD	KA-2096-01	Br#31 6 Mi W of K-7 & Br#35 1.16 Mi W of K-7	BRRPL	0.000	A209(601)	K	20.00	\$45,000	\$9,000	UTIL	2013
Move In		STATEWIDE	KA-2120-01	Kansas Scenic Byway Conference	SHHWP	0.000	A212(001)	SB	80.00	\$34,500	\$27,600	PE	2013
Move In		STATEWIDE	KA-2120-01	Kansas Scenic Byway Conference	SHHWP	0.000	A212(001)	K	20.00	\$34,500	\$6,900	PE	2013
Move In		BARTON	KA-2121-01	KS Wetlands & Wildlife Education Center Picnic Shelter	SHHWP	0.000	A212(101)	SB	80.00	\$2,700	\$2,160	PE	2013
Move In		BARTON	KA-2121-01	KS Wetlands & Wildlife Education Center Picnic Shelter	SHHWP	0.000	A212(101)	K	20.00	\$2,700	\$540	PE	2013
Add	I-35	HARVEY	KA-2825-01	I-135 & US-50 South Jct., Harvey Co.	LIGHT	0.000	A043(213)	HSIP	100.00	\$485,000	\$485,000	CONST	2013
Add		BROWN	KA-3072-01	Hiawatha Fitness and School Trail	PEDBI	0.000	A307(201)	TCSP	80.00	\$871,250	\$695,967	CONST	2013
Add		BROWN	KA-3072-01	Hiawatha Fitness and School Trail	PEDBI	0.000	A307(201)	U0310	20.00	\$871,250	\$175,283	CONST	2013
Add	US-159	ATCHISON	KA-3077-01	4.8 Mi W of E Jct of US-159/K-9 (Little Stranger Creek)	BRRPL	0.000	A307(701)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	US-159	ATCHISON	KA-3077-01	4.8 Mi W of E Jct of US-159/K-9 (Little Stranger Creek)	BRRPL	0.000	A307(701)	K	20.00	\$100,000	\$20,000	PE	2013
Add	K-18	RILEY	KA-3080-01	.56 & .57 Mi E of K-18/K-113 Jct (Wildcat Creek)	BRRPL	0.000	A308(001)	ACNHP	80.00	\$470,000	\$376,000	PE	2013
Add	K-18	RILEY	KA-3080-01	.56 & .57 Mi E of K-18/K-113 Jct (Wildcat Creek)	BRRPL	0.000	A308(001)	K	20.00	\$470,000	\$94,000	PE	2013
Add	US-83	THOMAS	KA-3081-01	.44 Mi S of US-83/US-24 Jct (N Frk Solomon Rv)	BRRPL	0.000	A308(101)	ACNHP	80.00	\$120,000	\$96,000	PE	2013
Add	US-83	THOMAS	KA-3081-01	.44 Mi S of US-83/US-24 Jct (N Frk Solomon Rv)	BRRPL	0.000	A308(101)	K	20.00	\$120,000	\$24,000	PE	2013
Add	K-23	GOVE	KA-3082-01	3.78 Mi N of 4th St in the City of Gove (E Spring Cr)	BRRPL	0.000	A308(201)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	K-23	GOVE	KA-3082-01	3.78 Mi N of 4th St in the City of Gove (E Spring Cr)	BRRPL	0.000	A308(201)	K	20.00	\$100,000	\$20,000	PE	2013
Add	K-15	CLAY	KA-3085-01	8.09 Mi N of K-15/K-9 Jct (Republican Rv Drng)	BRRPL	0.000	A308(501)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	K-15	CLAY	KA-3085-01	8.09 Mi N of K-15/K-9 Jct (Republican Rv Drng)	BRRPL	0.000	A308(501)	K	20.00	\$100,000	\$20,000	PE	2013
Add	K-15	WASHINGTON	KA-3086-01	6.59 Mi N of K-15/K-9 Jct (Mill Creek)	BRRPL	0.000	A308(601)	ACSTP	80.00	\$300,000	\$240,000	PE	2013
Add	K-15	WASHINGTON	KA-3086-01	6.59 Mi N of K-15/K-9 Jct (Mill Creek)	BRRPL	0.000	A308(601)	K	20.00	\$300,000	\$60,000	PE	2013
Add	K-15	WASHINGTON	KA-3087-01	2.59 Mi N of US-36/K-15 Jct (Mill Creek)	BRRPL	0.000	A308(701)	ACSTP	80.00	\$200,000	\$160,000	PE	2013
Add	K-15	WASHINGTON	KA-3087-01	2.59 Mi N of US-36/K-15 Jct (Mill Creek)	BRRPL	0.000	A308(701)	K	20.00	\$200,000	\$40,000	PE	2013
Add	K-128	JEWELL	KA-3088-01	.78 Mi N of US-36/K-15 Jct (Limestone Creek)	BRRPL	0.000	A308(801)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	K-128	JEWELL	KA-3088-01	.78 Mi N of US-36/K-15 Jct (Limestone Creek)	BRRPL	0.000	A308(801)	K	20.00	\$100,000	\$20,000	PE	2013
Add	US-56	MORRIS	KA-3089-01	1.64 Mi E of US-56/K-149 Jct (Haun Creek)	BRRPL	0.000	A308(901)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	US-56	MORRIS	KA-3089-01	1.64 Mi E of US-56/K-149 Jct (Haun Creek)	BRRPL	0.000	A308(901)	K	20.00	\$100,000	\$20,000	PE	2013
Add	K-140	ELLSWORTH	KA-3090-01	1.12 Mi E of K-140/K-156 Jct (Smoky Hill Rv Drng)	BRRPL	0.000	A309(001)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	K-140	ELLSWORTH	KA-3090-01	1.12 Mi E of K-140/K-156 Jct (Smoky Hill Rv Drng)	BRRPL	0.000	A309(001)	K	20.00	\$100,000	\$20,000	PE	2013
Add	K-140	ELLSWORTH	KA-3091-01	1.97 & 2.1 Mi E of K-140/K-141 Jct (W Spring Cr Drng)	BRRPL	0.000	A309(101)	ACSTP	80.00	\$120,000	\$96,000	PE	2013
Add	K-140	ELLSWORTH	KA-3091-01	1.97 & 2.1 Mi E of K-140/K-141 Jct (W Spring Cr Drng)	BRRPL	0.000	A309(101)	K	20.00	\$120,000	\$24,000	PE	2013
Add	K-140	SALINE	KA-3092-01	3.46 Mi E of SA/EW Co Ln (W Spring Cr Drng)	BRRPL	0.000	A309(201)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	K-140	SALINE	KA-3092-01	3.46 Mi E of SA/EW Co Ln (W Spring Cr Drng)	BRRPL	0.000	A309(201)	K	20.00	\$100,000	\$20,000	PE	2013
Add	K-9	NORTON	KA-3093-01	11.65 Mi E of NT/DC Co Ln (N Frk Solomon Rv Drng)	BRRPL	0.000	A309(301)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	K-9	NORTON	KA-3093-01	11.65 Mi E of NT/DC Co Ln (N Frk Solomon Rv Drng)	BRRPL	0.000	A309(301)	K	20.00	\$100,000	\$20,000	PE	2013
Add	K-9	NORTON	KA-3094-01	.054 Mi E of K-9/K-173 Jct (Big Timber Creek)	BRRPL	0.000	A309(401)	ACSTP	80.00	\$170,000	\$136,000	PE	2013
Add	K-9	NORTON	KA-3094-01	.054 Mi E of K-9/K-173 Jct (Big Timber Creek)	BRRPL	0.000	A309(401)	K	20.00	\$170,000	\$34,000	PE	2013
Add	K-9	PHILLIPS	KA-3095-01	1.79 Me E of K-9/US-183 Jct (N Frk Solomon Rv Drng)	BRRPL	0.000	A309(501)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	K-9	PHILLIPS	KA-3095-01	1.79 Me E of K-9/US-183 Jct (N Frk Solomon Rv Drng)	BRRPL	0.000	A309(501)	K	20.00	\$100,000	\$20,000	PE	2013
Add	K-9	SMITH	KA-3100-01	8.14 Mi E of SM/PL Co Ln (Cedar Creek)	BRRPL	0.000	A310(001)	ACSTP	80.00	\$200,000	\$160,000	PE	2013
Add	K-9	SMITH	KA-3100-01	8.14 Mi E of SM/PL Co Ln (Cedar Creek)	BRRPL	0.000	A310(001)	K	20.00	\$200,000	\$40,000	PE	2013
Add	US-83	DECATUR	KA-3101-01	.76 Mi S of US-83/US-36 Jct (Sappa Creek Drainage)	BRRPL	0.000	A310(101)	ACNHP	80.00	\$100,000	\$80,000	PE	2013
Add	US-83	DECATUR	KA-3101-01	.76 Mi S of US-83/US-36 Jct (Sappa Creek Drainage)	BRRPL	0.000	A310(101)	K	20.00	\$100,000	\$20,000	PE	2013
Add	I-35	FRANKLIN	KA-3102-01	1.29 Mi NE of I-35/US-59 Jct (Sideroad over I-35)	BRRPL	0.000	0353(417)	ACNHP	90.00	\$210,000	\$189,000	PE	2013
Add	I-35	FRANKLIN	KA-3102-01	1.29 Mi NE of I-35/US-59 Jct (Sideroad over I-35)	BRRPL	0.000	0353(417)	K	10.00	\$210,000	\$21,000	PE	2013
Add	K-126	CRAWFORD	KA-3103-01	.47 Mi E of US-69 Bus./K/126 Jct in Pittsburg (KCS RR)	BRRPL	0.000	A310(301)	ACNHP	80.00	\$190,000	\$152,000	PE	2013

NOVEMBER STIP AMENDMENTS  
FISCAL YEAR 2013-2016 STIP

DISPOSITION	ROUTE	COUNTY NAME	KDOT		DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO-RATA	WORK PHASE ESTIMATE	EXPECTED TO OBLIGATE	WORK PHASE	PLANNED YEAR OBLIGATION
			PROJECT NUMBER	NUMBER										
Add	K-126	CRAWFORD	KA-3103-01	47	Mi E of US-69 Bus./K/126 Jct in Pittsburg (KCS RR)	BRRPL	0.000	A310(301)	K	20.00	\$190,000	\$38,000	PE	2013
Add	K-196	BUTLER	KA-3104-01	3	Brs SE of BU/HV Co Ln (Dry Cr, Whitewater Rv, Diamond Cr)	BRRPL	0.000	A310(401)	ACSTP	80.00	\$550,000	\$440,000	PE	2013
Add	K-196	BUTLER	KA-3104-01	3	Brs SE of BU/HV Co Ln (Dry Cr, Whitewater Rv, Diamond Cr)	BRRPL	0.000	A310(401)	K	20.00	\$550,000	\$110,000	PE	2013
Add	K-61	RENO	KA-3105-01	.53	Mi NE of E K-61/K-14 Jct (N Frk Ninnescah Rv)	BRRPL	0.000	A310(501)	ACNHP	80.00	\$180,000	\$144,000	PE	2013
Add	K-61	RENO	KA-3105-01	.53	Mi NE of E K-61/K-14 Jct (N Frk Ninnescah Rv)	BRRPL	0.000	A310(501)	K	20.00	\$180,000	\$36,000	PE	2013
Add	US-166	COWLEY	KA-3106-01	4.92	Mi E of CL/SU Co Ln (Arkansas River)	BRRPL	0.000	A310(601)	ACNHP	80.00	\$910,000	\$728,000	PE	2013
Add	US-166	COWLEY	KA-3106-01	4.92	Mi E of CL/SU Co Ln (Arkansas River)	BRRPL	0.000	A310(601)	K	20.00	\$910,000	\$182,000	PE	2013
Add	US-81	SUMNER	KA-3107-01	.24	Mi E of US-81/K-49 Jct (Fall Creek Drainage)	BRRPL	0.000	A310(701)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	US-81	SUMNER	KA-3107-01	.24	Mi E of US-81/K-49 Jct (Fall Creek Drainage)	BRRPL	0.000	A310(701)	K	20.00	\$100,000	\$20,000	PE	2013
Add	US-81	SUMNER	KA-3108-01	3.14	Mi N of US-81/K-55 Jct (Ninnescah River Drainage)	BRRPL	0.000	A310(801)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	US-81	SUMNER	KA-3108-01	3.14	Mi N of US-81/K-55 Jct (Ninnescah River Drainage)	BRRPL	0.000	A310(801)	K	20.00	\$100,000	\$20,000	PE	2013
Add	K-23	MEADE	KA-3111-01	.75	Mi N of US-54/K-23 Jct (Crooked Creek Drainage)	BRRPL	0.000	A311(101)	ACSTP	80.00	\$100,000	\$80,000	PE	2013
Add	K-23	MEADE	KA-3111-01	.75	Mi N of US-54/K-23 Jct (Crooked Creek Drainage)	BRRPL	0.000	A311(101)	K	20.00	\$100,000	\$20,000	PE	2013
Add	Rt#10	PAWNEE	N/A		Federal Lands Highway Project - Ft. Larned Nat'l Historic Park	GRBRS	0.000	N/A	FLH	100.00	\$258,000	\$258,000	PE	2013
Add	Rt#10	PAWNEE	N/A		Federal Lands Highway Project - Ft. Larned Nat'l Historic Park	GRBRS	0.000	N/A	FLH	100.00	\$2,838,000	\$2,838,000	CONST	2013
Add	Rt#13/15	COFFEY	N/A		Federal Lands Highway Project - 19th Lane/19th Road	GRBRS	0.000	N/A	FLH	100.00	\$1,700,000	\$1,700,000	CONST	2013
Move Out	US-69B	CRAWFORD	U-0065-01		20th St & Broadway Ave in Pittsburg	INTER	0.001	U006(501)	HSIP	29.00	\$1,369,025	\$400,000	CONST	2014
Move Out	US-69B	CRAWFORD	U-0065-01		20th St & Broadway Ave in Pittsburg	INTER	0.001	U006(501)	U0570	29.00	\$1,369,025	\$400,000	CONST	2014
Move Out	US-69B	CRAWFORD	U-0065-01		20th St & Broadway Ave in Pittsburg	INTER	0.001	U006(501)	K	42.00	\$1,369,025	\$569,025	CONST	2014
Move In		BOURBON	U-0070-01		Forst Scott Park Loop Road and Parking	SU	0.800	U007(001)	PLH	100.00	\$1,655,000	\$1,145,000	CONST	2013
Move In		BOURBON	U-0070-01		Forst Scott Park Loop Road and Parking	SU	0.800	U007(001)	U0210	100.00	\$1,655,000	\$510,000	CONST	2013
Add		RENO	U-0165-01		Safe Routes to School Master Plan for City of Hutchinson	PE	0.000	U016(501)	SRTS	100.00	\$15,000	\$15,000	PE	2013
Add		THOMAS	U-0166-01		Sidewalk/Bike Path in City of Colby	PEDBI	0.000	U016(601)	SRTS	100.00	\$4,575	\$4,575	PE	2013
Add		MARION	X-2820-01		BNSF RR Xing & Old Mill Rd E Edge of Peabody	FLTSG	0.000	X282(001)	HSIP	100.00	\$251,000	\$251,000	CONST	2013

## KDOT - All Agency Funds

(\$000)	2013	2014	2015	2016	Total SFY 2013-2016
<b>BEGINNING BALANCE</b>	366,533	404,306	449,221	345,952	
<b>Resources</b>					
Motor Fuel Taxes	430,221	433,541	436,861	440,181	1,740,804
Sales & Compensating Tax	325,994	488,119	520,557	540,073	1,874,743
Registration Fees	185,000	202,500	209,500	212,500	809,500
Drivers Licenses Fees	8,999	8,999	8,999	8,999	35,996
Special Vehicle Permits	2,107	2,107	2,107	2,107	8,428
Interest on Funds	5,642	8,309	10,105	9,540	33,596
Miscellaneous Revenues	17,052	8,551	8,584	8,617	42,804
Transfers:	3,421	1,421	1,421	1,421	7,684
Motor Carrier Property Tax	-	-	10,064	10,235	20,299
Subtotal	978,436	1,153,547	1,208,198	1,233,673	4,573,854
<b>Federal &amp; Local Construction Reimbursement</b>					
Federal Reimbursement - SHF	254,101	214,215	255,496	251,098	974,910
Local Construction - Federal	81,999	71,262	54,816	63,637	271,714
Local Construction - Local	43,865	51,034	24,746	25,221	144,866
Miscellaneous Federal Aid	26,955	27,552	28,167	28,801	111,475
Subtotal Federal & Local	406,920	364,063	363,225	368,757	1,502,965
Total before Bonding	1,385,356	1,517,610	1,571,423	1,602,430	6,076,819
<b>Bond Sales (par)</b>	250,000	150,000	-	150,000	550,000
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	250,000	150,000	-	150,000	550,000
<b>Net TRF Loan Transactions</b>	5,747	5,468	5,057	4,681	20,953
<b>TOTAL RECEIPTS</b>	1,641,103	1,673,078	1,576,480	1,757,111	6,647,772
<b>AVAILABLE RESOURCES</b>	2,007,636	2,077,384	2,025,701	2,103,063	8,213,783

The following revenue estimates are currently being used:  
 -April 2012 State Consensus Revenue Estimating Group  
 -November 2011 Highway Revenue Estimating Group  
 -Debt Service updated 08/01/2011

## KDOT - All Agency Funds

(\$000)	2013	2014	2015	2016	Total SFY 2013-2016
<b>EXPENDITURES:</b>					
<b>Maintenance</b>	149,613	153,354	157,187	161,117	621,271
<b>Construction</b>					
Preservation	352,854	388,118	441,535	442,831	1,625,338
Modernization	30,446	30,623	28,555	24,442	114,066
Expansion & Enhancements	280,578	233,759	224,330	236,132	974,799
CE & PE	116,381	116,629	118,363	120,141	471,514
Total Construction	780,259	769,129	812,783	823,546	3,185,717
<b>Modes</b>					
Aviation	3,000	5,000	5,000	5,000	18,000
Public Transit	22,216	27,737	28,273	28,825	107,051
Rail	1,661	6,619	6,625	6,648	21,553
Total Modes	26,877	39,356	39,898	40,473	146,604
<b>Local Support</b>					
SC&CHF	144,666	145,782	156,963	158,250	605,661
Local Federal Aid Projects	66,246	80,551	56,832	64,734	268,363
Local Partnership Programs	50,655	41,185	40,646	38,465	170,951
City Connecting Links	3,360	3,360	3,360	3,360	13,440
Agency Operations	10,877	11,102	11,332	11,568	44,879
Other	14,391	13,959	13,344	12,815	54,509
Total Local Support	290,195	295,939	282,477	289,192	1,157,803
<b>Management</b>	63,325	64,898	66,511	68,163	262,897
Buildings	6,774	9,953	9,121	9,249	35,097
Total	70,099	74,851	75,632	77,412	297,994
<b>Transfers Out</b>	102,429	105,851	108,498	111,210	427,988
TOTAL before Debt Service	1,419,472	1,438,480	1,476,475	1,502,950	5,837,377
<b>Debt Service</b>	183,859	189,683	203,274	185,447	762,263
<b>TOTAL EXPENDITURES</b>	<u>1,603,331</u>	<u>1,628,163</u>	<u>1,679,749</u>	<u>1,688,397</u>	<u>6,599,640</u>
<b>ENDING BALANCE</b>	404,306	449,221	345,952	414,667	
<b>Minimum Ending Balance Requirement</b>	<u>262,613</u>	<u>278,168</u>	<u>258,577</u>	<u>269,669</u>	
<b>AVAILABLE ENDING FUND BALANCE:</b>	141,693	171,053	87,375	144,998	
	2013	2014	2015	2016	Total SFY 2013-2016

**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.



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**Administrative  
Modification #1(as of  
10/29/2012) to the Kansas  
FFY 2013-2016 STIP**

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The attached administrative modification to the Kansas FFY 2013-2016 Statewide Improvement Program (STIP) covers the change to Transportation Improvement Program (TIP) information for the Wichita Area Metropolitan Planning Organization (WAMPO) that is provided in the Metropolitan Transportation Improvement Program Narrative section (pages 57-60) of the STIP. The WAMPO portion of the narrative is revised in this modification to reflect the recently adopted and approved TIP. In addition, the link to the WAMPO TIP was updated.

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# METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAMS

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Under Title 23 of the United States Code pertaining to transportation, communities with population greater than 50,000 are required to have a Metropolitan Planning Organization (MPO). The MPOs are responsible for the coordination of transportation planning efforts in their region. There are currently five MPOs in Kansas: the Mid-America Regional Council for the Kansas City area, the Lawrence-Douglas County Metropolitan Planning Organization, the Wichita Area Metropolitan Planning Organization, the Metropolitan Topeka Planning Organization and the St. Joseph Area Transportation Study Organization, which serves the northeast corner of Kansas.

The planning process by the MPOs is to encompass all modes of transportation and to cover both short-range and long-range transportation planning. MPO plans and programs are reviewed and approved by the Federal Highway Administration and the Federal Transit Administration. The role of the MPO is to coordinate the transportation planning activities within their region. This includes serving as a liaison between local communities, their citizens, and the state departments of transportation. MPOs help determine how and where available state and federal dollars for transportation improvements will be

spent. As defined by federal and state transportation regulations, the primary functions of the MPO are to:

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

Below is information on the current Transportation Improvement Programs (TIPs) in effect, information on the currently adopted Long Range Transportation Plans (LRTPs) and contact information for each of the five MPOs in Kansas. As new TIPs are adopted by each MPO, the new documents will be amended into this STIP.

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## **Kansas City Area**

*FFY 2012-2016*

### *Transportation Improvement Program*

- Approval by the Mid America Regional Council Board (MARC) on October 25, 2011
- Approval by KDOT on November 02, 2011
- Approval by FHWA/ FTA on November 09, 2011

Link to current TIP:

<http://www.marc.org/transportation/tip/TIP12-16.htm>

Long Range Transportation Plan (LRTP): “*Transportation Outlook 2040 Update*”:

- Approval Date: June 29, 2010
- Expiration Date: June 29, 2010

Link to current LRTP:

<http://www.marc.org/2040/>

Contact Information:

Mid America Regional Council  
600 Broadway, Suite 200  
Kansas City, MO 64105  
Phone: 816-474-4240  
email: [transportation@marc.org](mailto:transportation@marc.org)

## **Wichita Area**

*FFY 2013 - 2016*

### *Transportation Improvement Program*

- Approval by the Wichita Area Metropolitan Planning Organization (WAMPO) on September 25, 2012
- Approval by KDOT on October 19, 2012
- Approval by FHWA/FTA on October 24, 2012

Link to current TIP:

<http://www.wampoks.org/NR/rdonlyres/B7A91A9F-7796-44CE-A934-BBAA7B40D0B9/77627/2013TIP.pdf>

Long Range Transportation Plan (LRTP): “*Metropolitan Transportation Plan 2035*”

- Approval Date: July 13, 2010
- Expiration Date: July 13, 2015

Link to current LRTP:

<http://www.wampoks.org/Publications/Metropolitan+Transportation+Plan+2035.htm>

Contact Information:

WAMPO  
455 N. Main, 10<sup>th</sup> Floor  
Wichita, KS 67202  
Phone: 316-268-4457  
email: [bchristian@wichita.gov](mailto:bchristian@wichita.gov)

## **Topeka Area**

### *Transportation Improvement Program*

*Topeka Metro Area*

*FFY 2011-2014 Planning Program*

- Approval by the Metropolitan Topeka Planning Organization on November 17, 2010



- Approval by KDOT on November 29, 2010
- Approval by FHWA/FTA on December 3, 2010.

Link to current TIP:

<http://www.topeka.org/pdfs/2011-2014TransportationImprovementProgram.pdf>

Long Range Transportation Plan (LRTP): “2034 Long Transportation Range Plan”

- Approval Date: April 23, 2012
- Expiration Date: April 23, 2017

Link to current LRTP:

[http://www.topekampo.org/lrtp\\_documents.html](http://www.topekampo.org/lrtp_documents.html)

Contact Information:

Topeka Metropolitan Planning  
620 SE Madison  
Topeka, KS 66607  
Phone: 785-368-3728  
email: [dthurbon@topeka.org](mailto:dthurbon@topeka.org)

### Lawrence Area

*Transportation Improvement Program  
For the Lawrence Urbanized Area  
FY 2012 – 2015*

- Approval by the Lawrence-Douglas County Metropolitan Planning Commission on October 20, 2011
- Approval by KDOT on November 03, 2011
- Approval by FHWA/FTA on November 09, 2011

Link to current TIP:

<http://www.lawrenceks.org/pds/tr-tip>

Long Range Transportation Plan (LRTP): “Transportation 2030-Lawrence/Douglas County Long Range Transportation Plan”

- Approval Date: March 26, 2008
- Expiration Date: March 26, 2013

Link to current LRTP:

<http://www.lawrenceks.org/pds/t2030>

Contact Information:

Lawrence-Douglas County Metropolitan Planning Office  
6 East 6th Street  
Lawrence, KS 66044  
Phone: 785-832-3150  
email: [smccullough@lawrenceks.org](mailto:smccullough@lawrenceks.org)

### St. Joseph Area

*Transportation Improvement Program  
For the St. Joseph Area  
FY 2012-2015*

- Approval by the St. Joseph Area Transportation Study Organization Coordinating Committee on June 29, 2011
- Approval by KDOT on July 8, 2011
- Approval by FHWA/FTA on July 12, 2011

Link to current TIP: <http://www.ci-st-joseph.mo.us/mpo/TIP%20Document%20FY12-15.pdf>

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Long Range Transportation Plan  
(LRTP): “2035 St. Joseph Area Long-  
Range Transportation Plan”

- Approval Date: February 11, 2010
- Expiration Date: February 11, 2015

Link to current LRTP: <http://www.ci.st-joseph.mo.us/mpo/lrp.cfm>

Contact Information:

St. Joseph Metropolitan Planning Office

1100 Frederick Avenue, Room 204

St. Joseph, MO 64501

email: [sjatso@ci.st-joseph.mo.us](mailto:sjatso@ci.st-joseph.mo.us)

# MTPO

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## 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](http://www.topeka.org)

October 25, 2012

Davonna C. Moore  
KDOT Urban Planning Unit Manager  
Kansas Department of Transportation  
700 SW Harrison Street  
Topeka, KS 66603

Dear Ms. Moore:

This letter is being sent to your office today to inform you that on October 25<sup>th</sup>, 2012 the Metropolitan Topeka Planning Organization (MTPO) approved the enclosed **Updated 2013-2016 Transportation Improvement Program (TIP)**.

