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U.S. Department of Transportation

August 22, 2017

Catherine M. Patrick, P.E.
State Transportation Engineer
Kansas Department of Transportation
Topeka, KS 66603

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

Dear Ms. Patrick:

As requested by your August 18th, 2017 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #8 to the FY 2017-2020 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

Richard E. Backlund, AICP
Division Administrator
Federal Highway Administration

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Richard Carlson, Secretary
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Sam Brownback, Governor

August 18, 2017

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

Mr. Richard Backlund, AICP
Division Administrator
FHWA, Kansas Division
6111 SW 29th St., Suite 100
Topeka, KS 66611-2237

Dear Messrs. Ahmad and Backlund,

RE: Amendment #8 to the 2017-2020 STIP

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2017-2020 Statewide Transportation Improvement Program (STIP) which includes projects within the Flint Hills, Kansas City, Lawrence, Topeka, and Wichita metropolitan areas. These items are enclosed for your review.

We are requesting your concurrence of approval of this amendment to the 2017-2020 STIP.

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

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

Sincerely,

Catherine M. Patrick, P.E.
State Transportation Engineer

Enclosures: FHMPO 2018-2021 TIP Approval Request Letter and Related Documents
FHMPO 2017-2020 TIP Amendment Approval Request Letter and Related Documents
MARC 2016-2020 TIP Amendment Approval Request Letter and Related Documents
L-DC MPO 2017-2020 TIP Amendment Approval Request Letter and Related Documents
MTPO 2017-2020 TIP Amendment Approval Request Letter and Related Documents

Messrs. Ahmad and Backlund
Page 2
August 18, 2017

WAMPO 2017-2020 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
Paul Ahlenius, KDOT Local Projects
Ingrid Horton, KDOT Local Projects
Susie Lovelady, KDOT Program and Project Management
Linda Fritton, KDOT Program and Project Management



Flint Hills Metropolitan Planning Organization

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July 24, 2017

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

Re: FHMPO 2016-2019 Transportation Improvement Program Amendment #7

Dear Ms. Hart:

The Flint Hills Metropolitan Planning Organization (FHMPO) Policy Board approved Amendment #7 to the 2016-2019 Transportation Improvement Program (TIP) on July 19, 2017. The FHMPO is requesting KDOT's approval and its inclusion by reference into the Statewide Transportation Improvement Program.

A fifteen-day public comment period was held for the 2016-2019 TIP and 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. The TIP may also be found on the FHMPO website at www.FlintHillsMPO.org.

