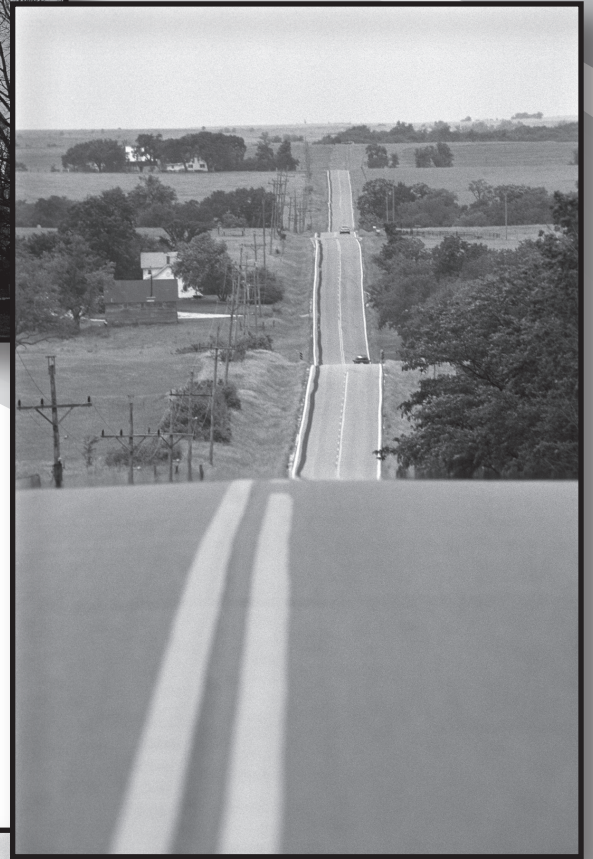


Introduction



INTRODUCTION

In compliance with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) requirements as codified in title 23 part 135 and 49 part 5305 of the United States Code (USC), the Kansas Department of Transportation (KDOT) has developed the Statewide Transportation Improvement Program (STIP) for Kansas. Kansas elects to update the STIP annually providing information on the current federal fiscal year (FFY) plus three subsequent years. Additionally, included in the Kansas STIP are the projects anticipated to obligate during the last quarter of the previous federal fiscal year. These are projects scheduled to obligate in the interim period when the new STIP is being prepared and in the comment period before approval. Thus, this STIP encompasses FFY 2017-2020 projects and interim projects not yet obligated from FFY 2016.

The STIP is arranged into two general sections: the narrative and the appendixes. The narrative portion of the document is further divided into sections that briefly describe KDOT's program financing anticipated for the STIP including fiscal constraint, public involvement and project selection processes, and a brief outline of Public Transit. Also included within the STIP narrative are brief descriptions of programs administered by agencies other than KDOT.

These programs are the Federal Lands & Tribal Transportation Programs administered by the Office of Federal Lands Highway (FLH) and the Bureau of Indian Affairs (BIA); the Recreational Trails Program administered by Kansas Department of Wildlife, Parks & Tourism (KDWP&T) and the Transportation Improvement Programs (TIPs) administered by each of the Metropolitan Planning Organizations (MPO) for the six urbanized areas of Kansas. Although these programs are not administered by KDOT, they are a part of the Federal Transportation Program and therefore, are required to be included in the STIP document prepared by Kansas. Completing the narrative section is a glossary of terms and a preface to the appendixes describing the information provided in each appendix and providing supplemental information helpful in reading the appendixes.

There are four separate appendixes and each appendix A-D provides specific project information. Appendix A lists Interim FFY 2016 projects administered by KDOT that are anticipated to obligate during the preparation and approval period of the new STIP. Appendix B is an index of all KDOT administered projects anticipated to obligate in one or more work phases during the FFY 2017-2020. Appendix C is a Summary Report by work phase and FFY of the total antici-

pated obligation for each FFY of the STIP plus the total anticipated obligation for the Interim projects in FFY 2016. Appendix D is an index of projects that are advanced constructed that provides each project's year(s) of conversion (even year(s) beyond those covered in the STIP), the amount(s) of conversion planned for each year and a total project planned conversion amount. Additionally, a total planned conversion amount by year is provided that sums all planned project conversions in the year.