This Updated TIP was reviewed by MTPO staff and by the MTPO Technical Advisory Committee (TAC). Following a public review period this amendment was recommended for approval by the MTPO-Policy Board at their October 25<sup>th</sup> 2012 meeting. The approved Updated TIP resolution and 2013-2016 TIP are enclosed with this letter.

I would appreciate it if you could review and approve this Updated TIP as soon as possible and forward a copy of it to the Federal Transit Administration and Federal Highway Administration for their approval. If you have any questions concerning this amendment please call me at (785) 368-3728. I appreciate your assistance with this matter.

Sincerely,



Bill Fiander  
MTPO Secretary

Enclosure: 2013-2016 TIP and resolution  
cc: Mike Lackey, – MTPO Chairman

## Metropolitan Transportation Planning Process Self-Certification Checklist

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

*All core documents are current:*

- MTP
- TIP
- UPWP
- PPP
- CMP (if applicable)

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;

*N/A*  Conformity Determination Rendered

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

*Approved:*

- Title VI Plan
- LEP Plan

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;

*Approved:*

- Title VI Plan
- LEP Plan

5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

- DBE Payment Information submitted to KDOT on a consistent basis

6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

*Approved:*

- Title VI Plan
- EJ Analysis Completed (as part of the MTP or TIP)

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;

*Approved:*

- Title VI Plan



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;

*Approved:*

Title VI Plan

9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

*Approved:*

Title VI Plan

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.

*Approved:*

Title VI Plan



Davonna C. Moore



Date

**METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION**  
(To be submitted at least once every four years with the Transportation Improvement Program)

The Kansas Department of Transportation (KDOT) and the Metropolitan Topeka Planning Organization (MTPO) for the Topeka urbanized area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303;
2. 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 (*Note-only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary*);
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 SAFETEA-LU (Pub. L. 109-59) 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.

**Metropolitan Topeka  
Planning Organization**

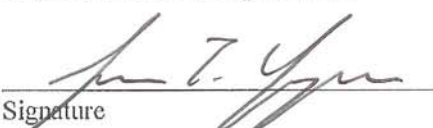
  
Signature

MIKE LACKEY  
Printed Name

MTPO Chair  
Title

10.25.12  
Date

**Kansas  
Department of Transportation**

  
Signature

Jerome T. Younger  
Printed Name

Dep. Secretary  
Title

11/14/12  
Date

# MTPO

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## Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11

Topeka, Kansas 66607-1118

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### 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and related laws and regulations as well as 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 Updated 2013-2016 TIP into the Statewide Transportation Improvement Program (STIP).

**The Updated 2013-2016 MTPO TIP is included in the attachments to this resolution.**



Mike Lackey, MTPO Chairperson



Bill Fiander, MTPO Secretary

## **2013-2016 TIP**

**2013-2016 TIP Update**—Attached please find the 2013-2016 draft update of the Transportation Improvement Program (TIP). The TIP is a multi-year listing of federally funded and regionally significant projects selected to improve the transportation network for the Metropolitan Topeka Organization (MTO) planning area. The TIP discusses multimodal development which focuses not only on motor vehicles but also transit, bicycle, rail, and pedestrian modes of transportation.



# METROPOLITAN TOPEKA PLANNING ORGANIZATION

TOPEKA, KANSAS

## TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2013-2016

The Metropolitan Topeka Planning Organization (MTPO) Staff prepared the Transportation Improvement Program (TIP) with assistance and cooperation from the following agencies:

Federal Highway Administration  
Federal Transit Administration  
Kansas Department of Transportation  
Shawnee County, Department of Public Works  
City of Topeka, Department of Public Works  
Topeka Metropolitan Transit Authority  
Topeka/Shawnee County Paratransit Council

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Preparation of this document was supported by the Consolidated Planning Grant consisting of federal funds provided by the Federal Highway Administration and Federal Transit Administration.

An electronic copy of this document and any subsequent amendments to it may be downloaded from the MTPO section of the Topeka web site at [www.topeka.org/planning/transportation\\_planning.shtml](http://www.topeka.org/planning/transportation_planning.shtml). A paper copy of this document is available at the address below:

Metropolitan Topeka Planning Organization  
620 SE Madison – 3<sup>rd</sup> floor Planning Department  
Topeka, KS 66607  
(785) 368-3728

Approved by the Metropolitan Topeka Planning Organization on November xx, 2012

**Metropolitan Topeka Planning Organization**  
**Transportation Improvement Program (TIP)**  
**2013 – 2016**

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## 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(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.

# Metropolitan Topeka Planning Organization

## INTRODUCTION

The Transportation Improvement Program (TIP) is a short-range program that identifies transportation projects to be implemented in the Topeka Metropolitan 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 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 expected to be available to fund the proposed projects.

### Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) – Changes to the MPO Planning Process and TIP Development

On July 6, 2012 the President signed the current federal surface transportation bill into law. This act called Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) keeps intact many of the planning provisions of the previous transportation bill, however, there is a new emphasis placed on performance management in both statewide planning and metropolitan planning. Section 1203 of MAP-21 establishes a new 23 USC 150, which includes “national goals” for the federal-aid highway system and requires the USDOT to conduct a rulemaking to establish performance measures. It also requires each State to set performance target for each of the performance measures, and to report biennially (every two years) on its progress toward achieving its targets.

Section 150(b) of MAP 21 establishes seven national goals for the federal aid highway program in seven areas: Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement and Economic Vitality; Environmental Sustainability; and Reduced Project Delivery Delays. Section 150(c) requires the USDOT to “establish performance measures and standards” correlated with these seven national goals. Other notable highlights of MAP 21 include the following:

- Funding for MAP 21 is authorized for two full fiscal years plus the 3 remaining months of fiscal year 2012.
- \$105 billion in total is provided for FY 2013 and FY 2014
- HTF and tax collections are extended through FY 2016 –2 years beyond the reauthorization period which adds additional stability we have not had for the last several years.
- More than 92 percent of highway contract authority is apportioned to core programs.
- Guarantees 95% return to the States on Highway Trust Fund contributions.
- **NOTE:** The effective date of the highway, transit and research program sections is October 1, 2012.



# Transportation Improvement Program (TIP) Policy

## Purpose

This policy describes the TIP development process and 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 450.324.

## 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 of: 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 Metropolitan Transportation Plan;
- Be financially constrained and include 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 the KDOT, who has been delegated this responsibility by the Governor. The TIP then must be amended into the Statewide Transportation Improvement Plan (STIP) by approval of the Federal Highway Administration and the Federal Transit Administration.

## Schedule for making changes to TIP projects and keeping the TIP document up to date

Changes to TIP projects including additions and amendments of projects will be processed quarterly beginning at the January TAC meeting of each year. This provision was incorporated into the amendment process as a means 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. The MTPO will update the entire TIP every two years.

## 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, State, Transit Authority and the MTPO occurs to ensure that the projects identified for funding are consistent with the MTPO’s Metropolitan Transportation Plan (MTP). Assistance with determining project consistency is conducted with the help of the MTPO decision making bodies: the Technical Advisory Committee (TAC) that makes recommendations to the MTPO Policy Board.

The primary federal funding sources for this region include Surface Transportation Program (STP) funds and Bridge (BR) funds. Discretionary funding for transportation enhancements or special projects also becomes available from time to time to further the implementation of the region's Metropolitan Transportation Plan. These funds include; a) Transportation Alternatives (TA) funds, which are funds generally used for new trails and city beautification projects, although other types of projects are also eligible for funding; b) FHWA Highway Safety Improvement Program (HSIP) funds; c) KDOT Economic Development Projects; ; and e) National Highway Performance Program (NHPP) funds.

Federal funding for Transit capital and operations is supplied through Federal Transit Administration (FTA) grants. FTA grants such as 5307, 5309 & 5316 have all been used by the Topeka Metropolitan Transit Authority. The Transit Authority uses these federal funds along with city mill levy and fare box revenues to support its operations.

Local projects are sometimes funded through the use of 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 source of funding is sometimes used as a source for matching funds for projects that are in the TIP.



## TIP Development and Approval Process

The MTPO TIP update is performed every two years.

The TIP update procedure is as follows:

### Basic Steps to Development and Approval of the Transportation Improvement Program (TIP)

Review any changes to TIP related regulations and start drafting TIP text



Announce the need to develop projects and complete project submission forms



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 as needed and directed by the MTPO  
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 450.328, and that the MTPO and State certify that the planning process has been carried out in accordance with CFR subsection 450.332. In addition, it is required that an annual listing of obligated projects be posted in the TIP, CFR subsection 450.332



## TIP FISCAL ANALYSIS

The projects included in the TIP should also be included in the respective local government's capital improvement plans and budgets. 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.

For federal aid projects, the City and County both work closely with the KDOT's Bureau of Local Projects to track levels of federal funding. KDOT does not allow the local governments to program more projects than the federal funding will allow. The City and County both work with KDOT to annually produce and update five-year plans that outline what projects they are going to advance each year and how that relates to the current and projected levels of federal funding. This five-year plan created for KDOT is closely coordinated with TIP development through meetings between City, County, MTPO and KDOT staffs. Both KDOT and MTPO staffs work together to see that both the TIP tables and the KDOT Five-Year Plan are fiscally constrained. A similar arrangement for transit projects exists with the MTPO and the FTA working to see that the TIP projects listed for the TMTA match the reasonable expectations of federal funding. Projects added to the TIP must have a clearly stated funding source that matches local budgets and KDOT estimates of available federal aid.

In addition to having a clearly identified source of funding for each project listed in the TIP, the project sponsors must also present the project costs in year of expenditure (YOE) dollars. This allows the project estimates to take into account inflation. 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.

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 STP 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 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. Based on these anticipated federal funding sources, the obligated annual (O.A.) funds for roads, bridges and enhancements are estimated to be:

Type	City	County	MTPO Total
STP (O.A.)	\$4,016,034	\$2,415,725	\$6,431,759
TA (O.A.)	\$200,000		\$200,000
HSIP (O.A.)	\$150,000		\$150,000
<b>Total:</b>			<b>\$6,781,759</b>

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 or deletions to this TIP.

**Adequate Operating & Maintenance Funds**

Written confirmation is required stating that each 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 that 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.”

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 data table below outlines each government within the MPO area and their known federally funded assets:

Unit of Government*	Lane Miles	# of Bridges	Budget Totals	Cost per lane mile.
KDOT**	457	131	\$1,670,000 Annual; \$6,680,000 4yr.	\$3,654
City of Topeka	800 (Arterials & Collectors)	103	\$4,100,000 Annual; \$16,400,000 4yr.	\$5,125
Shawnee CO.	531	250	\$5,536,541 Annual; \$22,146,164 4yr.	\$10,426
Topeka Metro (TMTA)			\$8,343,073 Annual; \$33,372,294 4yr.	

*Expenditures will likely increase with increased cost of materials and fuel.*

*\*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.*

*\*\*Statewide Budget*





## **Project Evaluation and Selection**

As part of the project selection process, the 2040 Metropolitan Transportation Plan (MTP) is referenced to assure that projects conform to the established goals set therein. These MTP goals are as follows:

1. Cultivate, Maintain, and Enhance the Region's Economic Vitality.
2. Increase the Safety and Security of the Region's Transportation System.
3. Increase Accessibility and Mobility Choices in the Region.
4. Protect, Preserve, and Enhance the Social, Historical, and Natural Environments of the Region.
5. Promote Efficient System Management and Operation.
6. Enhance Integration and Connectivity of the Transportation System Across and Between Modes.
7. Emphasize Maintenance and Preservation of the Existing Transportation System.

The 2040 MTP contains a listing of projects that are both long range and short range priorities for the Topeka Metropolitan area. Before a project can be included in the TIP, it must first be on the MTP's List of Recommend Projects. Local governments are responsible for submitting projects in the Surface Transportation Program (STP), Transportation Alternatives (TA) and other funding categories in consultation with the MTPO and KDOT.

## **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 that 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 that 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)
- Program additional funding limited to the lesser of 25 percent 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
- Program federal funds for advance construction conversion (changing from already obligated advance construction to regular 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 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
- Any 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 the USDOT.

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 notification to KDOT and FHWA/FTA of action taken and assuring that the Major Amendment process and public notification procedures have been followed.

### **Major Projects**

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 the 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 that have 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

#### **Transit Facilities and Services 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

#### **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.

### **Status of Projects from Previous 2011-2014 TIP**

Since the last TIP was approved in November of 2010 progress has been made on several major transportation projects in the region. These improvements are listed below.

#### **Transportation Enhancement Projects**

- Landon Trail Extension between 25<sup>th</sup> and 46<sup>th</sup> Streets, completed

#### **Major Roadway & Bridge Improvements**

- RR spur to serve a lot in Kanza Fire Industrial Park; completed
- SW Wanamaker Rd. between SW 53<sup>rd</sup> and SW 61<sup>st</sup> Streets, grading/surfacing; widened to 3 lanes; intersection improvements (round-a-bout) completed
- NW 46<sup>th</sup> St. between US-75 Hwy & Fielding Rd. grading/surfacing/intersection improvements; widened section to 3 lanes and added 2 round-a-bouts; completed
- SE Croco Rd. SE 39<sup>th</sup> St. to SE 45<sup>th</sup> St. Grading/surfacing/Intersection widened to 3 lanes, added round-a-bout at 45<sup>th</sup> & Croco intersection; completed
- SW 29<sup>th</sup> & Fairlawn intersection improvements; added two signalized intersections and a new 5-lane section of roadway; completed

#### **Significant Delay Projects:**

There were no projects with a significant delay.

### **Locations of TIP Projects Maps**

Figure 1 is a map which shows the location of TIP projects throughout Shawnee County and the MTPO Metropolitan Planning Area (MPA). Figure 2 is a map which shows the locations of TIP projects as well as an overlay of the Environmental Justice Zones within the MTPO area. Environmental Justice zones are a provision of Title VI and are explained further in the following section. Figure 3 is the Functional Classification of Roads map. All road or bridge projects in the TIP receiving federal funds must be on a road classified as "collector" or above.



Figure 1

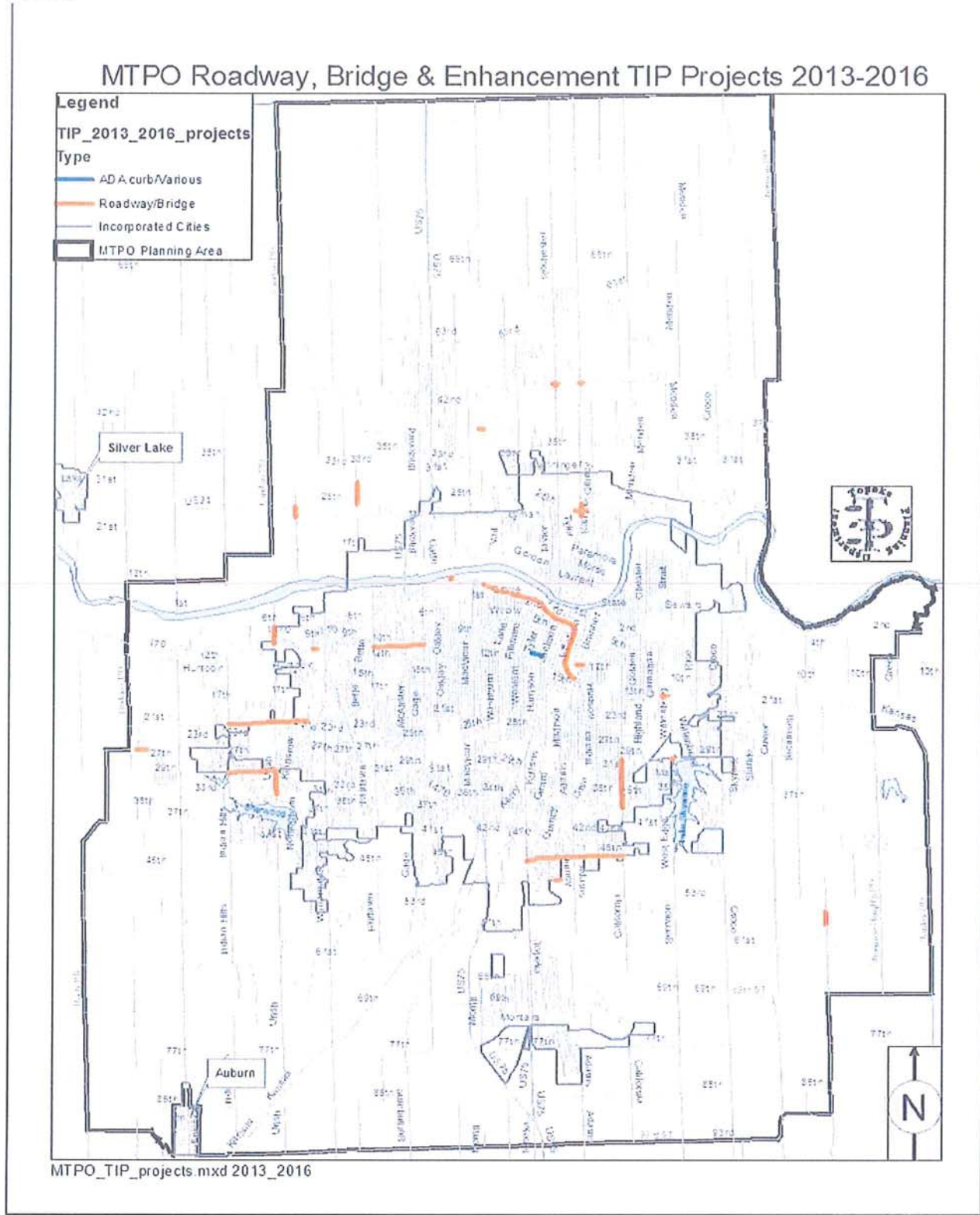


Figure 2

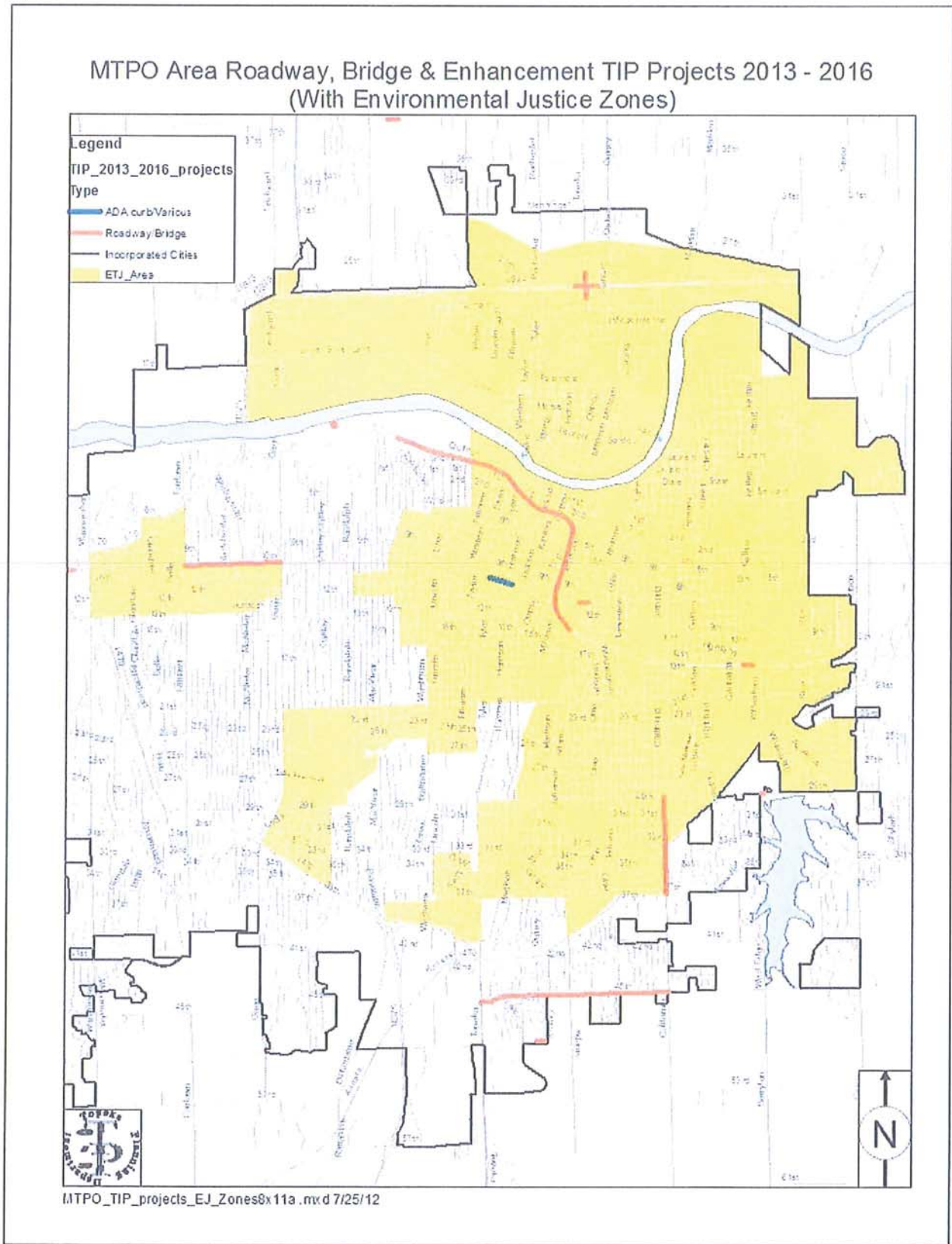
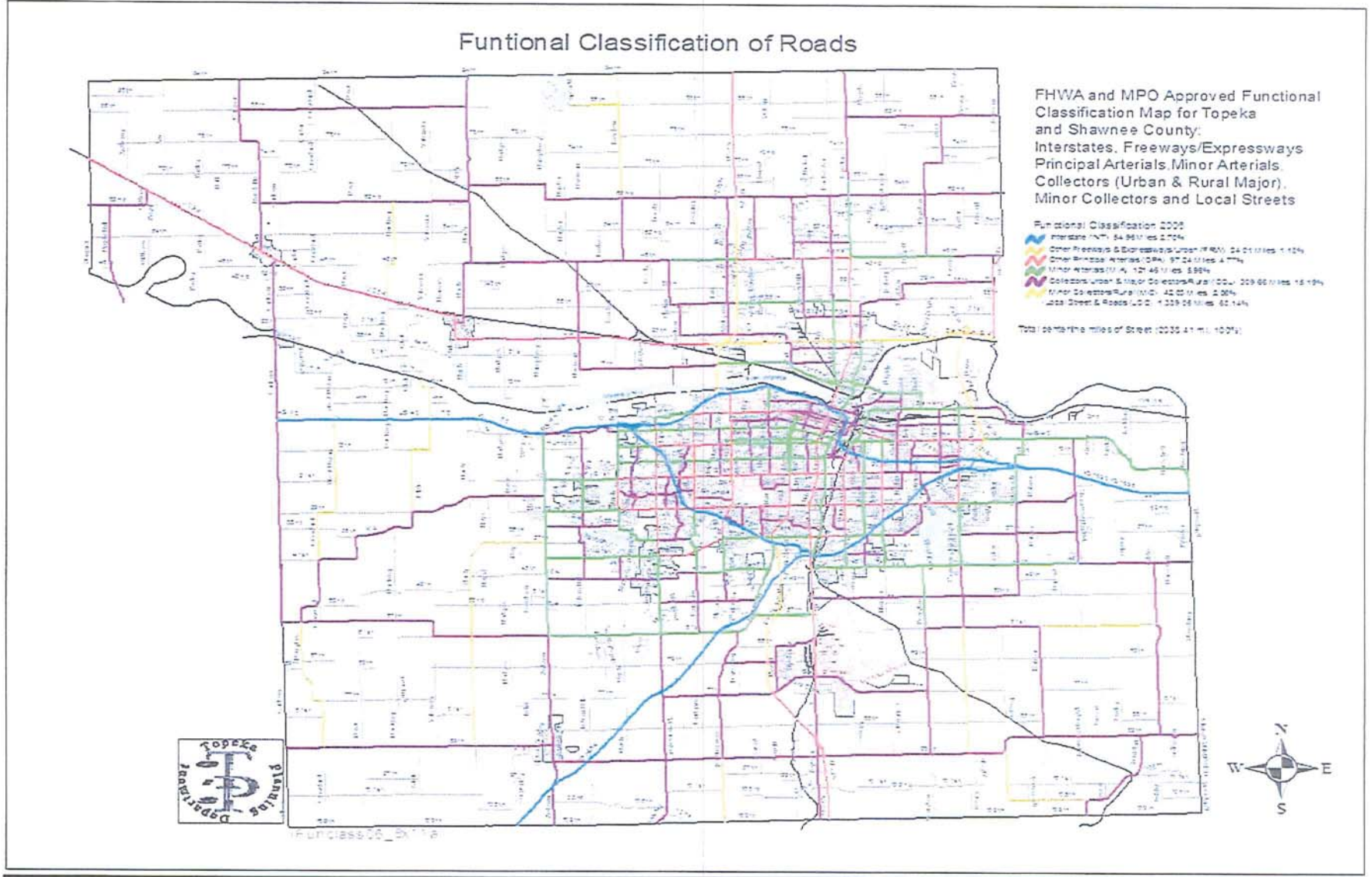




Figure 3



## **Environmental Justice Review**

The Environmental Protection Agency defines Environmental Justice as the "fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies." The Federal Highway Administration considers three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

### **A. 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 DOT's Title VI regulations, as a recipient of DOT financial assistance, you are 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 DOT's Title VI regulations, unless you can show the policies or practices are justified and there is no less discriminatory alternative. In addition, Title VI and DOT regulations prohibit you from 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.

