



**Federal Transit Administration**  
901 Locust Street, Suite 404  
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**Federal Highway Administration**  
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*U.S. Department of Transportation*

September 06, 2013

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 September 05, 2013 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #10 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 (TIP) are consistent with the metropolitan transportation plans produced by the continuing, cooperative, and comprehensive transportation process carried out by the Metropolitan Planning Organization, 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 Joni Roeseler of FTA at (816) 329-3936.

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.,  
Deputy Secretary and  
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Sam Brownback, Governor

September 5, 2013

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 #10 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 within the Manhattan metropolitan area, along with projects outside of the metropolitan areas. These items are attached for your review.

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

The public involvement activities conducted by the Flint Hills Metropolitan Planning Organization (FHMPO) for the Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.324.

Please forward any questions or comments regarding projects outside the metro areas to Susie Lovelady, Bureau of Program and Project Management, at (785) 296-0281; and projects within the metro area to Allison Smith, Bureau of Transportation Planning, at (785) 296-0341.

Sincerely,

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

Messrs. Ahmad and Bowen

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September 5, 2013

Enclosures: 2013 September STIP Amendment List of Projects  
2013 STIP Amendment Cash Flow  
FHMPO 2014-2017 TIP Approval Request Letter and Related Documents

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

SEPTEMBER STIP AMENDMENT  
FEDERAL FISCAL YEAR 2013-2016 STIP

DISPOSITION	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO-RATA	WORK PHASE	FUNDS EXPECTED TO OBLIGATE		WORK PHASE	PLANNED YEAR
										ESTIMATE (\$1,000's)	OBLIGATE (\$1,000's)	OBLIGATION		
Move Out		DICKINSON	C-0321-01	Old US-40 Between Solomon and Abilene	ASPH	6.5	C032(101)	HSIP	90.00	\$579	\$521	CONST	2014	
Move Out		DICKINSON	C-0321-01	Old US-40 Between Solomon and Abilene	ASPH	6.5	C032(101)	C0021	10.00	\$579	\$58	CONST	2014	
Move Out		DICKINSON	C-0321-01	Old US-40 Between Solomon and Abilene	ASPH	6.5	C032(101)	HRRR	90.00	\$474	\$427	CONST	2014	
Move Out		DICKINSON	C-0321-01	Old US-40 Between Solomon and Abilene	ASPH	6.5	C032(101)	C0021	10.00	\$474	\$47	CONST	2014	
Rev Est		REPUBLIC	C-0329-01	Local Rd over Riley Cr .5 Mi S & .5 Mi W of Belleville	BRRPL	0.0	C032(901)	STP	80.00	\$565	\$452	CONST	2013	
Rev Est		REPUBLIC	C-0329-01	Local Rd over Riley Cr .5 Mi S & .5 Mi W of Belleville	BRRPL	0.0	C032(901)	C0079	20.00	\$565	\$113	CONST	2013	
Chg FF		WOODSON	C-0341-01	Local Rd over Branch of Owl Cr 1.9 Mi N & 5 Mi W of Jct US-54/75	BRRPL	0.0	C034(101)	STP	80.00	\$400	\$320	CONST	2013	
Chg FF		WOODSON	C-0341-01	Local Rd over Branch of Owl Cr 1.9 Mi N & 5 Mi W of Jct US-54/75	BRRPL	0.0	C034(101)	C0104	20.00	\$400	\$80	CONST	2013	
Move Out		ROOKS	C-0390-01	Various Locations within Rooks County	MTREG	0.0	C039(001)	HSIP	90.00	\$70	\$63	CONST	2014	
Move Out		ROOKS	C-0390-01	Various Locations within Rooks County	MTREG	0.0	C039(001)	C0064	10.00	\$70	\$7	CONST	2014	
Add		STATEWIDE	C-0484-01	Safety Edge Shoes at Various Locations Statewide	PURCH	0.0	C048(401)	HSIP	90.00	\$60	\$54	PE	2013	
Add		STATEWIDE	C-0484-01	Safety Edge Shoes at Various Locations Statewide	PURCH	0.0	C048(401)	C0106	10.00	\$60	\$6	PE	2013	
Move Out		DICKINSON	C-4592-01	Asphalt Between Abilene and Chapman on Old US-40	ASPH	9.5	C459(201)	HSIP	90.00	\$1,011	\$910	CONST	2014	
Move Out		DICKINSON	C-4592-01	Asphalt Between Abilene and Chapman on Old US-40	ASPH	9.5	C459(201)	C0021	10.00	\$1,011	\$101	CONST	2014	
Convert AC	US-54	PRATT	K-8243-04	Jct RS-501 E to 1 Mi E of Cairo Intersection	GRBRS	5.0	K824(304)	NHPP	80.00	\$25,000	\$20,000	CONST	2013	
Convert AC	US-54	PRATT	K-8243-04	Jct RS-501 E to 1 Mi E of Cairo Intersection	GRBRS	5.0	K824(304)	CMQ	80.00	\$5,000	\$4,000	CONST	2013	
Convert AC	US-54	PRATT	K-8243-04	Jct RS-501 E to 1 Mi E of Cairo Intersection	GRBRS	5.0	K824(304)	K	20.00	\$30,000	\$6,000	CONST	2013	
Convert AC	US-54	PRATT	K-8243-04	Jct RS-501 E to 1 Mi E of Cairo Intersection	GRBRS	5.0	K824(304)	NHPP	80.00	\$805	\$644	PE	2013	
Convert AC	US-54	PRATT	K-8243-04	Jct RS-501 E to 1 Mi E of Cairo Intersection	GRBRS	5.0	K824(304)	K	20.00	\$805	\$161	PE	2013	
Convert AC	US-50	HARVEY	K-9439-01	COR:US-50, 1 Mi W of Anderson Ave, East to Old Main St.	GRBRS	1.4	K943(901)	NHPP	80.00	\$7,972	\$6,378	CONST	2013	
Convert AC	US-50	HARVEY	K-9439-01	COR:US-50, 1 Mi W of Anderson Ave, East to Old Main St.	GRBRS	1.4	K943(901)	K	20.00	\$7,972	\$1,594	CONST	2013	
Convert AC	US-50	HARVEY	K-9439-01	COR:US-50, 1 Mi W of Anderson Ave, East to Old Main St.	GRBRS	1.4	K943(901)	STP	80.00	\$15,735	\$12,588	CONST	2013	
Convert AC	US-50	HARVEY	K-9439-01	COR:US-50, 1 Mi W of Anderson Ave, East to Old Main St.	GRBRS	1.4	K943(901)	K	20.00	\$15,735	\$3,147	CONST	2013	
Convert AC	US-50	HARVEY	K-9439-01	COR:US-50, 1 Mi W of Anderson Ave, East to Old Main St.	GRBRS	1.4	K943(901)	NHPP	80.00	\$694	\$556	PE	2013	
Convert AC	US-50	HARVEY	K-9439-01	COR:US-50, 1 Mi W of Anderson Ave, East to Old Main St.	GRBRS	1.4	K943(901)	K	20.00	\$694	\$139	PE	2013	
Convert AC	US-50	HARVEY	K-9439-01	COR:US-50, 1 Mi W of Anderson Ave, East to Old Main St.	GRBRS	1.4	K943(901)	NHPP	80.00	\$944	\$756	UTIL	2013	
Convert AC	US-50	HARVEY	K-9439-01	COR:US-50, 1 Mi W of Anderson Ave, East to Old Main St.	GRBRS	1.4	K943(901)	K	20.00	\$944	\$189	UTIL	2013	
Chg FF	I-135	HARVEY	KA-0052-01	I-135/36th St, 2 Mi S of S Jct I-135/US-50	GRBRS	1.0	1351(212)	STP	90.00	\$11,100	\$9,990	CONST	2013	
Chg FF	I-135	HARVEY	KA-0052-01	I-135/36th St, 2 Mi S of S Jct I-135/US-50	GRBRS	1.0	1351(212)	K	10.00	\$11,100	\$1,110	CONST	2013	
Convert AC	I-135	HARVEY	KA-0052-01	I-135/36th St, 2 Mi S of S Jct I-135/US-50	GRBRS	1.0	1351(212)	STP	90.00	\$800	\$720	PE	2013	
Convert AC	I-135	HARVEY	KA-0052-01	I-135/36th St, 2 Mi S of S Jct I-135/US-50	GRBRS	1.0	1351(212)	K	10.00	\$800	\$80	PE	2013	
Convert AC	I-135	HARVEY	KA-0052-01	I-135/36th St, 2 Mi S of S Jct I-135/US-50	GRBRS	1.0	1351(212)	STP	90.00	\$200	\$180	UTIL	2013	
Convert AC	I-135	HARVEY	KA-0052-01	I-135/36th St, 2 Mi S of S Jct I-135/US-50	GRBRS	1.0	1351(212)	K	10.00	\$200	\$20	UTIL	2013	
Add		STATEWIDE	KA-0431-14	FY-2014 Statewide Pavement Marking Program	PAVMK	0.0	A043(114)	HSIP	100.00	\$4,000	\$4,000	CONST	2013	
Convert AC	I-70	ELLSWORTH	KA-0728-02	Permanent Seeding from RS/EW Co Ln E 8.3 Mi	SEED	0.0	0704(091)	NHPP	90.00	\$30	\$27	CONST	2013	
Convert AC	I-70	ELLSWORTH	KA-0728-02	Permanent Seeding from RS/EW Co Ln E 8.3 Mi	SEED	0.0	0704(091)	K	10.00	\$30	\$3	CONST	2013	
Convert AC	I-70	ELLSWORTH	KA-0730-02	Permanent Seeding .745 Mi W of K-14 E to EW/LC Co Ln	SEED	0.0	0704(090)	NHPP	90.00	\$45	\$41	CONST	2013	
Convert AC	I-70	ELLSWORTH	KA-0730-02	Permanent Seeding .745 Mi W of K-14 E to EW/LC Co Ln	SEED	0.0	0704(090)	K	10.00	\$45	\$5	CONST	2013	
Convert AC	I-70	DICKINSON	KA-0732-01	.4 Mi W of K-15 (Abilene) E to 2.3 M E of E Jct K-43	MILOV	8.5	0704(087)	RDF	90.00	\$4,475	\$4,028	CONST	2013	
Convert AC	I-70	DICKINSON	KA-0732-01	.4 Mi W of K-15 (Abilene) E to 2.3 M E of E Jct K-43	MILOV	8.5	0704(087)	K	10.00	\$4,475	\$448	CONST	2013	
Convert AC	US-50	RENO	KA-0743-01	Stafford/Reno County Line East to RS-360(Plevna)	MILOV	8.8	A074(301)	NHPP	80.00	\$6,844	\$5,475	CONST	2013	
Convert AC	US-50	RENO	KA-0743-01	Stafford/Reno County Line East to RS-360(Plevna)	MILOV	8.8	A074(301)	K	20.00	\$6,844	\$1,369	CONST	2013	
Convert AC	US-50	RENO	KA-0743-01	Stafford/Reno County Line East to RS-360(Plevna)	MILOV	8.8	A074(301)	NHPP	80.00	\$493	\$394	PE	2013	
Convert AC	US-50	RENO	KA-0743-01	Stafford/Reno County Line East to RS-360(Plevna)	MILOV	8.8	A074(301)	K	20.00	\$493	\$99	PE	2013	
Convert AC	US-50	RENO	KA-0744-01	US-50: RS-360 (Plevna) East to Junction US-50/K-14	MILOV	8.0	A074(401)	NHPP	80.00	\$6,731	\$5,385	CONST	2013	
Convert AC	US-50	RENO	KA-0744-01	US-50: RS-360 (Plevna) East to Junction US-50/K-14	MILOV	8.0	A074(401)	K	20.00	\$6,731	\$1,346	CONST	2013	
Convert AC	US-50	RENO	KA-0744-01	US-50: RS-360 (Plevna) East to Junction US-50/K-14	MILOV	8.0	A074(401)	NHPP	80.00	\$424	\$339	PE	2013	
Convert AC	US-50	RENO	KA-0744-01	US-50: RS-360 (Plevna) East to Junction US-50/K-14	MILOV	8.0	A074(401)	K	20.00	\$424	\$85	PE	2013	
Convert AC	US-75	BROWN	KA-0747-01	0.5 Miles North of NCL Sabetha, No to BR/NM County Line	MILOV	3.0	A074(701)	NHPP	80.00	\$3,494	\$2,795	CONST	2013	

