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Federal Highway Administration
6111 SW 29th Street, Suite 100
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U.S. Department of Transportation

August 20, 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 August 16, 2013 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #9 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



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

Sam Brownback, Governor

August 16, 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 29th St., Suite 100
Topeka, KS 66611-2237

Dear Messrs. Ahmad and Bowen:

RE: Amendment #9 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 Kansas City, Lawrence, St. Joseph, Topeka, and Wichita 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 Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO), Metropolitan Topeka Planning Organization (MTPO), Mid-America Regional Council (MARC), St. Joseph Area Transportation Study Organization (SJATSO), and Wichita Area Metropolitan Planning Organization (WAMPO) for the Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.324.

Please forward any questions or comments regarding projects within the metro areas to Allison Smith, Bureau of Transportation Planning, at (785) 296-0341.

Sincerely,



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

Enclosures: L-DC MPO 2012-2015 TIP Amendment #6 Request Letter and Related Documents
MARC 2012-2016 3rd Quarter TIP Amendment Request Letter and Related Documents
MTPO 2013-2016 TIP Amendment #3 Request Letter and Summary of Changes
SJATSO 2014-2017 TIP Approval Request Letter and Related Documents
WAMPO 2013 TIP Amendments #4 and #5 Request Letters and Summaries of Changes

Messrs. Ahmad and Bowen

Page 2

August 16, 2013

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

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

816/474-4240
816/421-7758 FAX
www.marc.org



July 24, 2013

To: KDOT, MoDOT and Federal Offices

Subject: 2013 3rd Quarter Amendment to the *FFY 2012-2016 Transportation Improvement Program (TIP)*

On July 23, 2013, acting on authority granted by the MARC Board of Directors, the Executive Director of the Mid-America Regional Council amended the *FFY 2012-2016 Transportation Improvement Program* for the Kansas City Metropolitan Region. This 2013 3rd Quarter Amendment consists of 97 projects: 2 Bistate, 21 Kansas and 74 Missouri. Details of specific funding and other information are included in the project listing of the amendment and the project index list provides the total number of projects by project type (new, modified or deleted), state, and TIP number. The amendment and index lists 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. One comment was received. The comment and a 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
Marge Vogt
Councilmember
Olathe, Kan.

1st Vice Chair
Jan Marcason
Councilmember
Kansas City, Mo.

2nd Vice Chair
Ed Peterson
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Raytown, Mo.

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Curt Skoog
Councilmember
Overland Park, Kan.

Executive Director
David A. Warm

Marc Hansen

From: Marc Hansen
Sent: Thursday, June 20, 2013 3:57 PM
To: 'Ron McLinden'; dick jarrold
Subject: RE: TIP Amendment Project Qustion

Ron,

Thanks for pointing that out. With input from the KCATA, the record has been corrected to read:

Continuation of RT 129 service to the airport & Tiffany Springs Metroflex

Let me know if you have any additional questions.

Marc Hansen, AICP | Senior Transportation Planner | Mid-America Regional Council
600 Broadway Blvd., Ste. 200 | Kansas City, MO | 64105
816.701.8317 | <http://www.marc.org/transportation>

From: Ron McLinden [<mailto:ronmclinden@yahoo.com>]
Sent: Thursday, June 20, 2013 10:57 AM
To: dick jarrold; Marc Hansen
Subject: TIP Amendment Project Qustion

The current invitation for public comment includes Project 995164 on page 35 of 44
<http://www.marc.org/transportation/tip/amendments/13Q3amend.pdf>

Description: Continuation of RT 129 & 229 service to the Airport & Tiffany Springs

I assume this should read Routes 129 and 230/231?

How to Read the TIP Amendment Project Listings

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

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

SAMPLE TIP AMENDMENT PROJECT LISTING

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

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

KANSAS CITY METROPOLITAN REGION
 TRANSPORTATION IMPROVEMENT PROGRAM
 FISCAL YEARS 2012-2016
2013 3rd Quarter Amendment

Bistate

TIP #: 634065		Juris: BIKEWALK KC		Location/Improvement: BIKEWALK KC			
State #:		Fed #:		County: JACKSON		Project Type: Other	
						Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	JARC funding to strenthen the tie between the bike share system and local fixed-route transit.	
Operations	2013	Federal	JARC	\$10.2	Amendment Description:	FFY 2012 FTA Section 5316 JARC Funding	
Operations	2013	Non-Federal	LOCAL	\$10.2			
Federal Total: \$10.2		Non-Federal Total: \$10.2		Total: \$20.4			
<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							

TIP #: 259169		Juris: UNIFIED GOVERNMENT TRANSIT		Location/Improvement: UNIFIED GOVT TRANSIT ROUTES 104 & 106			
State #:		Fed #:		County: REGIONAL		Project Type: Transit (Operations)	
						Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Continued operation of RT 104 & 106	
Operations	2012	Federal	JARC	\$371.3	Amendment Description:	Added funding from 202 JARC funding round	
Operations	2012	Non-Federal	LOCAL	\$371.3			
Operations	2013	Federal	JARC	\$117.3			
Operations	2013	Non-Federal	LOCAL	\$117.3			
Federal Total: \$488.6		Non-Federal Total: \$488.6		Total: \$977.1			
<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

TIP #: 341002	Juris: DESOTO	Location/Improvement: 95TH STREET OVER CEDAR CREEK		Length (mi): .1
State #: U-0163-01	Fed #: STP-U016(301)	County: JOHNSON	Project Type: Bridge Replacement	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Non-Federal	LOCAL	\$250.2
Construction	2014	Federal	STP-KS	\$1,000.8
Engineering	2014	Non-Federal	LOCAL	\$111.0
Right-of-Way	2014	Non-Federal	LOCAL	\$20.0
Other	2014	Non-Federal	LOCAL	\$30.0
Federal Total:	\$1,000.8	Non-Federal Total:	\$411.2	Total: \$1,412.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 341003	Juris: DESOTO	Location/Improvement: DESOTO CITY HALL RECREATION TRAIL & LEXINGTON AVENUE LIGHTING PROJECT		Length (mi): .5
State #:	Fed #: TE-0383-01	County: JOHNSON	Project Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Federal	TE-KS	\$87.5
Construction	2014	Non-Federal	LOCAL	\$21.9
Federal Total:	\$87.5	Non-Federal Total:	\$21.9	Total: \$109.4

New Deleted Schedule Budget AirQuality Scope

TIP #: 356101	Juris: JOHNSON COUNTY	Location/Improvement: COFFEE CREEK STREAMWAY TRAIL PHASE 1		Length (mi): 1.75
State #:	Fed #:	County: JOHNSON	Project Type: Bicycle Only	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2013	Federal	TE-KS	\$183.3
Construction	2013	Federal	TA-KS	\$317.5
Construction	2013	Non-Federal	LOCAL	\$269.7
Federal Total:	\$500.8	Non-Federal Total:	\$269.7	Total: \$770.5

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 996094 Juris: JOHNSON COUNTY TRANSIT Location/Improvement: JOHNSON COUNTY TRANSIT - ROUTE 546

State #:	Fed #:	County: JOHNSON	Project Type: Other (Transit)	Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Operations	2013	Federal	JARC	\$79.0	JARC funding to operate route 546 which connects Olathe and Overland Park in Johnson County to downtown Kansas City, KS and the State Avenue Connex.
Operations	2013	Non-Federal	LOCAL	\$79.0	Amendment Description: FFY 2012 FTA Section 5316 JARC Funding
Federal Total:	\$79.0	Non-Federal Total:	\$79.0	Total:	\$158.0

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 380122 **Juris:** KDOT **Location/Improvement:** JOHNSON COUNTY GATEWAY: I-435 FROM 87TH STREET E TO PFLUMM ROAD, I-35 & K-10
State #: KA-1002-04 **Fed #:** **County:** JOHNSON **Project Type:** Interchange Improvement **Length (mi):**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-KS (AC)	\$12,575.0
Engineering	2013	Non-Federal	STATE-KS	\$1,397.0
Conversion	2017	Federal	NHPP-KS	\$12,575.0
Other	2017	Non-Federal	CREDIT	(\$12,575.0)
Right-of-Way	2013	Non-Federal	LOCAL	\$1,000.0
Right-of-Way	2014	Non-Federal	LOCAL	\$300.0
Other	2013	Non-Federal	LOCAL	\$500.0
Other	2015	Non-Federal	LOCAL	\$75.0
Construction	2013	Non-Federal	STATE-KS (AC)	\$236,230.0
Construction	2013	Non-Federal	STATE-KS	\$26,248.0
Engineering	2013	Non-Federal	LOCAL	\$1,028.0
Construction	2013	Non-Federal	LOCAL	\$7,546.0
Construction	2013	Non-Federal	STATE-KS (AC)	\$4,600.0
Construction	2013	Non-Federal	STATE-KS (AC)	\$8,377.0
Conversion	2018	Federal	NHPP-KS	\$113,500.0
Conversion	2019	Federal	NHPP-KS	\$122,730.0
Conversion	2017	Federal	STP-KS	\$4,600.0
Conversion	2014	Federal	STPM-KS	\$5,600.0
Conversion	2015	Federal	STPM-KS	\$2,777.0
Other	2018	Non-Federal	CREDIT	(\$113,500.0)
Other	2019	Non-Federal	CREDIT	(\$122,730.0)
Other	2017	Non-Federal	CREDIT	(\$4,600.0)
Other	2014	Non-Federal	CREDIT	(\$5,600.0)
Other	2015	Non-Federal	CREDIT	(\$2,777.0)

Federal Total: \$261,782.0 **Non-Federal Total:** \$38,094.0 **Total:** \$299,876.0

Description: DESIGN BUILD PROJECT - The 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 Rd. & K-10/Ridgeview Rd.; parts of interchanges at K-10/Woodland, I-435/87th St. and I-35/ 95th St. and construct CD and service roads. The project will also include College Blvd. - Renner Rd. to Ridgeview (College Boulevard widen from 2-lanes to 4-lane divided with turn lanes at intersections) and 95th Street & I-35 Interchange Reconstruction (Reconstruct interchange at 95th Street and I-35 including improvements to Marshall Drive and to Lenexa Dr.)
 For additional information, please visit the project website at: <http://jocogateway.com/>

Amendment Description: Adjust budget to reflect latest estimates and combine projects #345098 and #345083 into this project to reflect components of the design build project for the Gateway.

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 380135	Juris: KDOT	Location/Improvement:	CORRIDOR:FROM 119TH ST, NO TO I-35 & I-35 NO TO 75TH ST	
State #: K-8251-14	Fed #:	County: JOHNSON	Project Type: Reconstruction	Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-KS	\$3,100.0
Right-of-Way	2014	Non-Federal	STATE-KS	\$50.0
Engineering	2013	Non-Federal	LOCAL	\$1,000.0
Federal Total:		Non-Federal Total: \$4,150.0	Total: \$4,150.0	

Description: Preliminary Engineering for grading, surfacing and bridges are for improvements to US-69 for expansion to a 6-Lane freeway. This project includes constructing US-69 to a 6-Lane section, constructing a portion of the US-69/I435 interchange, Signing, Pavement Marking, Lighting and ITS.

Amendment Description: New Project

New Deleted Schedule Budget AirQuality Scope

TIP #: 345083	Juris: LENEXA	Location/Improvement:	95TH STREET & I-35 INTERCHANGE RECONSTRUCTION	
State #:	Fed #:	County: JOHNSON	Project Type: Reconstruction	Length (mi): .25
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
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
Federal Total: \$8,377.0		Non-Federal Total: \$3,975.4	Total: \$12,352.4	

Description: Reconstruct interchange at 95th Street and I-35 including improvements to Marshall Drive and to Lenexa Dr., NOTE ; BEFORE CONSTRUCTION AND ROW WORK PHASES PROCEED, FHWA & KDOT MUST MAKE A DETERMINATION OF ENGINEERING & OPERATIONAL ACCEPTABILITY.

Amendment Description: Project has been combined into #380122

New Deleted Schedule Budget AirQuality Scope

TIP #: 345098	Juris: LENEXA	Location/Improvement:	COLLEGE BLVD. - RENNER RD. TO PENROSE	
State #:	Fed #:	County: JOHNSON	Project Type: Capacity	Length (mi): .63
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	LOCAL	\$1,074.0
Right-of-Way	2014	Non-Federal	LOCAL	\$300.0
Other	2015	Non-Federal	LOCAL	\$75.0
Construction	2015	Non-Federal	LOCAL	\$8,276.0
Federal Total:		Non-Federal Total: \$9,725.0	Total: \$9,725.0	

Description: College Boulevard widen from 2-lanes to 4-lane divided with turn lanes at intersections from Renner to Penrose

Amendment Description: Project has been combined into #380122

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 345121	Juris: LENEXA	Location/Improvement: QUIVIRA ROAD SIDEWALK 83RD STREET TO 85TH STREET		Length (mi): 0
State #:	Fed #:	County: JOHNSON	Project Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	LOCAL	\$46.6
Right-of-Way	2014	Non-Federal	LOCAL	\$1.0
Right-of-Way	2014	Federal	TE-KS	\$4.0
Construction	2014	Federal	TE-KS	\$466.0
Construction	2014	Non-Federal	LOCAL	\$117.6
Federal Total:	\$470.0	Non-Federal Total:	\$165.2	Total: \$635.3

New Deleted Schedule Budget AirQuality Scope

TIP #: 349218	Juris: OLATHE	Location/Improvement: OLATHE TAXI COUPON/VOUCHER PROGRAM		Length (mi): N/A
State #:	Fed #:	County: JOHNSON	Project Type: Transit (Operations)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Operations	2012	Federal	5317	\$375.9
Operations	2012	Non-Federal	LOCAL	\$375.9
Operations	2015	Federal	5317	\$176.1
Operations	2015	Non-Federal	LOCAL	\$176.1
Federal Total:	\$552.0	Non-Federal Total:	\$552.0	Total: \$1,104.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 349219	Juris: OLATHE	Location/Improvement: OLATHE TAXI WORK COUPON/VOUCHER PROGRAM		Length (mi): N/A
State #:	Fed #:	County: JOHNSON	Project Type: Transit (Operations)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Operations	2012	Federal	JARC	\$170.6
Operations	2012	Non-Federal	LOCAL	\$170.6
Operations	2014	Federal	JARC	\$58.7
Operations	2014	Non-Federal	LOCAL	\$58.7
Federal Total:	\$229.3	Non-Federal Total:	\$229.3	Total: \$458.6

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 349230	Juris: OLATHE	Location/Improvement: OLATHE 119TH ST. & I-35 INTERSECTION AESTHETIC IMPROVEMENTS	
State #:	Fed #: TE-0379-01	County: JOHNSON	Project Type: Environmental/Scenic/Historic
			Length (mi): .1
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Construction	2014	Federal	TE-KS \$304.2
Construction	2014	Non-Federal	LOCAL \$101.4
Engineering	2014	Federal	TE-KS \$7.5
Engineering	2014	Non-Federal	TE-KS \$2.5
Federal Total:	\$311.7	Non-Federal Total:	\$103.9
		Total:	\$415.6

Description: Construction of a new entry monument sign with landscaping and lighting, along with extensive landscape improvements at all quadrants of the 119th Street and I-35 Interchange.

Amendment Description: New Project. Funding through the KDOT statewide enhancements program.

New Deleted Schedule Budget AirQuality Scope

TIP #: 350222	Juris: OVERLAND PARK	Location/Improvement: PRAIRIE TRACE - HILTOP CAMPUS TRAIL	
State #:	Fed #: TE-0391-01	County: JOHNSON	Project Type: Pedestrian and/or Bike Ways
			Length (mi): .25
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Construction	2014	Federal	TE-KS \$127.6
Construction	2014	Non-Federal	LOCAL \$31.9
Engineering	2014	Federal	TE-KS \$12.8
Engineering	2014	Non-Federal	LOCAL \$3.2
Federal Total:	\$140.4	Non-Federal Total:	\$35.1
		Total:	\$175.5

Description: East side of US 69 Highway from 135th Street to 138th Street and 140th Terrace to 143rd Street. Construction of two segments, A-1 (500 l.f.) and B-1 (730 l.f.) 10-ft. wide asphalt bicycle/pedestrian trail to include grading, retaining walls, drainage improvements, landscaping and seeding. Segments will complete missing links between existing trails that connect to the main Tomahawk Creek trail system.

Amendment Description: New Project. Funding through the KDOT statewide enhancements program.

New Deleted Schedule Budget AirQuality Scope

TIP #: 180069	Juris: KDOT	Location/Improvement: CENTENNIAL BRIDGE ON K-92 IN LEAVENWORTH COUNTY	
State #: KA-3229-01	Fed #:	County: LEAVENWORTH	Project Type: Engineering(Bridge)
			Length (mi): 0
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-KS \$950.0
Federal Total:		Non-Federal Total:	\$950.0
		Total:	\$950.0

Description: PE ONLY - This project will be an Advance Preliminary Engineering (APE) study on this section of K-92 over the Missouri River. The Project Team will evaluate the project area to develop and prioritize highway improvements on this section of K-92. This project will include Public Involvement.

Amendment Description: New Project

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 162006		Juris: LANSING		Location/Improvement: ANGEL FALLS TRAIL		Length (mi): 1	
State #:		Fed #:		County: LEAVENWORTH		Project Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Amendment Description:	
Right-of-Way	2013	Non-Federal	Local	\$16.0	Improved Bicycle/Pedestrian Trail with Bike/Ped bridge crossing 7-Mile Creek at Angel Falls. Connects Ida St. Trail to Angel Falls, and provides ROW for future connection to Mary St. Trail. This trail is part of the Lansing Master Trail Plan. Angel Falls is an important local scenic feature. Trail width 10 ft. Trail surface PCC. Bridge pre-fabricated truss.	New Project	
Construction	2014	Federal	TE-KS	\$221.7			
Construction	2014	Non-Federal	Local	\$55.4			
Engineering	2014	Federal	TE-KS	\$24.8			
Engineering	2014	Non-Federal	Local	\$7.4			
Engineering	2013	Non-Federal	Local	\$31.0			
Federal Total:	\$246.5	Non-Federal Total:	\$109.8	Total:			\$356.3

New Deleted Schedule Budget AirQuality Scope

TIP #: 867002		Juris: MIAMI COUNTY		Location/Improvement: BRIDGE F-0.7 REPLACEMENT		Length (mi): .1	
State #: C-0424-01		Fed #:		County: MIAMI		Project Type: Bridge Replacement	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Amendment Description:	
Engineering	2014	Non-Federal	LOCAL	\$100.0	Bridge F-0.7 replacement on Crescent Hill Road 0.3 Miles South of 399th Street	New Project	
Engineering	2012	Non-Federal	LOCAL	\$120.0			
Right-of-Way	2013	Non-Federal	LOCAL	\$19.5			
Other	2013	Non-Federal	LOCAL	\$40.0			
Engineering	2013	Non-Federal	LOCAL	\$25.0			
Engineering	2013	Non-Federal	LOCAL	\$0.7			
Construction	2014	Federal	STP-KS	\$956.5			
Construction	2014	Non-Federal	LOCAL	\$239.1			
Federal Total:	\$956.5	Non-Federal Total:	\$544.3	Total:			\$1,500.9

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 259192	Juris: KANSAS CITY KS	Location/Improvement: MISSOURI RIVER/JERSEY CREEK CONNECTOR, PHASE I	Length (mi): 1
State #:	Fed #:	County: WYANDOTTE	Project Type: Pedestrian and/or Bike Ways
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2014	Federal	TA-KS \$112.0
Engineering	2013	Non-Federal	LOCAL \$200.0
Engineering	2014	Non-Federal	LOCAL \$28.0
Construction	2014	Federal	TA-KS \$768.0
Construction	2014	Non-Federal	LOCAL \$192.0
Federal Total:	\$880.0	Non-Federal Total:	\$420.0 Total: \$1,300.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 180068	Juris: KDOT	Location/Improvement: BASEHOR: 155TH ST FROM US24 TO WOLFCREEK	Length (mi): 0
State #: KA-2818-01	Fed #:	County: WYANDOTTE	Project Type: Reconstruction
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Construction	2013	Non-Federal	STATE-KS \$757.0
Federal Total:		Non-Federal Total:	\$757.0 Total: \$757.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 280111	Juris: KDOT	Location/Improvement: BRIDGE #003 IN WYANDOTTE COUNTY ON I-635 LOCATED 1.43 MILES NORTH OF I-35	Length (mi): 0
State #: KA-2093-01	Fed #:	County: WYANDOTTE	Project Type: Other (Bridge)
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2011	Non-Federal	STATE-KS (AC) \$270.0
Engineering	2011	Non-Federal	STATE-KS \$30.0
Right-of-Way	2013	Non-Federal	STATE-KS \$57.4
Other	2014	Non-Federal	STATE-KS (AC) \$51.7
Other	2014	Non-Federal	STATE-KS \$5.7
Construction	2014	Federal	NHPP-KS \$2,779.0
Construction	2014	Non-Federal	STATE-KS \$309.0
Conversion	2014	Federal	NHPP-KS \$321.7
Other	2014	Non-Federal	CREDIT (\$321.7)
Federal Total:	\$3,100.7	Non-Federal Total:	\$402.2 Total: \$3,502.9

