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*U.S. Department of Transportation*

May 17, 2016

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 2016-2019  
Kansas STIP

Dear Mr. Younger:

As requested by your <sup>May</sup>(~~March~~) 12, 2016 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #5 to the FY 2016-2019 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) 273-2655 or Daniel Nguyen of FTA at (816) 329-3938.

Sincerely yours,

Mokhtee Ahmad  
Regional Administrator  
Federal Transit Administration

Norbert Muñoz  
Acting 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

May 12, 2016

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

Mr. Norbert Munoz  
Acting Division Administrator  
FHWA, Kansas Division  
6111 SW 29<sup>th</sup> St., Suite 100  
Topeka, KS 66611-2237

Dear Messrs. Ahmad and Munoz:

RE: Amendment #5 to the 2016-2019 STIP

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2016-2019 Statewide Transportation Improvement Program (STIP) which includes projects within the Kansas City, Lawrence, and Manhattan metropolitan areas, along with projects outside of the metropolitan areas. These items are enclosed for your review.

We are requesting your concurrence and approval of this amendment to the 2016-2019 STIP.

The public involvement activities conducted by the Mid-America Regional Council (MARC), Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO), and the Flint Hills Metropolitan Planning Organization (FHMPO) for the Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.324.

A copy of Administrative Modification #2 to the 2016-2019 STIP is also enclosed for your reference.

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

Sincerely,

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

Messrs. Ahmad and Munoz  
Page 2  
May 12, 2016

Enclosures: 2016 March STIP Amendment List of Projects  
2016 STIP Amendment Cash Flow Report  
MARC 2016-2020 TIP Amendment Approval Request Letter and Related Documents  
L-DCMPO 2015-2019 TIP Amendment Approval Request Letter and Related Documents  
FHMPO 2016-2019 TIP Amendment Approval Request Letter and Related Documents

cc: Mark Bechtel, FTA Region VII, Team Leader  
Daniel Nguyen, FTA Region VII, Community Planner  
Jeremiah Schuler, FTA Region VII, Community Planner  
Paul Foundoukis, FHWA-KS, Community Planner  
Davonna Moore, KDOT Transportation Planning  
Cory Davis, KDOT Transportation Planning  
Mike Spadafore, KDOT Transportation Planning  
Allison Smith, KDOT Transportation Planning  
Rene Hart, KDOT Transportation Planning  
Tod Salfrank, KDOT Local Projects  
Crystal Madrid, KDOT Local Projects  
David Marten, KDOT Local Projects  
Susie Lovelady, KDOT Program and Project Management  
Linda Fritton, KDOT Program and Project Management

MAY STIP AMENDMENT  
FEDERAL FISCAL YEAR 2016-2019 STIP

DISPOSITION	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO		PLANNED YEAR OBLIGATION
											OBLIGATE (\$1,000's)	WORK PHASE	
Chg Cost		BARTON	C-4671-01	Various Major Collectors in Barton County	SIGN	0.0	C467(102)	HSIP	100.00	\$280	\$280	CONST	2016
Chg Cost		BOURBON	C-4683-01	Maple Rd Between 205th St & City Limits of Ft Scott	SHLD	0.0	C468(301)	HSIP	90.00	\$618	\$556	CONST	2016
Chg Cost		BOURBON	C-4683-01	Maple Rd Between 205th St & City Limits of Ft Scott	SHLD	0.0	C468(301)	C0006	10.00	\$618	\$62	CONST	2016
Chg Cost		NORTON	C-4686-01	Signing on Various Major Collectors in Morton Co	SIGN	0.0	C468(602)	HSIP	100.00	\$107	\$107	CONST	2016
Chg Cost		ATCHISON	C-4706-01	Br over Trib. To MO Rv 2.5 Mi S & .5 Mi E of Atchison	BRRPL	0.0	C470(601)	STP	80.00	\$716	\$573	CONST	2016
Chg Cost		ATCHISON	C-4706-01	Br over Trib. To MO Rv 2.5 Mi S & .5 Mi E of Atchison	BRRPL	0.0	C470(601)	C0003	20.00	\$716	\$143	CONST	2016
Move Out		ATCHISON	C-4797-01	Signing on Major Collectors in Atchison Co	SIGN	0.0	C479(701)	HSIP	100.00	\$332	\$332	CONST	2017
Move Out		COMANCHE	C-4798-01	Signing on Major Collectors in Comanche Co	SIGN	0.0	C479(801)	HSIP	100.00	\$231	\$231	CONST	2017
Move Out		DONIPHAN	C-4799-01	Signing on Major Collectors in Doniphan Co	SIGN	0.0	C479(901)	HSIP	100.00	\$380	\$380	CONST	2017
Move Out		ELK	C-4800-01	Maj Coll in Co E of K-99 Except RS-228 from US-160 to RS-1624	SIGN	0.0	C480(001)	HSIP	100.00	\$220	\$220	CONST	2017
Move Out		ELLIS	C-4801-01	Signing on Major Collectors in Ellis Co	SIGN	0.0	C480(101)	HSIP	100.00	\$163	\$163	CONST	2017
Move Out		GRANT	C-4802-01	Signing on Major Collectors in Grant Co	SIGN	0.0	C480(201)	HSIP	100.00	\$71	\$71	CONST	2017
Move Out		GRAY	C-4803-01	Signing on Major Collectors in Gray Co	SIGN	0.0	C480(301)	HSIP	100.00	\$92	\$92	CONST	2017
Move Out		HAMILTON	C-4804-01	Signing on Major Collectors in Hamilton Co	SIGN	0.0	C480(401)	HSIP	100.00	\$126	\$126	CONST	2017
Move Out		JEFFERSON	C-4805-01	Fergusun Rd: US-24 to K-16 & Wellman Rd:1st to K-192	SIGN	0.0	C480(501)	HSIP	100.00	\$170	\$170	CONST	2017
Move Out		KIOWA	C-4806-01	Signing on Major Collectors in Kiowa Co	SIGN	0.0	C480(601)	HSIP	100.00	\$269	\$269	CONST	2017
Move Out		LINCOLN	C-4807-01	Maj Coll in Co W of K-14 Except RS-395 from RS-1596 to RS-396	SIGN	0.0	C489(701)	HSIP	100.00	\$166	\$166	CONST	2017
Move Out		MCPHERSON	C-4808-01	Signing on Major Collectors in McPherson Co	SIGN	0.0	C480(801)	HSIP	100.00	\$237	\$237	CONST	2017
Chg Cost/Dscrp		MARSHALL	C-4809-01	Maj Collectors in Co Except RS-435 & RS-1222 in Blue Rapids	SIGN	0.0	C480(901)	HSIP	100.00	\$215	\$215	CONST	2016
Move Out		NESS	C-4811-01	Signing on Major Collectors in Ness Co	SIGN	0.0	C481(101)	HSIP	100.00	\$146	\$146	CONST	2017
Move Out		PAWNEE	C-4812-01	Signing on Major Collectors in Pawnee Co	SIGN	0.0	C481(201)	HSIP	100.00	\$129	\$129	CONST	2017
Move Out		POTTAWATOMIE	C-4813-01	Signing on Major Collectors in Pottawatomie Co	SIGN	0.0	C481(301)	HSIP	100.00	\$319	\$319	CONST	2017
Move Out		REPUBLIC	C-4814-01	Signing on Major Collectors in Republic Co	SIGN	0.0	C481(401)	HSIP	100.00	\$183	\$183	CONST	2017
Move Out		RICE	C-4815-01	Signing on Major Collectors in Rice Co	SIGN	0.0	C481(501)	HSIP	100.00	\$124	\$124	CONST	2017
Chg Cost		OSAGE	C-4844-01	W 157th St over Switzler Cr 1.7 Mi N & 1.4 Mi W of Burlingame	BRRPL	0.0	C484(401)	STP	80.00	\$445	\$356	CONST	2017
Chg Cost		OSAGE	C-4844-01	W 157th St over Switzler Cr 1.7 Mi N & 1.4 Mi W of Burlingame	BRRPL	0.0	C484(401)	C0070	20.00	\$445	\$89	CONST	2017
Chg Cost/Dscrp		LINCOLN	C-4849-01	Maj Coll in Co E of K-14 Except RS-393 from 260th to RS-394	SIGN	0.0	C484(901)	HSIP	100.00	\$197	\$197	CONST	2017
Chg Dscrp		PAWNEE	C-4852-01	Maj Coll in N 1/3 Co Except RS-524 in Burdett & RS-975 in Rozel	SIGN	0.0	C485(201)	HSIP	100.00	\$320	\$320	CONST	2017
Add		CRAWFORD	C-4856-01	260th from K-171 to K-126 & 200th from 570th to 590th	GR	7.0	C485(601)	HSIP	90.00	\$373	\$336	CONST	2018
Add		CRAWFORD	C-4856-01	260th from K-171 to K-126 & 200th from 570th to 590th	GR	7.0	C485(601)	C0019	10.00	\$373	\$37	CONST	2018
Chg Dscrp		REPUBLIC	C-4862-01	Maj/Min Coll in W 1/2 Co Except Grant St in Courtland	SIGN	0.0	C486(201)	HSIP	100.00	\$322	\$322	CONST	2018
Chg Dscrp		RICE	C-4863-01	Maj/Min Coll in NE Qrtr Co Except RS-986 in Genesee/Ave B	SIGN	0.0	C486(301)	HSIP	100.00	\$102	\$102	CONST	2018
Add		STATEWIDE	C-4864-01	Statewide Pin & Hanger Bridge Inspection	STUDY	0.0	C486(401)	STP	80.00	\$100	\$80	PE	2016
Add		STATEWIDE	C-4864-01	Statewide Pin & Hanger Bridge Inspection	STUDY	0.0	C486(401)	ACSTP	80.00	\$846	\$677	PE	2016
Add		STATEWIDE	C-4864-01	Statewide Pin & Hanger Bridge Inspection	STUDY	0.0	C486(401)	C0106	20.00	\$946	\$189	PE	2016
Cnvrt AC		STATEWIDE	C-4864-01	Statewide Pin & Hanger Bridge Inspection	STUDY	0.0	C486(401)	STP	80.00	\$286	\$229	PE	2017
Cnvrt AC		STATEWIDE	C-4864-01	Statewide Pin & Hanger Bridge Inspection	STUDY	0.0	C486(401)	STP	80.00	\$110	\$88	PE	2018
Cnvrt AC		STATEWIDE	C-4864-01	Statewide Pin & Hanger Bridge Inspection	STUDY	0.0	C486(401)	STP	80.00	\$167	\$134	PE	2019
Cnvrt AC		STATEWIDE	C-4864-01	Statewide Pin & Hanger Bridge Inspection	STUDY	0.0	C486(401)	STP	80.00	\$283	\$226	PE	2020

MAY STIP AMENDMENT  
FEDERAL FISCAL YEAR 2016-2019 STIP

DISPOSITION	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO-RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO OBLIGATE (\$1,000's)	WORK PHASE	PLANNED YEAR OBLIGATION
Chg Cost		STATEWIDE	K-8291-15	KDOT Work Zone Safety Public Awareness Campaign	PE	0.0	K829(115)	STP	80.00	\$300	\$240	PE	2016
Chg Cost		STATEWIDE	K-8291-15	KDOT Work Zone Safety Public Awareness Campaign	PE	0.0	K829(115)	K	20.00	\$300	\$60	PE	2016
Chg Dscrp	US-166	CHEROKEE	KA-1005-02	US-166/US-400 Jct E & SE to KS/MO State Line	PE	5.6	A100(502)	ACNHP	80.00	\$3,400	\$2,720	PE	2017
Chg Dscrp	US-166	CHEROKEE	KA-1005-02	US-166/US-400 Jct E & SE to KS/MO State Line	PE	5.6	A100(502)	K	20.00	\$3,400	\$680	PE	2017
Chg Dscrp	US-166	CHEROKEE	KA-1005-02	US-166/US-400 Jct E & SE to KS/MO State Line	PE	5.6	A100(502)	NHPP	80.00	\$3,400	\$2,720	PE	2019
Cnvt AC	US-83	HASKELL	KA-1008-07	US-83/US-56 Intersection near Sublette	GRSU	0.3	A100(802)	NHPP	80.00	\$5,200	\$4,160	CONST	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	ACNHP	80.00	\$13,100	\$10,480	CONST	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	K	20.00	\$13,100	\$2,620	CONST	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	NHPP	80.00	\$13,100	\$10,480	CONST	2018
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	NHPP	80.00	\$869	\$695	PE	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	K	20.00	\$869	\$174	PE	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	BRF	80.00	\$51	\$41	PE	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	K	20.00	\$51	\$10	PE	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	K	100.00	\$400	\$400	ROW	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	ACNHP	80.00	\$455	\$364	UTIL	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	K	20.00	\$455	\$91	UTIL	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	NHPP	80.00	\$455	\$364	UTIL	2018
Cnvt AC	I-135	MCPHERSON	KA-2366-01	Jct of I-135 & Mohawk Rd	GRBRS	1.0	1351(215)	NHPP	90.00	\$7,760	\$6,984	CONST	2016
Cnvt AC	I-135	MCPHERSON	KA-2366-01	Jct of I-135 & Mohawk Rd	GRBRS	1.0	1351(215)	NHPP	90.00	\$810	\$729	PE	2016
Cnvt AC	I-135	MCPHERSON	KA-2366-01	Jct of I-135 & Mohawk Rd	GRBRS	1.0	1351(215)	NHPP	90.00	\$261	\$235	UTIL	2016
Cnvt AC	K-15	CLAY	KA-3085-01	Br#18 over Republican Rv Drng 8.09 Mi N of K-15/K-82 Jct	BRRPL	0.0	A308(501)	STP	80.00	\$856	\$685	CONST	2016
Cnvt AC	K-15	CLAY	KA-3085-01	Br#18 over Republican Rv Drng 8.09 Mi N of K-15/K-82 Jct	BRRPL	0.0	A308(501)	STP	80.00	\$160	\$128	PE	2016
Cnvt AC	K-15	CLAY	KA-3085-01	Br#18 over Republican Rv Drng 8.09 Mi N of K-15/K-82 Jct	BRRPL	0.0	A308(501)	STP	80.00	\$30	\$24	UTIL	2016
Chg Cost	US-56	MORRIS	KA-3089-01	Br#5 over Haun Cr 1.65 Mi E of US-56/K-149 Jct	BRRPL	0.0	A308(901)	ACSTP	80.00	\$154	\$123	PE	2016
Chg Cost	US-56	MORRIS	KA-3089-01	Br#5 over Haun Cr 1.65 Mi E of US-56/K-149 Jct	BRRPL	0.0	A308(901)	K	20.00	\$154	\$31	PE	2016
Chg Cost	US-56	MORRIS	KA-3089-01	Br#5 over Haun Cr 1.65 Mi E of US-56/K-149 Jct	BRRPL	0.0	A308(901)	STP	80.00	\$154	\$123	PE	2017
Chg Cost	US-56	MORRIS	KA-3089-01	Br#5 over Haun Cr 1.65 Mi E of US-56/K-149 Jct	BRRPL	0.0	A308(901)	K	100.00	\$9	\$9	ROW	2016
Chg Cost	US-56	MORRIS	KA-3089-01	Br#5 over Haun Cr 1.65 Mi E of US-56/K-149 Jct	BRRPL	0.0	A308(901)	ACSTP	80.00	\$15	\$12	UTIL	2016
Chg Cost	US-56	MORRIS	KA-3089-01	Br#5 over Haun Cr 1.65 Mi E of US-56/K-149 Jct	BRRPL	0.0	A308(901)	K	20.00	\$15	\$3	UTIL	2016
Chg Cost	US-56	MORRIS	KA-3089-01	Br#5 over Haun Cr 1.65 Mi E of US-56/K-149 Jct	BRRPL	0.0	A308(901)	STP	80.00	\$15	\$12	UTIL	2017
Chg Cost	US-56	MORRIS	KA-3089-01	Br#5 over Haun Cr 1.65 Mi E of US-56/K-149 Jct	BRRPL	0.0	A308(901)	ACSTP	80.00	\$880	\$704	CONST	2016
Chg Cost	US-56	MORRIS	KA-3089-01	Br#5 over Haun Cr 1.65 Mi E of US-56/K-149 Jct	BRRPL	0.0	A308(901)	K	20.00	\$880	\$176	CONST	2016
Chg Cost	US-56	MORRIS	KA-3089-01	Br#5 over Haun Cr 1.65 Mi E of US-56/K-149 Jct	BRRPL	0.0	A308(901)	STP	80.00	\$880	\$704	CONST	2017
Add	US-81	SUMNER	KA-3108-01	Br#53 over Ninnescah Rv Drng 3.14 Mi N of US-81/K-55 Jct	BRRPL	0.0	A310(801)	K	100.00	\$15	\$15	ROW	2016
Add	US-81	SUMNER	KA-3108-01	Br#53 over Ninnescah Rv Drng 3.14 Mi N of US-81/K-55 Jct	BRRPL	0.0	A310(801)	ACSTP	80.00	\$15	\$12	UTIL	2017
Add	US-81	SUMNER	KA-3108-01	Br#53 over Ninnescah Rv Drng 3.14 Mi N of US-81/K-55 Jct	BRRPL	0.0	A310(801)	K	20.00	\$15	\$3	UTIL	2017
Add	US-81	SUMNER	KA-3108-01	Br#53 over Ninnescah Rv Drng 3.14 Mi N of US-81/K-55 Jct	BRRPL	0.0	A310(801)	STP	80.00	\$15	\$12	UTIL	2022
Chg Cost	US-160	MEADE	KA-4011-01	Br#14 over Gyp Cr 11.07 Mi E of US-160/US-54 Jct	BRRPL	0.0	A401(101)	ACSTP	80.00	\$2,100	\$1,680	CONST	2016
Chg Cost	US-160	MEADE	KA-4011-01	Br#14 over Gyp Cr 11.07 Mi E of US-160/US-54 Jct	BRRPL	0.0	A401(101)	K	20.00	\$2,100	\$420	CONST	2016

MAY STIP AMENDMENT  
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DISPOSITION	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO OBLIGATE (\$1,000's)	WORK PHASE	PLANNED YEAR OBLIGATION
Chg Cost	US-160	MEADE	KA-4011-01	Br#14 over Gyp Cr 11.07 Mi E of US-160/US-54 Jct	BRRPL	0.0	A401(101)	STP	80.00	\$2,100	\$1,680	CONST	2018
Chg Cost		BARTON	TE-0375-01	Overlook on K-4 Highway	LNDBT	0.0	T037(501)	TEA	80.00	\$173	\$138	CONST	2016
Chg Cost		BARTON	TE-0375-01	Overlook on K-4 Highway	LNDBT	0.0	T037(501)	C0005	20.00	\$173	\$35	CONST	2016
Chg Cost		ATCHISON	TE-0411-01	Ped/Bike Path in the City of Atchison	PEDBI	0.0	T041(101)	TA	80.00	\$1,905	\$1,524	CONST	2016
Chg Cost		ATCHISON	TE-0411-01	Ped/Bike Path in the City of Atchison	PEDBI	0.0	T041(101)	U0040	20.00	\$1,905	\$381	CONST	2016
Chg Cost		FRANKLIN	TE-0413-01	Ped/Bike Path in the City of Ottawa	PEDBI	0.0	T041(301)	TA	80.00	\$315	\$252	CONST	2016
Chg Cost		FRANKLIN	TE-0413-01	Ped/Bike Path in the City of Ottawa	PEDBI	0.0	T041(301)	U0540	20.00	\$315	\$63	CONST	2016
Chg Cost		CLOUD	TE-0414-01	Ped/Bike Path in the City of Concordia	PEDBI	0.0	T041(401)	TA	80.00	\$795	\$636	CONST	2017
Chg Cost		CLOUD	TE-0414-01	Ped/Bike Path in the City of Concordia	PEDBI	0.0	T041(401)	U0150	20.00	\$795	\$159	CONST	2017
Chg Cost		SHERMAN	TE-0418-01	Replacement of Historic Brick Street in Goodland	ROHTB	0.0	T041(801)	TA	75.00	\$546	\$410	CONST	2016
Chg Cost		SHERMAN	TE-0418-01	Replacement of Historic Brick Street in Goodland	ROHTB	0.0	T041(801)	U0270	25.00	\$546	\$137	CONST	2016
Chg Cost		CRAWFORD	TE-0419-01	Streetscape Improvements Downtown Girard	LNDBT	0.0	T041(901)	TA	80.00	\$1,786	\$1,429	CONST	2016
Chg Cost		CRAWFORD	TE-0419-01	Streetscape Improvements Downtown Girard	LNDBT	0.0	T041(901)	U0260	20.00	\$1,786	\$357	CONST	2016
Chg Cost		BROWN	TE-0421-01	Streetscape Improvements in the Ccity of Hiawatha	LNDBT	0.0	T042(101)	TA	80.00	\$1,015	\$812	CONST	2016
Chg Cost		BROWN	TE-0421-01	Streetscape Improvements in the Ccity of Hiawatha	LNDBT	0.0	T042(101)	U0310	20.00	\$1,015	\$203	CONST	2016
Chg Cost		RENO	TE-0422-01	Streetscape in the City of Hutchinson	LNDBT	0.0	T042(201)	TA	70.00	\$1,600	\$1,120	CONST	2016
Chg Cost		RENO	TE-0422-01	Streetscape in the City of Hutchinson	LNDBT	0.0	T042(201)	U0350	30.00	\$1,600	\$480	CONST	2016
Chg Cost		BARTON	TE-0423-01	Overlook on K-4 2.2 Mi E of Redwing	LNDBT	0.0	T042(301)	TA	80.00	\$235	\$188	CONST	2016
Chg Cost		BARTON	TE-0423-01	Overlook on K-4 2.2 Mi E of Redwing	LNDBT	0.0	T042(301)	C0005	20.00	\$235	\$47	CONST	2016
Chg Cost		FINNEY	U-0218-01	City of Holcomb Safe Routes to School	PEDBI	0.0	U021(801)	SRTS	80.00	\$250	\$200	CONST	2016
Chg Cost		FINNEY	U-0218-01	City of Holcomb Safe Routes to School	PEDBI	0.0	U021(801)	U0631	20.00	\$250	\$50	CONST	2016
Chg Cost		FINNEY	U-0218-01	City of Holcomb Safe Routes to School	PEDBI	0.0	U021(801)	U0631	100.00	\$21	\$21	CONST	2016
Add		STATEWIDE	X-2216-17	Statewide PE for Railroad Inspections	FLTSG	0.0	X221(617)	HSIP	100.00	\$200	\$200	PE	2016
Chg FF/Cnvr AC		HARVEY	X-2918-01	KS&O RR Xing & Hickory Rd at Hesston	FLTSG	0.0	X291(801)	RRS	100.00	\$196	\$196	CONST	2016
Chg Cost		LABETTE	X-2928-01	UP RR Xing & Udall Rd 2 Mi NW of Oswego	FLTSG	0.0	X292(801)	ACHSP	100.00	\$304	\$304	CONST	2016
Chg Cost/Cnvr AC		LABETTE	X-2928-01	UP RR Xing & Udall Rd 2 Mi NW of Oswego	FLTSG	0.0	X292(801)	RRP	100.00	\$304	\$304	CONST	2016
Chg FF/Cnvr AC		MONTGOMERY	X-2935-01	SK&O RR Xing & 5200 St N of Cherryvale	FLTSG	0.0	X293(501)	RRS	100.00	\$236	\$236	CONST	2016
Add		HARVEY	X-2965-01	UPRR Xing & E 125th St N on SG/HV Co Ln	FLTSG	0.0	X296(501)	ACHSP	100.00	\$291	\$291	CONST	2016
Add		HARVEY	X-2965-01	UPRR Xing & E 125th St N on SG/HV Co Ln	FLTSG	0.0	X296(501)	HSIP	100.00	\$291	\$291	CONST	2017

## KDOT Cash-Flow Worksheet

KDOT - All Agency Funds					
(\$000)	2016	2017	2018	2019	FY 2016-2019
<b>BEGINNING BALANCE</b>	655,824	686,478	293,406	298,097	
<b>Resources</b>					
Motor Fuel Taxes	437,833	439,133	440,433	441,733	1,759,132
Sales & Compensating Tax	518,253	534,771	554,820	575,621	2,183,465
Registration Fees	206,000	206,000	206,000	206,000	824,000
Drivers Licenses Fees	7,090	7,090	7,090	7,090	28,360
Special Vehicle Permits	2,763	2,763	2,763	2,763	11,052
Interest on Funds	4,686	5,225	6,175	3,806	19,892
Misc. Revenues	18,843	14,920	10,487	10,530	54,780
Transfers:	4,813	1,401	1,401	1,401	9,016
Motor Carrier Property Tax	-	-	-	-	-
Transfers Out	(435,563)	(400,054)	(108,630)	(110,272)	(1,054,519)
Subtotal	764,718	811,249	1,120,539	1,138,672	3,835,178
<b>Federal and Local Construction Reimbursement</b>					
Federal Reimbursement - SHF	213,088	260,239	255,131	254,113	982,571
Local Construction - Federal	49,821	70,732	72,605	62,085	255,243
Local Construction - Local	17,510	21,652	32,551	22,956	94,669
Miscellaneous Federal Aid	33,147	35,631	35,631	35,631	140,040
Subtotal Federal & Local	313,566	388,254	395,918	374,785	1,472,523
Total before Bonding	1,078,284	1,199,503	1,516,457	1,513,457	5,307,701
<b>Bond Sales (par)</b>	488,243	-	-	-	488,243
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	488,243	-	-	-	488,243
<b>Net TRF Loan Transactions</b>	5,074	5,087	2,974	2,660	15,795
<b>TOTAL RECEIPTS</b>	1,571,601	1,204,590	1,519,431	1,516,117	5,811,739
<b>AVAILABLE RESOURCES</b>	2,227,425	1,891,068	1,812,837	1,814,214	

The following revenue estimates are currently being used:

April 2015 State Consensus Revenue Estimating Group

November 2014 Highway Revenue Estimating Group

Debt Service updated August 2014

## KDOT Cash-Flow Worksheet

EXPENDITURES:	2016	2017	2018	2019	FY 2016-2019
<b>Maintenance</b>	131,586	136,235	136,832	140,253	544,906
<b>Construction</b>					
Preservation	362,187	330,658	287,716	383,359	1,363,920
Modernization	27,038	66,801	112,424	99,191	305,454
Expansion & Enhancements	291,883	321,364	250,239	206,402	1,069,888
CE & PE	115,040	116,537	91,845	95,723	419,145
Total Construction	796,148	835,360	742,224	784,675	3,158,407
<b>Modes</b>					
Aviation	7,711	5,954	5,336	5,118	24,119
Public Transit	35,543	38,028	38,028	38,028	149,627
Rail	13,944	9,083	7,410	6,850	37,287
Total Modes	57,198	53,065	50,774	49,996	211,033
<b>Local Support</b>					
SC&CHF	147,224	147,674	148,111	148,548	591,557
Local Federal Aid Projects	68,590	69,055	88,697	70,473	296,815
Local Partnership Programs	64,332	68,042	63,791	52,292	248,457
City Connecting Links	3,360	3,360	3,360	3,360	13,440
Agency Operations	7,306	7,243	7,307	7,489	29,345
Other	11,940	12,772	10,781	9,584	45,077
Total Local Support	302,752	308,146	322,047	291,746	1,224,691
<b>Administration &amp; Transportation Planning</b>	57,666	57,960	58,338	59,771	233,735
Buildings	6,188	7,128	7,435	7,621	28,372
Total	63,854	65,088	65,773	67,392	262,107
<b>TOTAL before Debt Service</b>	1,351,538	1,397,894	1,317,650	1,334,062	5,401,144
<b>Debt Service</b>	189,410	199,767	197,092	200,572	786,841
<b>TOTAL EXPENDITURES</b>	1,540,948	1,597,661	1,514,742	1,534,634	6,187,985
<b>ENDING BALANCE</b>	686,478	293,406	298,097	279,580	
<b>Minimum Ending Balance Requirement</b>	304,779	282,371	285,441	298,571	
<b>AVAILABLE ENDING FUND BALANCE:</b>	381,699	11,035	12,656	(18,991)	
	2016	2017	2018	2019	Total FY 2016-2019

**Required Ending Balances reflect:**

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



### STIP Amendment Disposition Key

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

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## COMMENTS RECEIVED ON MAY AMENDMENT TO KANSAS FFY 2016-2019 STIP

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- 1) **Received a favorable comment from concerned Kansas citizen regarding projects 56-05 KA-2051-01 and 56-05 KA-2051-02 which appears in the May Amendment.** No action was taken in the STIP document. The comment received was forwarded to the appropriate KDOT personnel and the telephone number for the District Engineer in the region was provided to the caller.

No other comments were received and no changes were made to the STIP Amendment as a result of comments received.

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**Administrative Modification #2  
(as of 04/18/2016) to the  
Kansas FFY 2016-2019 STIP**

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The attached administrative modification to the Kansas FFY 2016-2019 Statewide Improvement Program (STIP) updates the Federal Lands & Tribal Transportation Programs narrative section of the STIP concerning projects in Kansas- page 57. The Federal Lands Highway (FLH) information web link information has been updated to the current link to the Central Federal Lands Highway (CFLH) Transportation Improvement Program (TIP)- page 58. Additionally, the project listing for CFLH which includes the State of Kansas has been added to the section.

# Federal Lands & Tribal Transportation



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## FEDERAL LANDS & TRIBAL TRANSPORTATION PROGRAMS

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The Federal Lands Highway program was established in 1983 and functions to provide funding and technical assistance through programs that serve the transportation needs of the Federal and Indian lands. With the passage of MAP-21 the core programs have undergone some changes but are essentially still intact.

Under MAP-21 three core programs: the Federal Lands Transportation (FLT), the Federal Lands Access (FLA) and the Tribal Transportation (TT) were established to ensure that all federally owned public roads and tribal transportation facilities are treated under uniform policies in a manner similar to those in effect for federal-aid highways and other public transportation and transportation related facilities. Funding is provided for several categories of FLT projects that improve access within national forests and national recreational areas or on infrastructure owned by the Federal government. The FLA program provides funding for projects for improvements in access to infrastructures owned by States and local public authorities (LPAs). A new requirement of this program is the need for States to provide a non-Federal match for the program funds. Under the third core program, the TT program, funding is provided for projects that improve access into and within Tribal

lands. This program is essentially a continuation of the former Indian Reservation Roads program under SAFETEA-LU with the addition of set asides for tribal bridge projects and tribal safety projects. The bridge set aside replaces the Indian Reservation Road Bridge program that was eliminated under MAP-21.

Additionally, MAP-21 establishes a new fourth discretionary program, the Tribal High Priority Projects (THPP) program. This new program is modeled after the former Indian Reservation Roads High Priority Projects program. Funds from this program are to aid in the completion of the high priority projects that Indian Tribes are unable to complete using only the TT funds they have been allocated. In addition to supplementing TT funding for high priority projects, projects for transportation facilities that have been rendered unusable or impassible as the result of an emergency or disaster are given priority.

### **Federal Lands Highway Projects**

Currently, there are four FLH projects under construction or in development in Kansas. If future projects arise during the year, the projects will be added to KDOT's STIP using the amendment process. The FLH program is administered by the Office of Federal

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Lands Highway. To learn more about the FLH projects and their programs visit the website at the following link:

<http://flh.fhwa.dot.gov/>

and for a list of projects in Kansas visit the following link:

<http://flh.fhwa.dot.gov/programs/flpp/tip/cfl.htm>.

All four Nations, have projects anticipated during the STIP years. Following are the most recent TIPs for each of the four Nations listing the projects committed.

## **Tribal Transportation Projects**

Four Indian Nations have reservations contained or partially contained within the State of Kansas. These Nations receive federal funding for roads and bridges from the two programs outlined above. The funds for the tribal lands are administered jointly by the Bureau of Indian Affairs (BIA) - Division of Transportation and the Office of Federal Lands Highway. To learn more about the BIA visit their website at the following link: <http://www.bia.gov/>.