SEPTEMBER STIP AMENDMENT  
FEDERAL FISCAL YEAR 2013-2016 STIP

DISPOSITION	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO-RATA	WORK PHASE	FUNDS EXPECTED TO OBLIGATE	WORK PHASE	PLANNED YEAR
										ESTIMATE (\$1,000's)	(\$1,000's)	OBLIGATION	OBLIGATION
Convert AC	US-75	BROWN	KA-0747-01	0.5 Miles North of NCL Sabetha, No to BR/NM County Line	MILOV	3.0	A074(701)	K	20.00	\$3,494	\$699	CONST	2013
Convert AC	US-75	BROWN	KA-0747-01	0.5 Miles North of NCL Sabetha, No to BR/NM County Line	MILOV	3.0	A074(701)	NHPP	80.00	\$224	\$179	PE	2013
Convert AC	US-75	BROWN	KA-0747-01	0.5 Miles North of NCL Sabetha, No to BR/NM County Line	MILOV	3.0	A074(701)	K	20.00	\$224	\$45	PE	2013
Rev Est	US-75	BROWN	KA-0747-02	.5 Mi N of NCL of Sabetha, N to BR/NM Co Ln	SEED	0.0	A074(702)	NHPP	80.00	\$50	\$40	CONST	2013
Rev Est	US-75	BROWN	KA-0747-02	.5 Mi N of NCL of Sabetha, N to BR/NM Co Ln	SEED	0.0	A074(702)	K	20.00	\$50	\$10	CONST	2013
Chg FF	US-75	NEMAHA	KA-0748-02	BR/NM Co Ln N to NB St Ln	SEED	0.0	A074(802)	NHPP	80.00	\$50	\$40	CONST	2013
Chg FF	US-75	NEMAHA	KA-0748-02	BR/NM Co Ln N to NB St Ln	SEED	0.0	A074(802)	K	20.00	\$50	\$10	CONST	2013
Convert AC	US-400	CHEROKEE	KA-1005-01	US-400 (US-69) from Pittsburg Bypass South to I-44	STUDY	28.4	A100(501)	NHS	80.00	\$550	\$440	PE	2013
Convert AC	US-400	CHEROKEE	KA-1005-01	US-400 (US-69) from Pittsburg Bypass South to I-44	STUDY	28.4	A100(501)	K	20.00	\$550	\$110	PE	2013
Convert AC	US-83	STATEWIDE	KA-1008-01	US-83 from Sublette N to Scott City	STUDY	72.2	A100(801)	NHS	80.00	\$400	\$320	PE	2013
Convert AC	US-83	STATEWIDE	KA-1008-01	US-83 from Sublette N to Scott City	STUDY	72.2	A100(801)	K	20.00	\$400	\$80	PE	2013
Convert AC	K-18	WABAUNSEE	KA-1799-01	Br & Cul Repl;Deep Cr Br(049) Antelope Br(050), Cul 512	BRRPL	0.0	A179(901)	STP	100.00	\$1,484	\$1,484	CONST	2013
Convert AC	K-18	WABAUNSEE	KA-1799-01	Br & Cul Repl;Deep Cr Br(049) Antelope Br(050), Cul 512	BRRPL	0.0	A179(901)	STP	100.00	\$316	\$316	PE	2013
Rev Est	K-25	KEARNY	KA-2065-01	K-25 over Mattox Draw, 8.79 Mi N of the K-25/US-50 Jct	BRRPL	0.0	A206(501)	ACBRF	80.00	\$150	\$120	PE	2013
Rev Est	K-25	KEARNY	KA-2065-01	K-25 over Mattox Draw, 8.79 Mi N of the K-25/US-50 Jct	BRRPL	0.0	A206(501)	K	20.00	\$150	\$30	PE	2013
Chg FF	K-25	KEARNY	KA-2065-01	K-25 over Mattox Draw, 8.79 Mi N of the K-25/US-50 Jct	BRRPL	0.0	A206(501)	ACSTP	80.00	\$28	\$22	UTIL	2013
Chg FF	K-25	KEARNY	KA-2065-01	K-25 over Mattox Draw, 8.79 Mi N of the K-25/US-50 Jct	BRRPL	0.0	A206(501)	K	20.00	\$28	\$6	UTIL	2013
Chg FF	K-181	MITCHELL	KA-2072-01	K-181 over Bacon Cr .9 Mi NW of Lincoln Co Ln	BRRPL	0.0	A207(201)	ACSTP	80.00	\$22	\$18	UTIL	2013
Chg FF	K-181	MITCHELL	KA-2072-01	K-181 over Bacon Cr .9 Mi NW of Lincoln Co Ln	BRRPL	0.0	A207(201)	K	20.00	\$22	\$4	UTIL	2013
Rev Est	US-36	REPUBLIC	KA-2085-01	Br#12 over Riley Cr .22 Mi E of US-81	BRRPL	0.0	A208(501)	ACBRF	80.00	\$180	\$144	PE	2013
Rev Est	US-36	REPUBLIC	KA-2085-01	Br#12 over Riley Cr .22 Mi E of US-81	BRRPL	0.0	A208(501)	K	20.00	\$180	\$36	PE	2013
Rev Est	US-36	REPUBLIC	KA-2334-01	From .24 Mi E to 1.1 Mi E of US-36/US-81	PAVRC	0.9	A233(401)	ACNHP	80.00	\$180	\$144	PE	2013
Rev Est	US-36	REPUBLIC	KA-2334-01	From .24 Mi E to 1.1 Mi E of US-36/US-81	PAVRC	0.9	A233(401)	K	20.00	\$180	\$36	PE	2013
Rev Est	US-83	LOGAN	KA-2403-01	Western Vistas Historic Byway Kiosk	SHHWP	0.0	A240301	SB	80.00	\$70	\$56	CONST	2013
Rev Est	US-83	LOGAN	KA-2403-01	Western Vistas Historic Byway Kiosk	SHHWP	0.0	A240301	K	20.00	\$70	\$14	CONST	2013
Rev Est	US-83	LOGAN	KA-2403-01	Western Vistas Historic Byway Kiosk	SHHWP	0.0	A240301	TEA	80.00	\$38	\$30	CONST	2013
Rev Est	US-83	LOGAN	KA-2403-01	Western Vistas Historic Byway Kiosk	SHHWP	0.0	A240301	K	20.00	\$38	\$8	CONST	2013
Rev Est		STATEWIDE	KA-2591-01	Develop a Sign Inventory	SIGN	0.0	A259(101)	OMV	100.00	\$495	\$495	PE	2013
Move Out		BROWN	KA-3072-01	Hiawatha Fitness and School Trail	PEDBI	0.0	A307(201)	TCSP	80.00	\$871	\$697	CONST	2014
Move Out		BROWN	KA-3072-01	Hiawatha Fitness and School Trail	PEDBI	0.0	A307(201)	U0310	20.00	\$871	\$174	CONST	2014
Add	US-183	ELLIS	KA-3461-01	US-183/Bison Rd Jct N thr Hays to .5 Mi N of US-183/55th St Intrs	PE	5.0	A346(101)	HSIP	100.00	\$70	\$70	PE	2013
Add		STATEWIDE	KA-3538-01	Purchase of Portable Rumble Strips	SPEC	0.0	A353(801)	HSIP	90.00	\$170	\$153	PE	2013
Add		STATEWIDE	KA-3538-01	Purchase of Portable Rumble Strips	SPEC	0.0	A353(801)	K	10.00	\$170	\$17	PE	2013
Move Out		DICKINSON	U-0078-01	Brdwy St over Trib to Lime Cr Adj to Father Padilla Pk in Herington	BRRPL	0.2	U007(801)	STP	80.00	\$510	\$408	CONST	2014
Move Out		DICKINSON	U-0078-01	Brdwy St over Trib to Lime Cr Adj to Father Padilla Pk in Herington	BRRPL	0.2	U007(801)	U0300	20.00	\$510	\$102	CONST	2014
Rev Est		Butler	X-2793-01	BNSF RR Xing & Purity Springs Rd NE of Augusta	FLTSG	0.0	X279(301)	STP	100.00	\$201	\$201	CONST	2013
Rev Est		Butler	X-2793-01	BNSF RR Xing & Purity Springs Rd NE of Augusta	FLTSG	0.0	X279(301)	HSIP	100.00	\$174	\$174	CONST	2013
Rev Est		HARPER	X-2794-01	BNSF RR Xing & NW 30 Rd SW of Attica	FLTSG	0.0	X279(401)	STP	100.00	\$276	\$276	CONST	2013
Rev Est		HARPER	X-2794-01	BNSF RR Xing & NW 30 Rd SW of Attica	FLTSG	0.0	X279(401)	HSIP	100.00	\$155	\$155	CONST	2013
Rev Est		HARVEY	X-2795-01	BNSF RR Xing & SW 72nd St NE of Sedgwick	FLTSG	0.0	X279(501)	STP	100.00	\$276	\$276	CONST	2013
Rev Est		HARVEY	X-2795-01	BNSF RR Xing & SW 72nd St NE of Sedgwick	FLTSG	0.0	X279(501)	HSIP	100.00	\$217	\$217	CONST	2013
Rev Est		HARVEY	X-2796-01	BNSF RR Xing & SW 48th St S of Newton	FLTSG	0.0	X279(601)	STP	100.00	\$201	\$201	CONST	2013
Rev Est		HARVEY	X-2796-01	BNSF RR Xing & SW 48th St S of Newton	FLTSG	0.0	X279(601)	HSIP	100.00	\$133	\$133	CONST	2013
Rev Est		MARION	X-2797-01	BNSF RR Xing & Limestone Rd SW of Peabody	FLTSG	0.0	X279(701)	STP	100.00	\$155	\$155	CONST	2013
Rev Est		MARION	X-2797-01	BNSF RR Xing & Limestone Rd SW of Peabody	FLTSG	0.0	X279(701)	HSIP	100.00	\$204	\$204	CONST	2013
Add		MARION	X-2854-01	BNSF RR Xing & Wagon Wheel Rd 1 Mi W of Florence	FLTSG	0.0	X285(401)	HSIP	100.00	\$451	\$451	CONST	2013
Add		HARVEY	X-2855-01	BNSF RR Xing & 14th St SE Edge of Newton	FLTSG	0.0	X285(501)	HSIP	100.00	\$376	\$376	CONST	2013
Add		HARVEY	X-2856-01	BNSF RR Xing & S. Essex Heights Rd 1 Mi E of Halstead	FLTSG	0.0	X285(601)	HSIP	100.00	\$376	\$376	CONST	2013
Add		COWLEY	X-2858-01	BNSF RR Xing & 82 Rd 9 Mi N of Winfield	FLTSG	0.0	X285(801)	HSIP	100.00	\$451	\$451	CONST	2013

SEPTEMBER STIP AMENDMENT  
FEDERAL FISCAL YEAR 2013-2016 STIP

DISPOSITION	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK	FUNDS	WORK	PLANNED
										PHASE	ESTIMATE		
										(\$1,000's)	(\$1,000's)	OBLIGATION	OBLIGATION
Add		HARPER	X-2859-01	BNSF RR Xing & NW 120 Ave 2 Mi SW of Attica	FLTSG	0.0	X285(901)	HSIP	100.00	\$451	\$451	CONST	2013
Add		HARPER	X-2860-01	BNSF RR Xing & NW 50 Rd 1 Mi SW of Attica	FLTSG	0.0	X286(001)	HSIP	100.00	\$451	\$451	CONST	2013
Add		BROWN	X-2861-01	UP RR Xing & Horned Owl Rd SE of Hamlin	FLTSG	0.0	X286(101)	HSIP	100.00	\$251	\$251	CONST	2013
Add		MARSHALL	X-2862-01	UP RR Xing & Sheldon St in Beattie	FLTSG	0.0	X286(201)	HSIP	100.00	\$326	\$326	CONST	2013
Add		MARION	X-2863-01	UP RR Xing & Pawnee Rd SW of Aulne	FLTSG	0.0	X286(301)	HSIP	100.00	\$226	\$226	CONST	2013
Add		MARION	X-2864-01	UP RR Xing & Remington Rd SW of Marion	FLTSG	0.0	X286(401)	HSIP	100.00	\$241	\$241	CONST	2013
Add		SHAWNEE	X-2865-01	UP RR Xing & Carter Rd SE of Rossville	FLTSG	0.0	X286(501)	HSIP	100.00	\$221	\$221	CONST	2013
Add		POTTAWATOMIE	X-2866-01	UP RR Xing & Schoeman Rd E of Belvue	FLTSG	0.0	X286(601)	HSIP	100.00	\$201	\$201	CONST	2013
Add		RILEY	X-2867-01	UP RR Xing & 15th St in Manhattan	FLTSG	0.0	X286(701)	HSIP	100.00	\$351	\$351	CONST	2013
Add		SALINE	X-2868-01	UP RR Xing & Wyman Rd E of Brookville	FLTSG	0.0	X286(801)	HSIP	100.00	\$211	\$211	CONST	2013
Add		ELLIS	X-2869-01	UP RR Xing & 160 Ave 3 Mi E of Ellis	FLTSG	0.0	X286(901)	HSIP	100.00	\$206	\$206	CONST	2013
Add		TREGO	X-2870-01	UP RR Xing & Riga Rd 4 Mi W of Ellis	FLTSG	0.0	X287(001)	HSIP	100.00	\$301	\$301	CONST	2013
Add		LOGAN	X-2871-01	UP RR Xing & 400 Rd W of Oakley	FLTSG	0.0	X287(101)	HSIP	100.00	\$301	\$301	CONST	2013
Add		LOGAN	X-2872-01	UP RR Xing & 280 Rd Near Monument	FLTSG	0.0	X287(201)	HSIP	100.00	\$251	\$251	CONST	2013
Add		WALLACE	X-2873-01	UP RR Xing & WA N-6 Rd @ Weskan	FLTSG	0.0	X287(301)	HSIP	100.00	\$261	\$261	CONST	2013
Add		WALLACE	X-2874-01	UP RR Xing & 3 Rd W of Weskan	FLTSG	0.0	X287(401)	HSIP	100.00	\$221	\$221	CONST	2013
Add		BOURBON	X-2876-01	BNSF RR Xing & Hackberry Rd 2 Mi S of Ft. Scott	FLTSG	0.0	X287(601)	HSIP	100.00	\$326	\$326	CONST	2013
Add		BOURBON	X-2877-01	BNSF RR Xing & 180th St 8 Mi SW of Ft. Scott	FLTSG	0.0	X287(701)	HSIP	100.00	\$401	\$401	CONST	2013
Add		CRAWFORD	X-2878-01	BNSF RR Xing & 640 Ave 1.5 Mi N of Girard	FLTSG	0.0	X287(801)	HSIP	100.00	\$326	\$326	CONST	2013
Add		CRAWFORD	X-2879-01	BNSF RR Xing & N St NE of Girard	FLTSG	0.0	X287(901)	HSIP	100.00	\$326	\$326	CONST	2013
Add		CRAWFORD	X-2880-01	BNSF RR Xing & 530 Ave 2 Mi N of Cherokee	FLTSG	0.0	X288(001)	HSIP	100.00	\$301	\$301	CONST	2013
Add		CRAWFORD	X-2881-01	BNSF RR Xing & 510 Ave N of Cherokee	FLTSG	0.0	X288(101)	HSIP	100.00	\$451	\$451	CONST	2013
Add		CHEROKEE	X-2882-01	BNSF RR Xing & Liberty Rd 1 Mi N of Scammon	FLTSG	0.0	X288(802)	HSIP	100.00	\$376	\$376	CONST	2013