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 280127	Juris: KDOT	Location/Improvement: I-435/STATE AVENUE INTERCHANGE ON I-435 IN WYANDOTTE CO	Length (mi): 0		
State #: KA-3228-01	Fed #:	County: WYANDOTTE	Project Type: Other		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-KS	\$500.0	Preliminary Engineering has been approved to review the impacts on the interchange at I-435/State Avenue by the proposed construction by Unified Government at the intersection of State Avenue/Village West Parkway, just west of the I-435/State Avenue interchange. This will include the impacts on the existing interchange and investigation of future interchange configurations.
Federal Total:		Non-Federal Total: \$500.0	Total:	\$500.0	Amendment Description: 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					

TIP #: 259193	Juris: WYANDOTTE COUNTY	Location/Improvement: KAW POINT PARK CONNECTOR TRAIL	Length (mi): .25		
State #:	Fed #: TE-0395-01	County: WYANDOTTE	Project Type: Pedestrian and/or Bike Ways		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2014	Federal	TE-KS	\$1,216.0	The Kaw Point Trail is located near the confluence of the Kansas and Missouri Rivers. Trail and ramp structure to provide a link from the Riverfront Heritage Trail to Kaw Point Park, a total length of 1,300 ft. The proposed trail will use ROW along 3rd Street and the Minnesota Ave bridge. The bridge will be retrofitted to accommodate the trail and to create access to the Kaw Point Park.
Construction	2014	Non-Federal	LOCAL	\$184.0	
Engineering	2014	Non-Federal	LOCAL	\$120.0	
Federal Total: \$1,216.0		Non-Federal Total: \$304.0	Total:	\$1,520.0	Amendment Description: New Project. Funding through the KDOT statewide enhancements program.
<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

TIP #: 690374	Juris: MODOT	Location/Improvement: I-49; SCOPING FOR CAPACITY IMPROVEMENTS FROM 155TH STREET TO NORTH CASS PARKWAY IN BELTON	
State #: 4I2291	Fed #:	County: CASS	Project Type: Road Widening & Resurfacing
			Length (mi): 5
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC) \$12.0
Engineering	2013	Non-Federal	STATE-MO \$3.0
Conversion	2014	Federal	NHPP-MO \$12.0
Other	2014	Non-Federal	CREDIT (\$12.0)
Federal Total:	\$12.0	Non-Federal Total:	\$3.0
		Total:	\$15.0
<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			

TIP #: 790070	Juris: MODOT	Location/Improvement: I-49; CONSTRUCTION OF A NEW INTERCHANGE AT 211TH STREET FROM RTE. Y TO RTE. J IN PECULIAR.	
State #: 4P2247	Fed #:	County: CASS	Project Type: New Construction
			Length (mi): 1
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Federal	NHPP-MO \$236.0
Engineering	2013	Non-Federal	STATE-MO \$59.0
Engineering	2014	Federal	NHPP-MO \$767.0
Engineering	2014	Non-Federal	STATE-MO \$192.0
Right-of-Way	2013	Federal	NHPP-MO \$243.0
Right-of-Way	2013	Non-Federal	STATE-MO \$61.0
Construction	2014	Federal	NHPP-MO \$8,495.0
Construction	2014	Non-Federal	STATE-MO \$2,124.0
Federal Total:	\$9,741.0	Non-Federal Total:	\$2,436.0
		Total:	\$12,177.0
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope			

Missouri

TIP #: 790073		Juris: MODOT		Location/Improvement: MO 291; CAPACITY IMPROVEMENTS FROM WATERS ROAD TO ROYAL STREET IN HARRISONVILLE.	
State #: 4P3002		Fed #:		County: CASS	
				Project Type: Road Widening & Resurfacing	
				Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Projects is funded through the Cost Share program, MoDOT's maximum is \$2,305,904 in SFY2016. \$2,518,000 in city funds.
Engineering	2013	Non-Federal	STATE-MO (AC)	\$120.0	Amendment Description: New Project
Engineering	2013	Non-Federal	STATE-MO	\$30.0	
Engineering	2014	Non-Federal	STATE-MO (AC)	\$80.0	
Engineering	2014	Non-Federal	STATE-MO	\$20.0	
Engineering	2015	Non-Federal	STATE-MO (AC)	\$442.0	
Engineering	2015	Non-Federal	STATE-MO	\$110.0	
Right-of-Way	2013	Non-Federal	STATE-MO (AC)	\$224.0	
Right-of-Way	2013	Non-Federal	STATE-MO	\$56.0	
Construction	2015	Non-Federal	STATE-MO (AC)	\$4,147.0	
Construction	2015	Non-Federal	STATE-MO	\$1,037.0	
Conversion	2016	Federal	NHPP-MO	\$3,744.0	
Other	2016	Non-Federal	CREDIT	(\$3,744.0)	
Federal Total: \$3,744.0		Non-Federal Total: \$2,522.0		Total: \$6,266.0	

New Deleted Schedule Budget AirQuality Scope

TIP #: 790074		Juris: MODOT		Location/Improvement: I-49; PAVEMENT IMPROVEMENTS FROM 163RD STREET TO RTE. 291 IN HARRISONVILLE	
State #: 4S2395		Fed #:		County: CASS	
				Project Type: Resurfacing	
				Length (mi): 19	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$637.0	Amendment Description: New Project
Engineering	2013	Non-Federal	STATE-MO	\$142.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$7,321.0	
Construction	2014	Non-Federal	STATE-MO	\$814.0	
Conversion	2015	Federal	NHPP-MO	\$7,958.0	
Other	2015	Non-Federal	CREDIT	(\$7,958.0)	
Federal Total: \$7,958.0		Non-Federal Total: \$956.0		Total: \$8,914.0	

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 790075	Juris: MODOT	Location/Improvement: MO D; ADDITION OF SHOULDERS FROM RTE. 58 TO RTE. Y.		Length (mi): 19
State #: 4S3049	Fed #:	County: CASS	Project Type: Safety	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Federal	SP-MO	\$47.0
Engineering	2013	Non-Federal	STATE-MO	\$10.0
Construction	2014	Federal	SP-MO	\$478.0
Construction	2014	Non-Federal	STATE-MO	\$119.0
Federal Total:	\$525.0	Non-Federal Total:	\$129.0	Total: \$654.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 790076	Juris: MODOT	Location/Improvement: MO Y; ADDITION OF SHOULDERS AND PAVEMENT IMPROVEMENTS FROM RTE 58 TO RTE. YY NEAR BELTON.		Length (mi): 6
State #: 4S2180	Fed #:	County: CASS	Project Type: Safety	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2014	Non-Federal	STATE-MO	\$4.0
Right-of-Way	2013	Federal	SP-MO	\$64.0
Right-of-Way	2013	Non-Federal	STATE-MO	\$7.0
Construction	2014	Federal	SP-MO	\$1,257.0
Construction	2014	Non-Federal	STATE-MO	\$140.0
Engineering	2013	Federal	SP-MO	\$185.0
Engineering	2013	Non-Federal	STATE-MO	\$21.0
Engineering	2014	Federal	SP-MO	\$41.0
Federal Total:	\$1,547.0	Non-Federal Total:	\$172.0	Total: \$1,719.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 790077	Juris: MODOT	Location/Improvement: MO YY; ADDITION OF SHOULDERS AND PAVEMENT IMPROVEMENTS FROM RTE. Y TO RTE. C.		Length (mi): 4
State #: 4S3053	Fed #:	County: CASS	Project Type: Safety	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Federal	SP-MO	\$54.0
Engineering	2013	Non-Federal	STATE-MO	\$12.0
Construction	2013	Federal	SP-MO	\$570.0
Construction	2013	Non-Federal	STATE-MO	\$142.0
Federal Total:	\$624.0	Non-Federal Total:	\$154.0	Total: \$778.0

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 790078 **Juris:** MODOT **Location/Improvement:** MO 58; SCOPING FOR SIDEWALK IMPROVEMENTS AT TOWNE CENTER ROAD IN BELTON
State #: 4P3096D **Fed #:** **County:** CASS **Project Type:** Pedestrian and/or Bike Ways **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$104.0	Amendment Description: New Project
Engineering	2013	Non-Federal	STATE-MO	\$26.0	
Conversion	2014	Federal	STP-MO	\$104.0	
Other	2014	Non-Federal	CREDIT	(\$104.0)	
Federal Total: \$104.0		Non-Federal Total: \$26.0		Total: \$130.0	

New Deleted Schedule Budget AirQuality Scope

TIP #: 790079 **Juris:** MODOT **Location/Improvement:** MO J; SCOPING FOR SIGNAL IMPROVEMENTS AT I-49 INTERCHANGE IN PECULIAR
State #: 4P3096E **Fed #:** **County:** CASS **Project Type:** Traffic Management **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$16.0	Amendment Description: New Project
Engineering	2013	Non-Federal	STATE-MO	\$4.0	
Conversion	2014	Federal	NHPP-MO	\$16.0	
Other	2014	Non-Federal	CREDIT	(\$16.0)	
Federal Total: \$16.0		Non-Federal Total: \$4.0		Total: \$20.0	

New Deleted Schedule Budget AirQuality Scope

TIP #: 997003 **Juris:** OATS INC **Location/Improvement:** BELTON TO CASCO AREA WORKSHOP
State #: **Fed #:** **County:** CASS **Project Type:** Transit (Operations) **Length (mi):** N/A

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Operations	2012	Federal	JARC	\$63.9	Description: To provide safe and reliable transportation to disabled/low-income individuals that reside in Belton to the CASCO Area Workshop in Harrisonville for the purpose of employment. Amendment Description: Added funding from 2012 JARC funding round
Operations	2012	Non-Federal	LOCAL	\$63.9	
Operations	2013	Federal	JARC	\$30.2	
Operations	2013	Non-Federal	LOCAL	\$30.2	
Federal Total: \$94.2		Non-Federal Total: \$94.2		Total: \$188.3	

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 997004	Juris: PLEASANT HILL	Location/Improvement:	CITY OF PLEASANT HILL - OATS, INC. SENIOR CITIZEN CIRCULATOR	
State #:	Fed #:	County: CASS	Project Type:	Other (Transit) Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Operations	2013	Federal	5317	\$3.6
Operations	2013	Non-Federal	LOCAL	\$3.6
Federal Total:	\$3.6	Non-Federal Total:	\$3.6	Total: \$7.2

New Deleted Schedule Budget AirQuality Scope

TIP #: 590173	Juris: MODOT	Location/Improvement:	MO 210; SCOPING FOR CORRIDOR IMPROVEMENTS FROM WEST OF ELDON ROAD TO EAST OF RTE. 291	
State #: 4U1114	Fed #:	County: CLAY	Project Type:	Engineering (Roadway) Length (mi): 3
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2014	Non-Federal	STATE-MO (AC)	\$633.0
Engineering	2014	Non-Federal	STATE-MO	\$158.0
Conversion	2014	Federal	NHPP-MO	\$633.0
Other	2014	Non-Federal	CREDIT	(\$633.0)
Federal Total:	\$633.0	Non-Federal Total:	\$158.0	Total: \$791.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 590175	Juris: MODOT	Location/Improvement:	I-35; SCOPING TO DETERMINE NEED FOR INTERCHANGE SOUTH OF RTE. 92 AT 19TH STREET IN KEARNEY	
State #: 4I2006	Fed #:	County: CLAY	Project Type:	Interchange Improvement Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC)	\$6.0
Engineering	2013	Non-Federal	STATE-MO	\$1.0
Conversion	2014	Federal	NHPP-MO	\$6.0
Other	2014	Non-Federal	CREDIT	(\$6.0)
Federal Total:	\$6.0	Non-Federal Total:	\$1.0	Total: \$7.0

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 590185	Juris: MODOT	Location/Improvement: I-35; INTERCHANGE, RAMP AND AUXILLARY LANE IMPROVEMENTS FROM THE I-435 INTERCHANGE TO THE PLEASANT VALLEY ROAD/SOUTH LIBERTY PARKWAY/ US 69 INTERCHANGE.	
State #: 413005	Fed #:	County: CLAY	Project Type: Interchange Improvement
			Length (mi): 2
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC) \$104.0
Engineering	2013	Non-Federal	STATE-MO \$26.0
Engineering	2014	Non-Federal	STATE-MO (AC) \$1,756.0
Engineering	2014	Non-Federal	STATE-MO \$439.0
Right-of-Way	2013	Non-Federal	STATE-MO (AC) \$96.0
Right-of-Way	2013	Non-Federal	STATE-MO \$24.0
Construction	2014	Non-Federal	STATE-MO (AC) \$20,605.0
Construction	2015	Federal	STPM-MO \$3,200.0
Construction	2016	Federal	STPM-MO \$1,800.0
Conversion	2015	Federal	NHPP-MO \$25,007.0
Other	2015	Non-Federal	CREDIT (\$25,007.0)
Federal Total:	\$30,007.0	Non-Federal Total:	(\$1,957.0)
		Total:	\$28,050.0

Description: \$13,194,000 MoDOT Economic Development Funds, \$4,200,000 Liberty, \$100,000 Pleasant Valley, \$5,000,000 in MARC STP-Urban funds.

Amendment Description: Incorporates #590186. Updated budget, schedule, and scope to include construction.

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TIP #: 590189	Juris: MODOT	Location/Improvement: I-435; OPERATIONAL IMPROVEMENTS TO THE INTERCHANGE AT RTE. 210.	
State #: 411980	Fed #:	County: CLAY	Project Type: Interchange Improvement
			Length (mi): 1
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC) \$80.0
Engineering	2013	Non-Federal	STATE-MO \$20.0
Engineering	2014	Non-Federal	STATE-MO (AC) \$80.0
Engineering	2014	Non-Federal	STATE-MO \$20.0
Engineering	2015	Non-Federal	STATE-MO (AC) \$1,018.0
Engineering	2015	Non-Federal	STATE-MO \$254.0
Engineering	2015	Non-Federal	STATE-MO (AC) \$8,670.0
Engineering	2015	Non-Federal	STATE-MO \$2,168.0
Conversion	2016	Federal	NHPP-MO \$9,848.0
Other	2016	Non-Federal	CREDIT (\$9,848.0)
Federal Total:	\$9,848.0	Non-Federal Total:	\$2,462.0
		Total:	\$12,310.0

Description:

Amendment Description: Updated budget, schedule, and scope to include construction.

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Missouri

TIP #: 590194	Juris: MODOT	Location/Improvement: MO 1; PAVEMENT AND SIDEWALK IMPROVEMENTS FROM 64TH STREET TO I-35 IN KANSAS CITY.	
State #: 4P2364B	Fed #:	County: CLAY	Project Type: Resurfacing
			Length (mi): 3
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Conversion	2015	Federal	NHPP-MO \$1,149.0
Other	2015	Non-Federal	CREDIT (\$1,149.0)
Engineering	2013	Non-Federal	STATE-MO (AC) \$86.0
Engineering	2013	Non-Federal	STATE-MO \$22.0
Construction	2013	Non-Federal	STATE-MO (AC) \$1,328.0
Construction	2013	Non-Federal	STATE-MO \$266.0
Federal Total:	\$1,149.0	Non-Federal Total:	\$553.0
		Total:	\$1,702.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 590195	Juris: MODOT	Location/Improvement: MO 33; ADDITION OF SHOULDERS AND PEDESTRIAN IMPROVEMENTS FROM RTE. PP TO RTE. 69 IN KEARNEY.	
State #: 4P3047	Fed #:	County: CLAY	Project Type: Resurfacing
			Length (mi): 13
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Federal	NHPP-MO \$105.0
Engineering	2013	Non-Federal	STATE-MO \$26.0
Right-of-Way	2013	Federal	NHPP-MO \$8.0
Right-of-Way	2013	Non-Federal	STATE-MO \$2.0
Construction	2014	Federal	NHPP-MO \$1,390.0
Construction	2014	Non-Federal	STATE-MO \$347.0
Federal Total:	\$1,503.0	Non-Federal Total:	\$375.0
		Total:	\$1,878.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 590196	Juris: MODOT	Location/Improvement: MO A; SHOULDER ADDITION AND PAVEMENT IMPROVEMENTS FROM RTE. 92 TO END OF STATE MAINTENANCE.	
State #: 4S3028	Fed #:	County: CLAY	Project Type: Safety
			Length (mi): 6
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Federal	SP-MO \$174.0
Engineering	2013	Non-Federal	STATE-MO \$19.0
Construction	2014	Federal	SP-MO \$962.0
Construction	2014	Non-Federal	STATE-MO \$107.0
Federal Total:	\$1,136.0	Non-Federal Total:	\$126.0
		Total:	\$1,262.0

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 590197	Juris: MODOT	Location/Improvement:	MO 1; SCOPING FOR INTERSECTION IMPROVEMENTS AT PARVIN ROAD IN KANSAS CITY	
State #: 4P3096F	Fed #:	County: CLAY	Project Type:	Other(Roadway) Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$56.0	Amendment Description: New project - split from 4P3096
Engineering	2013	Non-Federal	STATE-MO	\$14.0	
Conversion	2014	Federal	NHPP-MO	\$56.0	
Other	2014	Non-Federal	CREDIT	(\$56.0)	
Federal Total:	\$56.0	Non-Federal Total:	\$14.0	Total:	\$70.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 590198	Juris: MODOT	Location/Improvement:	MO 152; SCOPING FOR INTERCHANGE IMPROVEMENTS AT I-35 IN LIBERTY.	
State #: 4S3083	Fed #:	County: CLAY	Project Type:	Interchange Improvement Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Federal	NHPP-MO	\$10.0	Amendment Description: New project
Engineering	2013	Non-Federal	STATE-MO	\$2.0	
Federal Total:	\$10.0	Non-Federal Total:	\$2.0	Total:	\$12.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 590199	Juris: MODOT	Location/Improvement:	US 169; SCOPING FOR OPERATIONAL CORRIDOR IMPROVEMENTS FROM I-29 TO 68TH STREET IN KANSAS CITY	
State #: 4S3088	Fed #:	County: CLAY	Project Type:	Engineering (Roadway) Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$120.0	Amendment Description: New project
Engineering	2013	Non-Federal	STATE-MO	\$30.0	
Conversion	2014	Federal	NHPP-MO	\$120.0	
Other	2014	Non-Federal	CREDIT	(\$120.0)	
Federal Total:	\$120.0	Non-Federal Total:	\$30.0	Total:	\$150.0

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 590200	Juris: MODOT	Location/Improvement: I-29; SCOPING FOR OPERATIONAL CORRIDOR IMPROVEMENTS FROM RTE. 210 TO I-635 IN KANSAS CITY	
State #: 413087	Fed #:	County: CLAY	Project Type: Engineering (Roadway) Length (mi): 7
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2014	Non-Federal	STATE-MO (AC) \$157.0
Engineering	2014	Non-Federal	STATE-MO \$18.0
Conversion	2015	Federal	NHPP-MO \$157.0
Other	2015	Non-Federal	CREDIT (\$157.0)
Federal Total: \$157.0	Non-Federal Total: \$18.0	Total: \$175.0	Description: Amendment Description: New Project

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TIP #: 590201	Juris: MODOT	Location/Improvement: MO 291; SCOPING FOR CORRIDOR IMPROVEMENTS FROM ASH TO I-435 IN KANSAS CITY	
State #: 4P3099	Fed #:	County: CLAY	Project Type: Engineering (Roadway) Length (mi): 3
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC) \$20.0
Engineering	2013	Non-Federal	STATE-MO \$5.0
Conversion	2014	Federal	NHPP-MO \$20.0
Other	2014	Non-Federal	CREDIT (\$20.0)
Federal Total: \$20.0	Non-Federal Total: \$5.0	Total: \$25.0	Description: Amendment Description: New Project

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TIP #: 590202	Juris: MODOT	Location/Improvement: MO 9; PAVEMENT IMPROVEMENTS FROM 32ND STREET TO 10TH STREET IN NORTH KANSAS CITY.	
State #: 4P2364C	Fed #:	County: CLAY	Project Type: Resurfacing Length (mi): 2
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC) \$62.0
Engineering	2013	Non-Federal	STATE-MO \$16.0
Construction	2014	Non-Federal	STATE-MO (AC) \$720.0
Construction	2014	Non-Federal	STATE-MO \$180.0
Conversion	2015	Federal	NHPP-MO \$783.0
Other	2015	Non-Federal	CREDIT (\$783.0)
Federal Total: \$783.0	Non-Federal Total: \$195.0	Total: \$978.0	Description: Amendment Description: New project split from #990170.