The four Indian Nations in Kansas are:

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

***Kickapoo Nation of Kansas,***  
**located in Brown County, Kansas**

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

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

## CFLHD FY 2016 - FY 2019 Transportation Improvement Program (MidYear Update)

Project Name	Program Year	State	County	Cong. District	Primary Fund Source	Project Description	Category	FLMA Region	FLMA Unit	Phase	Delivered by	Total Program Amount (range)
<b>ARIZONA</b>												
AZ ERFO GLCA 409(1) LEES FERRY RANCH HOUSE ACCESS	FY16	AZ	Coconino	AZ-1	ERFO	Shoulder stabilization	Other	NPS-IMR	Glen Canyon NRA	Preliminary Engineering	CFLHD	Less than 500,000
AZ FLAP 234(3) LAKE MARY ROAD	FY17	AZ	Coconino	AZ-1	FLAP	Reconstruct and widen 5.3 miles of roadway from MP 312.2 and MP 317.5, rehabilitate Willow Valley Creek Bridge	3R4R	FS-R3	Coconino NF	Preliminary Engineering	CFLHD	Between \$500,001 and \$1,000,000
AZ FTNP GRCA 11(4) DESERT VIEW	FY17	AZ	Coconino	AZ-1	FLTP	Scope entire corridor MP 0-7.5; Total length is 24.85 miles; HPMA - MP 0.0 - 4.24 - L3R for 2011-2015, H3R for 2016-2020; HPMA - MP 5.66 - 7.5 - L3R for 2011-2015, H3R for 2016-2020	3R	NPS - IMR	Grand Canyon NP	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
AZ FLAP 439(1) MARTINEZ LAKE ROAD	FY18	AZ	Yuma	AZ-4	FLAP	Reconstruct 5.89 miles of existing 26 foot wide road to a new paved width of 28 feet with 8 foot gravel shoulders	4RBR	FWS-R2	Imperial NWR	Preliminary Engineering	CFLHD	More than \$10,000,000
AZ FTNP SAGU 12(1) KINNEY ROAD	FY18	AZ	Pima	AZ-3	FLTP	Rehabilitate and provide drainage repairs on 2.74 miles of Kinney Road	3R	NPS - IMR	Saguaro National Park	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
<b>CALIFORNIA</b>												
CA ERFO SHASTA NF 42N13(1) PILGRIM CREEK ROAD	FY16	CA	Siskiyou	CA-1	ERFO	Replacement of two culverts and minor channel stabilization on Pilgrim Creek Road and	Other	FS-R5	Shasta-Trinity NF	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA ERFO DEVA 11(1) BONNIE CLARE ROAD	FY16	CA	Inyo	CA-8	ERFO	Reconstruct and repair 8 miles of Bonnie Claire Road	Other	NPS-PWR	Death Valley NP	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA ERFO DEVA 15(1) BADWATER ROAD	FY16	CA	Inyo	CA-8	ERFO	40-50 miles of shoulder repair on Badwater Road and complete reconstruction for 1 mile on spot locations.	Other	NPS-PWR	Death Valley NP	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA FLAP 10089(1) DOLLAR CREEK TRAIL	FY16	CA	Placer	CA-4	FLAP	Construct 1.5 mile bikeway Near Truckee River Bridge.	Trail	FS-R5	Lake Tahoe Basin Mgmt Unit	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA FLAP SR89(1) TRUCKEE RIVER BRIDGE	FY16	CA	Placer	CA-4	FLAP	Realign 1 mile SR 89 with bridge plus construct 1.5 miles bikeway.	4RBR	FS-R5	Lake Tahoe Basin Mgmt Unit	Preliminary Engineering	CFLHD	More than \$10,000,000
CA FTFS 03s11(1) REDS MEADOW ROAD PEL STUDY	FY16	CA	Mono	CA-8	FLTP	Planning & Environmental linkages study to examine feasible solutions to improvements on Reds Meadow Road.	Study	FS-R5	Inyo NF	Planning	CFLHD	Less than 500,000
CA FTNP GOGA PRES 1(15) GOLDEN GATE NRA TUNNEL PRESERVATION	FY16	CA	Marin	CA-2	FLTP	Repair Baker Barry Tunnel Lining	Other	NPS-PWR	Golden Gate NRA	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA FTNP YOSE 14(5) SOUTH ENTRANCE WAWONA ROAD	FY16	CA	Mariposa	CA-4	FLTP	Rehab Wawona Road from MP 0.0 to MP 2.6 (3R) AND Rehabilitate and Realign Roads and	3R	NPS-PWR	Yosemite NP	Not Started	CFLHD	Between \$5,000,001 and \$10,000,000
CA FTNP YOSE 500(2) & 16(7) VALLEY LOOP & EL PORTAL ROADS	FY16	CA	Mariposa	CA-4	FLTP	Rehabilitate four miles of Yosemite	3R	NPS-PWR	Yosemite NP	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
CA FTNP JOTR 12(99) DRAINAGE STUDY	FY16	CA	Riverside	CA-36	FLTP	Drainage Study	Study	NPS-PWR	Joshua Tree NP	Planning	CFLHD	Less than \$500,000
CA HBP TRI CR104(1) ET AL TRINITY COUNTY HBP BRIDGES	FY16	CA	Trinity	CA-2	HBP	Replace five bridges in Trinity County with new structures that meet current design standards.	BR	FS-R5	N/A	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
CA FLAP TR10099(1) BALD HILLS ROAD	FY16	CA	Humboldt	CA-1	FLAP	Pave a 2.7 mile section of gravel surfaced road along Bald Hills Road	4R	FS-R5	Six Rivers NF	Preliminary Engineering	Humboldt Cnty/Yurok Tribe	Between \$1,000,000 and \$5,000,000
CA FTFS 6505(2) LONG CANYON	FY16	CA	Orange	CA-48	FLTP	Pave/Resurface 1.6 miles of Long Canyon Rd.	3R	FS-R5	Cleveland NF	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
CA FLAP PLU CR411(1) BUCKS LAKE ROAD	FY17	CA	Plumas	CA-1	FLAP	Slope stabilization and road repair study for a potential realignment to provide a clear zone for any future potential rockfall.	Study	FS-R5	Plumas NF	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA FLAP 36(13) STATE ROAD 36 HUMBOLDT COUNTY	FY17	CA	Humboldt	CA-2	FLAP	Reconstruct 4.4 miles including bridge between MP 1-HUM-36-36.1 and MP 1-HUM-36-40.5	4RBR	FS-R5	Six Rivers NF, Shasta-Trinity NF	Preliminary Engineering	CFLHD	More than \$10,000,000
CA FLAP SR89(2) MEEKS BAY	FY17	CA	Placer	CA-4	CA ATP	Construct Meeks Bay Trail	Trail	FS-R5	Lake Tahoe Basin Mgmt Unit	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA FTFW/FLAP DOED 10(3) LA RIVIERE MARSH BRIDGE & MARSHLANDS ROAD	FY17	CA	Alameda	CA-17	FLAP	Reconstruct 0.5 mile from Thornton Avenue to Don Edwards NWR visitor center and replace LaRiviere Marsh Bridge	4R	FWS-R8	Don Edwards SF Bay NWR	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA FTFW MODO TRAIL(1) MODOC TRAIL	FY17	CA	Modoc	CA-1	FLTP	Construct 1.78 miles of paved multi-use trail access to Modoc NWR.	Other	FWS-R8	Modoc NWR	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
CA FTFW COLU 10(2) ELEVATE OHAIR ROAD AND SIGNAGE	FY17	CA	Calusa	CA-3	FLTP	Safety improvements to access points of Sacramento River and Colusa NWRs	4R	FWS-R8	Sacramento River NWR, Colusa NWR	Not Started	CFLHD	Less than 500,000
CA FTBL 67110(1) GECKO ROAD	FY17	CA	Imperial	CA-51	FLTP	Rehabilitate and resurface 7.7 miles of Gecko Road	3R	EI Centro Field Office	Imperial Sand Dunes	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
CA FTNP SEKI 10 (10) GENERALS HIGHWAY	FY17	CA	Tulare	CA-23	FLTP	Rehabilitate 1 Mile Generals Highway (Deer Ridge to Eleven Range)	4R	NPS-PWR	Sequoia-Kings Canyon NP	Preliminary Engineering	CFLHD	More than \$10,000,000
CA FTNP SEKI 10(12) GENERALS HIGHWAY	FY18	CA	Tulare	CA-23	FLTP	Rehabilitate and resurface 8.7 miles of f the Generals Hwy Little Baldy North to Pythian Camp Road	3R	NPS-PWR	Sequoia-Kings Canyon NP	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
CA FLAP LA CR2N40(1) SANTA ANITA CANYON ROAD	FY18	CA	Los Angeles	CA-27	FLAP	Rehabilitate 3.19 miles of Santa Anita Canyon Road	3R	FS-R5	Angeles NF	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA FLAP TRI CR502(1)&511(1) RUTH ZENIA ROAD AND VAN DUZEN ROAD	FY18	CA	Trinity	CA-2	FLAP	Road reconstruction and widening on portions of Van Duzen Road (CR 511) totaling 3.6 miles and Ruth-Zenia Road (CR 502) totaling 1.6 miles	4R	FS-R5	Six Rivers NF	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
CA FLAP SD SR94(1) CAMPO ROAD	FY18	CA	San Diego	CA-53	FLAP	Improvements at the SR94/Millar Ranch Road intersection and construction of a parking lot	4R	FWS-R8	San Diego NWR	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000



## CFLHD FY 2016 - FY 2019 Transportation Improvement Program (MidYear Update)

Project Name	Program Year	State	County	Cong. District	Primary Fund Source	Project Description	Category	FLMA Region	FLMA Unit	Phase	Delivered by	Total Program Amount (range)
CA FLAP 460507(1) BUCHANAN RD	FY18	CA	Tuolumne	CA-4	FLAP	Reconstruct 1.8 miles, rehabilitate 0.6 mile and replace bridge from Tuolumne Road North to Fish Hatchery Road.	4RBR	FS-R5	Stanislaus NF	Preliminary Engineering	CFLHD	More than \$10,000,000
CA FLAP SCR T5(1) MONTEREY BAY SANCTUARY SCENIC TRAIL	FY18	CA	Santa Cruz	CA-18	FLAP	Construct 15 miles of new multi-use bicycle/pedestrian trails providing access to BLM Federal Lands	Other	BLM-CA	Ukiah Field Office	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
CA FTFW COLE STUDY TRAFFIC STUDY	FY18	CA	Shasta	CA-1	FLTP	Traffic study for overflow parking	Study	FWS-R6	Coleman NFH	Planning	CFLHD	Less than 500,000
CA FLAP MRN CR107(1) MUIR WOODS ROAD	FY19	CA	Marin	CA-2	FLAP	Rehabilitate 2.48 miles of Muir Woods Road	4R	NPS-PWR	Muir Woods NP	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA FLAP MAD CR26(1) ET AL AVENUE 26 AND ROAD 29	FY19	CA	Madera	CA-19	FLAP	Rehabilitate and resurface Avenue 26 (SH 99) and and Road 29 towards the Eastman Lake entrance	3R	ACOE-South Pacific Division	Eastman Lake	Preliminary Engineering	CFLHD	More than \$10,000,000
CA FLAP MER CR337(1) WOLFSEN ROAD	FY19	CA	Merced	CA-18	FLAP	Rehabilitate 1.7 miles of Wolfesen Road from State Route 165 to the boundary of San Luis National Wildlife Refuge.	3R	FWS-R8	San Luis NWR	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA FLAP NEV 40(1) DONNER PASS ROAD IMPROVEMENTS	FY19	CA	Nevada/Placer	CA-4	FLAP	Rehabilitate pavement and widen shoulders for bike lanes on 6.54 miles of Donner Pass Road	3R4R	FS-R5	Tahoe NF	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
CA FLAP SD SR94(1) CAMPO ROAD	FY20	CA	San Diego	CA-52	FLAP	Improvements to SR94 and construction of a parking lot south SR94 at Millar Ranch Road	3R	FWS-R8	San Diego NWR	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CA FLAP CR 393400(1) EVERGREEN ROAD	FY20	CA	Tuolumne	CA-4	FLAP	Reconstruct Evergreen Road from State Highway 120 to Mather Road (7.2 miles)	4R	FS-R5	Stanislaus NF, Yosemite NP	Preliminary Engineering	CFLHD	More than \$10,000,000
<b>COLORADO</b>												
CO FTFS 112(2) BRAINARD LAKE BRIDGE	FY16	CO	Boulder	CO-2	FLTP	Bridge Replacement	BR	FS-R2	Arapaho-Roosevelt NF	Preliminary Engineering	CFLHD	Less than 500,000
CO FLAP 102(1) BRAINARD LAKE ROAD	FY16	CO	Boulder	CO-2	FLAP	Reconstruct 2.5 miles with widening for full lane widths	4R	FS-R2	Arapaho-Roosevelt NF	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CO FLAP 301(1) RED DIRT BRIDGE	FY16	CO	Eagle	CO-3	FLAP	Replace 200 foot long bridge with two lane structure over Colorado River	4RBR	FS-R2	White River NF	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CO OMAD 300(61A) MINUTEMAN MISSILE ACCESS ROAD	FY16	CO	Various	CO-4	OMAD	Aggregate resurfacing and minor improvements to roadway layout and drainage on numerous Defense Access designated roadways through out CO, NE, & WY.	Other	DOD	various	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CO OMAD 300(61B) MINUTEMAN MISSILE ACCESS ROAD	FY16	CO	Various	CO-4	OMAD	Aggregate resurfacing and minor improvements to roadway layout and drainage on numerous Defense Access designated roadways through out CO, NE, & WY.	Other	DOD	various	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CO NPS GRSA 10(2) CULVERT REPAIR ON MAIN ROAD	FY16	CO	Various	CO-3	FLTP	Repair various culverts on Main Road	SPOT	NPS-IMR	Great Sand Dunes NP	Preliminary Engineering	CFLHD	N/A
CO OMAD 300(62) MINUTEMAN MISSILE ACCESS ROAD	FY 17	CO	Various	CO-4	OMAD	Aggregate resurfacing and minor improvements to roadway layout and drainage on numerous Defense Access designated roadways through out CO, NE, & WY.	Other	DOD	various	Not Started	CFLHD	Between \$5,000,001 and \$10,000,000
CO FLAP 209(1) COTTONWOOD PASS	FY17	CO	Gunnison	CO-3	FLAP	Realignment and reconstruction of 13.5 miles with asphalt surfacing	4R	FS-R2	Gunnison NF	Preliminary Engineering	CFLHD	More than \$10,000,000
CO FTNP COLM 10(3) RIM ROCK ROAD	FY17	CO	Mesa	CO-3	FLTP	Resurface/3R 4.66 miles Rim Rock Drive, Repair two road failures on Rim Rock Drive at MM9.1, Rehab pavement in Tunnels 1,2&3	3R	NPS-IMR	Colorado NM	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
CO FLAP 34(1) & 36(1) MORAINA AVE & RIVERSIDE DR	FY18	CO	Larimer	CO-2	FLAP	Reconfigure travel patterns through Estes Park, CO for 0.90 miles	4R	NPS-IMR	Rocky Mountain NP	Preliminary Engineering	CFLHD	More than \$10,000,000
<b>HAWAII</b>												
HI STP SR 99(1) KIPAPA STREAM BRIDGE (ROOSEVELT)	FY16	HI	Honolulu	HI-1	STP	Bridge Replacement	BR	N/A	N/A	Preliminary Engineering	CFLHD	More than \$10,000,000
HI STP SR 50(2) BRIDGE NO. 7E	FY16	HI	Kauai	HI-2	STP	Bridge Replacement	BR	N/A	N/A	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
HI STP H1(1) HALONA STREET BRIDGE	FY16	HI	Honolulu	HI-1	STP	Bridge Replacement	BR	N/A	N/A	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
HI STP SR50(3) HANAPEPE RIVER TEMP DETOUR BRIDGE	FY16	HI	Kauai	HI-2	STP	Temporary Detour Bridge	BR	N/A	N/A	Not Started	CFLHD	Between \$1,000,000 and \$5,000,000
HI STP SR 19(1) WAIAKA STREAM BRIDGE	FY16	HI	Hawaii	HI-2	STP	Bridge Replacement	BR	N/A	N/A	Preliminary Engineering	CFLHD	More than \$10,000,000
HI STP SR56(2) KAPAA STREAM TEMP DETOUR BRIDGE	FY16	HI	Kauai	HI-2	STP	Temporary Detour Bridge	BR	N/A	N/A	Not Started	CFLHD	Between \$1,000,000 and \$5,000,000
HI NPS HALE PRES 1(16) HALEAKALA PAVEMENT PRESERVATION	FY16	HI	Maui	HI-2	FLTP	Pavement Preservation	1R	NPS-PWR	Haleakala NP	Preliminary Engineering	CFLHD	Less than 500,000
HI STP SR 50(1) HANAPEPE RIVER BRIDGE	FY17	HI	Kauai	HI-2	STP	Bridge Replacement	BR	N/A	N/A	Preliminary Engineering	CFLHD	More than \$10,000,000
HI STP SR 560(1) WAINIHA STREAM BRIDGES NOS 1, 2, and 3	FY17	HI	Kauai	HI-2	STP	Bridge Replacement	BR	N/A	N/A	Preliminary Engineering	CFLHD	More than \$10,000,000
HI STP SR 11(1) HILEA STREAM BRIDGE	FY17	HI	Hawaii	HI-2	STP	Bridge Replacement	BR	N/A	N/A	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
HI STP SR 83(1) HOOLAPA STREAM BRIDGE (NANAHU)	FY17	HI	Honolulu	HI-2	STP	Bridge Replacement	BR	N/A	N/A	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
HI STP SR 56(1) KAPAA STREAM BRIDGE & MAILIHUNA INT	FY17	HI	Kauai	HI-2	STP	Bridge Replacement	BR	N/A	N/A	Preliminary Engineering	CFLHD	More than \$10,000,000

## CFLHD FY 2016 - FY 2019 Transportation Improvement Program (MidYear Update)

Project Name	Program Year	State	County	Cong. District	Primary Fund Source	Project Description	Category	FLMA Region	FLMA Unit	Phase	Delivered by	Total Program Amount (range)
HI STP SR 83(2) KAWELA STREAM BRIDGE	FY17	HI	Maui	HI-2	STP	Bridge Replacement	BR	N/A	N/A	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
HI STP SR 11(2) NINOLE STREAM BRIDGE	FY17	HI	Hawaii	HI-2	STP	Bridge Replacement	BR	N/A	N/A	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
<b>KANSAS</b>												
KS FTFW KIRW 14(1) VARIOUS ROUTES	FY17	KS	Phillips	KS-1	FLTP	Reconstruct entrance road and auto tour route	3R/4R	FWS-R6	Kirwin NWR	Not Started	CFLHD	Between \$1,000,000 and \$5,000,000
KS FLAP RSR 236(1) CAWKER CITY CAUSEWAY	FY18	KS	Mitchell	KS-1	FLAP	Improve 0.714 miles of Causeway access and replace existing guardrail	3R/4R	USBR - Great Plains Region	Waconda Lake BR	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
KS FLAP RS 376(1) 19000 ROAD 3R	FY18	KS	Labette	KS-2	FLAP	Road rehabilitation of 6 miles of the 19000 Road	3R	ACOE - NW Division	Big Hill Lake USACE	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
KS FLAP RS 47(1) BUNKER HILL BRIDGE REPAIR	FY18	KS	Russell	KS-1	FLAP	Repair reinforced concrete bridge deck	BR	ACOE - NW Division	Wilson Lake USACE	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
<b>NORTH DAKOTA</b>												
ND FLAP CR 2(1) BRIDGE REPLACEMENT	FY16	ND	Ward	ND at-large	FLAP	Bridge replacement for CR 2 near Kenmare	BR	FWS-R6	Des Lacs NWR	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
ND FTFW CLSA 12(3)13(1)10(1) RTE 12 BR & RTE 13 RD & ENTR RD	FY16	ND	McHenry	ND at-large	FLTP	Replace Stevens Ranch Bridge and pave Headquarters Road (Route 010) within the J. Clark Salyer National Wildlife Refuge (NWR).	BR/3R	FWS-R6	J. Clark Salyer NWR	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
ND FTNP THRO 11(7) SOUTH UNIT LOOP ROAD	FY17	ND	Billings	ND at-large	FLTP	Road Rehabilitation and drainage improvements to South Unit Loop Road	3R	NPS-PWR	Theodore Roosevelt NP	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
<b>NEBRASKA</b>												
NE FLAP 31099(1) MONUMENT PEDESTRIAN-BIKE LANE	FY16	NE	Scott's Bluff	NE-3	FLAP	Trail construction	Trail	NPS-MWR	Scott's Bluff NM	Preliminary Engineering	City of Gering	Between \$500,000 and \$1,000,000
COINE OMAD H-06 ACCESS IMPROVEMENTS	FY17	NE	Cheyenne	NE-3	OMAD	Structure and roadway improvements on several Defense Access Designated routes in Nebraska	Other	DOD	various	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
NE FTFW CRLA 12(1) ISLAND LAKE LOOP ROAD	FY17	NE	Sheridan	NE-3	FLTP	Road Rehabilitation	3R	FWS-R6	Crescent Lake NWR	Not Started	CFLHD	Less than \$1,000,000
NE FLAP 7136(1) MONTROSE BRIDGE	FY18	NE	Sioux	NE-3	FLAP	Bridge replacement	BR	FS-R2	Ogalala NG	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
<b>NEW MEXICO</b>												
NM FLAP TRAIL 77000(1) EL CAMINO REAL BUCKMAN ROAD	FY17	NM	Santa Fe	NM-3	FLAP	Trail construction for a total of 13.25 miles, 4.5 miles of 10 foot wide trail with 8.75 miles of 5 foot wide trail	4R	FS-R3	Santa Fe NF	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
NM FLAP TRAIL 52000(1) 2ND STREET SW CORRIDOR PROJECT	FY17	NM	Bernalillo	NM-1	FLAP	Improvements to 2nd Street SW, Albuquerque from entrance of Valle de Oro NWR north to Mountain View Elementary School	4R	FWS-R2	Valle De Oro NWR	Preliminary Engineering	CFLHD	Between \$5,000,000 and \$10,000,000
NM FTFW BOAP 12(2) AUTO TOUR ROUTE PARKING IMPROVEMENTS	FY17	NM	Socorro	NM-2	FLTP	Improve existing pull-off parking areas, and intersection improvements	3R	FWS-R2	Bosque del Apache NWR	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
NM FLAP 100(1) SOLEDAD CANYON ROAD	FY19	NM	Doña Ana	NM-2	FLAP	Reconstruct 4.65 miles of Soledad Canyon Road	3R/4R	BLM-NM	Las Cruces District Office	Preliminary Engineering	CFLHD	Between \$5,000,000 and \$10,000,000
NM FLAP NM 152(1) NM 152 BRIDGES	FY21	NM	Various	NM-2	FLAP	Bridge Replacement	BR	FS-R3	Gila NF	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
NM FLAP US60(1) OLD US60 BRIDGE	FY22	NM	Bernalillo	NM-1	FLAP	Bridge Replacement	BR	FWS-R2	Cibola National Forest	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
<b>NEVADA</b>												
NV FLAP SR28(1) NORTH DEMO PROJECT PHASE I	FY16	NV	Carson City	NV-2	FLAP	North Demo multi-use trail, SR28 Erosion improvements	Trail	FS-R5	Lake Tahoe Basin Mgmt Unit	Preliminary Engineering	NDOT	More than \$10,000,000
NV FTFW LAHO 10(1) HATCHERY ENTRANCE RD & VISITOR PRKG	FY17	NV	Douglas	NV-2	FLTP	Repave entrance road	3R/4R	FWS-R8	Lahontan NFH	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
NV FLAP 100(1) SIERRA VISTA LANE	FY17	NV	Carson City	NV-2	FLAP	Reconstruct 2.5 miles of Sierra Vista Lane.	4R	BLM-NV	Carson City District, Sierra Front Field Office	Not Started	CFLHD	Between \$1,000,000 and \$5,000,000
NV FLAP 300(1) FOSSIL HOUSE ROAD	FY18	NV	Nye	NV-4	FLAP	Road widening and improvements to 0.21 miles of Fossil House Road.	4R	FS-R4	Humboldt-Toiyabe NF	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
NV FLAP 200(1) BEAVER DAM ROAD	FY18	NV	Lincoln	NV-4	FLAP	Reconstruction to 2.12 miles of Beaver Dam Road	4R	BLM-NV	Ely District, Caliente Field Office	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
NV FTFW PAHR US93(1) US93 ACEL DECEL LANES AND TN POCKET	FY18	NV	Lincoln	NV-4	FLTP	Construct acceleration/deceleration lanes and turn pockets from SR93 to visitor center and campground entrance roads	SPOT	FWS-R8	Pahrnagat NWR	Not Started	CFLHD	Between \$500,000 and \$1,000,000
<b>OKLAHOMA</b>												
OK ERFO WIMO SH49(1) EASTSIDE ROAD	FY16	OK	Comanche	OK-4	ERFO	Repair of several routes including culverts, asphalt pavement, replace trail bridge, and aggregate surfacing	Other	FWS- R2	Wichita Mountain NWR	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
OK FLAP 0600(1) WEKIWA ROAD	FY17	OK	Tulsa	OK-1	FLAP	Repave and improve 3.7 miles of Wekiwa road	3R/4R	USACE-SW	Keystone Dam	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
OK FLAP 2460(1) CANTONMENT ROAD	FY17	OK	Blaine	OK-2	FLAP	Repave 5 miles of Cantonment Road	3R	USACE-SW	Canton Lake	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
OK FLAP 5407(1) BLACKGUM LANDING ROAD	FY17	OK	Sequoyah	OK-2	FLAP	Repave 1.75 miles of Blackgum Landing Road	3R	USACE-SW	Tenkiller Lake	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000

## CFLHD FY 2016 - FY 2019 Transportation Improvement Program (MidYear Update)

Project Name	Program Year	State	County	Cong. District	Primary Fund Source	Project Description	Category	FLMA Region	FLMA Unit	Phase	Delivered by	Total Program Amount (range)
<b>SOUTH DAKOTA</b>												
SD ERFO CHEYENNE RIVER 8(1) PRAIRIE CHICKEN CREEK	FY16	SD	Dewey	SD at-large	ERFO	Repair and replace multiple large drainage crossings and box culverts	Other	BJA	Cheyenne River Sioux	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
SD FTNP BADL 10(8A) CLIFF SHELF DITCH REPAIR	FY16	SD	Various	SD at-large	FLTP	Rebuild paved ditch and reconfigure road through the Cliff Shelf area	Other	NPS - MWR	Badlands NP	Preliminary Engineering	CFLHD	Less than \$500,000
SD FTFW SALA 11(1) AUTO TOUR ROUTE	FY16	SD	Brown	SD at-large	FLTP	Repave and improve 8.7 miles of Route 011	3R	FWS-R6	Sand Lake NWR	Preliminary Engineering	CFLHD	Less than \$1,000,000
SD FLAP 238(1) SWAN CREEK ROAD	FY17	SD	Walworth	SD at-large	FLAP	Repave and improve 8.1 miles of Swan Creek Rd.	3R	USACE-NW	Lake Oahe	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
SD FLAP 104(1) WEST POLLOCK ACCESS ROAD	FY17	SD	Campbell	SD at-large	FLAP	Widen and repave 1.8 miles of 104th Street	3R4R	USACE-NW	Lake Oahe	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
<b>TEXAS</b>												
TX FLAP CR 1099(1) HAGERMAN REFUGE ROAD	FY16	TX	Grayson	TX-4	FLAP	Reconstruct and improve 4.4 miles county refuge entry road	3R4R	FWS-R2	Hagerman NWR	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
TX ERFO LAKE TEXOMA 2015 VARIOUS ROUTES	FY16	TX	Various	TX-4/OK-2	ERFO	Repair of several routes and trails	Other	FWS-R2/COE-SW	Tishomingo NWR, Lake Texoma	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
TX FTFW LAAT 10(2) ENTRANCE ROAD AND WILDLIFE CROSSING	FY16	TX	Cameron	TX-34	FLTP	Reconstruct entrance road and construct new wildlife crossing	3R	FWS-R2	Laguna Atascosa NWR	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
TX FLAP RM 1431(1) BALCONES CANYONLANDS NWR ENTRANCE	FY17	TX	Travis	TX-25	FLAP	Provide turn lanes at refuge entry	Other	FWS-R2	Balcones Canyonlands NWR	Preliminary Engineering	CFLHD	Between \$500,000 and \$1,000,000
TX FLAP 100(1) BUENA VISTA ROAD	FY18	TX	Cameron	TX-34	FLAP	Reconstruct 2.7 miles of Buena Vista Road	3R	FWS-R2	Laguna Atascosa NWR	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
TX FLAP FM2004(1) FM 2004 BIKE LANE WIDENING	FY18	TX	Brazoria	TX-14	FLAP	Widen shoulders for bike lanes on approximately 8.9 miles of Farm-to-Lake road	3R	FWS-R2	Brazoria NWR	Preliminary Engineering	TxDOT	Between \$500,000 and \$1,000,000
<b>UTAH</b>												
UT FLAP 73(1) LA SAL MOUNTAIN LOOP ROAD	FY16	UT	Grand	UT-3	FLAP	Reconstruct 14.3 miles with safety improvements	4R	FS-R4	Manti-LaSal NF	Preliminary Engineering	CFLHD	More than \$10,000,000
UT FTNP ARCH 10(2) & 11(1) ET AL	FY17	UT	Grand	UT-3	FLTP	Rehabilitate Entrance Road (rt 10) for 17.4 miles and loop (rt 501) 0.8 mile	3R	NPS-IMR	Arches NP	Preliminary Engineering	CFLHD	More than \$10,000,000
UT FTBL 7133(1) CANYON RIMS ROAD	FY17	UT	San Juan	UT-3	FLTP	38 miles Reconstruction	3R	BLM-R6	Moab Field Office	Not Started	CFLHD	Between \$5,000,001 and \$10,000,000
UT FLAP 149(1) SR 149 WIDENING	FY18	UT	Uintah	UT-1	FLAP	Widen 6.3 miles of SR149	4RBR	NPS-IMR	Dinosaur NM	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
UT FLAP 3108(1) CASCADE SPRINGS ROAD	FY18	UT	Wasatch	UT-3	FLAP	Reconstruct 5.8 miles with paved surface and drainage improvements	4R	FS-R4	Uintah NF	Preliminary Engineering	CFLHD	Between \$5,000,001 and \$10,000,000
<b>WYOMING</b>												
WY FLAP US212(8) BEARTOOTH HIGHWAY	FY16	WY	Park	WY at-large	FLAP	Bridge replacement and reconstruct 1.27 miles of Beartooth Highway	4RBR	NPS - IMR	Yellowstone National Park	Preliminary Engineering	CFLHD	More than \$10,000,000
WY FLAP SR 71(4) SAGE CREEK HIGHWAY	FY19	WY	Carbon	WY at-large	FLAP	Pave segments B, C, & D Sage Creek Road	Other	BLM-WY	Rawlins Field Office	Preliminary Engineering	CFLHD	More than \$10,000,000
WY FLAP CR CN10-277(1) WIGGINS CREEK BRIDGE	FY19	WY	Fremont	WY at-large	FLAP	Bridge replacement and road regrade	BR	FS - R2	Shoshone NF	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000
WY FLAP CR CN10-285(1) HORSE CREEK ROAD FREMONT COUNTY	FY19	WY	Fremont	WY at-large	FLAP	0.8 mile roadway widening and reconstruction	4R	FS - R2	Shoshone NF	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000

# Tribal Transportation Program Federal Lands Highway TTP TIP



<b>Entity Name</b>	B04860 - IOWA TRIBE OF KS AND NE		
<b>Program Class Code</b>	61E		
<b>CSTIP Type</b>	TIP	<b>Fiscal Year</b>	2015
	12-MAR-15	<b>Funding Amount</b>	176,727

<b>State</b>	20 - Kansas
<b>Location</b>	B04860 - Iowa Tribe (Ks & Ne)