## KDOT - All Agency Funds

(\$000)	2013	2014	2015	2016	Total SFY 2013-2016
<b>BEGINNING BALANCE</b>	400,315	554,152	477,315	326,210	
<b>Resources</b>					
Motor Fuel Taxes	431,206	433,806	436,406	439,006	1,740,424
Sales & Compensating Tax	319,682	478,647	510,455	529,591	1,838,375
Registration Fees	182,000	199,500	206,500	209,500	797,500
Drivers Licenses Fees	8,844	8,844	8,844	8,844	35,376
Special Vehicle Permits	2,489	2,489	2,489	2,489	9,956
Interest on Funds	5,481	5,504	7,294	8,070	26,349
Misc. Revenues	37,189	23,394	23,756	8,410	92,749
Transfers:	1,406	1,399	1,399	1,399	5,603
Motor Carrier Property Tax	-	-	-	10,064	10,064
Subtotal	988,297	1,153,583	1,197,143	1,217,373	4,556,396
<b>Federal &amp; Local Construction Reimbursement</b>					
Federal Reimbursement - SHF	300,901	265,069	228,184	254,179	1,048,334
Local Construction - Federal	62,491	55,592	88,233	72,076	278,392
Local Construction - Local	32,660	34,865	32,894	23,403	123,822
Miscellaneous Federal Aid	29,964	28,975	28,975	29,477	117,391
Subtotal Federal & Local	426,016	384,501	378,286	379,135	1,567,939
Total before Bonding	1,414,313	1,538,084	1,575,429	1,596,508	6,124,335
<b>Bond Sales (par)</b>	244,704	150,000	210,000	200,000	804,704
Issue Costs/Premium/Discount/Acc Int.	(1,521)	-	-	-	(1,521)
Net from Bond Sales:	243,183	150,000	210,000	200,000	803,183
<b>Net TRF Loan Transactions</b>	5,747	5,468	5,057	4,681	20,953
<b>TOTAL RECEIPTS</b>	1,663,243	1,693,552	1,790,486	1,801,189	6,948,471
<b>AVAILABLE RESOURCES</b>	2,063,558	2,247,705	2,267,801	2,127,400	8,706,464

The following revenue estimates are currently being used:  
 April 2013 State Consensus Revenue Estimating Group  
 November 2012 Highway Revenue Estimating Group  
 Debt Service updated 12/06/2012

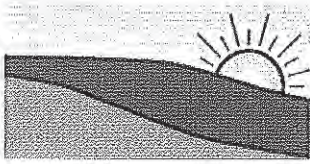
## KDOT - All Agency Funds

(\$000)	2013	2014	2015	2016	Total SFY 2013-2016
<b>EXPENDITURES:</b>					
<b>Maintenance</b>	135,950	135,664	137,270	140,702	549,586
<b>Construction</b>					
Preservation	326,539	343,650	411,168	471,296	1,552,653
Modernization	27,134	38,215	41,581	24,025	130,955
Expansion & Enhancements	233,689	284,966	352,748	322,562	1,193,965
CE & PE	117,728	115,590	118,918	108,356	460,592
Total Construction	705,090	782,421	924,415	926,239	3,338,165
<b>Modes</b>					
Aviation	3,000	5,000	5,000	5,000	18,000
Public Transit	25,275	29,210	29,210	29,711	113,406
Rail	1,477	6,344	6,427	6,574	20,822
Total Modes	29,752	40,554	40,637	41,285	152,228
<b>Local Support</b>					
SC&CHF	145,017	145,875	146,750	157,688	595,330
Local Federal Aid Projects	57,099	75,097	96,866	70,403	299,465
Local Partnership Programs	35,804	34,964	54,388	44,603	169,759
City Connecting Links	3,360	3,360	3,360	3,360	13,440
Agency Operations	9,254	9,281	9,464	9,654	37,653
Other	28,319	24,004	23,388	12,860	88,571
Total Local Support	278,853	292,581	334,216	298,568	1,204,218
<b>Management</b>	58,565	62,437	55,729	57,100	233,831
Buildings	7,683	6,136	6,856	8,249	28,924
Total	66,248	68,573	62,585	65,349	262,755
<b>Transfers Out</b>	110,723	267,328	242,389	111,241	731,681
<b>TOTAL before Debt Service</b>	1,326,616	1,587,121	1,741,512	1,583,384	6,238,633
<b>Debt Service</b>	182,791	183,268	200,079	198,633	764,771
<b>TOTAL EXPENDITURES</b>	1,509,407	1,770,389	1,941,591	1,782,017	7,003,404
<b>ENDING BALANCE</b>	554,152	477,315	326,210	345,384	
<b>Minimum Ending Balance Requirement</b>	337,918	268,878	266,718	280,078	
<b>AVAILABLE ENDING FUND BALANCE:</b>	216,234	208,437	59,492	65,306	
	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.





**FLINT HILLS  
METROPOLITAN PLANNING ORGANIZATION**

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August 27, 2013

Davonna Moore  
Metro Planning Manager  
KDOT Transportation Planning  
700 SW Harrison St.  
Topeka, KS 66603

**Re: FHMPO 2014-2017 TIP**

Dear Ms. Moore:

The Flint Hills Metropolitan Planning Organization (FHMPO) Policy Board approved the 2014-2017 Transportation Improvement Program (TIP) on August 21, 2013. The FHMPO is requesting KDOT's approval and its inclusion by reference into the Statewide Transportation Improvement Program.

A public comment period was held for the 2014-2017 TIP from July 8<sup>th</sup> to August 12<sup>th</sup>, along with two public meetings. No comments were received.

If you have questions or need additional information regarding this letter, please contact me at (785) 845-9050 or [Stephanie@FlintHillsRegion.org](mailto:Stephanie@FlintHillsRegion.org).

Sincerely,

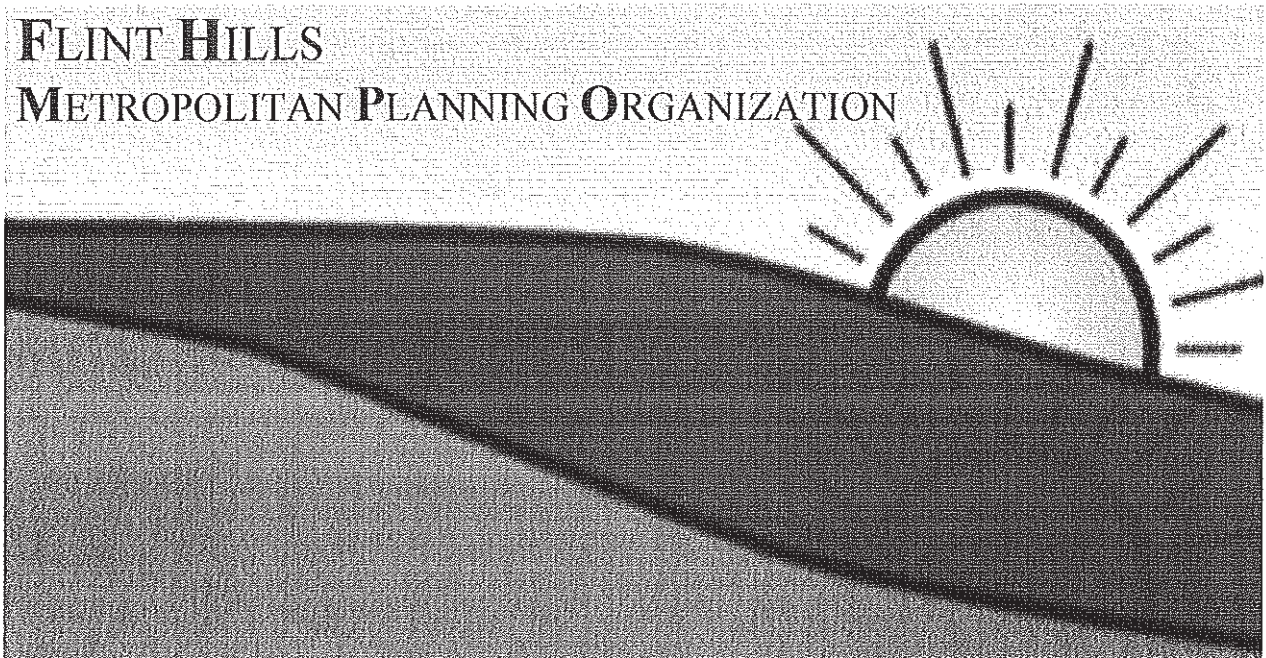
Stephanie Watts  
Transportation Planner

Enclosures: 2014-2017 Transportation Improvement Program  
Two additional signed copies of the Self-Certification

# Transportation Improvement Program

FFY 2014-2017

FLINT HILLS  
METROPOLITAN PLANNING ORGANIZATION



Adopted August 21, 2013

*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.*

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# Introduction

## What is the TIP?

The Transportation Improvement Program (TIP) is a federally required document and one of many tools used to implement the vision and goals of the Flint Hills Metropolitan Planning Organization (FHMPPO). The TIP contains all federally funded and/or regionally significant multimodal surface transportation projects that are to be implemented in the FHMPPO area during the next four years.

The TIP is a fluid document, required to be updated at least every four years. However, the FHMPPO will update the TIP every two years with quarterly amendments to reflect project additions, removals, or changes.

The TIP must also maintain fiscal constraint; meaning, only projects for which funding has been identified can be included in the TIP. Fiscal constraint is discussed more under the Fiscal Analysis section.

*Appendix A* contains a list of all programmed projects from Federal Fiscal Year (FFY) 2014-2017 within the FHMPPO planning boundary.

### Federal Fiscal Year (FFY):

The FFY is from October 1 through September 30

## What is the FHMPPO?

The Flint Hills Metropolitan Planning Organization (FHMPPO) is the designated Metropolitan Planning Organization (MPO) for the Manhattan, Kansas Urbanized Area. The FHMPPO serves a much larger area than just the City of Manhattan; consisting of four cities (the City of Manhattan, the City of Junction City, the City of Ogden, and the City of Grandview Plaza), portions of three counties (Riley County, Pottawatomie County, and Geary County), and the southern portion of the Fort Riley Military Installation.

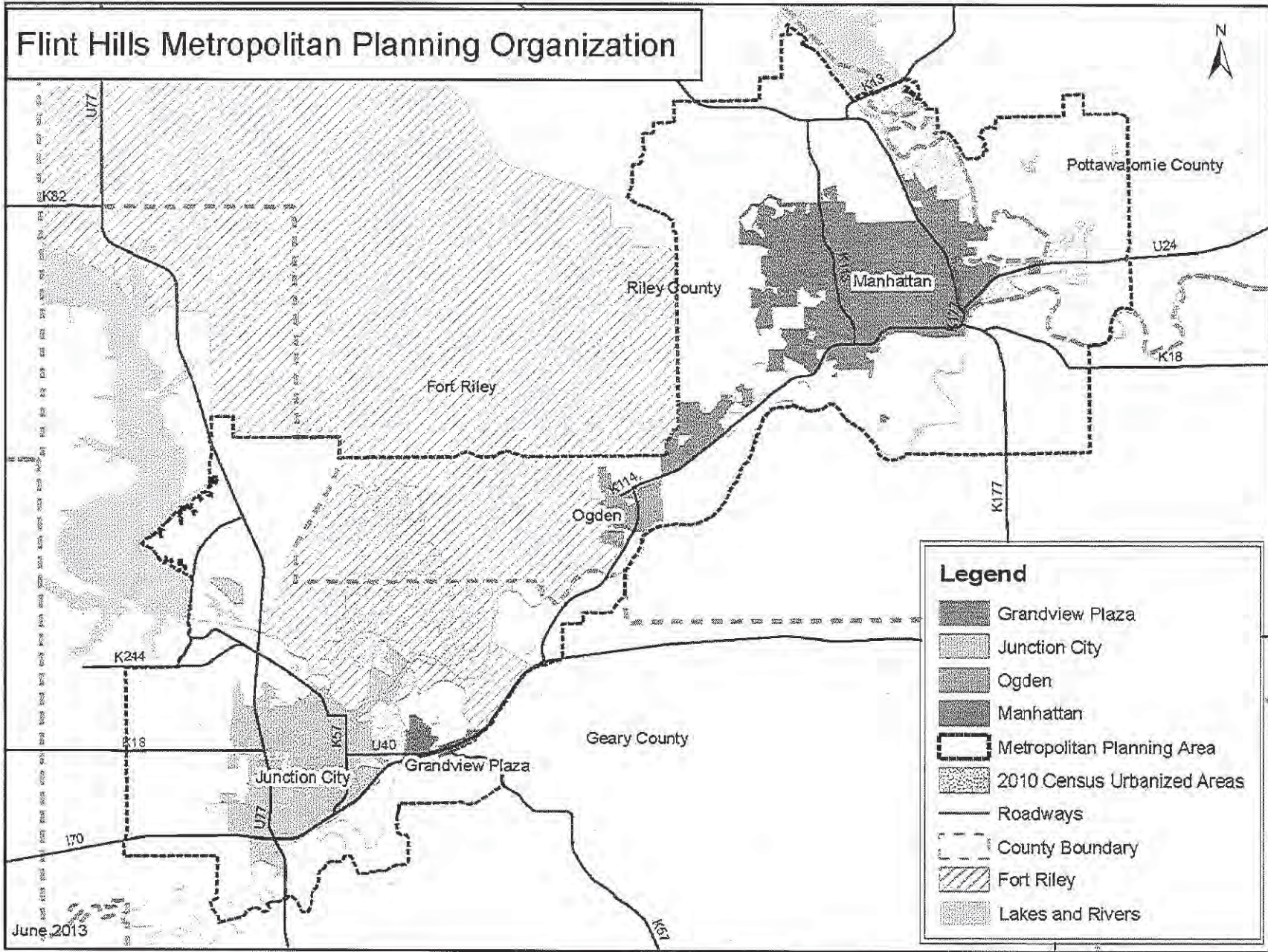
### TAC Membership:

- All four cities
- All three counties
- Fort Riley
- Kansas State University
- Flint Hills Regional Council
- KDOT
- Flint Hills aTa
- Manhattan Bicycle Advisory Committee
- FHWA and FTA

The FHMPPO is comprised of a Technical Advisory Committee (TAC) and a Policy Board. The TAC is a staff-level committee, which provides technical support and recommendations to the FHMPPO Policy Board; while the Policy Board is the decision-making body comprised mainly of local elected officials and KDOT.

