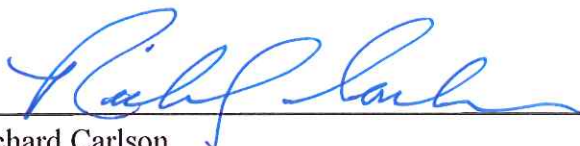


## State Self-Certification

The Kansas Department of Transportation certifies that the statewide transportation planning process is being implemented in accordance with all applicable requirements including:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR Part 450;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act (P.L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 1210, *et seq.*) and 49 CFR Parts 27,37, and 38;
7. In States containing non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR Part 93;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

A handwritten signature in blue ink, appearing to read "Richard Carlson", is written over a horizontal line.

Richard Carlson  
Interim Secretary of Transportation

9-9-2016

Date



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

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

*U.S. Department of Transportation*

September 21, 2016

Richard Carlson  
Interim Secretary of Transportation  
Kansas Department of Transportation  
Topeka, KS 66603

Subject: FHWA/FTA Approval of the  
FY 2017-2020 Kansas STIP

Dear Mr. Carlson:

As requested by your September 19, 2016 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the FY 2017-2020 Kansas Statewide Transportation Improvement Program (STIP).

Based on our review, we find that the STIP 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 metropolitan Transportation Improvement Programs (TIPs) are consistent with the metropolitan transportation plans produced by the continuing, cooperative, and comprehensive transportation process carried out by the Metropolitan Planning Organizations, the Kansas Department of Transportation (KDOT), and the public transportation operators in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303. This finding is based on MPO and KDOT self-certifications, our regular involvement in the State and MPO transportation planning processes, formal certification reviews, as well as other activities.

The FY 2017-2020 STIP is hereby approved. This approval shall expire four years from the date of this letter.

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

Richard E. Backlund, AICP  
Division Administrator  
Federal Highway Administration

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



Phone: 785-296-3461  
Fax: 785-368-7415  
Hearing Impaired - 711  
publicinfo@ksdot.org  
<http://www.ksdot.org>

Sam Brownback, Governor

September 19, 2016

Mr. Richard Backlund  
Federal Highway Administration  
6111 SW 29<sup>th</sup> Street, Suite 100  
Topeka, KS 66614-4271

Dear Mr. Backlund:

Subject: Request for Approval of the Statewide Transportation Improvement Program (STIP) for Federal Fiscal Years (FFYs) 2017-2020

Federal law requires states to prepare a Statewide Transportation Improvement Program (STIP) and the law further requires that a draft STIP be available for public comment for a thirty-day period. The comment period for the State of Kansas draft STIP for FFYs 2017-2020 concluded on September 09, 2016.

Projects in the STIP are consistent with the June 2008 Kansas Statewide Long Range Transportation Plan, whose three guiding principles are preserving the highway system, improving the safety of travel in Kansas and supporting economic growth. The STIP is divided into two sections: the appendixes and the narrative. The project appendixes list projects in counties and cities as well as those on the State Highway System, regardless of funding source, that are administered by the Kansas Department of Transportation (KDOT) and that are anticipated to have funds obligated within the next four federal fiscal years. The advanced construction appendix lists all projects, including those in Metropolitan Planning Organization (MPO) areas, that are being advanced constructed and provides the estimated conversion date(s) and the estimated conversion amount(s) for each. The narrative section briefly describes KDOT's public involvement process, project selection criteria, program financing including fiscal constraint for the years of the STIP and public transportation program criteria.

Additionally, within the STIP narrative are brief descriptions of programs administered by entities other than KDOT. These programs are the Federal Lands & Tribal Transportation programs administered by the Office of Federal Lands Highway and the Bureau of Indian Affairs; Recreational Trails program administered by the Kansas Department of Wildlife, Parks & Tourism; and the Transportation Improvement Programs (TIPs) administered by each of the MPOs for the six urbanized areas of Kansas. As well as the printed document, the STIP is available for review online at <http://www.ksdot.org/bureaus/burProgProjMgmt/stip/stip.asp>. For project changes or developments that occur after the STIP is prepared, KDOT will use the STIP amendment process. All amendments to the STIP are, also, available for review online and are located on the current STIP page.

To demonstrate fiscal constraint, the STIP provides two documents: the "KDOT Cash- Flow" document and the table of "Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations". The KDOT Cash-Flow document is prepared on a state fiscal year basis while the table of federal funding is provided on a

Mr. Backlund  
Page 2  
September 19, 2016

federal fiscal year basis. The “KDOT Cash-Flow” demonstrates fiscal constraint by considering all anticipated revenue sources (state, federal, local) and all anticipated expenditures (fixed and variable costs) and estimates how the funding and expenditure are anticipated to be received and incurred over the four-year period of the STIP. The “Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations” table demonstrates fiscal constraint at the federal fund level only and estimates, by fund category, the federal funds that Kansas anticipates to be apportioned and obligated in the next four federal fiscal years.

Apportionments are estimated based upon the funding levels outlined in the new federal transportation act “Fixing America’s Surface Transportation (FAST Act)” passed in December 2015. Applying these funding levels in the STIP assures that programming is based upon reasonably expected funds and ensures that the State of Kansas does not over program. Included in the estimated obligations are the conversions for projects authorized with advance construction that are expected to convert during the four federal fiscal years. Each year of total expected obligation less the “Other” obligation which is composed of allocated and special funding is either less than or equal to the total expected federal appropriation for that year. In general, when expected obligation for a year is less than the federal appropriation for that year, KDOT intends to convert projects authorized with advance construction to equal the difference. The conversion of advance construction will assure that expected obligation and expected appropriation are balanced.