PCAS	Class	Name	County	Project Type	Work Type	Phase	FY 2015 (\$)	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	Total
B0405601	R	Iowa Tribe Long Range Transportation P	043 - Doniphan	PLANING	P9	CE	0	0	0	0	0	0
						CONS	0	0	0	0	0	0
						PE	1,000	1,000	1,000	1,000	0	4,000
						Z	0	0	0	0	0	0
						<b>Total</b>	1,000	1,000	1,000	1,000	0	4,000
B0407601	R	RECONSTRUCT ROUTE 804	043 - Doniphan	RECONS	7	CE	0	5,000	5,000	0	0	10,000
						CONS	1,000	40,000	24,000	60,000	0	125,000
						PE	10,000	2,000	0	0	0	12,000
						Z	0	0	0	0	0	0
						<b>Total</b>	11,000	47,000	29,000	60,000	0	147,000
B0407602	R	ROUTE 817	043 - Doniphan	RECONS	7	CE	8,000	0	10,000	0	0	18,000
						CONS	62,000	0	80,000	0	0	142,000
						PE	20,000	1,000	0	0	0	21,000
						Z	0	0	0	0	0	0
						<b>Total</b>	90,000	1,000	90,000	0	0	181,000
B0407603	R	ROUTE 826	043 - Doniphan	RECONS	7	CE	0	0	0	5,000	10,000	15,000
						CONS	0	0	0	100,000	200,000	300,000
						PE	0	0	10,000	10,000	0	20,000
						Z	0	0	0	0	0	0
						<b>Total</b>	0	0	10,000	115,000	210,000	335,000
B041060M	O	Iowa Tribe Road Maintenance	013 - Brown	REHAB	3	CE	0	0	0	0	0	0
						CONS	0	0	0	0	0	0
						PE	0	0	0	0	0	0
						Z	10,026	20,000	40,000	10,000	0	80,026
						<b>Total</b>	10,026	20,000	40,000	10,000	0	80,026
B0412601	R	Design 330 Road	043 - Doniphan	OVRLAY	7	CE	0	0	0	0	0	0
						CONS	0	0	0	0	0	0
						PE	10,000	1,000	0	0	0	11,000
						Z	0	0	0	0	0	0
						<b>Total</b>	10,000	1,000	0	0	0	11,000

**Tribal Transportation Program  
Federal Lands Highway  
TTP TIP**



<b>Entity Name</b>	B04860 - IOWA TRIBE OF KS AND NE		
<b>Program Class Code</b>	61E		
<b>CSTIP Type</b>	TIP	<b>Fiscal Year</b>	2015
	12-MAR-15	<b>Funding Amount</b>	176,727

<b>State</b>	20 - Kansas
<b>Location</b>	B04860 - Iowa Tribe (Ks & Ne)

			FY 2015 (\$)	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	Total
<b>PCAS</b>	B0412605	<b>Phase</b>						
<b>Class</b>	R	<b>CE</b>	0	0	0	0	0	0
<b>Name</b>	Casino Parking Lot Project	<b>CONS</b>	44,701	100,000	0	0	0	144,701
<b>County</b>	013 - Brown	<b>PE</b>	10,000	0	0	0	0	10,000
<b>Project Type</b>	RECONS	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	7	<b>Total</b>	54,701	100,000	0	0	0	154,701
<b>Location Subtotal</b>			176,727	170,000	170,000	186,000	210,000	912,727

**Tribal Transportation Program  
Federal Lands Highway  
TTP Safety TIP**



<b>Entity Name</b>	B04860 - IOWA TRIBE OF KS AND NE		
<b>Program Class Code</b>	67E		
<b>CSTIP Type</b>	TIP	<b>Fiscal Year</b>	2015
	08-MAY-15	<b>Funding Amount</b>	209,656

<b>State</b>	20 - Kansas
<b>Location</b>	B04860 - Iowa Tribe (Ks & Ne)

			FY 2015 (\$)	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	Total
<b>PCAS</b>	B041560P	<b>Phase</b>						
<b>Class</b>	O	<b>CE</b>	0	0	0	0	0	0
<b>Name</b>	Safety Plan	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	013 - Brown	<b>PE</b>	0	0	0	0	0	0
<b>Project Type</b>	TTPSF	<b>Z</b>	12,500	0	0	0	0	12,500
<b>Work Type</b>	SF1	<b>Total</b>	12,500	0	0	0	0	12,500
<b>PCAS</b>	B041560S	<b>Phase</b>						
<b>Class</b>	R	<b>CE</b>	0	0	0	0	0	0
<b>Name</b>	330th Road	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	013 - Brown	<b>PE</b>	0	0	0	0	0	0
<b>Project Type</b>	TTPSF	<b>Z</b>	197,156	0	0	0	0	197,156
<b>Work Type</b>	SF1	<b>Total</b>	197,156	0	0	0	0	197,156
<b>Location Subtotal</b>			209,656	0	0	0	0	209,656

**Tribal Transportation Program  
Federal Lands Highway  
TTP Safety TIP**



<b>Entity Name</b>	B04861 - KICKAPOO TRIBE IN KANSAS		
<b>Program Class Code</b>	67E		
<b>CSTIP Type</b>	TIP	<b>Fiscal Year</b>	2015
	30-APR-15	<b>Funding Amount</b>	12,500

<b>State</b>	20 - Kansas
<b>Location</b>	B04861 - Kickapoo Tribe (Ks)

			FY 2015 (\$)	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	Total
<b>PCAS</b>	B041561P	<b>Phase</b>						
<b>Class</b>	O	<b>CE</b>	0	0	0	0	0	0
<b>Name</b>	Safety Plans	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	013 - Brown	<b>PE</b>	0	0	0	0	0	0
<b>Project Type</b>	TTPSF	<b>Z</b>	12,500	0	0	0	0	12,500
<b>Work Type</b>	SF1	<b>Total</b>	12,500	0	0	0	0	12,500
<b>Location Subtotal</b>			12,500	0	0	0	0	

# Tribal Transportation Program Federal Lands Highway TTP TIP



<b>Entity Name</b>	B04862 - Prairie Band Potawatomi Nation		
<b>Program Class Code</b>	61E		
<b>CSTIP Type</b>	TIP	<b>Fiscal Year</b>	2015
	03-JUN-15	<b>Funding Amount</b>	413,625

<b>State</b>	20 - Kansas
<b>Location</b>	B04862 - Prairie Band Potawatomi Nation

		Phase	FY 2015 (\$)	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	Total
<b>PCAS</b>	B0410624	<b>CE</b>	0	0	5,000	5,000	5,000	15,000
<b>Class</b>	R	<b>CONS</b>	0	200,000	300,000	300,000	0	800,000
<b>Name</b>	126th & O Road Intersection	<b>PE</b>	60,000	0	40,000	5,000	0	105,000
<b>County</b>	085 - Jackson	<b>Z</b>	0	0	0	0	0	0
<b>Project Type</b>	RECONS	<b>Total</b>	60,000	200,000	345,000	310,000	5,000	920,000
<b>Work Type</b>	I1							
<b>PCAS</b>	B0410625	<b>CE</b>	5,000	5,000	5,000	0	0	15,000
<b>Class</b>	R	<b>CONS</b>	250,000	100,000	10,000	0	0	360,000
<b>Name</b>	174th & H.4 Road Hill Cut	<b>PE</b>	0	0	0	0	0	0
<b>County</b>	085 - Jackson	<b>Z</b>	0	0	0	0	0	0
<b>Project Type</b>	RECONS	<b>Total</b>	255,000	105,000	15,000	0	0	375,000
<b>Work Type</b>	I1							
<b>PCAS</b>	B0410626	<b>CE</b>	5,000	5,000	5,000	5,000	5,000	25,000
<b>Class</b>	R	<b>CONS</b>	0	0	0	0	0	0
<b>Name</b>	Q Road 0934	<b>PE</b>	0	0	0	0	0	0
<b>County</b>	085 - Jackson	<b>Z</b>	0	0	0	0	0	0
<b>Project Type</b>	RECONS	<b>Total</b>	5,000	5,000	5,000	5,000	5,000	25,000
<b>Work Type</b>	7							
<b>PCAS</b>	B041062M	<b>CE</b>	0	0	0	0	0	0
<b>Class</b>	O	<b>CONS</b>	0	0	0	0	0	0
<b>Name</b>	Prairie Band Road Maintenance	<b>PE</b>	0	0	0	0	0	0
<b>County</b>	085 - Jackson	<b>Z</b>	20,000	20,000	20,000	20,000	20,000	100,000
<b>Project Type</b>	REHAB	<b>Total</b>	20,000	20,000	20,000	20,000	20,000	100,000
<b>Work Type</b>	3							
<b>PCAS</b>	B041062P	<b>CE</b>	0	0	0	0	0	0
<b>Class</b>	O	<b>CONS</b>	0	0	0	0	0	0
<b>Name</b>	TRIBAL 20 YEAR PLAN	<b>PE</b>	73,625	50,000	50,000	50,000	50,000	273,625
<b>County</b>	085 - Jackson	<b>Z</b>	0	0	0	0	0	0
<b>Project Type</b>	PLANING	<b>Total</b>	73,625	50,000	50,000	50,000	50,000	273,625
<b>Work Type</b>	P9							
<b>Location Subtotal</b>			413,625	380,000	435,000	385,000	80,000	1,693,625



**Tribal Transportation Program  
Federal Lands Highway  
TTP Safety TIP**



<b>Entity Name</b>	B04862 - Prairie Band Potawatomi Nation		
<b>Program Class Code</b>	67E		
<b>CSTIP Type</b>	TIP	<b>Fiscal Year</b>	2015
	30-APR-15	<b>Funding Amount</b>	12,500

<b>State</b>	20 - Kansas
<b>Location</b>	B04862 - Prairie Band Potawatomi Nation

			FY 2015 (\$)	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	Total
<b>PCAS</b>	B041562P	<b>Phase</b>						
<b>Class</b>	O	<b>CE</b>	0	0	0	0	0	0
<b>Name</b>	safety Plan	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	085 - Jackson	<b>PE</b>	0	0	0	0	0	0
<b>Project Type</b>	TTPSF	<b>Z</b>	12,500	0	0	0	0	12,500
<b>Work Type</b>	SF1	<b>Total</b>	12,500	0	0	0	0	12,500
<b>Location Subtotal</b>			12,500	0	0	0	0	12,500

# Tribal Transportation Program Federal Lands Highway TTP TIP



<b>Entity Name</b>	B04863 - SAC & FOX NATION OF MISSOURI (KS-NE)		
<b>Program Class Code</b>	61E		
<b>CSTIP Type</b>	TIP	<b>Fiscal Year</b>	2015
	08-JAN-15	<b>Funding Amount</b>	151,208

<b>State</b>	20 - Kansas
<b>Location</b>	B04863 - Sac & Fox Nation Of Missouri

		Phase	FY 2015 (\$)	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	Total
<b>PCAS</b>	B0405631	<b>CE</b>	1,000	2,000	2,000	0	0	5,000
<b>Class</b>	R	<b>CONS</b>	17,000	70,000	0	0	0	87,000
<b>Name</b>	SAC&FOX ROAD 702	<b>PE</b>	10,000	3,000	0	0	0	13,000
<b>County</b>	013 - Brown	<b>Z</b>	0	0	0	0	0	0
<b>Project Type</b>	RECONS	<b>Total</b>	28,000	75,000	2,000	0	0	105,000
<b>Work Type</b>	7							
<b>PCAS</b>	B0405632	<b>Phase</b>	<b>FY 2015 (\$)</b>	<b>FY 2016 (\$)</b>	<b>FY 2017 (\$)</b>	<b>FY 2018 (\$)</b>	<b>FY 2019 (\$)</b>	<b>Total</b>
<b>Class</b>	R	<b>CE</b>	0	0	0	0	1,000	1,000
<b>Name</b>	SAC&FOX ROAD 706	<b>CONS</b>	0	0	0	0	87,442	87,442
<b>County</b>	013 - Brown	<b>PE</b>	0	0	0	0	1,000	1,000
<b>Project Type</b>	RECONS	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	7	<b>Total</b>	0	0	0	0	89,442	89,442
<b>PCAS</b>	B041063M	<b>Phase</b>	<b>FY 2015 (\$)</b>	<b>FY 2016 (\$)</b>	<b>FY 2017 (\$)</b>	<b>FY 2018 (\$)</b>	<b>FY 2019 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>CE</b>	0	0	0	0	0	0
<b>Name</b>	Road Maintenance	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	013 - Brown	<b>PE</b>	0	0	0	0	0	0
<b>Project Type</b>	REHAB	<b>Z</b>	60,000	10,000	10,000	10,000	0	90,000
<b>Work Type</b>	3	<b>Total</b>	60,000	10,000	10,000	10,000	0	90,000
<b>Location Subtotal</b>			88,000	85,000	12,000	10,000	89,442	284,442

**Tribal Transportation Program  
Federal Lands Highway  
TTP Safety TIP**



<b>Entity Name</b>	B04863 - SAC & FOX NATION OF MISSOURI (KS-NE)		
<b>Program Class Code</b>	67E		
<b>CSTIP Type</b>	TIP	<b>Fiscal Year</b>	2015
	30-APR-15	<b>Funding Amount</b>	12,500

<b>State</b>	20 - Kansas
<b>Location</b>	B04863 - Sac & Fox Nation Of Missouri

			FY 2015 (\$)	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	Total
<b>PCAS</b>	B041563P	<b>Phase</b>						
<b>Class</b>	O	<b>CE</b>	0	0	0	0	0	0
<b>Name</b>	Safety Plan	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	013 - Brown	<b>PE</b>	0	0	0	0	0	0
<b>Project Type</b>	TTPSF	<b>Z</b>	12,500	0	0	0	0	12,500
<b>Work Type</b>	SF1	<b>Total</b>	12,500	0	0	0	0	12,500
<b>Location Subtotal</b>			12,500	0	0	0	0	12,500

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

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



April 27, 2016

To: KDOT, MoDOT and Federal Offices

Subject: 2016 2<sup>nd</sup> Quarter Amendment to the *FFY 2016-2020 Transportation Improvement Program (TIP)*

On April 26, 2016 the Mid-America Regional Council amended the *FFY 2016-2020 Transportation Improvement Program* for the Kansas City Metropolitan Region. This 2016 1<sup>st</sup> Quarter Amendment consists of 83 projects: 13 Kansas and 70 Missouri. Details of specific funding and other information are included in the project listing of the amendment and the project index list specifies the project by type (new, modified or deleted), state, and TIP number. The amendment and index list are posted on the MARC website at [www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive](http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive) 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. Two comments were received. The comments and responses from MARC are included for your reference.

This amendment is financially constrained and maintains the financial feasibility of the *FFY 2016-2020 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 "Ron Achelpohl", written in a cursive style.

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

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**From:** MitchTina <mlpeil@comcast.net>  
**Sent:** Sunday, March 20, 2016 10:48 PM  
**To:** Transportation  
**Subject:** 2nd Quarter TIP Public Input

My first comment on the 2<sup>nd</sup> Quarter Amendment to the 2016-2020 Transportation Improvement Program is that it would be a good idea to point the public to the correct quarter improvement document. How can the public comment unless we see the actual information to which you're asking for feedback. What I see when I enter the web address placed in the Kansas City Star (Sunday, March 20, 2016) is the 1<sup>st</sup> Quarter Amendment. Not one to start searching around for the correct information, I tend to dump the sites and move on. Apparently, the page creator didn't care enough about what they wanted to present, therefore my feelings would be along the same plane with a request to speak.

If the intent is to just capture feedback about transportation issues that are at the forefront of my thoughts, that would be a different path. My thoughts would be that Eastern Jackson County seems to always be the stepchild of the greater good. My perceptions are that Eastern Jackson County is underserved with reliable, efficient, and affordable public transit.

I am now retired, but when I did work for Sprint, I was excited about the direct bus to the Sprint campus (since the personal drive took anywhere from a minimum of 45 minutes to hours in bad weather). I didn't get to take advantage of the offering due to it being canceled soon after I became aware of the service. Sad! The next 12 years were spent on the highway, back and forth, sometimes fighting fatigue from working the normal 10+ hour days.

With a specialty clinic destined for Blue Springs in the coming year, and since there are an increasing number of assisted care facilities being built in the area, I would like to see some better options available for reliable public transit. The elderly in the area are at a disadvantage when trying to move about in the city. With a city servicing a community used to jumping in the car, it's difficult to turn that mentality around. Europe didn't rely on the car as much so they seem to have focused on other mass transit and it is what they claim. Reliable, affordable, and timely public transit. Something, I feel, that is hopelessly beyond the scope of city/county/state.

Thanks for the opportunity to share my views.

Mitchell Peil  
Blue Springs, MO

---

**From:** Hanger, Paul <Hanger.Paul@pennmutual.com>  
**Sent:** Wednesday, March 23, 2016 9:10 AM  
**To:** Transportation  
**Subject:** Comments

The Kansas City bus service used to be frequent and reliable. Now it's a total hassle to get a bus anywhere that I know of. I believe if the city started increasing the frequency of buses - even on a limited basis, we would get a lot more users. I live one block from State Line at 100th street and would never think of riding the bus anymore. It only comes by every hour or so. If it came by every 15 minutes, I would ride the bus a lot.

Why not increase the frequency and ADVERTISE that? You don't have to do the whole city. Pick some major thoroughfares in the white and black parts of the city and see what happens.

Sent from my iPad

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**From:** Marc Hansen  
**Sent:** Monday, March 21, 2016 4:19 PM  
**To:** 'mlpeil@comcast.net'  
**Subject:** RE: 2nd Quarter TIP Public Input

Mr. Peil,

Thank you for bringing this to our attention, the webpage (<http://www.marc.org/transportation/input>) has been corrected to reflect information regarding the 2<sup>nd</sup> Quarter amendment as advertised. As the primary staff member responsible for the Transportation Improvement Program, I apologize for the information not being correct and accept responsibility for this oversight. Additionally, I assure you that our internal processes will be reviewed to ensure that this does not happen again with future amendments.

Although your initial experience did not meet expectations, I am glad that you still offered comments regarding transit service in Eastern Jackson County. MARC is currently working on the RideKC Regional Transit Plan, an update to the Smart Moves long-range transit plan. The plan, a collaboration among the region's transit providers — the Kansas City Area Transportation Authority (KCATA), Unified Government Transit (UGT), Johnson County, the city of Independence and the Kansas City Streetcar Authority, will develop a long-term vision for transit and include a blueprint for how to achieve this vision through an integrated package of investments designed to make transit a real choice for our region's residents and visitors. The RideKC Regional Transit Plan will guide transit investment for many years to come, and input such as yours is an important part of the process.

Additionally, this new plan will include a specific short-range implementation plan that will help our region double the number of jobs accessible by transit in the region. Eastern Jackson County will be a focus area of this short-range plan.

In closing, I'd like to thank you for your interest and involvement in the regional transportation planning process, and would also like to apologize again for the webpage oversight and any inconvenience that error may have caused.

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

Dear Mr. Hanger,

Thank you for your recent comment regarding the 2<sup>nd</sup> Quarter Amendment to the 2016-2020 Transportation Improvement Program (TIP). We presented your comment to the Total Transportation Policy Committee (TTPC) and the MARC Board of Directors for their consideration and have also forwarded your comments to the Kansas City Area Transportation Authority.

We thank you for your comments and encourage your continued participation in the regional transportation planning process.

Sincerely,  
Marc Hansen, AICP  
Principal Planner  
Mid-America Regional Council



## How to Read the TIP Amendment Project Listings

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

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

### SAMPLE TIP AMENDMENT PROJECT LISTING

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

- 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 2016-2020  
**2016 2nd Quarter Amendment**

## Kansas

<b>TIP #:</b> 356101		<b>Juris:</b> JOHNSON COUNTY		<b>Location/Improvement:</b> COFFEE CREEK STREAMWAY TRAIL			
<b>State #:</b> TE-0608-01		<b>Fed #:</b>		<b>County:</b> JOHNSON		<b>Project Type:</b> Pedestrian and/or Bikeways	
						<b>Length (mi):</b> 3.45	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b>	Construction of a 10' wide asphalt shared use trail pedestrian and bicycle facility. The project follows Coffee Creek from Switzer Road to approximately one quarter mile West of Pflumm Road in Heritage Park. The trail length is approximately 3.45 miles.  <b>Amendment Description:</b> Adjusted budget to reflect latest estimates	
Construction	2016	Federal	CMAQ-KS	\$406.0			
Construction	2016	Federal	TE-KS	\$183.3			
Construction	2016	Federal	TA-KS	\$276.4			
Construction	2016	Non-Federal	LOCAL	\$1,215.8			
<b>Federal Total:</b> \$865.7		<b>Non-Federal Total:</b> \$1,215.8		<b>Total:</b> \$2,081.5			

New
  Deleted
  Schedule
  Budget
  AirQuality
  Scope

<b>TIP #:</b> 380126		<b>Juris:</b> KDOT		<b>Location/Improvement:</b> SW JOHNSON COUNTY INTERCHANGE PROJECT AT I-35 AND HOMESTEAD LANE			
<b>State #:</b> KA-1109-05		<b>Fed #:</b> NHPP-0353(414)		<b>County:</b> JOHNSON		<b>Project Type:</b> Environmental, Scenic, Historic	
						<b>Length (mi):</b> 1.48	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b>	Ground/soil preparation and permanent seeding  <b>Amendment Description:</b> Revision of final project costs to submit final voucher	
Construction	2016	Federal	NHPP-KS	\$90.1			
Construction	2016	Non-Federal	STATE-KS	\$135.0			
<b>Federal Total:</b> \$90.1		<b>Non-Federal Total:</b> \$135.0		<b>Total:</b> \$225.1			

New
  Deleted
  Schedule
  Budget
  AirQuality
  Scope

<b>TIP #:</b> 380146		<b>Juris:</b> KDOT		<b>Location/Improvement:</b> TOLL FEASIBILITY STUDY FOR THE SOUTH LAWRENCE TRAFFICWAY (SLT) AND K-10 CORRIDORS			
<b>State #:</b> KA-2362-02		<b>Fed #:</b>		<b>County:</b> JOHNSON		<b>Project Type:</b> Other(Roadway)	
						<b>Length (mi):</b> 38	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b>	Study for the feasibility of tolling the SLT and K-10 corridors. This study will include a determination of which toll improvement scenarios are most feasible at a sketch planning level for implementing corridor improvements. Study expected to be completed by the end of 2016.	
Engineering	2016	Non-Federal	STATE-KS	\$94.1			
<b>Federal Total:</b>		<b>Non-Federal Total:</b> \$94.1		<b>Total:</b> \$94.1			

**Amendment Description:** New Project  
 New
  Deleted
  Schedule
  Budget
  AirQuality
  Scope

# Kansas

<b>TIP #:</b> 380147	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> WESTWOOD HILLS GI: US-169 BETWEEN 48TH TERRACE AND 49TH TERRACE			
<b>State #:</b> KA-4267-01	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Other(Roadway)	<b>Length (mi):</b> 1	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b> Storm Sewer Improvement
Engineering	2016	Non-Federal	STATE-KS	\$21.8	<b>Amendment Description:</b> New Project
Construction	2016	Non-Federal	STATE-KS	\$278.2	
Construction	2016	Non-Federal	LOCAL	\$27.6	
<b>Federal Total:</b>	<b>Non-Federal Total:</b> \$327.6		<b>Total:</b>	<b>\$327.6</b>	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

<b>TIP #:</b> 380148	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> I-435: BRIDGE #208 IN JOHNSON COUNTY, LOCATED AT THE I-435/MIDLAND DRIVE INTERCHANGE (NORTHBOUND LANES)(3.06 MILES SOUTH OF THE JOHNSON/WYANDOTTE COUNTY LINE)			
<b>State #:</b> KA-4275-03	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Bridge Rehabilitation	<b>Length (mi):</b> 1	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b> Bridge redeck
Engineering	2016	Non-Federal	STATE-KS	\$108.9	<b>Amendment Description:</b> New Project
Construction	2017	Non-Federal	STATE-KS	\$1,197.9	
<b>Federal Total:</b>	<b>Non-Federal Total:</b> \$1,306.8		<b>Total:</b>	<b>\$1,306.8</b>	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

<b>TIP #:</b> 380149	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> I-435: BRIDGE #207 IN JOHNSON COUNTY, LOCATED AT THE I-435/MIDLAND DRIVE INTERCHANGE (SOUTHBOUND LANES)(3.05 MILES SOUTH OF THE JOHNSON/WYANDOTTE COUNTY LINE)			
<b>State #:</b> KA-4275-02	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Bridge Rehabilitation	<b>Length (mi):</b> 1	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b> Bridge redeck
Engineering	2016	Non-Federal	STATE-KS	\$108.9	<b>Amendment Description:</b> New Project
Construction	2017	Non-Federal	STATE-KS	\$1,197.9	
<b>Federal Total:</b>	<b>Non-Federal Total:</b> \$1,306.8		<b>Total:</b>	<b>\$1,306.8</b>	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

<b>TIP #:</b> 380150	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> K-7/K-10 INTERCHANGE; HIGH FRICTION SURFACE TREATMENT IN JOHNSON COUNTY			
<b>State #:</b> KA-4277-01	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Other(Roadway)	<b>Length (mi):</b> 0	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b> Install high friction surface treatment at selected ramp locations
Construction	2016	Federal	HSIP-KS	\$180.0	<b>Amendment Description:</b> New Project
Construction	2016	Non-Federal	STATE-KS	\$20.0	
<b>Federal Total:</b> \$180.0	<b>Non-Federal Total:</b> \$20.0		<b>Total:</b>	<b>\$200.0</b>	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

# Kansas

<b>TIP #:</b> 380151	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> JOHNSON CO: US-169 & 175TH STREET			<b>Length (mi):</b> 0
<b>State #:</b> KA-4305-01	<b>Fed #:</b>	<b>County:</b> JOHNSON	<b>Project Type:</b> Other(Roadway)		
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b> Construct a right turn lane on the west leg of the intersection of US-169 & 175th. Upgrade traffic signal poles serving 175th Street to include a protected/permissive signal (4-section head) over the existing left turn lanes. Upgrade all signal heads to LED and add Battery Backup to the traffic signal system.
Engineering	2016	Non-Federal	STATE-KS	\$75.0	<b>Amendment Description:</b> New Project
Other	2016	Non-Federal	STATE-KS	\$25.0	
Construction	2016	Non-Federal	STATE-KS	\$402.3	
<b>Federal Total:</b>		<b>Non-Federal Total:</b> \$502.3	<b>Total:</b> \$502.3		<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope

<b>TIP #:</b> 346008	<b>Juris:</b> MERRIAM	<b>Location/Improvement:</b> SHAWNEE MISSION PARKWAY BRIDGE OVER BNSF REHABILITATION			<b>Length (mi):</b> 0.1
<b>State #:</b> N-0632-01	<b>Fed #:</b> STP-N063(201)	<b>County:</b> JOHNSON	<b>Project Type:</b> Bridge Rehabilitation		
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b> Scope of work for federal funding includes clean/replace expansion joints; paint to prevent corrosion, and repair failed embankment slope etc. KDOT will improve the pavement approximately 525' to the east of the bridge. Merriam will improve the pavement approximately 2320' to the west of the bridge. The bridge is vital to freight mobility, all types of vehicular traffic with direct connection to I-35 and the Plaza in Kansas City, MO.
Construction	2016	Federal	STPM-KS	\$1,678.0	<b>Amendment Description:</b> Adjusted scope of work and budget to include pavement improvements funded by state and local funds
Construction	2016	Non-Federal	LOCAL	\$1,117.0	
Construction	2016	Non-Federal	STATE-KS	\$330.0	
<b>Federal Total:</b> \$1,678.0		<b>Non-Federal Total:</b> \$1,447.0	<b>Total:</b> \$3,125.0		<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

<b>TIP #:</b> 165011	<b>Juris:</b> LEAVENWORTH COUNTY	<b>Location/Improvement:</b> REPLACEMENT OF COUNTY BRIDGE E-20			<b>Length (mi):</b> 0.1
<b>State #:</b> C-4611-01	<b>Fed #:</b> STP-C461(101)	<b>County:</b> LEAVENWORTH	<b>Project Type:</b> Bridge Replacement		
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b> Replacement of an existing bridge structure located over Dawson Creek along a local road within the Easton Growth Area. Replacement of this bridge will allow local drivers of cars, trucks, and agricultural equipment to continue to effectively traverse Cemetery Road.
Construction	2016	Non-Federal	LOCAL	\$231.5	<b>Amendment Description:</b> Adjusted budget to reflect latest estimates
Construction	2016	Federal	STPM-KS	\$290.0	
<b>Federal Total:</b> \$290.0		<b>Non-Federal Total:</b> \$231.5	<b>Total:</b> \$521.5		<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

<b>TIP #:</b> 867003	<b>Juris:</b> MIAMI COUNTY	<b>Location/Improvement:</b> 347TH ST BRIDGE REPLACEMENT			<b>Length (mi):</b> .25
<b>State #:</b> C-4703-01	<b>Fed #:</b> STP-C470(301)	<b>County:</b> MIAMI	<b>Project Type:</b> Bridge Replacement		
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b> Bridge replacement on 347th St, 1.3 miles east of Osawatomie
Engineering	2015	Non-Federal	LOCAL	\$235.0	<b>Amendment Description:</b> New Project
Construction	2016	Non-Federal	LOCAL	\$1,950.0	
Construction	2016	Federal	STP-KS	\$1,000.0	
<b>Federal Total:</b> \$1,000.0		<b>Non-Federal Total:</b> \$2,185.0	<b>Total:</b> \$3,185.0		<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope

# Kansas

<b>TIP #:</b> 867004		<b>Juris:</b> MIAMI COUNTY		<b>Location/Improvement:</b> TREE REMOVAL ALONG OLD KC ROAD AND METCALF ROAD IN MIAMI COUNTY		
<b>State #:</b> C-4860-01		<b>Fed #:</b> HSIP-C486(001)	<b>County:</b> MIAMI	<b>Project Type:</b> Other(Roadway)		<b>Length (mi):</b> 8
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b>	
Engineering	2016	Federal	HSIP-KS	\$4.9	Roadside tree removal along Old KC Road from north Osawatomie city limit to 335th St and from K-68 to 255th St. Project also includes tree removal along Metcalf Rd from 271st St to 247th St.	
Engineering	2016	Non-Federal	LOCAL	\$0.5		
Construction	2018	Federal	HSIP-KS	\$44.2		
Construction	2018	Non-Federal	LOCAL	\$4.9		
<b>Federal Total:</b> \$49.1		<b>Non-Federal Total:</b> \$5.5		<b>Total:</b> \$54.6		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

<b>TIP #:</b> 280125		<b>Juris:</b> KDOT		<b>Location/Improvement:</b> BRIDGES #104 & #105 ON K-32 IN WYANDOTTE COUNTY		
<b>State #:</b> KA-3079-01		<b>Fed #:</b> ACNHS-A307(90)	<b>County:</b> WYANDOTTE	<b>Project Type:</b> Engineering (Bridge)		<b>Length (mi):</b> 0
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (\$1,000's)</b>	<b>Description:</b>	
Engineering	2013	Non-Federal	LOCAL	\$25.0	Bridge replacement. Project is authorized for PE, ROW, and Utility Adjustment ONLY. The total project cost, including all work phases, is estimated at \$17,168K. This estimate should be used for planning purposes only. The PE work phase will utilize AC in the amount of \$940 K with conversion to NHPP in 2022.	
Engineering	2013	Non-Federal	STATE-KS (AC)	\$940.0		
Engineering	2013	Non-Federal	STATE-KS	\$235.0		
Conversion	2022	Federal	NHPP-KS	\$940.0		
Other	2022	Non-Federal	CREDIT	(\$940.0)		
Right-of-Way	2017	Non-Federal	STATE-KS	\$60.0		
Other	2017	Federal	NHPP-KS	\$48.0		
Other	2017	Non-Federal	STATE-KS	\$12.0		
<b>Federal Total:</b> \$988.0		<b>Non-Federal Total:</b> \$332.0		<b>Total:</b> \$1,320.0		
<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						

# TRANSPORTATION IMPROVEMENT PROGRAM

## Financial Plan Updates

Approval of the 2016 2<sup>nd</sup> Quarter Amendment to the 2016–2020 Transportation Improvement Program (TIP) will require tables from the financial plan of the 2016–2020 TIP, adopted on October 27, 2015 and amended on January 26, 2016 to be modified as shown in Tables 1 – 3. The tables from the January 26, 2016 amendment are provided for comparison in Tables 4 – 6.