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Missouri

TIP #: 990170	Juris: MODOT	Location/Improvement: US 69; PAVEMENT IMPROVEMENTS FROM RTE. 92 TO RTE. 10	Length (mi): 3
State #: 4P2364	Fed #:	County: CLAY	Project Type: Resurfacing

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$99.0	Amendment Description: Updated budget to reflect latest estimates following the split off of projects #590194, #590202, #690431, and #690439.
Engineering	2013	Non-Federal	STATE-MO	\$25.0	
Construction	2013	Non-Federal	STATE-MO (AC)	\$1,070.0	
Construction	2013	Non-Federal	STATE-MO	\$267.0	
Conversion	2015	Federal	NHPP-MO	\$2,035.0	
Other	2015	Non-Federal	CREDIT	(\$2,035.0)	
Federal Total:	\$2,035.0	Non-Federal Total:	(\$574.0)	Total:	\$1,461.0

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TIP #: 995169	Juris: FULL EMPLOYMENT COUNCIL	Location/Improvement: FULL EMPLOYMENT COUNCIL CAREER TRANSIT PROGRAM	Length (mi): N/A
State #:	Fed #:	County: JACKSON	Project Type: Transit (Operations)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Operations	2012	Federal	JARC	\$68.9	Description: The Full Employment Council Accessible Transportation Program will provide outreach and marketing activities to inform potential applicants of the employment and training services available through the One Stop centers, as well as the transportation resources available. Amendment Description: Added funding from 2012 JARC funding round
Operations	2012	Non-Federal	LOCAL	\$68.9	
Operations	2013	Federal	JARC	\$45.0	
Operations	2013	Non-Federal	LOCAL	\$45.0	
Federal Total:	\$114.0	Non-Federal Total:	\$114.0	Total:	\$228.0

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TIP #: 628131	Juris: INDEPENDENCE	Location/Improvement: CITY OF INDEPENDENCE - INDEBUS	Length (mi): 0
State #:	Fed #:	County: JACKSON	Project Type: Other (Transit)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Operations	2013	Federal	JARC	\$80.9	Description: JARC funding to operate the following Indebus routes in the City of Independence: Blue, Purple, and Green. Amendment Description: FFY 2012 FTA Section 5316 JARC Funding
Operations	2013	Non-Federal	LOCAL	\$80.9	
Federal Total:	\$80.9	Non-Federal Total:	\$80.9	Total:	\$161.8

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Missouri

TIP #: 628132	Juris: INDEPENDENCE	Location/Improvement: CITY OF INDEPENDENCE - ROUTES 15 AND 24X		Length (mi): 0
State #:	Fed #:	County: JACKSON	Project Type: Other (Transit)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Operations	2013	Federal	JARC	\$82.4
Operations	2013	Non-Federal	LOCAL	\$82.4
Federal Total:	\$82.4	Non-Federal Total:	\$82.4	Total: \$164.8

New Deleted Schedule Budget AirQuality Scope

TIP #: 628133	Juris: INDEPENDENCE	Location/Improvement: CITY OF INDEPENDENCE - INDEACCESS AND ACCESS PLUS		Length (mi): 0
State #:	Fed #:	County: JACKSON	Project Type: Other (Transit)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Operations	2014	Federal	5317	\$76.4
Operations	2014	Non-Federal	LOCAL	\$76.4
Federal Total:	\$76.4	Non-Federal Total:	\$76.4	Total: \$152.8

New Deleted Schedule Budget AirQuality Scope

TIP #: 995187	Juris: ITN GREATER KANSAS CITY	Location/Improvement: ITN GREATER KANSAS CITY		Length (mi): 0
State #:	Fed #:	County: JACKSON	Project Type: Other (Transit)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Operations	2013	Federal	JARC	\$88.3
Operations	2013	Non-Federal	LOCAL	\$88.3
Federal Total:	\$88.3	Non-Federal Total:	\$88.3	Total: \$176.5

New Deleted Schedule Budget AirQuality Scope

TIP #: 995171	Juris: KCATA	Location/Improvement: 296 METROFLEX SERVICE		Length (mi): N/A
State #:	Fed #:	County: JACKSON	Project Type: Transit (Operations)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Operations	2012	Federal	5317	\$240.3
Operations	2012	Non-Federal	LOCAL	\$240.3
Operations	2013	Federal	5317	\$86.6
Operations	2013	Non-Federal	LOCAL	\$86.6
Federal Total:	\$326.9	Non-Federal Total:	\$326.9	Total: \$653.7

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 690394		Juris: MODOT		Location/Improvement: I-435; SCOPING FOR CORRIDOR IMPROVEMENTS FROM THE KANSAS STATE LINE TO JUST WEST OF I-49	
State #: 412337	Fed #:	County: JACKSON	Project Type: Engineering (Roadway)	Length (mi): 5	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$42.0	Amendment Description: Updated budget to reflect latest estimates.
Engineering	2013	Non-Federal	STATE-MO	\$5.0	
Conversion	2014	Federal	NHPP-MO	\$42.0	
Other	2014	Non-Federal	CREDIT	(\$42.0)	
Federal Total:	\$42.0	Non-Federal Total:	\$5.0	Total:	

New
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TIP #: 690397		Juris: MODOT		Location/Improvement: RTE. 50; NEW INTERCHANGE, INCLUDING AUXILIARY LANES AND OUTER ROAD IMPROVEMENTS AT BLACKWELL PARKWAY IN LEE'S SUMMIT.	
State #: 4P2233	Fed #:	County: JACKSON	Project Type: New Construction	Length (mi): 2	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$214.0	Amendment Description: SFY2015 Cost Share with the city of Lee's Summit. MoDOT's maximum is \$8,911,110. City to provide design. Updated budget, schedule, and scope to reflect latest estimates and include construction.
Engineering	2013	Non-Federal	STATE-MO	\$54.0	
Engineering	2014	Non-Federal	STATE-MO (AC)	\$1,000.0	
Engineering	2014	Non-Federal	STATE-MO	\$250.0	
Right-of-Way	2013	Non-Federal	STATE-MO (AC)	\$1,080.0	
Right-of-Way	2013	Non-Federal	STATE-MO	\$270.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$13,663.0	
Construction	2014	Non-Federal	STATE-MO	\$3,416.0	
Conversion	2015	Federal	NHPP-MO	\$10,352.0	
Other	2015	Non-Federal	CREDIT	(\$10,352.0)	
Federal Total:	\$10,352.0	Non-Federal Total:	\$9,595.0	Total:	\$19,947.0

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TIP #: 690398	Juris: MODOT	Location/Improvement: US 50; SCOPING FOR INTERCHANGE IMPROVEMENTS AT RTE. 291 SOUTH JUNCTION IN LEE'S SUMMIT.	
State #: 4P2292	Fed #:	County: JACKSON	Project Type: Interchange Improvement
			Length (mi): 1
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2014	Non-Federal	STATE-MO (AC) \$12.0
Engineering	2014	Non-Federal	STATE-MO \$3.0
Conversion	2015	Federal	NHPP-MO \$12.0
Other	2015	Non-Federal	CREDIT (\$12.0)
Federal Total: \$12.0	Non-Federal Total: \$3.0	Total: \$15.0	
<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			

TIP #: 690399	Juris: MODOT	Location/Improvement: US 50; SCOPING FOR CORRIDOR IMPROVMENTS FROM CHIPMAN ROAD TO TODD GEORGE PARKWAY IN LEE'S SUMMIT	
State #: 4P2336	Fed #:	County: JACKSON	Project Type: Engineering (Roadway)
			Length (mi): 5
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2014	Non-Federal	STATE-MO (AC) \$200.0
Engineering	2014	Non-Federal	STATE-MO \$50.0
Conversion	2015	Federal	NHPP-MO \$200.0
Other	2015	Non-Federal	CREDIT (\$200.0)
Federal Total: \$200.0	Non-Federal Total: \$50.0	Total: \$250.0	
<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			

TIP #: 690402	Juris: MODOT	Location/Improvement: I-70; SCOPING FOR INTERCHANGE IMPROVEMENTS AT I-435 WITHIN THE LIMITS OF KANSAS CITY	
State #: 4I1597C	Fed #:	County: JACKSON	Project Type: Interchange Improvement
			Length (mi): 1
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2014	Non-Federal	STATE-MO (AC) \$120.0
Engineering	2014	Non-Federal	STATE-MO \$30.0
Conversion	2015	Federal	NHPP-MO \$120.0
Other	2015	Non-Federal	CREDIT (\$120.0)
Federal Total: \$120.0	Non-Federal Total: \$30.0	Total: \$150.0	
<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			

Missouri

TIP #: 690404	Juris: MODOT	Location/Improvement: I-70; SCOPING FOR CAPACITY IMPROVEMENTS FROM RTE. 7 TO RTE. F IN OAK GROVE	
State #: 412293	Fed #:	County: JACKSON	Project Type: Engineering (Roadway) Length (mi): 5

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2014	Non-Federal	STATE-MO (AC)	\$22.0	Amendment Description: Updated budget to reflect latest estimates.
Engineering	2014	Non-Federal	STATE-MO	\$3.0	
Conversion	2015	Federal	NHPP-MO	\$22.0	
Other	2015	Non-Federal	CREDIT	(\$22.0)	
Federal Total:	\$22.0	Non-Federal Total:	\$3.0	Total:	

New
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TIP #: 690408	Juris: MODOT	Location/Improvement: I-670; BRIDGE IMPROVEMENTS AT CHARLOTTE STREET BRIDGE IN DOWNTOWN KANSAS CITY.	
State #: 412023	Fed #:	County: JACKSON	Project Type: Bridge Rehabilitation Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Federal	NHPP-MO	\$228.0	Amendment Description: Project involves bridge A0807 Updated budget and modified scope to remove Holmes Street Bridge.
Engineering	2013	Non-Federal	STATE-MO	\$57.0	
Construction	2014	Federal	NHPP-MO	\$2,161.0	
Construction	2014	Non-Federal	STATE-MO	\$540.0	
Federal Total:	\$2,389.0	Non-Federal Total:	\$597.0	Total:	

New
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TIP #: 690419	Juris: MODOT	Location/Improvement: I-435; SCOPING FOR INTERCHANGE IMPROVEMENTS AT 63RD STREET WITHIN KANSAS CITY	
State #: 413018	Fed #:	County: JACKSON	Project Type: Interchange Improvement Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2014	Non-Federal	STATE-MO (AC)	\$6.0	Amendment Description: Updated budget to reflect latest estimates.
Engineering	2014	Non-Federal	STATE-MO	\$1.0	
Conversion	2015	Federal	NHPP-MO	\$6.0	
Other	2015	Non-Federal	CREDIT	(\$6.0)	
Federal Total:	\$6.0	Non-Federal Total:	\$1.0	Total:	

New
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Missouri

TIP #: 690422	Juris: MODOT	Location/Improvement: I-435; SCOPING FOR BRIDGE IMPROVEMENTS IN JACKSON AND CLAY COUNTY	
State #: 413022	Fed #:	County: JACKSON	Project Type: Bridge Rehabilitation
			Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2014	Federal	NHPP-MO	\$20.0	Amendment Description: Updated budget to reflect latest estimates.
Engineering	2014	Non-Federal	STATE-MO	\$5.0	
Federal Total: \$20.0		Non-Federal Total: \$5.0		Total: \$25.0	

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TIP #: 690423	Juris: MODOT	Location/Improvement: I-49; SCOPING TO IDENTIFY TRAFFIC FLOW IMPROVEMENTS ON I-49 OUTER ROADS IN GRANDVIEW	
State #: 4P2237	Fed #:	County: JACKSON	Project Type: Traffic Management
			Length (mi): 3

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2014	Non-Federal	STATE-MO (AC)	\$80.0	Amendment Description: Updated budget to reflect latest estimates.
Engineering	2014	Non-Federal	STATE-MO	\$20.0	
Conversion	2015	Federal	NHPP-MO	\$80.0	
Other	2015	Non-Federal	CREDIT	(\$80.0)	
Federal Total: \$80.0		Non-Federal Total: \$20.0		Total: \$100.0	

New
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TIP #: 690428	Juris: MODOT	Location/Improvement: MO 150; PAYMENT TO GRANDVIEW FOR IMPROVEMENTS TO THE OUTER ROADS OF THE INTERCHANGE AT I-49.	
State #: 4P3100	Fed #:	County: JACKSON	Project Type: New Construction
			Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$36.0	Amendment Description: \$1,167,932 funds from MoDOT cost share program New Project
Engineering	2013	Non-Federal	STATE-MO	\$9.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$934.0	
Construction	2014	Non-Federal	STATE-MO	\$234.0	
Conversion	2015	Federal	STP-MO	\$970.0	
Other	2015	Non-Federal	CREDIT	(\$970.0)	
Federal Total: \$970.0		Non-Federal Total: \$243.0		Total: \$1,213.0	

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Missouri

TIP #: 690429	Juris: MODOT	Location/Improvement: MO 150; SHOULDER ADDITION, PAVEMENT AND GUARD RAIL IMPROVEMENTS FROM RTE. 291 IN GREENWOOD TO RTE. E.	
State #: 4S2194	Fed #:	County: JACKSON	Project Type: Safety
			Length (mi): 12
Phase	Year of Obligation	Type	Source
Engineering	2013	Federal	SP-MO
Engineering	2013	Non-Federal	STATE-MO
Right-of-Way	2013	Federal	SP-MO
Right-of-Way	2013	Non-Federal	STATE-MO
Construction	2014	Federal	SP-MO
Construction	2014	Non-Federal	STATE-MO
Federal Total: \$1,329.0		Non-Federal Total: \$148.0	
		Total: \$1,477.0	

New Deleted Schedule Budget AirQuality Scope

TIP #: 690430	Juris: MODOT	Location/Improvement: MO 291; SIDEWALK IMPROVEMENTS AT VARIOUS LOCATIONS BETWEEN MULBERRY AND BAYBERRY STREETS IN LEE'S SUMMIT.	
State #: 4P3054	Fed #:	County: JACKSON	Project Type: Pedestrian and/or Bike Ways
			Length (mi): 2
Phase	Year of Obligation	Type	Source
Engineering	2013	Non-Federal	STATE-MO (AC)
Engineering	2013	Non-Federal	STATE-MO
Construction	2014	Non-Federal	STATE-MO (AC)
Construction	2014	Non-Federal	STATE-MO
Conversion	2015	Federal	STP-MO
Other	2015	Non-Federal	CREDIT
Federal Total: \$276.0		Non-Federal Total: \$69.0	
		Total: \$345.0	

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 690431	Juris: MODOT	Location/Improvement: MO 350; PAVEMENT IMPROVEMENTS FROM I-435 IN RAYTOWN TO WEST OF COLBERN ROAD IN LEE'S SUMMIT.	
State #: 4P2364D	Fed #:	County: JACKSON	Project Type: Resurfacing
			Length (mi): 8

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$256.0	Amendment Description: New Project
Engineering	2013	Non-Federal	STATE-MO	\$64.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$2,476.0	
Construction	2014	Non-Federal	STATE-MO	\$619.0	
Conversion	2015	Federal	NHPP-MO	\$2,732.0	
Other	2015	Non-Federal	CREDIT	(\$2,732.0)	
Federal Total:	\$2,732.0	Non-Federal Total:	\$683.0	Total:	

New Deleted Schedule Budget AirQuality Scope

TIP #: 690432	Juris: MODOT	Location/Improvement: US 50; OUTER ROAD IMPROVEMENTS FROM BLACKWELL ROAD TO RTE. 7 ON THE NORTH SIDE AND FROM SMART ROAD TO RTE. 7 ON THE SOUTH SIDE IN LEE'S SUMMIT	
State #: 4P3046	Fed #:	County: JACKSON	Project Type: Safety
			Length (mi): 3

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Federal	SP-MO	\$225.0	Amendment Description: New Project
Engineering	2013	Non-Federal	STATE-MO	\$25.0	
Engineering	2014	Federal	SP-MO	\$346.0	
Engineering	2014	Non-Federal	STATE-MO	\$38.0	
Right-of-Way	2014	Federal	SP-MO	\$218.0	
Right-of-Way	2014	Non-Federal	STATE-MO	\$24.0	
Construction	2015	Federal	SP-MO	\$3,298.0	
Construction	2015	Non-Federal	STATE-MO	\$366.0	
Federal Total:	\$4,087.0	Non-Federal Total:	\$453.0	Total:	\$4,540.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 690433	Juris: MODOT	Location/Improvement: US 169; SCOPING FOR BRIDGE IMPROVEMENTS AT THE MISSOURI RIVER.	
State #: 4S3085	Fed #:	County: JACKSON	Project Type: Bridge Rehabilitation
			Length (mi): .1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Federal	NHPP-MO	\$100.0	Amendment Description: New Project
Engineering	2013	Non-Federal	STATE-MO	\$25.0	
Federal Total:	\$100.0	Non-Federal Total:	\$25.0	Total:	\$125.0

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 690434	Juris: MODOT	Location/Improvement: US 24; SCOPING FOR BRIDGE IMPROVEMENTS AT THE UNION PACIFIC RAILROAD, DRAINAGE DITCH AND FIRE PRAIRIE CREEK NEAR BUCKNER		Length (mi): 1
State #: 4P3015	Fed #:	County: JACKSON	Project Type: Bridge Rehabilitation	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Federal	NHPP-MO	\$7.0
Engineering	2013	Non-Federal	STATE-MO	\$2.0
Federal Total:	\$7.0	Non-Federal Total:	\$2.0	Total: \$9.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 690435	Juris: MODOT	Location/Improvement: US 24; BRIDGE IMPROVEMENTS OVER THE BIG BLUE RIVER		Length (mi): 1
State #: 4P3096G	Fed #:	County: JACKSON	Project Type: Bridge Rehabilitation	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Federal	NHPP-MO	\$20.0
Engineering	2013	Non-Federal	STATE-MO	\$5.0
Construction	2014	Federal	NHPP-MO	\$1,440.0
Construction	2014	Non-Federal	STATE-MO	\$360.0
Federal Total:	\$1,460.0	Non-Federal Total:	\$365.0	Total: \$1,825.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 690436	Juris: MODOT	Location/Improvement: MO 291; SCOPING FOR INTERSECTION IMPROVEMENTS AT LANGSFORD ROAD IN LEE'S SUMMIT		Length (mi): 1
State #: 4P3096C	Fed #:	County: JACKSON	Project Type: Other	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC)	\$40.0
Engineering	2013	Non-Federal	STATE-MO	\$10.0
Conversion	2014	Federal	NHPP-MO	\$40.0
Other	2014	Non-Federal	CREDIT	(\$40.0)
Federal Total:	\$40.0	Non-Federal Total:	\$10.0	Total: \$50.0

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 690437	Juris: MODOT	Location/Improvement: US 40; SCOPING FOR ITS OPERATIONAL AND MOBILITY IMPROVEMENTS FROM I-70 WEST OF I-435 TO THE JACKSON COUNTY LINE	
State #: 4S3091	Fed #:	County: JACKSON	Project Type: Traffic Management
			Length (mi): 4
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC) \$160.0
Engineering	2013	Non-Federal	STATE-MO \$40.0
Conversion	2014	Federal	NHPP-MO \$160.0
Other	2014	Non-Federal	CREDIT (\$160.0)
Federal Total:	\$160.0	Non-Federal Total:	\$40.0
		Total:	\$200.0
<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			