### **B. 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."<sup>1</sup>

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 Populations, calls for the identification

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<sup>1</sup> Title VI Legal Manual, U.S. Dept. of Justice Civil Rights Division (2001), page 59.



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 DOT 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 DOT 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 2013-2016 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 areas) were mapped (figure 2). The table below shows the number of total 2013-2016 TIP projects along with their costs. This table also shows the percentage of projects that are in the EJ zones. While there may be some displacement of businesses or residences with the realignment of the Polk/Quincy Viaduct, it is not deemed by the MTPO to have a disproportionate effect on the low-income or minority populations that reside in that area. Extensive public participation and alternative realignment solutions were reviewed during the preliminary engineering phase of this project.

**Environmental Justice Review Table for Highway, Bridge and Safety TIP Projects**

Years	Number of Projects or Project Phases	Total Cost	Number of Projects in EJ Zones	Percentage of Projects in EJ Zones	Total Cost of Projects or in EJ Zones	Percentage Cost of Projects in EJ Zones
2013-2016	26	\$376,669,000	8	30.8%	\$292,961,000	77.4%

Of the projects listed in the 2013-2016 TIP, did not appear to be any disproportionate burden-to-benefit ratio between EJ population areas and non-EJ population areas. The only high-impact project, which is also the largest project, the Polk/Quincy Viaduct, utilized EJ principle of outreach and mitigation of environmental hardship and burden.

**TIP PROJECT TABLES**

A set of tables showing a Fiscal Year 2013 Annual Element and a 2013-2016 Planning Period for the City of Topeka, Shawnee County, KDOT, KTA, TMTA and local paratransit providers is included on the following pages. The fiscal year for each agency is listed below.

<u>Agency</u>	<u>Fiscal Year</u>	<u>Fiscal Year 2013 Start</u>
<b>Federal Highway Administration</b>	October 1- September 30	October 1, 2012
<b>Federal Transit Administration</b>	October 1- September 30	October 1, 2012
<b>Kansas Department of Transportation</b>	October 1 – September 30	October 1, 2012
(State fiscal year begins July 1 but KDOT uses October 1 for the STIP to match Federal FY)		
<b>Shawnee County</b>	January 1 – December 31	January 1, 2013
<b>City of Topeka</b>	January 1 – December 31	January 1, 2013
<b>Topeka Metropolitan Transit Authority</b>	July 1 – June 30	July 1, 2012
(TMTA FY used for operating and capital assistance)	January 1 – December 31	January 1, 2013
(City FY used by TMTA for planning assistance programmed in the UPWP)		
<b>Topeka-Shawnee County Paratransit Council</b>	July 1- June 30	July 1, 2012
(Includes various agencies using vehicles funded by FTA Section 5310 and/or KDOT grants)		



## TIP # 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 simply 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

**2-07-07-1;** This TIP # indicates that this is a Shawnee County project started in 2007 that is the seventh County project for that year and that it is a roadway project.

## Index of Highway and Bridge Projects by TIP#

TIP	KDOT#	Juris.	Location	Project Type
1-10-01-1	KA-0461-0	KDOT	US-24 & Topeka Blvd.	Bridge Replacement
1-11-01-3	KA-2089-0	KDOT	Bridge #122; K-4 bridge over Blacksmith Creek	Bridge Replacement
1-11-02-3	KA-2107-0	KDOT	I-70 Bridge #043 (Deer Creek)	Bridge Replacement
1-12-01-1	KA-1266-0	KDOT	I-70 Polk/Quincy Viaduct	Preliminary Engineering for Plan Developme
1-99-01-3a	K-7431-01	KDOT	US-24; Countryside Rd. East to existing 4-lane	Road & Bridge Rehab.
1-99-01-3b	K-7431-03	KDOT	US-24 Countryside Rd. East to existing 4-lane	Road & Bridge Rehab.
2-10-01-2	70005-01	County	NW 46th St. & N. Topeka Blvd. Intersection	Grading and Surfacing
2-10-02-1	S-701002.0	County	SW 29th St.; Indian Hills Rd. to SW Urish Rd. Construct 3 lanes w/round-a-bou	Grading/Surfacing
2-12-01-1	70004-01	County	SE 45th St.; S. Topeka Blvd. to SE Adams/Road Widening (5-lanes)	Roadway
2-12-02-1	70004-02	County	SE 45th St; Adams to California Roadway Widening (5 lanes) & Roundabout	Roadway
2-13-01-2	S-701001.0	County	NW 46th St. & Rochester Rd. Intersection	Grading/Surfacing
2-13-02-1	S-701003.0	County	SW Urish Rd., SW 29th to SW 33rd-Road Widening to three lanes; Grading/Su	Roadway
2-14-01-3	S-121004.0	County	SE 45th St./Bridge over Deer Creek	Grading/Surfacing
2-14-02-3	S-121005.0	County	SW Urish Rd./Bridge over Trib. To KS River	Grading/Surfacing
2-14-03-3	60023-01	County	NW 86th St./Bridge over Soldier Creek	Grading/Surfacing
2-15-01-3	S-121013.0	County	NE Wilson Rd./Bridge over Halfday Creek	Grading/Bridge
2-15-02-1	S-701005.0	County	SW Urish Rd.: SW 17th to SW 21st.	Roadway
3-06-07-3	U-1953-01	Topeka	SW 10th St.; Bridge Replacement .5 mi. west of Wanamaker Rd.	Bridge
3-10-03-1		Topeka	SW 21st St.; City limits to Urish Rd. Roadway Widening	Roadway
3-11-01-6		Topeka	Street/Curb improvements	ADA Street Curb Program
3-11-02-3	T-121000-0	Topeka	SW 49th St.; Bridge Replacement	Bridge
3-11-03-1	T-701005.0	Topeka	10th Ave; Between Gage & Fairlawn; Road Widening; Curb/Gutter/Sidewalks	Roadway
3-13-02-7	T-601026-0	Topeka	NW Water Works Dr.; NW Water Works Dr. & U.P. RR; Install RR signal	Roadway
3-13-03-1		Topeka	21st St. from Urish Rd. to Indian Hills Rd. / Widened to 5 lanes	Roadway
3-13-04-3	U-1950-01	Topeka	SE 10th St.; Replace Bridge over Shunga Creek	Bridge
3-14-01-1		Topeka	SE California Ave. SE 33rd St to SE 37th St.	Intersection/Grading/Surfacing
3-16-01-1		Topeka	SE California Ave. SE 29th St to SE 33rd St.	Grading/Surfacing



**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 1-10-01-1    Juris: KDOT    Location/Improvement: US-24 & Topeka Blvd.  
 KDOT #: KA-0461-01    Class: Interstate/Freeway    Project Type: Bridge Replacement

Year of Obligation 2013			
Phase:	Source:	Cost (x 1000):	AC Conversion:
CE	BR	\$120.0	
Const	BR	\$1,600.0	
PE	BR		\$687.0

Year of Obligation 2014			
Phase:	Source:	Cost (x 1000):	AC Conversion:

Length (mi): .17  
**Description:**  
 Replace bridge, reconstruct the approach pavement with mill & overlay of all ramps and loops at the interchange.

Year of Obligation 2015			
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation 2016			
Phase:	Source:	Cost (x 1000):	AC Conversion:

**Comments:**  
 PE in 2010, Util in 2012.

Total Project Cost (x1000): **\$2,584**

TIP #: 1-11-01-3    Juris: KDOT    Location/Improvement: Bridge #122; K-4 bridge over Blacksmith Creek  
 KDOT #: KA-2089-01    Class: Interstate/Freeway    Project Type: Bridge Replacement

Year of Obligation 2013			
Phase:	Source:	Cost (x 1000):	AC Conversion:
Util	BR	\$19.4	
Util	State	\$4.9	

Year of Obligation 2014			
Phase:	Source:	Cost (x 1000):	AC Conversion:
CE	BR	\$65.3	
CE	State	\$16.3	
Const	BR	\$870.5	
Const	State	\$217.6	

Length (mi):  
**Description:**  
 Replace Bridge #122 on K-4, located 8.9 miles NW of Wabaunsee CO. line (Blacksmith Creek)

Year of Obligation 2015			
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation 2016			
Phase:	Source:	Cost (x 1000):	AC Conversion:
PE	BR		\$192.0

**Comments:**  
 PE in 2011, ROW in 2012

Total Project Cost (x1000): **\$1,434**

**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 1-11-02-3    Juris: KDOT    Location/Improvement: I-70 Bridge #043 (Deer Creek)  
 KDOT #: KA-2107-01    Class: Interstate/Freeway    Project Type: Bridge Replacement

Length (mi):

Year of Obligation 2013			
Phase:	Source:	Cost (x 1000):	AC Conversion:
ROW	State	\$166.0	

Year of Obligation 2014			
Phase:	Source:	Cost (x 1000):	AC Conversion:
Util	State	\$166.0	

**Description:**  
 Rehabilitate Bridge #043 on I-70 east of Carnahan Ave/Deer Creek Trfwy. Interchange.

Year of Obligation 2015			
Phase:	Source:	Cost (x 1000):	AC Conversion:
CE	State	\$326.0	
Const	State	\$4,349.0	
State			

Year of Obligation 2016			
Phase:	Source:	Cost (x 1000):	AC Conversion:
PE	BR		\$320.0
Util	BR		\$132.8
CE	BR		\$261.0
Const	BR		\$3,480.0

**Comments:**  
 PE in 2011. PE, Util., CE & const. using AC & will convert in 2016.

Total Project Cost (x1000): **\$5,408**

TIP #: 1-12-01-1    Juris: KDOT    Location/Improvement: I-70 Polk/Quincy Viaduct  
 KDOT #: KA-1266-02    Class: Interstate/Freeway    Project Type: Preliminary Engineering for Plan Development

Length (mi): 4.1

Year of Obligation 2013			
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation 2014			
Phase:	Source:	Cost (x 1000):	AC Conversion:
ROW	State	\$10,000.0	

**Description:**  
 Authorized for PE Only.

Year of Obligation 2015			
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation 2016			
Phase:	Source:	Cost (x 1000):	AC Conversion:
Util	State	\$6,000.0	

**Comments:**  
 PE in 2012, and AC'd to be converted in 2019. ROW being AC'd and \$9 mil. to be converted to IM in 2018. Util. being AC'd, \$5.4 mil. converted to IM in 2018. CE & Const in 2017.

Total Project Cost (x1000): **\$270,090**



**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 1-99-01-3a    Juris: KDOT    Location/Improvement: US-24; Countryside Rd. East to existing 4-lane  
 KDOT #: K-7431-01    Class: Interstate/Freeway    Project Type: Road & Bridge Rehab.

Length (mi): 1.3

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
CE	STP	\$2,700.0	
Const	STP	\$35,990.0	
PE	STP		\$2,487.0
ROW	STP		\$1,571.0
Util	STP		\$829.0

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Description:**  
 Reconstruct Us-24 into a 4-lane freeway, replace bridge over the UP RR from Countryside Rd. east to existing 4-lane.

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Comments:**  
 PE in 1999, ROW in 2008, Util. in 2012, and CE & CONST in 2013. PE, ROW and UTIL being converted to STP in 2013. Linked to seeding project K-7431-03.

Total Project Cost (x1000): **\$43,586**

TIP #: 1-99-01-3b    Juris: KDOT    Location/Improvement: US-24 Countryside Rd. East to existing 4-lane  
 KDOT #: K-7431-03    Class: Interstate/Freeway    Project Type: Road & Bridge Rehab.

Length (mi):

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
CE	STP	\$12.0	
CE	State	\$3.0	
Const	STP	\$160.0	
Const	State	\$40.0	

**Description:**  
 Permanent Seeding

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Comments:**  
 Linked to K-7431-01

Total Project Cost (x1000): **\$215**

**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 2-10-01-2    Juris: County    Location/Improvement: NW 46th St. & N. Topeka Blvd. Intersection  
 KDOT #: 70005-01    Class: Minor Arterial    Project Type: Grading and Surfacing

Length (mi):

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
ROW	Local	\$35.0	
Util	Local	\$100.0	

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
Const	Local	\$2,084.0	

Description:  
 ROW Complete. Utility in 2012 & 2013. Construction in 2014.

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

Comments:

Total Project Cost (x1000): **\$3,015**

TIP #: 2-10-02-1    Juris: County    Location/Improvement: SW 29th St.; Indian Hills Rd. to SW Urish Rd. Construct 3 lanes w/round-a-bout.  
 KDOT #: S-701002.00    Class: Minor Arterial    Project Type: Grading/Surfacing

Length (mi): 1.0

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
ROW	Local	\$80.0	

Description:  
 KS. Exchange fund program. PE in 2010.

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
Util	Local	\$150.0	

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
Const	State	\$2,250.0	
Const	Local	\$444.0	

Comments:

Total Project Cost (x1000): **\$3,152**



**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 2-12-01-1    Juris: County    Location/Improvement: SE 45th St.; S. Topeka Blvd. to SE Adams/Road Widening (5-lanes)  
 KDOT #: 70004-01    Class: Minor Arterial    Project Type: Roadway

Length (mi):

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
Const	Local	\$4,821.0	

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Description:**  
 PE in 2007; ROW in 2008; Util. in 2012.

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Comments:**

Total Project Cost (x1000):

TIP #: 2-12-02-1    Juris: County    Location/Improvement: SE 45th St; Adams to California Roadway Widening (5 lanes) & Roundabout  
 KDOT #: 70004-02    Class: Minor Arterial    Project Type: Roadway

Length (mi): 1.0

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
Const	Local	\$5,706.0	

**Description:**  
 PE in 2007; ROW in 2008; Util. in 2012;

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Comments:**

Total Project Cost (x1000):

**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 2-13-01-2    Juris: County    Location/Improvement: NW 46th St. & Rochester Rd. Intersection  
 KDOT #: S-701001.00    Class: Minor Arterial    Project Type: Grading/Surfacing

Length (mi):

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
ROW	Local	\$47.0	
Util	Local	\$100.0	

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
Const	Local	\$582.0	
Const	State	\$1,380.0	

Description:  
 KS. Exchange Fund Program.

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

Comments:

Total Project Cost (x1000):

TIP #: 2-13-02-1    Juris: County    Location/Improvement: SW Urish Rd., SW 29th to SW 33rd-Road Widening to three lanes; Grading/Surfacing  
 KDOT #: S-701003.00    Class: Minor Arterial    Project Type: Roadway

Length (mi): 0.7

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
PE	Local	\$138.0	
ROW	Local	\$41.0	
Util	Local	\$50.0	
Const/CE	Local	\$1,402.0	

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

Description:

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

Comments:

Total Project Cost (x1000):



**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 2-14-01-3    Juris: County    Location/Improvement: SE 45th St./Bridge over Deer Creek  
 KDOT #: S-121004.00    Class: Minor Arterial    Project Type: Grading/Surfacing

Year of Obligation 2013				Year of Obligation 2014				Length (mi):	Description:
Phase:	Source:	Cost (x 1000):	AC Conversion:	Phase:	Source:	Cost (x 1000):	AC Conversion:		
				PE	Local	\$63.0		RFQ in 2014	
				ROW	Local	\$30.0			
				Util	Local	\$25.0			
Year of Obligation 2015				Year of Obligation 2016				Length (mi):	Description:
Phase:	Source:	Cost (x 1000):	AC Conversion:	Phase:	Source:	Cost (x 1000):	AC Conversion:		
Const/CE	Local	\$328.0						Comments:	
Total Project Cost (x1000):						\$976			

TIP #: 2-14-02-3    Juris: County    Location/Improvement: SW Urish Rd./Bridge over Trib. To KS River  
 KDOT #: S-121005.00    Class: Minor Arterial    Project Type: Grading/Surfacing

Year of Obligation 2013				Year of Obligation 2014				Length (mi):	Description:
Phase:	Source:	Cost (x 1000):	AC Conversion:	Phase:	Source:	Cost (x 1000):	AC Conversion:		
				PE	Local	\$27.0		RFQ in 2014	
				ROW	Local	\$10.0			
				Util	Local	\$10.0			
Year of Obligation 2015				Year of Obligation 2016				Length (mi):	Description:
Phase:	Source:	Cost (x 1000):	AC Conversion:	Phase:	Source:	Cost (x 1000):	AC Conversion:		
Const/CE	Local	\$328.0						Comments:	
Total Project Cost (x1000):						\$375			

**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 2-14-03-3    Juris: County    Location/Improvement: NW 86th St./Bridge over Soldier Creek  
 KDOT #: 60023-01    Class: Minor Arterial    Project Type: Grading/Surfacing

<u>Year of Obligation</u> 2013				<u>Year of Obligation</u> 2014				<u>Length (mi):</u> <u>Description:</u>
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	
PE	Local	\$45.0		Const/CE	Local	\$811.0		County Let 2014
ROW	Local	\$10.0						
Util	Local	\$5.0						
<u>Year of Obligation</u> 2015				<u>Year of Obligation</u> 2016				<u>Comments:</u>
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	
<b>Total Project Cost (x1000):</b>							<b>\$871</b>	

TIP #: 2-15-01-3    Juris: County    Location/Improvement: NE Wilson Rd./Bridge over Halfday Creek  
 KDOT #: S-121013.00    Class: Minor Arterial    Project Type: Grading/Bridge

<u>Year of Obligation</u> 2013				<u>Year of Obligation</u> 2014				<u>Length (mi):</u> <u>Description:</u>
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	
								RFQ in 2015
<u>Year of Obligation</u> 2015				<u>Year of Obligation</u> 2016				<u>Comments:</u>
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	
PE	Local	\$20.0		Const/CE	Local	\$235.0		
ROW	Local	\$5.0						
Util	Local	\$5.0						
<b>Total Project Cost (x1000):</b>							<b>\$265</b>	



**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 2-15-02-1    Juris: County    Location/Improvement: SW Urish Rd.: SW 17th to SW 21st.  
 KDOT #: S-701005.00    Class:    Project Type: Roadway

Length (mi):

<u>Year of Obligation</u>			
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>			
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Description:**  
 The City of Topeka will complete SW 21st St. between W. City Limits and SW Indian Hills Rd. in 2015. Menards, Inc. will complete SW 17th & Urish Rd inter. In 2012. The improvement of Sw Urish Rd. between SW 17th & SW 21st will connect the two previous completed improvement projects and improve safety and capacity for motorists using

<u>Year of Obligation</u> 2015			
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
PE	Local	\$142.0	
ROW	Local	\$70.0	

<u>Year of Obligation</u> 2016			
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
Const	Local	\$288.0	
Const	State	\$1,300.0	

**Comments:**

Total Project Cost (x1000): **\$1,800**

TIP #: 3-06-07-3    Juris: Topeka    Location/Improvement: SW 10th St.; Bridge Replacement .5 mi. west of Wanamaker Rd.  
 KDOT #: U-1953-01    Class: Minor Arterial    Project Type: Bridge

Length (mi):

<u>Year of Obligation</u> 2013			
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
Const/CE	KDOT	\$252.0	
Const/CE	Local	\$77.0	

<u>Year of Obligation</u> 2014			
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Description:**  
 PE in 2009; ROW in 2012.

<u>Year of Obligation</u> 2015			
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u> 2016			
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Comments:**

Total Project Cost (x1000): **\$358**

**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 3-10-03-1      Juris: Topeka      Location/Improvement: SW 21st St.; City limits to Urish Rd. Roadway Widening  
 KDOT #:              Class: Major Arterial      Project Type: Roadway

Length (mi):

Year of Obligation		2013	
Phase:	Source:	Cost (x 1000):	AC Conversion:
Const/CE	Local	\$3,170.0	

Year of Obligation		2014	
Phase:	Source:	Cost (x 1000):	AC Conversion:

Description:  
 PE:ROW & Util. in 2012. 1/2 Cent Sales tax (County)

Year of Obligation		2015	
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation		2016	
Phase:	Source:	Cost (x 1000):	AC Conversion:

Comments:

Total Project Cost (x1000): \$3,680

TIP #: 3-11-01-6      Juris: Topeka      Location/Improvement: Street/Curb improvements  
 KDOT #:              Class: Various      Project Type: ADA Street Curb Program

Length (mi):

Year of Obligation		2013	
Phase:	Source:	Cost (x 1000):	AC Conversion:
const/Ce	Local	\$300.0	

Year of Obligation		2014	
Phase:	Source:	Cost (x 1000):	AC Conversion:
const/CE	Local	\$300.0	

Description:  
 Installation of ADA sidewalk ramps at locations requested by persons with mobility impairments or where street work is scheduled.

Year of Obligation		2015	
Phase:	Source:	Cost (x 1000):	AC Conversion:
const/CE	Local	\$300.0	

Year of Obligation		2016	
Phase:	Source:	Cost (x 1000):	AC Conversion:
const/CE	Local	\$300.0	

Comments:  
 1/2 Cent sales tax (City)

Total Project Cost (x1000): \$1,200



**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 3-11-02-3    Juris: Topeka    Location/Improvement: SW 49th St.; Bridge Replacement  
 KDOT #: T-121000-00    Class:    Project Type: Bridge

Length (mi):

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
const/CE	BR	\$440.0	

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

Description:  
 ROW in 2011; PE in 2010.

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

Comments:

Total Project Cost (x1000):

TIP #: 3-11-03-1    Juris: Topeka    Location/Improvement: 10th Ave; Between Gage & Fairlawn; Road Widening; Curb/Gutter/Sidewalks  
 KDOT #: T-701005.00    Class: Principal Arterial    Project Type: Roadway

Length (mi): 1.0

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
ROW	KDOT	\$200.0	
Util	KDOT	\$500.0	

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
const/CE	KDOT	\$4,900.0	

Description:  
 PE in 2011.

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

Comments:  
 Utilizes Federal dollars exchanged for State dollars.

Total Project Cost (x1000):

**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 3-13-02-7    Juris: Topeka    Location/Improvement: NW Water Works Dr.; NW Water Works Dr. & U.P. RR; Install RR signal  
 KDOT #: T-601026-00    Class:    Project Type: Roadway

Length (mi):

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
const	Sec. 130	\$250.0	

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Description:**  
 Installation of RR signal (DOT 605297F--  
 Federal Intersection Number).