Table 1

Estimated Revenues by Year and Funding Source (\$1,000's)						
State	Source	2016	2017	2018	2019	2020
Kansas	CMAQ-KS	\$1,698.00	\$1,183.00	\$1,433.25	\$1,433.25	\$1,433.25
	AC Conversion	(\$7,420.76)	(\$73,170.50)	(\$22,923.00)	(\$79,000.00)	(\$14,450.00)
	HSIP-KS	\$750.00	\$1,250.00	\$750.00	\$750.00	\$750.00
	LOCAL	\$259,117.47	\$264,973.53	\$270,961.93	\$277,085.67	\$283,347.81
	LOCAL (AC)	\$500.00	\$2,013.00	\$0.00	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$71,800.50	\$20,160.00	\$78,250.00	\$11,700.00
	STATE-KS	\$11,096.20	\$598.80	\$2,537.50	\$0.00	\$0.00
	STATE-KS (AC)	\$24,17.50	\$910.00	\$10,640.00	\$750.00	\$750.00
	STP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000.00
	STPM-KS	\$13,049.76	\$9,160.00	\$10,390.00	\$13,300.00	\$13,300.00
	TA-KS	\$2,628.88	\$1,210.00	\$1,790.00	\$1,195.10	\$1,195.10
	TE-KS	\$183.34	\$0.00	\$0.00	\$0.00	\$0.00
Missouri	BRO-MO	\$1,403.50	\$3,184.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$3,901.12	\$1,384.00	\$1,181.25	\$1,181.25	\$1,181.25
	AC Conversion	(\$2,415.00)	(\$14,018.60)	(\$8,904.00)	(\$460.00)	\$0.00
	FLAP-MO	\$503.78	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$2,632.00	\$1,975.00	\$146.00	\$0.00	\$0.00
	LOCAL	\$334,169.69	\$341,721.93	\$349,444.84	\$357,342.30	\$365,418.23
	LOCAL (AC)	\$0.00	\$6,800.00	\$0.00	\$0.00	\$0.00
	NHPP-MO	\$41,355.00	\$50,263.50	\$36,678.00	\$1,675.00	\$0.00
	PRIVATE	\$3,000.00	\$4,000.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$0.00	\$0.00	\$1,705.00	\$0.00	\$0.00
	STATE-MO	\$10,342.00	\$8,009.00	\$5,813.00	\$1,809.00	\$392.00
	STATE-MO (AC)	\$15,225.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00
	STPM-MO	\$14,652.60	\$35,135.50	\$25,700.00	\$18,685.23	\$18,685.23
	STP-MO	\$3,318.70	\$5,968.60	\$3,708.00	\$6,000.00	\$0.00
	TA-MO	\$6,891.00	\$4,759.90	\$2,157.80	\$2,200.00	\$2,200.00
	TCSP-MO	\$240.00	\$0.00	\$0.00	\$0.00	\$0.00
TE-MO	\$222.00	\$0.00	\$0.00	\$0.00	\$0.00	

Regional	CMAQ-KS	\$643.24	\$644.26	\$393.75	\$393.75	\$393.75
	CMAQ-MO	\$393.75	\$393.75	\$393.75	\$393.75	\$393.75
	AC Conversion	(\$3,016.00)	\$0.00	(\$2,400.00)	\$0.00	\$0.00
	LOCAL	\$684.45	\$588.81	\$76.18	\$0.00	\$0.00
	NHPP-KS	\$616.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$250.00	\$1,705.00	\$0.00	\$0.00	\$0.00
	STATE-MO (AC)	\$0.00	\$2,400.00	\$0.00	\$0.00	\$0.00
	STPM-KS	\$163.00	\$1,200.00	\$0.00	\$0.00	\$0.00
	STPM-MO	\$382.93	\$600.00	\$0.00	\$0.00	\$0.00
	STP-MO	\$2,400.00	\$0.00	\$2,400.00	\$0.00	\$0.00
Transit	5307	\$22,267.40	\$29,782.70	\$20,418.10	\$21,181.40	\$21,969.80
	5309	\$2,640.00	\$3,200.00	\$9,000.00	\$0.00	\$0.00
	5310	\$1,100.00	\$1,100.00	\$1,100.00	\$1,100.00	\$1,100.00
	5311	\$34.30	\$35.40	\$0.00	\$0.00	\$0.00
	5337	\$1,000.00	\$1,040.00	\$1,082.00	\$1,125.00	\$1,170.00
	5339	\$3,000.00	\$2,000.00	\$2,100.00	\$2,250.00	\$2,500.00
	CMAQ-KS	\$1,046.00	\$910.00	\$1,073.00	\$1,073.00	\$1,073.00
	CMAQ-MO	\$1,018.00	\$1,008.00	\$925.00	\$925.00	\$925.00
	LOCAL	\$125,863.47	\$128,237.22	\$130,661.35	\$133,136.98	\$135,665.25
	STPM-KS	\$0.00	\$4,088.80	\$3,180.00	\$0.00	\$0.00
STPM-MO	\$0.00	\$150.00	\$0.00	\$0.00	\$0.00	
	Kansas Subtotal	\$308,651.60	\$282,444.13	\$295,783.91	\$293,764.02	\$300,026.16
	Missouri Subtotal	\$439,022.49	\$498,470.43	\$489,256.89	\$400,149.78	\$389,447.71
	Regional Subtotal	\$2,517.37	\$7,531.81	\$863.68	\$787.50	\$787.50
	Transit	\$157,969.17	\$171,552.12	\$169,539.45	\$160,791.38	\$164,403.05
	Subtotal by Year	\$908,160.63	\$959,998.49	\$955,443.93	\$855,492.68	\$854,664.42
	Total	\$4,533,760.14				

Table 2

Estimated Expenditures by Year and Funding Source (\$1,000's)						
State	Source	2016	2017	2018	2019	2020
Kansas	CMAQ-KS	\$1,698.00	\$1,063.00	\$846.00	\$0.00	\$0.00
	HSIP-KS	\$184.91	\$500.00	\$44.23	\$0.00	\$0.00
	LOCAL	\$46,278.46	\$19,493.54	\$19,709.66	\$15,800.00	\$0.00
	LOCAL (AC)	\$500.00	\$2,013.00	\$0.00	\$0.00	\$0.00
	NHPP-KS	\$90.10	\$48.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$12,695.40	\$3,066.60	\$2,537.50	\$0.00	\$0.00
	STATE-KS (AC)	\$24,174.50	\$910.00	\$10,640.00	\$750.00	\$750.00
	STP-KS	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	STPM-KS	\$6,379.00	\$9,160.00	\$8,640.00	\$0.00	\$0.00
	TA-KS	\$2,628.88	\$710.00	\$1,790.00	\$0.00	\$0.00

	TE-KS	\$183.34	\$0.00	\$0.00	\$0.00	\$0.00
<b>Missouri</b>	BRO-MO	\$1,403.50	\$3,184.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$3,901.12	\$1,384.00	\$206.00	\$0.00	\$0.00
	FLAP-MO	\$503.78	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$2,632.00	\$2,105.00	\$158.00	\$0.00	\$0.00
	LOCAL	\$53,068.15	\$46,552.73	\$21,523.54	\$17,100.00	\$12,100.00
	LOCAL (AC)	\$0.00	\$6,800.00	\$0.00	\$0.00	\$0.00
	NHPP-MO	\$42,523.00	\$73,942.50	\$91,042.80	\$10,592.00	\$0.00
	PRIVATE	\$3,000.00	\$4,000.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$0.00	\$0.00	\$1,705.00	\$0.00	\$0.00
	STATE-MO	\$11,107.00	\$16,626.00	\$20,502.20	\$4,148.00	\$392.00
	STATE-MO (AC)	\$15,227.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00
	STPM-MO	\$13,148.40	\$39,342.10	\$18,900.00	\$0.00	\$0.00
	STP-MO	\$3,800.26	\$2,506.00	\$3,708.00	\$6,000.00	\$0.00
	TA-MO	\$7,144.14	\$4,759.90	\$2,157.80	\$0.00	\$0.00
	TCSP-MO	\$240.00	\$0.00	\$0.00	\$0.00	\$0.00
	TE-MO	\$222.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Regional</b>	CMAQ-KS	\$643.24	\$644.26	\$393.75	\$0.00	\$0.00
	CMAQ-MO	\$393.75	\$393.75	\$393.75	\$0.00	\$0.00
	LOCAL	\$684.45	\$588.81	\$76.18	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$250.00	\$1,705.00	\$0.00	\$0.00	\$0.00
	STATE-MO (AC)	\$0.00	\$2,400.00	\$0.00	\$0.00	\$0.00
	STPM-KS	\$163.00	\$1,200.00	\$0.00	\$0.00	\$0.00
	STPM-MO	\$382.93	\$600.00	\$0.00	\$0.00	\$0.00
	STP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Transit</b>	5307	\$22,267.40	\$29,782.70	\$20,418.10	\$21,181.40	\$21,969.80
	5309	\$2,640.00	\$3,200.00	\$9,000.00	\$0.00	\$0.00
	5311	\$34.30	\$35.40	\$0.00	\$0.00	\$0.00
	5337	\$1,000.00	\$1,040.00	\$1,082.00	\$1,125.00	\$1,170.00
	5339	\$3,000.00	\$2,000.00	\$2,100.00	\$2,250.00	\$2,500.00
	CMAQ-KS	\$1,046.00	\$910.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$1,018.00	\$1,008.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$89,292.45	\$89,382.50	\$89,805.30	\$90,462.40	\$94,080.50
	STPM-KS	\$0.00	\$4,088.80	\$3,180.00	\$0.00	\$0.00
	STPM-MO	\$0.00	\$150.00	\$0.00	\$0.00	\$0.00
		Kansas Subtotal	\$95,812.59	\$36,964.14	\$44,207.39	\$16,550.00
	Missouri Subtotal	\$157,920.95	\$203,301.23	\$160,360.34	\$37,841.00	\$14,063.00
	Regional Subtotal	\$2,517.37	\$7,531.81	\$863.68	\$0.00	\$0.00



	Transit	\$120,298.15	\$131,597.40	\$125,585.40	\$115,018.80	\$119,720.30
	Subtotal by Year	\$376,549.06	\$379,394.59	\$331,016.81	\$169,409.80	\$134,533.30
	Total	\$1,390,903.56				

Table 3

Estimated Revenues vs. Expenditures (\$1,000's)						
	2016	2017	2018	2019	2020	
Kansas Revenue	\$308,651.60	\$282,444.13	\$295,783.91	\$293,764.02	\$300,026.16	
Kansas O&M Expenditure	\$34,399.20	\$35,431.18	\$36,494.11	\$37,588.93	\$38,716.60	
Kansas Project Expenditure	\$95,812.59	\$36,964.14	\$44,207.39	\$16,550.00	\$750.00	
Difference	\$178,439.81	\$210,048.81	\$215,082.41	\$239,625.09	\$260,559.56	
Missouri Revenue	\$439,022.49	\$498,470.43	\$489,256.89	\$400,149.78	\$389,447.71	
Missouri O&M Expenditure	\$55,953.82	\$57,632.44	\$59,361.41	\$61,142.25	\$62,976.52	
Missouri Project Expenditure	\$157,920.95	\$203,301.23	\$160,360.34	\$37,841.00	\$14,063.00	
Difference	\$225,147.72	\$237,536.76	\$269,535.14	\$301,166.53	\$312,408.19	
Transit Revenue	\$157,969.17	\$171,552.12	\$169,539.45	\$160,791.38	\$164,403.05	
Transit O&M Expenditure	\$93,301.14	\$96,100.48	\$98,983.50	\$101,953.00	\$105,011.59	
Transit O&M TIP Project Expenditure	\$94,337.40	\$92,134.00	\$90,843.00	\$92,870.00	\$96,285.00	
Remaining Transit O&M	\$0.00	\$3,966.48	\$8,140.50	\$9,083.00	\$8,726.59	
Transit Project Expenditure (Non O&M)	\$25,960.75	\$39,463.40	\$34,742.40	\$22,148.80	\$23,435.30	
Difference	\$37,671.02	\$35,988.23	\$35,813.55	\$36,689.58	\$35,956.15	
Regional Revenue	\$2,517.37	\$7,531.81	\$863.68	\$787.50	\$787.50	
Regional Expenditure	\$2,517.37	\$7,531.81	\$863.68	\$0.00	\$0.00	
Difference	\$0.00	\$0.00	\$0.00	\$787.50	\$787.50	
Total Revenue	\$908,160.63	\$959,998.49	\$955,443.93	\$855,492.68	\$854,664.42	
Total Expenditure	\$466,902.08	\$476,424.68	\$435,012.83	\$277,223.99	\$244,953.02	
Difference	\$441,258.55	\$483,573.81	\$520,431.09	\$578,268.69	\$609,711.40	

Table 4

Estimated Revenues by Year and Funding Source (\$1,000's)						
State	Source	2016	2017	2018	2019	2020
Kansas	CMAQ-KS	\$1,698.00	\$1,183.00	\$1,433.25	\$1,433.25	\$1,433.25
	AC Conversion	(\$7,420.76)	(\$73,170.50)	(\$22,923.00)	(\$79,000.00)	(\$14,450.00)
	HSIP-KS	\$750.00	\$1,250.00	\$750.00	\$750.00	\$750.00
	LOCAL	\$259,117.47	\$264,973.53	\$270,961.93	\$277,085.67	\$283,347.81
	LOCAL (AC)	\$500.00	\$2,013.00	\$0.00	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$71,800.50	\$20,160.00	\$78,250.00	\$11,700.00
	STATE-KS	\$11,096.20	\$598.80	\$2,537.50	\$0.00	\$0.00
	STATE-KS (AC)	\$24,174.50	\$910.00	\$10,640.00	\$750.00	\$750.00
	STP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000.00
	STPM-KS	\$13,049.76	\$9,160.00	\$10,390.00	\$13,300.00	\$13,300.00
	TA-KS	\$2,628.88	\$1,210.00	\$1,790.00	\$1,195.10	\$1,195.10
TE-KS	\$183.34	\$0.00	\$0.00	\$0.00	\$0.00	

Missouri	BRO-MO	\$1,403.50	\$3,184.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$3,901.12	\$1,384.00	\$1,181.25	\$1,181.25	\$1,181.25
	AC Conversion	(\$2,415.00)	(\$14,018.60)	(\$8,904.00)	(\$460.00)	\$0.00
	FLAP-MO	\$503.78	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$2,632.00	\$1,975.00	\$146.00	\$0.00	\$0.00
	LOCAL	\$334,169.69	\$341,721.93	\$349,444.84	\$357,342.30	\$365,418.23
	LOCAL (AC)	\$0.00	\$6,800.00	\$0.00	\$0.00	\$0.00
	NHPP-MO	\$41,355.00	\$50,263.50	\$36,678.00	\$1,675.00	\$0.00
	PRIVATE	\$3,000.00	\$4,000.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$0.00	\$0.00	\$1,705.00	\$0.00	\$0.00
	STATE-MO	\$10,342.00	\$8,009.00	\$5,813.00	\$1,809.00	\$392.00
	STATE-MO (AC)	\$15,225.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00
	STPM-MO	\$14,652.60	\$35,135.50	\$25,700.00	\$18,685.23	\$18,685.23
	STP-MO	\$3,318.70	\$5,968.60	\$3,708.00	\$6,000.00	\$0.00
	TA-MO	\$6,891.00	\$4,759.90	\$2,157.80	\$2,200.00	\$2,200.00
	TCSP-MO	\$240.00	\$0.00	\$0.00	\$0.00	\$0.00
	TE-MO	\$222.00	\$0.00	\$0.00	\$0.00	\$0.00
Regional	CMAQ-KS	\$643.24	\$644.26	\$393.75	\$393.75	\$393.75
	CMAQ-MO	\$393.75	\$393.75	\$393.75	\$393.75	\$393.75
	AC Conversion	(\$2,400.00)	(\$616.00)	(\$2,400.00)	\$0.00	\$0.00
	LOCAL	\$684.45	\$588.81	\$76.18	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$616.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$250.00	\$1,705.00	\$0.00	\$0.00	\$0.00
	STATE-MO (AC)	\$0.00	\$2,400.00	\$0.00	\$0.00	\$0.00
	STPM-KS	\$163.00	\$1,200.00	\$0.00	\$0.00	\$0.00
	STPM-MO	\$382.93	\$600.00	\$0.00	\$0.00	\$0.00
STP-MO	\$2,400.00	\$0.00	\$2,400.00	\$0.00	\$0.00	
Transit	5307	\$22,267.40	\$29,782.70	\$20,418.10	\$21,181.40	\$21,969.80
	5309	\$2,640.00	\$3,200.00	\$9,000.00	\$0.00	\$0.00
	5310	\$1,100.00	\$1,100.00	\$1,100.00	\$1,100.00	\$1,100.00
	5311	\$34.30	\$35.40	\$0.00	\$0.00	\$0.00
	5337	\$1,000.00	\$1,040.00	\$1,082.00	\$1,125.00	\$1,170.00
	5339	\$3,000.00	\$2,000.00	\$2,100.00	\$2,250.00	\$2,500.00
	CMAQ-KS	\$1,046.00	\$910.00	\$1,073.00	\$1,073.00	\$1,073.00
	CMAQ-MO	\$1,018.00	\$1,008.00	\$925.00	\$925.00	\$925.00
	LOCAL	\$125,863.47	\$128,237.22	\$130,661.35	\$133,136.98	\$135,665.25
	STPM-KS	\$0.00	\$4,088.80	\$3,180.00	\$0.00	\$0.00
	STPM-MO	\$0.00	\$150.00	\$0.00	\$0.00	\$0.00
Kansas Subtotal	\$305,777.39	\$279,928.33	\$295,739.68	\$293,764.02	\$300,026.16	

	Missouri Subtotal	\$435,441.99	\$451,281.83	\$418,086.89	\$388,433.78	\$389,447.71
	Regional Subtotal	\$2,517.37	\$7,531.81	\$863.68	\$787.50	\$787.50
	Transit	\$157,969.17	\$171,552.12	\$169,539.45	\$160,791.38	\$164,403.05
	Subtotal by Year	\$901,705.92	\$910,294.09	\$884,229.70	\$843,776.68	\$854,664.42
	Total	\$4,394,670.80				

Table 5

<b>Estimated Expenditures by Year and Funding Source (\$1,000's)</b>						
<b>State</b>	<b>Source</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Kansas</b>	CMAQ-KS	\$1,698.00	\$1,063.00	\$846.00	\$0.00	\$0.00
	HSIP-KS	\$0.00	\$500.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$43,379.48	\$19,493.54	\$19,704.75	\$15,800.00	\$0.00
	LOCAL (AC)	\$500.00	\$2,013.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$11,096.20	\$598.80	\$2,537.50	\$0.00	\$0.00
	STATE-KS (AC)	\$24,174.50	\$910.00	\$10,640.00	\$750.00	\$750.00
	STPM-KS	\$6,379.00	\$9,160.00	\$8,640.00	\$0.00	\$0.00
	TA-KS	\$2,628.88	\$710.00	\$1,790.00	\$0.00	\$0.00
	TE-KS	\$183.34	\$0.00	\$0.00	\$0.00	\$0.00
<b>Missouri</b>	BRO-MO	\$1,403.50	\$3,184.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$3,901.12	\$1,384.00	\$206.00	\$0.00	\$0.00
	FLAP-MO	\$503.78	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$2,632.00	\$1,975.00	\$146.00	\$0.00	\$0.00
	LOCAL	\$53,403.73	\$45,379.33	\$21,523.54	\$17,100.00	\$12,100.00
	LOCAL (AC)	\$0.00	\$6,800.00	\$0.00	\$0.00	\$0.00
	NHPP-MO	\$38,940.00	\$39,707.50	\$34,574.00	\$1,215.00	\$0.00
	PRIVATE	\$3,000.00	\$4,000.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$0.00	\$0.00	\$1,705.00	\$0.00	\$0.00
	STATE-MO	\$10,342.00	\$8,009.00	\$5,813.00	\$1,809.00	\$392.00
	STATE-MO (AC)	\$15,225.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00
	STPM-MO	\$14,652.60	\$35,135.50	\$18,900.00	\$0.00	\$0.00
	STP-MO	\$3,318.70	\$1,516.00	\$3,708.00	\$6,000.00	\$0.00
	TA-MO	\$6,891.00	\$4,759.90	\$2,157.80	\$0.00	\$0.00
	TCSP-MO	\$240.00	\$0.00	\$0.00	\$0.00	\$0.00
TE-MO	\$222.00	\$0.00	\$0.00	\$0.00	\$0.00	
<b>Regional</b>	CMAQ-KS	\$643.24	\$644.26	\$393.75	\$0.00	\$0.00
	CMAQ-MO	\$393.75	\$393.75	\$393.75	\$0.00	\$0.00
	LOCAL	\$684.45	\$588.81	\$76.18	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$250.00	\$1,705.00	\$0.00	\$0.00	\$0.00

	STATE-MO (AC)	\$0.00	\$2,400.00	\$0.00	\$0.00	\$0.00
	STPM-KS	\$163.00	\$1,200.00	\$0.00	\$0.00	\$0.00
	STPM-MO	\$382.93	\$600.00	\$0.00	\$0.00	\$0.00
	STP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Transit	5307	\$22,267.40	\$29,782.70	\$20,418.10	\$21,181.40	\$21,969.80
	5309	\$2,640.00	\$3,200.00	\$9,000.00	\$0.00	\$0.00
	5311	\$34.30	\$35.40	\$0.00	\$0.00	\$0.00
	5337	\$1,000.00	\$1,040.00	\$1,082.00	\$1,125.00	\$1,170.00
	5339	\$3,000.00	\$2,000.00	\$2,100.00	\$2,250.00	\$2,500.00
	CMAQ-KS	\$1,046.00	\$910.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$1,018.00	\$1,008.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$89,292.45	\$89,382.50	\$89,805.30	\$90,462.40	\$94,080.50
	STPM-KS	\$0.00	\$4,088.80	\$3,180.00	\$0.00	\$0.00
	STPM-MO	\$0.00	\$150.00	\$0.00	\$0.00	\$0.00
	Kansas Subtotal	\$90,039.39	\$34,448.34	\$44,158.25	\$16,550.00	\$750.00
	Missouri Subtotal	\$154,676.03	\$153,949.23	\$89,190.34	\$26,125.00	\$14,063.00
	Regional Subtotal	\$2,517.37	\$7,531.81	\$863.68	\$0.00	\$0.00
	Transit	\$120,298.15	\$131,597.40	\$125,585.40	\$115,018.80	\$119,720.30
	Subtotal by Year	\$367,530.94	\$327,526.79	\$259,797.67	\$157,693.80	\$134,533.30
	Total	\$1,247,082.50				

Table 6

<b>Estimated Revenues vs. Expenditures (\$1,000's)</b>					
	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Kansas Revenue</b>	\$305,777.39	\$279,928.33	\$295,739.68	\$293,764.02	\$300,026.16
<b>Kansas O&amp;M Expenditure</b>	\$34,399.20	\$35,431.18	\$36,494.11	\$37,588.93	\$38,716.60
<b>Kansas Project Expenditure</b>	\$90,039.39	\$34,448.34	\$44,158.25	\$16,550.00	\$750.00
<b>Difference</b>	\$181,338.80	\$210,048.81	\$215,087.32	\$239,625.09	\$260,559.56
<b>Missouri Revenue</b>	\$435,441.99	\$451,281.83	\$418,086.89	\$388,433.78	\$389,447.71
<b>Missouri O&amp;M Expenditure</b>	\$55,953.82	\$57,632.44	\$59,361.41	\$61,142.25	\$62,976.52
<b>Missouri Project Expenditure</b>	\$154,676.03	\$153,949.23	\$89,190.34	\$26,125.00	\$14,063.00
<b>Difference</b>	\$224,812.14	\$239,700.16	\$269,535.14	\$301,166.53	\$312,408.19
<b>Transit Revenue</b>	\$157,969.17	\$171,552.12	\$169,539.45	\$160,791.38	\$164,403.05
<b>Transit O&amp;M Expenditure</b>	\$93,301.14	\$96,100.48	\$98,983.50	\$101,953.00	\$105,011.59
<b>Transit O&amp;M TIP Project Expenditure</b>	\$94,337.40	\$92,134.00	\$90,843.00	\$92,870.00	\$96,285.00
<b>Remaining Transit O&amp;M</b>	\$0.00	\$3,966.48	\$8,140.50	\$9,083.00	\$8,726.59
<b>Transit Project Expenditure (Non O&amp;M)</b>	\$25,960.75	\$39,463.40	\$34,742.40	\$22,148.80	\$23,435.30
<b>Difference</b>	\$37,671.02	\$35,988.23	\$35,813.55	\$36,689.58	\$35,956.15
<b>Regional Revenue</b>	\$2,517.37	\$7,531.81	\$863.68	\$787.50	\$787.50
<b>Regional Expenditure</b>	\$2,517.37	\$7,531.81	\$863.68	\$0.00	\$0.00
<b>Difference</b>	\$0.00	\$0.00	\$0.00	\$787.50	\$787.50
<b>Total Revenue</b>	\$901,705.92	\$910,294.09	\$884,229.70	\$843,776.68	\$854,664.42
<b>Total Expenditure</b>	\$457,883.97	\$424,556.88	\$363,793.69	\$265,507.99	\$244,953.02
<b>Difference</b>	\$443,821.95	\$485,737.21	\$520,436.00	\$578,268.69	\$609,711.40



City of Lawrence  
Douglas County  
PLANNING & DEVELOPMENT SERVICES

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Phone 785-832-3150  
Tdd 785-832-3205  
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May 5, 2016

Mr. Cory Davis  
Comprehensive Transportation Planning Unit Manager  
Kansas Department of Transportation  
Bureau of Transportation Planning  
700 SW Harrison  
Topeka, KS 66603

Dear Mr. Davis:

I'm sending this letter to inform you that on April 28, 2016 the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) approved Amendment #4 to the 2015-2019 Transportation Improvement Program. This amendment includes the addition and updates to several projects from the City of Lawrence, Douglas County and KDOT. These TIP changes were recommended for approval by the L-DC MPO Technical Advisory Committee on April 5, 2016. The MPO approved amended TIP is enclosed with this letter.

I would appreciate it if you could review and approve this TIP Amendment 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 revised TIP please call me at (785) 832-3155.

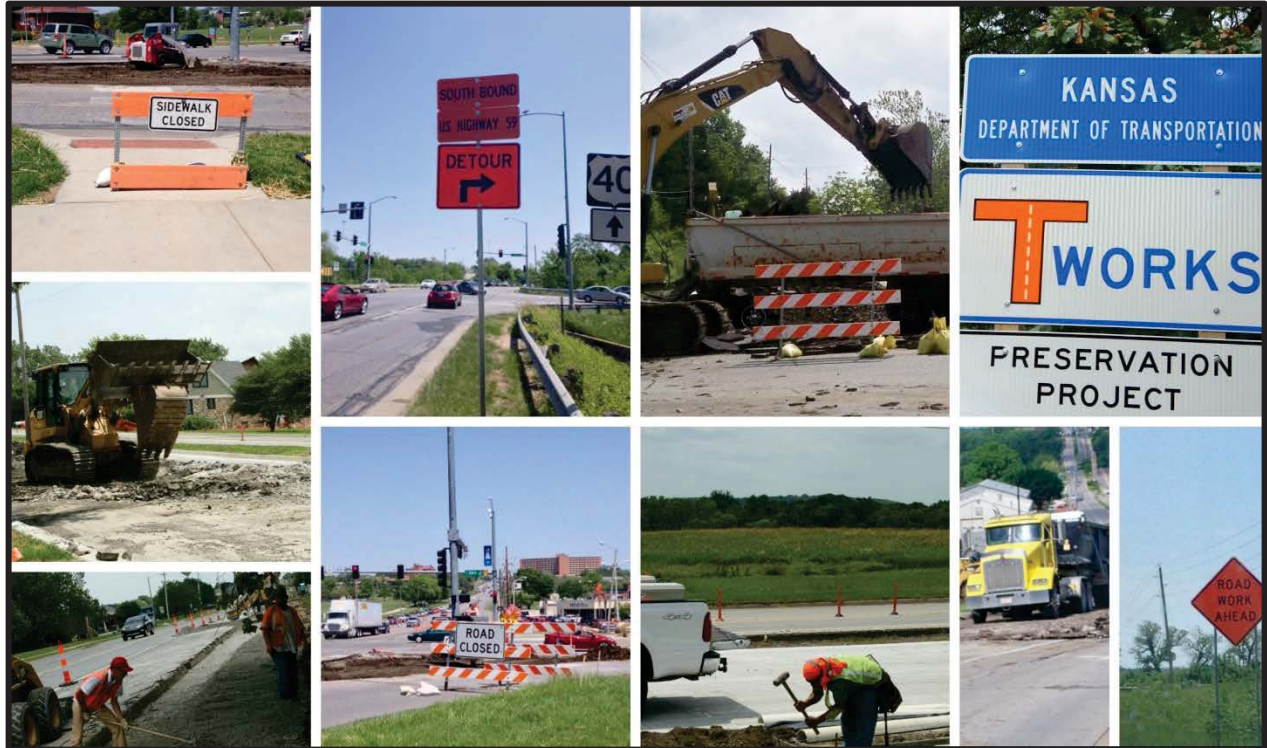
Sincerely,

Ashley Myers  
Transportation Planner

Enclosures: 2015-2019 TIP Amendment #4

cc: Daniel Nguyen, FTA  
Paul Foundoukis, FHWA





Adopted: October 16, 2014  
 Amended: December 18, 2014  
 Amended: August 20, 2015  
 Amended: January 21, 2016  
 Amended: April 28, 2016

**Funding Note:**

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

**Title VI Note:**

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

## 2015-2019 TIP– Amendment #4

### Project Changes:

MPO#:220 KDOT#: Route 1055 Improvements, N1000 to N1180  
Move \$70,000 of Local Utilities from FY2018 to FY2017 and move \$1,855,000 of Local Construction from FY2019 to FY2018. Change termini from N1100 to N1180 to N1000 to N1180.

MPO#:222 KDOT#: Bridge 1000-1638 Replacement  
Total project cost decreases from \$994,000 to \$944,000. FY2016 Local Construction decreases from \$850,000 to \$800,000.

MPO#:224 KDOT#: Bridge 0064-0550 Replacement  
Total project cost increases from \$635,000 to \$685,000. \$550,000 of FY2016 Local Construction funding moved to \$600,000 of FY2017 Local Construction funding.

MPO#:225 KDOT#: Culvert 1500-1624 Replacement  
Total project cost increases from \$530,000 to \$540,000. Move \$500,000 of Local Construction from FY2016 to FY2017. Include \$10,000 of Local Right-of-Way in FY2016. Alter project scope to say, "Replace narrow culverts, channel improvement".

MPO#:235 KDOT#: 23 U-0617-01 KLINK US-59 (Iowa Street) N of 31<sup>st</sup> St, to S of 23<sup>rd</sup> St.  
Total project cost increases from \$690,000 to \$870,000. FY2017 funding for Local construction increases from \$330,000 to \$510,000. Increase length from .92 to 1.004.

MPO#:236 KDOT#: KA-3634-02 SLT/K-10 West Leg in Douglas County  
Add information to the comment section of the database table. It shall now say, "Project is authorized for PE Only. The total project cost, including all work phases, is estimated at \$73,775 K. This estimate should be used for planning purposes only."

MPO#:237 KDOT#: KA-3634-03 SLT/K-10 West Leg in Douglas County  
Add information to the comment section of the database table. It shall now say, "Project is authorized for PE Only. The total project cost, including all work phases, is estimated at \$159,800 K. This estimate should be used for planning purposes only."