TIP #: 690438	Juris: MODOT	Location/Improvement: US 50; SCOPING FOR INTERCHANGE IMPROVEMENTS AT 3RD STREET IN LEE'S SUMMIT	
State #: 4P3096B	Fed #:	County: JACKSON	Project Type: Interchange Improvement
			Length (mi): 1
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC) \$68.0
Engineering	2013	Non-Federal	STATE-MO \$17.0
Conversion	2014	Federal	NHPP-MO \$68.0
Other	2014	Non-Federal	CREDIT (\$68.0)
Federal Total:	\$68.0	Non-Federal Total:	\$17.0
		Total:	\$85.0
<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			

TIP #: 690439	Juris: MODOT	Location/Improvement: US 50; PAVEMENT IMPROVEMENTS FROM 3RD STREET TO RTE. RA IN LEE'S SUMMIT	
State #: 4P2364E	Fed #:	County: JACKSON	Project Type: Resurfacing
			Length (mi): 1
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC) \$154.0
Engineering	2013	Non-Federal	STATE-MO \$39.0
Construction	2014	Non-Federal	STATE-MO (AC) \$1,499.0
Construction	2014	Non-Federal	STATE-MO \$375.0
Conversion	2015	Federal	NHPP-MO \$1,653.0
Other	2015	Non-Federal	CREDIT (\$1,653.0)
Federal Total:	\$1,653.0	Non-Federal Total:	\$414.0
		Total:	\$2,067.0
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input checked="" type="checkbox"/> Scope			

Missouri

TIP #: 490118		Juris: MODOT		Location/Improvement: US 69; BRIDGE IMPROVEMENTS OVER THE MISSOURI RIVER.		Length (mi):	
State #: 4P2279/KA-28		Fed #:		County: PLATTE		Project Type: New Bridge	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Amendment Description:	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$200.0	Potential design/build. Project involves the Platte Purchase bridge A0450 and the Fairfax Bridge K0456. This project is being done in partnership with the Kansas Department of Transportation.		
Engineering	2013	Non-Federal	STATE-MO	\$50.0			
Engineering	2013	Federal	NHPP-KS	\$620.5			
Engineering	2013	Non-Federal	STATE-KS	\$155.0			
Engineering	2014	Non-Federal	STATE-MO (AC)	\$1,934.0			
Engineering	2014	Non-Federal	STATE-MO	\$533.0			
Engineering	2014	Federal	NHPP-KS	\$1,934.0			
Engineering	2014	Non-Federal	STATE-KS	\$483.0			
Engineering	2015	Non-Federal	STATE-MO (AC)	\$192.0			
Engineering	2015	Non-Federal	STATE-MO	\$48.0			
Construction	2014	Non-Federal	STATE-MO (AC)	\$16,330.0			
Construction	2014	Non-Federal	STATE-MO	\$4,082.0			
Construction	2014	Federal	NHPP-KS	\$16,330.0			
Construction	2014	Non-Federal	STATE-KS	\$4,082.0			
Construction	2015	Non-Federal	STATE-MO (AC)	\$13,069.0			
Construction	2015	Non-Federal	STATE-MO	\$3,267.0			
Construction	2015	Federal	NHPP-KS	\$13,069.0			
Construction	2015	Non-Federal	STATE-KS	\$3,267.0			
Conversion	2016	Federal	NHPP-MO	\$31,925.0			
Credit	2016	Non-Federal	STATE-MO	(\$31,925.0)			
Right-of-Way	2013	Non-Federal	STATE-KS	\$250.0			
Other	2013	Non-Federal	STATE-KS	\$250.0			
Federal Total: \$63,878.5		Non-Federal Total: \$16,267.0		Total: \$80,145.5			

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TIP #: 490126		Juris: MODOT		Location/Improvement: RTE. Z; SCOPING FOR BRIDGE IMPROVEMENTS AT BEE CREEK. PROJECT INVOLVES BRIDGE H0917		Length (mi): 1	
State #: 4S2219		Fed #:		County: PLATTE		Project Type: Bridge Rehabilitation	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Amendment Description:	
Engineering	2013	Federal	NHPP-MO	\$3.0	Updated budget to reflect latest estimates.		
Engineering	2013	Non-Federal	STATE-MO	\$1.0			
Federal Total: \$3.0		Non-Federal Total: \$1.0		Total: \$4.0			

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Missouri

TIP #: 490131 **Juris:** MODOT **Location/Improvement:** MO 152; REPLACE PIPES JUST WEST OF PLATTE PURCHASE ROAD
State #: 4S3076 **Fed #:** **County:** PLATTE **Project Type:** Other **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$7.0	Amendment Description: New project
Engineering	2013	Non-Federal	STATE-MO	\$2.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$39.0	
Construction	2014	Non-Federal	STATE-MO	\$10.0	
Conversion	2015	Federal	NHPP-MO	\$46.0	
Other	2015	Non-Federal	CREDIT	(\$46.0)	
Federal Total: \$46.0		Non-Federal Total: \$12.0		Total: \$58.0	

New Deleted Schedule Budget AirQuality Scope

TIP #: 490132 **Juris:** MODOT **Location/Improvement:** I-635; EROSION REPAIRS FROM RTE. 69 TO RTE. 9
State #: 4I3020C **Fed #:** **County:** PLATTE **Project Type:** Other **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$9.0	Amendment Description: New project split from #990183.
Engineering	2013	Non-Federal	STATE-MO	\$1.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$121.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$14.0	
Conversion	2015	Federal	NHPP-MO	\$130.0	
Other	2015	Non-Federal	CREDIT	(\$130.0)	
Federal Total: \$130.0		Non-Federal Total: \$15.0		Total: \$145.0	

New Deleted Schedule Budget AirQuality Scope

TIP #: 490133 **Juris:** MODOT **Location/Improvement:** MO M; REPLACE CULVERT 1.2 MILES EAST OF DYE STORE ROAD
State #: 4S3075 **Fed #:** **County:** PLATTE **Project Type:** Other **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$31.0	Amendment Description: New project
Engineering	2013	Non-Federal	STATE-MO	\$8.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$160.0	
Construction	2014	Non-Federal	STATE-MO	\$40.0	
Conversion	2015	Federal	NHPP-MO	\$191.0	
Other	2015	Non-Federal	CREDIT	(\$191.0)	
Federal Total: \$191.0		Non-Federal Total: \$48.0		Total: \$239.0	

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 490134	Juris: MODOT	Location/Improvement: I-29; SCOPING TO IMPROVE INTERCHANGE AT RTE. 45 IN KANSAS CITY		
State #: 4I3086	Fed #:	County: PLATTE	Project Type: Interchange Improvement	Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2014	Federal	NHPP-MO	\$20.0
Engineering	2014	Non-Federal	STATE-MO	\$5.0
Federal Total:	\$20.0	Non-Federal Total:	\$5.0	Total: \$25.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 490135	Juris: MODOT	Location/Improvement: RTE. 45; SCOPING AND RIGHT OF WAY FOR ROADWAY IMPROVEMENTS FROM RTE. K TO I-435 IN PLATTE COUNTY		
State #: 4U1108C	Fed #:	County: PLATTE	Project Type: Right-of-Way (Roadway)	Length (mi): 3
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC)	\$100.0
Engineering	2013	Non-Federal	STATE-MO	\$25.0
Right-of-Way	2014	Non-Federal	STATE-MO (AC)	\$2,163.0
Right-of-Way	2014	Non-Federal	STATE-MO	\$433.0
Conversion	2015	Federal	NHPP-MO	\$2,263.0
Other	2015	Non-Federal	CREDIT	(\$2,263.0)
Federal Total:	\$2,263.0	Non-Federal Total:	\$458.0	Total: \$2,721.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 990183	Juris: MODOT	Location/Improvement: MO FF; REPAIR SLIDE AT NORTHWEST BLUFF DRIVE		
State #: 4I3020	Fed #:	County: PLATTE	Project Type: Other	Length (mi):
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC)	\$34.0
Engineering	2013	Non-Federal	STATE-MO	\$9.0
Construction	2014	Non-Federal	STATE-MO (AC)	\$362.0
Construction	2014	Non-Federal	STATE-MO	\$90.0
Conversion	2015	Federal	STP-MO	\$397.0
Other	2015	Non-Federal	CREDIT	(\$397.0)
Federal Total:	\$397.0	Non-Federal Total:	\$98.0	Total: \$495.0

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 415208		Juris: PLATTE COUNTY		Location/Improvement: COUNTY LINE NORTH BRIDGE (NO. 0970001) REPLACEMENT		Length (mi): .1	
State #:		Fed #:		County: PLATTE		Project Type: Bridge Replacement	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Amendment Description:	
Engineering	2013	Federal	BRO-MO	\$76.0	Remove the deficient and functionally obsolete bridge located on County Line Rd. between Highway Z and Buena Vista Rd. Replace with a new two lane structure, realign the structure, and roadway tie-in improvements . The local share is to be covered by the use of County Soft-Match funds.	New Project	
Engineering	2013	Non-Federal	LOCAL	\$19.0			
Right-of-Way	2014	Federal	BRO-MO	\$24.0			
Right-of-Way	2014	Non-Federal	LOCAL	\$6.0			
Construction	2014	Federal	BRO-MO	\$208.0			
Construction	2014	Non-Federal	LOCAL	\$52.0			
Other	2014	Federal	BRO-MO	\$12.0			
Other	2014	Non-Federal	LOCAL	\$3.0			
Federal Total: \$320.0		Non-Federal Total: \$80.0		Total: \$400.0			

New Deleted Schedule Budget AirQuality Scope

TIP #: 415209		Juris: PLATTE COUNTY		Location/Improvement: CLARK AVENUE BRIDGE (NO. 1255001) REPLACEMENT		Length (mi): .1	
State #:		Fed #:		County: PLATTE		Project Type: Bridge Replacement	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Amendment Description:	
Engineering	2013	Federal	BRO-MO	\$76.0	Remove the severely deficient and functionally obsolete bridge located on Clark Avenue between Main St.and Perry St. Replace with a new two lane structure and roadway tie-in improvements. The local share is to be covered by the City of Edgerton cash match.	New Project	
Engineering	2013	Non-Federal	LOCAL	\$19.0			
Right-of-Way	2013	Federal	BRO-MO	\$48.0			
Right-of-Way	2013	Non-Federal	LOCAL	\$12.0			
Construction	2014	Federal	BRO-MO	\$492.0			
Construction	2014	Non-Federal	LOCAL	\$123.0			
Other	2014	Federal	BRO-MO	\$24.0			
Other	2014	Non-Federal	LOCAL	\$6.0			
Federal Total: \$640.0		Non-Federal Total: \$160.0		Total: \$800.0			

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 415210	Juris: PLATTE COUNTY	Location/Improvement: COUNTY LINE SOUTH BRIDGE (NO. 0970031) REPLACEMENT		Length (mi): .1
State #:	Fed #:	County: PLATTE	Project Type: Bridge Replacement	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Federal	BRO-MO	\$76.0
Engineering	2013	Non-Federal	LOCAL	\$19.0
Right-of-Way	2014	Federal	BRO-MO	\$24.0
Right-of-Way	2014	Non-Federal	LOCAL	\$6.0
Construction	2014	Federal	BRO-MO	\$208.0
Construction	2014	Non-Federal	LOCAL	\$52.0
Other	2014	Federal	BRO-MO	\$12.0
Other	2014	Non-Federal	LOCAL	\$3.0
Federal Total:	\$320.0	Non-Federal Total:	\$80.0	Total: \$400.0

Description: Remove the deficient and functionally obsolete bridge located on County Line Rd. between Ridgely Rd. and Fry Rd. Replace with a new two lane structure and roadway tie-in improvements. The local share is to be covered by the use of County Soft-Match funds.

Amendment Description: New Project

New Deleted Schedule Budget AirQuality Scope

TIP #: 995164	Juris: KCATA	Location/Improvement: NORTHLAND JOB LINK		Length (mi): N/A
State #:	Fed #:	County: REGIONAL	Project Type: Transit (Operations)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Operations	2012	Federal	JARC	\$231.1
Operations	2012	Non-Federal	LOCAL	\$231.1
Operations	2013	Federal	JARC	\$121.6
Operations	2013	Non-Federal	LOCAL	\$121.6
Federal Total:	\$352.8	Non-Federal Total:	\$352.8	Total: \$705.5

Description: Continuation of RT 129 service to the airport & Tiffany Springs Metroflex

Amendment Description: Added funding from 2012 JARC funding round

New Deleted Schedule Budget AirQuality Scope

TIP #: 990196	Juris: MODOT	Location/Improvement: VARIOUS ROUTES; JOB ORDER CONTRACTING FOR ASPHALT REPAIR AT VARIOUS INTERSTATE LOCATIONS IN THE URBAN KANSAS CITY DISTRICT		Length (mi): 1
State #: 212166F	Fed #:	County: REGION-WIDE	Project Type: Resurfacing	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC)	\$72.0
Engineering	2013	Non-Federal	STATE-MO	\$8.0
Construction	2014	Non-Federal	STATE-MO (AC)	\$900.0
Construction	2014	Non-Federal	STATE-MO	\$100.0
Conversion	2015	Federal	NHPP-MO	\$972.0
Other	2015	Non-Federal	CREDIT	(\$972.0)
Federal Total:	\$972.0	Non-Federal Total:	\$108.0	Total: \$1,080.0

Description:

Amendment Description: New Project

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 990197	Juris: MODOT	Location/Improvement: VARIOUS ROUTES; JOB ORDER CONTRACTING FOR CONCRETE REPAIR AT VARIOUS INTERSTATE LOCATIONS IN THE URBAN KANSAS CITY DISTRICT	
State #: 2I2166G	Fed #:	County: REGION-WIDE	Project Type: Resurfacing
			Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$72.0	Amendment Description: New Project
Engineering	2013	Non-Federal	STATE-MO	\$8.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$900.0	
Construction	2014	Non-Federal	STATE-MO	\$100.0	
Conversion	2015	Federal	NHPP-MO	\$972.0	
Other	2015	Non-Federal	CREDIT	(\$972.0)	
Federal Total:	\$972.0	Non-Federal Total:	\$108.0	Total:	

New Deleted Schedule Budget AirQuality Scope

TIP #: 990198	Juris: MODOT	Location/Improvement: VARIOUS ROUTES; JOB ORDER CONTRACTING FOR REPAIRS ON VARIOUS BRIDGES IN THE URBAN KANSAS CITY DISTRICT	
State #: 4I3017	Fed #:	County: REGION-WIDE	Project Type: Bridge Rehabilitation
			Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Non-Federal	STATE-MO (AC)	\$137.0	Amendment Description: New Project
Engineering	2013	Non-Federal	STATE-MO	\$15.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$1,800.0	
Construction	2014	Non-Federal	STATE-MO	\$200.0	
Conversion	2015	Federal	NHPP-MO	\$1,936.0	
Other	2015	Non-Federal	CREDIT	(\$1,936.0)	
Federal Total:	\$1,936.0	Non-Federal Total:	\$216.0	Total:	

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 990199	Juris: MODOT	Location/Improvement: VARIOUS ROUTES; JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT	
State #: 4P2309	Fed #:	County: REGION-WIDE	Project Type: Other
			Length (mi): 1
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC) \$114.0
Engineering	2013	Non-Federal	STATE-MO \$23.0
Construction	2014	Non-Federal	STATE-MO (AC) \$1,441.0
Construction	2014	Non-Federal	STATE-MO \$160.0
Conversion	2015	Federal	NHPP-MO \$1,555.0
Other	2015	Non-Federal	CREDIT (\$1,555.0)
Federal Total:	\$1,555.0	Non-Federal Total:	\$183.0
		Total:	\$1,738.0

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TIP #: 990200	Juris: MODOT	Location/Improvement: VARIOUS ROUTES; JOB ORDER CONTRACTING FOR PAVEMENT REPAIR ON MAJOR ROUTES AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT	
State #: 4P2363	Fed #:	County: REGION-WIDE	Project Type: Resurfacing
			Length (mi): 1
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2013	Non-Federal	STATE-MO (AC) \$27.0
Engineering	2013	Non-Federal	STATE-MO \$7.0
Construction	2014	Non-Federal	STATE-MO (AC) \$280.0
Construction	2014	Non-Federal	STATE-MO \$70.0
Conversion	2015	Federal	NHPP-MO \$307.0
Other	2015	Non-Federal	CREDIT (\$307.0)
Federal Total:	\$307.0	Non-Federal Total:	\$77.0
		Total:	\$384.0

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Missouri

TIP #: 990201 **Juris:** MODOT **Location/Improvement:** VARIOUS ROUTES; OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT

State #: 4P3095 **Fed #:** **County:** REGION-WIDE **Project Type:** Other **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$120.0	SFY2015 project Amendment Description: New Project	
Engineering	2013	Non-Federal	STATE-MO	\$30.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$170.0		
Engineering	2014	Non-Federal	STATE-MO	\$42.0		
Construction	2015	Non-Federal	STATE-MO (AC)	\$1,648.0		
Construction	2015	Non-Federal	STATE-MO	\$412.0		
Conversion	2016	Federal	NHPP-MO	\$1,938.0		
Other	2016	Non-Federal	CREDIT	(\$1,938.0)		
Federal Total:		\$1,938.0	Non-Federal Total:	\$484.0	Total:	\$2,422.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 990202 **Juris:** MODOT **Location/Improvement:** VARIOUS ROUTES; OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT

State #: 4P3096 **Fed #:** **County:** REGION-WIDE **Project Type:** Other **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$589.0	Amendment Description: New Project	
Engineering	2013	Non-Federal	STATE-MO	\$147.0		
Construction	2014	Non-Federal	STATE-MO (AC)	\$2,741.0		
Construction	2014	Non-Federal	STATE-MO	\$688.0		
Conversion	2015	Federal	NHPP-MO	\$3,340.0		
Other	2015	Non-Federal	CREDIT	(\$3,340.0)		
Federal Total:		\$3,340.0	Non-Federal Total:	\$825.0	Total:	\$4,165.0

New Deleted Schedule Budget AirQuality Scope

TIP #: 990203 **Juris:** MODOT **Location/Improvement:** VARIOUS ROUTES; SCOPING FOR BRIDGE IMPROVEMENTS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT

State #: 4P3093 **Fed #:** **County:** REGION-WIDE **Project Type:** Bridge Rehabilitation **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	
Engineering	2014	Federal	NHPP-MO	\$20.0	Amendment Description: New Project	
Engineering	2014	Non-Federal	STATE-MO	\$5.0		
Federal Total:		\$20.0	Non-Federal Total:	\$5.0	Total:	\$25.0

New Deleted Schedule Budget AirQuality Scope

Missouri

TIP #: 990204		Juris: MODOT		Location/Improvement: VARIOUS ROUTES; SCOPING FOR ITS IMPROVEMENTS ON VARIOUS ROUTES IN THE URBAN KANSAS CITY DISTRICT	
State #: 4S3094		Fed #:		County: REGION-WIDE	
				Project Type: Traffic Management	
				Length (mi): 1	

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2014	Non-Federal	STATE-MO (AC)	\$100.0	Amendment Description: New Project
Engineering	2014	Non-Federal	STATE-MO	\$25.0	
Conversion	2015	Federal	NHPP-MO	\$100.0	
Other	2015	Non-Federal	CREDIT	(\$100.0)	
Federal Total: \$100.0		Non-Federal Total: \$25.0		Total: \$125.0	

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TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Updates

Approval of the 2013 3rd 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>)

STATE	SOURCE	2012	2013	2014	2015	2016	
Bistate	402-KS	\$5.80	\$0.00	\$0.00	\$0.00	\$0.00	
	5307	\$2,250.00	\$2,790.00	\$2,680.00	\$900.00	\$920.00	
	5309	\$13,060.86	\$7,394.40	\$12,807.00	\$10,005.00	\$12,608.00	
	5312	\$0.00	\$49.99	\$0.00	\$0.00	\$0.00	
	CMAQ-KS	\$360.00	\$2,197.80	\$964.17	\$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	\$127.52	\$0.00	\$0.00	\$0.00	
	LOCAL	\$86,391.84	\$86,722.93	\$87,719.16	\$89,232.60	\$88,177.00	
	MCRS-MO	\$6.96	\$0.00	\$0.00	\$0.00	\$0.00	
	STATE-KS	\$0.00	\$2,250.00	\$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	\$0.00	\$629.60	\$0.00	\$663.00	\$163.00	
	STPM-MO	\$534.70	\$722.15	\$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	\$176.06	\$0.00
BR-KS		\$0.00	\$0.00	\$0.00	\$359.00	\$0.00	
BRO-KS		\$0.00	\$442.77	\$0.00	\$0.00	\$0.00	
CMAQ-KS		\$3,011.20	\$1,722.30	\$2,249.70	\$3,000.00	\$3,000.00	
AC CONVERSION		(\$47,511.00)	(\$97,406.20)	(\$55,048.10)	(\$3,086.60)	(\$35,155.80)	
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	\$1,865.30	\$3,104.00	\$502.70	\$897.30	\$500.00		