There are two clarifications that concern the projects in the appendixes:

- 1) While federally funded local city and county projects are included in the STIP, the number of local projects using federal funding has decreased significantly with the implementation of the Federal Fund Exchange program. Through this program, the majority of local city and county projects are now funded with local and state funds and are part of the Local Support program- a non-core KDOT program. Since these projects are not federally funded and are not administered by KDOT they are not included in the STIP. The Federal Fund Exchange program is described in further detail in the Project Selection Criteria and Program Financing sections of the STIP narrative.
- 2) Generally, projects within MPOs are included in the STIP by refer-

ence only with one exception. MPO projects that are advance constructed are included in the advance constructed listing in Appendix D. Adding the MPO advance construction projects to Appendix D was a measure taken to provide a clearer illustration of fiscal constraint.

Public involvement was met during the development of this STIP as required by CFR 450.210(a) and in accordance with KDOT's Public Involvement procedures for the STIP and amendments. Draft print copies of the STIP are mailed to the six area transit providers, the six area MPO offices and the six KDOT district offices for comment. The draft STIP is advertised in the Kansas Register with a 30-day comment period and displayed on KDOT's website during this period. Additionally, a news release is sent to news outlets in the state announcing the draft STIP comment period and describing how comments may be made. Likewise future amendments are advertised in the Kansas Register with a 14-day comment period and are displayed on KDOT's website during the comment period. A news release for each amendment is also sent to the news outlets outlining the comment period and how comments concerning the amendment may be made.

Our agency public involvement goal is accomplished jointly by our District Public Affairs Managers and the Division of Policy. KDOT involves the public throughout the project develop-

ment process thereby building and sustaining relationships with citizens, business, legislators, and governmental entities. Additionally, city and county officials are required to have public involvement processes in place for their projects and must provide documentation demonstrating that public involvement was solicited when their projects are submitted to KDOT's Bureau of Local Projects for review.

Section 23 CFR 450.218 of the Statewide Planning Regulations describes ten certifications that states must make when submitting their proposed State Transportation Improvement Program to FHWA and FTA for approval. The Kansas Department of Transportation hereby certifies that the transportation planning process is being carried out in accordance with the following requirements:

- 1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, 23 CFR 450.218;
- 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 (Pub. 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. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 7) In States containing nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 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.

In addition to these certifications, Section 450.216 describes a number of requirements that the states shall ensure are met when submitting their STIP. The state of Kansas has also met the following requirements:

- 1) Public involvement was solicited during the development of the STIP as required by 450.210(a);
- 2) The metropolitan planning areas' TIPs are included by reference and have

been approved by the Governor's designee;

- 3) Projects in this STIP are consistent with state and local policy and therefore are consistent with the adopted Long-Range Transportation Plan (LRTP);
- 4) The STIP is financially constrained by year;
- 5) The STIP includes a list of priority projects to be carried out in the first four years;
- 6) The STIP contains all regionally significant transportation projects requiring action by FHWA and FTA.

where links to pending, current and past STIP's are displayed.

Questions concerning this STIP may be forwarded to:

Kansas Department of Transportation
Bureau of Program/Project Management
700 Harrison, 2nd Floor Tower
Topeka, Kansas 66603-3754
(785) 296-2252
FAX (785) 296-8168

The STIP information is also available in alternative format. To obtain an alternative format version of the STIP, contact the Office of Public Affairs, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, KS, 66603-3754, or (785) 296-3585 (Voice)/Hearing Impaired - 711. For online viewing of the STIP document, visit KDOT's website at www.ksdot.org/publications.asp and from the options displayed select "State Transportation Improvement Program (STIP)". This opens the main STIP page