MPO#:500 KDOT#: TE-0373-01 Santa Fe Depot Restoration  
Total project cost increases from \$1,385,000 to \$1,442,000. FY2016 TA funding for Construction increased from \$1,019,000 to \$1,065,000. FY2016 funding for Local Construction increased from \$255,000 to \$266,000.

MPO#:501 KDOT#: TE-0424-01 Baldwin City Depot Railscape  
Total project cost increases from \$217,000 to \$260,000. Move all FY2015 obligations to FY2016. Decrease FY2016 Local PE funding to \$1,000. Increase FY2016 Local Construction funding to \$83,000. Increase FY2016 TA Construction funding to \$169,000. Include \$2,000 of Local CE funding in FY2016 and \$5,000 of TA CE funding in FY2016.

MPO#:601 KDOT#: Rte 458 HRRR  
Total project cost increases from \$823,000 to \$876,000. Move \$75,000 of Local Utilities funding from FY2016 to FY2017. Move \$75,000 of Local ROW funding from FY2016 to FY2017. Remove \$580,000 of HRRR Construction funding from FY2017. Move \$45,000 of Local CE funding from FY2017 to FY2018. Program \$570,000 of HSIP Construction funding in FY2018. Program \$63,000 of Local Construction funding in FY2018.



- I. INTRODUCTION.....2**
- Moving Ahead for Progress in the 21st Century (MAP-21)..... 2*
- TIP Definition ..... 3*
- Public Participation Process..... 3*
- II. PROJECT DEVELOPMENT AND SELECTION PROCESS .....4**
- Planning Factors ..... 4*
- Engineering Factors ..... 4*
- Role of the MPO in Planning and Project Selection ..... 5*
- Defining Regionally Significant Planning and Projects ..... 5*
- III. PROJECT LOCATIONS and the ENVIRONMENTAL JUSTICE REVIEW .....6**
- Project Locations ..... 6*
- Environmental Justice Review..... 7*
- IV. AMENDMENTS AND REVISIONS ..... 12**
- Administrative Revisions..... 12*
- Amendments ..... 12*
- V. FISCAL CONSTRAINT..... 14**
- Funding for Locally Sponsored Projects ..... 14*
- State of Kansas Funding ..... 16*
- Federal Funding ..... 16*
- Fiscal Analysis ..... 19*
- TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LISTING..... 22**

- Appendix 1 - Latest Federal Fiscal Year - List of Obligated Projects
- Appendix 2 - TIP Project Submission Form
- Appendix 3 - MPO Self-Certification
- Appendix 4 - Major Projects and Significant Delay – Definitions
- Appendix 5 - Explanation of TIP Project Listings

## I. INTRODUCTION

The Transportation Improvement Program (TIP) documents how the Lawrence - Douglas County region prioritizes the limited transportation resources available among the various needs of the region. The TIP is developed as part of the Continuing, Comprehensive, and Cooperative (3-C) regional transportation planning process. The TIP is a multi-year listing of federally funded and/or regionally significant projects selected to improve the transportation network for the Lawrence-Douglas County Metropolitan Planning Area (MPA). The TIP includes projects that are part of the multimodal transportation system which includes roadways and networks for motor vehicle travel, transit, bicycle, freight, and pedestrian related travel improvements. Projects listed in the TIP are designed to implement the region's Metropolitan Transportation Plan (MTP) and are consistent with the region's comprehensive plans, and plans approved by the area's local governments. This TIP document identifies projects to be implemented over the next five years in accordance with funding allocations and the region's project selection criteria.

*The TIP covers all of Douglas County including the four cities in the area:*

- *Baldwin City*
- *Eudora*
- *Lawrence*
- *Lecompton*

### Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21 is the current federal surface transportation legislation and the latest one to make major changes to the way federally aided projects are planned and built. This replaced the previous transportation legislation referred to as SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users). MAP-21 is a two year (FFY 2013-14) transportation program, signed into law by President Obama on July 6, 2012.

With uncertainty in MAP-21's future replacement, MPO's need to be aware of the frequent changes in funding and also planning requirements to help assure that the most beneficial transportation improvements for their regions occurs. The current federal transportation law, MAP-21 (P.L. 112-141), maintains the requirement established under SAFETEA-LU - to consider the following eight factors in the transportation planning process:

#### Transportation Planning Factors

**The metropolitan planning process for a metropolitan planning area shall provide for consideration of projects and strategies that will:**

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the **safety** of the transportation system for motorized and non-motorized users
- Increase the **security** of the transportation system for motorized and non-motorized users
- Increase the **accessibility and mobility** of people and for freight
- **protect and enhance the environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the **integration and connectivity** of the transportation system, across and between modes for people and freight
- Promote efficient system **management and operation**
- Emphasize the **preservation** of the existing transportation system.

MAP-21 will change the federal aid program for highway and transit projects in the following ways:

MAP-21 consolidated and restructured the many programs into a smaller number of broader core programs. The consolidation of programs under SAFETEA-LU into fewer programs under MAP-21 makes the comparison of MAP-21 funding levels to past federal funding levels somewhat difficult and imprecise. However, with just two years (FFY 2013 and 2014) of authorizations included in MAP-21 and a review of what federal aid was recently used for in our

region, it appears that overall the level of federal aid for roadway and transit projects in our region will be about the same under MAP-21 as it was in FFY 2012 under SAFETEA-LU.

MAP-21 established a streamlined, performance and outcome based, multimodal program. The objective of this performance and outcome based program is to invest resources in projects that collectively will make progress toward the achievement of the national goals. The legislation requires the U.S. Department of Transportation (USDOT), in consultation with states, MPOs and other stakeholders, to establish performance measures in these areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement & economic vitality, environmental sustainability and reduced project delivery delays. The TIP, along with other plans, is required to include information regarding these performance measures. However, the regulations and guidance regarding the establishment and use of these performance measures have not yet been developed and implemented; therefore, they are not included in the 2015–19 TIP. Future versions of the TIP will address these requirements.

*MAP-21 will change the ways KDOT, the MPO, and local governments in the region use federal funding for projects and the ways they monitor and report the performance characteristics of the multimodal transportation system.*

### TIP Definition

The TIP is a multi-year listing of federally funded and/or regionally significant improvements to the region's multimodal transportation system. The TIP must be updated at least once every four years, on a schedule compatible with the STIP, and projects included must be consistent with the Metropolitan Transportation Plan (MTP). Additionally, the TIP must be financially constrained and include only projects for which funding has been identified using existing or reasonably available revenue sources.

In accordance with United States Code Titles 23 and 49, the TIP document must outline at least a four-year program of:

- 1) All federally funded priority transportation projects, and
- 2) All regionally significant priority projects, regardless of funding source.

The TIP is one of several management tools that planners and engineers use to better manage transportation programs and make needed improvements to the region's multimodal transportation system. It is a short-range scheduling and budgeting program that relates the present transportation system improvement needs to the longer range MTP goals. The TIP strengthens the connections between the area's long-range transportation and land use plans, the operation and maintenance of the existing transportation system with its management for future improvements, and all of the various financial processes related to funding major transportation projects.

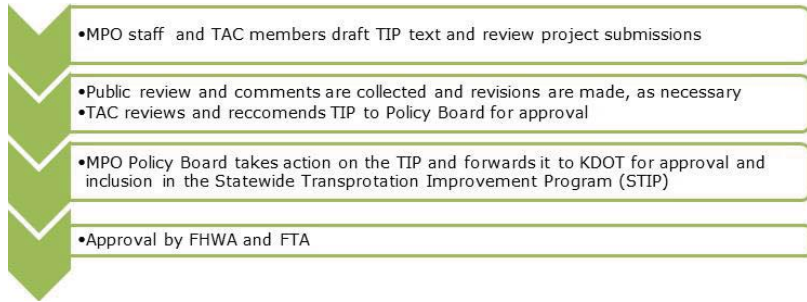
### **Statewide Transportation**

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

### Public Participation Process

Public participation, project selection, and project prioritization activities are part of the development of the TIP but also part of the local government processes to develop the Lawrence Capital Improvement Program (CIP) and the Douglas County CIP. The public involvement goal of the MPO is to ensure early and continuous public notification about and public participation opportunities in all major actions and decisions made by the MPO, and this includes opportunities for the public to review the draft TIP and comment on it before it is approved.

The MPO's Public Participation Plan (PPP) requires a new TIP to undergo a 30-day comment period and amendments require a 15-day public comment period. The draft TIP is available on the MPO website ([www.lawrenceks.org/mpo/tip](http://www.lawrenceks.org/mpo/tip)) and a printed copy is available at Lawrence City Hall and the Lawrence Public Library. The public is notified of the opportunities to review the draft TIP through a local newspaper advertisement, notification by email and, by staff announcements at the draft TIP is available for comment MPO meetings. Comments are reviewed by MPO staff and if found applicable, those public comments are incorporated into the final draft document sent to the MPO Policy Board for approval. Details about the public participation process for the approval and amendment of the TIP and other MPO documents are found in the current version of the PPP which is also posted on the MPO website at [www.lawrenceks.org/mpo/public\\_participation](http://www.lawrenceks.org/mpo/public_participation).



The public is notified of the opportunities to review the draft TIP through a local newspaper advertisement, notification by email and, by staff announcements at the draft TIP is available for comment MPO meetings. Comments are reviewed by MPO staff and if found applicable, those public comments are incorporated into the final draft document sent to the MPO Policy Board for approval. Details about the public participation process for the approval and amendment of the TIP and other MPO documents are found in the current version of the PPP which is also posted on the MPO website at [www.lawrenceks.org/mpo/public\\_participation](http://www.lawrenceks.org/mpo/public_participation).

## II. PROJECT DEVELOPMENT AND SELECTION PROCESS

The projects included in the TIP are drawn from the area's Metropolitan Transportation Plan (MTP) and the Capital Improvement Plans (CIP) from County and City governments in the region as well as the State's transportation Program known as T-WORKS. Project Sponsors, MPO staff and the Technical Advisory Committee (TAC) use the following factors to determine if a project is regionally significant and whether it needs federal funding and whether it addresses issues noted in the MTP. In most cases the project information that the project sponsor provides to the MPO staff indicates how the project relates to these factors and why it is important and in need of inclusion in the TIP. Additional discussion of submitted TIP projects at TAC meetings also contains discussion about projects and the factors listed below.

### Planning Factors

- Is the project consistent with the goals and objectives found in the Metropolitan Transportation Plan (MTP)?
- Is the project listed as a recommended transportation system improvement in the MTP?
- Is the project regionally significant as defined by federal regulations and the latest Regionally Significant Policy approved by the MPO?
- Is the project consistent with the latest MPO/FHWA approved Functional Classification Map?
- Is the project consistent with the latest locally approved comprehensive plan (including the land use plan, area plans, and other comprehensive plan elements/chapters) covering the project location?
- Does the project include provisions for transit, bicycle, and pedestrian movements as needed to provide a regional multimodal transportation system?
- Has the project sponsor considered Title VI and Environmental Justice (EJ) impacts in the planning for this project, and if the project is in a minority and/or low-income area has the project sponsor considered and addressed the Title VI and EJ issues related to the project?
- Has the project sponsor received public comments about this project and if received considered those public comments in the planning and design of the project?
- Is the project eligible for the type of federal and/or state funding being proposed for it, and is there adequate funding available for the project in the year it is proposed?

### Engineering Factors

- Does the Project address a facility that has (existing or projected) a high volume to capacity ratio indicating it or will experience significant congestion and lower levels of service?

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

\*This list is not exhaustive and may be changed in the future.

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

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

### Role of the MPO in Planning and Project Selection

The MPO's role of approving the MTP and the TIP gives the MPO a significant voice in how transportation funds are directed in Douglas County, and it encourages a more need-based system-building approach to project selection. The MPO as the regional transportation planning body needs to look objectively at the area's transportation facilities and services to determine if there are mobility issues that need to be addressed through the planning process. The basic idea is that projects listed in the TIP should "flow out" of the region's Continuing, Comprehensive and Cooperative (3-C) transportation planning process and the recommendations found in the MPO's long range plans, especially the MTP. Of course, the process is a cooperative one and the MPO does not do all of this work alone. It has help from its partners in the federal, state and local governments. Details about the composition and roles of the MPO and its planning partners are found in documents that are available for review on the MPO website at [www.lawrenceks.org/mpo/designation\\_and\\_organization](http://www.lawrenceks.org/mpo/designation_and_organization).

### Defining Regionally Significant Planning and Projects

Planning processes and projects that are part of our area's mobility system and have impacts outside of the part of town they are located in are thought to be "regionally significant." People throughout the metropolitan area use these regionally significant facilities, and people living in various parts of the region are impacted by these facilities. In the case of roadways it seems simple enough to say that all roads that have mobility rather than property access as their primary function are "regionally significant." If this definition is used then all arterial and

higher classification roads are “regionally significant” and everything below that in the roadway classification system is not “regionally significant.” However, collector streets are supposed to do both of these functions equally well, and it may be unclear as to which collectors do a little more mobility duty and which ones do more property access work. An explanation of what roads are and are not regionally significant as defined by the MPO can be found on the MPO website ([www.lawrenceks.org/mpo/significant](http://www.lawrenceks.org/mpo/significant)).

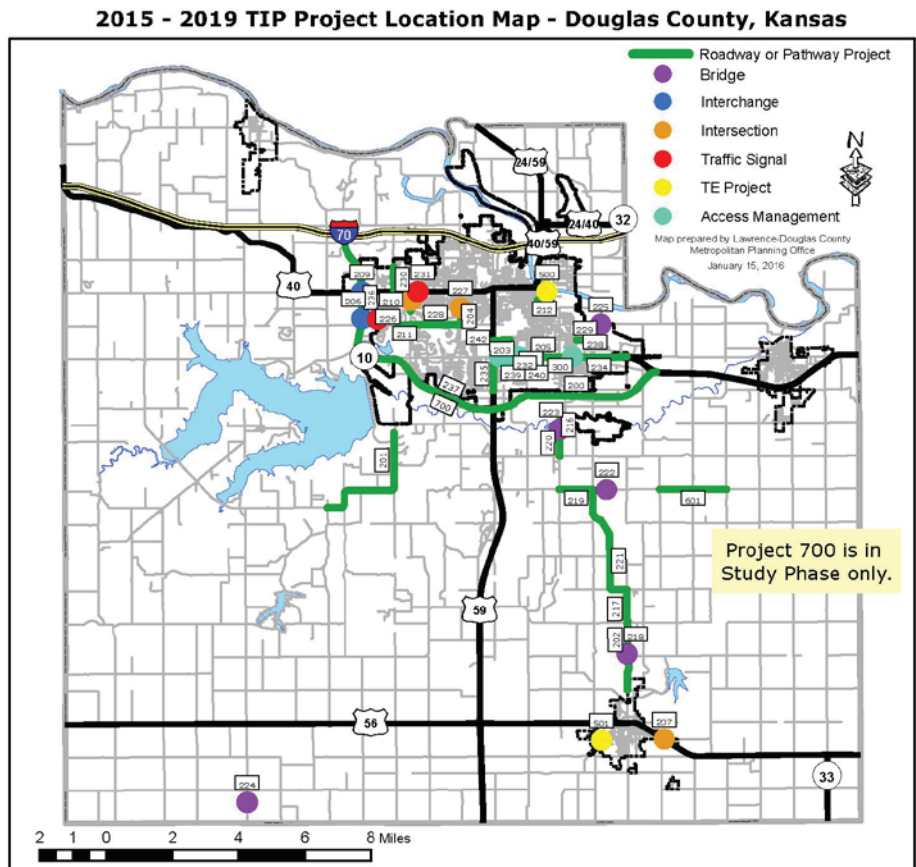
### III. PROJECT LOCATIONS and the ENVIRONMENTAL JUSTICE REVIEW

#### Project Locations

The 2015-2018 TIP projects are mapped below. This map makes it easy to see that projects throughout the Metropolitan Planning Area are programmed in this TIP. The map shows only projects in years one through four of this five-year TIP. Projects identified by project sponsors for implementation in the fifth year of this TIP are not shown on the map but their locations are noted in the project table. Projects in year five are considered to represent the future planning list of projects, and typically those projects are not yet set in local budgets.

A quick look at the map shows that the projects programmed in this TIP are located along state, county and city roads. The project selection processes both at the local government and the MPO levels stress the need to pick projects for funding based on objective factors such as the condition of pavements, deterioration of bridges, need for greater connectivity in the system, and other factors related to transportation planning and engineering.

The maps show a good healthy spread of project locations and projects along different classes of roads (i.e., interstate, other freeways and expressways, principal arterials, minor arterials, collectors, minor collectors). These roadway functional classifications are displayed on the MPO Roadway Functional Classification Map for Lawrence-Douglas County Region which can be found online at [www.lawrenceks.org/mpo/maps\\_handouts](http://www.lawrenceks.org/mpo/maps_handouts).



## Environmental Justice Review

Environmental Justice (EJ) is a federal requirement that projects using federal funds be selected and distributed fairly to all people regardless of income or race and that all people have equal access to the benefits afforded by federally funded projects as well as equal access to the decision-making process for the selection of those federal projects. This policy is defined in Executive Order 12898 that was signed by President Clinton on February 11, 1994. The Environmental Protection Agency (EPA) defines Environmental Justice as the "fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies."

The FHWA considers three fundamental environmental justice principles:

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

More Environmental Justice information related to programs, including MPO operations which are funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), can be found at the following web site: [www.fhwa.dot.gov/environment/environmental\\_justice/overview/](http://www.fhwa.dot.gov/environment/environmental_justice/overview/).

In order for the MPO to consider the EJ aspects of the projects listed in this TIP the MPO staff mapped the location of the roadway, bridge and transportation enhancement projects and the areas of the region that have a significantly larger than average percentage of low-income and/or minority populations. These areas with high percentages of minority and/or low-income populations are called EJ zones for this discussion. The definition of how EJ zones were delineated for this analysis and the map depicting the EJ zones in Douglas County and their spatial relationships to TIP project locations are shown on the following pages. Those maps include only the projects in years one through four of this TIP since that period contains the agreed upon and committed projects that are in local and/or state capital improvement plans/budgets and contains projects for which federal funds are being programmed under the fiscal constraint limits.

For the case of federally supported transit services both the fixed route system and paratransit service areas cover parts of Douglas County with low-income and/or minority populations. There is no one point or segment location for these services. They can cover all parts of Lawrence or all of Douglas County. Therefore, the TIP projects associated with these transit and paratransit services are all considered to serve EJ populations and to be located in EJ zones for the purpose of this analysis. The joint coordinated fixed route transit services operated by Lawrence and KU are shown on the following maps to depict the fact that the fixed urban route structure serves both populations inside and outside of EJ zones.

### **2015-2018 TIP Projects – Environmental Justice Maps**

#### Low/Moderate Household Income Population, by Census 2010 Block Groups

The following maps depict selected Census block groups from the 2010 Decennial Census Tiger Maps of Douglas County, Kansas where 60 percent or more of the population residing in households earning less than 80 percent of the area's median income. The City of Lawrence Neighborhood Resources Division of the Planning and Development Services Department currently uses this information to identify areas within the community that have higher concentrations of low and moderate income residents. Various housing rehabilitation program funds and Community Development Block Grant (CDBG) funds are targeted toward these

areas. This same dataset is used to illustrate areas in Douglas County that have higher concentrations of low and moderate income population for this environmental justice review.

#### Areas with 150 Percent Higher than Average Minority Population, by Census 2010 Block Groups in Douglas County, Kansas

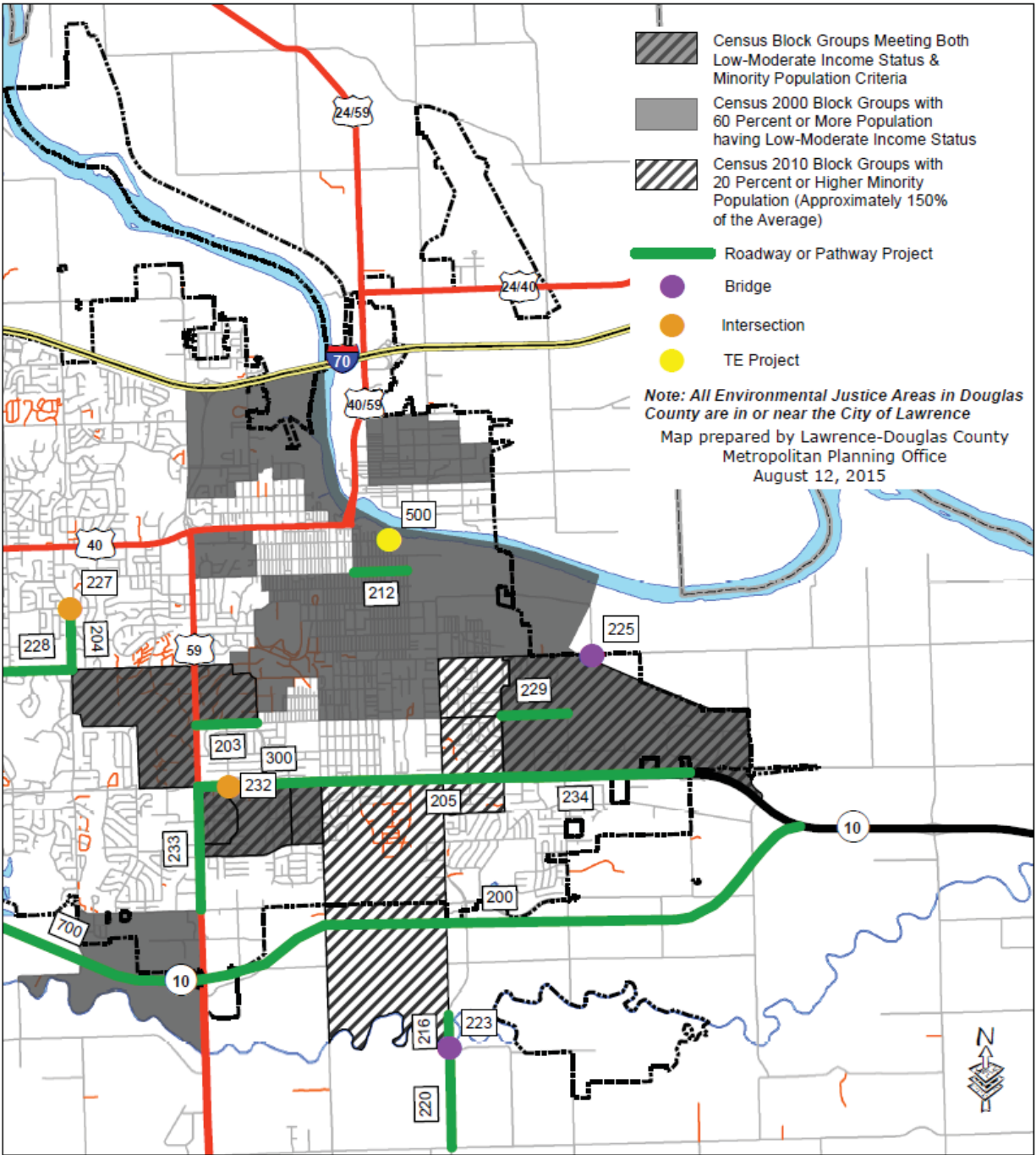
The 2010 Census questionnaire gave people the opportunity to select multiple races if that best described their ethnicity. For this environmental justice map, staff used only one race data attribute to depict areas within Douglas County that have a minority population equaling approximately 150 percent or more of the average minority population residing in Lawrence and Douglas County. The majority race in this region is White/Caucasian and the other races collectively are considered as the minority group population for this EJ analysis. The 2010 Census data indicates the minority population within Douglas County represents 12.2% of the total population, and in Lawrence the minority population is slightly higher representing 14.5% percent of the total population. Using these figures, the 150 percent of average would be 18.3% for Douglas County and 21.3% for Lawrence. In order to simplify the delineation of high minority percent areas, the EJ maps depict the 2010 Census block groups with 20% percent or higher proportions of minority populations.

#### 2015-2018 TIP Projects for the Lawrence - Douglas County MPO in Relation to Environmental Justice Areas

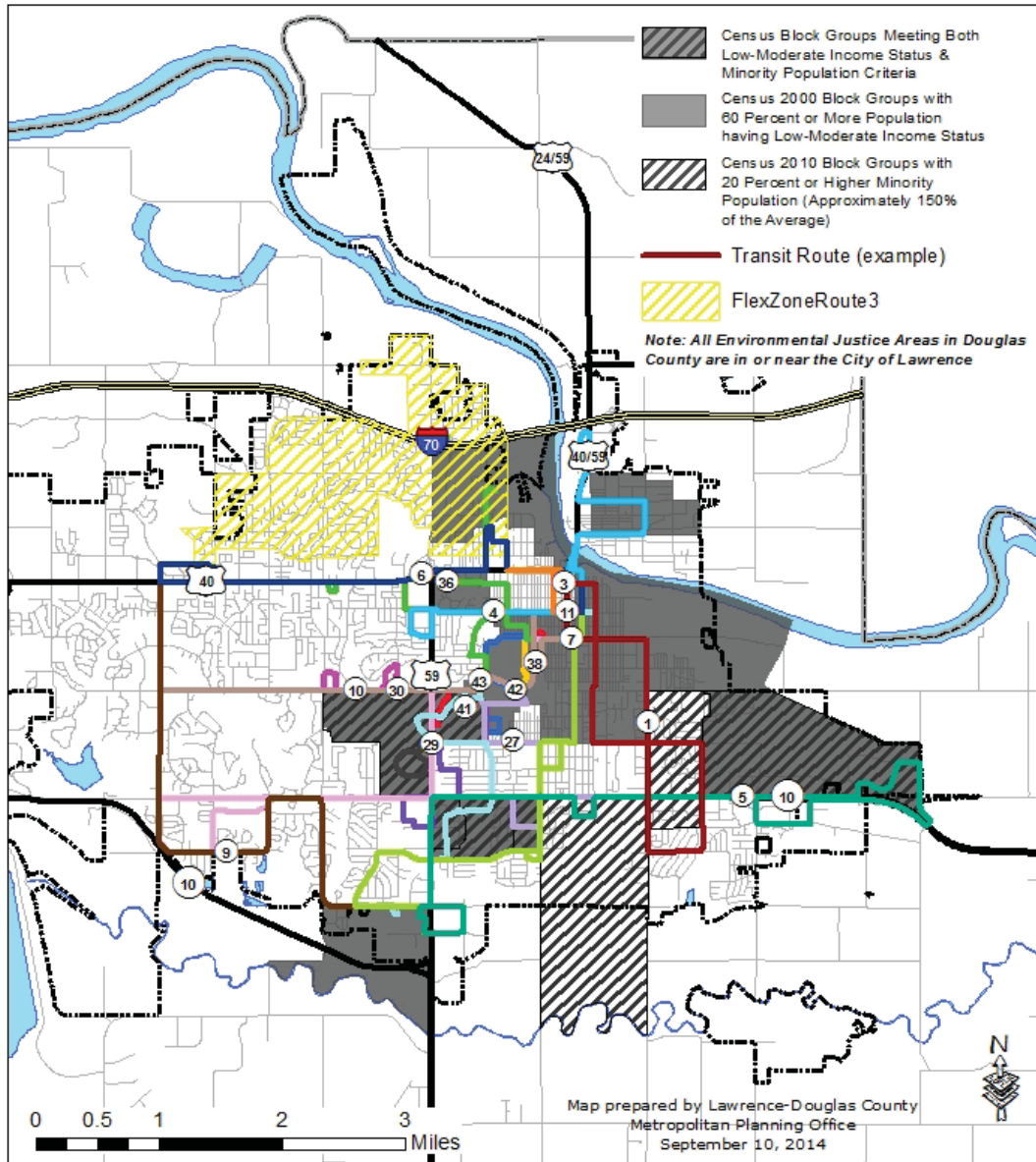
The following maps combine the census block group environmental justice zones with the locations of the proposed transportation improvement projects included in the 2015–2018 fiscally constrained TIP period. The maps show where the roadway projects, transportation enhancement projects, and fixed route urban transit services required to be in the TIP are located in relationship to where higher than average levels of minority persons live and/or where higher than average low-moderate income households exist, and where both of those attributes are found.



### MPO Programmed Roadway Projects in Relation to Title VI Areas



### MPO Fixed Route Transit Service in Relation to Title VI Areas



A review of the preceding maps shows that TIP projects are spread throughout Douglas County. The map also shows that EJ zones are not, but are instead concentrated in the urban parts of the region, especially in Lawrence. However, EJ analysis is more than just the location of the projects and how many are (or aren't) in EJ areas. All of the projects in this TIP have impacts and benefits both during construction and long term after they are built as part of the network.

Projects which are completely, partially or on a road that is an EJ zone border are considered EJ projects for the purpose of this analysis. The following 2015-2018 TIP projects are identified as EJ Zone Projects: 200 - South Lawrence Trafficway; 203 - 19<sup>th</sup> Street: Naismith to Iowa Reconstruction, 205 - K-10 Access Point Consolidation, 212 - 9<sup>th</sup> Street Reconstruction, 300 - 23<sup>rd</sup> Street Traffic Signal Coordination, 500 - Santa Fe Depot Restoration. Of these projects: 200, 203 and 212 include multimodal infrastructure amenities.

There are several types of projects throughout the region; a majority of the roadway projects also have multimodal elements to improve the network conditions for walking and biking. When people choose to get out of their car and walk, bike, or take transit; they make a

positive environmental impact and improve air quality. People choose to walk rather than drive they are typically replacing short automobile trips, which contribute disproportionately high amounts of pollutant emissions. These emission reductions benefit all residents whether they choose a walking trip or not. There is an overall reduction in vehicles miles traveled, reducing traffic, congestion and the volume of pollutants in the air. Other environmental impacts can be a reduction in overall neighborhood noise levels and improvements in local water quality as fewer automobile related discharges wide up in local wetlands, streams, rivers and lakes. Pedestrian, bicycle and transit travel is a more equitable than other forms of transportation, so building multimodal improvements as part of projects increases the access to non-motorized trip options.

There are several types of projects located in EJ zones and serving EJ populations. This list and the preceding maps also indicate that because the EJ zones are concentrated in the urban core of the region and that is where most of the transit service is located that the EJ areas get more transit service than other more rural parts of the region. The maps also indicate that because the EJ zones are urban and in the urban area the street density is higher that the EJ populations are served by more roadway choices than populations in the more rural parts of the region. Overall, the EJ populations in the region's urban core have better access to more transport options (e.g., transit or car mode, wider choice of streets to use for most trips) than people living in the less densely developed rural parts of the region. On the other hand, the EJ populations in the urban areas have more impacts from the transportation system (e.g., traffic congestion, noise, air pollution) and those impacts need to be reviewed to determine if any of them are disproportional to the EJ populations compared to other non-EJ populations living in the urban area of the region.

A review of the MPO's urban area indicates that all residents in the urban part of the region regardless of race or income experience the impacts of the urban transport system in similar fashion. The benefits and impacts of that urban transportation network are not concentrated in any particular EJ zones. The region's transportation projects appear to be selected based on the merit of the project and the need for improvements to the transport system without any intended bias towards impacting EJ areas any more than any other area in the region. If there is any difference with EJ zones it seems to be that some EJ areas receive greater choice and frequency of transit services due to the fact that those areas coincide with the parts of the region with population densities high enough to support frequent fixed route transit. For the roads there are busy congested intersections all around the urban area in both high and low income areas, and regardless of your racial group you are likely to encounter one of those intersections near your home no matter where you live in Lawrence. The impacts from the transportation system (congestion, noise, pollutant emissions, etc.) appear to be more related to whether you live in the Lawrence Urbanized Area or not more than related to whether you live in a minority or low income area or not. Disproportionate impacts from federally funded transportation projects on low income or minority population clusters were not observed in this EJ analysis.