Sincerely,

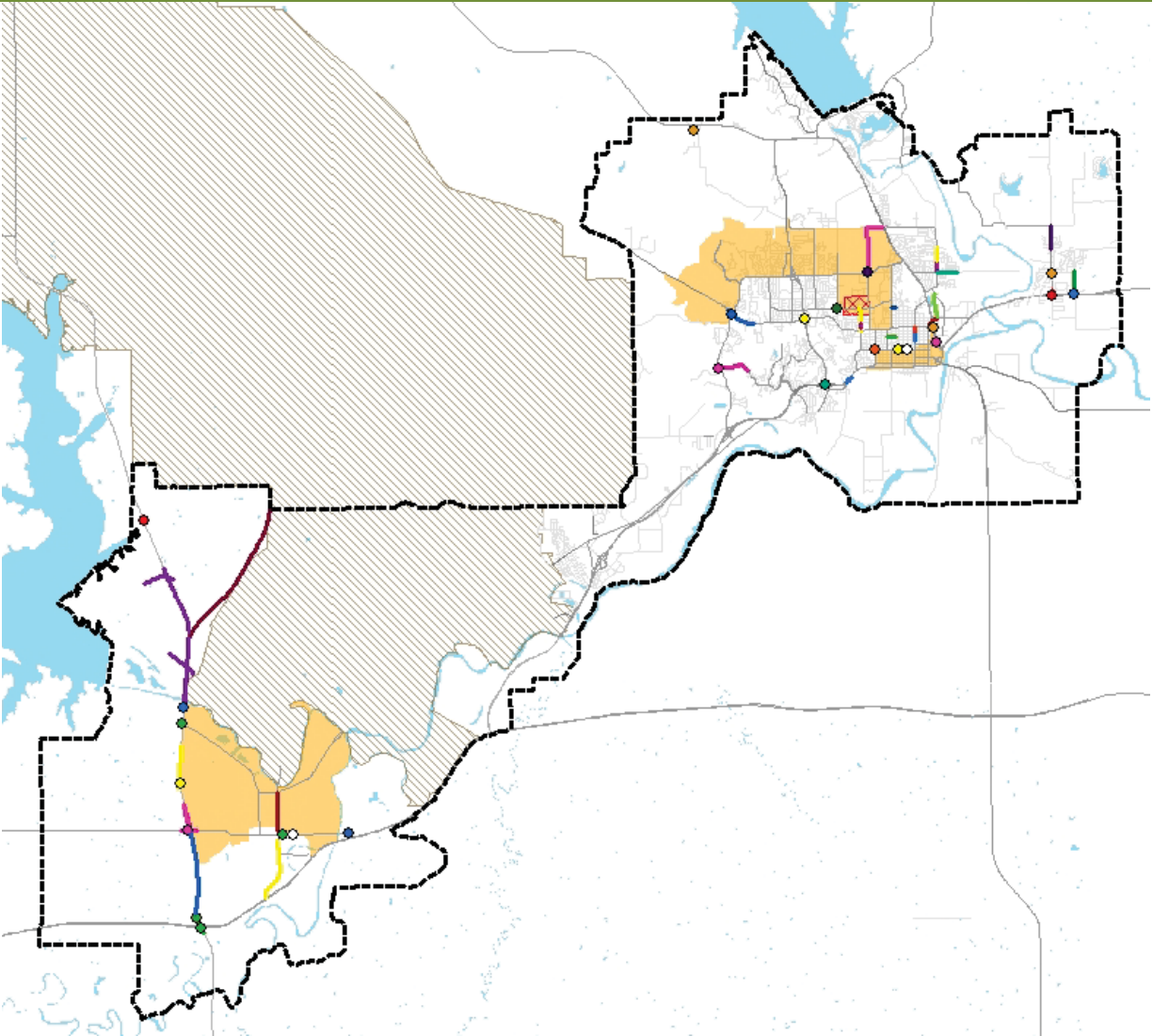
A handwritten signature in blue ink that reads "Stephanie Watts".

Stephanie Watts, AICP
Transportation Planning Manager

Enclosures: 2016-2019 TIP Amendment #7

Transportation Improvement Program

FFY 2016-2019



Amendment #7
Approved July 19, 2017



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Title VI Note

The Flint Hills Metropolitan Planning Organization (FHMPO) 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 FHMPO 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 FHMPO. Any such complaint must be in writing and filed with the FHMPO'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.FlintHillsMPO.org.

Disclaimer

The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Introduction

What is the TIP?

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

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

The TIP must maintain fiscal constraint; meaning, only projects that have an identified funding source can be programmed in the TIP. There is further discussion of fiscal constraint under the “Fiscal Analysis” section.

Federal Fiscal Year (FFY):
The FFY is from October 1 through September 30

Appendix G contains a list of all programmed projects from Federal Fiscal Year (FFY) 2016-2019 within the FHMPPO planning boundary.