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Comments:**

Total Project Cost (x1000):

TIP #: 3-13-03-1    Juris: Topeka    Location/Improvement: 21st St. from Urish Rd. to Indian Hills Rd. / Widened to 5 lanes  
 KDOT #:    Class: Minor Arterial    Project Type: Roadway

Length (mi): 1.0

<u>Year of Obligation</u>		2013	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
PE	Local	\$350.0	

<u>Year of Obligation</u>		2014	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
ROW	Local	\$250.0	
Util	Local	\$300.0	

**Description:**

<u>Year of Obligation</u>		2015	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>
const/CE	Local	\$5,200.0	

<u>Year of Obligation</u>		2016	
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>

**Comments:**

Total Project Cost (x1000):



**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 3-13-04-3    Juris: Topeka    Location/Improvement: SE 10th St.; Replace Bridge over Shunga Creek  
 KDOT #: U-1950-01    Class: Minor Arterial    Project Type: Bridge

<u>Year of Obligation</u> 2013				<u>Year of Obligation</u> 2014				Length (mi): Description:
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	
PE	Local	\$154.0		ROW	Local	\$45.0		
<u>Year of Obligation</u> 2015				<u>Year of Obligation</u> 2016				Comments:
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	
const/CE	KDOT	\$1,504.0						
<b>Total Project Cost (x1000):</b>							<input type="text" value="\$2,134"/>	

TIP #: 3-14-01-1    Juris: Topeka    Location/Improvement: SE California Ave. SE 33rd St to SE 37th St.  
 KDOT #:    Class:    Project Type: Intersection/Grading/Surfacing

<u>Year of Obligation</u> 2013				<u>Year of Obligation</u> 2014				Length (mi): Description:
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	
				PE	Local	\$300.0		This project will construct new three lane pavement on SE California Avenue between SE 33rd St and SE 37th St. and improve the intersection of SE California Ave. and SE 37th Street. The new roadway will include curb/gutter/sidewalks/street lighting and a drainage system.
<u>Year of Obligation</u> 2015				<u>Year of Obligation</u> 2016				
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	
ROW	Local	\$100.0		Const	Local	\$3,150.0		
				CE	Local	\$200.0		
<b>Total Project Cost (x1000):</b>							<input type="text" value="\$3,750"/>	

**FY 2013 to FY 2016 MTPO Roadway and Bridge Projects**

TIP #: 3-16-01-1    Juris: Topeka    Location/Improvement: SE California Ave. SE 29th St to SE 33rd St.  
 KDOT #:                      Class:                      Project Type: Grading/Surfacing

<u>Year of Obligation</u> 2013				<u>Year of Obligation</u> 2014				Length (mi): Description:
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	
<u>Year of Obligation</u> 2015				<u>Year of Obligation</u> 2016				Comments:
<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	<u>Phase:</u>	<u>Source:</u>	<u>Cost (x 1000):</u>	<u>AC Conversion:</u>	
				Const	Local	\$200.0		

Total Project Cost (x1000):

FY 2013 to FY 2016 MTPO TMTA Projects

Juris: Transit

Location:

Project Type:

<u>Year of Obligation</u> 2013		
<u>Phase:</u>	<u>Source:</u>	<u>Cost:</u>
	Fares	\$1,295,235
	Mill Levy	\$4,450,232
	State Funds	\$460,462
	Fed. 5307	\$1,950,000
	Other	\$82,269

<u>Year of Obligation</u> 2014		
<u>Phase:</u>	<u>Source:</u>	<u>Cost:</u>
	Fares	\$132,140
	Mill Levy	\$4,494,734
	State Funds	\$460,462
	Fed. 5307	\$1,950,000
	Other	\$80,000

Description:

<u>Year of Obligation</u> 2015		
<u>Phase:</u>	<u>Source:</u>	<u>Cost:</u>
	Fares	\$1,347,562
	Mill Levy	\$4,539,682
	State Funds	\$460,462
	Fed. 5307	\$1,950,000
	Other	\$80,000

<u>Year of Obligation</u> 2016		
<u>Phase:</u>	<u>Source:</u>	<u>Cost:</u>
	Fares	\$1,374,514
	Mill Levy	\$4,585,078
	State Funds	\$460,462
	Fed. 5307	\$1,950,000
	Other	\$80,000

Comments:

Total Project Cost: \$33,372,294



<b>Funding Summary Table 2013 through 2016</b>								
Metropolitan Topeka Planning Organization								
MTPO Metropolitan Planning Area								
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority								
<b>Anticipated Funding</b>								
Year	Federal Total for Road, Bridge, Safety, and Enhancement Projects	State Total for Road, Bridge, Safety, and Enhancement Projects	Local Total for Road, Bridge, Safety, and Enhancement Projects	Federal Total for Urban Transit Projects	State Total for Urban Transit Projects	Local Total for Urban Transit Projects	Total of Anticipated Funding	Anticipated Minus Programmed
2013	\$6,781,759	\$39,812,900	\$10,845,000	\$1,950,000	\$460,462	\$5,827,736	\$65,677,857	\$4,252,359
2014	\$6,781,759	\$16,679,900	\$10,623,000	\$1,950,000	\$460,462	\$5,895,874	\$42,390,995	\$5,630,959
2015	\$6,781,759	\$6,179,000	\$6,648,000	\$1,950,000	\$460,462	\$5,967,244	\$27,986,465	\$6,781,759
2016	\$6,781,759	\$9,550,000	\$4,529,000	\$1,950,000	\$460,462	\$6,039,592	\$29,310,813	\$12,301,759
<b>Totals</b>	<b>\$27,127,036</b>	<b>\$72,221,800</b>	<b>\$32,645,000</b>	<b>\$7,800,000</b>	<b>\$1,841,848</b>	<b>\$23,730,446</b>	<b>\$165,366,130</b>	<b>\$28,966,836</b>
<b>Funding Programmed in the TIP</b>								
Year	Federal Total for Road, Bridge, Safety, and Enhancement Projects	State Total for Road, Bridge, Safety, and Enhancement Projects	Local Total for Road, Bridge, Safety, and Enhancement Projects	Federal Total for Urban Transit Projects	State Total for Urban Transit Projects	Local Total for Urban Transit Projects	Total of Programmed Funding	
2013	\$46,693,400	-\$4,351,100	\$10,845,000	\$1,950,000	\$460,462	\$5,827,736	\$61,425,498	
2014	\$1,107,800	\$16,722,900	\$10,623,000	\$1,950,000	\$460,462	\$5,895,874	\$36,760,036	
2015	\$4,675,000	\$1,504,000	\$6,648,000	\$1,950,000	\$460,462	\$5,967,244	\$21,204,706	
2016	\$4,385,800	-\$643,800	\$4,817,000	\$1,950,000	\$460,462	\$6,039,592	\$17,009,054	
<b>Totals</b>	<b>\$56,862,000</b>	<b>\$13,232,000</b>	<b>\$32,933,000</b>	<b>\$7,800,000</b>	<b>\$1,841,848</b>	<b>\$23,730,446</b>	<b>\$136,399,294</b>	
<b>Notes for Anticipated Funding:</b>								
County Annual estimates: STP Funds \$2,415,725; City Annual estimate: [STP Funds \$4,016,034]								
Program Highway Safety Improvement Program (HSIP), and Transportation Alternative (TA) funds from the FHWA for locally sponsored projects.								
This table includes an assumption that on average the region will receive annually \$150,000 in HES/HSIP funds and \$200,000 in TE funds based on recent history.								
These estimates for Safety and TA funds were used in the Anticipated Funds amounts for all years.								
This table includes the latest estimates from KDOT for sub-allocation amounts for STP and BR funding for Topeka and Shawnee County.								
This table includes all federal, state and local funding that is anticipated for KDOT sponsored or administered roadway and bridge projects in the MTPO metropolitan planning area.								
Projects using Advanced Construction are reimbursed with federal funds if and when available.								
This table includes FTA Section 5307 Formula funds, Section 5309 Discretionary Capital funds, and Section 5316 Job Access-Reverse Commute (JARC) funds for urban transit. (if applicable)								
This table includes awarded FTA Section 5310 funds for projects in the MTPO metropolitan planning area. (if applicable)								
This table includes State Operating Assistance for the TMTA that is at levels funded under the current Comprehensive Transportation Program. (if applicable)								
This table includes local funding for transportation projects from various sources including general obligation bonds, sales taxes, property taxes, mill levies and other sources.								
The local amounts include funding needed to match federal and/or state funds plus funds for locally funded projects that are regionally significant.								
*Includes federal funds for Shawnee County and Topeka advanced by KDOT Local Projects								
<b>Notes for Funding Programmed in the TIP</b>								
This table includes all of the forms of anticipated funding listed above including local funds in excess of what is needed to match federal and state funding sources.								
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.								

Appendixes for the 2013-2016 Transportation Improvement Program

MTPO Approved "Regionally Significant" Policy

MTPO Approved Functional Classification Map for Roadways in Topeka and Shawnee County

MTPO Approval Resolution and Transmittal Letter for the 2013-2016 Transportation Improvement Program

MTPO Resolution and Self-Certification Statement for the MTPO Planning Process

Memo—Federal Fiscal Year 2011 List of Projects with Obligated Federal Funds in the MTPO Metropolitan Planning Area

Memo—Federal Fiscal Year 2012 List of Projects with Obligated Federal Funds in the MTPO Metropolitan Planning Area



## **“Regionally Significant” Policy**

### **Regionally Significant – Definition for MTPO**

Generally, projects that are part of our area’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 metropolitan area 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 it 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 of these functions equally well, and it may be unclear as to which collectors do a little 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 on the following page 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. On the other hand, it is 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.

The purpose of this worksheet 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 Transportation Improvement Program.



### What the US Department of Transportation says in 23CFR Part 450 Subpart A, H and D

*Regionally significant project means a project (other than projects that may be grouped in the STIP/TIP pursuant to Subsection 450.216(j) and Subsection 450.324(f)) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, as a minimum, all principal arterial highways and all fixed guide way transit facilities that offer a significant 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
- bus and rail car rehabilitation
- alterations to facilities and vehicles to make them accessible to persons with disabilities and elderly persons

### What the Topeka –Shawnee County Regional Transportation Plan says in 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 are able to 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.

**What the MTPO has decided to consider in developing a 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 Transportation Improvement Program (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 Metropolitan Transportation Plan, and on the Functional Classification Map approved by the MTPO and the Federal Highway Administration (FHWA) in conjunction with the Kansas Department of Transportation (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 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 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 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 transit facilities and services must be included in the Regional Transportation Plan and related transit system planning documents. All projects designed to add capacity to transit routes and services that are designated as “regionally significant” must be listed in the Transportation Improvement Program. 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 be considered to be 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 to be 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.



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October 29, 2012

To: MoDOT and Federal Offices

Subject: 2012 4<sup>th</sup> Quarter Amendment to the *FFY 2012-2016 Transportation Improvement Program (TIP)*

At its October 23, 2012 Board of Directors meeting, the Mid-America Regional Council amended the *FFY 2012-2016 Transportation Improvement Program* for the Kansas City Metropolitan Region. The 2012 4<sup>th</sup> Quarter amendment consists of 77 projects: 8 Bistate, 43 Kansas, and 26 Missouri. 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 <http://www.marc.org/transportation/tip/archives.htm> 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 by the MARC Board of Directors. 15 comments supporting the inclusion of projects related to the Kansas City Streetcar (#611168 & #611171) were received during the comment period. The comments and response from MARC are included for your reference.

This amendment is financially constrained and maintains the financial feasibility of the *FFY 2012-2016 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 read "Mell Henderson", with a long horizontal flourish extending to the right.

Mell Henderson  
Director of Transportation

Chair  
Jim Schultz  
Councilmember  
Independence, Mo.

1st Vice Chair  
Marge Vogt  
Councilmember  
Olathe, Kan.

2nd Vice Chair  
Jan Marcason  
Councilmember  
Kansas City, Mo.

Treasurer  
Ed Peterson  
Commissioner  
Johnson County, Kan.

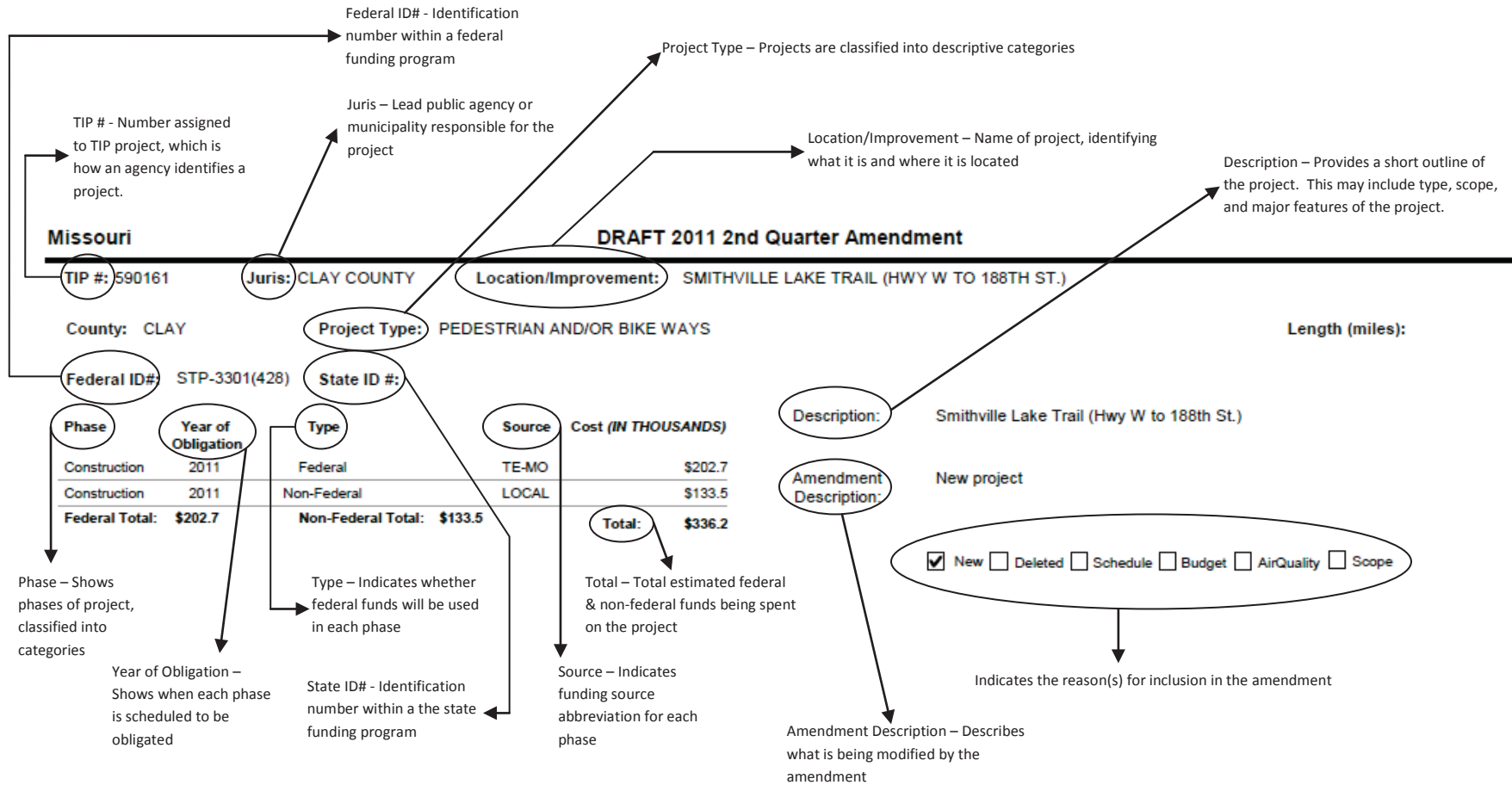
Secretary  
Kathy Dusenbery  
Commissioner  
Platte County, Mo.

Executive Director  
David A. Warm

# 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 fields are described in the diagram.



KANSAS CITY METROPOLITAN REGION  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 FISCAL YEARS 2012-2016  
**2012 4th Quarter Amendment**

**Bistate**

<b>TIP #:</b> 995183		<b>Juris:</b> KCATA		<b>Location/Improvement:</b> COMPRESSED NATURAL GAS BUS ACQUISITION		<b>Length (mi):</b> N/A	
<b>State #:</b>		<b>Fed #:</b>		<b>County:</b> REGIONAL		<b>Project Type:</b> Rolling Stock	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	Replacement of diesel transit buses with buses fueled by compressed natural gas. The diesel buses being replaced were put in service in 1999 and will be 15 years old (well past their 12 yr. useful life) when replaced by the new CNG buses.	
Other	2013	Federal	CMAQ-KS	\$1,660.0	<b>Amendment Description:</b> New Project		
Other	2013	Non-Federal	LOCAL	\$415.0			
<b>Federal Total: \$1,660.0</b>		<b>Non-Federal Total: \$415.0</b>		<b>Total: \$2,075.0</b>			
<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							

<b>TIP #:</b> 995184		<b>Juris:</b> KCATA		<b>Location/Improvement:</b> ADVANTAGE VANPOOL PROGRAM EXPANSION/REPLACEMENT		<b>Length (mi):</b> N/A	
<b>State #:</b>		<b>Fed #:</b>		<b>County:</b> REGIONAL		<b>Project Type:</b> Rolling Stock	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	Procurement of replacement/new vehicles for the continued operation/expansion of the vanpool program	
Other	2013	Federal	CMAQ-KS	\$202.0	<b>Amendment Description:</b> New Project		
Other	2013	Non-Federal	LOCAL	\$50.5			
<b>Federal Total: \$202.0</b>		<b>Non-Federal Total: \$50.5</b>		<b>Total: \$252.5</b>			
<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							

<b>TIP #:</b> 970039		<b>Juris:</b> MARC		<b>Location/Improvement:</b> REGIONAL AIR QUALITY PUBLIC EDUCATION		<b>Length (mi):</b> N/A		
<b>State #:</b> N-0435-03		<b>Fed #:</b> CMQ-N034(502)		<b>County:</b> REGIONAL		<b>Project Type:</b> Other(Environmental, Scenic, Historic)		
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	Program uses media ads and targeted outreach to educate public about health, env., and economic impacts of ozone pollution. Promotes vehicle maintenance, VMT reduction, and alternative modes. Is a key element of KS/MO SIPs and Clean Air Action Plan. This project will utilize up to \$100,000 in toll credits as much for the FFY 2011 & 12 CMAQ-KS funds.		
Other	2011	Federal	CMAQ-MO	\$250.0	<b>Amendment Description:</b> Added 2013 & 2014 CMAQ funding.			
Other	2011	Non-Federal	LOCAL	\$62.5				
Other	2012	Federal	CMAQ-MO	\$250.0				
Other	2011	Federal	CMAQ-KS	\$250.0				
Other	2012	Non-Federal	LOCAL	\$62.5				
Other	2012	Federal	CMAQ-KS	\$250.0				
Other	2013	Federal	CMAQ-KS	\$275.0				
Other	2014	Federal	CMAQ-KS	\$453.0				
Other	2013	Non-Federal	LOCAL	\$113.3				
Other	2013	Federal	CMAQ-MO	\$178.0				
Other	2014	Non-Federal	LOCAL	\$113.3				
<b>Federal Total: \$1,906.0</b>		<b>Non-Federal Total: \$351.5</b>		<b>Total: \$2,257.5</b>				
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope								



# Bistate

<b>TIP #:</b> 970040	<b>Juris:</b> MARC	<b>Location/Improvement:</b>	ACTIVE TRANSPORTATION PROGRAM	
<b>State #:</b> N-0318-04	<b>Fed #:</b> CMQ-3301(464)	<b>County:</b> REGIONAL	<b>Project Type:</b> Pedestrian and/or Bikeways	<b>Length (mi):</b> N/A

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Other	2011	Federal	CMAQ-MO	\$36.0	MARC supports walking & bicycling as integral transportation modes of a total transportation system. This work provides necessary support for bicycle & pedestrian education & promotion programs. This funding will provide continued support through FY 2012. This project will utilize up to \$14,400 in toll credits as match for the FFY 2011 & 12 CMAQ-KS funds.  <b>Amendment Description:</b> Added 2013 & 2014 CMAQ funding.
Other	2011	Non-Federal	LOCAL	\$9.0	
Other	2012	Federal	CMAQ-MO	\$36.0	
Other	2012	Non-Federal	LOCAL	\$9.0	
Other	2011	Federal	CMAQ-KS	\$36.0	
Other	2012	Federal	CMAQ-KS	\$36.0	
Other	2013	Federal	CMAQ-MO	\$27.4	
Other	2013	Non-Federal	LOCAL	\$17.4	
Other	2014	Non-Federal	LOCAL	\$17.4	
Other	2013	Federal	CMAQ-KS	\$42.3	
Other	2014	Federal	CMAQ-KS	\$69.7	
<b>Federal Total:</b> \$283.4		<b>Non-Federal Total:</b> \$52.8		<b>Total:</b> \$336.2	

New
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<b>TIP #:</b> 970041	<b>Juris:</b> MARC	<b>Location/Improvement:</b>	REGIONAL RIDESHARE PROGRAM	
<b>State #:</b> N-0436-05/06	<b>Fed #:</b> CMQ-NO34(602)	<b>County:</b> REGIONAL	<b>Project Type:</b> Outreach/Other	<b>Length (mi):</b> N/A

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	
Other	2011	Federal	STPM-MO	\$40.0	The regional RIDESHARE program promotes the use of alternative modes of commuting, telecommute programs, flexible work schedules, parking management programs and working with schools to educate young people on the value of alternative modes. Project N-0436-05 utilizes STPM-KS funds to enable RideShare to update its network of highway signs and procure advertising via television, internet and radio.  <b>Amendment Description:</b> Added 2013 & 2014 CMAQ funding.	
Other	2012	Federal	STPM-MO	\$40.0		
Other	2012	Federal	STPM-KS	\$80.0		
Other	2011	Non-Federal	LOCAL	\$10.0		
Other	2012	Non-Federal	LOCAL	\$30.0		
Other	2011	Federal	CMAQ-KS	\$125.0		
Other	2013	Federal	CMAQ-MO	\$94.1		
Other	2013	Federal	CMAQ-KS	\$145.5		
Other	2014	Federal	CMAQ-KS	\$239.5		
<b>Federal Total:</b> \$764.1		<b>Non-Federal Total:</b> \$40.0		<b>Total:</b> \$804.1		

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# Bistate

<b>TIP #:</b> 970087	<b>Juris:</b> MARC	<b>Location/Improvement:</b> LIVABLE COMMUNITIES PILOT PLANNING PROGRAM			
<b>State #:</b>	<b>Fed #:</b> STP-3301(459)	<b>County:</b> REGIONAL	<b>Project Type:</b> Outreach/Other		
			<b>Length (mi):</b> N/A		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Other	2015	Federal	STPM-MO	\$500.0	The Program will provide local governments with financial support to advance detailed planning and project development activities in support of 2040's Activity Centers and Corridors framework. Funds received will be used to advance detailed local planning in support of these identified nodes.  <b>Amendment Description:</b> Added 2015 STPM-MO & STPM-KS funding
Other	2015	Federal	STPM-KS	\$500.0	
Other	2015	Non-Federal	LOCAL	\$250.0	
Other	2013	Federal	STPM-MO	\$425.0	
Other	2013	Non-Federal	LOCAL	\$206.3	
Other	2013	Federal	STPM-KS	\$400.0	
<b>Federal Total:</b>	<b>\$1,825.0</b>	<b>Non-Federal Total:</b>	<b>\$456.3</b>	<b>Total:</b>	

New
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<b>TIP #:</b> 970097	<b>Juris:</b> MARC	<b>Location/Improvement:</b> OPERATION GREEN LIGHT ARTERIAL TRAFFIC MANAGEMENT SYSTEM OPERATIONS			
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> REGIONAL	<b>Project Type:</b> Signalization & Computerization (Roadway)		
			<b>Length (mi):</b> N/A		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Operations	2015	Federal	STPM-KS	\$163.0	On going support of the regional arterial signal timing and communications that provides real-time traffic signal operations for 25 agencies arterial operations and communications network  <b>Amendment Description:</b> New Project
Operations	2015	Non-Federal	LOCAL	\$381.8	
Operations	2015	Federal	STPM-MO	\$382.9	
Operations	2016	Federal	STPM-MO	\$382.9	
Operations	2016	Federal	STPM-KS	\$163.0	
Operations	2015	Non-Federal	LOCAL	\$381.8	
<b>Federal Total:</b>	<b>\$1,091.9</b>	<b>Non-Federal Total:</b>	<b>\$763.6</b>	<b>Total:</b>	<b>\$1,855.5</b>

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  Scope

# Bistate

**TIP #:** 990194      **Juris:** MODOT      **Location/Improvement:** KC SCOUT INTEGRATED TRAFFIC IMPROVEMENTS & UPGRADES  
**State #:**      **Fed #:**      **County:** REGIONAL      **Project Type:** Intelligent Transportation Infrastructure      **Length (mi):** N/A

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Federal	CMAQ-MO	\$120.0
Other	2013	Federal	CMAQ-KS	\$75.0
Other	2013	Federal	CMAQ-MO	\$305.0
Engineering	2013	Non-Federal	STATE-MO	\$30.0
Other	2013	Non-Federal	STATE-KS	\$15.0
Other	2013	Non-Federal	STATE-MO	\$80.0
<b>Federal Total:</b>	<b>\$500.0</b>	<b>Non-Federal Total:</b>	<b>\$125.0</b>	<b>Total:</b> <b>\$625.0</b>

**Description:** Integrate Automated Camera Detection into Scouts Camera network for faster detection and response of incidents to get them cleared as quick as possible for the reduction of congestion and secondary accidents.  
 Upgrade the Kansas City Scout Web Alerts System. The Kansas City Metropolitan area relies on Scout's real time information to make informed decisions on the road. With over 10,000 users of Scout's real time customizable web alerts system motorist get e-mail, text and voice mail (text to speech) messages. This system is not only used by passenger car drivers but also by businesses, trucking companies, freight and bus transit.  
 Mobile Terminals in Missouri Motorist Assist Trucks: The reduction of non-recurring congestion is directly related to the average time it takes to clear an incident from the roadway. The faster incidents are cleared the more travel time reliability is increased. Kansas City Scout dispatches and keeps all performance measures for the Missouri Motorist Assist unit. To better facilitate this dispatching system, mobile terminals inside the Motorist Assist trucks for 2 way communication and data entry is essential. Location, lane blockage and video information will be routed inside the trucks to clear incidents faster, help stranded motorist more efficiently and provide detailed information to our partners directly into their CAD systems with the use of mobile terminals inside Motorist Assist trucks.