The table makes comparisons between the number of roadway and transportation enhancement TIP projects (projects that have specific locations) and the number of TIP projects in EJ zones as well as the cost comparisons for those projects located inside and outside of EJ areas. This table also compares the proportion of projects and expenditures in EJ areas to the proportion of the Douglas County population that is low-income and/or minority. This comparison indicates that even though many TIP projects are located in developing parts of the region that are now outside of EJ zones, there are still several important and needed TIP projects located in the urban core of Lawrence where these low-income and minority populations are centered.

	Number of Projects	Total Cost of Projects in 1000's	Number of Projects in EJ Zones	Percent of Projects in EJ Zones	Total Cost of Projects in EJ Zones in 1000's	Percent of Cost in EJ Zones
2015	23	\$ 72,605	4	17.4%	\$ 56,190	77.4%
2016	16	\$ 18,871	3	18.8%	\$ 650	3.4%
2017	7	\$ 10,060	3	42.9%	\$ 7,400	73.6%
2018	7	\$ 10,060	3	42.9%	\$ 7,400	73.6%

\*This table does not include projects not mapped for environmental justice analysis. This table does not include transit allocations, planning studies, SRTS allocations and projects that are not limited to a specific point on a map.

\*\*Advanced Construction Conversion funds are not calculated in the total project costs.

Reviewing the maps, tables and lists in this chapter along with the project listings at the end of this document indicates that there are no significant EJ issues related to the selection of projects for this TIP. This TIP includes projects inside and outside of EJ zones, and projects for this TIP are selected based on objective planning and engineering criteria (e.g., bridge deterioration, pavement condition, transit demand, etc.). The MPO believes there are no significant EJ issues with the selection of federally funded roadway, bridge, transportation enhancement, or transit projects in Douglas County.

More information about how the MPO is addressing Title VI Civil Rights and Environmental Justice Non-Discrimination issues can be found in the MPO's Title VI Program Manual and the Public Participation Plan. Those documents can be viewed online at [www.lawrenceks.org/mpo/public\\_participation](http://www.lawrenceks.org/mpo/public_participation).

## IV. AMENDMENTS AND REVISIONS

Project cost and funding levels are put into the TIP 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 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.

### Administrative Revisions

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

- ◆ Obvious minor data entry errors or editing corrections to text and/or graphics
- ◆ Splitting or combining projects (project scopes and costs cannot change)
- ◆ Changes or clarifying elements of a project description (with no major changes in funding or scope)
- ◆ Change in federal funding source
- ◆ Shifting funds between years within the four-year fiscally constrained period
- ◆ Minor change of less than 20% of total project cost

In processing administrative revisions MPO staff will:

- ◆ Enter the requested revision into the project database and map as necessary.
- ◆ Prepare and publish an updated TIP project listing and post it on the web.
- ◆ Notify the Kansas Department of Transportation of the modifications and request their inclusion in the respective Statewide Transportation Improvement Program.
- ◆ Prepare a summary of the revision to be presented at the next scheduled MPO Technical Advisory Committee and Policy Board meetings.

### Amendments

Amendments to the TIP often consist of major changes to project cost and/or funding levels. Those types of fiscal changes may have impacts on the ability of the TIP and/or the MTP to remain fiscally constrained. Amendments to the TIP may involve a change in project scope that alters the original intent of the project by adding or deleting a phase or making major cost or funding changes. Amendments to the TIP may also consist of major text and/or graphics changes that add, delete or change policy or processing information in the document. A significant change in the scope or a change in the location of a project also warrants a TIP amendment. Adding or deleting projects from the TIP are handled by an amendment.

Amendments to the TIP will be drafted by the MPO staff in cooperation with KDOT staff and TAC members as needed. The draft TIP amendment will then be presented to the TAC for review and approval before sending the amendment to the MPO Policy Board for approval.

Amendments will consist of a MPO resolution and any needed attachments to describe the proposed changes to the TIP document and their impacts on the ability of the TIP to comply with federal MPO planning regulations and remain fiscally constrained. The MPO staff will work with KDOT staff and the project sponsor during the course of the TAC review and the drafting of the amendment to make sure that ample funds are available for the project cost changes. The MPO staff must verify from KDOT and the local sponsor that needed funds are available for the changes if the changes are not offset by project cost reductions.

After the MPO Policy Board approves the amendment the MPO staff will forward the amendment to KDOT for their review and transmission to the FHWA and FTA. The MPO staff is responsible for notification to KDOT and FHWA/FTA of action taken on the TIP amendment and assuring that the amendment process and public notification procedure has been followed. KDOT staff will then update the Statewide Transportation Improvement Program (STIP) with this TIP amendment information. The TIP is included in the STIP by reference so an amendment to the TIP also becomes an amendment to the STIP.

Unlike the TIP revisions, the TIP amendments must be posted for public review and comment, the MPO staff must collect and review any public comments and share those comments with MPO and TAC members, and a formal vote by the MPO needs to take place to approve TIP amendments. An appropriate level of public involvement activities as outlined in the latest MPO-approved Public Participation Plan (PPP -found online at [www.lawrenceks.org/mpo/public\\_participation](http://www.lawrenceks.org/mpo/public_participation)) is required for all TIP amendments. That public review process includes a minimum 15-day public comment period and posting the proposed amendment on the MPO web page. The MPO staff also places a paper copy of all TIP amendments in a binder kept at the front counter of the MPO Office for public review and comments. In addition, all TIP amendment announcements including the printed advertisement in the newspaper have the phone number, mailing address, and email address of the MPO staff listed on them so that anyone with questions or comments about the amendment can contact the staff to discuss it. Following the required 15-day public comment period, all comments will receive a response, either individually or in a summary form, and the MPO staff will present these public comments and the staff response to the MPO Policy Board before they approve the amendment. There is no requirement for a public hearing.

The following types of project changes are always handled as TIP amendments:

- ◆ Addition or deletion of a project within the first four (4) years of the TIP (federal regulations require this part of the TIP to show fiscal constraint)
- ◆ Total costs and/or funding amounts for a project listed in the TIP increase by more than 20% of the original project amounts put in the TIP
- ◆ Change to the project scope and/or location
- ◆ Major schedule changes for a project (see explanation below).

### **Major Schedule Changes for Projects**

Projects that are scheduled for the first year of the TIP are considered to have all needed funding in place and to be underway or ready for implementation very soon. Those first year projects are the "agreed upon" list of projects. Projects that are in the second, third and fourth year of the TIP are considered to have most, if not all, of its funding identified and to be nearing the end of the planning stage and beginning the design and implementation stage. These projects constitute the "committed" list of transportation improvements. Projects that are in the fifth (last) year of the TIP are outside of the period which must show fiscal constraint to meet federal regulations, and the projects in that year are listed for planning and informational purposes only.

Since the TIP is required to be fiscally constrained for four years, it is possible to move the schedules for the projects in years 1-4 around within this period and maintain a fiscally constrained TIP. One year schedule changes to projects in the first four years of the TIP should be simple and may be made through revisions. Moving projects in the TIP project listings by

more than one year constitute a more significant change so schedule changes of more than one year for projects in the fiscally constrained period will be handled by amendments. The table below shows all the possible project schedule changes for the fiscally constrained four-year period covered by this TIP and how each change is to be handled.

Movement of a project in the fifth year of this TIP document forward into the four-year period required to be fiscally constrained will cause the MPO staff and TAC to review the TIP project listings and be handled as an amendment.

Year				
From/To	1	2	3	4
1		Revision	Amendment	Amendment
2	Revision		Revision	Amendment
3	Amendment	Revision		Revision
4	Amendment	Amendment	Revision	

### Amendment Schedule

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

FFY 2016 Quarterly Schedule for TIP Amendments				
TIP Amendment Request Made to MPO Staff	TAC Approval	Public Review Period	MPO Approval	STIP Approval
September- 18	October- 06	9/29/15 to 10/14/15	October- 15	November
Jan- 15	February- 02	1/26/16 to 2/10/16	February- 18	March
March- 18	April- 05	3/29/16 to 4/13/16	April- 21	May
July-15	August- 02	7/26/16 to 8/10/16	August- 18	August

Public review is scheduled to begin when the TAC agenda is sent out, one week prior to TAC meeting dates. These dates are approximate and subject to change following discussions between MPO and KDOT staffs and/or discussions at the Technical Advisory Committee (TAC) meetings.

## V. FISCAL CONSTRAINT

Project funding depends on the availability of funds, on criteria established by State and Federal laws and related regulations, 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 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act provides federal-aid to state and local units of government for surface transportation projects.

The use of Federal Transit Administration (FTA) funds are allocated to transit operators by formulas through the FTA Region 7 Office in Kansas City and through the KDOT Public Transportation Programs Office in Topeka. Those funds are utilized for the operations of the Lawrence Transit System and various paratransit operations in the region. State transit funds from the 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, local sales taxes, and farebox revenues.

The use of FHWA funds and state highway and bridge funding supplied through the T-WORKS Program are all administered by KDOT. Those federal funds come in various forms from several different FHWA programs, but all of that 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. 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. In 2013 these taxes produced \$4,518,860, \$3,025,578, and \$753,144 of additional revenue for the City. However, all three of those taxes will expire in 2019. With the addition of those taxes the City has a local dedicated funding source for road and transit improvements that has made funding more predictable. With those 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 sales tax revenue and some are still funded with a combination of federal aid and local matching funds.

The National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and Transportation Alternatives (TA) categories are the main federal sources of funding that cities receive through KDOT. For Lawrence most of that federal funding has come recently in the form of STP and has remained about the same each year at about \$1 million. In 2013 the City of Lawrence received \$.9 million in federal Surface Transportation Program (STP) funds through the KDOT sub-allocation process of sharing federal funds with local governments. All of the road and bridge projects sponsored by Lawrence are listed in the Lawrence budget documents, and the regionally significant and/or federal aid road and bridge projects sponsored by the City are also listed in the TIP.

Lawrence also receives Transportation Enhancement (TE) funds from time to time as the City submits discretionary grant applications and they are selected by KDOT. Those TE funds help the City build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements. The TE program is now under MAP-21 and is part of the Transportation Alternatives (TA) program that also includes the Recreational Trails and the Safe Routes to School (SRTS) programs. KDOT administers the TE and SRTS programs and has elected to use separate grant application cycles for each of those types of grants so the funding process for TE and SRTS projects looks the same as it did under SAFETEA-LU when both of these grants were from separate federal funding categories. The Recreational Trails program is administered by the Kansas Wildlife and Parks Department.

The City of Lawrence receives federal transit funding (capital and operating assistance) from the FTA to operate the transit system. Transit capital funding for buses and related facilities used to be a varied mix of formula and discretionary grant funding along with local funds. However, under MAP-21 the use of discretionary capital programs (ex: Section 5309 program) is greatly diminished and a new more predictable funding source called the Bus and Bus Facilities (5339) Program is now the federal source for fleet replacements and other capital needs. Transit operating assistance has typically been based on formulas and been more predictable than capital funding. This has allowed Lawrence Transit to use a relatively constant mix of federal and local funds for operations. Under the State T-WORKS Program 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 receives obligation authority for STP funds from KDOT. KDOT allows counties to exchange their available obligation authority of federal funds for state funds at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority. Alternatively, the County may "bank" the federal obligation authority for a later project. The County can also 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. 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 million. This allocation is reviewed and adjusted annually by the Board of County Commissioners. The County programs its projects in their CIP and as needed the County staff coordinates its capital planning with the MPO staff for TIP development and changes. In 2013 the County received approximately \$335,000 in federal STP funds obligation authority through KDOT. The County elected to bank that federal obligation authority for a later project rather than exchange it for state funds.

With the publication of the 2010 Census data the City of Eudora demonstrated continued growth and became a second class city under Kansas statutes. With that designation Eudora now receives an annual sub-allocation of STP funding through KDOT. This amount of federal funding is expected to be small (less than \$100,000). In the past the three small cities in Douglas County (Baldwin City, Eudora and Lecompton) have used federal funding sporadically and worked with Douglas County staff to administer major road and bridge projects using

federal aid. This cooperation between the small cities and the County for the use of federal aid is expected to continue through the life of this TIP.

The paratransit providers in the region provide all or most of their own funds to operate their services, and in some cases they use FTA 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 discusses project additions to the TIP at TAC meetings, and the project sponsor is asked to explain where the project funding is coming from and give details about the project scope and schedule. 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

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 spent large amounts of money to widen and improve US-59 south of Lawrence, to replace the K-10/23<sup>rd</sup> Street Bridge over the BNSF railway line in Lawrence, to build the South Lawrence Trafficway (new K-10 alignment), and to build a new interchange along K-10 at Bob Billing Parkway/N 1500 Road. All of those projects are KDOT administered projects on KDOT routes. Those projects typically do not significantly 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.

For most local governments in the region the main KDOT funding role has been to provide federal aid to local projects, not to provide large amounts of state aid to local transportation improvements. However, the one example in the region where the state funding of a local project does make a routine and significant difference in the local budget process is state transit operating assistance. The Lawrence Transit operation receives about \$1 million in state operating assistance annually, and that is an important part of their budget.

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/or 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 \$500,000 and the City of Lawrence receiving about \$1 million annually in federal aid for roads and bridges. The three smaller cities in Douglas County (Lecompton, Eudora, and Baldwin City) have small public works departments, and if they do large road or bridge projects those are often managed by Douglas County or KDOT.

The public transit operations in Lawrence are composed of a mix of services operated by the Lawrence Transit and the University of Kansas. The KU On Wheels transit operations are primarily 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 \$2 million annually in flexible federal formula Section 5307 subsidies to provide transit services. This annually allocated funding can be used for capital projects (e.g., buying new buses), but most of it has been used for operations.

Capital assistance levels are typically much more unpredictable than operating assistance, but when the transit capital funding will be needed is fairly predictable because it is based on the life span of buses. That creates a dilemma for transit operators who in the past relied heavily on large discretionary grants (e.g., Section 5309) from the FTA for bus fleet replacements. Now those large grants are gone and our transit operators are adjusting to buying just a few new buses at a time when funding is available instead of buying several buses on one large grant funded order. The transit operations in Douglas County are now adjusting to the new MAP-21 capital program called Bus and Bus Facilities (Section 5339).

Discretionary funding for Transportation Enhancements (TE), safety improvements, Safe Routes To School (SRTS), and other special projects is also available on a more sporadic competitive grant basis. That 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. However, because of the uncertainty of the annual funding levels for these competitive grant and specialty programs, most of these funding sources are not included in the fiscal constraint amounts included in this TIP. If and when local governments in Douglas County are awarded funding from these discretionary programs the MPO will amend the TIP to add that funding and those projects in a timely manner.

All of the estimated amounts of transportation project funds are included in the Estimated Revenues and Expenditures Tables. 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. The fiscal constraint analysis looks primarily at capital projects (e.g., building roads and bridges, buying buses, etc.), however, that is not a complete picture of funding for the region's multimodal transportation system. The funds needed for operating and maintaining transport facilities and services also has to be reviewed. Federal regulations state that an adequate level of Operations & Maintenance (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**

### **Road and Bridge Operations and Maintenance Funding Estimates**

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 carrying a state highway. KDOT plays a role in the maintenance of some major roads in the region, but major highway mileage comprises a small percentage of total roadway mileage. Most of the road mileage in Douglas County is owned by the County, City or Township Governments that levy local property taxes and sometimes other taxes to pay for road maintenance and operations.

The cities and county also receive a portion of the state gas tax collected in Douglas County. The City of Lawrence received approximately \$2.5 million in gas tax funds during 2013 while Douglas County received approximately \$2.1 million. This amount of funding is anticipated to continue during the years covered by this TIP. The state supplied pass through gas tax funding is supplemented by local government funds to make up the bulk of Lawrence and Douglas County roadway O&M budgets.

For 2013 the City of Lawrence had an O&M budget for its road system of approximately \$8.0 million. Those costs were paid for with \$2.5 million of state gas tax funds and \$5.0 million of local tax sources including the 2008 approved sales tax increase dedicated to infrastructure improvements. For 2013 the roadway O&M budget for Douglas County was approximately \$5.8 million with approximately \$2.1 million of that total coming from the state gas tax funds and the other \$3.7 million from County tax sources. It is expected that the local governments in the region will continue to fund their O&M budgets in order to adequately maintain their transportation infrastructure during this TIP period.

The O&M Funding Summary Table indicates that the expected level of funding for O&M of the region's roadways and bridges over the four-year fiscally constrained period covered by this TIP is steady and adequate to handle the normal O&M needs each year. 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 practice.

2015- 2018 Total Road and Bridge Funds Operations & Maintenance		
(in \$1,000s)		
FY	City	* County
2015	8,000	5,800
2016	8,000	5,800
2017	8,000	5,800
2018	8,000	5,800
4-year Total	32,000	23,200
Note: O & M calculations include state gas tax funds and local tax sources. *Does not include Township road maintenance funds.		

### Transit Operations and Maintenance Funding Estimates

Transit operations are funded with a mix of local, state and federal funds. The transit system in Douglas County is a coordination of services owned and operated by the City of Lawrence, the University of Kansas, social service agencies that run paratransit vehicles, and Johnson County Transit that runs a commuter bus service between Lawrence and 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 (MARC) which is the MPO for the Kansas City Area. In June 2014 the Lawrence City Commission approved \$120,000 of City funding for the JO operations. Lawrence Transit service uses some federal and state and local funds for operating and routine maintenance expenses.

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. Lawrence Transit needs to pay for its services when they are rendered (i.e., when the buses are rolling burning fuel and labor costs are incurred). Lawrence Transit 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. For 2013 the Lawrence Transit had an O&M budget of approximately \$5 million which was funded with \$2.3 million of federal aid, \$.25 million of state aid, and \$2.5 million of local funds. Those levels of O&M expenses and revenues are anticipated to continue through the four-year fiscally constrained period (2015-2018). Operations and maintenance funding for the Lawrence Transit system is shown in the Estimated Revenues and Expenditures Tables.

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 state operating subsidy from KDOT. Typically, this state operating assistance is only a few thousand dollars per year for each operator. Most of the federal and state aid to paratransit is for vehicle purchases. The MPO staff works closely with the KDOT transit staff, the Regional Transit Advisory Committee (RTAC), and the Urban Corridor Coordinated Transit Council members to keep informed about the status of paratransit operations and funding issues. Those paratransit issues are discussed in more detail in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP).

### University of Kansas (KU on Wheels) Transit Funding

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

Funding Programmed in the KU Parking & Transit Budget				
Year	KU Parking Funds	KU Student Fee Funds	Other Funds	Total Funds
2015	\$ 1,233	\$ 3,285	\$ 133	\$ 4,651
2016	\$ 1,196	\$ 3,285	\$ 133	\$ 4,614
2017	\$ 1,220	\$ 3,285	\$ 133	\$ 4,638
2018	\$ 1,239	\$ 3,285	\$ 133	\$ 4,657
2019	\$ 1,239	\$ 3,285	\$ 133	\$ 4,657
Totals	\$ 6,130	\$ 16,425	\$ 665	\$ 23,220

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

The KU On Wheels (KUOW) and the Lawrence Transit 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 Lawrence Transit System receives FTA funding. The KUOW operations 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 fees that support it.

### 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 also makes good sense. If we put all of the desired projects in the TIP then we come up with a list of needs that doesn't reflect the projects that can be completed with existing and planned financial resources. The MPO desires to have a credible TIP that represents what can and should happen in the near-term to improve our region's multimodal transport system. The fiscal constraint requirement and analysis helps the MPO do that.

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2015 and 2016). Predicting the revenues that will be available and costs for projects in the second half of that period (2017 and 2018) are a more speculative exercise, however, even rough estimates of available funds and costs are helpful in showing the required four years of fiscally constrained project tables. In this uncertain time of federal funding (MAP-21 expiring soon and the future act to replace it being debated) it is difficult to estimate the funding levels two years from now. The MPO has assumed that 2014 levels for federal funding will remain in place for funding through 2018. These estimates are rough but still valuable in assessing the local government ability to obtain federal and state aid and to meet matching requirements for projects that those 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 for inclusion in the TIP.

Projects submitted by the local governments in the region or other local agencies are reviewed by the TAC and the project sponsor is asked to describe the funding which is committed to each project. That process includes 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 that situation and process an amendment to the TIP to reflect those changes and maintain a fiscally constrained TIP. Likewise, if new funding sources and/or increased funding levels occur then the MPO will amend the TIP to reflect those changes.

The projects and the funding 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 region's local governments in conjunction with the MPO, KDOT, and public transit providers in Douglas County. For federal aid projects the local government sponsors work closely with the KDOT-Bureau of Local Projects to track their levels of federal funding. KDOT does not allow the local governments to program more projects than the federal funding will allow. Both KDOT and MPO staffs work together to see that the TIP tables and the KDOT spending 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 Transit match the reasonable expectations of federal funding. Projects 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, transit, and enhancement project listed in the TIP, the project sponsor must also present their project costs in year of expenditure (YOE) dollars. This allows the project estimates to take into account inflation and should make them more realistic than using constant dollars. In order to comply with federal regulations, this fiscal analysis uses an annual inflation factor of 1.5% (this matches the T2040 Inflation Factor) for all TIP projects to determine the estimated costs in the year of expenditure. This inflation factor was developed by KDOT in 2012 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 draft TIP that 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 YOE inflation rate cooperatively developed by the area's MPO planning partners.

The first year (2015) in this TIP, lists projects currently 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 next three years (2016, 2017 & 2018) complete the four-year period required to be fiscally constrained. The Estimated Revenues and Expenditures Tables shows that the level of projected funding from reasonable sources and the total level of project funding programmed in this TIP for the required four year period (2015-2018) is balanced and this TIP is fiscally constrained. 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.

### **Estimated Revenues and Expenditures Tables For TIP Projects by Year and Funding Source**

The table below displays the fiscal breakdown by funding source for all roadway and transit projects listed in the first four years (2015-2018) of this five-year TIP.

### Estimated Expenditures by Year and Funding Source (in thousands)

Funding Source		FFY 2015	FFY 2016	FFY 2017	FFY 2018	Total
Federal Funds	FTA 5307	\$ 2,122	\$ 2,122	\$ 2,122	\$ 2,122	\$ 8,488
	FTA 5309	\$ 699	\$ -	\$ -	\$ -	\$ 699
	FTA 5310	\$ -	\$ 101	\$ -	\$ -	\$ 101
	FTA 5311	\$ 48	\$ 90	\$ -	\$ -	\$ 138
	FTA 5317	\$ 39	\$ 15	\$ -	\$ -	\$ 54
	JARC	\$ 248	\$ -	\$ -	\$ -	\$ 248
	NHPP	\$ 35,038	\$ -	\$ -	\$ -	\$ 35,038
	HRRR	\$ -	\$ 36	\$ -	\$ -	\$ 36
	HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 1,070	\$ 4,095
	STP	\$ 24,677	\$ -	\$ -	\$ -	\$ 24,677
	TE/TA	\$ 15	\$ -	\$ -	\$ -	\$ 15
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
State		\$ 3,739	\$ 17,497	\$ 800	\$ 800	\$ 22,836
State AC Conversion*		\$ (59,943)	\$ (500)	\$ (500)	\$ (500)	\$ (61,443)
KTA		\$ -	\$ 94	\$ -	\$ -	\$ -
Local		\$ 10,781	\$ 20,571	\$ 22,397	\$ 13,299	\$ 67,048
<b>Total</b>		\$ 18,488	\$ 40,526	\$ 26,319	\$ 16,791	\$ 102,124

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

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	HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 1,070	\$ 4,095
	STP	\$ 24,677	\$ -	\$ -	\$ -	\$ 24,677
	TE/TA	\$ 15	\$ -	\$ -	\$ -	\$ 15
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\*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

\*\*KDOT is currently allocating JARC, 5309, 5317 and HRRR funds which are old SAFETEA-LU funds, they will be depleted soon

**TRANSPORTATION IMPROVEMENT PROGRAM PROJECT  
LISTING**

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

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT                      **MPO#:** 200                      **KDOT#:** K-8392-04                       **Advanced Construction**                      **Grand Total:** \$186,100                      **Date added:** 10/2014

**Project Name:** South Lawrence Trafficway                      **Project Scope:**                      **Comments:** Last Revised: 10/2014

**Route (to/from location):** SO Junct US 59/K10 E to K10                      Linked to Project L-8392-01.                      2009 PE-State funds converted to NHPP in 2014.  
2012 Utilites-State funds converted to NHPP in 2014. 2013 CE/Construction-State funds converted to NHPP in in 2014/2015.

**Project Type:** Road                      **Project -** Special Work, Right of Way

**Length:** 5.96                      **Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
NHPP	Const		\$27,600																
NHPP	CE		\$7,438																
STP	Const		\$17,973																

**Project Sponsor:** Douglas County                      **MPO#:** 201                      **KDOT#:**                       **Advanced Construction**                      **Grand Total:** \$5,020                      **Date added:** 10/2014

**Project Name:** Route 458 3-R Improvements                      **Project Scope:**                      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Route 458 between E 800 Rd & N 1175 Rd Douglas County                      3-R Improvements (restoration, resurfacing, reconstruction).                      Const in 2017.

**Project Type:** Road                      **Project -** Surfacing, Reconstruction

**Length:** 4.3                      **Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$480		Local	ROW	\$300		Local	Const	\$5,900									
				Local	Utilities	\$200													

**Project Sponsor:** Douglas County                      **MPO#:** 202                      **KDOT#:** C-4640-01                       **Advanced Construction**                      **Grand Total:** \$1,622                      **Date added:** 10/2014

**Project Name:** Route 1055 from Route 12 to Vinland                      **Project Scope:**                      **Comments:** Last Revised: 10/2014

**Route (to/from location):** Route 1055 from Route 12 (N 400 Rd.) to Route 460 (N 700 Rd.)                      Roadside Safety Improvements: Culvert replacements/extensions, tree removal in ROW

**Project Type:** Road                      **Project -** Safety

**Length:** 3.0                      **Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$900																	
HSIP	Const	\$525																	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence

**MPO#:** 203

**KDOT#:**

Advanced Construction

**Grand Total:** \$2,000

**Date added:** 10/2014

**Project Name:** 19th Street: Naismith to Iowa Reconstruction

**Project Scope:**

**Comments:**

**Last Revised:** 10/2014

**Route (to/from location):** 19th St from Iowa to Naismith

Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.

**Project Type:** Road

**Project - Work Type:** Grading, Surfacing

**Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
												Local	PE	\$200		Local	Const	\$1,800	

**Project Sponsor:** Lawrence

**MPO#:** 204

**KDOT#:**

Advanced Construction

**Grand Total:** \$5,920

**Date added:** 10/2014

**Project Name:** Kasold Reconstruction

**Project Scope:**

**Comments:**

**Last Revised:** 10/2014

**Route (to/from location):** Kasold Drive: Harvard Road to Bob Billings Pkwy

Reconstruction of street will include subgrade treatment, concrete pavement and multi-modal facilities.

**Project Type:** Road

**Project - Work Type:** Grading, Surfacing

**Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Utilities	\$500		Local	Const	\$5,000													
Local	Const	\$420																	

**Project Sponsor:** KDOT

**MPO#:** 205

**KDOT#:** K-9667-01

Advanced Construction

**Grand Total:** \$1,103

**Date added:** 10/2014

**Project Name:** K-10 Access Point Consolidation

**Project Scope:**

**Comments:**

**Last Revised:** 1/2016

**Route (to/from location):** K-10 from US9 (Iowa St.) E to O'Connell Rd.

Consolidation of Access Points

2016 Local funding for PE(\$67,000) & ROW(\$123,000)

**Project Type:** Road

**Project - Work Type:** Access Management

**Length:** 3

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	Util	\$25													
				Local	CE	\$101													
				State	Const	\$110													
				Local	Const	\$677													
				Local	PE/ROW	\$190													



**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT

**MPO#:** 206

**KDOT#:** KA-1826-01

**Advanced Construction**

**Grand Total:** \$23,641

**Date added:** 10/2014

**Project Name:** K-10/15th St./Bob Billings Pkwy Interchange

**Project Scope:**  
Construct Interchange

**Comments:** Last Revised: 10/2014  
2010 PE State funds(\$669) converted to 2014 STP.  
2013 Utilities State funds(\$699) converted to 2014 STP. 2014 CE/Construction State funds(\$344/\$9,000) converted to 2014 STP.

**Route (to/from location):** K-10/15th Street/Bob Billings Pkwy

**Project Type:** Interchange

**Project -** Interchange

**Length:** .5

**Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019				
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	
STP	CE		\$1,066																	
STP	Const		\$5,366																	

**Project Sponsor:** KDOT/Douglas County

**MPO#:** 207

**KDOT#:** KA-2817-01

**Advanced Construction**

**Grand Total:** \$773

**Date added:** 10/2014

**Project Name:** Baldwin City: US56 & High Street Realignment

**Project Scope:**  
Realign High Street in intersect at 90 degrees with US 56 and add left turn lanes.

**Comments:** Last Revised: 10/2014

**Route (to/from location):** High Street and US 56 Intersection

**Project Type:** Intersection

**Project -** Geometric/Intersection

**Length:** .25

**Work Type:** Improvements

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019				
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	
State	Const	\$773																		

**Project Sponsor:** Douglas County

**MPO#:** 208

**KDOT#:**

**Advanced Construction**

**Grand Total:** \$1,440

**Date added:** 10/2014

**Project Name:** Route 1055 at North 700 Curve

**Project Scope:**  
Reconstruct curve, replace two bridges and one culvert

**Comments:** Last Revised: 8/2015

**Route (to/from location):** Route 1055 from 725 North to 1675 East

**Project Type:** Road

**Project -** Geometric Improvement, Bridge

**Length:** .5

**Work Type:** Replacement

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	ROW	\$300													
				Local	PE	\$140													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence      **MPO#:** 210      **KDOT#:**       Advanced Construction      **Grand Total:** \$530      **Date added:** 10/2014  
**Project Name:** Bob Billings Pkwy & George Williams Way Intersection Signal      **Project Scope:**      **Comments:** Last Revised: 10/2014  
 New Traffic Signal      FY14 PE \$30,000  
**Route (to/from location):** Bob Billings Pkwy & George Williams Way Intersection  
**Project Type:** Intersection      **Project -** Intersection, Signal  
**Work Type:**  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$500																	

**Project Sponsor:** Lawrence      **MPO#:** 211      **KDOT#:**       Advanced Construction      **Grand Total:** \$2,080      **Date added:** 10/2014  
**Project Name:** Bob Billings Pkwy: Wakarusa to Foxfire Dr Reconstruction      **Project Scope:**      **Comments:** Last Revised: 10/2014  
 FY14 PE \$80,000  
**Route (to/from location):** Wakarusa to Foxfire Road  
**Project Type:** Road      **Project -** Reconstruction  
**Work Type:**  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$2,000																	

**Project Sponsor:** Lawrence      **MPO#:** 212      **KDOT#:**       Advanced Construction      **Grand Total:** \$3,600      **Date added:** 10/2014  
**Project Name:** 9th Street Reconstruction      **Project Scope:**      **Comments:** Last Revised: 10/2014  
 Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.  
**Route (to/from location):** Massachusetts St to Delaware St  
**Project Type:** Road      **Project -** Grading, Surfacing  
**Work Type:**  
**Length:** .45

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$300		Local	Const	\$3,000		Local	Util	\$300									

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence

**MPO#:** 213

**KDOT#:**

**Advanced Construction**

**Grand Total:** \$3,650

**Date added:** 10/2014

**Project Name:** Wakarusa Reconstruction (North)

**Project Scope:**

**Comments:**

**Last Revised:** 10/2014

**Route (to/from location):** North of Inverness/Legends to 6th St

Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.

**Project Type:** Road

**Project - Work Type:** Grading, Surfacing

**Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$150		Local	Const	\$3,500									

**Project Sponsor:** Lawrence

**MPO#:** 214

**KDOT#:**

**Advanced Construction**

**Grand Total:** \$2,600

**Date added:** 10/2014

**Project Name:** Wakarusa Reconstruction (South)

**Project Scope:**

**Comments:**

**Last Revised:** 10/2014

**Route (to/from location):** Research Parkway to 18th Street

Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.