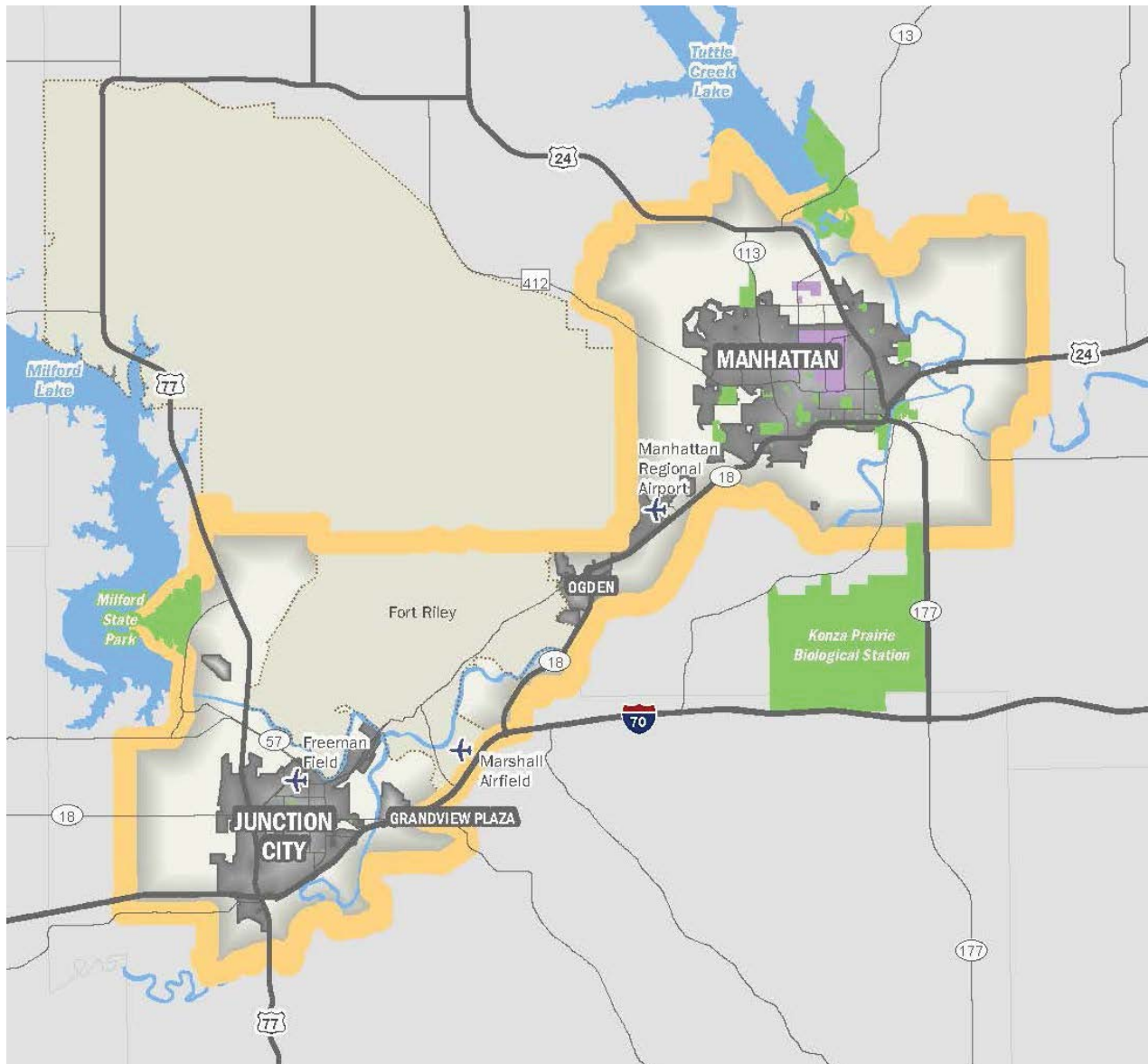
What is the FHMPPO?

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

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

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

Figure 1: FHMPO Planning Area Map



TIP Procedures

Process for Including Projects in the TIP?

Prior to a project being included in the TIP, the draft document must be posted for public comment, reviewed by the Technical Advisory Committee (TAC), and approved by the FHMPO Policy Board. After Policy Board approval, the TIP is sent to the Kansas Department of Transportation (KDOT) for approval by the Secretary. Projects in the metropolitan areas' TIPs are included by reference in the Statewide Transportation Improvement Program (STIP), which is the State's equivalent of a TIP, but includes all federally funded transportation projects throughout the state. KDOT sends the STIP to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval. Approval of the STIP by FHWA and FTA also serves as the TIP approval.