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

	IM-KS	\$450.00	\$3,481.20	\$0.90	\$309.60	\$0.00
	JARC	\$170.61	\$78.98	\$58.67	\$0.00	\$0.00
	LOCAL	\$179,268.74	\$184,482.67	\$190,161.21	\$195,355.88	\$200,669.17
	LOCAL (AC)	\$0.00	\$2,822.00	\$0.00	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$87,597.80	\$67,878.10	\$0.00	\$35,267.10
	NHS-KS	\$47,061.00	\$126.40	\$0.00	\$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	\$69,148.50	\$56,392.44	\$24,659.04	\$9,324.10	\$12.40
	STATE-KS (AC)	\$67,473.80	\$316,675.40	\$4,052.30	\$26,928.00	\$0.00
	STP-KS	\$845.00	\$0.00	\$30,314.46	\$6,951.40	\$0.00
	STPM-KS	\$14,140.42	\$13,210.54	\$14,238.80	\$12,636.60	\$13,137.00
	TA-KS	\$0.00	\$317.49	\$880.00	\$0.00	\$0.00
	TCSP-KS	\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
	TE-KS	\$1,448.80	\$2,991.69	\$2,474.68	\$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	\$2,504.00	\$10,400.00	\$8,000.00	\$400.00
	5310	\$430.40	\$0.00	\$0.00	\$0.00	\$0.00
	5317	\$538.45	\$90.19	\$76.41	\$0.00	\$0.00
	BRM-MO	\$120.00	\$0.00	\$0.00	\$0.00	\$0.00
	BR-MO	\$16,803.00	\$41,850.20	\$53,169.00	\$10,567.00	\$2,274.00
	BRO-MO	\$4,358.44	\$676.00	\$1,004.00	\$0.00	\$0.00
	CMAQ-MO	\$4,340.42	\$3,791.99	\$1,522.12	\$2,500.00	\$2,500.00
	AC CONVERSION	(\$5,838.00)	(\$54,369.00)	(\$98,926.40)	(\$165,823.20)	(\$102,699.70)
	HP-MO	\$20,437.32	\$3,831.56	\$0.00	\$0.00	\$0.00
	IM-MO	\$5,385.00	\$17,477.00	\$73,586.40	\$45,395.00	\$18,470.70
	ITS-MO	\$0.00	\$0.00	\$523.00	\$0.00	\$0.00
	JARC	\$735.81	\$448.47	\$0.00	\$0.00	\$0.00
	LOCAL	\$130,080.00	\$215,350.00	\$132,620.00	\$133,910.00	\$135,210.00
	MCRS-MO	\$26.25	\$0.00	\$0.00	\$0.00	\$0.00
	NHPP-MO	\$0.00	\$960.00	\$15,486.00	\$64,078.00	\$47,455.00
	NHS-MO	\$7,450.00	\$27,281.00	\$25,789.00	\$21,540.20	\$22,320.00
	NSB-MO	\$48.00	\$1,426.50	\$0.00	\$0.00	\$0.00
	PRIVATE	\$5,380.00	\$3,225.00	\$13,398.00	\$0.00	\$0.00
	SP-MO	\$1,508.00	\$7,747.00	\$4,441.00	\$3,298.00	\$0.00
	SRTS-MO	\$285.00	\$335.74	\$0.00	\$0.00	\$0.00
	STATE-MO	\$46,352.20	\$20,906.50	\$39,045.00	\$33,593.00	\$656.00
	STATE-MO (AC)	\$96,596.20	\$40,454.30	\$106,957.00	\$47,277.00	\$2,753.00
	STPM-MO	\$21,186.70	\$37,234.38	\$27,212.54	\$28,274.30	\$20,102.30
	STP-MO	\$3,530.85	\$29,773.00	\$13,583.00	\$34,810.00	\$14,454.00

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

	TA-MO	\$0.00	\$450.00	\$4,826.93	\$0.00	\$0.00
	TCSP-MO	\$2,817.97	\$300.00	\$0.00	\$0.00	\$0.00
	TE-MO	\$9,049.89	\$600.00	\$0.00	\$0.00	\$0.00
	Bi-State Subtotal	\$103,502.83	\$106,010.80	\$108,606.33	\$110,823.53	\$102,250.93
	Kansas Subtotal	\$341,893.81	\$576,399.48	\$284,471.86	\$253,601.34	\$217,429.87
	Missouri Subtotal	\$389,982.90	\$419,172.83	\$441,453.00	\$274,570.30	\$182,011.30
	Subtotal by Year	\$835,379.54	\$1,101,583.11	\$834,531.19	\$638,995.17	\$501,692.10
	Total	\$3,912,181.11				

Table 12: Estimated Expenditures 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	\$2,790.00	\$2,680.00	\$900.00	\$920.00
	5309	\$13,060.86	\$7,394.40	\$12,807.00	\$10,005.00	\$12,608.00
	5312	\$0.00	\$49.99	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$360.00	\$2,197.80	\$964.17	\$0.00	\$0.00
	CMAQ-MO	\$397.00	\$724.41	\$0.00	\$0.00	\$0.00
	JARC	\$495.68	\$127.52	\$0.00	\$0.00	\$0.00
	LOCAL	\$86,391.84	\$86,722.93	\$87,719.16	\$89,232.60	\$88,177.00
	MCRS-MO	\$6.96	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$0.00	\$2,250.00	\$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	\$0.00	\$629.60	\$0.00	\$663.00	\$163.00
	STPM-MO	\$534.70	\$722.15	\$0.00	\$882.93	\$382.93
Kansas	STP-MO	\$0.00	\$0.00	\$2,261.00	\$4,790.00	\$0.00
	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	\$176.06	\$0.00
	BR-KS	\$0.00	\$0.00	\$0.00	\$359.00	\$0.00

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

	BRO-KS	\$0.00	\$442.77	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$3,011.20	\$1,722.30	\$2,249.70	\$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	\$1,865.30	\$3,104.00	\$502.70	\$897.30	\$500.00
	IM-KS	\$0.00	\$140.20	\$0.00	\$0.00	\$0.00
	JARC	\$170.61	\$78.98	\$58.67	\$0.00	\$0.00
	LOCAL	\$21,848.79	\$58,702.54	\$28,555.14	\$39,507.11	\$31,398.65
	LOCAL (AC)	\$0.00	\$2,822.00	\$0.00	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$22.10	\$14,889.80	\$0.00	\$111.30
	NHS-KS	\$0.00	\$0.00	\$0.00	\$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	\$69,148.50	\$56,392.44	\$24,659.04	\$9,324.10	\$12.40
	STATE-KS (AC)	\$67,473.80	\$316,675.40	\$4,052.30	\$26,928.00	\$0.00
	STP-KS	\$845.00	\$0.00	\$30,314.46	\$6,951.40	\$0.00
	STPM-KS	\$14,140.42	\$13,210.54	\$5,816.80	\$9,859.60	\$13,137.00
	TA-KS	\$0.00	\$317.49	\$880.00	\$0.00	\$0.00
	TCSP-KS	\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
	TE-KS	\$1,448.80	\$2,991.69	\$2,474.68	\$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	\$2,504.00	\$10,400.00	\$8,000.00	\$400.00
	5310	\$430.40	\$0.00	\$0.00	\$0.00	\$0.00
	5317	\$538.45	\$90.19	\$76.41	\$0.00	\$0.00
	BRM-MO	\$120.00	\$0.00	\$0.00	\$0.00	\$0.00
	BR-MO	\$16,803.00	\$41,850.20	\$53,169.00	\$10,567.00	\$2,274.00
	BRO-MO	\$4,358.44	\$676.00	\$1,004.00	\$0.00	\$0.00
	CMAQ-MO	\$4,340.42	\$3,791.99	\$1,522.12	\$0.00	\$0.00
	HP-MO	\$20,437.32	\$3,831.56	\$0.00	\$0.00	\$0.00
	IM-MO	\$3,079.00	\$17,477.00	\$0.00	\$0.00	\$0.00
	ITS-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	JARC	\$735.81	\$448.47	\$0.00	\$0.00	\$0.00
	LOCAL	\$52,244.22	\$146,761.98	\$55,656.64	\$21,109.50	\$18,734.20
	MCRS-MO	\$26.25	\$0.00	\$0.00	\$0.00	\$0.00
	NHPP-MO	\$0.00	\$960.00	\$14,313.00	\$0.00	\$0.00
	NHS-MO	\$6,970.00	\$2,053.00	\$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	\$7,747.00	\$4,441.00	\$3,298.00	\$0.00
	SRTS-MO	\$285.00	\$335.74	\$0.00	\$0.00	\$0.00
	STATE-MO	\$46,352.20	\$20,906.50	\$39,045.00	\$33,593.00	\$656.00

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

	STATE-MO (AC)	\$96,596.20	\$40,454.30	\$106,957.00	\$47,277.00	\$2,753.00
	STPM-MO	\$21,186.70	\$37,234.38	\$27,212.54	\$28,274.30	\$20,102.30
	STP-MO	\$478.85	\$632.00	\$230.00	\$0.00	\$0.00
	TA-MO	\$0.00	\$450.00	\$4,826.93	\$0.00	\$0.00
	TCSP-MO	\$2,817.97	\$300.00	\$0.00	\$0.00	\$0.00
	TE-MO	\$9,122.88	\$600.00	\$0.00	\$0.00	\$0.00
	Bi-State Subtotal	\$103,502.83	\$106,010.80	\$108,606.33	\$110,823.53	\$102,250.93
	Kansas Subtotal	\$184,473.86	\$456,982.45	\$116,502.69	\$94,752.57	\$45,159.35
	Missouri Subtotal	\$312,227.11	\$350,584.81	\$364,489.64	\$159,269.80	\$63,035.50
	Subtotal by Year	\$600,203.80	\$913,578.06	\$589,598.66	\$364,845.90	\$210,445.78
	Total	\$2,678,672.20				

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

	2012	2013	2014	2015	2016
Bi-State Revenue	\$103,502.83	\$106,010.80	\$108,606.33	\$110,823.53	\$102,250.93
Bi-State Expenditure	\$103,502.83	\$106,010.80	\$108,606.33	\$110,823.53	\$102,250.93
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Kansas Revenue	\$341,893.81	\$576,399.48	\$284,471.86	\$253,601.34	\$217,429.87
Kansas O&M Expenditure	\$30,615.86	\$31,534.34	\$32,480.37	\$33,454.78	\$34,458.42
Kansas Project Expenditure	\$184,473.86	\$456,982.45	\$116,502.69	\$94,752.57	\$45,159.35
Difference	\$126,804.09	\$87,882.69	\$135,488.80	\$125,393.99	\$137,812.10
Missouri Revenue	\$389,982.90	\$419,172.83	\$441,453.00	\$274,570.30	\$182,011.30
Missouri O&M Expenditure	\$45,913.96	\$47,291.38	\$48,710.12	\$50,171.43	\$51,676.57
Missouri Project Expenditure	\$312,227.11	\$350,584.81	\$364,489.64	\$159,269.80	\$63,035.50
Difference	\$31,841.82	\$21,296.64	\$28,253.24	\$65,129.07	\$67,299.23
Total Revenue	\$835,379.54	\$1,101,583.11	\$834,531.19	\$638,995.17	\$501,692.10
Total Expenditure	\$676,733.62	\$992,403.78	\$670,789.15	\$448,472.11	\$296,580.77
Difference	\$158,645.91	\$109,179.33	\$163,742.04	\$190,523.06	\$205,111.33



City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

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Lawrence, KS 66044

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Phone 785-832-3150
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August 15, 2013

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

Dear Ms. Moore:

I'm sending this letter to inform you that on August 15, 2013 the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) approved an amendment to the 2012-2015 Transportation Improvement Program (TIP). This amendment will make changes to several KDOT and City projects in Douglas County including: the addition of the Diverging Diamond Interchange Preliminary Engineering funding, the three Transportation Enhancement awards for projects in Lawrence and Public Transit 2014 obligations.

These TIP changes were reviewed by L-DC MPO staff and recommended for approval by the L-DC MPO Technical Advisory Committee at their August 6, 2013 meeting. The MPO approved amended TIP is enclosed with this letter.

I would appreciate it if you could review and approve these TIP changes and forward a copy of them to the Federal Transit Administration and Federal Highway Administration for their approval. If you have any questions concerning this amended TIP please call me at (785) 832-3165. I appreciate your assistance with this matter.

Sincerely,

Jessica Mortinger
Transportation Planner

Enclosures: 2012-2015 TIP Amendment #6 resolutions and attachments

cc: Joni Roeseler, FTA-Kansas City
Paul Foundoukis, FHWA-Topeka



RESOLUTION

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive (3 C) planning program, including transportation planning; and,

WHEREAS, the Transportation Improvement Program (TIP) of a MPO identifies the projects to use Federal Highway Administration, Federal Transit Administration and certain other State and local funds for the advancement of projects that implement the region's Metropolitan Transportation Plan (MTP) approved by the MPO; and

WHEREAS, a Transportation Improvement Program for each MPO is customarily adopted on a regular basis, and must be amended and/or revised when necessary, in accordance with 23 USC 134, 49 USC 5303-5306 and associated regulations and laws; and

WHEREAS, the local government sponsors of the projects described in this amendment have placed the necessary funds for those projects into their Capital Improvement Plans and conferred with the Kansas Department of Transportation to ensure that any needed federal and/or state funding for those projects is also available, and that this amendment maintains a fiscally constrained TIP; and

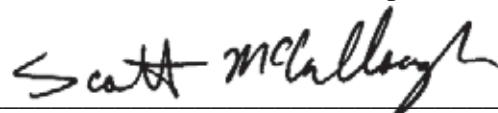
WHEREAS, the projects listed in this TIP that are sponsored by the Lawrence Transit System constitute the Program Of Projects (POP) for Lawrence Transit and by approving this TIP amendment the L-DC MPO is also reviewing and approving the POP for transit to bring the Lawrence Transit System into compliance with current FTA regulations regarding their POP.

NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.210, the Kansas Department of Transportation and the Lawrence-Douglas County Metropolitan Planning Organization hereby agree that the public involvement activities carried out in response to 23 CFR 450.324 (b) satisfy the public involvement requirements to add this TIP amendment into the Statewide Transportation Improvement Program (STIP); and that the 2012-2015 Transportation Improvement Program for the Lawrence-Douglas County Area be amended to make the text and projects table changes shown on the attached pages.

The Lawrence-Douglas County Metropolitan Planning Organization hereby approves this TIP revision on this 15^h day of August 2013.



Bruce Liese, L-DC MPO Chairperson



Scott McCullough, L-DC MPO Secretary

2012-2015 TIP Project Changes List – TIP Amendment #6

Project Additions

- MPO#: 230 KDOT#: KS-2841-02
US-40/K-10 Junction, .55 miles, Interchange, Scope: Construction of a Diverging Diamond Interchange (DDI). Comments: Project is authorized for PE ONLY. The total project cost, including all work phases is estimated at \$9,339,000. This estimate should be used for planning purposes only. Add \$600,000 State funding for PE in 2013. Add total project cost \$600,000. KDOT project. Added to TIP project listing map.
- MPO#: 502 KDOT#: 23 TE-0390-01
Haskell Rail Trail Paving, Bicycle & Pedestrian Enhancement. Scope: Pave existing Haskell Rail Trail from 23rd Street to 29th Street Comments: TE funding to pay for 80% of eligible cost. Add \$44,000 local funding for Construction in 2014. Add \$175,000 TE funding for Construction in 2014. Add total project cost \$219,000. Lawrence project. Added to TIP project listing map.
- MPO#: 503 KDOT#: 23 TE-0372-01
Breezedale Monument Restoration. Scope: Restoration of the historic Breezedale monuments
Add \$5,000 local funding for PE in 2014. Add \$11,000 local funding for Construction in 2014. Add \$44,000 TE funding for Construction in 2014. Add total project cost \$60,000. Lawrence project. Added to TIP project listing map.
- MPO#: 504 KDOT#: 23 TE-0373-01
Santa Fe Depot Restoration. Scope: Revitalize the Santa Fe Depot site and building. Add \$17,000 local funding for Preliminary Engineering in 2013. Add \$306,617 local funding for Construction in 2014. Add \$1,226,469 TE funding for Construction in 2014. Add \$5,495 local funding for non-Construction work in 2014. Add total project cost \$1,555,581. Lawrence project. Added to TIP project listing map.
- MPO#: 604
Project Various Railroad Safety Projects in the Region. Scope: Safety improvements along railroads in region as identified by KDOT. These funds may be used to benefit the region by working to correct or improve identified safety hazards at public railway-highway crossing in a proactive manner. Comments: This is a master project that would include any safety projects selected in region. Add \$500,000 HSIP funding for Construction in 2013, 2014, 2015. Add total project cost \$1,500,000. KDOT project.
- MPO#: 231
Overland Dr: George Williams Way to Queens Road Construction. Scope: Construct road with sidewalk, shared use path, storm sewers, and curb/gutter. Comment: Project funded through a benefit district. Add \$400,000 local funding for Construction in 2013. Add total project cost \$400,000. Lawrence project. Added to TIP project listing map.
- MPO#: 232
6th St/US 40 & George Williams Way Intersection Signal. Scope: New Traffic Signal. Add \$250,000 local funding for Construction in 2013. Add total project cost \$250,000. Lawrence project. Added to TIP project listing map.
- MPO#: 233
Bob Billings Pkwy & George Williams Way Intersection Signal. Scope: New Traffic Signal. Add \$300,000 local funding for Construction in 2013. Add total project cost \$300,000. Lawrence project. Added to TIP project listing map.
- MPO#: 234
O'Connell Road 23rd to 19th Street Road Construction. Scope: Construct road with sidewalk, storm sewers, and curb/gutter. Add \$1,500,000 local funding for Construction in 2013. Add total project cost \$1,500,000. Lawrence project. Added to TIP project listing map.
- MPO#: 235
Bob Billings Pkwy: Wakarusa to Foxfire Road Reconstruction. Add \$3,500,000 local funding for Construction in 2013. Add total project cost \$3,500,000. Lawrence project. Added to TIP project listing map.

2012-2015 TIP Project Changes List – TIP Amendment #6

- MPO#: 236
George Williams Way extension to Rock Chalk Park & Rock Chalk Drive Road Construction. Scope: Construct road with sidewalk, shared use path, storm sewers, and curb/gutter. Add \$1,100,000 local funding for Construction in 2013. Add total project cost \$1,100,000. Lawrence project. Added to TIP project listing map.
- MPO#: 237
Bob Billings Pkwy: Kasold to Crestline Road Reconstruction. Add \$1,400,000 local funding for Construction in 2013. Add total project cost \$1,400,000. Lawrence project. Added to TIP project listing map.