**Amendment Description:** New Project

New    Deleted    Schedule    Budget    AirQuality    Scope



# Kansas

<b>TIP #:</b> 880000		<b>Juris:</b> KDOT		<b>Location/Improvement:</b> K-68: FROM US-169, EAST TO US-69 AT LOUISBURG		<b>Length (mi):</b> 8	
<b>State #:</b> KA-2373-01		<b>Fed #:</b>		<b>County:</b>		<b>Project Type:</b>	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Amendment Description:	
Engineering	2011	Non-Federal	STATE-KS (AC)	\$480.0	Interim improvements on K-68 in Miami County; Plan Development for a 4-Lane Expressway and construction improvements.	Program Addition for Miami County	
Engineering	2011	Non-Federal	STATE-KS	\$120.0			
Right-of-Way	2015	Non-Federal	STATE-KS	\$200.0			
Other	2017	Non-Federal	STATE-KS (AC)	\$160.0			
Other	2017	Non-Federal	STATE-KS	\$40.0			
Construction	2018	Non-Federal	STATE-KS (AC)	\$8,600.0			
Construction	2018	Non-Federal	STATE-KS	\$2,150.0			
Conversion	2018	Federal	STP-KS	\$9,240.0			
Other	2018	Non-Federal	CREDIT	(\$9,240.0)			
<b>Federal Total:</b> \$9,240.0		<b>Non-Federal Total:</b> \$2,510.0		<b>Total:</b> \$11,750.0			

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 880001		<b>Juris:</b> KDOT		<b>Location/Improvement:</b> K-68 FRONTAGE RD FROM CRESTVIEW CIR TO SUTHERLAND DR		<b>Length (mi):</b> 1	
<b>State #:</b> KA-1265-02		<b>Fed #:</b>		<b>County:</b>		<b>Project Type:</b>	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Amendment Description:	
Construction	2015	Non-Federal	STATE-KS	\$268.0	Construct frontage road S of K68 from Crestview to Sutherland Drive	Program Addition for Miami County	
<b>Federal Total:</b>				<b>Non-Federal Total:</b> \$268.0			

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 880002		<b>Juris:</b> KDOT		<b>Location/Improvement:</b> US-169: FRANKLIN-MIAMI COUNTY LINE TO 1.2 MILES SOUTHWEST OF K-7		<b>Length (mi):</b> 6	
<b>State #:</b> KA-0735-01		<b>Fed #:</b>		<b>County:</b>		<b>Project Type:</b>	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Amendment Description:	
Engineering	2010	Non-Federal	STATE-KS (AC)	\$587.6	Heavy Roadway Rehabilitation - 44 ft. roadway which includes 2 - 12 ft driving lanes and 10 ft. shoulders (6 ft. paved and 4 ft. turf). Project includes culvert extensions as warranted.	Program Addition for Miami County	
Engineering	2010	Non-Federal	STATE-KS	\$146.9			
Right-of-Way	2010	Non-Federal	STATE-KS	\$645.0			
Other	2012	Non-Federal	STATE-KS	\$680.0			
Construction	2013	Non-Federal	STATE-KS (AC)	\$8,277.1			
Construction	2013	Non-Federal	STATE-KS	\$2,069.3			
Conversion	2014	Federal	NHS-KS	\$8,864.7			
Other	2014	Non-Federal	CREDIT	(\$8,864.7)			
<b>Federal Total:</b> \$8,864.7		<b>Non-Federal Total:</b> \$3,541.2		<b>Total:</b> \$12,405.9			

New  Deleted  Schedule  Budget  AirQuality  Scope

# Kansas

<b>TIP #:</b> 880003	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> US-169 IN MIAMI COUNTY; FRANKLIN-MIAMI COUNTY LINE NORTHEAST TO 1.2 MILES SOUTHWEST OF K-7	
<b>State #:</b> KA-0735-02	<b>Fed #:</b>	<b>County:</b>	<b>Project Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>
Construction	2014	Federal	NHS-KS
Construction	2014	Non-Federal	STATE-KS
<b>Federal Total:</b>	<b>\$47.3</b>	<b>Non-Federal Total:</b>	<b>\$11.8</b>
<b>Total:</b>	<b>\$59.1</b>		

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 880004	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> K-68 & METCALF IN LOUISBURG	
<b>State #:</b> KA-2821-01	<b>Fed #:</b>	<b>County:</b>	<b>Project Type:</b> Signalization & Computerization (Roadway)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>
Construction	2013	Non-Federal	STATE-KS
<b>Federal Total:</b>		<b>Non-Federal Total:</b>	<b>\$1,176.0</b>
<b>Total:</b>	<b>\$1,176.0</b>		

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 867001	<b>Juris:</b> MIAMI COUNTY	<b>Location/Improvement:</b> 223RD STREET FROM 0.25 E OF PFLUMM TO 0.10 MI W OF QUIVIRA	
<b>State #:</b> C-0326-01	<b>Fed #:</b>	<b>County:</b>	<b>Project Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>
Construction	2014	Federal	HRRR-KS
Construction	2014	Non-Federal	STATE-KS
<b>Federal Total:</b>	<b>\$399.4</b>	<b>Non-Federal Total:</b>	<b>\$44.4</b>
<b>Total:</b>	<b>\$443.8</b>		

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 356100	<b>Juris:</b> JOHNSON COUNTY	<b>Location/Improvement:</b> CNG VEHICLE AND INFRASTRUCTURE UPGRADES	
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Environmental, Scenic, Historic
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>
Other	2013	Federal	CMAQ-KS
Other	2013	Non-Federal	LOCAL
Other	2014	Federal	CMAQ-KS
Other	2014	Non-Federal	LOCAL
<b>Federal Total:</b>	<b>\$335.0</b>	<b>Non-Federal Total:</b>	<b>\$441.0</b>
<b>Total:</b>	<b>\$776.0</b>		

New  Deleted  Schedule  Budget  AirQuality  Scope

# Kansas

<b>TIP #:</b> 996093		<b>Juris:</b> JOHNSON COUNTY TRANSIT		<b>Location/Improvement:</b> JOHNSON COUNTY TRANSIT COMPRESSED NATURAL GAS VEHICLE PURCHASE			
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b>	Rolling Stock	<b>Length (mi):</b>		N/A
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	JCT plans to purchase up to five small (5) Compressed Natural Gas (CNG) buses to replace 5 full size transit buses that have reached the end of their useful life and are scheduled for replacement with new CNG powered transit buses.	
Other	2013	Federal	CMAQ-KS	\$360.0	<b>Amendment Description:</b>	New Project	
Other	2013	Non-Federal	LOCAL	\$90.0			
<b>Federal Total: \$360.0</b>		<b>Non-Federal Total: \$90.0</b>		<b>Total: \$450.0</b>			
<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							

<b>TIP #:</b> 980023		<b>Juris:</b> KC SCOUT		<b>Location/Improvement:</b> US-69 RAMP METERING AT 135TH ST			
<b>State #:</b> KA-3060-01	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b>	Intelligent Transportation Infrastructure	<b>Length (mi):</b>		.1
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	Install traffic responsive ramp meters on each of the two onramps onto US 69 from 135th Street. The KC Scout Traffic Management Center will operate and monitor the ramp meters in order to maximize traffic flow along the corridor.	
Engineering	2012	Non-Federal	STATE-KS	\$180.0	<b>Amendment Description:</b>	New Project	
Construction	2013	Federal	CMAQ-KS	\$164.0			
Construction	2013	Non-Federal	STATE-KS	\$306.0			
<b>Federal Total: \$164.0</b>		<b>Non-Federal Total: \$486.0</b>		<b>Total: \$650.0</b>			
<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							

<b>TIP #:</b> 980024		<b>Juris:</b> KC SCOUT		<b>Location/Improvement:</b> KC SCOUT I-435 DYNAMIC MESSAGE SIGN BOARD EXPANSION			
<b>State #:</b> KA-2396-01	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b>	Intelligent Transportation Infrastructure	<b>Length (mi):</b>		20
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	Northbound and southbound Scout dynamic message sign (DMS) boards will be installed along I-435 from 95th Street to the Missouri River.	
Engineering	2013	Non-Federal	STATE-KS	\$433.0	<b>Amendment Description:</b>	New Project	
Construction	2014	Federal	CMAQ-KS	\$660.0			
Construction	2014	Non-Federal	STATE-KS	\$727.0			
<b>Federal Total: \$660.0</b>		<b>Non-Federal Total: \$1,160.0</b>		<b>Total: \$1,820.0</b>			
<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							



# Kansas

**TIP #:** 380112      **Juris:** KDOT      **Location/Improvement:** BRIDGES #054, #055, #273 AND #274 IN JOHNSON COUNTY ON I-435 (RECONSTRUCTION OF ROE BLVD. INTERCHANGE)

**State #:** KA-2100-01      **Fed #:**      **County:** JOHNSON      **Project Type:**      **Length (mi):** 0

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2011	Non-Federal	STATE-KS (AC)	\$1,320.0
Engineering	2011	Non-Federal	STATE-KS	\$330.0
Right-of-Way	2012	Non-Federal	STATE-KS	\$237.5
Other	2013	Federal	BR-KS	\$190.0
Other	2013	Non-Federal	STATE-KS	\$47.5
Construction	2014	Federal	BR-KS	\$9,085.0
Construction	2014	Non-Federal	STATE-KS	\$2,271.0
Conversion	2016	Federal	BR-KS	\$1,320.0
Other	2016	Non-Federal	CREDIT	(\$1,320.0)

**Federal Total:** \$10,595.0      **Non-Federal Total:** \$2,886.0      **Total:** \$13,481.0

**Description:** Bridge Replacement with the interchange configuration to be changed from the existing compressed diamond interchange to a diverging-diamond interchange (DDI). The existing pedestrian bridge located east of the Roe Avenue bridges will be removed. Pedestrians will be accommodated in the new bridges and DDI improvements.

**Amendment Description:** ROW/Util/Const phases authorized for future letting. Added advance construction for the preliminary engineering phase.

New    Deleted    Schedule    Budget    AirQuality    Scope

**TIP #:** 380122      **Juris:** KDOT      **Location/Improvement:** I-435 FROM 87TH STREET E TO PFLUMM ROAD, I-35 AND K-10

**State #:** KA-1002-04      **Fed #:**      **County:** JOHNSON      **Project Type:** Reconstruction      **Length (mi):** 6

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2012	Non-Federal	STATE-KS (AC)	\$13,500.0
Engineering	2012	Non-Federal	STATE-KS	\$1,500.0
Construction	2014	Non-Federal	STATE-KS (AC)	\$211,500.0
Construction	2014	Non-Federal	STATE-KS	\$23,500.0
Conversion	2019	Federal	NHS-KS	\$211,500.0
Other	2019	Non-Federal	CREDIT	(\$211,500.0)
Conversion	2017	Federal	NHS-KS	\$13,500.0
Other	2017	Non-Federal	CREDIT	(\$13,500.0)

**Federal Total:** \$225,000.0      **Non-Federal Total:** \$25,000.0      **Total:** \$250,000.0

**Description:** Design Build Project-this Gateway project will reconstruct portions of mainline I-435 and K-10; interchanges at the I-435/I-35, I-435/K-10, I-435/Lackman Rd. I-435/95th St, K-10/Renner and K-10 and Ridgeview Rd. and parts of interchanges at K-10/Woodland, I-435/87th St. and I-35/95th and construction of collector distributor and service roads.

**Amendment Description:** Budget and schedule revised to reflect latest estimates.

New    Deleted    Schedule    Budget    AirQuality    Scope

# Kansas

<b>TIP #:</b> 380131	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> KANSAS CITY SCOUT K-7 AND US-69 RAMP METERING EXPANSION		<b>Length (mi):</b> 0
<b>State #:</b> KA-3060-01	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b>	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Engineering	2012	Non-Federal	STATE-KS	\$160.0
Construction	2013	Non-Federal	STATE-KS	\$490.0
<b>Federal Total:</b>		<b>Non-Federal Total:</b> \$650.0	<b>Total:</b> \$650.0	

**Description:** Installation of radar detection, CCTV cameras, DMS, and ramp metering  
**Amendment Description:** New Project

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 344028	<b>Juris:</b> LEAWOOD	<b>Location/Improvement:</b> 143RD ST, NALL TO WINDSOR		<b>Length (mi):</b> 1.0
<b>State #:</b> N-0426-01	<b>Fed #:</b> STP-N042(601)	<b>County:</b> JOHNSON	<b>Project Type:</b> Road Widening and/or Resurfacing	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2015	Federal	STPM-KS	\$1,500.0
Construction	2015	Non-Federal	LOCAL	\$5,516.2
<b>Federal Total:</b> \$1,500.0		<b>Non-Federal Total:</b> \$5,516.2	<b>Total:</b> \$7,016.2	

**Description:** Improve existing 2-lane ditch street to 4-lanes w/ undivided curb & gutter, stormsewer, street lights, sidewalks on one side and 10-foot bike/hike trail on other, plus signalization of 143rd & Mission Rd.  
**Amendment Description:** Added 2015 STPM-KS funding and adjusted local share of construction

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 345083	<b>Juris:</b> LENEXA	<b>Location/Improvement:</b> 95TH STREET & I-35 INTERCHANGE RECONSTRUCTION		<b>Length (mi):</b> .25
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Reconstruction (No Added Capacity)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2015	Federal	STPM-KS	\$2,777.0
Engineering	2011	Non-Federal	LOCAL	\$800.0
Right-of-Way	2013	Non-Federal	LOCAL	\$1,000.0
Other	2013	Non-Federal	LOCAL	\$500.0
Construction	2014	Non-Federal	LOCAL	\$1,675.4
Construction	2014	Federal	STPM-KS	\$5,600.0
<b>Federal Total:</b> \$8,377.0		<b>Non-Federal Total:</b> \$3,975.4	<b>Total:</b> \$12,352.4	

**Description:** Reconstruct interchange at 95th Street and I-35 including improvements to Marshall Drive and to Monrovia, NOTE ; BEFORE CONSTRUCTION AND ROW WORK PHASES PROCEED, FHWA & KDOT MUST MAKE A DETERMINATION OF ENGINEERING & OPERATIONAL ACCEPTABILITY.  
**Amendment Description:** Added 2015 STPM-KS funding and adjusted local share of construction

New  Deleted  Schedule  Budget  AirQuality  Scope

# Kansas

<b>TIP #:</b> 345120	<b>Juris:</b> LENEXA	<b>Location/Improvement:</b> CITY CENTER MIXED USE BIKE/HIKE TRAIL		<b>Length (mi):</b> 1
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Pedestrian and/or Bikeways	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2014	Federal	CMAQ-KS	\$232.0
Construction	2014	Non-Federal	LOCAL	\$138.0
<b>Federal Total:</b>	<b>\$232.0</b>	<b>Non-Federal Total:</b>	<b>\$138.0</b>	<b>Total: \$370.0</b>
<b>Description:</b>				This trail will provide an alternate access to Lenexa's City Center. City Center is a mixed use development that is intended to be more walkable and pedestrian and bicycle friendly. On-street parking, wide sidewalks and store fronts directly on the street are all part of the plan for City Center. This proposed trail will link to other areas in Lenexa as well as ultimately to Metro Green corridors. This trail will connect between existing trails on 87th Street and Renner Boulevard.
<b>Amendment Description:</b>				New Project
<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				

<b>TIP #:</b> 346008	<b>Juris:</b> MERRIAM	<b>Location/Improvement:</b> SHAWNEE MISSION PARKWAY BRIDGE OVER BNSF REHABILITATION		<b>Length (mi):</b> 0.1
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Bridge Rehabilitation (No Added Capacity)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2016	Federal	STPM-KS	\$1,678.0
Construction	2016	Non-Federal	LOCAL	\$652.0
<b>Federal Total:</b>	<b>\$1,678.0</b>	<b>Non-Federal Total:</b>	<b>\$652.0</b>	<b>Total: \$2,330.0</b>
<b>Description:</b>				Scope of work includes clean/replace expansion joints; paint to prevent corrosion, and repair failed embankment slope etc. The bridge is vital to freight mobility, all types of vehicular traffic with direct connection to I-35 and the Plaza in Kansas City, MO.
<b>Amendment Description:</b>				New Project
<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				

<b>TIP #:</b> 347011	<b>Juris:</b> MISSION	<b>Location/Improvement:</b> TURKEY CREEK TRAIL - MISSION		<b>Length (mi):</b> 1.0
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Pedestrian and/or Bikeways	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2015	Federal	STPM-KS	\$960.0
Construction	2015	Non-Federal	LOCAL	\$1,040.0
<b>Federal Total:</b>	<b>\$960.0</b>	<b>Non-Federal Total:</b>	<b>\$1,040.0</b>	<b>Total: \$2,000.0</b>
<b>Description:</b>				Continuation of the 10' wide Turkey Creek Trail from the Mission city limit with Overland Park to the Mission city limit with Kansas City, KS. Project provides alternative mode of transportation in area of city that currently has no similar facilities, but is important regional transportation corridor (I-35).
<b>Amendment Description:</b>				New Project
<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				

<b>TIP #:</b> 349227	<b>Juris:</b> OLATHE	<b>Location/Improvement:</b> 159TH ST.; OLD US-56 TO I-35 STREET IMPROVEMENTS		<b>Length (mi):</b> 1.8
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Reconstruction (No Added Capacity)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2016	Federal	STPM-KS	\$4,628.0
Construction	2016	Non-Federal	LOCAL	\$14,672.0
<b>Federal Total:</b>	<b>\$4,628.0</b>	<b>Non-Federal Total:</b>	<b>\$14,672.0</b>	<b>Total: \$19,300.0</b>
<b>Description:</b>				This project improves 159th Street to a two lane roadway with curb and gutter, sidewalk, storm sewer and an above grade crossing at the BNSF railway. Its goal is to improve passenger and freight mobility and promote economic development by constructing safe and sustainable infrastructure.
<b>Amendment Description:</b>				New Project
<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				



# Kansas

<b>TIP #:</b> 349228	<b>Juris:</b> OLATHE	<b>Location/Improvement:</b> OLATHE 2013-2014 FLEET EMISSIONS REDUCTION INITIATIVE: CNG REPLACEMENT	
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Environmental, Scenic, Historic
		<b>Length (mi):</b> N/A	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source Cost (IN THOUSANDS)</b>
Other	2013	Federal	CMAQ-KS \$105.6
Other	2013	Non-Federal	LOCAL \$26.4
<b>Federal Total:</b>	<b>\$105.6</b>	<b>Non-Federal Total:</b>	<b>\$26.4 Total: \$132.0</b>
<b>Description:</b> Olathe 2013-2014 Fleet Emissions Reduction Initiative: CNG Replacement project seeks to improve regional air quality by replacing four diesel powered Solid Waste vehicles with cleaner burning and more environmentally sensitive CNG vehicles.			
<b>Amendment Description:</b> New Project			
<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			

<b>TIP #:</b> 349229	<b>Juris:</b> OLATHE	<b>Location/Improvement:</b> OLATHE 2013-2014 FLEET EMISSIONS REDUCTION INITIATIVE: IDLE REDUCTION	
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Environmental, Scenic, Historic
		<b>Length (mi):</b> N/A	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source Cost (IN THOUSANDS)</b>
Other	2013	Federal	CMAQ-KS \$277.7
Other	2013	Non-Federal	LOCAL \$69.4
Other	2014	Federal	CMAQ-KS \$277.7
Other	2014	Non-Federal	LOCAL \$69.4
<b>Federal Total:</b>	<b>\$555.4</b>	<b>Non-Federal Total:</b>	<b>\$138.9 Total: \$694.3</b>
<b>Description:</b> Olathe 2013-2014 Fleet Emissions Reduction Initiative: Idle Reduction project seeks to improve regional air quality by utilizing idle reduction technology within the city's Public Safety, Solid Waste & Public Works fleets. PHASE ONE of the project will install a power management system that operates a vehicle's full electrical system and provides clean mobile power for tools and equipment without engaging the vehicle's engine, which greatly reduces truck idling, to a fleet of 17 Fire Trucks and Apparatus, 34 Public Works Dump Trucks, 4 Public Works Boom Trucks. PHASE TWO will install pre-heaters to 35 Solid Waste Trucks, eliminating the need to idle these trucks prior to operation.			
<b>Amendment Description:</b> New Project			
<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			

<b>TIP #:</b> 350214	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> METCALF AVENUE, 159TH STREET TO 167TH STREET	
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Reconstruction (Added Capacity)
		<b>Length (mi):</b> 1.0	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source Cost (IN THOUSANDS)</b>
Construction	2016	Federal	STPM-KS \$1,992.0
Construction	2016	Non-Federal	LOCAL \$7,878.0
Engineering	2014	Non-Federal	LOCAL \$700.0
<b>Federal Total:</b>	<b>\$1,992.0</b>	<b>Non-Federal Total:</b>	<b>\$8,578.0 Total: \$10,570.0</b>
<b>Description:</b> Reconstruct unimproved 2-lane roadway to 4-lane thoroughfare with curb and gutter, sidewalks, raised median, turn lanes, storm sewers and streetlighting.			
<b>Amendment Description:</b> Added 2016 STPM-KS funding and adjusted local share of construction			
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope			

# Kansas

<b>TIP #:</b> 350217	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> 159TH ST.; METCALF AVE. TO NALL AVE.	<b>Length (mi):</b> 1.0
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Reconstruction (Added Capacity)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Construction	2015	Federal	STPM-KS \$3,474.0
Construction	2015	Non-Federal	LOCAL \$3,206.0
Engineering	2014	Non-Federal	LOCAL \$2,570.0
<b>Federal Total:</b> \$3,474.0	<b>Non-Federal Total:</b> \$5,776.0	<b>Total:</b> \$9,250.0	

**Description:** Reconstruction of 159th Street to a four-lane divided thoroughfare with turn lanes stormsewers, ADA compliant sidewalks and bike/hike trail, street lights, and traffic signals. This project will maximize access, improve safety, and address system preservation needs.

**Amendment Description:** New Project

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 350218	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> OVERLAND PARK SAFE BICYCLE USE OUTREACH	<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Safety
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Other	2013	Federal	CMAQ-KS \$100.0
Other	2013	Non-Federal	LOCAL \$25.0
<b>Federal Total:</b> \$100.0	<b>Non-Federal Total:</b> \$25.0	<b>Total:</b> \$125.0	

**Description:** Overland Park will work with community groups to gage the safe bicycle use needs of each group focusing on students, on-street bike commuters, trail users, peds, bus riders and motorists.

**Amendment Description:** New Project

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 350219	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> 159TH STREET AND US 69 HIGHWAY INTERCHANGE	<b>Length (mi):</b> 0.1
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Engineering	2012	Non-Federal	STATE-KS \$400.0
Right-of-Way	2013	Non-Federal	LOCAL \$700.0
Right-of-Way	2013	Non-Federal	STATE-KS \$50.0
Other	2013	Non-Federal	STATE-KS \$50.0
Engineering	2012	Non-Federal	LOCAL \$1,500.0
Construction	2014	Non-Federal	STATE-KS \$16,500.0
<b>Federal Total:</b>	<b>Non-Federal Total:</b> \$19,200.0	<b>Total:</b> \$19,200.0	

**Description:** The design and construction of onramps and offramps at the intersection of US Highway 69 and 159th Street, widening existing bridges over US Highway 69 at 159th Street, widening 159th Street to include left and right turn lanes in the vicinity of the aforementioned onramps and offramps, widening southbound, and northbound US Highway 69 to include auxiliary lanes, traffic signals, sidewalks, bike/hike trail, storm drainage systems, street lights, retaining walls, landscaping and other incidental items as required to complete an interchange at US 69 Highway and 159th Street.

**Amendment Description:** New Project

New  Deleted  Schedule  Budget  AirQuality  Scope

# Kansas

<b>TIP #:</b> 352001		<b>Juris:</b> ROELAND PARK		<b>Location/Improvement:</b> INTERSECTION IMPROVEMENTS AT 48TH ST. AND ROE AVE.		<b>Length (mi):</b> 0.1	
<b>State #:</b>		<b>Fed #:</b>		<b>County:</b> JOHNSON		<b>Project Type:</b> Signalization & Computerization (Roadway)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>		<b>Description:</b>	
Construction	2015	Federal	STPM-KS	\$171.0		To install and construct the improvements recommended in the 2009 Safety Audit for the Intersection of Roe Avenue and 48th Street to enhance safety measures. The project will address the safety concerns noted in the Audit, primarily: Signal mast arms are not parallel to 48th Street.. Narrow receiving lanes may distract drivers. Pedestrian walkways in the islands are narrow. Protected right turn lane may create rear end crashes.	
Construction	2015	Non-Federal	LOCAL	\$43.0			
<b>Federal Total:</b> \$171.0		<b>Non-Federal Total:</b> \$43.0		<b>Total:</b> \$214.0		<b>Amendment Description:</b> New Project	
<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							

<b>TIP #:</b> 353083		<b>Juris:</b> SHAWNEE		<b>Location/Improvement:</b> SHAWNEE MISSION PARKWAY REHABILITATION; MAURER TO WIDMER		<b>Length (mi):</b> 1.5	
<b>State #:</b>		<b>Fed #:</b>		<b>County:</b> JOHNSON		<b>Project Type:</b> Reconstruction (No Added Capacity)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>		<b>Description:</b>	
Construction	2015	Federal	STPM-KS	\$1,036.0		This project includes mill and asphalt overlay, shoulder rehabilitation, new pavement markings, updating signs for proper reflectivity, and retrofit street lights with LED lighting.	
Construction	2015	Non-Federal	LOCAL	\$404.0			
<b>Federal Total:</b> \$1,036.0		<b>Non-Federal Total:</b> \$404.0		<b>Total:</b> \$1,440.0		<b>Amendment Description:</b> New Project	
<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							

<b>TIP #:</b> 353084		<b>Juris:</b> SHAWNEE		<b>Location/Improvement:</b> INTERSECTION IMPROVEMENTS - SHAWNEE MISSION PKWY AND WOODLAND		<b>Length (mi):</b> 0.1	
<b>State #:</b>		<b>Fed #:</b>		<b>County:</b> JOHNSON		<b>Project Type:</b> Traffic Flow	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>		<b>Description:</b>	
Engineering	2014	Federal	CMAQ-KS	\$48.0		Construction of a second southbound left turn lane, a 150' northbound right turn lane, and relocation of traffic signal equipment. Existing bicycle and pedestrian features will be retained and enhanced where possible.	
Engineering	2014	Non-Federal	LOCAL	\$12.0			
Construction	2014	Federal	CMAQ-KS	\$456.0		<b>Amendment Description:</b> New Project	
Construction	2014	Non-Federal	LOCAL	\$114.0			
Other	2014	Federal	CMAQ-KS	\$56.0			
Other	2014	Non-Federal	LOCAL	\$14.0			
<b>Federal Total:</b> \$560.0		<b>Non-Federal Total:</b> \$140.0		<b>Total:</b> \$700.0			
<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							



# Kansas

<b>TIP #:</b> 163013	<b>Juris:</b> LEAVENWORTH	<b>Location/Improvement:</b> LIMIT ST. RECONSTRUCTION		
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> LEAVENWORTH	<b>Project Type:</b> Reconstruction (No Added Capacity)	<b>Length (mi):</b> 0.5
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Engineering	2011	Non-Federal	LOCAL	\$155.0
Right-of-Way	2013	Non-Federal	LOCAL	\$150.0
Other	2013	Non-Federal	LOCAL	\$100.0
Construction	2013	Federal	STP-KS	\$1,127.4
Construction	2013	Non-Federal	LOCAL	\$590.7
<b>Federal Total:</b>	<b>\$1,127.4</b>	<b>Non-Federal Total:</b>	<b>\$995.7</b>	<b>Total:</b> <b>\$2,123.1</b>

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 180045	<b>Juris:</b> LEAVENWORTH	<b>Location/Improvement:</b> REPLACE BRIDGE OVER FIVE MILE CREEK AT 2ND AVENUE AND LIMIT STREET		
<b>State #:</b> U-1887-01	<b>Fed #:</b> BHM-U188(701)	<b>County:</b> LEAVENWORTH	<b>Project Type:</b> Bridge Replacement (No Added Capacity)	<b>Length (mi):</b> .13
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2013	Federal	BR-KS	\$590.0
Construction	2013	Federal	BRM-KS	\$1,440.0
Construction	2013	Non-Federal	LOCAL	\$708.0
Engineering	2011	Non-Federal	LOCAL	\$324.6
Right-of-Way	2013	Non-Federal	LOCAL	\$100.0
<b>Federal Total:</b>	<b>\$2,030.0</b>	<b>Non-Federal Total:</b>	<b>\$1,132.6</b>	<b>Total:</b> <b>\$3,162.6</b>

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 165011	<b>Juris:</b> LEAVENWORTH COUNTY	<b>Location/Improvement:</b> REPLACEMENT OF COUNTY BRIDGE E-20		
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> LEAVENWORTH	<b>Project Type:</b> Bridge Replacement (No Added Capacity)	<b>Length (mi):</b> 0.1
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2016	Non-Federal	LOCAL	\$260.0
Construction	2016	Federal	STPM-KS	\$290.0
<b>Federal Total:</b>	<b>\$290.0</b>	<b>Non-Federal Total:</b>	<b>\$260.0</b>	<b>Total:</b> <b>\$550.0</b>

New  Deleted  Schedule  Budget  AirQuality  Scope

# Kansas

<b>TIP #:</b> 165012	<b>Juris:</b> LEAVENWORTH COUNTY	<b>Location/Improvement:</b> REPLACEMENT OF COUNTY BRIDGE HP-25	<b>Length (mi):</b> 0.1
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> LEAVENWORTH <b>Project Type:</b> Bridge Replacement (No Added Capacity)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Construction	2015	Federal	STPM-KS \$320.0
Construction	2015	Non-Federal	LOCAL \$180.0
<b>Federal Total:</b>	<b>\$320.0</b>	<b>Non-Federal Total:</b>	<b>\$180.0</b> <b>Total:</b> <b>\$500.0</b>

**Description:** Replacement of an existing bridge structure located over a tributary to Little Stranger Creek along a local road in the north central region of Leavenworth County. Replacement of this bridge will allow local drivers of cars, trucks, and agricultural equipment to continue to effectively traverse High Prairie Road.