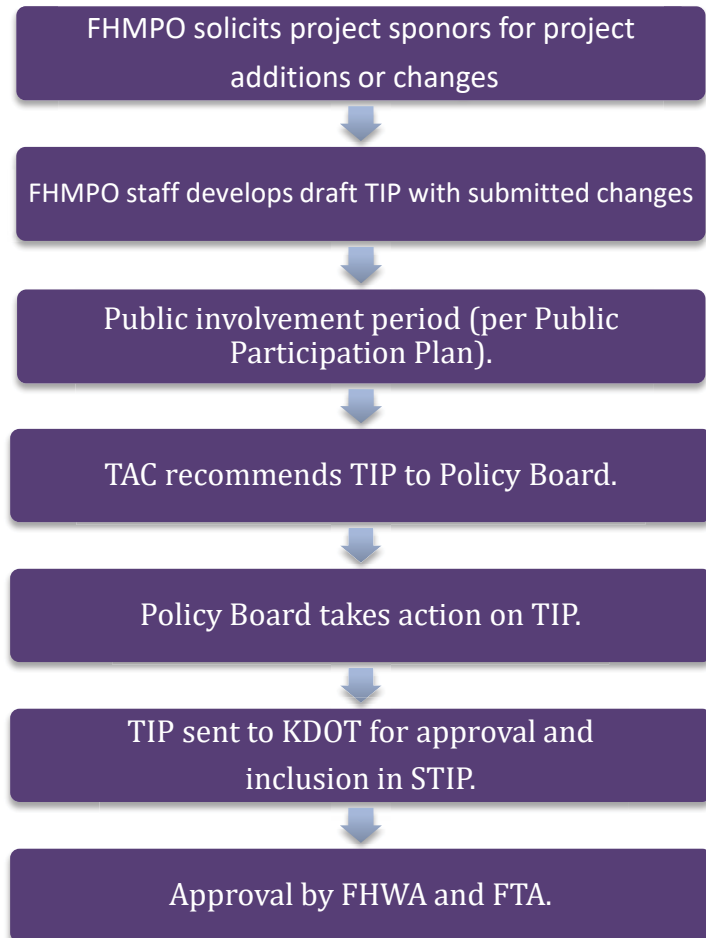
Figure 2 outlines the TIP approval process.

TIP Amendments

Amendments to the TIP are processed once every quarter, if needed. Prior to each quarterly amendment, a notice will be sent out to all project sponsors notifying them of the upcoming amendment. The project sponsors then have the opportunity to add, remove, or change a project. The amendment approval process will then follow the same procedures as depicted in **Figure 2**.

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

Figure 2: TIP Approval Diagram



Administrative Modifications

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

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

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

Fiscal Analysis

Project Funding

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

Fiscal constraint:

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

Federal Funding Sources

The main source of federal funds for the FHMPO region is Surface Transportation Program (STP) funds. STP funds are distributed to every county in Kansas, as well as to cities with more than 50,000 people in the Census defined Urbanized Area. It should be noted that not all of the STP funds received by the counties are attributable to projects within the FHMPO boundary. All three counties have areas outside of the MPO and may elect to use STP funds on projects in those locations.

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

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

State Funds

The Kansas Department of Transportation (KDOT) is by far the largest financial investor in the FHMPO region's transportation system. TWorks, the State's 10-year, \$8 billion, multimodal transportation program, is expected to invest nearly \$240 million in the three-county area (Riley, Geary and Pottawatomie Counties) by 2020. The level of KDOT funding expended in the region varies greatly from year-to-year based on the number of projects, the scope of projects, and award of competitive funding (i.e. Geometric Improvement, City Connecting Link (KLINK), High Risk Rural Road, etc.).



For more information on the TWorks Program and projects, please visit: <http://kdotapp.ksdot.org/TWorks/Investments>.

Local Funds

Transportation investments are typically identified in the City or County's Capital Improvements Program (CIP) for the upcoming fiscal year (with the exception of Geary County, which does not have a formal CIP). The following sources are dedicated to transportation investments for each jurisdiction.

Table 1: Local Revenue Sources

Jurisdiction	Source of Revenue	Average Amount/Year
City of Manhattan	*1/2 cent Sales Tax (City's share is 65%, but only 1/3 can be used for transportation)	\$200,000
Geary County	**Mill Levy (1 mill is typically set aside for transportation each year, but not a guarantee)	\$220,000
Riley County	*1/2 cent Sales Tax (County's share is 35%, earmarked for Roads and Bridges)	\$1,600,000
Pottawatomie County	**Special Highway Fund (Any remaining balance from Road & Bridge Fund at end of year is transferred to Special Highway Fund)	\$500,000

*The 1/2 cent sales tax is split between the City and County.

**Average between 2010-2014

The Cities and Counties use other revenue sources on the transportation system such as KDOT's Federal Fund Exchange Program. The exchange rate for the program is \$0.90 of state

funds for every \$1.00 of local federal dollars exchanged. This program provides the jurisdictions with greater flexibility with how and where the funds can be used.

Advance Construction

The State often uses a practice known as Advance Construction (AC) to maximize the state's ability to utilize federal funds while still completing projects in a timely manner. AC allows the State to begin a project in one FFY using state funds, and then be reimbursed for eligible project costs with federal funds in a later FFY. In other words, the state must front the cost of the project in the year it is being AC'd with non-federal funds. Once federal funds are available, the state can be reimbursed with federal funds. The fiscal year that the State is reimbursed with federal funds is referred to as the conversion year. Projects using AC must be identified as doing so, along with the anticipated year of conversion.