Project Changes/Revisions

- MPO#: 104 KDOT#: KA-0032-01
Increase total project costs from \$2,175,000 to \$2,169,000. Decrease the 2012 State Utilities funding from \$35,000 to \$29,000. Decrease the 2013 State CE from \$117,000 to \$23,000. Decrease the 2013 State Construction from \$1,563,000 to \$313,000. Add \$29,000 2013 State ROW funding. Add \$1,344,000 in 2013 BR funding for Construction Engineering and Construction. Decrease 2013 BR Utilities AC Conversion from \$29,000 to \$24,000. Add comment: State CE=\$24,000, State Construction=\$313,000, BR CE=\$94,000 BR Construction=\$1,250,000. Remove comment: ROW in 2011.
- MPO#: 200 KDOT#: K-8392-04
Increase total project costs from \$180,000,000 to \$186,100,000. Increase the 2012 State utilities funding from \$9,700,000 to 15,800,000. In 2014, Add \$6,852,000 NHPP PE funding for AC Conversion. Increase the 2014 AC Conversion for Utilities from \$7,760,000 to \$12,640,000 and the AC Conversion for Construction from \$34,000,000 to \$60,000,000. Decrease the 2015 AC Conversion for Construction from \$86,000,000 to \$60,000,000.
- MPO#: 213
Add \$1,500,000 local funding for Construction in 2014. Amend total project cost to \$1,500,000. Remove 2015 ROW funding. Remove comment: Utilities and Construction in 2016. Change route to: Wakarusa Drive: Legends to Oread West.
- MPO#: 214
Add scope notation (no change in project): includes 31st Street and Louisiana intersection improvements with signals and turn lanes
- MPO#: 225 KDOT#: KA-2174-01
Increase total project cost from \$300,000 to \$504,000. Scope expansion, add notation: Add traffic signals at both ramp terminals, update signing and pavement markings. Move the \$300,000 2012 State funding for PE to 2013. In 2013, add \$4,000 State funding for Utilities, \$6,000 State funding for Construction Engineering and \$194,000 State funding for Construction.
- MPO#: 400 KDOT#:
Increase total project costs from \$117,000 to \$147,000. In 2014, Add \$32,000 FTA:5317 funding for Operating and \$8,000 local funding for Operating.
- MPO#: 401 KDOT#:
Increase total project cost from \$133,000 to \$299,000. Add comment 2014-FTA:5311 Operating \$43,387, Admin \$4,339. In 2014 add \$48,000 in FTA 5311 for operating, \$17,000 State funding for operating and \$12,000 Local funding for operating.
- MPO#: 402 KDOT#: 5307-KS-90
Increase total project cost from \$11,788,000 to \$13,618,000. Remove \$250,000 State operating from 2012, 2013, 2014 and 2015. Increase Federal operating from \$1,589,000 to \$2,069,000 for 2013, 2014 and 2015. Increase Local operating from \$1,109,000 to \$1,571,000 for 2013, 2014 and 2015.

2012-2015 TIP Project Changes List – TIP Amendment #6

- MPO#: 403 KDOT#: PT-0701
Increase total project cost from \$180,000 to \$1,489,000. In 2013 add \$180,000 State funding for Capital and \$71,000 State funding for Operating. In 2014 add \$500,000 State funding for Capital and \$558,000 State funding for Operating.
- MPO#: 404 KDOT#: KS-90-X139
Move 2012 Obligations to 2014.
- MPO#: 405 KDOT#: KS-03-0044
Move 2012 Obligations to 2014.
- MPO#: 406 KDOT#: KS-04-0010
Move 2012 Obligations to 2014.
- MPO#: 409 KDOT#: 03-0022
Move 2012 Obligations to 2013.

IV. FISCAL CONSTRAINTS ON THE DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

Project Funding Overview

The funding of transportation system improvements depends on the availability of funds, on criteria established by State and Federal laws, and policies established by the local governments on the use of funds. Street and highway projects can be financed entirely by State and/or local funds or by any combination of federal, state and local funds. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides federal-aid to state and local units of government for surface transportation projects.

The use of FTA funds are allocated to transit operators by formulas through the FTA Region 7 Office in Kansas City and through the KDOT Public Transportation Programs Office in Topeka. Those funds are utilized for the operations of the City of Lawrence Public Transit System commonly referred to as The T and various paratransit operations in the region. For urban public transit operators like the T the federal funding flows from the FTA Region Office directly to the operators and for the small paratransit operators the federal funding flows through KDOT to local agencies. State transit funds from the new T-Works Program flows through KDOT to both urban transit and paratransit providers. Local sources of funding for transit projects are provided through a variety of sources including local government general funds, general obligation bonds, local sales taxes, agency contributions, farebox revenues, and other sources of funds available to local governments and agencies providing transit services.

The use of FHWA funds and state highway and bridge funding supplied through the new T-Works Program are all administered by KDOT. Those federal funds come in various forms from several different FHWA programs (e.g., Surface Transportation Program, Bridge Rehabilitation & Replacement, Transportation Enhancement), but all of this federal money flows through KDOT to local governments.

Funding for Locally Sponsored Projects

In November 2008 Lawrence voters approved three increases in sales taxes to support the improvement of roads and transit services in the city. A 0.3% increase was dedicated to roads and infrastructure, a 0.2% increase was dedicated to funding transit service, and a 0.05% increase was dedicated to expanding transit services in Lawrence. For 2010 these new taxes were projected to produce approximately \$3.9 million, \$2.6 million, and \$.7 million dollars of additional revenue for the city. Actual revenues from these sources for 2010 were \$ 3.9 million, \$ 2.6 million, and \$.6 million. With the recently slowed economy in Lawrence it is uncertain if the original estimates for these revenues will ring true for the 2012-2015 period covered by this TIP, but even if these new taxes don't produce quite as much funding as projected they are still a welcomed change for transportation financing in Lawrence. All three of these new taxes are set to expire in ten years. With the addition of these taxes the City of Lawrence has a local dedicated funding source for road and transit improvements that should make funding for those projects more predictable and lessen pressure on other city funds to pay for road work and transit operations. With the passage of these new sales taxes the city is now designing and programming some large road projects that were not financially feasible in the recent past. Some projects are now funded with this new sales tax revenue and some are still funded with a combination of federal aid and local matching funds.

In 2010 the City of Lawrence received about \$1 million in federal Surface Transportation Program (STP) funds through the KDOT sub-allocation process of sharing federal funds with local governments. During that same year Lawrence did not receive any federal Bridge (BR) funding through KDOT. Currently all of the Lawrence bridges are in good shape, and the City has not needed or received BR funding in recent years. If needed for a future bridge rehabilitation or replacement project the City may request BR funds from KDOT and possibly receive them. If that occurs, the MPO will make a TIP amendment to program that funding. Because the use of BR funding by Lawrence has been sporadic at best and non-existent in recent years it is not possible to predict an annual amount of BR funding for Lawrence and that funding source is not included in this fiscal analysis. What is included for Lawrence is \$1.0 million in federal aid that in the future could be all STP or a combination of STP and BR funds.

The STP and BR programs are the two main federal sources of funding that cities receive through KDOT. For Lawrence that federal funding has come recently in the form of STP only and remained the same at about \$1 million each year. All of the road and bridge projects sponsored by Lawrence are listed in the Lawrence budget documents, and the federal aid road and bridge projects sponsored by the City are also listed in the 5-Year Plan filed with the KDOT Local Projects Bureau as well as in this TIP approved by the MPO. The MPO and Lawrence Public Works staffs jointly review the city budget and the TIP to coordinate these two documents, and the MPO staff confers with KDOT staff to make sure the TIP and 5-Year Plan are coordinated.

Lawrence also receives Transportation Enhancement (TE) funds from time to time as the city submits discretionary grant applications and they are selected by KDOT. These TE funds help the city build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements.

Since the City of Lawrence operates the T transit system it also receives federal transit funding from the FTA. That funding comes in two types - capital and operating assistance. It also comes in two forms - discretionary for capital and formula based that can be used for capital or operating needs. Transit capital funding for buses and related facilities can be a varied mix of formula and discretionary grant funding along with local funds. Transit operating assistance is typically more predictable using a fixed percentage mix of federal and local funds. Under T-Works some state operating assistance is also received by Lawrence each year.

Douglas County has a similar funding situation for road and bridge projects in that the County can receive both STP and BR federal funds through KDOT and the County can apply for TE funds if it chooses to do so. The county does not operate transit service and does not receive federal or state transit funding. The county does provide a 5-Year Plan to KDOT, and Douglas County has a CIP that is updated on a regular basis. The annual CIP allocation in Douglas County in recent years has been approximately 4 mills, or approximately \$4 million. This allocation is reviewed and adjusted annually by the Board of County Commissioners. The county programs its projects in the CIP and as federal funding becomes available the County staff coordinates those actions with the MPO staff for TIP development and changes. In 2010 the County received approximately \$600,000 in federal aid (STP and BR combined) through KDOT.

With the publication of the 2010 Census data the City of Eudora is expected to show continued growth and become a second class city under Kansas statutes. With this designation Eudora will receive an annual allocation of STP and BR funding through KDOT. This amount of funding is expected to be approximately \$75,000 annually. In the past the three small cities in the

county (Baldwin City, Eudora and Lecompton) have used federal funding sporadically and worked with the county to administer major road and bridge projects using federal aid. This cooperation between the small cities and the county for the use of federal aid in the region is expected to continue through the life of this TIP, but the Eudora-Douglas County relationship is now being reviewed and may be re-negotiated soon.

The paratransit providers in the region provide their own funds to operate their services, and in some cases use FTA grants for vehicle purchases. KDOT also funds paratransit vehicles in the region. As part of these vehicle purchases the agency requesting the federal funds is required to provide a local match and those vehicles are programmed in the TIP. The MPO staff works closely with the KDOT-Public Transportation Division, and Coordinated Transit District #1 members including paratransit providers to keep informed about the status of paratransit projects in Douglas County.

In the case of locally sponsored road, bridge, transit and transportation enhancement projects the project sponsor works to put the project into the appropriate local budget and then requests that the MPO staff adds the project to the TIP. When there are major changes to the project budget or the project is cancelled the project sponsor informs the MPO staff about that change and the TIP is amended. The local government process is used to determine if the project can be afforded and what outside aid from federal and state sources may be used for the project. If the project sponsor cannot secure adequate funding for the improvement then it does not go into the local budget and the local public works staff does not ask the MPO staff to add it into the TIP. The MPO staff discusses project additions to the TIP at TAC meetings, and the project sponsor is asked to explain where the project funding is coming from. KDOT staff also has an opportunity to review projects at TAC meetings and to check to see if the level of state and federal aid for the project is reasonable. With this two-tiered process of projects being debated at the local budget and the TIP budget levels, the road, bridge, transit and transportation enhancement projects receive an appropriate review for fiscal constraint. This ensures that the TIP will not become a "wish list" of projects that cannot be afforded with reasonably available funding levels.

State of Kansas Funding for KDOT and Other Projects

State funds used in Douglas County for road and bridge projects are mostly limited to KDOT facilities and projects. The level of KDOT funding expended in the region varies greatly by year due largely to how much work KDOT does on the area's major highways. Recently KDOT has been spending a large amount of money to widen and improve US 59 south of Lawrence, and KDOT is spending funds to replace the K-10/23rd Bridge over the BNSF railway line in Lawrence. KDOT is also planning on spending a large amount of T-Works funds on the South Lawrence Traffic Way Project soon. All of those projects are KDOT administered projects on KDOT routes. Those projects do not impact the local governments' budgets for transportation improvements.

Some other smaller amounts of State funding are used for local projects, such as the occasional purchase of a paratransit van with state money or a state contribution to a local bridge project. That funding is welcomed by local governments, but it typically makes up a rather small amount of the local governments budget for transportation improvements. For local governments in the region the main KDOT funding role has been to provide federal aid to local projects, not to provide large amounts of state aid to local transportation improvement programs.

The one example in the region where the state funding does make a routine and significant difference in the local budget process is state transit operating assistance. The Lawrence T operation receives about \$ 250,986 in state operating assistance annually and that is an important part of their budget.

In the recent past state funding came from the Comprehensive Transportation Program (CTP) which was a ten-year state transportation program approved in 2000. Now the state has a new transportation program called T-Works that was approved in 2010, but it is much smaller than its CTP predecessor. However, in light of current economic conditions the passage of a statewide comprehensive transportation funding package of any size in 2010 was a good thing for transportation in Kansas. During the drafting of this TIP document the Governor made an announcement of major projects selected for funding in the first round under this new T-Works program. On June 3, 2011 the projects for NE Kansas were announced and the South Lawrence Traffic Way was on the list. This is a major road project in the Lawrence Area that has been planned for decades. Funding for this major project is included in this 2012-2015 TIP.

Transit funding is also included in the T-Works program and will be part of the funding mix for the Lawrence Transit System. The T-Works program is funded by an increase in the state sales tax and other revenues that will run for ten years until the T-Works program ends.

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

Federal Funding

The federal funding for road and bridge projects in the region is generally limited to formula funding levels set by the USDOT and KDOT. Those levels have been relatively steady over the last few years with Douglas County receiving about \$ 600,000 and the City of Lawrence receiving about \$ 1 million annually in federal aid for roads and bridges. The three smaller cities in the county (Lecompton, Eudora, and Baldwin City) have small public works departments, and if they do large road or bridge projects those are often managed by Douglas County or KDOT. However, there are times when these smaller cities do receive significant amounts of federal transportation funding that does make a difference in their budgets. In the case of all three of these small cities the major highways through the cities are either major county and/or state routes.

The public transit operations in Lawrence are composed of a mix of services operated by the Lawrence T and the University of Kansas. The KU On wheels transit operations are supported by student fees. The City transit service uses state operating assistance and both federal capital assistance and federal operating assistance to keep buses running. Lawrence also uses local sales taxes to pay for transit. In recent years Lawrence has used about \$ 1.6 million annually in flexible federal formula Section 5307 subsidies to provide transit services. This annually allocated funding can be used for both capital and operating needs, but most of it has been used for operations. Lawrence also recently received some Section 5316-JARC (Jobs Access-Reverse Commute) funds for operating assistance. However, those funds are not routine formula allocations so there is no guarantee that Lawrence will receive them in the future.

Capital assistance levels are typically much more unpredictable than operating assistance. Federal capital assistance has consisted of discretionary Section 5309 grants and more recently American Recovery and Reinvestment Act (ARRA) funds for bus purchases and other capital needs. When the capital transit assistance will be needed is fairly predictable because it is based on the life span of buses. When the transit capital funding will arrive is not so predictable because it is based on FTA budgets which are based on federal laws but also on annual budget appropriations approved by Congress. The local transit operators will make requests for transit capital funds as they are needed, but it is not possible at this time to accurately predict how much of that funding our region's transit services will receive in each year covered by this TIP.

Discretionary funding for transportation enhancements, safety improvements, Safe Routes to School, and other special projects is also available on a more sporadic competitive grant basis. This funding is not guaranteed in any given year, but our region has received some funding from these sources and expects to receive more in the foreseeable future. Based on a review of recent TIP tables, it is expected that some local government in Douglas County will receive some project funding from these discretionary sources each year. However, because of the current uncertainty of these discretionary programs continuing, as well as uncertainty about when a new federal act to replace SAFETEA-LU will be passed, most of these discretionary funding sources are not included in the fiscal constraint amounts included in this TIP. Some safety funds that are known now are included. If and when local governments in Douglas County are awarded funding from these discretionary programs the MPO will amend the TIP to add that funding and those projects in a timely manner.

All of these estimated amounts are included in the Funding Summary Table at the end of this section. The estimates of reasonably expected funding levels based on recent experience are compared to the levels of federal, state and local funding for transportation facilities and services that are requested by KDOT and local governments for inclusion in the TIP. Comparing these expected funding levels and funding request levels allows the MPO to determine if the TIP is fiscally constrained as called for in the federal regulations. If programmed costs are much higher than the expected funding levels then either more funding needs to be identified or some projects need to be dropped from the TIP or reduced in cost through scope changes or other means. That analysis looks primarily at capital improvement programming and that is not a complete picture of funding for the region's multi-modal transportation system.

Not only does the regional transportation system need to be improved for capacity and safety reasons, but the existing transportation infrastructure and services need to be maintained and operated efficiently. Local and state government agencies cannot set unreasonably low levels of Operations & Maintenance (O & M) funding in order to provide funds to capital projects and still show a fiscally constrained TIP. Federal regulations state that an adequate level of O&M funding needs to be budgeted to maintain the federal-aid highways in the region. Shortchanging the O&M budgets to make the road improvement projects fiscally feasible is not allowed.

Operation and Maintenance Funding

The operation and maintenance of the roadway network throughout Douglas County consists of routine things such as pothole patching, minor repairs to pavements and curbs, snow removal, striping and marking, utility work and patching, electrical repairs, tree trimming, mowing, signal repairs, sign replacement, and other minor work tasks. The expenses for these work items are usually paid for by the local government that owns and operates the road and the utility providers that use the road rights-of-ways. In the case of major highways, KDOT is the

owner of the road and maintains those facilities. The major exception to this is the Kansas Turnpike/I-70 which is owned and operated by the Kansas Turnpike Authority. Some of the state highway mileage in Lawrence is provided on city streets through a connecting link agreement between KDOT and the city. That agreement includes annual payments from KDOT to the city to pay a share of the maintenance costs for those route segments. KDOT does play a role in the maintenance of some major roads in the region, but major highway mileage comprises a small percentage of total roadway mileage in our region. Most of the road mileage in Douglas County is owned by the County, City or Township Governments that levy local property taxes to pay for road maintenance and operations. The cities and county also receive a portion of the state gas tax collected in Douglas County. This state gas tax funding is a major component of the Operation & Maintenance (O & M) budgets for Lawrence and Douglas County. The City of Lawrence received about \$ 2.6 million in state gas tax funds during 2010 while Douglas County received about \$ 1.8 million. This amount of funding is anticipated to continue during this 2012-2015 TIP period. This state supplied pass through funding is supplemented by local government funds (typically property and sales taxes) to make up the bulk of local government roadway O&M budgets.

The federal transportation funds coming to the region are not used by local governments for small routine roadway operation and maintenance projects, however, these federal funds may be used for bridge rehabilitation and roadway mill and overlay work. Even though the federal funds are not typically used for O&M expenses the federal funding and O&M costs can be related in the local government budgeting process. Roadway operation and maintenance needs of local governments are factored into their budgets, and this can impact how much local money is available for capital projects including federal aid projects that require a local match. Federal transportation policy stresses the preservation of the existing transportation system so the local governments cannot deplete their O&M budgets to make budgets for new roads and bridges or other transportation system improvements whole. Federal funding for large roadway and bridge projects can often free up locally derived funds that can then be used for routine maintenance. So the federal aid has an indirect impact on local O&M budgets. This TIP documents has to demonstrate that the local governments are still funding O&M activities adequately to preserve the region’s multi-modal transportation system.

For 2010 the City of Lawrence had an O&M budget for its road system of approximately \$ 5.5 million. Those costs were paid for with \$ 2.6 million of state gas tax funds and \$ 2.9 million of local tax sources including the recently passed sales tax increase which was dedicated to infrastructure improvements. For 2010 the roadway O&M budget for Douglas County was approximately \$ 5.3 million which \$ 1.8 million came from state gas tax funds and \$ 3.5 million from county tax sources. During the recent recession both of these local governments have leveled out or trimmed their O&M budgets some, but have worked to keep those activities funded as much as possible while struggling to balance their budgets. It is expected that the local governments in the region will continue to fund their O&M budgets in order to adequately maintain their transportation infrastructure during this 2012-2015 TIP period.

2012 - 2015 Total Funds Operations & Maintenance (O & M)		
(X \$1,000)		
Road and Bridge System O & M		
FY	City	** County
2012	5,500	5,300
2013	5,500	5,300
2014	5,500	5,300
2015	5,500	5,300
4-year Total	22,000	21,200

Note: O & M calculations include state gas tax funds and local tax sources.
 ** Does not include Township road maintenance funds.

The table at right shows the expected level of funding for operations and maintenance of the region’s roadways and bridges by Lawrence and Douglas County over the four-year

period covered by this TIP. This table shows that continued support exists locally for maintenance and preservation of the existing transportation infrastructure. This table also displays that the O&M funding is not planned for drastic cuts or diversions to pay the local shares of capital projects. This is in keeping with federal regulations and good transportation planning practices.

For the transit operations in the region there is a mix of local, state and federal funds to support those services. The transit system in Douglas County is a mix of services owned and operated by the City of Lawrence, the University of Kansas, social service agencies that run paratransit vehicles, and Johnson County Transit that runs a commuter bus service between Lawrence and various locations in Johnson County. This commuter service run by Johnson County is called the JO and its funding is programmed in the TIP produced by the Mid-America Regional Council which is the MPO for the Kansas City Area. The Lawrence T transit service uses some federal and state funds for operating and routine maintenance expenses. The T also uses local funding for O&M costs.