**Amendment Description:** New Project

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 258002	<b>Juris:</b> EDWARDSVILLE	<b>Location/Improvement:</b> KANSAS AVE.; 94TH ST. TO 102ND ST.	<b>Length (mi):</b> 1.0
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> WYANDOTTE <b>Project Type:</b> Reconstruction (No Added Capacity)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Construction	2015	Federal	STPM-KS \$1,308.0
Construction	2015	Non-Federal	LOCAL \$1,417.0
<b>Federal Total:</b>	<b>\$1,308.0</b>	<b>Non-Federal Total:</b>	<b>\$1,417.0</b> <b>Total:</b> <b>\$2,725.0</b>

**Description:** Improve Kansas Avenue from narrow, uneven, and restricted profile to provide adequate roadway width along with curb, storm and culvert improvements, and sidewalks on an improved alignment to provide a safe and appropriate facility for passenger, freight, bicycle, and pedestrian users.

**Amendment Description:** New Project

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 258003	<b>Juris:</b> EDWARDSVILLE	<b>Location/Improvement:</b> EDWARDSVILLE TRAIL -- PHASE 1	<b>Length (mi):</b> 1.0
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> WYANDOTTE <b>Project Type:</b> Pedestrian and/or Bikeways	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Construction	2014	Federal	CMAQ-KS \$460.8
Construction	2014	Non-Federal	LOCAL \$115.2
Engineering	2014	Federal	CMAQ-KS \$39.2
Engineering	2014	Non-Federal	LOCAL \$34.7
Other	2014	Non-Federal	LOCAL \$16.0
<b>Federal Total:</b>	<b>\$500.0</b>	<b>Non-Federal Total:</b>	<b>\$165.9</b> <b>Total:</b> <b>\$665.9</b>

**Description:** The project would create a trail system connecting Edwardsville City Park, Riverfront Park and downtown Edwardsville including city facilities (city hall, police and fire, community city)

**Amendment Description:** New Project

New  Deleted  Schedule  Budget  AirQuality  Scope

# Kansas

<b>TIP #:</b> 280101		<b>Juris:</b> KDOT		<b>Location/Improvement:</b> I-70 AND K-7 INTERCHANGE; WEST HALF OF THE I-70 AND K-7 INTERCHANGE			
<b>State #:</b> KA-1003-05		<b>Fed #:</b>		<b>County:</b> WYANDOTTE		<b>Project Type:</b>	
						<b>Length (mi):</b> 2	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:		
Engineering	2011	Non-Federal	STATE-KS (AC)	\$1,012.5	Construct the west half of the proposed interchange (SW and NW Loop Ramps). Add acceleration and deceleration lanes to existing I-70 for a 6-Lane section. Reconstruct approx 1500 ft. of existing K-7, south of I-70. Remove existing loop ramps south of I-70 and east of K-7. Existing loop ramps north of I-70 and east of K-7 will remain in place.		
Engineering	2011	Non-Federal	STATE-KS	\$112.5			
Right-of-Way	2011	Non-Federal	STATE-KS (AC)	\$15,587.0			
Right-of-Way	2011	Non-Federal	STATE-KS	\$1,732.0			
Other	2012	Non-Federal	STATE-KS (AC)	\$540.0			
Other	2012	Non-Federal	STATE-KS	\$60.0			
Construction	2013	Federal	IM-KS	\$3,341.0			
Construction	2013	Non-Federal	STATE-KS	\$371.2			
Construction	2013	Non-Federal	STATE-KS (AC)	\$19,255.0			
Construction	2013	Non-Federal	STATE-KS	\$2,139.5			
Conversion	2015	Federal	IM-KS	\$36,394.5			
Other	2015	Non-Federal	CREDIT	(\$36,394.5)			
<b>Federal Total:</b> \$39,735.5		<b>Non-Federal Total:</b> \$4,415.2		<b>Total:</b> \$44,150.7			

**Description:** Construct the west half of the proposed interchange (SW and NW Loop Ramps). Add acceleration and deceleration lanes to existing I-70 for a 6-Lane section. Reconstruct approx 1500 ft. of existing K-7, south of I-70. Remove existing loop ramps south of I-70 and east of K-7. Existing loop ramps north of I-70 and east of K-7 will remain in place.

**Amendment Description:** Added Discretionary Interstate Maintenance funds.

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 280107		<b>Juris:</b> KDOT		<b>Location/Improvement:</b> BRIDGE #068 IN WYANDOTTE COUNTY ON US-73 LOCATED 1.77 MILES NORTH OF US-24 (PIPER CREEK)			
<b>State #:</b> KA-2092-01		<b>Fed #:</b>		<b>County:</b> WYANDOTTE		<b>Project Type:</b>	
						<b>Length (mi):</b> 0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:		
Engineering	2011	Non-Federal	STATE-KS (AC)	\$280.0	Bridge Replacement (southbound lanes) based on a 40 ft. roadway.		
Engineering	2011	Non-Federal	STATE-KS	\$70.0			
Right-of-Way	2012	Non-Federal	STATE-KS	\$54.0			
Other	2013	Federal	BR-KS	\$43.0			
Other	2013	Non-Federal	STATE-KS	\$11.0			
Construction	2014	Federal	BR-KS	\$1,379.0			
Construction	2014	Non-Federal	STATE-KS	\$345.0			
Conversion	2016	Federal	BR-KS	\$280.0			
Other	2016	Non-Federal	CREDIT	(\$280.0)			
<b>Federal Total:</b> \$1,702.0		<b>Non-Federal Total:</b> \$480.0		<b>Total:</b> \$2,182.0			

**Description:** Bridge Replacement (southbound lanes) based on a 40 ft. roadway.

**Amendment Description:** Utility and construction phases have been authorized for future letting. The PE work phase will utilize advance construction.

New  Deleted  Schedule  Budget  AirQuality  Scope



# Kansas

<b>TIP #:</b> 280111	<b>Juris:</b> KDOT	<b>Location/Improvement:</b>	BRIDGE #003 IN WYANDOTTE COUNTY ON I-635 LOCATED 1.43 MILES NORTH OF I-35	
<b>State #:</b> KA-2093-01	<b>Fed #:</b>	<b>County:</b> WYANDOTTE	<b>Project Type:</b>	<b>Length (mi):</b> 0

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2011	Non-Federal	STATE-KS (AC)	\$240.0	<b>Description:</b> Bridge Replacement over I-635 based on a 32 ft. roadway  <b>Amendment Description:</b> Project approved for letting, revised costs and increased PE funding. Added advance construction for preliminary engineering phase.
Engineering	2011	Non-Federal	STATE-KS	\$60.0	
Right-of-Way	2012	Non-Federal	STATE-KS	\$57.4	
Other	2013	Federal	BR-KS	\$46.0	
Other	2013	Non-Federal	STATE-KS	\$11.5	
Construction	2014	Federal	BR-KS	\$2,035.0	
Construction	2014	Non-Federal	STATE-KS	\$508.5	
Conversion	2016	Federal	BR-KS	\$240.0	
Other	2016	Non-Federal	CREDIT	(\$240.0)	
<b>Federal Total:</b>	<b>\$2,321.0</b>	<b>Non-Federal Total:</b>	<b>\$637.4</b>	<b>Total:</b>	<b>\$2,958.4</b>

New
  Deleted
  Schedule
  Budget
  AirQuality
  Scope

<b>TIP #:</b> 280122	<b>Juris:</b> KDOT	<b>Location/Improvement:</b>	I-70 FROM THE I-70/K-7 INTERCHANGE, EAST TO THE I-70/110TH ST. INTERCHANGE.	
<b>State #:</b> KA-1003-17	<b>Fed #:</b>	<b>County:</b> WYANDOTTE	<b>Project Type:</b>	<b>Length (mi):</b> 2

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2016	Federal	IM-KS	\$111.3	<b>Description:</b> Permanent seeding from I-70/K-7 interchange, east to the I-70/110th St. interchange  <b>Amendment Description:</b> New Project
Construction	2016	Non-Federal	STATE-KS	\$12.4	
<b>Federal Total:</b>	<b>\$111.3</b>	<b>Non-Federal Total:</b>	<b>\$12.4</b>	<b>Total:</b>	<b>\$123.7</b>

New
  Deleted
  Schedule
  Budget
  AirQuality
  Scope

<b>TIP #:</b> 280123	<b>Juris:</b> KDOT	<b>Location/Improvement:</b>	WEST HALF OF I-70 AND K-7 INTERCHANGE IN WYANDOTTE CO	
<b>State #:</b> KA-1003-16	<b>Fed #:</b>	<b>County:</b> WYANDOTTE	<b>Project Type:</b>	<b>Length (mi):</b> 2

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2014	Federal	IM-KS	\$102.0	<b>Description:</b> Permanent seeding at I-70/K-7 in Wyandotte Co.  <b>Amendment Description:</b> New Project
Construction	2014	Non-Federal	STATE-KS	\$11.3	
<b>Federal Total:</b>	<b>\$102.0</b>	<b>Non-Federal Total:</b>	<b>\$11.3</b>	<b>Total:</b>	<b>\$113.3</b>

New
  Deleted
  Schedule
  Budget
  AirQuality
  Scope

# Kansas

<b>TIP #:</b> 280124	<b>Juris:</b> KDOT	<b>Location/Improvement:</b>	REDECK BRIDGES #048 & #049 ON I-635 IN WYANDOTTE COUNTY LOCATED AT JUNCTION I-635/STATE AVE.		
<b>State #:</b> KA-2814-01	<b>Fed #:</b>	<b>County:</b> WYANDOTTE	<b>Project Type:</b>		<b>Length (mi):</b> 0
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b> Redeck of bridge
Engineering	2012	Non-Federal	STATE-KS	\$200.0	<b>Amendment Description:</b> New Project
Construction	2013	Non-Federal	STATE-KS	\$3,842.0	
<b>Federal Total:</b>		<b>Non-Federal Total:</b> \$4,042.0	<b>Total:</b> \$4,042.0		

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 259189	<b>Juris:</b> UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY	<b>Location/Improvement:</b>	MERRIAM LANE; COUNTY LINE ROAD TO 24TH ST.		
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> WYANDOTTE	<b>Project Type:</b> Reconstruction (No Added Capacity)		<b>Length (mi):</b> 0.7
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b> Complete reconstruction of Merriam Lane to quality urban standard, with sidewalk, curb, controlled entrances, green space in R/W & new signals at 34th Street. Add bike lanes and improved drainage. Excludes the 24th Street (Lamar) intersection.
Construction	2016	Federal	STPM-KS	\$4,240.0	<b>Amendment Description:</b> New Project
Construction	2016	Non-Federal	LOCAL	\$2,460.0	
<b>Federal Total:</b> \$4,240.0		<b>Non-Federal Total:</b> \$2,460.0	<b>Total:</b> \$6,700.0		

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 259190	<b>Juris:</b> UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY	<b>Location/Improvement:</b>	SOUTHWEST BLVD BICYCLE LANES		
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> WYANDOTTE	<b>Project Type:</b> Pedestrian and/or Bikeways		<b>Length (mi):</b> 1
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b> Create 5' bicycle lanes on Southwest Boulevard from Iowa Street to the state line near 35th, including new pavement striping for all lanes and parking, signing, special treatments at intersections, and select repair of in-lane hazards.
Construction	2014	Federal	CMAQ-KS	\$336.0	<b>Amendment Description:</b> New Project
Construction	2014	Non-Federal	LOCAL	\$84.0	
Engineering	2014	Federal	CMAQ-KS	\$64.0	
Engineering	2014	Non-Federal	LOCAL	\$16.0	
<b>Federal Total:</b> \$400.0		<b>Non-Federal Total:</b> \$100.0	<b>Total:</b> \$500.0		

New  Deleted  Schedule  Budget  AirQuality  Scope

# Kansas

TIP #: 259191

Juris: UNIFIED GOVERNMENT  
OF WYANDOTTE  
COUNTY/KANSAS CITY

Location/Improvement: LEAVENWORTH ROAD INTERSECTIONS: 72ND AND 55TH

State #:                      Fed #:                      County: WYANDOTTE      Project Type: Reconstruction (No Added Capacity)                      Length (mi): 0.1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Federal	STPM-KS	\$1,400.0
Construction	2015	Non-Federal	LOCAL	\$3,000.0
<b>Federal Total:</b>	<b>\$1,400.0</b>	<b>Non-Federal Total:</b>	<b>\$3,000.0</b>	<b>Total: \$4,400.0</b>

**Description:** Upgrade 72nd and 55th street intersections along Leavenworth Road (K-5), plus related fire-station signal near 55th. Widen for left turn lanes, reconstruct side road approaches, align 72nd, new traffic signals, ADA, sidewalks, grading, drainage, curb, and retaining walls.

**Amendment Description:** New Project

New     Deleted     Schedule     Budget     AirQuality     Scope



# Missouri

<b>TIP #:</b> 790068	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> US 71; INTERCHANGE IMPROVEMENTS AT RTE. 291		<b>Length (mi):</b> 1
<b>State #:</b> 4P1475	<b>Fed #:</b>	<b>County:</b> CASS	<b>Project Type:</b> Bridge replacement (Added Capacity)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Engineering	2012	Non-Federal	PRIVATE	\$1,629.0
Right-of-Way	2012	Non-Federal	PRIVATE	\$729.0
Construction	2012	Non-Federal	PRIVATE	\$290.0
Construction	2014	Non-Federal	PRIVATE	\$7,610.0
Construction	2014	Federal	NHS-MO	\$4,000.0
Construction	2014	Non-Federal	STATE-MO	\$1,000.0
Engineering	2014	Non-Federal	PRIVATE	\$176.0
Engineering	2014	Federal	NHS-MO	\$661.0
Engineering	2014	Non-Federal	STATE-MO	\$165.0
Construction	2015	Federal	STPM-MO	\$2,000.0
<b>Federal Total:</b>	<b>\$6,661.0</b>	<b>Non-Federal Total:</b>	<b>\$11,599.0</b>	<b>Total:</b> <b>\$18,260.0</b>

**Description:** Project is a cost share project between MoDOT and the 71/291 Partners in Progress TDD. MoDOT's maximum is \$3.7 m from the cost share program, \$1.3 m from district funds and \$826k for engineering.

**Amendment Description:** Added 2015 STPM-KS funding and adjusted Private share of construction

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 790071	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> RTE. Y; PAVEMENT IMPROVEMENTS FROM RTE. 58 TO YY		<b>Length (mi):</b> 6
<b>State #:</b> 4S2180	<b>Fed #:</b>	<b>County:</b> CASS	<b>Project Type:</b>	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Engineering	2013	Federal	STP-MO	\$53.0
Engineering	2013	Non-Federal	STATE-MO	\$13.0
<b>Federal Total:</b>	<b>\$53.0</b>	<b>Non-Federal Total:</b>	<b>\$13.0</b>	<b>Total:</b> <b>\$66.0</b>

**Description:** Rte. Y; Pavement improvements from Rte. 58 to YY

**Amendment Description:** New Project

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 518011	<b>Juris:</b> GLADSTONE	<b>Location/Improvement:</b> PLEASANT VALLEY ROAD, FROM N. INDIANA TO N.BRIGHTON		<b>Length (mi):</b> 1.3
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> CLAY	<b>Project Type:</b> Reconstruction (No Added Capacity)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2016	Federal	STPM-MO	\$3,825.0
Construction	2016	Non-Federal	LOCAL	\$2,175.0
<b>Federal Total:</b>	<b>\$3,825.0</b>	<b>Non-Federal Total:</b>	<b>\$2,175.0</b>	<b>Total:</b> <b>\$6,000.0</b>

**Description:** Construction of Pleasant Valley Road as a 3 lane urban roadway on new alignment. Project includes bike/ped accommodations, curb and gutter, structures and intersection improvements.

**Amendment Description:** New Project

New  Deleted  Schedule  Budget  AirQuality  Scope

# Missouri

<b>TIP #:</b> 519002	<b>Juris:</b> KEARNEY	<b>Location/Improvement:</b> 19TH STREET BRIDGE REPLACEMENT	<b>Length (mi):</b> .05
<b>State #:</b>	<b>Fed #:</b> BRM-3400(431)	<b>County:</b> CLAY	<b>Project Type:</b> Bridge Replacement (No Added Capacity)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Engineering	2012	Federal	STP-MO \$55.4
Engineering	2012	Non-Federal	LOCAL \$4.3
Construction	2013	Federal	BRM-MO \$560.0
Construction	2013	Non-Federal	LOCAL \$227.4
<b>Federal Total:</b>	<b>\$615.4</b>	<b>Non-Federal Total:</b>	<b>\$231.7</b>
<b>Total:</b>	<b>\$847.1</b>		

**Description:** The existing 19th Street bridge, located just east of Route 33, is a narrow two-lane facility and will be replaced with a wider structure. The current structure does not provide for bicycle or pedestrian accomodation. The new structure will provide an opportunity to include these accomodations.

**Amendment Description:** Added 2012 funding for engineering

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 520047	<b>Juris:</b> LIBERTY	<b>Location/Improvement:</b> LIBERTY GREEN FLEET	<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> CLAY	<b>Project Type:</b> Environmental, Scenic, Historic
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Construction	2014	Federal	CMAQ-MO \$465.4
Construction	2014	Non-Federal	LOCAL \$116.3
<b>Federal Total:</b>	<b>\$465.4</b>	<b>Non-Federal Total:</b>	<b>\$116.3</b>
<b>Total:</b>	<b>\$581.7</b>		

**Description:** Construction of a CNG fueling station at the City of Liberty Street Maintenance/Utility Facility.

**Amendment Description:** New Project

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 590186	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> I-35; INTERCHANGE AND RAMP IMPROVEMENTS AT THE PLEASANT VALLEY ROAD/SOUTH LIBERTY PARKWAY/US 69 INTERCHANGE	<b>Length (mi):</b> 1
<b>State #:</b> 4I3005B	<b>Fed #:</b>	<b>County:</b> CLAY	<b>Project Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Engineering	2012	Non-Federal	STATE-MO (AC) \$13.0
Engineering	2012	Non-Federal	STATE-MO \$2.0
Conversion	2014	Federal	IM-MO \$13.0
Other	2014	Non-Federal	CREDIT (\$13.0)
Engineering	2011	Non-Federal	STATE-MO \$12.0
Construction	2015	Federal	STPM-MO \$3,200.0
Construction	2015	Non-Federal	STATE-MO \$20,092.0
Construction	2016	Federal	STPM-MO \$1,800.0
<b>Federal Total:</b>	<b>\$5,013.0</b>	<b>Non-Federal Total:</b>	<b>\$20,106.0</b>
<b>Total:</b>	<b>\$25,119.0</b>		

**Description:** Realign the I-35 left entrance/exit ramps to the right, increasing acceleration/deceleration lanes, replacing bridges, improving intersecting route connections, and adding bicycle/pedestrian facilities. Adding auxiliary lanes to I-35 to I-435, replacing the I-435NB - I-35NB ramp and the pedestrian bridge.

**Amendment Description:** Added 2015 STPM-MO and STATE-MO funding for construction.

New  Deleted  Schedule  Budget  AirQuality  Scope

# Missouri

<b>TIP #:</b> 625029	<b>Juris:</b> BLUE SPRINGS	<b>Location/Improvement:</b> WOODS CHAPEL RD; RAILROAD TRACKS TO WALNUT		
<b>State #:</b>	<b>Fed #:</b> STP-1200(405)	<b>County:</b> JACKSON	<b>Project Type:</b> Reconstruction (Added Capacity)	<b>Length (mi):</b> 1.0
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2013	Federal	STPM-MO	\$2,958.0
Construction	2013	Non-Federal	LOCAL	\$2,042.0
<b>Federal Total:</b>	<b>\$2,958.0</b>	<b>Non-Federal Total:</b>	<b>\$2,042.0</b>	<b>Total:</b> <b>\$5,000.0</b>
<b>Description:</b> Woods Chapel Rd is an important Blue Springs arterial that accesses both I-70 and US-40. With traffic volumes expected to double by 2030, this project would widen the facility from 2 to 4 lanes and bring the roadway to current design standards. The improvement will also provide for pedestrian and bicycle facilities.				
<b>Amendment Description:</b> Southern project limit changed to Walnut instead of US-40.No change was made to the financial information.				
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input checked="" type="checkbox"/> Scope				

<b>TIP #:</b> 627016	<b>Juris:</b> GRANDVIEW	<b>Location/Improvement:</b> MAIN STREET PHASE 7/ HIGHGROVE ROAD UPGRADING		
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b> Pedestrian and/or Bikeways	<b>Length (mi):</b> 1.8
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2015	Federal	STPM-MO	\$850.0
Construction	2015	Non-Federal	LOCAL	\$400.0
<b>Federal Total:</b>	<b>\$850.0</b>	<b>Non-Federal Total:</b>	<b>\$400.0</b>	<b>Total:</b> <b>\$1,250.0</b>
<b>Description:</b> Improvement of Main Street and Highgrove road to include road diet and complete street considerations including new curbs, surface, signs and markings.				
<b>Amendment Description:</b> New Project				
<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				

<b>TIP #:</b> 627017	<b>Juris:</b> GRANDVIEW	<b>Location/Improvement:</b> EAST LEG 155TH STREET CORRIDOR IMPROVEMENTS		
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b> Pedestrian and/or Bikeways	<b>Length (mi):</b> 2
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2016	Federal	STPM-MO	\$4,375.8
Construction	2016	Non-Federal	LOCAL	\$2,059.2
<b>Federal Total:</b>	<b>\$4,375.8</b>	<b>Non-Federal Total:</b>	<b>\$2,059.2</b>	<b>Total:</b> <b>\$6,435.0</b>
<b>Description:</b> Reconstruct two-lane county road to modern standards including improved geometrics, C&G, paved shoulders, and a center turn lane. Proposal includes a 10-foot wide multi-use path, new traffic control devices, pavement markings and storm sewer.				
<b>Amendment Description:</b> New Project				
<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				

<b>TIP #:</b> 628127	<b>Juris:</b> INDEPENDENCE	<b>Location/Improvement:</b> CRYSLER AVENUE COMPLETE STREETS IMPROVEMENTS		
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b> Pedestrian and/or Bikeways	<b>Length (mi):</b> 3.5
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2016	Federal	STPM-MO	\$554.2
Construction	2016	Non-Federal	LOCAL	\$260.8
<b>Federal Total:</b>	<b>\$554.2</b>	<b>Non-Federal Total:</b>	<b>\$260.8</b>	<b>Total:</b> <b>\$815.0</b>
<b>Description:</b> This project would add pedestrian push buttons, countdown signal heads and sidewalk ramps at signalized intersections from River Blvd. to 40 Hwy. Signals along Crysler at River, Walnut, Winner, 23rd St, 35th St, 39th St, 43rd St and 40 Hwy would have improved bicycle and pedestrian provisions.				
<b>Amendment Description:</b> New Project				
<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				



# Missouri

<b>TIP #:</b> 628128	<b>Juris:</b> INDEPENDENCE	<b>Location/Improvement:</b> 39TH AND NOLAND RIGHT TURN LANES		<b>Length (mi):</b> 0.1
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b> Pedestrian and/or Bikeways	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2016	Federal	STPM-MO	\$550.8
Construction	2016	Non-Federal	LOCAL	\$259.2
<b>Federal Total:</b>	<b>\$550.8</b>	<b>Non-Federal Total:</b>	<b>\$259.2</b>	<b>Total: \$810.0</b>
<b>Description:</b>				Operational efficiencies for all modes will be improved at the high volume intersection of 39th and Noland by adding right-turn lanes on Noland, rebuilding curb radii, pulling back raised center medians, adding sidewalk/ramps and replacing outdated signal equipment & adding countdown ped signals.
<b>Amendment Description:</b>				New Project
<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				

<b>TIP #:</b> 628129	<b>Juris:</b> INDEPENDENCE	<b>Location/Improvement:</b> TRUMAN ROAD AND M-78 INTERSECTION ALIGNMENT		<b>Length (mi):</b> 0.1
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b> Pedestrian and/or Bikeways	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2015	Federal	STPM-MO	\$1,664.3
Construction	2015	Non-Federal	LOCAL	\$783.7
<b>Federal Total:</b>	<b>\$1,664.3</b>	<b>Non-Federal Total:</b>	<b>\$783.7</b>	<b>Total: \$2,448.0</b>
<b>Description:</b>				Project realigns Truman Rd skewed approach to nearly right-angle with M-78 including RT & LT lanes on all approaches in conformance w/ travel demand studies for growth in eastern Independence. Project also includes signalization, countdown pedestrian signals, sidewalk and multiuse path to connect to Little Blue Trace trail to the east.
<b>Amendment Description:</b>				New Project
<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				