A map of the FHMPPO planning area is shown in *Figure 1* on the following page.

Figure 1: FHMPO Planning Area Map



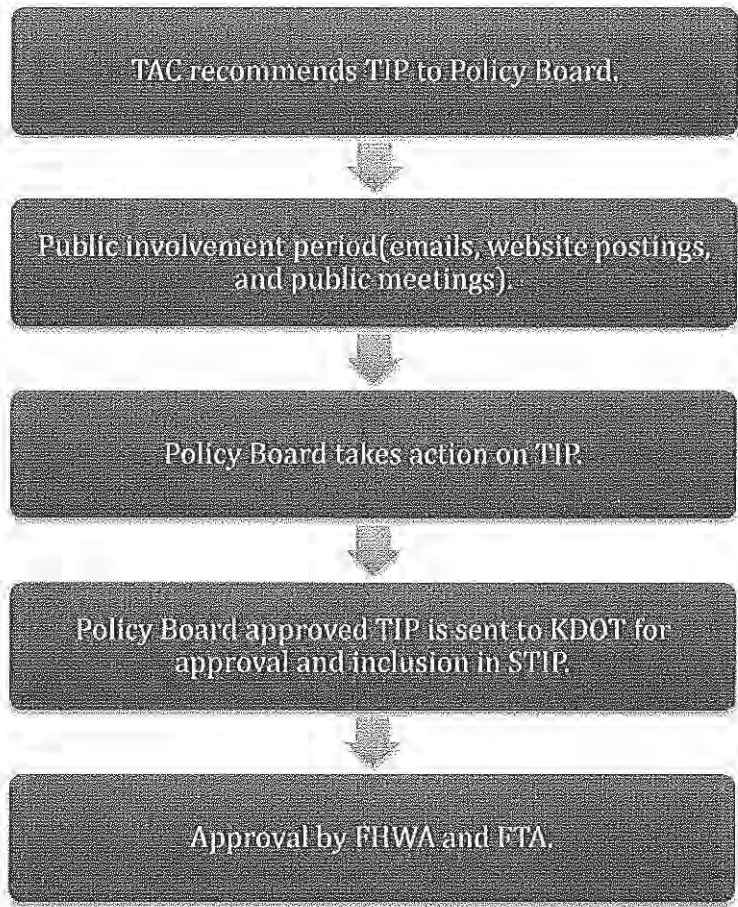
# TIP Procedures

## Process for Including Projects in the TIP?

Prior to a project being included in the TIP, it must be posted for public comment, reviewed by the Technical Advisory Committee (TAC), and ultimately approved by the FHMPO Policy Board. After the Policy Board approves the TIP, it is then sent to the Kansas Department of Transportation (KDOT) to be approved by the Secretary and included by reference into the Statewide Transportation Improvement Program (STIP). KDOT then sends the STIP to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for their approval. After FHWA and FTA approval of the STIP, the TIP is approved. *Figure 2* outlines the TIP approval process.

**Statewide Transportation Improvement Program (STIP):**  
The STIP is the State's equivalent of an MPO's TIP that includes all federally funded transportation projects in the state. Projects in the metropolitan areas are included by reference to the relevant TIP.

Figure 2: TIP Approval Diagram



## TIP Amendments

The TIP is generally amended once every quarter, if needed. The process for amending the TIP is similar to the process used when developing a new TIP as described on the previous page. Prior to each quarterly amendment, a notice will be sent out to all project sponsors notifying them of the amendment. The project sponsors will then have the opportunity to add, remove, or change a project. The amendment approval process will then follow the same procedures as depicted in *Figure 2*.

Whenever the TIP is amended, a summary of changes will be provided to highlight the modifications to the document. Detailed procedures for the TIP amendment process and the associated public involvement process for the TIP amendments are outlined in the FHMPO Public Participation Plan (PPP).

## Administrative Modifications

Administrative Modifications are minor revisions to the TIP that do not require public review and comment or approval from KDOT nor FHWA and FTA. Revisions that meet any of the following criteria are considered Administrative Modifications:

- Revise a project description without changing the project scope;
- Revise the funding amount listed for projects or project phases. Additional funding is limited to 25% of the total project cost or \$5 million (whichever is less), based on the amount programmed in the original approved TIP;
- Decrease project cost;
- Change in source of federal funds;
- Conversion of state funds to federal funds for projects programmed previously as Advanced Construction;
- Change program year of project within the four-year TIP; or
- Split or combine individually listed projects, provided that the cost, schedule, and scope remain unchanged.

Any revision or change not listed above must go through a formal TIP amendment.



# Fiscal Analysis

## Project Funding

Projects in the TIP are funded through various sources of Federal, State, and local funds. Regardless of the funding source, the TIP must be able to demonstrate fiscal constraint. This means there must be adequate local, state, and federal funds available, or can reasonably be expected to become available, to pay for all projects listed in the TIP.

### **Fiscal constraint:**

Project costs do not exceed anticipated revenues and the region can fund all projects identified in the TIP.

## Federal Funding Sources

The main source of federal funds for the FHMPO region is Surface Transportation Program (STP) funds. STP funds are distributed to every county in Kansas, as well as to cities with more than 50,000 people in the Census defined Urbanized Area. KDOT provides approximately \$458,000 in STP funds to the City of Manhattan annually. The three counties within the MPO receive a combined \$373,000 in STP funds each year. Between the City of Manhattan and the counties, the FHMPO region is allocated approximately \$831,000 a year in STP funds. It should be noted that not all of the STP funds received by the counties are attributable to projects within the FHMPO boundary. All three counties have areas outside of the MPO boundary and they may elect to use STP to fund projects outside of the FHMPO area.

In addition to STP, there are also several opportunities to apply for other Federal funds, including, Transportation Alternatives (TA), Highway Safety Improvement Program (HSIP), and National Highway Performance Program (NHPP) funds.

Federal funding for transit and paratransit operations will generally be derived from transit urban and rural formula programs from FTA, such as; 5307, 5310, 5311, and 5316 funds. These funds are used for capital and operational expenses.

## State and Local Funds

State and local funding for projects is used to provide local match for federal funds and to fund local projects.

## Advance Construction

The state often uses a practice known as Advance Construction (AC) to maximize the state's ability to utilize federal funds while still completing projects in a timely manner. AC allows the state to begin a project in one FFY using state funds, and then be reimbursed for eligible

project costs with federal funds in a later FFY. In other words, the state must front the cost of the project in the year it is being AC'd with non-federal funds. Once federal funds are available, the state can be reimbursed with federal funds. This is referred to as the conversion of the project or conversion year. Projects using AC must be identified along with the anticipated year of conversion.

### **Operations and Maintenance (O&M)**

Operation and maintenance (O&M) activities are necessary to ensure the safety and efficiency of the existing transportation system. This consists of routine activities such as pothole patching, minor repairs to pavement and curbs, snow removal, striping and marking, mowing, signal repairs, sign replacement, and other minor work tasks. The expense related to this type of work is usually paid for by the local entities that own and operate the roadway. KDOT is responsible for maintaining the major highways running throughout the region. More information on O&M will be included after the completion of the FHMPO's Metropolitan Transportation Plan.

### **Year of Expenditure Inflation Factor**

Federal regulations require that inflation be applied to transportation projects programmed in the future years of the TIP. Projects programmed in FFY 2015 through FFY 2017 of the TIP must reflect inflation to provide an estimate of costs incurred in the actual year of project activity. The estimated cost of the project multiplied by an inflation factor (4% compounded annually) yields the total cost of the project in Year of Expenditure (YOE) dollars. This allows both the local project sponsor and the MPO to have a more accurate account of the funding required to accomplish the projects programmed in the TIP.

### **Demonstration of Fiscal Constraint**

Federal law requires that the first four years of the TIP be financially constrained, as discussed above. *Table 1*, below, provides realistic costs and funding estimates for the projects in the TIP. Given the uncertainty in the level of federal funding, the FHMPO has assumed that the STP allocation of \$831,000 received by the City and counties in 2014 will remain constant through 2017.

KDOT projects are considered to be financially constrained when submitted to the FHMPO staff for inclusion in the TIP, given the process the state undertakes when identifying statewide projects. The locals however, will be asked to document fiscal constraint when submitting a new project for inclusion in the TIP or increasing the cost of an existing project.

Table 1: Funding Summary Table

Funding Source of Programmed Projects (in thousands)						
Funding Source		FFY 2014	FFY 2015	FFY 2016	FFY 2017	Total
Federal Funds	FTA 5307	\$ -	\$ -	\$ -	\$ -	\$ -
	FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
	FTA 5311	\$ 661.1	\$ -	\$ -	\$ -	\$ 661.1
	FTA 5316	\$ 154.3	\$ -	\$ -	\$ -	\$ 154.3
	NHPP*	\$ 160.0	\$ 5,375.4	\$ 240.0	\$ 4,559.0	\$ 10,334.4
	STP**	\$ -	\$ 360.0	\$ 480.0	\$ -	\$ 840.0
	Other***	\$ 380.0	\$ -	\$ -	\$ -	\$ 380.0
<b>State</b>		\$ 9,446.9	\$ 3,925.7	\$ 3,446.0	\$ 3,773.2	\$ 20,591.8
<b>Local</b>		\$ 4,530.0	\$ 2,173.6	\$ 1,040.0	\$ 416.0	\$ 8,159.6
<b>Total</b>		\$ 15,332.3	\$ 11,834.7	\$ 5,206.0	\$ 8,748.2	\$ 41,121.2
*NHPP-National Highway Performance Program				Note: Transit funds in the FHMPO region are typically only programmed for the first year of the TIP.		
**STP-Surface Transportation Program						
***Community Development Block Grant (CDBG)						
Anticipated Funding (in thousands)						
Funding Source		FFY 2014	FFY 2015	FFY 2016	FFY 2017	Total
<b>Federal</b>		\$ 3,095.2	\$ 7,115.2	\$ 1,979.8	\$ 6,298.8	\$ 18,488.9
<b>State</b>		\$ 9,446.9	\$ 3,925.7	\$ 3,446.0	\$ 3,773.2	\$ -
<b>Local</b>		\$ 7,621.0	\$ 2,800.0	\$ 1,040.0	\$ 416.0	\$ 11,877.0
<b>Total</b>		\$ 20,163.1	\$ 13,840.9	\$ 6,465.8	\$ 10,488.0	\$ 50,957.7

## Major Projects

As per federal regulation, MPOs must list any major projects implemented from the previous TIP and identify any projects that experienced significant delays. The following provides a definition of each of the terms:

### Roadways Projects (including intersections and bridges)

The major roadway projects implemented from the previous TIP will include projects located on roadways classified by the FHMPO as a collector or higher, with construction costs of at least \$2.0 million and that have at least one of the following attributes:

- o Increase roadway capacity or decrease traffic congestion
- o Significantly improve safety
- o Replace aging infrastructure and bring it up to current standards
- o 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 Projects**

The major bikeway and pedestrian projects implemented from the previous TIP will include projects that meet at least one of the following:

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

### **Significant Delay**

The FHMPO defines significant delay as a project that has been delayed by two or more years from the year it was first programmed in the TIP.

### **Progress on Projects from Previous TIP**

The 2014-2017 TIP is the FHMPO's first TIP after being designated as an MPO in February of 2013. There are no projects to report on at this time.

# Environmental Justice

Environmental Justice (EJ) is defined as the fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation, and enforcement of laws, regulations, and policies. The U.S. Department of Transportation requires that FHMPO make EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority and/or low-income populations (collectively, "EJ populations"). The legal backbone of the federal EJ requirement is Title VI of the Civil Rights Act of 1964, which prohibits discrimination "on the basis of race, color, or national origin" in any "program or activity receiving federal financial assistance." **Three core EJ principles** defined by the U.S. Department of Transportation spell out the EJ goals for transportation planning and projects. The FHMPO and project sponsors work together to assure that the annual TIP process and the projects included within the TIP address these core principles.