**Project Type:** Road

**Project - Work Type:** Grading, Surfacing

**Length:** .22

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	PE	\$100		Local	Const	\$2,500					

**Project Sponsor:** Lawrence

**MPO#:** 215

**KDOT#:** U-0318-01

**Advanced Construction**

**Grand Total:** \$617

**Date added:** 11/2014

**Project Name:** Lawrence KLINK: Selected portions of US-59

**Project Scope:**

**Comments:**

**Last Revised:** 11/2014

**Route (to/from location):** US-59 from 6th St to Harvard Rd and from Irving Hill Rd to 21st St

Mill and Overlay

**Project Type:** Road

**Project - Work Type:** Surfacing

**Length:** 1.01

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	CE	\$40													
				State	Const	\$200													
				Local	Const	\$377													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Douglas County      **MPO#:** 216      **KDOT#:**       Advanced Construction      **Grand Total:** \$343      **Date added:** 8/2015

**Project Name:** Route 1055 3-R Improvements North of Waka R      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Rte 1055 from Waka. R. Bridge to relocated Haskell construction      Extend typical section and concrete pavement from south end of relocated Haskell to north end of Wakarusa River bridge      Construct in Fall 2015 when KDOT closes Rte 1055 for tie-in of relocated Haskell to Rte 1055

**Project Type:** Road      **Project - Work Type:** Grading, Surfacing

**Length:** .17

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$342																	

**Project Sponsor:** Douglas County      **MPO#:** 217      **KDOT#:**       Advanced Construction      **Grand Total:** \$1,009      **Date added:** 8/2015

**Project Name:** Route 1055 Pavement Rehabilitation, Rte 12 to N700 Rd      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Rte 1055 from Rte 12 to N 700      Reconstruction from N 500 Rd north .55 mi; remaining pavement rehabilitated

**Project Type:** Road      **Project - Work Type:** Pavement Milling, Surfacing, Reconstruction

**Length:** 3

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,009																	

**Project Sponsor:** Douglas County      **MPO#:** 218      **KDOT#:**       Advanced Construction      **Grand Total:** \$869      **Date added:** 8/2015

**Project Name:** Bridge 0507-1700 Replacement      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Rte 1055 .07 mi north of N500 Rd      Replace bridge, stabilize channel      Construction contract tied to contract for Rte 1055 pavement rehabilitation from Rte 12 to N700 Rd.

**Project Type:** Bridge      **Project - Work Type:** Bridge Replacement

**Length:** .1

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$9																	
Local	ROW	\$8																	
Local	Const	\$787																	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Douglas County      **MPO#:** 219      **KDOT#:**       Advanced Construction      **Grand Total:** \$1,200      **Date added:** 8/2015

**Project Name:** Route 458 Improvements, E1500 to E1600      **Project Scope:**      **Comments:**      **Last Revised:** 8/2015

**Route (to/from location):** E1500 to E1600      Construct paved shoulders; replace narrow culvert; flatten roadside slope

**Project Type:** Road      **Project - Work Type:** Grading, Surfacing

**Length:** 1

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	ROW	\$30		Local	Util	\$40		Local	Const	\$1,130	

**Project Sponsor:** Douglas County      **MPO#:** 220      **KDOT#:**       Advanced Construction      **Grand Total:** \$2,000      **Date added:** 8/2015

**Project Name:** Route 1055 Improvements, N1000 to N1180      **Project Scope:**      **Comments:**      **Last Revised:** 4/2016

**Route (to/from location):** N1000 to N1180      Construct paved shoulders; replace narrow culvert; flatten roadside slope

**Project Type:** Road      **Project - Work Type:** Grading, Surfacing

**Length:** 1.8

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	ROW	\$45		Local	Const	\$1,885					
								Local	Util	\$70									

**Project Sponsor:** Douglas County      **MPO#:** 221      **KDOT#:**       Advanced Construction      **Grand Total:** \$2,000      **Date added:** 8/2015

**Project Name:** Route 1055 Improvements, Vinland to Rte 458      **Project Scope:**      **Comments:**      **Last Revised:** 8/2015

**Route (to/from location):** Vinland to Rte 458      Construct paved shoulders; replace narrow culvert; flatten roadside slope      Construct in 2020; project exceptions - N890 to N970 and N700 curve

**Project Type:** Road      **Project - Work Type:** Grading, Surfacing

**Length:** 3

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
												Local	ROW	\$50		Local	Util	\$80	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Douglas County      **MPO#:** 222      **KDOT#:**       Advanced Construction      **Grand Total:** \$944      **Date added:** 8/2015  
**Project Name:** Bridge 1000-1638 Replacement      **Project Scope:**      **Comments:** Last Revised: 4/2016  
 Replace Rte 458 bridge over Coal Creek      Includes replacing Br No. 1001-1649; PE completed 2014' ROW/Utilities completed 2015  
**Route (to/from location):** Rte 458 .38 mi east of Rte 1055  
**Project Type:** Bridge      **Project - Work Type:** Bridge Replacement  
**Length:** .17

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$8		Local	Const	\$800													

**Project Sponsor:** Douglas County      **MPO#:** 223      **KDOT#:**       Advanced Construction      **Grand Total:** \$346      **Date added:** 8/2015  
**Project Name:** Bridge 1186-1500 Rehabilitation      **Project Scope:**      **Comments:** Last Revised: 8/2015  
 Modify South abutment; reset bearing devices; repair deteriorated concrete; polymer concrete overlay      Construct during Rte 1055 closure for tie-in of relocated Haskell  
**Route (to/from location):** Rte 1055 at Wakarusa River  
**Project Type:** Bridge      **Project - Work Type:** Bridge Rehabilitation  
**Length:** .1

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$330																	

**Project Sponsor:** Douglas County      **MPO#:** 224      **KDOT#:**       Advanced Construction      **Grand Total:** \$685      **Date added:** 8/2015  
**Project Name:** Bridge 0064-0550 Replacement      **Project Scope:**      **Comments:** Last Revised: 4/2016  
 Replace Bridge      **Route (to/from location):** Rte 1029 .6 mi North of N1 Rd  
**Project Type:** Bridge      **Project - Work Type:** Bridge Replacement  
**Length:** .1

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$65		Local	ROW	\$10		Local	Const	\$600									
				Local	Util	\$10													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Douglas County      **MPO#:** 225      **KDOT#:**       Advanced Construction      **Grand Total:** \$540      Date added: 8/2015  
**Project Name:** Culvert 1500-1624 Replacement      **Project Scope:**      **Comments:** Last Revised: 4/2016  
 Replace narrow culverts, channel improvements      South half N1500 Rd in City Limits  
**Route (to/from location):** N 1500 Rd/E 15th St. at E 1625 Rd Intersection  
**Project Type:** Road      **Project - Work Type:** Grading, Surfacing  
**Length:** .1

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$10		Local	Util	\$20		Local	Const	\$500									
				Local	ROW	\$10													

**Project Sponsor:** Lawrence      **MPO#:** 226      **KDOT#:** U-0561-01       Advanced Construction      **Grand Total:** \$797      Date added: 8/2015  
**Project Name:** Harvard & Wakarusa Roundabout      **Project Scope:**      **Comments:** Last Revised: 8/2015  
 Convert All Way Stop controlled intersection to single lane roundabout      PE/ROW are each estimated at 10% of Construction Costs  
**Route (to/from location):** Harvard & Wakarusa Intersection  
**Project Type:** Intersection      **Project - Work Type:** Geometric/Intersection Improvements  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
State	PE	\$6		Local	ROW	\$62		Local	PE	\$62									
								HSIP	Const	\$564									
								Local	Const	\$63									
								HSIP	CE	\$36									
								Local	CE	\$4									

**Project Sponsor:** Lawrence      **MPO#:** 227      **KDOT#:** U-0544-01       Advanced Construction      **Grand Total:** \$616      Date added: 8/2015  
**Project Name:** Kasold & Harvard Roundabout      **Project Scope:**      **Comments:** Last Revised: 8/2015  
 Convert All Way Stop controlled intersection to single lane roundabout      PE/ROW are each estimated at 10% of Construction Costs  
**Route (to/from location):** Kasold & Harvard Intersection  
**Project Type:** Intersection      **Project - Work Type:** Geometric/Intersection Improvements  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	ROW	\$61		HSIP	CE	\$7									
				Local	PE	\$61		Local	CE	\$37									
				State	PE	\$7		HSIP	Const	\$393									
								Local	Const	\$50									

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence

**MPO#:** 228

**KDOT#:**

Advanced Construction

**Grand Total:** \$2,400

**Date added:** 8/2015

**Project Name:** Bob Billings Parkway Improvements, Kasold to Wakarusa

**Project Scope:**

**Comments:**

Last Revised: 8/2015

**Route (to/from location):** Kasold to Wakarusa

Major resurfacing, traffic control & sidewalks.

PE/ROW are each estimated at 10% of Construction Costs

**Project Type:** Road

**Project -** Surfacing

**Length:** 1.5

**Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$200		Local	PE	\$200													
				Local	Const	\$2,000													

**Project Sponsor:** Lawrence

**MPO#:** 229

**KDOT#:**

Advanced Construction

**Grand Total:** \$3,000

**Date added:** 8/2015

**Project Name:** 19th Street Reconstruction, O'Connell to Harper

**Project Scope:**

**Comments:**

Last Revised: 8/2015

**Route (to/from location):** O'Connell to Harper

Reconstruct & tie into venture park, roundabout at 19th & harper, construct sidewalk & bike lanes

PE/ROW are each estimated at 10% of Construction Costs

**Project Type:** Road

**Project -** Reconstruction

**Length:** .54

**Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	ROW	\$250		Local	PE	\$250									
								Local	Const	\$2,500									

**Project Sponsor:** Lawrence

**MPO#:** 230

**KDOT#:**

Advanced Construction

**Grand Total:** \$7,200

**Date added:** 8/2015

**Project Name:** Queens Road, 6th to North City Limits

**Project Scope:**

**Comments:**

Last Revised: 8/2015

**Route (to/from location):** 6th Street to North City Limits

Construct Queens Road, roundabout at Overland & Wakarusa, construct sidewalk & bike lanes

PE/ROW are each estimated at 10% of Construction Costs

**Project Type:** Road

**Project -** Reconstruction

**Length:** .75

**Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$600		Local	PE	\$600		Local	Const	\$3,000									
				Local	Const	\$3,000													



**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence      **MPO#:** 231      **KDOT#:** KA-4039-03       Advanced Construction      **Grand Total:** \$440      Date added: 8/2015

**Project Name:** US 40/6th Street & Champion Lane Signalization      **Project Scope:** Construct traffic signal      **Comments:** Last Revised: 8/2015  
PE/ROW are each estimated at 10% of Construction Costs

**Route (to/from location):** US 40/6th Street & Champion Lane Intersection

**Project Type:** Intersection      **Project - Work Type:** Intersection Improvements

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$40													
				State	Const	\$250													
				Local	Const	\$150													

**Project Sponsor:** Lawrence      **MPO#:** 232      **KDOT#:**       Advanced Construction      **Grand Total:** \$3,000      Date added: 8/2015

**Project Name:** 23rd & Ousdahl Storm Sewer Improvements      **Project Scope:** Geometric Improvements & Storm Sewer      **Comments:** Last Revised: 8/2015  
PE/ROW are each estimated at 10% of Construction Costs

**Route (to/from location):** 23rd & Ousdahl Intersection

**Project Type:** Intersection      **Project - Work Type:** Intersection Improvements

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	ROW	\$250		Local	PE	\$250		State	Const	\$300					
								Local	Const	\$2,500		Local	Const	\$300					

**Project Sponsor:** Lawrence      **MPO#:** 234      **KDOT#:**       Advanced Construction      **Grand Total:** \$7,200      Date added: 8/2015

**Project Name:** 23rd Street Reconstruction, Haskell to East City Limits      **Project Scope:**      **Comments:** Last Revised: 8/2015  
PE/ROW are each estimated at 10% of Construction Costs

**Route (to/from location):** Haskell to East City Limits

**Project Type:** Road      **Project - Work Type:** Reconstruction

**Length:** 2.01

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	ROW	\$600		Local	PE	\$600					
												Local	Const	\$6,000					

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence      **MPO#:** 235      **KDOT#:** 23 U-0617-01       Advanced Construction      **Grand Total:** \$870      **Date added:** 1/2016  
**Project Name:** KLINK US 59 (Iowa St)      **Project Scope:**      **Comments:**      **Last Revised:** 4/2016  
**Route (to/from location):** US-59 (31st to 23rd Street)      Mill & overlay of Iowa Street between 31st and 23rd St with full depth patching and new pavement markings.  
**Project Type:** Road      **Project - Work Type:** Pavement Milling/Overlay  
**Length:** 1.004

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	PE	\$20									
								Local	CE	\$40									
								State	Const	\$300									
								Local	Const	\$510									

**Project Sponsor:** KDOT      **MPO#:** 236      **KDOT#:** KS-3634-02       Advanced Construction      **Grand Total:** \$4,200      **Date added:** 1/2016  
**Project Name:** SLT/K-10 West Leg in Douglas County      **Project Scope:**      **Comments:**      **Last Revised:** 4/2016  
**Route (to/from location):** I-70/K10 Junction South to 3500 ft N of K-10/US-40 Junction      Add 2 lanes to existing 2 lanes for a 4 lane freeway section. This will include reconstruction of existing interchange @ KTA (I-70). A mainline ORT (open road tolling) toll plaza on K-10 is included in reconstruction of interchange @ I-70.      Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$73,775 K. This estimate should be used for planning purposes only.  
**Project Type:** Road/Interchange      **Project - Work Type:** Interchange/Reconstruction  
**Length:** 1.2

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	PE	\$4,200													

**Project Sponsor:** KDOT      **MPO#:** 237      **KDOT#:** KA-3634-03       Advanced Construction      **Grand Total:** \$10,800      **Date added:** 1/2016  
**Project Name:** SLT/K-10 West Leg in Douglas County      **Project Scope:**      **Comments:**      **Last Revised:** 4/2016  
**Route (to/from location):** 3500 ft N of K-10/US-40 Junction, to K-10 US-59/Iowa St Junction      Add 2 lanes to existing 2 lanes for a 4 lane freeway section. Includes existing interchanges @ US-40, bob Billings, Clinton & US-59. New interchange approx. .8 mi east of Wakarusa/27th St intersection. Kasold Drive intersection will be closed.      Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$159,800 K. This estimate should be used for planning purposes only.  
**Project Type:** Road/Interchange      **Project - Work Type:** Interchange/Reconstruction  
**Length:** 7

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	PE	\$10,800													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT

**MPO#:** 238

**KDOT#:** K-9667-06

**Advanced Construction**

**Grand Total:** \$112

**Date added:** 1/2016

**Project Name:** K-10: Approximately 500ft W of Harper St.

**Project Scope:**

**Comments:**

**Last Revised:** 1/2016

Consolidation of access points (Orschlen's) & construction of right turn lane.

**Route (to/from location):**

**Project Type:** Road

**Project -** Access Management

**Length:** <1

**Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	Const	\$25													
				Local	Const	\$88													

**Project Sponsor:** KDOT

**MPO#:** 239

**KDOT#:** K-9667-07

**Advanced Construction**

**Grand Total:** \$51

**Date added:** 1/2016

**Project Name:** Improvements on K-10 West of Naismith Dr.

**Project Scope:**

**Comments:**

**Last Revised:** 1/2016

Median treatment to allow right out only near Natural Grocers.

**Route (to/from location):** K-10 Improvements to median

**Project Type:** Road

**Project -** Safety

**Length:** .5

**Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	Const	\$38													
				Local	Const	\$13													

**Project Sponsor:** KDOT

**MPO#:** 240

**KDOT#:** K-9667-08

**Advanced Construction**

**Grand Total:** \$30

**Date added:** 1/2016

**Project Name:** Access Consolidation on K-10- West of Alabama St (Jiffy Lube)

**Project Scope:**

**Comments:**

**Last Revised:** 1/2016

Access Improvements

**Route (to/from location):** K-10 W of Alabama St.

**Project Type:** Road

**Project -** Access Management

**Length:** .5

**Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	Const	\$23													
				Local	Const	\$8													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT                      **MPO#:** 241      **KDOT#:** K-9667-09                       Advanced Construction      **Grand Total:** \$30                      **Date added:** 1/2016  
**Project Name:** Access Consolidation on K-10 West of Alabama St (Chipotle)                      **Project Scope:**                      **Comments:**                      **Last Revised:** 1/2016  
**Route (to/from location):** K-10 W of Alabama St.                      Access Improvements

**Project Type:** Road                      **Project -** Access Management  
**Work Type:**                      **Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	Const	\$23													
				Local	Const	\$8													

**Project Sponsor:** KDOT                      **MPO#:** 242      **KDOT#:** K-9667-10                       Advanced Construction      **Grand Total:** \$80                      **Date added:** 1/2016  
**Project Name:** Access Consolidation on K-10 West of Ousdahl Rd                      **Project Scope:**                      **Comments:**                      **Last Revised:** 1/2016  
**Route (to/from location):** K-10 W of Ousdahl Rd.                      Access Improvements

**Project Type:** Road                      **Project -** Access Management  
**Work Type:**                      **Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	Const	\$60													
				Local	Const	\$20													

**Project Sponsor:** KDOT                      **MPO#:** 300      **KDOT#:** KA-2394-01                       Advanced Construction      **Grand Total:** \$180                      **Date added:** 10/2014  
**Project Name:** 23rd Street Traffic Signal Coordination                      **Project Scope:**                      **Comments:**                      **Last Revised:** 10/2014  
**Route (to/from location):** Lawrence                      Install fiber optic cables & video detection systems

**Project Type:** ITS                      **Project -** ITS  
**Work Type:**                      **Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
State	PE	\$150																	
Local	PE	\$30																	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT/Lawrence      **MPO#:** 301      **KDOT#:** KA-3597-01       Advanced Construction      **Grand Total:** \$529      Date added: 8/2015

**Project Name:** West Lawrence Traffic Signal Timing.      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** 6th St, Wakarusa, Clinton Pkwy      Adaptive traffic signal system - new controllers, PTZ cameras & cabinet modifications      Installation of equipment at 12 intersections along 6th St/Wakarusa/Clinton Parkway to enhance traffic flow & safety.

**Project Type:** ITS      **Project - Work Type:** Other

**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
State	Const	\$129																	
Local	Const	\$400																	

**Project Sponsor:** DCSS Inc.      **MPO#:** 400      **KDOT#:**       Advanced Construction      **Grand Total:** \$108      Date added: 10/2014

**Project Name:** Douglas County Senior Services Inc: FTA 5317 Operating      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Lawrence

**Project Type:** Transit/Paratransit      **Project - Work Type:** Operating

**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5317	OPRT	\$39		5317	OPRT	\$15													
Local	OPRT	\$39		Local	OPRT	\$15													

**Project Sponsor:** Independence Inc.      **MPO#:** 401      **KDOT#:**       Advanced Construction      **Grand Total:** \$238      Date added: 10/2014

**Project Name:** Independence Inc.: FTA 5311 Operating & Capital      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Lawrence      2015 - 5311 Fed Admin - \$4,338; Local Admin \$1,084 2016- 5311 Fed Admin- \$14,487; Local Admin \$3,621

**Project Type:** Transit/Paratransit      **Project - Work Type:** Operating/Capital

**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5311	OPRT	\$48		5311	OPRT	\$60													
State	OPRT	\$17		State	OPRT	\$27													
Local	OPRT	\$27		Local	OPRT	\$22													
				5311	CAP	\$30													
				Local	CAP	\$7													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence Transit      **MPO#:** 402      **KDOT#:** 5307-KS-90       Advanced Construction      **Grand Total:** \$13,618      **Date added:** 10/2014

**Project Name:** Operating Funds      **Project Scope:**      **Comments:** Last Revised: 10/2014

**Route (to/from location):** Lawrence      Operating and Preventative Maintenance activities.      Federal Transit 5307 Funds. 2013-2015 amounts based on 2011 levels projected.

**Project Type:** Transit/Paratransit      **Project - Work Type:** Operating

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5307	OPRT	\$2,122		5307	OPRT	\$2,122		5307	OPRT	\$2,122		5307	OPRT	\$2,122		5307	OPRT	\$2,122	
Local	OPRT	\$1,616		Local	OPRT	\$1,616		Local	OPRT	\$1,616		Local	OPRT	\$1,616		Local	OPRT	\$1,616	

**Project Sponsor:** Lawrence Transit      **MPO#:** 403      **KDOT#:** PT-0701       Advanced Construction      **Grand Total:** \$2,198      **Date added:** 10/2014

**Project Name:** Transit Capital Assistance      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Lawrence      Comprehensive Transportation Program. Purchase of replacement paratransit vehicles.

**Project Type:** Transit/Paratransit      **Project - Work Type:** Special Work

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
StateCT	CAP	\$500		StateCT	CAP	\$500													
StateCT	OPRT	\$558		StateCT	OPRT	\$640													

**Project Sponsor:** Lawrence Transit      **MPO#:** 404      **KDOT#:** KS-90-X139       Advanced Construction      **Grand Total:** \$310      **Date added:** 10/2014

**Project Name:** JARC Small Urban Funds      **Project Scope:**      **Comments:** Last Revised: 10/2014

**Route (to/from location):** Lawrence      FFY 2009 Small Urban JARC funds passed thru from KDOT. 80/20 split.      Purchase vehicles.

**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
JARC	CAP	\$248																	
Local	CAP	\$62																	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence Transit      **MPO#:** 405      **KDOT#:** KS-03-0044       Advanced Construction      **Grand Total:** \$631      **Date added:** 10/2014  
**Project Name:** Transit 5309 Funds      **Project Scope:**      **Comments:**      **Last Revised:** 10/2014  
FFY 2008 Capital 83% Fixed Route Bus Replacement  
**Route (to/from location):** Lawrence  
**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5309	CAP	\$527																	
Local	CAP	\$104																	

**Project Sponsor:** Lawrence Transit      **MPO#:** 406      **KDOT#:** KS-04-0010       Advanced Construction      **Grand Total:** \$107      **Date added:** 10/2014  
**Project Name:** Transit 5309 Funds      **Project Scope:**      **Comments:**      **Last Revised:** 10/2014  
FFY 2008 Capital- Bus & Bus Facilities -- Fleet Replacement 83%  
**Route (to/from location):** Lawrence  
**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5309	CAP	\$147																	
Local	CAP	\$30																	

**Project Sponsor:** Lawrence Transit      **MPO#:** 407      **KDOT#:** KS-04-0044       Advanced Construction      **Grand Total:** \$1,145      **Date added:** 10/2014  
**Project Name:** Transit 5309 Funds      **Project Scope:**      **Comments:**      **Last Revised:** 10/2014  
FFY 2009 Capital 83% Fixed Route Bus Replacement  
**Route (to/from location):** Lawrence  
**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5309	CAP	\$25																	
Local	CAP	\$5																	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Bert Nash Inc.      **MPO#:** 408      **KDOT#:** PT-0079-15       Advanced Construction      **Grand Total:** \$60      **Date added:** 8/2015  
**Project Name:** Bert Nash Inc.: FTA 5310 Capital Funds      **Project Scope:**      **Comments:**      **Last Revised:** 8/2015  
**Route (to/from location):** Lawrence      14 Passenger- Small Transit Bus  
**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				5310	CAP	\$48													
				Local	CAP	\$12													

**Project Sponsor:** Cottonwood Inc.      **MPO#:** 409      **KDOT#:**       Advanced Construction      **Grand Total:** \$66      **Date added:** 8/2015  
**Project Name:** Cottonwood Inc.: FTA 5310 Capital Funds      **Project Scope:**      **Comments:**      **Last Revised:** 8/2015  
**Route (to/from location):** Lawrence      14 Passenger- Small Transit Bus  
**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				5310	CAP	\$53													
				Local	CAP	\$13													

**Project Sponsor:** Lawrence      **MPO#:** 500      **KDOT#:** 23TE-0373-01       Advanced Construction      **Grand Total:** \$1,442      **Date added:** 10/2014  
**Project Name:** Santa Fe Depot Restoration      **Project Scope:**      **Comments:**      **Last Revised:** 4/2016  
**Route (to/from location):** 413 East 7th Street, Lawrence, KS      Revitalize the Santa Fe Depot site and building      TA funding to pay 80% of eligible costs.  
**Project Type:** Enhancement      **Project - Work Type:** Special Work  
**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$1													
				TA	Const	\$1,065													
				Local	Const	\$266													
				TA	CE	\$88													
				Local	CE	\$22													



**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Baldwin City      **MPO#:** 501      **KDOT#:** TE-0424-01       Advanced Construction      **Grand Total:** \$260      **Date added:** 10/2014

**Project Name:** Baldwin City Depot Railscape      **Project Scope:**      **Comments:** Last Revised: 4/2016

**Route (to/from location):**      Extend the length of the brick boarding platform, cover the platform and install lighting, install native prairie landscaping and three additional ADA parking spaces to complete the Depot Railscape      2014 KDOT Transportation Alternatives Project

**Project Type:** Enhancement      **Project - Work Type:** Other

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$1													
				Local	Const	\$83													
				TA	Const	\$169													
				Local	CE	\$2													
				TA	CE	\$5													

**Project Sponsor:** Lawrence      **MPO#:** 502      **KDOT#:** U-0464-01       Advanced Construction      **Grand Total:** \$15      **Date added:** 11/2014

**Project Name:** Lawrence Safe Routes to School Master Plan      **Project Scope:**      **Comments:** Last Revised: 11/2014

**Route (to/from location):** Lawrence      Preliminary Engineering to develop Safe Routes to School Master Plan.

**Project Type:** SRTS      **Project - Work Type:** Special Work

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
TA	PE	\$15																	

**Project Sponsor:** KDOT      **MPO#:** 600      **KDOT#:**       Advanced Construction      **Grand Total:** \$2,500      **Date added:** 10/2014

**Project Name:** Various Railroad Safety Projects in the Region      **Project Scope:**      **Comments:** Last Revised: 10/2014

**Route (to/from location):**      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.      This is a master project that would include any safety projects selected in region. State funds (SF) Conversions: 2015 SF to 2016 HISP, 2016 SF to 2017 HSIP, 2017 SF to 2018 HSIP, 2018 SF to 2019 HSIP, 2019 SF to 2020 HSIP.

**Project Type:** Safety      **Project - Work Type:**

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
StateAC	Const	\$500		StateAC	Const	\$500		StateAC	Const	\$500		StateAC	Const	\$500		StateAC	Const	\$500	
HSIP	Const		\$500	HSIP	Const		\$500	HSIP	Const		\$500	HSIP	Const		\$500	HSIP	Const		\$500

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Douglas County      **MPO#:** 601      **KDOT#:**       Advanced Construction      **Grand Total:** \$876      **Date added:** 1/2016  
**Project Name:** Rte 458 HRRR      **Project Scope:**      **Comments:**      **Last Revised:** 4/2016  
 Replace nine narrow culverts and remove roadside trees to improve roadside safety.  
**Route (to/from location):** Rte 458 E 1800 Rd. to E 2000 Rd.  
**Project Type:** Safety      **Project - Work Type:** Grading  
**Length:** 2

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019																			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion																
				Local	PE	\$48		Local	Util	\$75		Local	ROW	\$75		HSIP	Const	\$570																	
												Local	Const	\$63		Local	CE	\$45																	

**Project Sponsor:** Douglas County      **MPO#:** 602      **KDOT#:**       Advanced Construction      **Grand Total:** \$40      **Date added:** 1/2016  
**Project Name:** Local Road Safety Plan      **Project Scope:**      **Comments:**      **Last Revised:** 1/2016  
 Safety study of county road network (major collectors) to identify needed safety improvements.  
**Route (to/from location):** County road network  
**Project Type:** Safety      **Project - Work Type:** Safety  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019																			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion																
				HRRR		\$36																													
				Local		\$4																													

**Project Sponsor:** KDOT      **MPO#:** 700      **KDOT#:** KA-3634-01       Advanced Construction      **Grand Total:** \$1,675      **Date added:** 10/2014  
**Project Name:** South Lawrence Trafficway Widening Study      **Project Scope:**      **Comments:**      **Last Revised:** 8/2015  
 Study to provide a 4-lane freeway section, review area issues, current transport needs, impacts on current projects, interchange configurations, reevaluate the evrn docs for preferred improvements,  
 Project is authorized for PE & ROW ONLY. Project started in 2014 and is ongoing into 2015.  
**Route (to/from location):** K-10 West Leg in Douglas County US 59/K10/Iowa to I70/KTA/K10 Junction  
**Project Type:** Other      **Project - Work Type:** Road Widening  
**Length:** 8.43

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019															
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion												
State	ROW	\$175																													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT

**MPO#:** 701

**KDOT#:** K-8392-06

**Advanced Construction**

**Grand Total:** \$705

**Date added:** 8/2015

**Project Name:** K-10 Permanent Seeding

**Project Scope:**  
Permanent Seeding

**Comments:**

**Last Revised:** 8/2015

**Route (to/from location):** S. Junction US-59 & K-10 to East K-10

**Project Type:** Other

**Project -** Seeding

**Length:** 6

**Work Type:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>				
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	
State	Const	\$656																		
State	CE	\$49																		

**Project Sponsor:** KDOT

**MPO#:** 702

**KDOT#:** K-7888-07

**Advanced Construction**

**Grand Total:** \$498

**Date added:** 8/2015

**Project Name:** US-59 Seeding Project

**Project Scope:**  
Permanent Seeding

**Comments:**

**Last Revised:** 8/2015

**Route (to/from location):** Douglas Co Line N to 2L/4L divided

**Project Type:** Other

**Project -** Seeding

**Length:** 4.2

**Work Type:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>				
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	
STP	CE	\$33																		
State	CE	\$32																		
STP	Const	\$239																		
State	Const	\$194																		

**Project Sponsor:** KDOT

**MPO#:** 703

**KDOT#:** KA-2362-02

**Advanced Construction**

**Grand Total:** \$188

**Date added:** 1/2016

**Project Name:** Toll Feasibility Study for the SLT & K-10 Corridors

**Project Scope:**  
Study for the feasibility of tolling in the SLT & K-10 Corridors in Douglas and Johnson County. This study will include a determination of which tolling scenarios are most feasible at a sketch planning level for implementing corridor improvements.

**Comments:**

**Last Revised:** 1/2016

**Route (to/from location):** I-10(KTA)/K-10 Junction to I-435/K-10 Junction

Study completed by 2016. Project also included in MARC TIP.