Under the current state transportation program, Transportation Works for Kansas (T-WORKS), project selection is on a rolling two-year basis which results in the latter two years not being fully selected at the time of the STIP preparation. However, recent state budget issues have altered this 2-year process slightly and some projects planned for SFYs 2017-2019 have been deferred to later years resulting in lower estimated obligations for all four STIP years. Deferred projects will be advanced as the budget allows and will be amended as needed to the STIP using the process in place for such changes.

Enclosed are copies of the FFYs 2017-2020 STIP with the current, signed Kansas State Self-Certification inserted. By this letter, the State of Kansas requests approval of our FFYs 2017-2020 STIP from the Federal Highway Administration and the Federal Transit Administration.

Please forward questions or comments concerning this letter or the STIP to Linda Fritton or Chuck Protasio, Bureau of Program and Project Management, at (785) 296-2252.

Sincerely,



Richard Carlson  
Interim Secretary of Transportation

Enclosures

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

Richard Carlson, Secretary



Phone: 785-296-3461

Fax: 785-368-7415

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<http://www.ksdot.org>

Sam Brownback, Governor

September 19, 2016

Mr. Mokhtee Ahmad  
Federal Transit Administration  
901 Locust Street, Room 404  
Kansas City, MO 64106

Dear Mr. Ahmad:

Subject: Request for Approval of the Statewide Transportation Improvement Program (STIP) for Federal Fiscal Years (FFYs) 2017-2020

Federal law requires states to prepare a Statewide Transportation Improvement Program (STIP) and the law further requires that a draft STIP be available for public comment for a thirty-day period. The comment period for the State of Kansas draft STIP for FFYs 2017-2020 concluded on September 09, 2016.

Projects in the STIP are consistent with the June 2008 Kansas Statewide Long Range Transportation Plan, whose three guiding principles are preserving the highway system, improving the safety of travel in Kansas and supporting economic growth. The STIP is divided into two sections: the appendixes and the narrative. The project appendixes list projects in counties and cities as well as those on the State Highway System, regardless of funding source, that are administered by the Kansas Department of Transportation (KDOT) and that are anticipated to have funds obligated within the next four federal fiscal years. The advanced construction appendix lists all projects, including those in Metropolitan Planning Organization (MPO) areas, that are being advanced constructed and provides the estimated conversion date(s) and the estimated conversion amount(s) for each. The narrative section briefly describes KDOT's public involvement process, project selection criteria, program financing including fiscal constraint for the years of the STIP and public transportation program criteria.

Additionally, within the STIP narrative are brief descriptions of programs administered by entities other than KDOT. These programs are the Federal Lands & Tribal Transportation programs administered by the Office of Federal Lands Highway and the Bureau of Indian Affairs; Recreational Trails program administered by the Kansas Department of Wildlife, Parks & Tourism; and the Transportation Improvement Programs (TIPs) administered by each of the MPOs for the six urbanized areas of Kansas. Furthermore, the STIP is available for review online at <http://www.ksdot.org/bureaus/burProgProjMgmt/stip/stip.asp>. For project changes or developments that occur after the STIP is prepared, KDOT will use the STIP amendment process. All amendments to the STIP are, also, available for review online and are located with the specific STIP year being amended.

To demonstrate fiscal constraint, the STIP provides two documents: the "KDOT Cash- Flow" document and the table of "Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations". The KDOT Cash-Flow document is prepared on a state fiscal year basis while the table of federal funding is provided on a

federal fiscal year basis. The “KDOT Cash-Flow” demonstrates fiscal constraint by considering all anticipated revenue sources (state, federal, local) and all anticipated expenditures (fixed and variable costs) and estimates how the funding and expenditure are anticipated to be received and incurred over the four-year period of the STIP. The “Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations” table demonstrates fiscal constraint at the federal fund level only and estimates, by fund category, the federal funds that Kansas anticipates to be apportioned and obligated in the next four federal fiscal years.

Apportionments are estimated based upon the funding levels outlined in the new federal transportation act “Fixing America’s Surface Transportation (FAST Act)” passed in December 2015. Applying these funding levels in the STIP assures that programming is based upon reasonably expected funds and ensures that the State of Kansas does not over program. Included in the estimated obligations are the conversions for projects authorized with advance construction that are expected to convert during the four federal fiscal years. Each year of total expected obligation less the estimated allocated and special funding is either less than or equal to the total expected federal appropriations for that year. In general, when expected obligation for a year is less than the federal appropriation for that year, KDOT intends to convert projects authorized with advance construction to equal the difference. The conversion of advance construction will assure that expected obligation and expected appropriation are balanced.

Under the current state transportation program, Transportation Works for Kansas (T-WORKS), project selection is on a rolling two-year basis which results in the latter two years not being fully selected at the time of the STIP preparation. However, recent state budget issues have altered this 2-year process slightly and some projects planned for SFYs 2017-2019 have been deferred to later years resulting in lower estimated obligations for all four STIP years. Deferred projects will be advanced as the budget allows and will be amended as needed to the STIP using the process in place for such changes.

Enclosed are copies of the FFYs 2017-2020 STIP with the current, signed Kansas State Self-Certification inserted. By this letter, the State of Kansas requests approval of our FFYs 2017-2020 STIP from the Federal Highway Administration and the Federal Transit Administration.

Please forward questions or comments concerning this letter or the STIP to Linda Fritton or Chuck Protasio, Bureau of Program and Project Management, at (785) 296-2252.

Sincerely,



Richard Carlson  
Interim Secretary of Transportation

Enclosures