## Three core EJ principles:

- 1) Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on EJ populations.
- 2) Prevent the denial, reduction, or delay in the receipt of benefits to EJ populations.
- 3) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

## 2014-2017 TIP EJ Analysis Methodology

### Identifying EJ tracts

The first step in the EJ analysis process is to identify where low-income and minority populations live in the area. Census tracts are used to understand the demographics of this geographically large area. The FHMPO region consists of 21 census tracts; 12 in Riley County, 8 in Geary County, and 1 in Pottawatomie County. Individual census tracts are defined as EJ tracts if they meet certain **EJ criteria** regarding race, ethnicity, and/or household income. The data used to identify EJ tracts was collected by the 2011 American Community Survey (ACS).

## EJ criteria

A Census tract is defined as an EJ tract if it meets at least one of the following two criteria:

1. The minority population is 20% or greater than the average for the respective area.
2. The median household income is at or below the Department of Health and Human Services' poverty threshold

To identify the low-income tracts in the FHMPO region, the average household income was gathered for all 21 tracts within the Metropolitan Planning Area (MPA) boundary. The tracts that had average household incomes at or below the Department of Health and Human Service's poverty threshold were considered low-income EJ tracts.

To calculate the minority population threshold for the region, Manhattan and Junction City were evaluated separately given the significant differences in community demographics; however, the below methodology is consistent for both areas.

To calculate the average minority population, ACS data was collected for the Census tracts that were within the MPA boundary. Riley County and Pottawatomie County Census tracts were used to calculate the minority population average and threshold for the Manhattan area, while Geary County data was used to determine the Junction City area information.

The U.S. Department of Housing and Urban Development (HUD) defines a minority neighborhood as any neighborhood where the minority population is 20% or higher than the average neighborhood percentage. This methodology was implemented on a larger scale to determine the minority EJ threshold for each of the two areas. The average minority population from the Manhattan area and Junction City area were each multiplied by 20% to establish the minority population threshold.

The average minority population for the Manhattan area is 14.5%, making the minority threshold 17.4%. The average minority population for the Junction City area is 33.8%, resulting in a minority threshold of 40.6%.

After the minority thresholds were established for the two areas, Census tracts where the average minority population exceeded the threshold were designated as minority EJ tracts.

### **Mapping Projects**

The second step is mapping the 2014-2017 TIP projects with the identified EJ tracts. This comparison allows the FHMPO to analyze the distribution of project types between EJ and non-EJ tracts.

## **EJ Analysis Results**

### **Low-income Tracts**

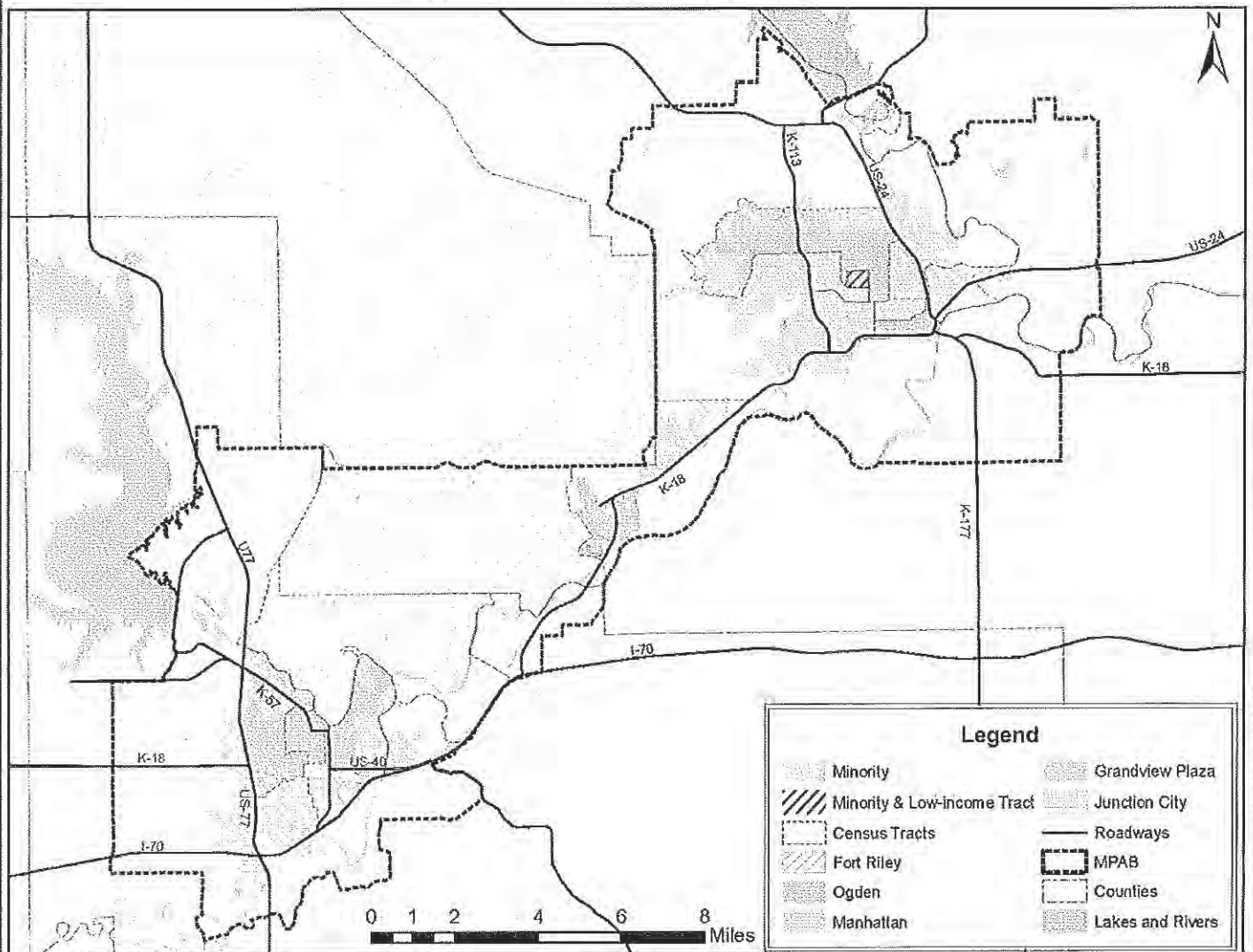
Of the 21 tracts in the FHMPO area, only one is considered low-income (Tract 3.03 in Riley County). Tract 3.03 is located adjacent to Kansas State University (KSU) and mainly consists of rental units occupied by students. In June of 2013, Katherine Nesse, a professor in the College of Architecture, Planning and Design at Kansas State University, prepared a memorandum for the Manhattan Area Habitat for Humanity titled, "Median Income for the population of Riley County, excluding students." This memorandum highlights that the student population in Riley County significantly alters the median income for the county since

the student population is roughly 1/3 of the total population. Students have lower median incomes reported than the general population since they often work only part-time, rely on loans, grants and/or parental financial support. For the purposes of EJ analysis, the FHMPO does not consider Tract 3.03 to meet the intent or definition of the low-income threshold.

### Minority Tracts

As explained above, Manhattan and Junction City's minority populations were analyzed separately. There were three tracts in Manhattan area that exceeded the minority population threshold of 17.4% and three tracts in Junction City area that exceeded the established threshold of 40.6%. These tracts are identified in Figure 3.

Figure 3: Environmental Justice Census Tracts



## Manhattan EJ Analysis

The Manhattan/Riley County/Pottawatomie County area has a total of fifteen road projects and three bicycle/pedestrian projects. As shown in **Figure 4**, there are several projects located around the perimeter of the EJ identified tracts. There appears to be no disproportionate benefits or impacts between the projects located within EJ and non-EJ tracts. All three bicycle and pedestrian projects (shown in *Figure 5*) in the Manhattan area are located within or along an EJ tract. The two projects located at intersections are adding High-intensity Activated crossWalk (HAWK) signals, which provide a signalized pedestrian crossing. The trail project along Kimball Avenue is to add a multi-use path along the north side of the road.

Figure 4: Manhattan Area Projects with EJ Tract Overlay

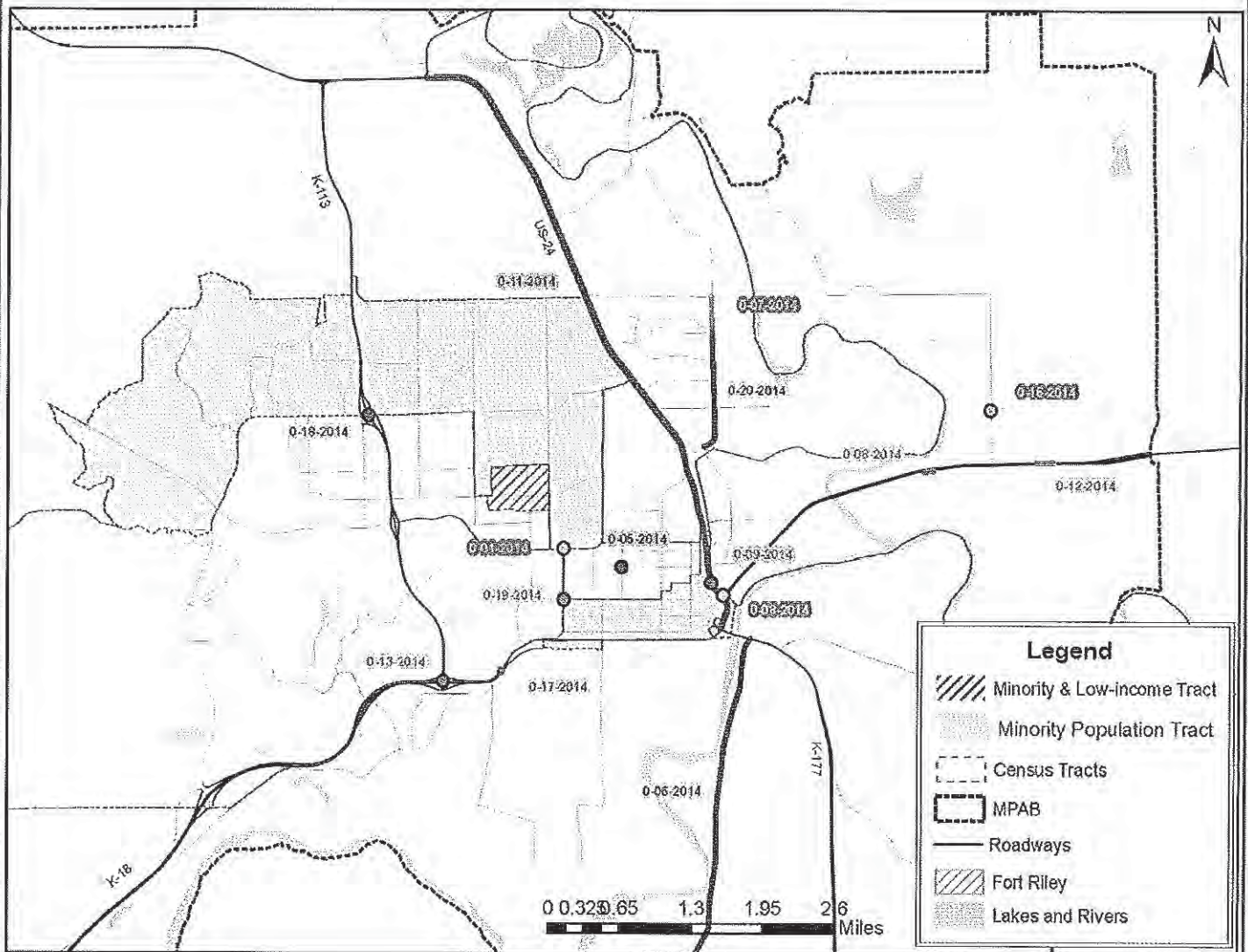
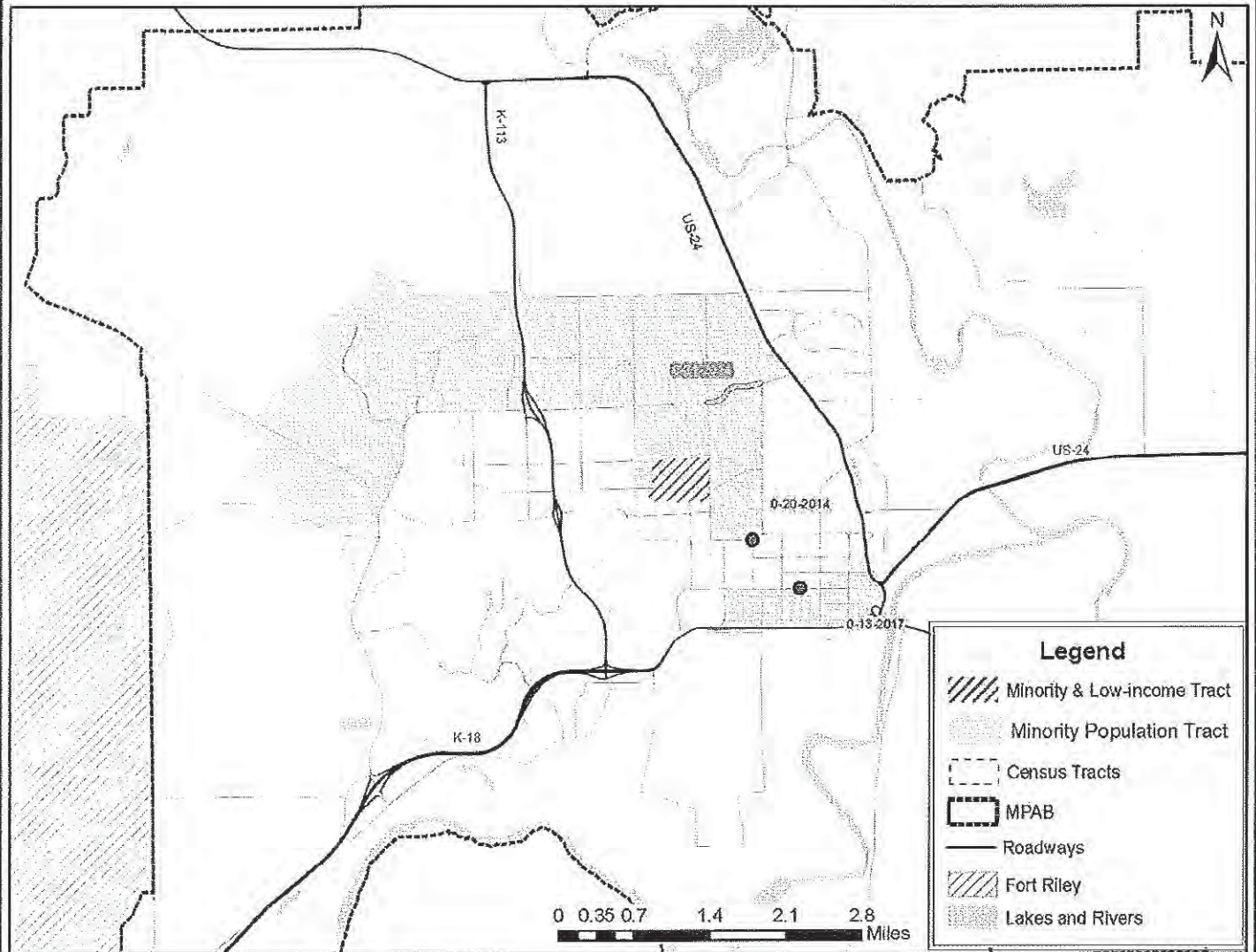