Because a transit system is service based rather than facility based like road networks there can be differences in how local funding for transit and roads is raised. The T needs to pay for its services when they are rendered (i.e., when the buses are rolling burning fuel and labor costs are incurred). The T needs to maintain a cash flow to pay for its vendors and staff as they work. Unlike a road or a bridge that can be bonded for twenty years and paid for over time, transit operations are typically not paid for with debt service. For road projects if costs go up then a project might be delayed for a year, but with transit service you cannot do that since vendors and drivers will not wait a year to get paid. The MPO and T staffs meet as needed to discuss these O&M budget issues and update TIP information about transit projects for Lawrence. For 2010 the Lawrence T had an O&M budget of \$ 3.8 million which was funded with \$ 1.6 million of federal aid, \$.2 million of state aid, and \$ 2.0 million of local funds. This level of O&M budget and revenues from these sources is anticipated to continue for the 2012-2015 TIP period.

The paratransit providers in the region for the most part provide their own funds to operate their services, but in some cases receive a small amount of operating subsidy from KDOT. Typically, this state operating assistance is only about \$4,000 per year. Most of the federal and state aid to paratransit is for vehicle purchases. As part of these vehicle purchases the agency requesting the vehicle provides a local match and those vehicles are programmed in the TIP. The requesting agency also identifies how it will pay for the maintenance and operation of the vehicle when they apply for the grant. Operational expenses and maintenance costs for the vehicles are constant concerns for paratransit providers in Douglas County because most of those providers are human service agencies on tight budgets. The MPO staff works closely with the KDOT staff and the Coordinated Transit District #1 members to keep informed about the status of paratransit operations in Douglas County. These paratransit issues are discussed in more detail in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) which is now being updated.

Programming Funds for Transportation System Improvements in the TIP

Most of the transportation improvement projects in Douglas County that are funded with state and/or federal aid are roadway and bridge improvements. These projects generally replace old facilities with new ones and often improve the capacity of the road or bridge. Bridge replacements, roadway widening, and intersection improvements are typically things that local governments use much of their federal aid to build. These projects are split into stages (i.e.,

preliminary engineering/design, right-of-way, utilities, construction,) and are sometimes large projects that are built in phases (e.g., phase one to replace a bridge, phase two that improves the nearby intersection, etc.) with each phase programmed for a different year. At the other extreme, some smaller projects go through all stages and phases in the same year.

There are some transit projects, like the construction of the new transit operations and maintenance center recently built by KU, that are major capital projects that take several months to build and include an equally long time for planning and design. However, most transit capital projects take the form of buying new buses and related equipment. There may also be some transportation enhancements, like the restoration of the BNSF passenger depot in Lawrence, that are large capital projects. However, these non-road/bridge projects are still a small part of the total list of improvements to the region's transportation system. Almost all of the federal and state money used to improve the transportation facilities in our area is used on road or bridge projects. These projects have an expected life of at least twenty years, and, in the case of bridges, the life span is much longer.

The amount of federal aid for capital improvements available each year has closely matched the amount of federal aid spent each year by the local governments in Douglas County for road and bridge projects. That is expected. The amount of federal aid that a local government can spend on road and bridge projects at any given time is controlled by how much money they have in their account with the KDOT Local Projects Bureau. Some local governments prefer to spend their federal aid from KDOT as they receive it, and others prefer not to spend much of their federal aid for a few years and build up a balance in their KDOT account so they can later spend all of it on a large project or two. This varies over time.

Within the L-DC MPO area (i.e., Douglas County) the level of local funding as well as historic levels of federal and state aid are studied, and only projects with a reasonable assurance of funding are proposed for inclusion in the TIP. The following tables include the totals for expected revenues and expenses for TIP projects. These tables and notes demonstrate that the projects programmed in this TIP are based on reasonable assumptions of funding and that this TIP is fiscally constrained.

TIP Fiscal Analysis

Federal law requires that the first four years of the TIP be financially constrained. The definition of financially constrained is having enough financial resources to fund projects listed in the TIP. Fiscal constraint for this TIP applies to Surface Transportation Program (STP), Bridge Rehabilitation and Replacement (BR), Highway Safety Improvement Program, High Risk Rural Roads (HRRR), Section 5307 Formula Funds, Section 5309 Discretionary Transit Capital Funds, Section 5310 Funds for paratransit, Section 5311 Rural Transit Funds, Section 5316 Jobs Access-Reverse Commute (JARC), Transportation Enhancement (TE), Safe Routes to School (SRTS), KDOT funds, and local funds. For some of these funding sources that reach local budgets on an irregular basis the MPO has stated in this TIP text that it is impossible to accurately predict funding levels on an annual basis so these funds are just programmed as awarded. For other funding sources that are more regular the following tables show that funds from those sources are capped at reasonable expectations based on historical data. They are fiscally constrained.

This document provides realistic cost and funding estimates for improvement projects in the first two years of the TIP. Predicting the revenues that will be available and project costs for projects in the later two years of this TIP are a more speculative exercise, however, even

rough estimates of available funds and costs are helpful in giving an insight into the feasibility of implementing projects within the four-year period covered by this TIP. In this uncertain time of federal funding it is difficult to estimate those funding levels two years from now on the MPO has assumed that 2010 levels will remain in place for STP and BR funding through 2015. These estimates are somewhat rough but still valuable in assessing the local financial ability to meet grant matching requirements and meet the total cost of the projects that those local governments want to put in the TIP. Projects that are under the jurisdiction of KDOT are subject to statewide KDOT financial constraints and reviews that are beyond the purview of the MPO and done by KDOT before the project information is sent to the MPO. KDOT projects are considered to be fiscally constrained when submitted to the MPO staff for inclusion in the TIP. Projects submitted by the local governments in the region or other agencies will be reviewed by the TAC and the project sponsor will be asked to describe the funding which is committed to each project. This will include the review of TIP project listings at TAC meetings. If any source of funding for TIP projects, including KDOT sources, later becomes unavailable or significantly reduced then the MPO staff and TAC will review this situation and process an amendment to the TIP to reflect those changes and maintain a fiscally constrained TIP. Likewise, if new funding sources or increased funding levels occur then the MPO will amend the TIP to reflect those changes.

This TIP is a financially constrained document, and in accordance with USC Titles 23 and 49 it provides an account of funding sources for transportation improvements. The 2012 period is the first year in this TIP and lists projects now being implemented (i.e., currently in preliminary engineering/design, in right-of-way acquisition, underway with utility relocations, or under construction) or planned for implementation soon. The first year of this TIP includes transportation projects or phases of projects amounting to approximately \$ 50.8 million.

The projects and the funding included in the TIP are also included in the area's local government capital improvement plans and budgets. 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 Douglas County in conjunction with the MPO, KDOT, and public transit providers in the county.

If a project is desired but no source of funding can be found, then it should not be put into the TIP. For federal aid projects the local government sponsors work closely with the KDOT-Local Projects Bureau to track their levels of federal funding. KDOT does not allow the local governments to program more projects than the federal funding will allow. Local governments also 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 their current and projected levels of federal funding. The five-year plan created for KDOT is closely coordinated with TIP development through meetings between City, County, MPO and KDOT staffs. Both KDOT and MPO staffs work together to see that the TIP tables and the KDOT Five-Year Plans are fiscally constrained. A similar arrangement for transit projects exists with the MPO and the FTA working together to ensure that the TIP projects listed for the Lawrence T match the reasonable expectations of federal funding. Projects do not get added into the TIP simply because someone wants the project. It must have a clearly stated funding source that matches local budgets, capital improvement plans, and KDOT-MPO estimates of available federal and state aid.

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

should make them more realistic than using constant dollars. In order to comply with federal regulations, this fiscal analysis uses an annual inflation factor of 3.5% for all transit, road, bridge, enhancement and other projects in the TIP to determine the estimated costs in the year of expenditure. This inflation factor was developed by KDOT in 2011 for use with federal aid projects. This inflation factor was discussed at TAC meetings including representatives from KDOT, the public transit provider, and local governments in the region. TAC members agreed to use this KDOT inflation rate in the TIP, and the TIP draft with this rate was sent to the MPO for approval. That discussion and TAC approval and subsequent MPO approval of this TIP satisfies the federal requirement to have a YOY inflation rate cooperatively developed by the area's MPO planning partners.

Starting with the development of this 2012-2015 TIP the MPO staff will be asking all project sponsors to use the agreed upon inflation factor to calculate YOY costs for all of their projects. If a project is scheduled for work the same year it is requested then no cost inflation is needed, but if a project is requested in one year but not scheduled for work until a later year then the inflation factor will be employed to calculate YOY costs. In the past some project sponsors used estimates based on what year the project was requested and if the project moved to a later year they simply changed the date but did not adjust the costs to reflect YOY. A YOY cost calculation should be used for all types of TIP projects and whenever a project moves backwards or forwards in the TIP project tables. This helps ensure fiscal constraint of the TIP.

Before the TIP is approved by the MPO and sent onto KDOT and then onto the FHWA and FTA for inclusion in the STIP, the draft TIP is reviewed at TAC meetings where representatives from the MPO, FHWA, FTA, KDOT, Lawrence, Baldwin City, Lecompton, Eudora, and Douglas County review it and check its information against local budgets to review and ensure fiscal constraint. Only after the TAC has reviewed and approved the draft TIP does it move onto the MPO Policy Board for approval.

The need to have this TIP fiscally constrained is clear. Fiscal constraint is a federal requirement. That is true. Albeit, the more important reason why we fiscally constrain our TIP is because it just makes good sense. If we put all of the desired projects at all of the desired amounts in the TIP then we do come up with an interesting list of needs. That is a good thing to have and review in creating a long range plan. However, if we include such a list in the TIP it greatly diminishes the TIP's value as a programming document. The TIP is not a "wish list" of projects. It is and must remain a list of projects that can really happen. That is the type of sound programming judgment and valuable information that needs to be presented to the public. If a TIP is allowed to include projects that are not going to be built anytime soon because nobody can afford them, then the TIP loses its credibility as a document that makes the connection between the end of planning and the beginning of implementation for our region's important transportation improvements.

As shown in the following funding summary tables this TIP is not a list of wishful thinking but is a realistic collection of needed projects that can actually be afforded using a "reasonable" expectation of current and future funding. This TIP is fiscally constrained for the four-year period required under SAFETEA-LU planning regulations.

Lawrence Transit - Funding Estimates and Funds Programmed In the TIP in 1,000's								
Year	Funding Estimates				Programmed Funds in TIP			
	Federal Funds *	KDOT Funds **	Local Funds ***	Total Estimated Funds	Federal	KDOT	Local	Total Programmed Funds
2012	3,539	180	1,304	5,023	3,539	180	1,304	5,023
2013	2,261	251	1,625	4,137	2,261	251	1,625	4,137
2014	2,991	1,058	1,767	5,816	2,991	1,058	1,767	5,816
2015	2,069	-	1,571	3,640	2,069	-	1,571	3,640
4 Year Totals	10,860	1,489	6,267	18,616	10,860	1,489	6,267	18,616

* Includes 5307, JARC and all other FTA funds, including FTA funds from previous years.

** Includes all state capital and operating funds.

*** Includes regionally significant locally funded projects and local match for federal transit funds.

Additional local funds are provided from the City of Lawrence for operations and capital projects.

The table above shows recent estimates from the T staff for federal, state and local funding of urban transit services provided by the City of Lawrence. The T transit system estimates are based on past allocations of funding from state and federal sources and the assumption that these funding sources will continue to be available at recent levels through 2015. However, with the current situation of the federal surface transportation program being funded through continuing resolutions and KDOT budgets getting smaller under the new T-Works program, future funding levels are somewhat uncertain. At this point the MPO and KDOT staffs believe these funding figures are based on reasonable assumptions of future funding, but it is likely that these figures will need to be adjusted after a new federal surface transportation program is passed. Another assumption included in this transit funding table is that periodically as needs arise the T will be awarded some discretionary capital assistance for bus replacements. This has occurred in the past, and some of this discretionary capital funding is assumed to be available for the period covered by this TIP. The other major assumption in this table is that the T will need to use most of its Section 5307 money for operating assistance and not have large amounts of that flexible funding for capital needs. These assumptions and figures in the table above present a picture of transit funding for Lawrence that is reasonable based on the current funding programs. As required under SAFETEA-LU regulations the transit funding table above presents a funding situation for the next four years that is based on "reasonable" expectations of funding and is fiscally constrained.

The table above show the projected federal funding for the Lawrence provided public transit services that must be programmed in the TIP, but that is not the whole picture of fixed route transit in Lawrence. The University of Kansas also provides transit services that are available to the general population as well as KU students and staff. Funding for the KU On Wheels system does not include federal dollars that must be programmed in the TIP, but that information is supplied below to give a more complete and realistic account of the size of the transit system in Lawrence.

KU on Wheels (KUOW) University of Kansas Transit System - Funding Estimates in 1000's

Year	Funding Programmed in KU Parking & Transit Budget			
	KU Parking Funds	KU Student Fee Funds	Other Funds	Total Programmed Funds
2012	1,482	3,534	133	5,149
2013	1,482	3,534	133	5,149
2014	1,482	3,534	133	5,149
2015	1,482	3,534	133	5,149
4 Year Totals	5,928	14,136	532	20,596

Note: KUOW projects undergo fiscal constraint analysis prior to submission to MPO for TIP inclusion so all KUOW projects are presumed to be fiscally constrained.

The KU On Wheels (KUOW) and the Lawrence (T) services are now integrated into one route and schedule system, and both of these operations accept each other's bus passes. Even though these two services are coordinated into one route map and schedule book, only the T

system receives FTA Section 5307 formula funds and other FTA funding. The KUOW operations are supported by a student fee. This fee supports the KUOW services and those fees are expected to maintain the KUOW transit service at current levels through the years covered by this TIP. The KUOW part of the public transit system in Lawrence is fiscally constrained by the revenues provided by student fees that support it.

City of Lawrence - Funding Estimates and Funds Programmed In the TIP in 1,000's								
	Funding Estimates				Programmed Funds in TIP			
Year	Federal Funds *	KDOT Funds **	Local Funds ***	Total Estimated Funds	Federal	KDOT	Local	Total Programmed Funds
2012	1,300	5	1,118	2,423	-	5	1,118	1,123
2013	1,000	3,200	19,372	23,572	1,375	3,200	19,372	23,947
2014	2,445	1,000	6,680	10,125	1,445	1,000	6,680	9,125
2015	1,000	-	4,458	5,458	200	-	4,458	4,658
4 Year Totals	5,745	4,205	31,628	41,578	3,020	4,205	31,628	38,853

* Includes Surface Transportation Program-STP, Highway Bridge Program-BR, and Highway Safety Improvement Program-HSIP.

** Includes geometric improvement funds.

*** Includes regionally significant locally funded projects and local match for federal funds.

Douglas County - Funding Estimates and Funds Programmed In the TIP in 1,000's								
	Funding Estimates				Programmed Funds in TIP			
Year	Federal Funds *	KDOT Funds **	Local Funds ***	Total Estimated Funds	Federal	KDOT	Local	Total Programmed Funds
2012	591	432	4,399	5,422	2,690	432	4,399	7,521
2013	591	865	1,330	2,786	-	865	1,330	2,195
2014	591	-	2,320	2,911	-	-	2,320	2,320
2015	591	-	2,040	2,631	-	-	2,040	2,040
4 Year Totals	2,364	1,297	10,089	13,750	2,690	1,297	10,089	14,076

* Includes Surface Transportation Program-STP, Highway Bridge Program-BR, and High Risk Rural Roads-HRRR funds.

** Includes KDOT corridor management funds.

*** Includes regionally significant locally funded projects and local match for federal funds.

The local funds in the TIP for both Lawrence and Douglas County are more than the required funding to match the federal funds that those local governments receive each year from KDOT. This is because both of those governments fund some of their road and bridge projects wholly with local funding sources and sometimes overmatch their federal aid projects. In 2008 Lawrence passed a sales tax increase for infrastructure improvements and has now programmed some of its projects with this new funding source. Douglas County has recently programmed projects using its Capital Improvement Plan (CIP) funds.

The amount of federal aid programmed in the TIP for Lawrence and Douglas County in some years is more than the annual allocation of those funds from KDOT. This occurs because KDOT allows local governments to program more funds than they receive from annual sub-allocations if additional funds are available in the statewide pool of federal aid. That is being done in this TIP for STP funds being used on the Iowa Street Project in Lawrence. This budget process allows KDOT to spend federal aid in a timely manner. In addition to this KDOT process, there are also delays in certain large projects that cause them to be funded with previous year federal aid which makes the amount of funding in certain years much larger than the annual

allocation. The use of older federal aid and the amounts of programming done by each local government is monitored by the KDOT Local Projects Bureau. KDOT reviews the spending records of each local government to see that any over spending in one year is later balanced with some under spending in another year. This monitoring allows the state to use its federal aid efficiently and to use federal aid for projects that are eligible and ready to bid. If a project is delayed to a later year but its funding sources remain the same then those amounts of federal aid and other fund sources are moved with the project to the new program year and are subject to a YOE calculation. That movement of the project and its funding is reflected in the Fiscal Constraint Summary Table at the end of this chapter. That table is updated as part of all TIP amendments that change funding information.

The road and bridge funding tables above show the most recent estimates from the KDOT Local Projects Bureau as well as the Douglas County and Lawrence Public Works Departments for federal, state and local funding. These estimates are based on current and past allocations of funding from state and federal sources and the assumption that these funding sources will continue to be available at recent levels through the life of this TIP. However, with the current situation of uncertainty about federal funding, the future of road and bridge funds for the term of this TIP is a bit uncertain. At this point the MPO and KDOT staffs believe these funding figures are based on reasonable assumptions of future funding, but it is likely that these figures will need to be adjusted after a new federal surface transportation act is passed to replace SAFETEA-LU. Those adjustments will be made as needed with each TIP update. As required under SAFETEA-LU regulations the road and bridge funding tables above present a financial situation for the next four years that is based on "reasonable" expectations of funding and is fiscally constrained.

Highway and Bridge Projects – KDOT

KDOT completes various projects in Douglas County as capacity improvements and maintenance needs arise on KDOT roads and bridges. KDOT uses federal aid to maintain a state system of roads and no set amount of funding is used each year to work on KDOT roads in any particular county. Therefore, it is difficult to estimate how much federal aid KDOT will use in any given year in Douglas County. When work is needed on KDOT facilities in Douglas County those transportation improvements are incorporated into a fiscally constrained TIP. The following table shows a breakdown of funding sources for KDOT projects programmed in this TIP.

KDOT				
Programmed Funds in TIP in 1,000's				
Year	Federal Funds	KDOT *	Local	Total Programmed Funds
2012	14,825	21,735	125	36,685
2013	9,011	162,913	536	172,460
2014	84,614	(65,066)	-	19,548
2015	83,144	(82,644)	-	500
4 Year Totals	191,594	36,938	661	229,193

Note: KDOT projects undergo fiscal constraint analysis prior to submission to MPO for TIP inclusion so all KDOT projects are presumed to be fiscally constrained.

*During Advanced Construction years KDOT totals reflect funds in which KDOT initially pays for project costs using state funds. During Advanced Construction conversion years, project funding becomes federal funds and KDOT state funds are credited back. Negative values represent a balance where AC conversion outweighs KDOT total financial commitment in the region.

** 2013 State contribution includes TWORKS commitments for the South Lawrence Trafficway.

Summary Table

The following table displays the fiscal breakdown by funding source for all projects listed in the TIP. This summary table focuses on federal Surface Transportation Program (STP), Bridge (BR), and Transit funds as well as State, and Local funding sources. These categories are the main sources of revenue for transportation improvements in Douglas County. The category labeled Other Federal Funds includes a variety of special programs like Safe Routes To School (SRTS) that are listed at the bottom of the table.

TIP 2012 - 2015 Total Funds Programmed in 1000's						
Programmed Dollars in the TIP						
FY	Federal (STP, BR & NHPP)	* KDOT Funds	**Local Funds	***Federal Transit Funds	****Other Federal Funds	Total
2012	13,374	22,367	7,000	3,613	4,151	50,505
2013	8,511	167,142	22,957	2,480	1,875	202,965
2014	84,114	(56,139)	10,787	3,071	1,945	43,778
2015	82,644	(82,644)	8,069	2,069	500	10,638
4-year Total	188,643	50,726	48,813	11,233	8,471	307,886

* During Advanced Construction years KDOT totals reflect funds in which KDOT initially pays for project costs using state funds. During Advanced Construction conversion years, project funding becomes federal funds and KDOT state funds are credited back. Negative values represent a balance where AC conversion outweighs KDOT total financial commitment in the region.