Operations and Maintenance (O&M)

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

Year of Expenditure Inflation Factor

Federal regulations require that inflation be applied to transportation projects programmed in the future years of the TIP. Projects programmed in FFY 2017 through FFY 2019 of the TIP must reflect inflation to provide an estimate of costs incurred in the actual year of project activity. The estimated cost of the project multiplied by an inflation factor (4% compounded annually) yields the total cost of the project in Year of Expenditure (YOE) dollars. This allows both the local project sponsor and the MPO to have a more accurate account of the funding required to accomplish the projects programmed in the TIP. YOE is not applied to projects awarded competitive funding from the state (ex. Geometric Improvement, City Connecting Link, Safe Routes to School, Transportation Alternatives, etc.) or KDOT projects.

Demonstration of Fiscal Constraint

Federal law requires that the first four years of the TIP be financially constrained, as discussed above. The Funding Summary Table, in **Appendix A**, provides realistic costs and funding estimates for the projects in the TIP.

KDOT projects are considered financially constrained when submitted to the FHMPO staff for inclusion in the TIP, given the process the state undertakes when identifying statewide

projects. The locals, however, are asked to document fiscal constraint when submitting a new project for inclusion in the TIP or increasing the cost of an existing project.

Breakdown of Funding by Project Type

The projects included in the TIP are grouped into one of eight categories based on project type. Below are the eight categories as well as a brief description of each.

- Roadway Expansion: Increasing capacity of the roadway by adding travel lanes;
- Roadway Preservation: Maintaining the existing roadways (mill and overlay, brick street rehabilitation, resurfacing, etc);
- Bridge Rehabilitation/Replacement: Replacement or rehabilitation of existing bridges;
- Safety/Intersections: Projects that improve the safety of intersections and roadways, including geometric improvement projects, restriping, rumble strips, adding turn lanes or shoulders, etc.;
- Intelligent Transportation Systems (ITS): ITS related projects and technologies;
- Bicycle/Pedestrian: Projects adding or improving bicycle or pedestrian infrastructure and accommodations, including multi-use paths, bike lanes, pedestrian signals, etc.;
- Transit: Paratransit and transit activities (operating and capital purchases); and
- Railroad Crossings: Improvement related to railroad crossings.

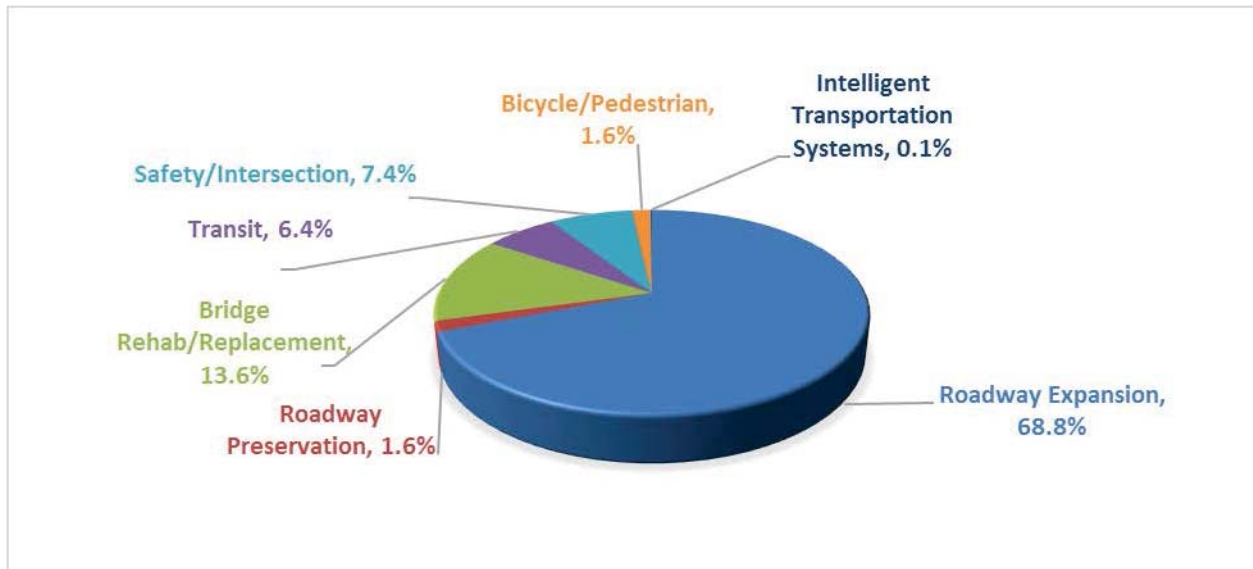
The “project type” for each TIP project is included in the project tables in **Appendix G**. Please note that the “Funding Amount” shown in *Table 2* takes into account the total project cost from all years and phases; even those outside of the 2016-2019 TIP timeframe.