<b>TIP #:</b> 634062	<b>Juris:</b> JACKSON COUNTY	<b>Location/Improvement:</b> BIKESHAREKC - PHASE 2		<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b> Pedestrian and/or Bikeways	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Other	2013	Federal	CMAQ-MO	\$257.4
Other	2013	Non-Federal	LOCAL	\$65.3
Other	2013	Non-Federal	PRIVATE	\$225.0
<b>Federal Total:</b>	<b>\$257.4</b>	<b>Non-Federal Total:</b>	<b>\$290.3</b>	<b>Total: \$547.7</b>
<b>Description:</b>				BikeWalkKC will expand the existing bike share system in Kansas City by adding stations and increasing the service area. The project will also feature an education and encouragement component.
<b>Amendment Description:</b>				New Project
<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				

# Missouri

<b>TIP #:</b> 611041	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> BLUE PARKWAY AND EASTWOOD TRAFFICWAY INTERSECTION AND BRIDGE			
<b>State #:</b> BRM-3301(47)	<b>Fed #:</b> STP-3301(457)	<b>County:</b> JACKSON <b>Project Type:</b> Bridge Replacement (No Added Capacity) <b>Length (mi):</b> .02			
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2015	Federal	STPM-MO	\$1,360.0	Intersection capacity improvements and rehabilitation of the bridge over Small Creek including necessary roadway and intersection improvements and adjustment of vertical grades and horizontal alignments. Pedestrian access included.  <b>Amendment Description:</b> Added 2015 STPM-MO funding
Engineering	2009	Non-Federal	LOCAL	\$1,400.0	
Construction	2013	Federal	BRM-MO	\$800.0	
Right-of-Way	2012	Federal	STPM-MO	\$600.0	
Construction	2013	Federal	STPM-MO	\$1,525.0	
Construction	2013	Non-Federal	LOCAL	\$1,375.0	
<b>Federal Total:</b>	<b>\$4,285.0</b>	<b>Non-Federal Total:</b>	<b>\$2,775.0</b>	<b>Total:</b>	<b>\$7,060.0</b>

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 611168	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> KANSAS CITY DOWNTOWN STREETCAR -- VEHICLE PROCUREMENT			
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON <b>Project Type:</b> Rolling Stock <b>Length (mi):</b> N/A			
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Other	2015	Federal	STPM-MO	\$8,000.0	Procurement of four vehicles for the implementation of a modern electric streetcar project consisting of a 2.1 mile route with stops every two blocks between the River Market and Union Station/Crown Center.  <b>Amendment Description:</b> New Project
Other	2015	Non-Federal	LOCAL	\$2,000.0	
Other	2013	Federal	STPM-MO	\$8,000.0	
Other	2013	Non-Federal	LOCAL	\$2,000.0	
<b>Federal Total:</b>	<b>\$16,000.0</b>	<b>Non-Federal Total:</b>	<b>\$4,000.0</b>	<b>Total:</b>	<b>\$20,000.0</b>

New  Deleted  Schedule  Budget  AirQuality  Scope

<b>TIP #:</b> 611169	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> INDEPENDENCE AND BENTON AVENUE INTERSECTION			
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON <b>Project Type:</b> Intersection Improvements <b>Length (mi):</b> 0.1			
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2016	Federal	STPM-MO	\$1,402.5	New roadway and pedestrian surfaces, traffic signals, pedestrian crosswalks, landscape, stormwater BMPs, bike lanes and neighborhood identification.  <b>Amendment Description:</b> New Project
Construction	2016	Non-Federal	LOCAL	\$660.0	
<b>Federal Total:</b>	<b>\$1,402.5</b>	<b>Non-Federal Total:</b>	<b>\$660.0</b>	<b>Total:</b>	<b>\$2,062.5</b>

New  Deleted  Schedule  Budget  AirQuality  Scope

# Missouri

<b>TIP #:</b> 611170	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> 47TH ST./CLEAVER II BLVD ATMS	<b>Length (mi):</b> 2.5
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b> Signalization & Computerization (Roadway)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Construction	2014	Federal	CMAQ-MO \$372.8
Construction	2014	Non-Federal	LOCAL \$93.2
<b>Federal Total:</b> \$372.8	<b>Non-Federal Total:</b> \$93.2	<b>Total:</b> \$466.0	<b>Description:</b> Fiber optic interconnect, energy efficient traffic signal cabinets/controllers, accessible pedestrian signals, flashing yellow arrow signals, PTZ cameras and other traffic signal appurtenances at the existing signals along Cleaver II Blvd corridor from Benton Blvd to 35th Street.
			<b>Amendment Description:</b> New Project
<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			

<b>TIP #:</b> 611171	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> KANSAS CITY DOWNTOWN STREETCAR -- STATIONS	<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Construction	2013	Federal	CMAQ-MO \$1,130.2
Construction	2013	Non-Federal	LOCAL \$2,649.8
<b>Federal Total:</b> \$1,130.2	<b>Non-Federal Total:</b> \$2,649.8	<b>Total:</b> \$3,780.0	<b>Description:</b> Construction of stations, potentially including raised platforms, pedestrian seating and shelters, trash receptacles, bike racks, and other hardscape/landscape elements, for the implementation of a modern electric streetcar project consisting of a 2.1 mile route with stops every two blocks between the River Market and Union Station/Crown Center.
			<b>Amendment Description:</b> New Project
<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			

<b>TIP #:</b> 611172	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> DOWNTOWN LOOP AND NEIGHBORHOOD BIKE CONNECTOR	<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b> Pedestrian and/or Bikeways
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b> <b>Cost (IN THOUSANDS)</b>
Construction	2013	Federal	CMAQ-MO \$200.0
Construction	2013	Non-Federal	LOCAL \$50.0
Construction	2014	Federal	CMAQ-MO \$524.0
Construction	2014	Non-Federal	LOCAL \$171.4
<b>Federal Total:</b> \$724.0	<b>Non-Federal Total:</b> \$221.4	<b>Total:</b> \$945.4	<b>Description:</b> This project will establish a 12-mile downtown loop for bicycle facilities and establish key neighborhood connections to 18th/Vine, Crossroads, the Westside, West Bottoms, and a key link to both Wyandotte and Johnson County, KS residents.
			<b>Amendment Description:</b> New Project
<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			



# Missouri

<b>TIP #:</b> 611173	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> CLIFF DRIVE AND SPIRIT OF KANSAS CITY SCENIC BYWAYS TRAIL PROJECT	<b>State #:</b>	<b>Fed #:</b> SB-2012-MO-01	<b>County:</b> JACKSON	<b>Project Type:</b> Pedestrian and/or Bikeways	<b>Length (mi):</b> .75
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>		<b>Description:</b>	This project will connect the Cliff Drive Scenic Byway located 1 mile northeast of downtown Kansas City, Missouri, to the Spirit of Kansas City Scenic Byway located on the northern regions of downtown through a multi-use trail. This project will also install trail and way finding signage so visitors can easily navigate the byways and the features within them. Additional safety facilities of bike route signage, crosswalks, and sidewalks will be installed to protect cyclists and pedestrians. This multi-use trail will draw additional visitors to each byway through the proposed connection, thereby expanding recreational opportunities available to Cliff Drive and Spirit of Kansas City travelers.
Construction	2013	Federal	NSB-MO	\$832.5			
Construction	2013	Non-Federal	LOCAL	\$208.1			
<b>Federal Total:</b>	<b>\$832.5</b>	<b>Non-Federal Total:</b>	<b>\$208.1</b>	<b>Total:</b>	<b>\$1,040.7</b>		<b>Amendment Description:</b> New Project
							<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

<b>TIP #:</b> 611174	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> MAIN STREET BRIDGE OVER I-670 REPLACEMENT	<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b> Bridge Replacement (No Added Capacity)	<b>Length (mi):</b> 0.1
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>		<b>Description:</b>	Replacement of the Main Street bridge on existing alignment, new streetlights, and new sidewalks.
Construction	2013	Non-Federal	LOCAL	\$3,450.0			
Engineering	2013	Non-Federal	LOCAL	\$348.4			
Engineering	2013	Federal	HP-MO	\$201.6		<b>Amendment Description:</b>	New project. This project uses reallocated federal earmark funding.
<b>Federal Total:</b>	<b>\$201.6</b>	<b>Non-Federal Total:</b>	<b>\$3,798.4</b>	<b>Total:</b>	<b>\$4,000.0</b>		<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

<b>TIP #:</b> 970083	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> CNG HEAVY TRUCKS - CITY OF KCMO	<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b> Environmental, Scenic, Historic	<b>Length (mi):</b> N/A
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>		<b>Description:</b>	The City of KCMO, Water Services Department is seeking to replace 2 diesel powered trucks with CNG. The project funds are being requested to cover the cost of the CNG engine, CNG tank package, and installation.
Other	2013	Federal	STPM-MO	\$68.2			
Other	2013	Non-Federal	LOCAL	\$31.8			
<b>Federal Total:</b>	<b>\$68.2</b>	<b>Non-Federal Total:</b>	<b>\$31.8</b>	<b>Total:</b>	<b>\$100.0</b>		<b>Amendment Description:</b> New Project
							<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

# Missouri

<b>TIP #:</b> 630078	<b>Juris:</b> LEE'S SUMMIT	<b>Location/Improvement:</b> SW MURRAY ROAD BRIDGE REPLACEMENT		<b>Length (mi):</b> 0
<b>State #:</b> 2435008	<b>Fed #:</b> 31002	<b>County:</b> JACKSON	<b>Project Type:</b> Bridge replacement (No Added Capacity)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Engineering	2012	Non-Federal	LOCAL	\$188.0
Right-of-Way	2013	Non-Federal	LOCAL	\$2.0
Construction	2013	Federal	BRO-MO	\$400.0
<b>Federal Total:</b>	<b>\$400.0</b>	<b>Non-Federal Total:</b>	<b>\$190.0</b>	<b>Total:</b> <b>\$590.0</b>
<b>Description:</b>			Replacement of a bridge built in 1960 on SW Murray Road. This double box has a sufficiency rating of 70.5%, and the culverts are rated as a four, according to the 2011 off system inspection report. Of primary concern is that the downstream wing walls are undermined, and this has begun to compromise the road and sidewalk.	
<b>Amendment Description:</b>			New Project	
<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				

<b>TIP #:</b> 632010	<b>Juris:</b> RAYTOWN	<b>Location/Improvement:</b> 59TH STREET SIDEWALKS		<b>Length (mi):</b> .50
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> JACKSON	<b>Project Type:</b> Pedestrian and/or Bikeways	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2014	Federal	CMAQ-MO	\$160.0
Construction	2014	Non-Federal	LOCAL	\$40.0
<b>Federal Total:</b>	<b>\$160.0</b>	<b>Non-Federal Total:</b>	<b>\$40.0</b>	<b>Total:</b> <b>\$200.0</b>
<b>Description:</b>			Add a 5 ft concrete sidewalk on the south side of 59th Street from the existing sidewalk at Central Middle School to Woodson. The existing roadway is narrow and visible paths are adjacent to the roadway that pedestrians currently utilize.	
<b>Amendment Description:</b>			New Project	
<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				

<b>TIP #:</b> 420005	<b>Juris:</b> PARKVILLE	<b>Location/Improvement:</b> ROUTE 45 WIDENING -- PHASE C		<b>Length (mi):</b> 1.5
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> PLATTE	<b>Project Type:</b> Reconstruction (Added Capacity)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2016	Federal	STPM-MO	\$5,794.0
Construction	2016	Non-Federal	LOCAL	\$8,691.0
<b>Federal Total:</b>	<b>\$5,794.0</b>	<b>Non-Federal Total:</b>	<b>\$8,691.0</b>	<b>Total:</b> <b>\$14,485.0</b>
<b>Description:</b>			Improve 45 Hwy from K Hwy to I-435, completing widening between I-29 & I-435. Complete improvements for all users - widen rural two lane section to 4 lanes with bike/ped facilities, curb/gutter/stormwater improvements, access management, traffic signals, & improved horizontal/vertical alignments.	
<b>Amendment Description:</b>			New Project	
<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				

<b>TIP #:</b> 990193	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> REDUCTION IN DIESEL FLEET IDLING		<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Fed #:</b>	<b>County:</b> REGIONAL	<b>Project Type:</b> Environmental, Scenic, Historic	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Other	2013	Federal	CMAQ-MO	\$98.0
Other	2013	Non-Federal	LOCAL	\$24.5
<b>Federal Total:</b>	<b>\$98.0</b>	<b>Non-Federal Total:</b>	<b>\$24.5</b>	<b>Total:</b> <b>\$122.5</b>
<b>Description:</b>			Install Fuel Operated Heaters in 49 vehicles from MoDOT's Heavy Duty Diesel fleet to reduce idling requirements during low temperature conditions. This will result in measureable reductions in VOC and NOx emissions for the KC area.	
<b>Amendment Description:</b>			New Project	
<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				

# TRANSPORTATION IMPROVEMENT PROGRAM

## Financial Plan Updates

Approval of the 2012 4<sup>th</sup> Quarter Amendment to the 2012–2016 Transportation Improvement Program (TIP) will require tables from the financial plan of the 2012–2016 TIP to be modified as follows:

(See Section 4. Financial Plan at <http://www.marc.org/transportation/tip/2012-2016/TIP2012-2016.pdf>)

Available Revenue	2012	2013	2014	2015	2016	Total
Kansas	\$3,371.20	\$3,626.06	\$3,507.91	\$3,500.00	\$3,500.00	\$17,505.17
Missouri	\$4,258.27	\$2,409.93	\$1,522.12	\$2,500.00	\$2,500.00	\$13,190.32
<b>Program Expenditures</b>						
Kansas	\$ 3,371.20	\$ 3,626.06	\$ 3,507.91	\$0.00	\$0.00	\$ 10,505.17
Missouri	\$ 4,258.27	\$ 2,409.93	\$ 1,522.12	\$0.00	\$0.00	\$ 8,190.32
<b>Total Remaining</b>	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$12,000.00

Available Revenue	2012	2013	2014	2015	2016	Total
STPM	\$14,220.42	\$10,887.66	\$13,776.80	\$13,609.00	\$12,991.00	\$65,484.88
BRM	\$0.00	\$1,664.00	\$896.00	\$0.00	\$0.00	\$2,560.00
<b>Program Expenditures</b>						
STPM	\$14,220.42	\$10,887.66	\$13,776.80	\$13,609.00	\$12,991.00	\$65,484.88
BRM	\$0.00	\$1,664.00	\$896.00	\$0.00	\$0.00	\$2,560.00
<b>Total Remaining</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Available Revenue	2012	2013	2014	2015	2016	Total
STPM	\$22,703.30	\$38,479.44	\$11,844.64	\$17,957.23	\$18,685.23	\$109,669.85
BRM	\$120.00	\$4,080.00	\$3,000.00	\$0.00	\$0.00	\$7,200.00
<b>Program Expenditures</b>						
STPM	\$22,703.30	\$38,479.44	\$11,844.64	\$17,957.23	\$18,685.23	\$109,669.85
BRM	\$120.00	\$4,080.00	\$3,000.00	\$0.00	\$0.00	\$7,200.00
<b>Total Remaining</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



**Table 13: Federal-Aid Highway Operations & Maintenance**

	Estimated Lane Miles	Cost/Lane Mile	2010	2011	2012	2013	2014	Total
Kansas	4,673	\$ 6,551.65	\$ 30,615.86	\$ 31,534.34	\$ 32,480.37	\$ 33,454.78	\$ 34,458.42	\$ 162,543.76
Missouri	7,008	\$ 6,551.65	\$ 45,913.96	\$ 47,291.38	\$ 48,710.12	\$ 50,171.43	\$ 51,676.57	\$ 243,763.47
<b>Total</b>	11,681	\$ 6,551.65	\$ 76,529.82	\$ 78,825.72	\$ 81,190.49	\$ 83,626.20	\$ 86,134.99	\$ 406,307.23

**Table 11: Estimated Revenues by Year and Funding Source (\$1,000's)**

STATE	SOURCE	2012	2013	2014	2015	2016	
Bistate	402-KS	\$5.80	\$0.00	\$0.00	\$0.00	\$0.00	
	5307	\$2,250.00	\$840.00	\$880.00	\$900.00	\$920.00	
	5309	\$13,060.86	\$6,000.00	\$12,807.00	\$10,005.00	\$12,608.00	
	CMAQ-KS	\$360.00	\$2,399.76	\$762.21	\$0.00	\$0.00	
	CMAQ-MO	\$397.00	\$724.41	\$0.00	\$0.00	\$0.00	
	AC CONVERSION	\$0.00	\$0.00	\$0.00	\$0.00	(\$2,291.00)	
	JARC	\$495.68	\$0.00	\$0.00	\$0.00	\$0.00	
	LOCAL	\$86,409.26	\$85,618.03	\$87,201.25	\$89,232.60	\$88,177.00	
	MCRS-MO	\$6.96	\$0.00	\$0.00	\$0.00	\$0.00	
	STATE-KS	\$0.00	\$2,190.00	\$2,175.00	\$4,350.00	\$0.00	
	STATE-MO	\$0.00	\$111.00	\$0.00	\$0.00	\$0.00	
	STATE-MO (AC)	\$0.00	\$2,291.00	\$0.00	\$0.00	\$0.00	
	STPM-KS	\$80.00	\$575.13	\$0.00	\$663.00	\$163.00	
	STPM-MO	\$534.70	\$827.05	\$0.00	\$882.93	\$382.93	
	STP-MO	\$0.00	\$0.00	\$2,261.00	\$4,790.00	\$2,291.00	
	Kansas	130-KS	\$0.00	\$0.00	\$150.00	\$0.00	\$0.00
		5309	\$616.00	\$0.00	\$0.00	\$0.00	\$0.00
5310		\$205.00	\$0.00	\$0.00	\$0.00	\$0.00	
5317		\$375.93	\$0.00	\$0.00	\$0.00	\$0.00	
BR-KS		\$312.87	\$869.03	\$12,499.00	\$359.00	\$1,840.00	
BRM-KS		\$0.00	\$1,664.00	\$896.00	\$0.00	\$0.00	
BRO-KS		\$0.00	\$1,242.77	\$0.00	\$0.00	\$0.00	
CMAQ-KS		\$3,011.20	\$1,226.30	\$2,745.70	\$3,500.00	\$3,500.00	
AC CONVERSION		(\$47,511.00)	(\$73,110.40)	(\$20,423.00)	(\$56,216.14)	(\$61,951.80)	
HP-KS		\$0.00	\$0.00	\$0.00	\$750.00	\$0.00	
HRRR-KS		\$345.00	\$0.00	\$1,899.40	\$0.00	\$0.00	
HSIP-KS		\$2,365.30	\$2,150.00	\$500.00	\$700.00	\$500.00	
IM-KS		\$450.00	\$29,908.60	\$5,480.40	\$37,640.10	\$60,223.10	

**Table 11: Estimated Revenues by Year and Funding Source (\$1,000's)**

	JARC	\$170.61	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$179,268.74	\$184,482.67	\$190,161.21	\$195,355.88	\$200,669.17
	NHS-KS	\$47,061.00	\$40,126.40	\$15,091.90	\$18,612.04	\$0.00
	SP-KS	\$0.00	\$360.00	\$0.00	\$0.00	\$0.00
	SRTS-KS	\$976.70	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$68,471.57	\$15,685.83	\$21,385.00	\$3,779.00	\$23,512.40
	STATE-KS (AC)	\$77,738.60	\$50,172.24	\$215,694.10	\$29,798.00	\$0.00
	STP-KS	\$845.00	\$1,127.38	\$34,913.71	\$6,951.40	\$0.00
	STPM-KS	\$14,140.42	\$10,312.54	\$13,776.80	\$12,946.00	\$12,828.00
	TCSP-KS	\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
	TE-KS	\$2,622.55	\$1,634.60	\$0.00	\$0.00	\$0.00
	TIP-KS	\$1,202.81	\$0.00	\$0.00	\$0.00	\$0.00
Missouri	5307	\$17,505.00	\$16,829.00	\$16,740.00	\$7,151.00	\$18,116.00
	5309	\$856.00	\$480.00	\$10,400.00	\$8,000.00	\$400.00
	5310	\$430.40	\$0.00	\$0.00	\$0.00	\$0.00
	5317	\$538.45	\$0.00	\$0.00	\$0.00	\$0.00
	BRM-MO	\$120.00	\$4,080.00	\$3,000.00	\$0.00	\$0.00
	BR-MO	\$16,823.00	\$41,855.00	\$60,271.00	\$10,567.00	\$2,274.00
	BRO-MO	\$4,358.44	\$400.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$3,861.27	\$1,685.52	\$1,522.12	\$2,500.00	\$2,500.00
	AC CONVERSION	(\$5,838.00)	(\$54,369.00)	(\$97,808.40)	(\$100,879.20)	(\$55,244.70)
	HP-MO	\$22,837.32	\$1,431.56	\$0.00	\$0.00	\$0.00
	IM-MO	\$5,385.00	\$16,570.00	\$73,618.40	\$46,172.00	\$18,470.70
	ITS-MO	\$0.00	\$0.00	\$523.00	\$0.00	\$0.00
	JARC	\$666.87	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$130,080.00	\$131,350.00	\$132,620.00	\$133,910.00	\$135,210.00
	MCRS-MO	\$26.25	\$0.00	\$0.00	\$0.00	\$0.00
	NHS-MO	\$8,410.00	\$25,228.00	\$25,796.00	\$21,540.20	\$22,320.00
	NSB-MO	\$48.00	\$1,426.50	\$0.00	\$0.00	\$0.00
	PRIVATE	\$5,387.00	\$3,225.00	\$13,398.00	\$0.00	\$0.00
	SP-MO	\$1,508.00	\$1,683.00	\$0.00	\$0.00	\$0.00
	SRTS-MO	\$285.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$2,829.00	\$0.00	\$0.00	\$1,875.00	\$0.00
	STATE-KS (AC)	\$400.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$46,804.20	\$20,160.50	\$23,400.00	\$25,931.00	\$656.00
	STATE-MO (AC)	\$96,644.20	\$42,400.30	\$25,891.00	\$18,091.00	\$2,753.00
	STPM-MO	\$22,168.60	\$37,652.39	\$11,844.64	\$17,074.30	\$18,302.30
	STP-MO	\$3,530.85	\$29,527.00	\$13,599.00	\$33,167.00	\$14,454.00

**Table 11: Estimated Revenues by Year and Funding Source (\$1,000's)**

	<b>TCSP-MO</b>	\$2,817.97	\$0.00	\$0.00	\$0.00	\$0.00
	<b>TE-MO</b>	\$9,622.88	\$0.00	\$0.00	\$0.00	\$0.00
	<b>Bi-State Subtotal</b>	\$103,600.25	\$101,576.38	\$106,086.46	\$110,823.53	\$102,250.93
	<b>Kansas Subtotal</b>	\$353,468.30	\$267,851.96	\$494,770.22	\$254,175.28	\$241,120.87
	<b>Missouri Subtotal</b>	\$398,105.70	\$321,614.77	\$314,814.76	\$225,099.30	\$180,211.30
	<b>Subtotal by Year</b>	\$855,174.25	\$691,043.11	\$915,671.44	\$590,098.11	\$523,583.10
	<b>Total</b>	\$3,575,570.01				

**Table 12: Estimated Expenditures by Year and Funding Source (\$1,000's)**

STATE	SOURCE	2012	2013	2014	2015	2016
Bistate	<b>402-KS</b>	\$5.80	\$0.00	\$0.00	\$0.00	\$0.00
	<b>5307</b>	\$2,250.00	\$840.00	\$880.00	\$900.00	\$920.00
	<b>5309</b>	\$13,060.86	\$6,000.00	\$12,807.00	\$10,005.00	\$12,608.00
	<b>CMAQ-KS</b>	\$360.00	\$2,399.76	\$762.21	\$0.00	\$0.00
	<b>CMAQ-MO</b>	\$397.00	\$724.41	\$0.00	\$0.00	\$0.00
	<b>JARC</b>	\$495.68	\$0.00	\$0.00	\$0.00	\$0.00
	<b>LOCAL</b>	\$86,409.26	\$85,618.03	\$87,201.25	\$89,232.60	\$88,177.00
	<b>MCRS-MO</b>	\$6.96	\$0.00	\$0.00	\$0.00	\$0.00
	<b>STATE-KS</b>	\$0.00	\$2,190.00	\$2,175.00	\$4,350.00	\$0.00
	<b>STATE-MO</b>	\$0.00	\$111.00	\$0.00	\$0.00	\$0.00
	<b>STATE-MO (AC)</b>	\$0.00	\$2,291.00	\$0.00	\$0.00	\$0.00
	<b>STPM-KS</b>	\$80.00	\$575.13	\$0.00	\$663.00	\$163.00
	<b>STPM-MO</b>	\$534.70	\$827.05	\$0.00	\$882.93	\$382.93
	<b>STP-MO</b>	\$0.00	\$0.00	\$2,261.00	\$4,790.00	\$0.00
Kansas	<b>130-KS</b>	\$0.00	\$0.00	\$150.00	\$0.00	\$0.00
	<b>5309</b>	\$616.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>5310</b>	\$205.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>5317</b>	\$375.93	\$0.00	\$0.00	\$0.00	\$0.00
	<b>BR-KS</b>	\$312.87	\$869.03	\$12,499.00	\$359.00	\$0.00