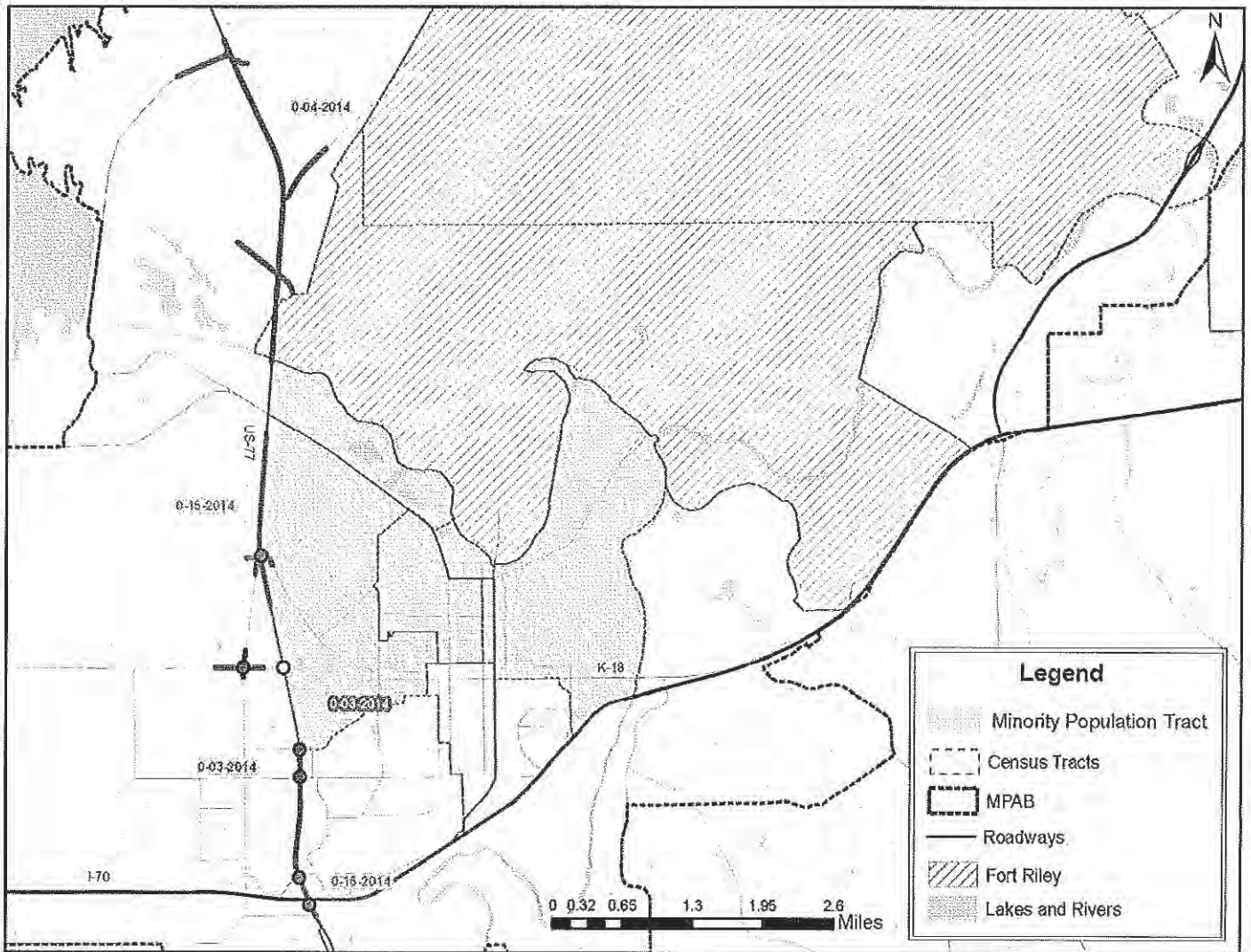
Figure 5: Manhattan Area Bike/Ped Projects with EJ Tract Overlay



### Junction City EJ Analysis

There are four projects in the Junction City/Geary County area programmed in the 2014-2017 TIP. All four projects are located along the US-77 corridor, which runs north-south on the western edge of Junction City. As depicted in Figure 6, this corridor serves as the western boundary of one of the three identified EJ tracts. After reviewing the scope for the four US-77 projects, there does not appear to be any disproportionate impacts between the EJ and non-EJ areas.

Figure 6: Junction City Area Projects with EJ Tract Overlay

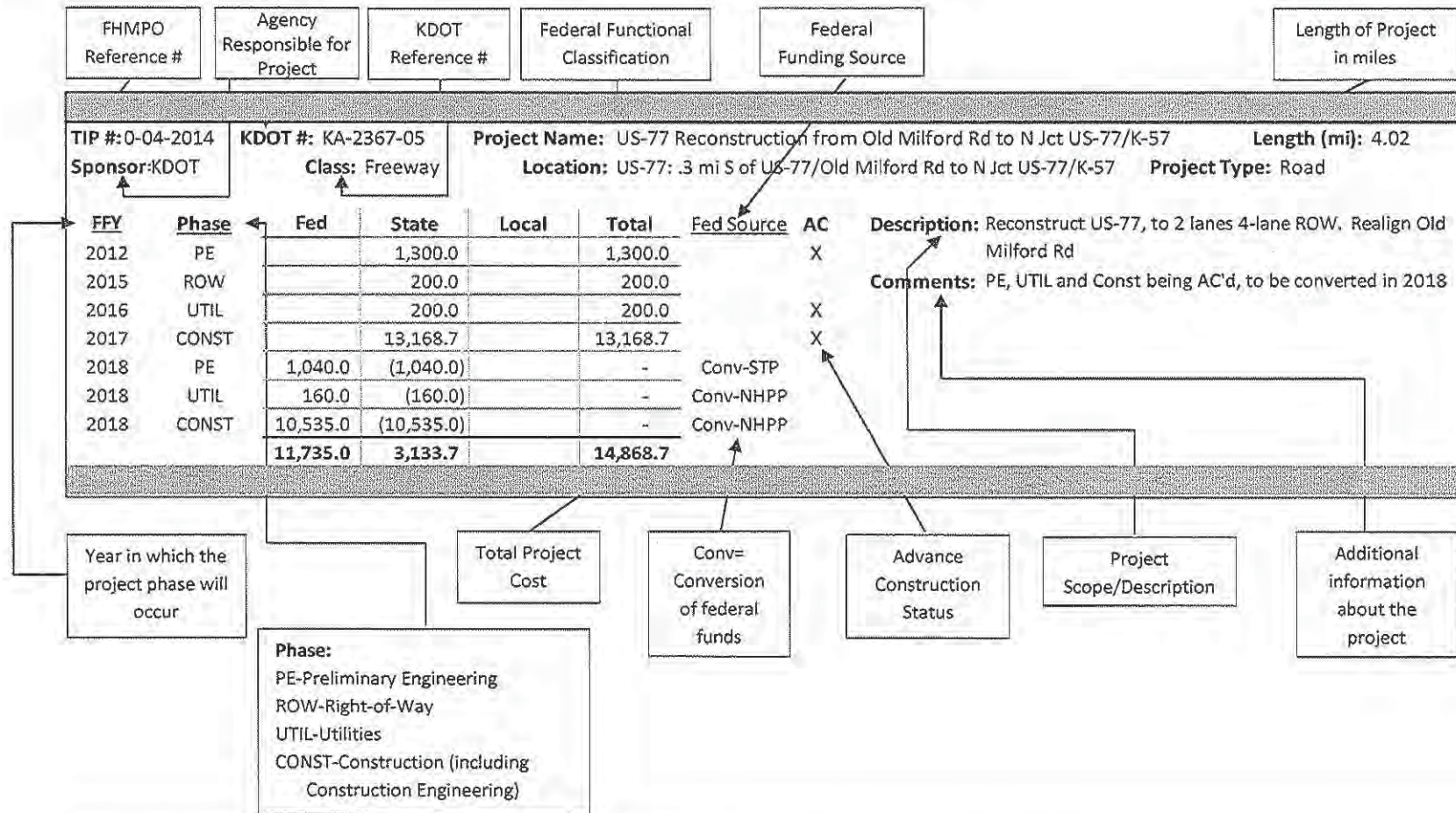


## EJ Analysis Summary

There were 22 road, bridge, and bicycle/pedestrian projects in the 2014-2017 TIP worth over \$78 million (in project year dollars). Of those, nine projects are located within or along the boundary of the identified EJ tracts, totaling just under \$50.5 million (in project year dollars). These nine projects mainly consist of safety improvements along corridors or at intersections, roadway resurfacing or increasing capacity of a roadway. After analyzing all of the projects in the TIP, it was concluded that there appears to be no disproportionate impact when comparing the projects located within EJ tracts versus non-EJ tracts. A more in-depth EJ analysis will occur once the FHMPO had adopted their Metropolitan Transportation Plan.

## Appendix A: TIP Project Listing Information

The projects listed in the TIP are broken down into three categories: Road and Bridge, Bicycle and Pedestrian, and Transit and Para-tranist. Below is a sample project from the TIP to aid in explaining each field of the form.



### Road and Bridge Projects

**TIP #: 0-01-2014**   **KDOT #:**   **Project Name:** 17th St. & Anderson Ave Intersection Improvements   **Length (mi):** N/A  
**Sponsor:** City of Manhattan   **Class:** Maj Coll   **Location:** 17th St. & Anderson Ave.   **Project Type:** Intersection

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2009	PE			19.0	19.0			Lengthen north bound turn lanes on 17th Street at Anderson Ave
2013	ROW			68.4	68.4			<b>Comments:</b>
2014	CONST			6.0	6.0			
				<b>93.4</b>	<b>93.4</b>			

**TIP #: 0-02-2014**   **KDOT #:** KA-2367-01   **Project Name:** US-77: Jct of I-70 N to N Jct US-77/K-57   **Length (mi):** 7.89  
**Sponsor:** KDOT   **Class:** Freeway   **Location:** US-77: Jct of I-70 N. to N Jct US-77/K-57/K-244   **Project Type:** Road

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2011	PE		720.0		720.0		X	Study regarding the development of a 4-lane expressway and intersection improvements
2016	PE	480.0	(480.0)		0.0	STP		<b>Comments:</b> Connected to KA-2367-02, ""-03, ""-04, ""-05.
		<b>480.0</b>	<b>240.0</b>		<b>720.0</b>			

**TIP #: 0-03-2014**   **KDOT #:** KA-2367-04   **Project Name:** US-77 & K-18 Reconstruction and US-77/K-18 Interchange   **Length (mi):** 2.37  
**Sponsor:** KDOT   **Class:** Freeway   **Location:** US-77 and K-18; 2.1 miles north of I-70   **Project Type:** Road

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2012	PE		1,600.0		1,600.0		X	Reconstruct US-77 to a 2-lane on 4-lane ROW and the US-77/K-18 interchange, including reconstruction of K-18
2014	ROW		200.0		200.0			
2015	UTIL		200.0		200.0		X	<b>Comments:</b> PE, UTIL and Const being AC'd, to be converted in 2018
2016	CONST		16,931.0		16,931.0		X	
2018	PE	1,280.0	(1,280.0)		-	Conv-STP		
2018	UTIL	160.0	(160.0)		-	Conv-NHPP		
2018	CONST	13,545.0	(13,545.0)		-	Conv-NHPP		
		<b>14,985.0</b>	<b>3,946.0</b>		<b>18,931.0</b>			

**TIP #: 0-04-2014**    **KDOT #: KA-2367-05**    **Project Name: US-77 Reconstruction from Old Milford Rd to N Jct US-77/K-57**    **Length (mi): 4.02**  
**Sponsor: KDOT**    **Class: Freeway**    **Location: US-77: .3 mi S of US-77/Old Milford Rd to N Jct US-77/K-57**    **Project Type: Road**