**Project Type:** Other

**Project -** Special Work

**Length:** 38

**Work Type:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	PE	\$94													
				KTA	PE	\$94													

# Appendix 1 - Latest Federal Fiscal Year - List of Obligated Projects

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

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

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

Lawrence-Douglas County MPO Area - List of Project for Which Federal Funds Were Obligated to in FFY 2015 (Cost in \$1,000's)													
MPO #	KDOT #	Project Name	Responsible Party	Route or Service Area / Project Location	Project Description	Work Description	Federal Funding Source	Federal Funds Requested in TIP	Federal Funds Obligated in FFY 2015	Federal Funds Obligated To Date	Federal Funds Remaining	Bike & Ped Elements	Project Status
400		Operating	Douglas County Senior Services, Inc.	Based in Lawrence - Douglas County & nearby counties as needed	Paratransit Service for DG Co senior citizens	Paratransit services for seniors & various trip types/purposes	5317	39	15	15	0	No	Active
408	PT-0079-15	Capital -14 Passenger lift equipped bus	Bert Nash Community Mental Health Center	Lawrence	Purchase 14 Passenger - Small Transit Bus	Purchase 14 Passenger - Small Transit Bus	5310	48	44	44	0	No	Active
401		Capital - Ramp Accessible Minivan	Independence, Inc	Based in Lawrence - Douglas County	Capital - Ramp Accessible Minivan	Purchase ramp accessible minivan	5339	48	44	44	0	No	Active
402	KS-90-X152	Transit - Operating Assistance	Lawrence	Citywide	Transit - Operating Assistance	Urban Fixed Route & Paratransit	5307	2,122	858	2,022	100	No	Active
402	KS-90-X154	Transit - Operating Assistance	Lawrence	Citywide	Transit - Operating Assistance	Urban Fixed Route & Paratransit	5307	2,107	755	755	1,352	No	Active
404	KS-90-X019 JARC	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5307	497	48	497	0	Yes	Closed
407	KS-04-0044	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5309	950	25	925	0	Yes	Closed
405	KS-03-0044	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5309	881	527	881	0	Yes	Closed
406	KS-04-0010	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5309	147	147	147	0	Yes	Closed
404	KS-90-X139 JARC	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5307	248	248	248	0	Yes	Closed
202	C-4640-01	Route 1055 from Route 12 to Vinland	Douglas County	Route 1055 from Route 12 (N 400 Rd.) to Route 460 (N 700 Rd.)	Roadside Safety Improvements: Culvert replacements/extensions, tree removal in ROW	Grading and Culverts	HSIP	525	499	499	26	No	Complete
101	K-6813-01	Bridge Replacement on US-59	KDOT	US 59 BR 017, Wakarusa Rv. 6.1 miles n/o US 56	Br 017, Wakarusa River Drg, 6.1 Mile North of Junction US-56	Bridge replacement based on a 44 ft. roadway	BRF	380	(18)	444	(64)	No	Closed
224	K-7888-02	Franklin-Douglas County Line, North to 2L/4L Divided	KDOT	Franklin-Douglas county Line, North to 2L/4L Divided	Franklin-Douglas County Line, North for 7.3 Miles	Concrete Surfacing for 4-Lane Freeway construction in accordance with Project No. 59-106 K-6318-01 (APE Study) recommendations. Grading and bridges will be constructed on Project No. 59-23 K-7888-01. Note: Guardrail, lighting, permanent signing and pavement marking for this project will be completed in Project No. 59-23 K-7888-06	STP	16,720	(44)	10,930	5,790	No	Closed
702	K-7888-07	US-59 Seeding Project	KDOT	Douglas Co Line N to 2L/4L divided	Permanent seeding	Permanent seeding	STP	272	162	271	1	No	Closed
200	K-8392-04	South Lawrence Trafficway	KDOT	SO Junct US 59/K10 E to K10	K-10 Connection, from South Junction US-59/K-10 East to K-10, South Lawrence Trafficway (SLT)	Construct a 4-Lane Freeway Section with interchanges at US-59, Haskell Avenue and K-10.	NHPP & STP	140,179	54,011	140,239	(60)	Yes	Active
100	KA-0685-01	K-10 Highway/ 23rd Street Bridge Project	KDOT	K-10 Highway/ 23rd Street Bridge (023) over BNSF Railroad	Bridge Replacement for K-10 highway over BNSF line near Haskell University.	Bridge Replacement based on a 5-Lane section, 67 Ft Back to Back of curb.	STP & BRF	5,988	342	6,332	(344)	No	Closed
220	KA-1826-01	K-10/15th St./Bob Billings Pkwy Interchange	KDOT	K-10/15th Street/Bob Billings Pkwy	K-10 (South Lawrence Trafficway)/Bob Billings Pkwy on West Side of Lawrence	A current interchange configuration has been developed as part of the K-10, South Lawrence Trafficway Corridor (Proj. No. K-3359-01). This project will construct the interchange.	STP	17,144	6,432	17,143	1	Yes	Active
503	TE-0372-01	Breezedale Monument Restoration	Lawrence	South of the intersection of K-10 and 23rd Street	Southeast and Southwest corner of Kansas Highway 10 (23rd Street) and Massachusetts Street in Lawrence	Repair metal sculptures, masonry, and benches - remove growth and pollution staining - replace lettering on monument	TE	95	95	95	0	No	Active
500	TE-0373-01	Santa Fe Depot Restoration	Lawrence	413 East 7th Street, Lawrence, KS	Preservation of Santa Fe Station located at 413 E 7th Street, Lawrence	Preservation of historic features, improvements to the exterior (doors, roof, chimney and windows), interior improvements (doors, walls, ADA compliance, restoration of original finishes and furnishings), and mechanical/electrical systems (heating and cooling systems, light fixtures, fire suppression system, emergency lighting)	TE	1,272	1,108	1,108	164	No	Active
502	TE-0390-01	Haskell Rail Trail	Lawrence	E23rd Street & E23rd Street Frontage Rd to E29th Street	Ped/bike path; continuation of the existing Burroughs Creek Rail Trail at 23rd St to the proposed South Lawrence Trafficway Trail	Pave existing Haskell Rail Trail from 23rd Street to 29th Street; 10ft concrete trail	TE	182	(13)	169	13	Yes	Active
501	U-0075-01	Lawrence Safe Routes to Schools Education	Douglas County CHIP	Citywide	Creating an Educational Program	SRTS - Phase 1 Planning Grant. Douglas County Community Health Improvement Partnership Pedestrian Safety Education Project	SRTS	10	(2)	8	2	Yes	Closed
502	U-0464-01	Lawrence Safe Routes to School Master Plan	Lawrence	Lawrence	City of Lawrence	Preliminary Engineering to develop Safe Routes to School Master Plan	TE	15	15	15	0	Yes	Active

**Legend**  
 5307 - FTA Section 5307 - Operating Assistance, Preventive Maintenance, Program Administration, & Security and Capital  
 5309 - FTA Section 5309 - Capital Bus and Bus Facilities  
 5310 - FTA Section 5310 - Elderly and Disabled  
 5317 - FTA Section 5317 - New Freedom  
 5339 - FTA Section 5339 - Bus and Bus Facilities  
 BRF - Bridge Replacement Funds  
 HSIP - Highway Safety Improvement Program  
 NHPP - National Highway Performance Program  
 SFP - Surface Transportation Program  
 SRTS - Safe Routes to School  
 TE - Transportation Enhancement

### Appendix 2 - TIP Project Submission Form

Project Sponsor: \_\_\_\_\_

Project Name: \_\_\_\_\_

Route (to/from location): \_\_\_\_\_

Length: \_\_\_\_\_ KDOT #: \_\_\_\_\_

Project Type (choose from available options on TIP Appendix 5): \_\_\_\_\_

Work Type (choose from available options on TIP Appendix 5): \_\_\_\_\_

Project Scope:

Comments:

Does this project use Advanced Construction? Yes    No

Will the project occur in more than one year? Yes    No

Is the project in the Current MTP's Fiscally Constrained List of Recommended Projects? Yes    No

Is the project listed in the MTP as an Illustrative Project? Yes    No

Does the project address a transport system issue discussed or noted in the MTP? Yes    No

If so, please list the issue(s): \_\_\_\_\_

Is the project regionally significant as defined by the L-DC MPO? Yes    No

Is the project identified as a TCM in the SIP? Yes    No

Does this project have any ITS elements? Yes    No

If yes, are the elements consistent with the approved ITS Plan? Yes    No

Is the project listed and/or described in other documents or plans? Yes    No

If so, list the documents:

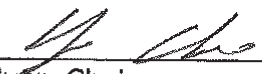
\_\_\_\_\_  
Total Project Cost (all years, all phases in \$1,000's): \_\_\_\_\_



### Appendix 3 - MPO Self-Certification

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; All core documents are current:
  - ✓ MTP
  - ✓ TIP
  - ✓ UPWP
  - ✓ PPP
2. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
  - ✓ Title VI Plan
  - ✓ LEP Plan
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
  - ✓ Title VI Plan
  - ✓ LEP Plan
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
  - ✓ DBE Payment Information submitted to KDOT
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts,
  - ✓ Title VI Plan
  - ✓ EJ Analysis Completed (as part of the MTP or TIP)
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
  - ✓ Title VI Plan
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
  - ✓ Title VI Plan
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
  - ✓ Title VI Plan
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
  - ✓ Title VI Plan

  
 \_\_\_\_\_  
 Bryan Culver, Chair  
 Lawrence-Douglas County MPO

  
 \_\_\_\_\_  
 Jerry Younger, Deputy Secretary/State Transportation Engineer  
 Kansas Department of Transportation

## **Appendix 4 - Major Projects and Significant Delay - Definitions**

### **Roadways (including intersections and bridges)**

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

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

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

### **Transit Facilities and Services**

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

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

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

### **Bikeway and Pedestrian Facilities**

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

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

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

### **Significant Delay**

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



## Major Projects from the Previous 2012-2015 TIP

Using the definitions listed above the following major projects from the previous 2012-2015 TIP were implemented between the start of 2012 and the approval date for this new 2015-2019 TIP. This current TIP covers 2015 to 2019 so some 2015 projects could be listed in both the previous and current TIP documents.

### Roadway Projects (including intersections and bridges)

- K-10 Highway/23<sup>rd</sup> Street Bridge Project #100 - 23<sup>rd</sup> street over the BNSF Railroad, 2012-13, \$6.72 million
- US-59 Turnback Improvements Project #102 - Franklin-Douglas County Line north to 4-lane section, 2013, \$2.49 million
- US-56 Tauy Creek Drainage Bridge Project #103 - 1.95 miles east of US-59/US-56 junction, 2012-14, \$3.32 million
- US-56 Tauy Creek Drainage Bridge Project – East Fork #104 - 2.7 miles east of US-59/US-56 junction, 2012-13, \$2.17 million
- CR 1057 Bridge over Wakarusa River Project #105 - Route 1057 over Wakarusa River, 2012, \$3.05 million
- South Lawrence Trafficway Project #200 - US-59 to K-10, 2012-15, \$175.33 million
- US-59 Road Improvements Project #202 - Franklin/Douglas County Line north to 4-lane section, 2012, \$23.67 million
- CR 1055/6<sup>th</sup> Street Reconstruction Project #204 - US-56 north to CR 12, 2012, \$4.31 million
- CR 1055 Reconstruction Project #207 - E 1700 Road north to CR 458, 2012-15, \$ 4.78 million
- CR 458 Improvements Project #208 - E 800 Road to N 1175 Road, 2014-15, \$5.02 million
- Iowa Street Reconstruction Project #210 - Yale to Irving Hill Road, 2013, \$7.24 million
- 19th Street Reconstruction Project #211 - Naismith to Iowa Street, 2013-14, \$3.86 million
- Kasold Drive Reconstruction Project #212 - Bob Billings Parkway to Harvard Road, 2014-15, \$5.00 million
- 31st Street Construction Project #214 - Haskell to O'Connell, 2013, \$6.21 million
- K-10/Bob Billings Parkway Interchange Project #220 - K-10 Highway and Bob Billings Parkway, 2013-15, \$20.7 million
- 23rd Street/Iowa Intersection Project #222 - 23rd/K-10 and Iowa/US-59, 2014, \$4.93 million
- 6th Street/Iowa Intersection Project #223- 6th Street/US-40 and Iowa/US-59, 2013-14, \$2.51 million
- Bob Billings Parkway Reconstruction Project #235 - Wakarusa Drive to Foxfire Road, 2013, \$3.5 million
- South Lawrence Trafficway – Environmental Mitigation Project #602 - US-59 to K-10, 2012, \$12.0 million

### Transit Facilities and Services Projects

- Lawrence Transit – Bus Replacements –#407 - Citywide urban transit services, 2012, \$1.15 million
- Lawrence Transit – Bus Replacements #408 - Citywide urban transit services, 2012, \$1.00 million
- Lawrence Transit Vehicle Replacement Project #403 - Paratransit vehicles, 2012-15, \$2.55 million

**Bicycle and Pedestrian Facilities Projects - None**

## Major Projects from the 2012-2015 TIP That Were Significantly Delayed

The following major projects from the previous TIP were significantly delayed.

### Roadway Projects (including intersections and bridges)

- South Lawrence Trafficway Project #200 – construction delayed from the 2013 construction completion listed in the original TIP entry in October 2011 to the amended 2016 construction completion date listed in the TIP in July 2014 - US-59 to K-10, 2012-13, \$175.33 million

**Transit Facilities and Services Projects - None**

**Bikeway and Pedestrian Facilities Projects - None**

## Appendix 5 - Explanation of TIP Project Listings

The project listings in the TIP list each project as a single entry with yearly allocations defined for larger and/or more complex projects that cover more than one year. The graphic shown below is a blank project listing template that details the layout of how project information is shown in the TIP. The following notes list the possible entries for each cell in that project listing template and may define and/or clarify what information is needed to complete a TIP project entry.

Project Sponsor: \_\_\_\_\_ MPO#: \_\_\_\_\_ KDOT#: \_\_\_\_\_  Advanced Construction Grand Total: \_\_\_\_\_

Project Name: \_\_\_\_\_ Project Scope: \_\_\_\_\_ Comments: \_\_\_\_\_

Route (to/from location): \_\_\_\_\_

Project Type: \_\_\_\_\_ Work Type: \_\_\_\_\_

Length: \_\_\_\_\_

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion

### Project Sponsors:

KDOT  
 Eudora  
 Lawrence Transit  
 Douglas County Senior Services Inc. (DCSS)  
 USD 497  
 Douglas County  
 Baldwin City  
 Cottonwood Inc.  
 Douglas County Community Health Improvement Project (CHIP)  
 Lawrence  
 Lecompton  
 Independence Inc.  
 Bert Nash Community Mental Health Center

**Project Name:** The project name is the general name given to identify the project.

**MPO #:** The MPO number is assigned by the MPO staff; it indicates the category of the project and is solely for MPO identification purposes.

**KDOT #:** The KDOT number is assigned by KDOT to a project. These numbers are provided to the MPO by KDOT for each state administered and/or funded project (including projects for which KDOT provides federal money to the local government).

**Route (to/from location):** The route identifies the starting and ending point of a project.

**Length:** The length measures the length or distance of the project in miles.

### Project Types:

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

### Work Types:

Access Management  
 Bridge Replacement  
 Geometric Improvement  
 Interchange  
 Other  
 Operating  
 Pavement Markings  
 Redeck Bridge  
 Safety  
 Signal  
 Surfacing  
 Bridge Rehabilitation  
 Fabrication  
 Grading  
 Pavement Milling  
 Overlay  
 Pedestrian & Bicycle Work  
 Reconstruction  
 Seeding  
 Signage  
 Special Work  
 Vehicle Replacement

**Advanced Construction (AC):** Advance Construction provides KDOT with flexibility in managing federal highway funds. The primary benefit of AC is that it allows the state to accelerate transportation projects using non-federal funds while maintaining eligibility to be reimbursed with federal funds at a later date. Projects that use AC will be indicated by a check in the AC box.

**AC Conversion:** AC Conversion values are project funds planned for conversion from local or state funds to federal funds; they are allocated the year the conversion is to take place.

**Grand Total:** A total cost allocated for the project from start to finish. This number may not equal the total project costs listed in the detailed yearly data because it could include allocations before or after the TIP years programmed in the current version of the TIP.

**Fund Sources:**

Major USDOT Highway Programs under MAP-21

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Transportation Alternatives (TA) – includes Transportation Enhancement and Safe Routes To School funding
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Major USDOT Transit Programs under MAP-21

- Urban Area Formula Grants (5307)
- Rural Area Formula Grants (5311)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
- Bus and Bus Facilities (5339) Program

State of Kansas Funding Programs (State)

- KDOT funding of roadway and bridge project on and off the State system, and funding of transit through the T-Works Program and other approved sources

Local Government Funding Programs (Local)

- County and City funds from various sources including local property and sales taxes

**Phases:**

PE	Preliminary Engineering
ROW	Right of Way
CE	Construction Engineering
CONST	Construction
CAP	Capital
OPRT	Operating
Utilities	Utilities

**Project Scope:** Project Scope is a brief definition of the range of the project's work and tasks included.

**Comments:** Comments include notes or observations about the project, not included in the other detailed categories.



**Flint Hills Metropolitan Planning Organization**

PO Box 514 | Ogden, KS | 66517  
Office: 855.785.3471 | Fax: 855.329.3472  
FHMPO@FlintHillsRegion.org

April 20, 2016

Rene Hart  
KDOT Transportation Planning  
700 SW Harrison St.  
Topeka, KS 66603

**Re: FHMPO 2016-2019 Transportation Improvement Program Amendment #3**

Dear Ms. Hart:

The Flint Hills Metropolitan Planning Organization (FHMPO) Policy Board approved Amendment #3 to the 2016-2019 Transportation Improvement Program (TIP) on April 20, 2016. The FHMPO is requesting KDOT's approval and its inclusion by reference into the Statewide Transportation Improvement Program.

A public comment period was held for the 2016-2019 TIP from March 18, 2016 through April 4, 2016. No public comments were received.

If you have questions or need additional information regarding this letter, please contact me at (785) 845-9050 or [Stephanie@FlintHillsRegion.org](mailto:Stephanie@FlintHillsRegion.org). The TIP may also be found on the FHMPO website at [www.FlintHillsMPO.org](http://www.FlintHillsMPO.org).

Sincerely,

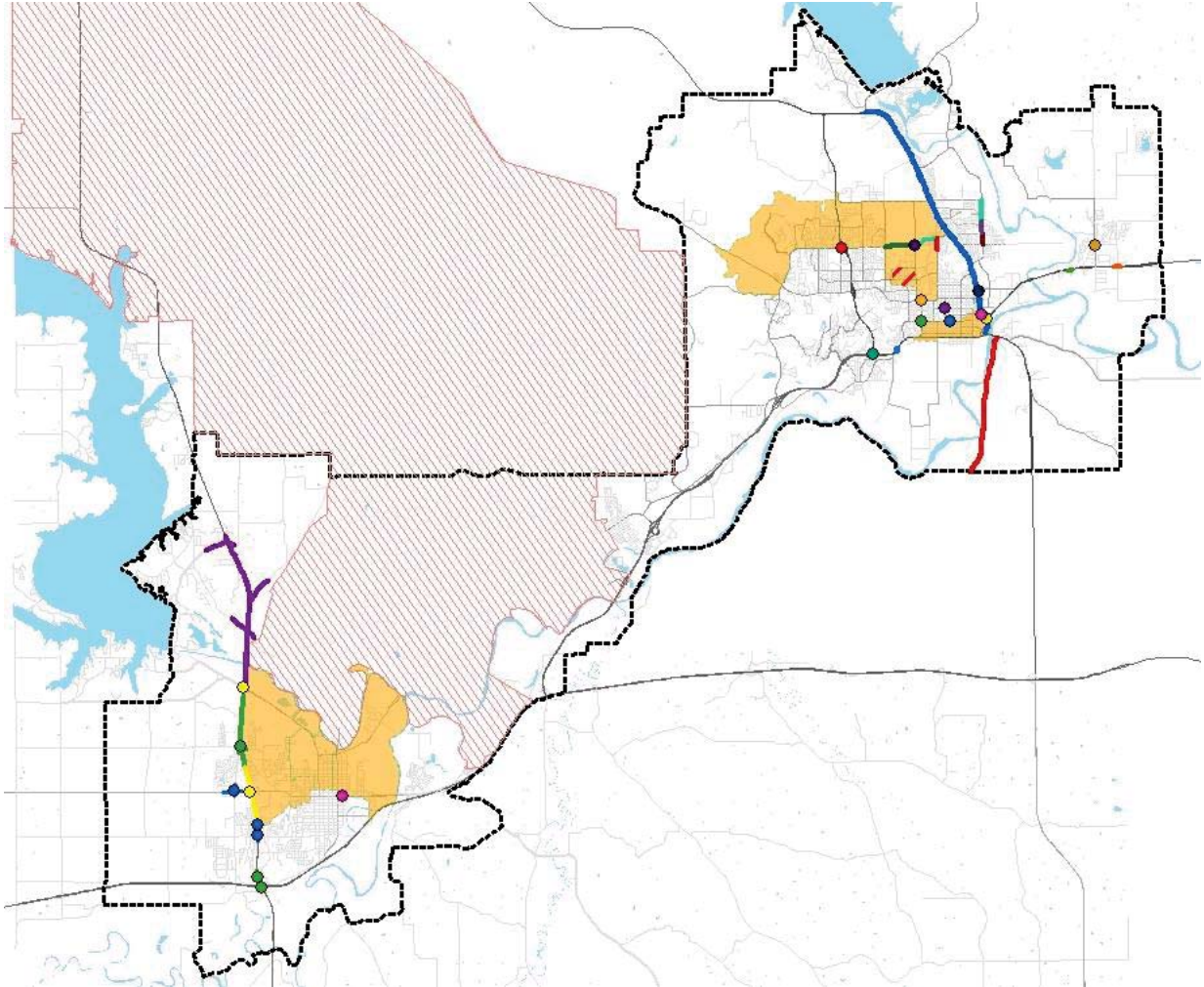
A handwritten signature in blue ink that reads "Stephanie Watts".

Stephanie Watts, AICP  
Transportation Planning Manager

Enclosures: 2016-2019 TIP Amendment #3

# Transportation Improvement Program

FFY 2016-2019



Amendment #3  
Approved April 20, 2016



**Flint Hills Metropolitan Planning Organization**

PO Box 514 | Ogden, KS | 66517

Office: 855.785.3471 | Fax: 855.329.3472

FHMPO@FlintHillsRegion.org

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

# Appendix A: Funding Summary Table

Table 8: Funding Summary Table

Funding Source of Programmed Projects (in thousands)						
Funding Source	FFY 2016	FFY 2017	FFY 2018	FFY 2019	Total	
Federal Funds	FLAP	\$ 482.0	\$ -	\$ -	\$ -	\$ 482.0
	FTA 5307	\$ 1,116.8	\$ 1,243.5	\$ 857.8	\$ 857.8	\$ 4,075.9
	FTA 5310	\$ -	\$ 44.0	\$ -	\$ -	\$ 44.0
	FTA 5311	\$ 402.4	\$ -	\$ -	\$ -	\$ 402.4
	FTA 5316	\$ 139.0	\$ -	\$ 248.0	\$ -	\$ 387.0
	FTA 5317	\$ 55.3	\$ -	\$ -	\$ -	\$ 55.3
	FTA 5339	\$ 328.0	\$ -	\$ -	\$ -	\$ 328.0
	HSIP	\$ 100.0	\$ -	\$ -	\$ -	\$ 100.0
	NHPP	\$ 8,935.0	\$ 15,876.0	\$ 5,148.0	\$ 80.0	\$ 30,039.0
	STP	\$ 2,000.0	\$ 1,280.0	\$ 1,040.0	\$ -	\$ 4,320.0
	TA	\$ 1,632.8	\$ -	\$ -	\$ -	\$ 1,632.8
	<b>TOTAL</b>	<b>\$ 15,191.3</b>	<b>\$ 18,443.5</b>	<b>\$ 7,293.8</b>	<b>\$ 937.8</b>	<b>\$ 41,866.4</b>
<b>State</b>	<b>\$ 10,875.5</b>	<b>\$ (5,962.1)</b>	<b>\$ (5,503.0)</b>	<b>\$ 418.0</b>	<b>\$ (171.6)</b>	
<b>Local</b>	<b>\$ 17,670.6</b>	<b>\$ 10,493.2</b>	<b>\$ 6,280.2</b>	<b>\$ 4,593.3</b>	<b>\$ 39,037.2</b>	
<b>Total</b>	<b>\$ 43,737.4</b>	<b>\$ 22,974.6</b>	<b>\$ 8,071.0</b>	<b>\$ 5,949.1</b>	<b>\$ 80,731.9</b>	

FLAP-Federal Land Access Program

STP-Surface Transportation Program

HSIP-Highway Safety Improvement Program

TA-Transportation Alternatives

NHPP-National Highway Performance Program

Note: FTA transit funds in the FHMPPO region are typically only programmed for the current year of the TIP due to unknown funding amounts in future years (except for 5307 funds).

Anticipated Funding (in thousands)					
Funding Source	FFY 2016	FFY 2017	FFY 2018	FFY 2019	Total
<b>Federal</b>	\$ 17,343.8	\$ 18,443.5	\$ 28,891.0	\$ 80,000.0	\$ 144,678.3
<b>State</b>	\$ 18,276.7	\$ 16,079.4	\$ 405.0	\$ 138.0	\$ 34,899.1
<b>Local</b>	\$ 20,897.9	\$ 41,336.6	\$ 37,897.9	\$ 37,897.9	\$ 138,030.3
<b>Total</b>	<b>\$ 56,518.4</b>	<b>\$ 75,859.5</b>	<b>\$ 67,193.9</b>	<b>\$ 118,035.9</b>	<b>\$ 317,607.7</b>

## Appendix C: Summary of Changes

### 2016-2019 TIP Amendment #3

Project #	Project Name	Year	Phase	Phase Cost (in 1000s)	Total Cost (in 1000s)	Funding Source	Description of Change	Page #
3-T9-2016	FHRTA 5307 Education and Training	2017	OPR	\$ 13.7	\$ 28.4	5307, State, & Local	Added FFY 2017	G-13
3-T11-2016	FHRTA Mobility Manager Administration Costs	2017	OPR	\$ 192.0	\$ 341.8	5307, State, & Local	Added FFY 2017	G-15
3-T16-2016	FHATA Crime Prevention and Security Project	2016	CAP	\$ 2.5	\$ 2.5	5307 & Local	Project Addition	G-15

## Appendix D: Project Index

### Manhattan Area Projects

Project Name	Project #	Total Cost (in 1000s)	Funding Source	Page Number
Casement Rd Improvement Phase II	0-20-2014	\$ 2,431.7	Local	G-6
Casement Rd Improvement Phase III	0-23-2014	\$ 1,601.9	Local	G-6
College Ave and Claflin Ave Signal Upgrade	0-34-2014	\$ 146.2	HSIP & Local	G-9
Excel Road Capacity Improvements	1-05-2016	\$ 2,578.8	Local	G-2
Green Valley Rd & Elk Creek Rd. Intersection and Bridge Improvements	0-16-2014	\$ 724.0	Local	G-5
Green Valley Road Extension	2-10-2016	\$ 3,361.0	Local	G-4
ITS System Expansion--KSU Fiber Projects	0-24-2014	\$ 164.2	Local	G-7
Juliette Ave Brick Rehabilitation	0-28-2014	\$ 797.6	TA & Local	G-7
K-18 & K-113 GI Improvements (KA-3042-01)	0-13-2014	\$ 3,206.3	State & Local	G-5
K-18: Bridges #028 & #029 Riley County (KA-3080-01)	0-17-2014	\$ 7,236.5	NHPP & State	G-6
Kimball & Denison Intersection Improvements	0-25-2014	\$ 3,202.8	Local	G-7
Marlatt & Denison Roadway Expansion	0-01-2016	\$ 9,442.3	Local	G-1
Miller Parkway Expansion	2-09-2016	\$ 3,575.0	STP & Local	G-3
Signal Upgrad: 11th Street & Poyntz Ave	1-03-2016	\$ 360.3	HSIP	G-1
US-24 & Excel Rd Turn Lanes	1-12-2014	\$ 754.0	State & Local	G-4
US-24 & Green Valley Road Intersection	2-11-2016	\$ 1,400.0	Local	G-4
West Anderson Ave Expansion	2-08-2016	\$ 5,700.0	STP & Local	G-3

### Junction City Area Projects

Project Name	Project #	Total Cost (in 1000s)	Funding Source	Page Number
KLINK: K-57 (Washington St) Resurfacing	1-02-2016	\$ 525.0	State & Local	G-1
KLINK: US-40 Business from Chestnut to I-70	1-07-2016	\$ 411.4	State & Local	G-3
K-57 and J Hill Road GI Improvements	0-30-2014	\$ 665.0	State	G-7
Old Highway 77 Overlay and Pavement Marking	0-33-2014	\$ 482.0	FLAP	G-8

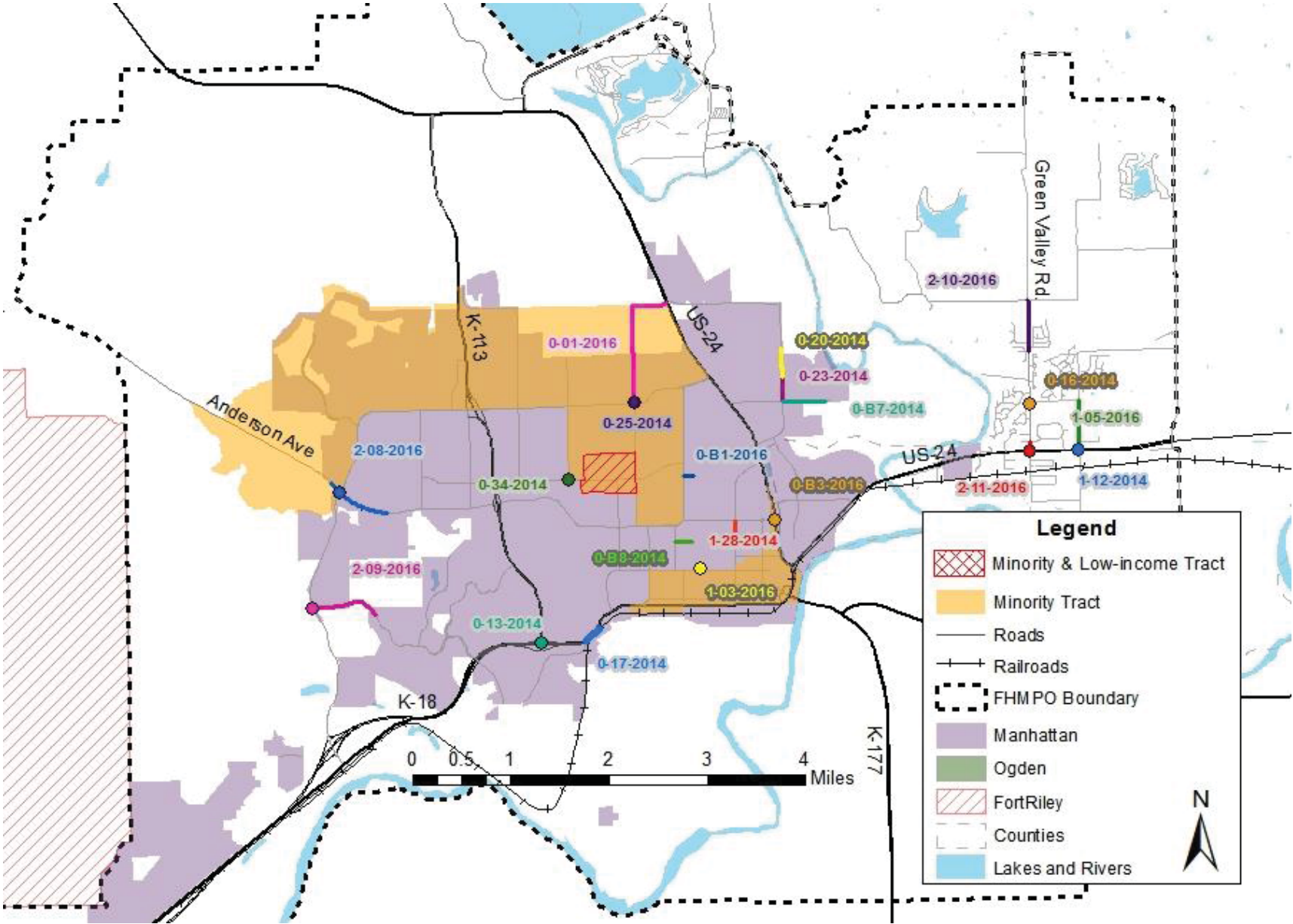


US-40 (6th St) and Franklin Street Intersection Improvements--GI (KA-3549-01)	0-21-2014	\$ 288.4	State & Local	G-6
US-40 Bridge Replacement (UP Railroad and Monroe St)	0-32-2014	\$ 10,014.6	State	G-8
US-77 Corridor Management Plan	1-06-2016	\$ 750.0	STP & State	G-3
US-77 & K-18 Reconstruction and US-77/K-18 Interchange (KA-2367-04)	0-03-2014	\$ 22,376.0	STP, NHPP & State	G-2
US-77 Bridge Replacement (Rush Creek Bridge)	0-31-2014	\$ 6,126.8	State	G-8
US-77 Reconstruction from Old Milford Rd to N Jct US-77/K-57 (KA-2367-05)	1-04-2014	\$ 7,935.0	STP, NHPP & State	G-2
US-77/I-70 DDI & US-77 Improvements N. to US-77/K-57	0-15-2014	\$ 11,210.0	NHPP & State	G-5

**Bike & Pedestrian Projects.....** G-10

**Transit Projects.....** G-12

# Appendix E: Map of Manhattan Area



# Appendix F: Map of Junction City Area