**Table 12: Estimated Expenditures by Year and Funding Source (\$1,000's)**

	BRM-KS	\$0.00	\$1,664.00	\$896.00	\$0.00	\$0.00
	BRO-KS	\$0.00	\$1,242.77	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$3,011.20	\$1,226.30	\$2,745.70	\$0.00	\$0.00
	HP-KS	\$0.00	\$0.00	\$0.00	\$750.00	\$0.00
	HRRR-KS	\$345.00	\$0.00	\$1,899.40	\$0.00	\$0.00
	HSIP-KS	\$2,365.30	\$2,150.00	\$500.00	\$700.00	\$500.00
	IM-KS	\$0.00	\$3,481.20	\$102.00	\$0.00	\$111.30
	JARC	\$170.61	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$21,358.11	\$41,034.30	\$31,560.03	\$44,817.49	\$15,969.40
	NHS-KS	\$0.00	\$0.00	\$47.30	\$0.00	\$0.00
	SP-KS	\$0.00	\$360.00	\$0.00	\$0.00	\$0.00
	SRTS-KS	\$976.70	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$68,471.57	\$15,685.83	\$21,385.00	\$3,799.00	\$23,512.40
	STATE-KS (AC)	\$77,738.60	\$50,172.24	\$215,694.10	\$29,798.00	\$0.00
	STP-KS	\$845.00	\$1,127.38	\$28,357.11	\$6,951.40	\$0.00
	STPM-KS	\$14,140.42	\$10,312.54	\$13,776.80	\$12,946.00	\$12,828.00
	TCSP-KS	\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
	TE-KS	\$2,622.55	\$1,364.60	\$0.00	\$0.00	\$0.00
	TIP-KS	\$1,202.81	\$0.00	\$0.00	\$0.00	\$0.00
Missouri	5307	\$17,505.00	\$16,829.00	\$16,740.00	\$7,151.00	\$18,116.00
	5309	\$856.00	\$480.00	\$10,400.00	\$8,000.00	\$400.00
	5310	\$430.40	\$0.00	\$0.00	\$0.00	\$0.00
	5317	\$538.45	\$0.00	\$0.00	\$0.00	\$0.00
	BRM-MO	\$120.00	\$4,080.00	\$3,000.00	\$0.00	\$0.00
	BR-MO	\$16,823.00	\$41,855.00	\$60,271.00	\$10,567.00	\$2,274.00
	BRO-MO	\$4,358.44	\$400.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$3,861.27	\$1,685.52	\$1,522.12	\$0.00	\$0.00
	HP-MO	\$22,837.32	\$1,431.56	\$0.00	\$0.00	\$0.00
	IM-MO	\$3,079.00	\$16,570.00	\$0.00	\$0.00	\$0.00
	ITS-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	JARC	\$666.87	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$44,808.10	\$76,295.95	\$43,498.01	\$21,109.50	\$18,734.20
	MCRS-MO	\$26.25	\$0.00	\$0.00	\$0.00	\$0.00
	NHS-MO	\$7,930.00	\$0.00	\$15,498.00	\$0.00	\$0.00
	NSB-MO	\$48.00	\$1,426.50	\$0.00	\$0.00	\$0.00
	PRIVATE	\$5,387.00	\$3,225.00	\$13,398.00	\$0.00	\$0.00
	SP-MO	\$1,508.00	\$1,683.00	\$0.00	\$0.00	\$0.00
	SRTS-MO	\$285.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$2,829.00	\$0.00	\$0.00	\$1,875.00	\$0.00
	STATE-KS (AC)	\$400.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$46,804.20	\$20,160.50	\$23,400.00	\$25,931.00	\$656.00



**Table 12: Estimated Expenditures by Year and Funding Source (\$1,000's)**

	<b>STATE-MO (AC)</b>	\$96,644.20	\$42,400.30	\$25,891.00	\$18,091.00	\$2,753.00
	<b>STPM-MO</b>	\$22,168.60	\$37,652.39	\$11,844.64	\$17,074.30	\$18,302.30
	<b>STP-MO</b>	\$478.85	\$386.00	\$230.00	\$0.00	\$0.00
	<b>TCSP-MO</b>	\$2,817.97	\$0.00	\$0.00	\$0.00	\$0.00
	<b>TE-MO</b>	\$9,622.88	\$0.00	\$0.00	\$0.00	\$0.00
	<b>Bi-State Subtotal</b>	\$103,600.25	\$101,576.38	\$106,086.46	\$110,823.53	\$102,250.93
	<b>Kansas Subtotal</b>	\$195,557.68	\$130,690.19	\$329,612.44	\$100,120.89	\$52,921.10
	<b>Missouri Subtotal</b>	\$312,833.80	\$266,560.72	\$225,692.77	\$109,798.80	\$61,235.50
	<b>Subtotal by Year</b>	\$611,991.72	\$498,827.29	\$661,391.67	\$320,743.22	\$216,407.53
	<b>Total</b>	\$2,309,361.44				

**Table 15: Estimated Revenues vs. Expenditures (\$1,000's)**

	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Bi-State Revenue</b>	\$103,780.63	\$97,731.05	\$105,211.00	\$108,264.00	\$101,705.00
<b>Bi-State Expenditure</b>	\$103,780.63	\$97,731.05	\$105,211.00	\$108,264.00	\$101,705.00
<b>Difference</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Kansas Revenue</b>	\$353,468.30	\$267,851.96	\$494,770.22	\$254,175.28	\$241,120.87
<b>Kansas O&amp;M Expenditure</b>	\$30,615.86	\$31,534.34	\$32,480.37	\$33,454.78	\$34,458.42
<b>Kansas Project Expenditure</b>	\$195,557.68	\$130,690.19	\$329,612.44	\$100,120.89	\$52,921.10
<b>Difference</b>	\$127,294.77	\$105,627.43	\$132,677.41	\$120,599.61	\$153,741.35
<b>Missouri Revenue</b>	\$398,904.90	\$310,135.97	\$315,292.64	\$185,433.00	\$159,409.00
<b>Missouri O&amp;M Expenditure</b>	\$45,913.96	\$47,291.38	\$48,710.12	\$50,171.43	\$51,676.57
<b>Missouri Project Expenditure</b>	\$308,855.34	\$247,595.86	\$225,749.73	\$69,448.80	\$28,828.00
<b>Difference</b>	\$44,135.59	\$15,248.73	\$40,832.79	\$65,812.77	\$78,904.43
<b>Total Revenue</b>	\$809,627.81	\$671,558.89	\$650,447.82	\$513,976.37	\$713,748.34
<b>Total Expenditure</b>	\$652,427.01	\$565,418.59	\$491,674.58	\$339,141.52	\$499,896.43
<b>Difference</b>	\$157,200.80	\$106,140.30	\$158,773.24	\$174,834.85	\$213,851.91

# WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

November 13, 2012

Stephanie Watts  
Bureau of Transportation Planning  
Kansas Department of Transportation  
700 S.W. Harrison Street  
Topeka, KS 66603-3754

Dear Ms. Watts:

Attached to the email is a copy of the 2013 Transportation Improvement Program (TIP) Amendment #1 that was approved by the WAMPO Transportation Policy Body on November 13, 2012. Please provide the appropriate approvals and incorporate this TIP into the State TIP.

If you have any questions, feel free to contact me.

Sincerely,

Brenton Holper  
Associate Planner  
Wichita Area Metropolitan Planning Organization  
455 N. Main, 10<sup>th</sup> Floor  
Wichita, KS 67212

T: (316) 352-4863  
[bholper@wichita.gov](mailto:bholper@wichita.gov)

cc: Paul Foundoukis, FHWA  
Claudia Hill, FTA  
Ron Seitz, KDOT  
Sondra Clark, KDOT  
Davonna Moore, KDOT  
Bill Christian, WAMPO

# 2013 Transportation Improvement Program (TIP)

## Amendment #1

November 13, 2012

Copies of this document are available upon request. Please contact WAMPO staff. An electronic copy of this document may be downloaded from the WAMPO website [www.wampoks.org](http://www.wampoks.org). Hard copies of this document may be viewed at the WAMPO office.

WAMPO staff may be contacted at the following:

Wichita Area Metropolitan Planning Organization

445 N. Main, 10<sup>th</sup> Floor

Wichita, KS 67202-1688

Office: (316) 352-4863

Fax: (316) 268-4390

[www.wampoks.org](http://www.wampoks.org)

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.



## Funding Summary Spreadsheet

WAMPO Competitive Funds					
Federal Funding Source	Total	FFY 2013	FFY 2014	FFY 2015	FFY 2016
Anticipated MPO-STP	\$37,320,428	\$9,330,107	\$9,330,107	\$9,330,107	\$9,330,107
Programmed MPO-STP	\$36,017,562	\$9,091,097	\$9,330,107	\$9,330,107	\$8,266,251
Anticipated MPO-CMAQ	\$8,337,340	\$2,084,335	\$2,084,335	\$2,084,335	\$2,084,335
Programmed MPO-CMAQ	\$8,023,408	\$2,084,335	\$2,084,335	\$2,084,335	\$1,770,403

Non-Competitive Funding					
Federal Funding Source	Total	FFY 2013	FFY 2014	FFY 2015	FFY 2016
FTA-Section 5307	\$21,847,444	\$9,442,944	\$3,650,000	\$8,754,500	\$0
FTA-Section 5310	\$32,882	\$32,882	\$0	\$0	\$0
FTA-Section 5316	\$0	\$0	\$0	\$0	\$0
FTA-Section 5317	\$0	\$0	\$0	\$0	\$0
County Bridge	\$452,000	\$0	\$452,000	\$0	\$0
Interstate Maintenance (IM)	\$18,746,102	\$0	\$0	\$0	\$18,746,102
Safety (HSIP)	\$6,397,554	\$2,870,144	\$1,777,410	\$1,075,000	\$675,000
Safe Routes to Schools (SRTS)	\$250,000	\$0	\$250,000	\$0	\$0

- Non-Competitive funds other than FTA-Section 5316 and FTA-Section 5317 are assumed by WAMPO to be fiscally constrained and administered by other agencies such as KDOT and FTA.

- Transit funds in the WAMPO region are typically programmed within the TIP for only the first FFY.

Overall Anticipated Funding Summary *				
FFY	Federal	State	Local	Total
2013	\$26,973,247	\$5,964,919	\$39,894,459	\$72,832,625
2014	\$17,543,852	\$160,240,735	\$38,735,212	\$216,519,799
2015	\$21,243,942	\$113,100,000	\$38,498,138	\$172,842,080
2016	\$29,457,756	\$18,238,517	\$27,984,772	\$75,681,045
Total	\$95,218,797	\$297,544,171	\$145,112,581	\$537,875,549

\* Advance Construction is reflected within the Overall Anticipated Funding Summary. For additional details regarding Advance Construction, please see that section of the Funding Summary Spreadsheet.

### Advance Construction

A practice referred to as Advance Construction is commonly used within the WAMPO region in order to maximize the region's ability to expend federal funds. This practice provides project sponsors the ability to have a project occur in one FFY and be reimbursed in another FFY. This practice is most often used only for projects programmed with WAMPO Competitive funds (with KDOT being the exception).

When Advanced Construction is used, project sponsors must front the entire cost of the project in the first FFY of the project with state and/or local funds. Once federal funds are available, the project sponsor can be reimbursed if the conversion of funds is identified in the TIP. WAMPO only programs federal funds for the four FFY's of the TIP, so project sponsors other than KDOT must stay within these bounds.

The table below reflects the total amount of local funds being converted into federal funds. Negative balances reflect that more conversions of federal funds are occurring than local or state funds being programmed for a project(s) using AC in that FFY.

Advanced Construction - Anticipated Conversions			
FFY	State Advanced Construction	Local Advanced Construction	Total
2013	\$0	(\$6,783,019)	(\$6,783,019)
2014	\$0	\$756,780	\$756,780
2015	\$0	\$10,011,189	\$10,011,189
2016	(\$18,238,517)	(\$5,922,790)	(\$24,161,307)
Total	(\$18,238,517)	(\$1,937,840)	(\$20,176,357)

**WAMPO**

## 2013 TIP Amendment #1 - Summary of Changes

The following summary reflects changes made to the 2013 TIP in Amendment #1 - November 13, 2012.

Sponsor	Year	Name	Scope	Change	WAMPO / KDOT Project #	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Total Funding
Sedgwick County Public Works	2013	Bridge: 111th St. S. - 1600' E. of Tyler Rd.	Remove existing bridge on 111th St. S. and construct a new bridge meeting current waterway opening, lane width and structural standards as agreed to with KDOT. Reconstruct approaching road bed to meet new bridge elevation and alignment.	Project's federal funding source changed from MPO-BRO to MPO-STP due to MPO-BRO being discontinued at the MPO level.	B-12-001  N/A.	MPO-STP	\$202,400	\$0	\$87,900	\$290,300
Sedgwick County Public Works	2013	Bridge: 239th St. W. - 2850' N. of 103rd St. S.	Remove existing bridge on 239th St. W. and construct a new bridge meeting current waterway opening, lane width and structural standards as agreed to with KDOT. Reconstruct approaching road bed to meet new bridge elevation and alignment.	Project's federal funding source changed from MPO-BRO to MPO-STP due to MPO-BRO being discontinued at the MPO level.	B-12-002  N/A.	MPO-STP	\$395,600	\$0	\$153,800	\$549,400
Sedgwick County Public Works	2013	Bridge: 23rd St. S. - 450' E. of 327th St. W.	Remove existing bridge on 23rd St. S. and construct a new bridge meeting current waterway opening, lane width and structural standards as agreed to with KDOT. Reconstruct approaching road bed to meet new bridge elevation and alignment.	Project cost revised. Eliminated split of project between FFY 2013 and 2014. MPO-BRO from FFY 2014 of \$174,810 added to MPO-BRO in FFY 2013. All MPO-BRO funds towards this project then programmed as MPO-STP instead of	B-12-003  N/A.	MPO-STP	\$287,040	\$0	\$300,770	\$587,810
City of Wichita	2013	Bridge: Broadway @ 34th St. S. - Phase III (Split 3)	Reconstruction of grade separation of Broadway and UPRR at 34th St. S. Design in 2009, 2010. ROW in 2010, 2011. Construction in 2012, 2013.	Project funding breakout revised. Moved \$1,261,052 from MPO- BRS (which was an eliminated program) to MPO-STP.	B-10-002-C2  87N-0519-01	MPO-STP	\$2,708,979	\$0	\$0	\$2,708,979

Sponsor	Year	Name	Scope	Change	WAMPO / KDOT Project #	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Total Funding
City of Wichita	2013	Enhancement: Redbud Bike Path: I-135 to Oliver	Construct a multi-use path along the old railroad corridor from I-135 to Oliver Street.	Project addition.	TE-11-003  TE-0353-01	TE	\$1,651,845	\$0	\$748,155	\$2,400,000
City of Wichita	2013	Intersection: Mt. Vernon & Oliver	Improve intersection to add left turn lanes on all approaches including room for future onstreet bike lane on Mt. Vernon. Upgrade traffic signals.	Revised project funding base on category (Construction to CE). HSIP funding increase by \$100,000.	INT-11-002  N/A.	HSIP	\$900,000	\$0	\$750,000	\$1,650,000
KDOT	2013	Intersection: US-81 and 79th St. (Phase 1)	Install Traffic Signals and construct left turn lanes along US-81.	Project addition.	INT-13-002  KA-3074-01	KDOT	\$0	\$333,262	\$0	\$333,262
City of Wichita	2013	Road: Central: 135th St. W. to 119th St. W. (Split 2)	Improve to a 5-lane facility including drainage and sidewalk. Realign Central so it is constructed on the section line. Two new bridges.	\$571,959 in MPO-CMAQ moved from FFY 2013 to FFY 2014 for programmed AC conversion of funds.	R-08-37-C1  87 N-0351-01	MPO-CMAQ  MPO-STP	\$3,628,041	\$0	\$0	\$3,628,041
KDOT	2013	Road: Madison: Water to Buckner-Phase II	Reconstruction and extension of existing alignment including construction of new railroad crossing and closing of existing railroad crossing at Cherry St.	Project addition.	R-11-020  KA-0480-01	KDOT	\$0	\$771,282	\$771,282	\$1,542,564

Sponsor	Year	Name	Scope	Change	WAMPO / KDOT Project #	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Total Funding
Wichita Transit	2013	Transit: 5307 Funds - Capital (2013)	Capital funds will be used to purchase Compressed Natural Gas (CNG) buses, paratransit vans and IT/IS equipment.	Changed project year to 2013 from 2014. Added other vehicles and IT/IS hardware/software to the project scope.	T-12-020  N/A.	FTA-Section 5307	\$5,104,500	\$0	\$1,045,500	\$6,150,000
Wichita Transit	2013	Transit: Annual 5307 Funds - Metropolitan Planning (2013)	Wichita Transit will apply for annual planning funds to include program support. These funds are for plans/studies and will assist in planning activities.	Updated project cost.	T-12-017  N/A.	FTA-Section 5307	\$205,083	\$0	\$51,271	\$256,354
Wichita Transit	2013	Transit: Annual 5307 Funds - Other Capital Items (2013)	Funding to cover the capital cost of 3rd party contracting, preventive maintenance, ADA services, project administration, training and security.	Updated project cost.	T-12-016  N/A.	FTA-Section 5307	\$2,819,398	\$0	\$704,850	\$3,524,248
Wichita Transit	2013	Transit: Annual 5307 Funds - Operating (2013)	Operating funds for operator wages and fuel.	Project addition	T-13-006  N/A.	FTA-Section 5307	\$1,313,963	\$0	\$1,313,963	\$2,627,926
Sedgwick County Public Works	2014	Bridge: 23rd St. S. - 450' E. of 327th St. W. (Split 2)	Remove existing bridge on 23rd St. S. and construct a new bridge meeting current waterway opening, lane width and structural standards as agreed to with KDOT. Reconstruct approaching road bed to meet new bridge elevation and alignment.	Project is no longer an AC project. Project split eliminated and entire project costs are programmed in FFY 2013.	B-12-003-C1  N/A.	MPO-BRO	\$0	\$0	\$0	\$0



Sponsor	Year	Name	Scope	Change	WAMPO / KDOT Project #	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Total Funding
Sedgwick County Public Works	2014	Bridge: 87th St. S. - 1400' E. of Ridge Rd. (Split 1)	Remove existing bridge on 87th St. W. and construct a new bridge meeting current waterway opening, lane width and structural standards as agreed to with KDOT. Reconstruct approaching road bed to meet new bridge elevation and alignment.	Project's federal funding source changed from MPO-BRO to MPO-STP due to MPO-BRO being discontinued at the MPO level.	B-12-004-AC  N/A.	MPO-STP	\$202,620	\$0	\$756,780	\$959,400
Butler County	2014	Bridge: Andover Rd. (SW Butler Rd.) over Fourmile Creek	Construct twin bridges to replace existing bridge to carry 4-lanes of traffic and extend roadway improvements N. to Harry St. intersection recently re-constructed. Project will include bike path on east side and sidewalk on west side.	Project funding breakout revised. Moved \$1,261,052 from MPO- BRS to MPO-STP.	B-11-009  8 N-0549-01	MPO-STP	\$5,586,479	\$0	\$1,719,521	\$7,306,000
City of Wichita	2014	Bridge: Old Lawrence Rd. N. of I-235	Rehabilitation/Replacement of existing bridge.	Project's federal funding source changed from MPO-BRO to MPO-STP due to MPO-BRO being discontinued at the MPO level.	B-11-012  N/A.	MPO-STP	\$332,800	\$0	\$239,200	\$572,000
KDOT	2014	Interchange: I-235/US-54 & I-235/Central Phase I	Phase I reconstruction of the I-235/US-54 interchange & I-235/Central interchange.	Updated total project cost.	ICH-12-007-AC  KA-0161-04	KDOT	\$0	\$1,160,000	\$0	\$1,160,000
City of Wichita	2014	Intersection: 13th St. & Edgemoore	Construct a westbound left turn lane on 13th Street. Install traffic signal.	Project addition.	INT-13-001	HSIP	\$500,000	\$0	\$540,000	\$1,040,000

Sponsor	Year	Name	Scope	Change	WAMPO / KDOT Project #	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Total Funding
KDOT	2014	Intersection: US-81 and 79th St. (Phase 2)	Install Traffic Signals and construct left turn lanes along US-81.	Project addition.	INT-13-003  KA-3074-01	HSIP	\$602,410	\$66,935	\$0	\$669,345
City of Andover	2014	Road: 159th St. E.: N. of KTA Bridge (N. of Central) to 250' S. of 21st St. N. (Split 1)	Reconstruct and pave 159th St. to 3-lane arterial standards with curb and gutter. Project has a 10' wide sidewalk that connects bicycle pedestrian sidewalks at 13th St., 21st St., and future Redbud Trail.	Revised project's funding breakout. Moved \$1,143,918 from MPO-CMAQ to MPO-STP. Moved \$555,288 from MPO-STP in FFY 2014 to FFY 2015.	R-10-001-AC  N/A.	MPO-STP  MPO-CMAQ	\$3,014,287	\$0	\$2,389,756	\$5,404,043
City of Wichita	2014	Road: Central: 135th St. W. to 119th St. W. (Split 3)	Improve to a 5-lane facility including drainage and sidewalk. Realign Central so it is constructed on the section line. Two new bridges.	Project's federal funding conversion of \$549,961 in MPO-CMAQ moved to FFY 2014 from FFY 2013.	R-08-37-C2  87 N-0351-01	MPO-CMAQ	\$571,959	\$0	\$0	\$571,959
Sedgwick County Public Works	2015	Bridge: 143rd St. E. - 1800' N. of 71st St. S. (Split 1)	Remove existing bridge on 143rd St. E. and construct a new bridge meeting current waterway opening, lane width and structural standards as agreed to with KDOT. Reconstruct approaching road bed to meet new bridge elevation and alignment.	Project's federal funding source changed from MPO-BRO to MPO-STP due to MPO-BRO being discontinued at the MPO level.	B-13-001-AC  N/A.	MPO-STP	\$174,651	\$0	\$658,181	\$832,832
City of Wichita	2015	Bridge: 21st St. @ Derby Refinery	Rehabilitation/Replacement of existing bridge.	Changed federal funding source from MPO-BRS to MPO-STP.	B-11-010  N/A.	MPO-STP	\$630,526	\$0	\$478,114	\$1,108,640

Sponsor	Year	Name	Scope	Change	WAMPO / KDOT Project #	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Total Funding
Sedgwick County Public Works	2015	Bridge: 87th St. S. - 1400' E. of Ridge Rd. (Split 2)	Remove existing bridge on 87th St. W. and construct a new bridge meeting current waterway opening, lane width and structural standards as agreed to with KDOT. Reconstruct approaching road bed to meet new bridge elevation and alignment.	Project's federal funding source changed from MPO-BRO to MPO-STP due to MPO-BRO being discontinued at the MPO level.	B-12-004-C1  N/A.	MPO-STP	\$535,579	\$0	\$0	\$535,579
City of Wichita	2015	Bridge: Douglas @ Linden	Rehabilitation/Replacement of existing bridge.	Changed federal funding source from MPO-BRS to MPO-STP.	B-11-011  N/A.	MPO-STP	\$630,526	\$0	\$451,074	\$1,081,600
City of Andover	2015	Road: 159th St. E.: N. of KTA Bridge (N. of Central) to 250' S. of 21st St. N. (Split 2)	Reconstruct and pave 159th St. to 3-lane arterial standards with curb and gutter. Project has a 10' wide sidewalk that connects bicycle pedestrian sidewalks at 13th St., 21st St., and future Redbud Trail.	Project split between FFY 2014 and FFY 2015. Conversion of \$555,288 in MPO-STP.	R-10-001-C1  N/A.	MPO-STP	\$555,288	\$0	\$0	\$555,288
City of Wichita	2015	Road: Meridian: Orient to McCormick (Split 1)	Reconstruct current 4-lane roadway to 5- lane roadway including drainage improvements and sidewalk.	Project funding breakout by categories and FFY revised. Moved \$571,427 from MPO-CMAQ to MPO- STP. Moved \$713,427 from MPO-STP in FFY 2015 to FFY 2016.	R-11-004-AC  N/A.	MPO-CMAQ  MPO-STP	\$2,090,832	\$0	\$4,936,672	\$7,027,504
City of Derby	2015	Road: Nelson Dr.: Meadowark to approx. 250' E. of K-15	Realignment of Nelson Drive from where it currently intersects Meadowlark Blvd. to approx. 250' E. of K-15.	Project addition.	R-13-006  N/A.	HSIP	\$400,000	\$0	\$1,682,080	\$2,082,080

Sponsor	Year	Name	Scope	Change	WAMPO / KDOT Project #	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Total Funding
Sedgwick County Public Works	2016	Bridge: 143rd St. E. - 1800' N. of 71st St. S. (Split 2)	Remove existing bridge on 143rd St. E. and construct a new bridge meeting current waterway opening, lane width and structural standards as agreed to with KDOT. Reconstruct approaching road bed to meet new bridge elevation and alignment.	Project's federal funding source changed from MPO-BRO to MPO-STP due to MPO-BRO being discontinued at the MPO level.	B-13-001-C1  N/A.	MPO-STP	\$370,361	\$0	\$0	\$370,361
Butler County	2016	Bridge: SW Prairie Creek Rd over Dry Creek	Construct new 142.5' RCHS bridge, 45 deg. Skew Rt with 30' Rdwy and approach grading to replace 26.5' RC Deck Girder bridge with 16.3' Rdwy.	Project's federal funding source changed from MPO-BRO to MPO-STP due to MPO-BRO being discontinued at the MPO level.	B-12-005  N/A.	MPO-STP	\$457,145	\$0	\$215,524	\$672,669
City of Wichita	2016	Road: Meridian: Orient to McCormick (Split 2)	Reconstruct current 4-lane roadway to 5- lane roadway including drainage improvements and sidewalk.	Conversion of federal funds (\$713,427 in MPO- STP) moved from FFY 2015 to FFY 2016.	R-11-004-C1  N/A.	MPO-CMAQ  MPO-STP	\$2,296,454	\$0	\$0	\$2,296,454

\* Projects in FFY 2012, 2013, and/or 2014 have Year of Expenditure (YOE) factored into this summary. Project costs for these years may not match values entered into the application form for this reason.