Table 2: Funding by Project Type

Project Type	Funding Amount*	Percentage of Total
Roadway Expansion	\$ 121,746,456	68.8%
Roadway Preservation	\$ 2,882,778	1.6%
Bridge Rehab/Replacement	\$ 24,147,400	13.6%
Transit	\$ 11,331,854	6.4%
Safety/Intersection	\$ 13,176,429	7.4%
Bicycle/Pedestrian	\$ 2,852,600	1.6%
Intelligent Transportation Systems	\$ 185,249	0.1%
Planning Study/PE	\$ 750,000	0.4%
Railroad Crossings	\$ -	0.0%
Total	\$ 177,072,766	100.0%

*Note: Includes all years and phases of projects.

Figure 3: Project Type Funding Breakout



Major Projects

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

Roadways Projects (including intersections and bridges)

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

- Increased roadway capacity or decreased traffic congestion
- Significantly improved safety
- Replaced aging infrastructure or improved to current standards
- Resulted in significant delay and/or detour

Transit Facilities and Services Projects

The major transit projects implemented from the previous TIP will include projects that have a total project cost of at least \$1.0 million and meet at least one of the following criteria:

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

Bikeway and Pedestrian Projects

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

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

Significant Delay

The FHMPPO defines significant delay as a project that has experienced a delay by two or more years from the year it was initially programmed in the TIP.

Progress on Projects from Previous TIP

Using the definitions listed above, the following is a list of major projects that were implemented from the 2014-2017 TIP.

Table 3: Roadway projects (including bridges) Implemented

TIP#	Project Name	Location	Scope	Year	Cost
0-06-2014	McDowell Creek Road Reconstruction	McDowell Creek Rd: K-177 SW 3 miles	Safety Improvements to road by adding turn lanes and shoulders. Improve load carrying capacity of roadway.	2013-2014	\$6,200,000
1-07-2014	Casement Bridge and Roadway Improvements Phase I	Casement Rd: Marlatt Ave to Brookmont	Roadway Improvements, including new bridge over Marlatt Waterway	2013-2014	\$3,445,900
0-11-2014	US-24:North Jct US-24/K-13 Road Improvement	US-24: N Jct US-24/K-13 south to E. Jct US-24/K-177	Deep mill and inlay, includes 1.5 miles of 4-lane pavement replacement and the extension of turn lanes	2014	\$6,908,000
6-12-2014	US-24 and Excel Rd Turn lanes	US-24 at Excel Road	Construct turn lanes on US-24 at Excel Road	2015	\$745,000
6-14-2014	US-77: Lacy Dr to K-18 & K-18/Spring Valley Rd Intersection	US-77: Lacy Dr to K-18 & K-18/Spring Valley Rd	Reconstruct K-18/Spring Valley Rd intersection, Widen US-77 from US-77/K-18 Interchange S. to Lacy Dr. Intersection improvements US-77/Ash St. and US-77/McFarland Rd	2012-2015	\$7,452,800
4-26-2014	Manhattan Ave Roadway Expansion Phase I & II	N. Manhattan: Kimball to Research Park Dr	Phase II of roadway widening improvements and new traffic signal at Research Park Dr	2014-2015	\$2,150,000

Transit Facilities and Services Projects Implemented-no major projects

Bikeway and Pedestrian Projects Implemented-no major projects

Significant Delay-no projects experienced significant delays

Environmental Justice

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

Three core EJ principles:

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

2016-2019 TIP EJ Analysis Methodology

Identifying EJ tracts

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

EJ criteria

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

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

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

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

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

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

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

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

Mapping Projects

The second step is mapping the 2016-2019 TIP projects with the identified EJ tracts. This comparison allows the FHMPO to analyze the distribution of project types between EJ and non-EJ tracts.