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2012	PE		1,300.0		1,300.0		X	Reconstruct US-77, to 2 lanes 4-lane ROW. Realign Old Milford Rd
2015	ROW		200.0		200.0			Comments: PE, UTIL and Const being AC'd, to be converted in 2018
2016	UTIL		200.0		200.0		X	
2017	CONST		13,168.7		13,168.7		X	
2018	PE	1,040.0	(1,040.0)		-	Conv-STP		
2018	UTIL	160.0	(160.0)		-	Conv-NHPP		
2018	CONST	10,535.0	(10,535.0)		-	Conv-NHPP		
		<b>11,735.0</b>	<b>3,133.7</b>		<b>14,868.7</b>			

**TIP #: 0-05-2014**    **KDOT #:**    **Project Name: 11th St. & Fremont St. Intersection Improvements**    **Length (mi): N/A**  
**Sponsor: City of Manhattan**    **Class: Maj Coll**    **Location: 11th & Fremont**    **Project Type: Intersection**

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2012	PE			38.0	38.0			Intersection Improvements at 11th and Fremont including new traffic signal
2014	CONST	380.0			380.0	CDBG		Comments: Designed by MHK staff
		<b>380.0</b>		<b>38.0</b>	<b>418.0</b>			

**TIP #: 0-06-2014**    **KDOT #:**    **Project Name: McDowell Creek Road Reconstruction**    **Length (mi): 3.00**  
**Sponsor: Riley County**    **Class: R Maj Coll**    **Location: McDowell Creek Rd: K-177 SW 3 miles**    **Project Type: Road**

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2013	PE			350.0	350.0			Safety Improvements to road by adding turn lanes and shoulders
2013	ROW			150.0	150.0			Comments: Project will improve the load carrying capacity of the roadway (large amount of truck traffic)
2013	UTIL			100.0	100.0			
2014	CONST			3,400.0	3,400.0			
				<b>4,000.0</b>	<b>4,000.0</b>			

**TIP #: 0-07-2014**   **KDOT #:**   **Project Name:** Casement Bridge and Roadway Improvements   **Length (mi):** 0.3  
**Sponsor:** City of Manhattan   **Class:** Min Art   **Location:** Casement Rd: Marlatt Ave to Northfield Rd   **Project Type:** Road and Bridge

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<u>Description:</u> Roadway Improvements, including new bridge over Marlatt
2013	PE			285.1	285.1			<b>Comments:</b>
2014	ROW			30.0	30.0			
2015	CONST		1,050.8	2,080.0	3,130.8			
			<b>1,050.8</b>	<b>2,395.1</b>	<b>3,445.9</b>			

**TIP #: 0-08-2014**   **KDOT #:** KA-2222-01   **Project Name:** US-24 & Mall Entrance Intersection GI   **Length (mi):** N/A  
**Sponsor:** City of Manhattan   **Class:** OPA   **Location:** US-24 and Mall Entrance Intersection   **Project Type:** Intersection

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<u>Description:</u> Safety and Capacity Improvements at intersection
2013	ROW			5.0	5.0			<b>Comments:</b>
2014	CONST		621.0	30.0	651.0			
			<b>621.0</b>	<b>35.0</b>	<b>656.0</b>			

**TIP #: 0-09-2014**   **KDOT #:** KA-2609-01   **Project Name:** US-24 & Leavenworth GI Improvements   **Length (mi):** N/A  
**Sponsor:** KDOT   **Class:** OPA   **Location:** US-24 & Leavenworth Intersection   **Project Type:** Intersection

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<u>Description:</u> Safety and capacity improvements at the intersection.
2014	ROW		166.5	41.6	208.1			<b>Comments:</b> Using GI funds
			<b>166.5</b>	<b>41.6</b>	<b>208.1</b>			

**TIP #: 0-10-2014**   **KDOT #:** KA-1256-01   **Project Name:** US-24 & Crown Rd.   **Length (mi):** 0.20  
**Sponsor:** KDOT   **Class:** Freeway   **Location:** 1 mile east of Big Blue River   **Project Type:** Road

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<u>Description:</u> Construct a left turn lane, extend frontage road and access control
2014	CONST		403.0	134.8	537.8			<b>Comments:</b>
			<b>403.0</b>	<b>134.8</b>	<b>537.8</b>			

**TIP #:** 0-11-2014    **KDOT #:** KA-2186-01    **Project Name:** US-24:North Jct US-24/K-13 Road Improvement    **Length (mi):** 9.07  
**Sponsor:** KDOT    **Class:** Freeway    **Location:** US-24: N Jct US-24/K-13 south to E. Jct US-24/K-177    **Project Type:** Road

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<u>Description:</u>
2014	CONST		6,908.0		6908.0			Deep mill and inlay, includes 1.5 miles of 4-lane pavement replacement and the extension of turn
			6,908.0	-	6908.0			<b>Comments:</b>

**TIP #:** 0-12-2014    **KDOT #:** KA-2261-01    **Project Name:** US-24 and Excel Rd Turn lanes    **Length (mi):** N/A  
**Sponsor:** KDOT    **Class:** Freeway    **Location:** US-24 at Excel Road    **Project Type:** Road

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<u>Description:</u>
2014	CONST		653.0		653.0			Construct turn lanes on US-24 at Excel Road
			653.0	-	653.0			<b>Comments:</b>

**TIP #:** 0-13-2014    **KDOT #:** KA-3042-01    **Project Name:** K-113 & K-18 GI Improvements    **Length (mi):** 0.16  
**Sponsor:** KDOT    **Class:** Freeway    **Location:** K-113 & K-18 Intersection Improvements    **Project Type:** Intersection

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<u>Description:</u>
2014	CONST			215.0	215.0			
				215.0	215.0			<b>Comments:</b>

**TIP #:** 0-14-2014    **KDOT #:** KA-2367-03    **Project Name:** US-77 Road Improvements and K-18/Spring Valley Rd Intersection    **Length (mi):** 2.51  
**Sponsor:** KDOT    **Class:** Freeway    **Location:** US-77: K-18/Spring Valley to .13 miles N. of Lacy Dr.    **Project Type:** Road

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<u>Description:</u>
2014	ROW		200.0		200.0			Reconstruct K-18/Spring Valley Road intersection, including turn lanes and traffic signal. Widen US-77 and intersection improvements at US-77/Ash St. and US-77/McFarland Road
2014	UTIL	160.0	40.0		200.0	NHPP		
2015	CONST	5,375.4	1,343.6		6,719.0	NHPP		
		5,535.4	1,583.6		7,119.0			<b>Comments:</b>

**TIP #: 0-15-2014**   **KDOT #: KA-2367-02**   **Project Name: US-77/I-70 DDI & US-77 Improvements N. to US-77/K-57**   **Length (mi): 3.22**  
**Sponsor: KDOT**   **Class: Freeway**   **Location: US-77: Jct I-70 north to Jct US-77/Old US-40**   **Project Type: Road**

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2014	ROW		200.0		200.0			Construct 4-Lanes on US-77 (S of I-70 to .33 miles N. of I-70); a Diverging Diamond Interchange (DDI) at I-70; US-77/Lacy Road/Goldenbelt Blvd. intersection improvements, US-77/Rucker Road intersection improvements (3.2 miles N of I-70) and lengthen the existing US-77 climbing lane (4 miles N of I-70).
2014	UTIL		200.0		200.0		X	
2015	CONST		7,256.3		7,256.3		X	
2016	UTIL	160.0	(160.0)		-	Conv-NHPP		
2018	CONST	5,805.0	(5,805.0)		-	Conv-NHPP		
		<b>5,965.0</b>	<b>1,691.3</b>		<b>7,656.3</b>			<b>Comments: AC Conversion in 2018</b>

**TIP #: 0-16-2014**   **KDOT #:**   **Project Name: Green Valley/Elk Creek Rd. Intersection and Bridge Improvements**   **Length (mi): 0.30**  
**Sponsor: Pottawatomie County**   **Class: RI Maj Coll**   **Location: Green Valley Rd and Elk Creek Rd Intersection**   **Project Type: Road**

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2014	PE			118	118.0			Rehab bridge on Green Valley Road and add an additional lane and bike/pedestrian crossing
2014	ROW			40	40.0			
2015	UTIL			26	26.0			<b>Comments: Project also include realigning Elk Creek Rd</b>
2016	CONST			520	520.0			
				<b>704.0</b>	<b>704.0</b>			

**TIP #: 0-17-2014**   **KDOT #: KA-3080-01**   **Project Name: Bridges #028 & #029 on K-18 in Riley County**   **Length (mi): 2.51**  
**Sponsor: KDOT**   **Class: Freeway**   **Location: K-18: .056 & .057 miles E. of K-18/K-113 Jct (Wildcat Cr)**   **Project Type: Bridge**

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2015	ROW		100.0		100.0			Bridges #028 and #029 (Wildcat Creek) on K-18 in Riley County, located 0.56 and .057 miles east of the K-18/K-113 junction
2016	UTIL	80.0	20.0		100.0	NHPP		
2017	CONST	4,559.0	1,139.5		5,698.5	NHPP		
		<b>4,639.0</b>	<b>1,259.5</b>		<b>5,898.5</b>			<b>Comments:</b>



**TIP #: 0-18-2014**   **KDOT #:**                      **Project Name:** K-113 & Kimball Intersection Improvements                      **Length (mi):** N/A  
**Sponsor:** City of Manhattan                      **Class:** OPA                      **Location:** K-113 & Kimball Intersection                      **Project Type:** Intersection

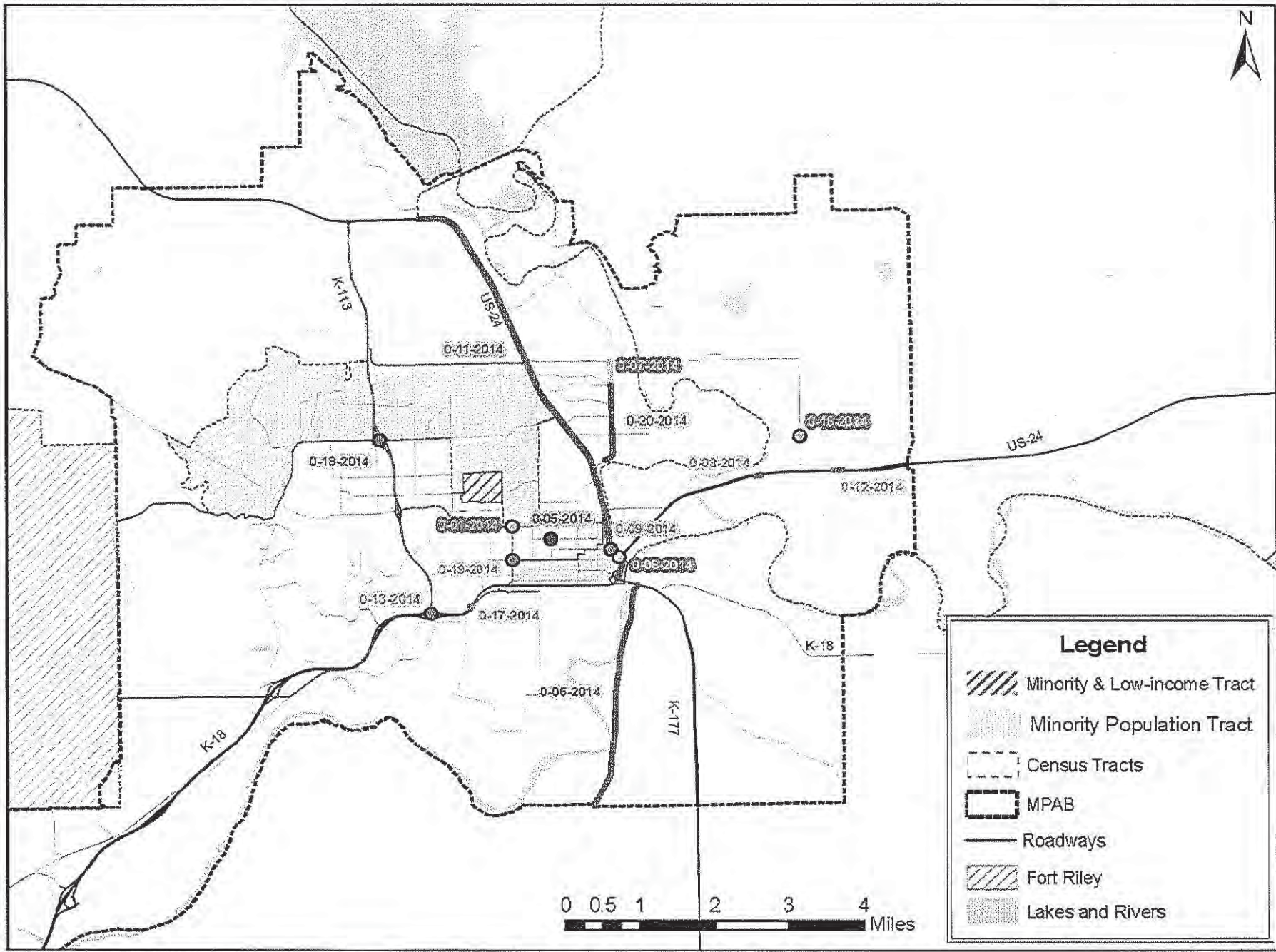
<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<u>Description</u>
2015	ROW	360.0		41.6	401.6	HSIP		Safety Improvements at the intersection and new traffic signals
		360.0		41.6	401.6			<b>Comments:</b>