** Includes regionally significant locally funded projects, match funding for federal aid road and bridge projects, and local match for federal transit funds.

*** Includes Sections 5307, 5309, 5310, 5311, 5316-JARC, and all other FTA funds allocated to all transit operators based in Douglas County.

**** Includes Transportation Alternative-TA, Transportation Enhancement-TE, Safe Routes to Schools-SRTS, High Risk Rural Roads-HRRR, Highway Safety Improvement Program-HSIP and funds from any federal economic stimulus act passed during this TIP period.

V. TIP AMENDMENTS AND REVISIONS

Although project cost and funding levels put into the TIP are based on the best available estimates, and even though the schedules set for projects are the result of careful planning, there are times when changes to the information about TIP projects needs to be adjusted. Minor changes to project information are called revisions and are administrative actions with no public involvement required. Major changes are called amendments and require some public involvement. Regardless of whether the proposed changes to the TIP are revisions or amendments, all TIP changes will be discussed by MPO and KDOT staffs and at MPO TAC meetings. The TAC will then recommend actions for the MPO Policy Board to take to address the requested TIP changes. The most frequent types of changes to the TIP are changes to the project tables which generally involve a budget and/or schedule change to road, bridge or transit projects. However, changes to the text of the document can also occur either alone or in conjunction with changes to project information. A key element of this TIP change process is to assure that funding balances are maintained in order to keep the TIP fiscally constrained. The types of changes that can be made to the TIP and how those changes are processed are described below.

MTPO

Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11
Topeka, Kansas 66607-1118
Tel.: (785) 368-3728
Fax: (785) 368-2535
www.topeka.org

July 25th, 2013

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 July 25th, 2013 the Metropolitan Topeka Planning Organization (MTPO) approved the enclosed 2013-2016 Transportation Improvement Program (TIP) Amendment #3.

This TIP amendment request was reviewed by MTPO staff and by the MTPO Technical Advisory Committee. Following a public review period this amendment was recommended for approval by the MTPO-Policy Board. The approved TIP amendment resolution with attachment is enclosed with this letter.

I would appreciate it if you could review and approve this TIP amendment 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 Amendment #3 including; Summary of changes; Resolution and attachments

cc: MTPO Chairman

MTPO

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 Moving Ahead for Progress in the 21st Century (MAP 21) 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 this TIP amendment into the Statewide Transportation Improvement Program (STIP); and that the 2013-2016 Transportation Improvement Program for the Topeka Area be amended to include the following

Projects-

- a. **Addition of project TIP#3-13-06-6 (City of Topeka);** Transportation Enhancement (TE) Historic Transportation Project
- b. **Addition of project TIP #3-13-07-6 (City of Topeka);** Transportation Enhancement (TE) Trails and Bikeways project
- c. **Administrative Revision project #KA-2089-01 (KDOT);** Bridge #122 replacement
- d. **Administrative Revision project #KA-2107-01 (KDOT);** Bridge #043 replacement

This comprises Amendment #3 to the 2013-2016 MTPO TIP

- Attachments describing the above projects in detail are included.
- A table showing the addition of these projects and the accompanying budget table is attached.

All above amendments are noted on the attachments to this resolution.



Karen Hiller, MTPO Chairperson



Bill Fiander, MTPO Secretary

2013-2016 TIP Amendment #3

1. **Addition of City of Topeka Project #T-131028.00:** This is a Transportation Enhancement (TE) Historic Transportation Project which consist of the preservation and restoration of three (3) historic railroad cars and an authentic Santa Fe depot in the "Railroad Park at the Great Overland Station Museum", a separate and distinct area that is part of the Great Overland Station Museum, a National Historic Register property. These cars and depot will be restored as "rail transportation" educational venues that will be accessible to visitors, tourists, and school groups visiting the museum.
2. **Addition of City of Topeka Project #T-861005.00:** This is a Transportation Enhancement (TE) Trails and Bikeways project which consists of the implementation of phase I of the recently developed Topeka Bikeways Master Plan. This project will complete parts of 9 different bikeways throughout the city, providing more than 32 miles of on-street bike paths, either through signage or by roadway pavement markings or a combination thereof. This project will provide facilities for pedestrians and bicycles, and provide safety and education activities for pedestrians and bicyclists. This project will also include construction of bikeways connectors where needed.
3. **Administrative Revision; Cost changes for KDOT project #KA-2089-01:** This project is the replacement of bridge #122: K-4, bridge over Blacksmith Creek. The total cost change from \$1,514.0K to \$1,661.6K
4. **Administrative Revision; Cost change for KDOT project #KA-2107-01:** This is the replacement of Bridge #043 (I-70 over Deer Creek). The total cost change is from \$5,007.0K to \$4,978.3K

All related documents and tables are attached.

Any Comments or questions can be directed to Carlton Scroggins, AICP, Transportation Manager at 785-368-3014 or cscroggins@topeka.org

Funding Summary Table 2013 through 2016				Amendment #3				
Metropolitan Topeka Planning Organization								
MTPO Metropolitan Planning Area								
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority								
Anticipated Funding								
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	\$46,424,000	\$48,979,900	\$18,525,600	\$4,000,000	\$460,462	\$5,915,508	\$124,305,470	\$6,973,303
2014	\$6,781,759	\$56,916,700	\$10,989,700	\$8,144,000	\$460,462	\$5,837,874	\$89,130,495	\$10,300,833
2015	\$6,781,759	\$6,179,000	\$6,648,000	\$2,150,000	\$460,462	\$5,887,244	\$28,106,465	\$13,097,703
2016	\$6,781,759	\$9,785,000	\$4,529,000	\$2,200,000	\$460,462	\$5,932,592	\$29,688,813	\$8,040,551
Totals	\$66,769,277	\$121,860,600	\$40,692,300	\$16,494,000	\$1,841,848	\$23,573,218	\$271,231,243	\$38,412,390
Funding Programmed in the TIP								
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	\$46,424,000	\$48,979,900	\$18,525,600	\$2,772,164	\$460,462	\$170,041	\$117,332,167	
2014	\$1,107,800	\$56,916,700	\$10,989,700	\$8,144,000	\$460,462	\$1,211,000	\$78,829,662	
2015	\$4,675,000	\$1,075,300	\$6,648,000	\$2,150,000	\$460,462	\$0	\$15,008,762	
2016	\$4,385,800	\$9,785,000	\$4,817,000	\$2,200,000	\$460,462	\$0	\$21,648,262	
Totals	\$56,592,600	\$116,756,900	\$40,980,300	\$15,266,164	\$1,841,848	\$1,381,041	\$232,818,853	
Notes for Anticipated Funding:								
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								
Notes for Funding Programmed in the TIP								
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.								

TIP #: 3-13-07-6 Juris: Topeka Location/Improvement: Various throughout City
 KDOT #: T-861005.00 Class: Project Type: Transportation Enhancement

Length (mi): 32.02

Description:

This project is for "Phase I" of the Bikeways Plan implementation. Including the completion of parts of 9 bikeways routes throughout the city, providing more than 32 miles of on-street bike paths, either through signage or by roadway pavement markings or a combination thereof.

Comments:

"Other" funds: contingency, Temporary note interest, & cost of issuance.

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

Year of Obligation 2014			
Phase:	Source:	Cost (x 1000):	AC Conversion:
Const	KDOT	\$1,120.0	
Const	Local	\$280.0	
CE	Local	\$20.6	
CE	KDOT	\$82.4	
Other	Local	\$24.4	
PE	Local	\$95.0	

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

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

Total Project Cost (x1000) \$1,622.4

TIP #: 3-13-06-6 Juris: Topeka Location/Improvement: Great Overland Station, 701 N. Kansas Ave.
 KDOT #: T-131028.00 Class: Project Type: Historic Transportation Enhancement

Length (mi):

Description:

Preservation and restoration of three historic railroad cars and an authentic Santa Fe depot in the "Railroad Park at the GOS". Will be used as "Rail Transportation" educational venues at the museum.

Comments:

Year of Obligation 2013			
Phase:	Source:	Cost (x 1000):	AC Conversion:
PE	Local	\$70.0	

Year of Obligation 2014			
Phase:	Source:	Cost (x 1000):	AC Conversion:
Const	KDOT	\$450.0	
Const	Local	\$86.7	

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

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

Total Project Cost (x1000) \$606.7

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

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	

Length (mi):
 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:
CF	State	\$296.3	
Const	State	\$3,950.0	

Year of Obligation **2016**

Phase:	Source:	Cost (x 1000):	AC Conversion:

Comments:
 PE in 2011. PE, Util., CE & const. using AC & will convert to NHPP in 2022.

Total Project Cost (x1000) **\$4,978.3**

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	State	\$24.3	

Year of Obligation **2014**

Phase:	Source:	Cost (x 1000):	AC Conversion:
CE	STP	\$67.1	
CE	State	\$16.8	
Const	STP	\$894.6	
Const	State	\$223.7	
PE	STP		\$440.0
Util	STP		\$19.4

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:

Comments:
 PE & Util using Advance Construction to be converted in 2014

Total Project Cost (x1000) **\$1,661.6**

Funding Summary Table 2013 through 2016				Amendment #3				
Metropolitan Topeka Planning Organization								
MTPO Metropolitan Planning Area								
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority								
Anticipated Funding								
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2015	\$6,781,759	\$6,179,000	\$6,648,000	\$2,150,000	\$460,462	\$5,887,244	\$28,106,465	\$13,097,703
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2014	\$1,107,800	\$56,916,700	\$10,989,700	\$8,144,000	\$460,462	\$1,211,000	\$78,829,662	
2015	\$4,675,000	\$1,075,300	\$6,648,000	\$2,150,000	\$460,462	\$0	\$15,008,762	
2016	\$4,385,800	\$9,785,000	\$4,817,000	\$2,200,000	\$460,462	\$0	\$21,648,262	
Totals	\$56,592,600	\$116,756,900	\$41,075,300	\$15,266,164	\$1,841,848	\$1,381,041	\$232,913,853	
Notes for Anticipated Funding:								
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.								
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Projects using Advanced Construction are reimbursed with federal funds if and when available.								
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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								
Notes for Funding Programmed in the TIP								
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.								

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

July 12, 2013

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

Dear Ms. Moore:

Attached to the email is a copy of the 2013 Transportation Improvement Program (TIP) Amendment #4 that was approved by the WAMPO Transportation Policy Body on July 9, 2013. 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, 10th Floor
Wichita, KS 67212

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

cc: Paul Foundoukis, FHWA
Allison Smith, KDOT

2013 TIP Amendment #4 - Summary of Changes

The following summary reflects changes made to the 2013 TIP in Amendment #4 - July 9, 2013.

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	Road: 135th St.: Kellogg to Auburn Hills	Construct a 3-lane facility including sidewalk and drainage. This is a continuation of the existing 3-lane facility from Onewood to Kellogg Dr.	Project costs increased for local portion.	R-10-008 87N-0566-01	MPO-STP	\$1,050,000	\$0	\$1,140,000	\$2,190,000
City of Wichita	2013	Road: 37th St. N.: Broadway to Hydraulic	Construct a 3-lane facility (currently a 2-lane facility) including drainage and improvements to 37th and Broadway intersection which include a east bound right turn lane and traffic signal upgrades.	Projects federal funding increased by \$749,473 due to available deobligated/unprogram med funds and adjustments were made to the local share	R-10-007 87N-0567-01	MPO-STP MPO-CMAQ	\$3,406,045	\$0	\$2,863,955	\$6,270,000
City of Haysville	2013	Road: E. Grand Ave.: S. Main St. to Broadway	Total rebuild. Remove/replace all asphalt and curb/guttering. Installation of 10' path along 1825' length of project, connecting with existing path. Upgrading ramps to ADA complaint.	Project costs increased and split project between FFY 2013 & 2014.	R-11-011-AC N/A.	MPO-STP	\$1,200,000	\$0	\$1,202,203	\$2,402,203
Sedgwick County	2013	Safety: Center Line and Edge Line Rumble Strips at Various Locations (2014)	Install center line and edge line rumble strips at selected locations where curves increase the likelihood that vehicles will leave the travelled way.	Project addition.	S-13-002	HSIP	\$46,000	\$0	\$0	\$46,000

Sponsor	Year	Name	Scope	Change	WAMPO / KDOT Project #	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Total Funding
City of Haysville	2014	Road: E. Grand Ave.: S. Main St. to Broadway	Total rebuild. Remove/replace all asphalt and curb/guttering. Installation of 10' path along 1825' length of project, connecting with existing path. Upgrading ramps to ADA complaint.	Project costs increased and split project between FFY 2013 & 2014.	R-11-011-C1 N/A.	MPO-STP	\$617,762	\$0	\$0	\$617,762
City of Haysville	2014	Road: E. Grand Ave.: S. Main St. to Broadway	Total rebuild. Remove/replace all asphalt and curb/guttering. Installation of 10' path along 1825' length of project, connecting with existing path. Upgrading ramps to ADA complaint.	Project split between FFY 2013 & 2014. Original project removed to accurately reflect changes.	R-11-011 N/A.	MPO-STP	\$1,449,625	\$0	\$623,027	\$2,072,652

* 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.

Funding Summary Spreadsheet

WAMPO Competitive Funds					
Federal Funding Source	Total	FFY 2013	FFY 2014	FFY 2015	FFY 2016
Anticipated MPO-STP	\$38,320,464	\$10,330,143	\$9,330,107	\$9,330,107	\$9,330,107
Programmed MPO-STP	\$36,424,745	\$10,330,143	\$8,498,244	\$9,330,107	\$8,266,251
Anticipated MPO-CMAQ	\$8,907,767	\$2,654,762	\$2,084,335	\$2,084,335	\$2,084,335
Programmed MPO-CMAQ	\$8,593,835	\$2,654,762	\$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	\$23,151,513	\$10,747,013	\$3,650,000	\$8,754,500	\$0
FTA Section 5309	\$1,080,000	\$1,080,000	\$0	\$0	\$0
FTA-Section 5310	\$32,882	\$32,882	\$0	\$0	\$0
FTA-Section 5316	\$234,990	\$234,990	\$0	\$0	\$0
FTA-Section 5317	\$146,988	\$146,988	\$0	\$0	\$0
County Bridge	\$452,000	\$0	\$452,000	\$0	\$0
Interstate Maintenance (IM)	\$137,000	\$0	\$0	\$0	\$137,000
Safety (HSIP)	\$6,442,744	\$2,916,144	\$1,776,600	\$1,075,000	\$675,000
Safe Routes to Schools (SRTS)	\$250,000	\$0	\$250,000	\$0	\$0
National Highway Performance Program (NHP)	\$129,821,644	\$0	\$0	\$288,000	\$129,533,644
Transportation Enhancements (TE)	\$1,651,845	\$1,651,845	\$0	\$0	\$0
High Risk Rural Roads Program (HRRP)	\$720,000	\$720,000	\$0	\$0	\$0

Overall Anticipated Funding Summary *				
FFY	Federal	State	Local	Total
2013	\$31,116,517	\$26,092,967	\$42,025,942	\$99,235,426
2014	\$16,711,179	\$190,386,845	\$31,731,385	\$238,829,409
2015	\$21,531,942	\$113,712,000	\$38,498,138	\$173,742,080
2016	\$140,382,298	\$22,666,928	\$27,984,772	\$191,033,998
Total	\$209,741,936	\$352,858,740	\$140,240,237	\$702,840,913

- 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.

* 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)

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 15, 2013

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

Dear Ms. Moore:

Attached to the email is a copy of the 2013 Transportation Improvement Program (TIP) Amendment #5 that was approved by the WAMPO Transportation Policy Body on August 13, 2013. 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, 10th Floor
Wichita, KS 67212

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

cc: Paul Foundoukis, FHWA
Allison Smith, KDOT

2013 TIP Amendment #5 - Summary of Changes

The following summary reflects changes made to the 2013 TIP in Amendment #5 - August 13, 2013.

Sponsor	Year	Name	Scope	Change	WAMPO / KDOT Project #	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Total Funding
KDOT	2013	Intersection: US-81 and 79th St. (Phase 1)	Install Traffic Signals and construct left turn lanes along US-81.	Project costs updated (for utilities).	INT-13-002 KA-3074-01	KDOT	\$0	\$341,861	\$0	\$341,861
KDOT	2013	Safety: 2013 Railroad Safety Crossing Improvements	Provide 4 RR safety improvements in MPO region.	Project costs increased.	S-10-004 N/A.	HSIP	\$975,000	\$0	\$0	\$975,000
KDOT	2014	Intersection: US-81 and 79th St. (Phase 2)	Install Traffic Signals and construct left turn lanes along US-81.	Project costs updated (for CE and CONST).	INT-13-003 KA-3074-01	HSIP	\$783,653	\$87,073	\$0	\$870,726
KDOT	2014	Safety: 2014 Railroad Safety Crossing Improvements	Provide 3 RR safety improvements in MPO region.	Project costs increased.	S-11-002 N/A.	HSIP	\$1,500,000	\$0	\$0	\$1,500,000

* 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.

Funding Summary Spreadsheet

WAMPO Competitive Funds					
Federal Funding Source	Total	FFY 2013	FFY 2014	FFY 2015	FFY 2016
Anticipated MPO-STP	\$38,320,464	\$10,330,143	\$9,330,107	\$9,330,107	\$9,330,107
Programmed MPO-STP	\$36,424,745	\$10,330,143	\$8,498,244	\$9,330,107	\$8,266,251
Anticipated MPO-CMAQ	\$8,907,767	\$2,654,762	\$2,084,335	\$2,084,335	\$2,084,335
Programmed MPO-CMAQ	\$8,593,835	\$2,654,762	\$2,084,335	\$2,084,335	\$1,770,403

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Federal Funding Source	Total	FFY 2013	FFY 2014	FFY 2015	FFY 2016
FTA-Section 5307	\$23,151,513	\$10,747,013	\$3,650,000	\$8,754,500	\$0
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County Bridge	\$452,000	\$0	\$452,000	\$0	\$0
Interstate Maintenance (IM)	\$137,000	\$0	\$0	\$0	\$137,000
Safety (HSIP)	\$7,749,797	\$3,216,144	\$2,783,653	\$1,075,000	\$675,000
Safe Routes to Schools (SRTS)	\$250,000	\$0	\$250,000	\$0	\$0
National Highway Performance Program (NHP)	\$129,821,644	\$0	\$0	\$288,000	\$129,533,644
Transportation Enhancements (TE)	\$1,651,845	\$1,651,845	\$0	\$0	\$0
High Risk Rural Roads Program (HRRP)	\$720,000	\$720,000	\$0	\$0	\$0

Overall Anticipated Funding Summary *				
FFY	Federal	State	Local	Total
2013	\$31,416,517	\$26,101,566	\$42,025,942	\$99,544,025
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2015	\$21,531,942	\$113,712,000	\$38,498,138	\$173,742,080
2016	\$140,382,298	\$22,666,928	\$27,984,772	\$191,033,998
Total	\$211,048,989	\$352,887,567	\$140,240,237	\$704,176,793

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2016	(\$18,238,517)	(\$5,922,790)	(\$24,161,307)
Total	(\$18,238,517)	(\$1,937,840)	(\$20,176,357)

Deobligated Funds – Reserved Projects List

The following projects have been identified by WAMPO as priority projects to absorb any remaining deobligated WAMPO Competitive funds for FFY 2013. This list is referred to by WAMPO as the reserved projects list. In order for projects to be included on this list, they must be able to account for deobligated funds on short notice. The federal funding amount listed in the table below reflects how much money the projects could absorb in deobligated funds of available. Any deobligated funds put towards the City of Haysville or City of Wichita projects will be reflected in an administrative amendment towards the end of FFY 2013. This is due to the projects already being listed in the 2013 TIP and the action identifying an early conversion of federal funds.

Project Sponsor	Project Name	Project Scope	Federal Funding
City of Haysville	Road: E. Grand Ave.: S. Main St. to Broadway (Split 2)	Total rebuild. Remove/replace all asphalt and curb/guttering. Installation of 10' path along 1825' length of project, connecting with existing path. Upgrading ramps to ADA complaint.	\$625,762
City of Wichita	Road: Central: 135 th St. W. to 119 th 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.	\$331,642
Wichita Transit	Transit: Q-Line Trolley (Q-2)	The funds will be used to pay for operators and fuel to run the Q-line day-time service.	Any additional funds available.