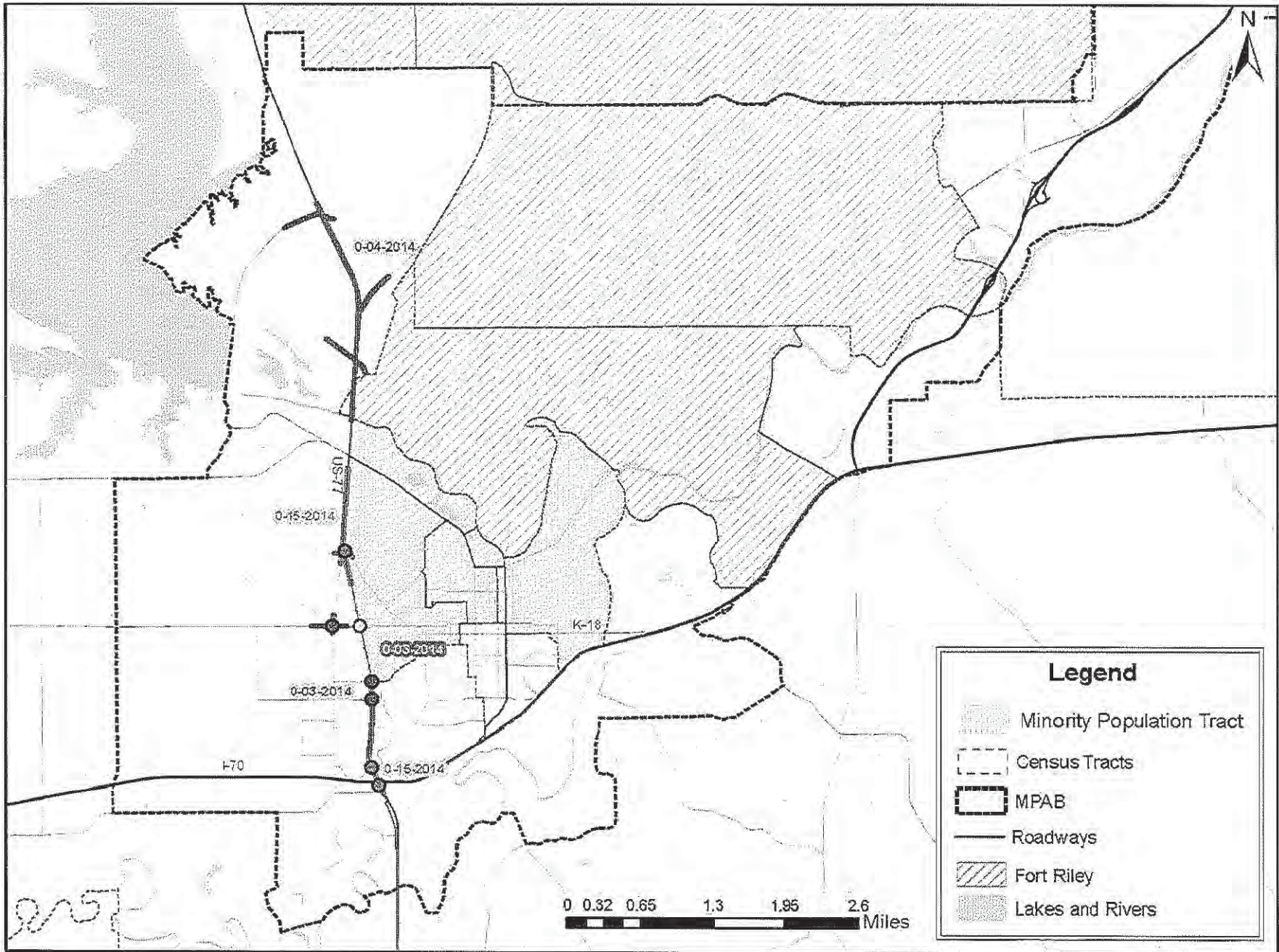
**TIP #: 0-19-2014**   **KDOT #:**                      **Project Name:** 17th St. & Poyntz Ave Intersection Improvements                      **Length (mi):** N/A  
**Sponsor:** City of Manhattan                      **Class:** Maj Coll                      **Location:** 17th and Poyntz                      **Project Type:** Intersection

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<u>Description</u>
2015	PE			26.0	26.0			Improve current traffic signal
2016	CONST			520.0	520.0			<b>Comments:</b> Designed by MHK staff
				546.0	546.0			

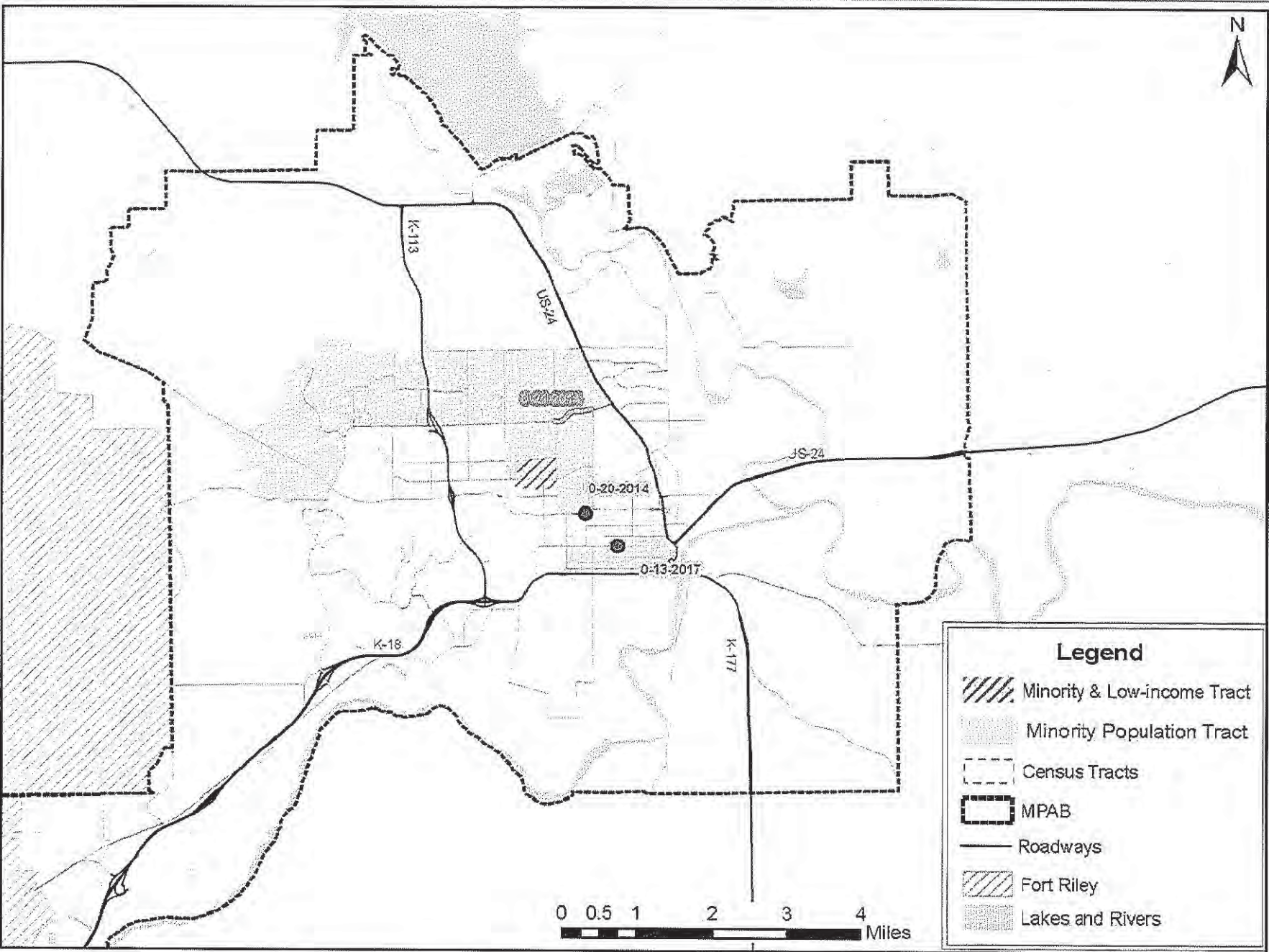
**TIP #: 0-20-2014**   **KDOT #:**                      **Project Name:** Casement Rd. Improvements and multi-use trail                      **Length (mi):** 1.02  
**Sponsor:** City of Manhattan                      **Class:** Min Art                      **Location:** Casement Rd; Northfield Rd to Hays Dr.                      **Project Type:** Road

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<u>Description</u>
2017	PE			364.0	364.0			Widen roadway and build a multi-use trail
2018	CONST		3,640.0		3640.0			<b>Comments:</b>
			3,640.0	364.0	4004.0			
















**Legend**

-  Minority & Low-income Tract
-  Minority Population Tract
-  Census Tracts
-  MPAB
-  Roadways
-  Fort Riley
-  Lakes and Rivers



### Transit and Paratransit Projects

**TIP #: 0-24-2014**    **KDOT #:**                      **Project Name:** Flint Hills aTa Operating Assistance                      **Length (mi):** N/A  
**Sponsor:** Flint Hills aTa                      **Class:** N/A                      **Location:** FHMPO Region                      **Project Type:** Transit/Paratransit

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<b>Description:</b>
2014	OPR	661.1	240.4	375.6	1,277.1	5311		Operating assistance for aTa to serve the FHMPO region, including Fort Riley
		661.1	240.4	1,652.7	1,277.1			<b>Comments:</b>

**TIP #: 0-25-2014**    **KDOT #:**                      **Project Name:** Flint Hills aTa JARC funding                      **Length (mi):** N/A  
**Sponsor:** Flint Hills aTa                      **Class:** N/A                      **Location:** City of Manhattan                      **Project Type:** Transit/Paratransit

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<b>Description:</b>
2014	OPR	55.3			55.3	5316		Job Access & Reverse Commute (JARC)
		55.3			55.3			<b>Comments:</b> Mobility Management funds to support administration of the program

**TIP #: 0-26-2014**    **KDOT #:**                      **Project Name:** Via Christi Village Operating Assistance                      **Length (mi):** N/A  
**Sponsor:** Via Christi Village                      **Class:** N/A                      **Location:** City of Manhattan                      **Project Type:** Transit/Paratransit

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<b>Description:</b>
2014	OPR		4.0		4.0			Operating Funds to provide transportation for the elderly and disabled who reside at Via Christi Village
			4.0		4.0			<b>Comments:</b> Via Christi Village is a 5310 provider

**TIP #: 0-27-2014**    **KDOT #:**                      **Project Name:** Geary County Senior Center Operating Assistance                      **Length (mi):** N/A  
**Sponsor:** Geary County Senior Ce                      **Class:** N/A                      **Location:** Geary County                      **Project Type:** Transit/Paratransit

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<b>Description:</b>
2014	OPR		5.0		5.0			Operating Funds
			5.0		5.0			<b>Comments:</b> 5310 Provider

**TIP #: 0-28-2014**    **KDOT #:**    **Project Name:** Pawnee Mental Health Operating Assistance    **Length (mi):** N/A  
**Sponsor:** Pawnee Mental Health    **Class:** N/A    **Location:** Riley, Geary and Pottawatomie Counties    **Project Type:** Transit/Paratransit

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<b>Description:</b>
2014	OPR		6.0		6.0			<b>Comments:</b> 5310 Provider for CTD #4 (Riley, Geary, Pottawatomie and Marshall Counties)
			6.0		6.0			

**TIP #: 0-29-2014**    **KDOT #:**    **Project Name:** Big Lakes Developmental Center, Inc. JARC Funding    **Length (mi):** N/A  
**Sponsor:** Big Lakes Develop. Cent    **Class:** N/A    **Location:** Riley, Geary and Pottawatomie Counties    **Project Type:** Transit/Paratransit

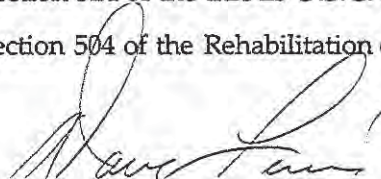
<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	<b>Description:</b>
2014	OPR	99.0		99.0	198.0	5316		<b>Description:</b> Job Access & Reverse Commute (JARC) operation expenses for multiple rural routes  <b>Comments:</b>
		99.0		99.0	198.0			

## Appendix B: Self-Certification

### MPO SELF-CERTIFICATION

Concurrent with the submittal of the proposed TIP to the FHWA and the FTA, the Flint Hills Metropolitan Planning Organization (FHMPPO) certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303 and this subpart;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(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;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- 7) 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;
- 8) Section 324 of the title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 9) Section 504 of the Rehabilitation of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



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Dave Lewis, Policy Board Chairperson

9/26/2013  
Date



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Jerome Younger, Deputy Secretary and State Transportation Engineer

8/30/13  
Date



## Appendix C: List of Acronyms

AC—Advance Construction  
ACS—American Community Survey  
aTa—Area Transportation Agency  
CDBG—Community Development Block Grant  
CE—Construction Engineering  
CONST--Construction  
EJ—Environmental Justice  
FFY—Federal Fiscal Year (Oct 1-Sept 30)  
FHMPO—Flint Hills Metropolitan Planning  
Organization  
FHRC—Flint Hills Regional Council  
FHWA—Federal Highway Administration  
FTA—Federal Transit Administration  
HSIP—Highway Safety Improvement Program  
HAWK Signal—High-intensity Activated  
crossWalk signal  
HUD—US Department of Housing and Urban  
Development  
KDOT—Kansas Department of Transportation  
KSU—Kansas State University  
MPAB—Metropolitan Planning Area Boundary  
MPO—Metropolitan Planning Organization  
MTP—Metropolitan Transportation Plan  
NHPP—National Highway Performance Program  
O&M—Operations and Maintenance  
PE—Preliminary Engineering  
PPP—Public Participation Plan  
ROW—Right-of-way  
STIP—Statewide Transportation Improvement  
Program  
STP—Surface Transportation Program  
TA—Transportation Alternatives  
TAC—Technical Advisory Committee  
TIP—Transportation Improvement Program  
UTIL--Utilities  
YOE—Year of Expenditure