EJ Analysis Results

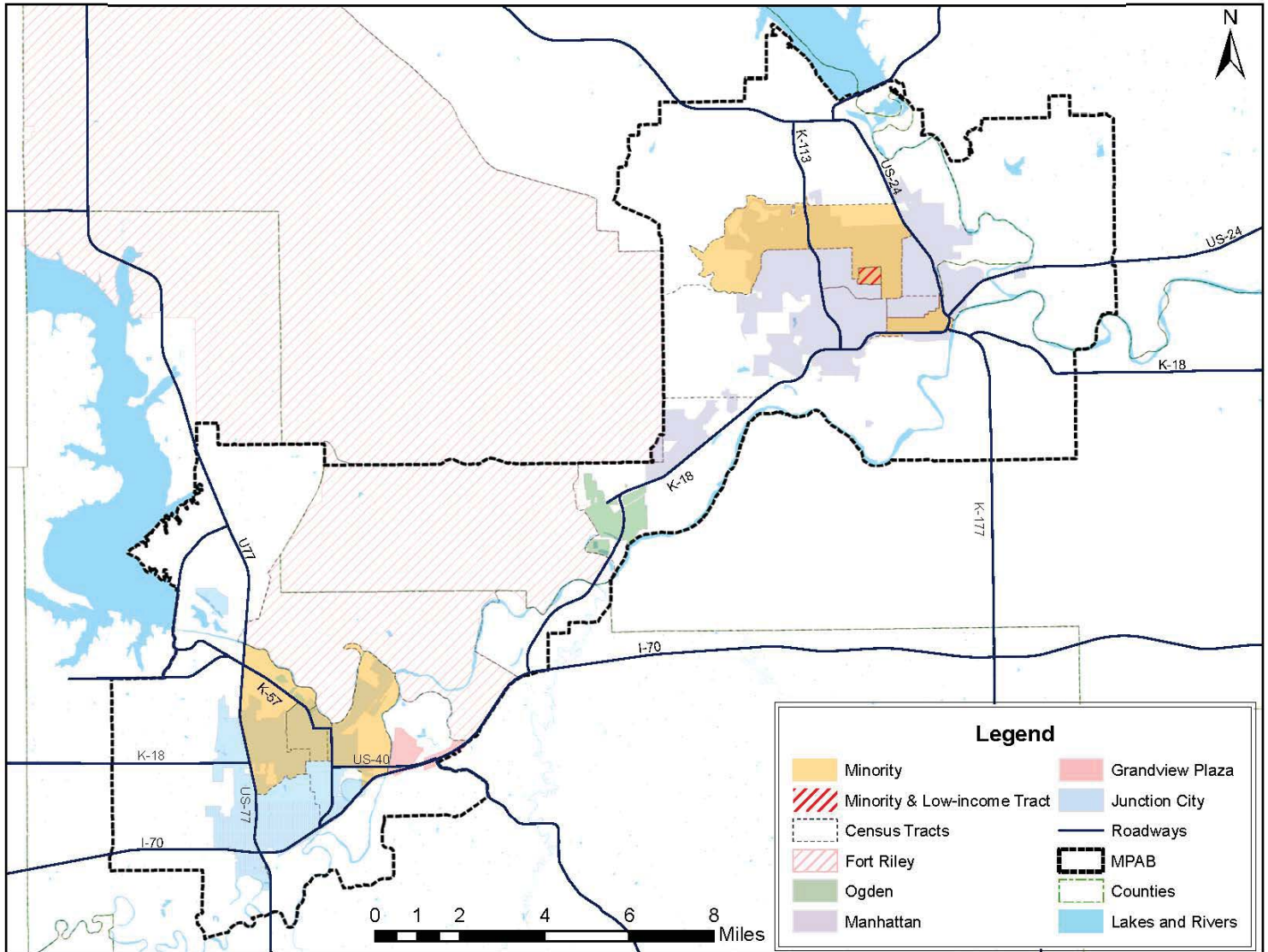
Low-income Tracts

Of the 21 tracts in the FHMPO area, only one is considered low-income (Tract 3.03 in Riley County). Tract 3.03 is located adjacent to Kansas State University (KSU) and mainly consists of rental units occupied by students and group housing, such as dormitories, Greek houses, and honors houses. In June of 2013, Katherine Nesse, a professor in the College of Architecture, Planning, and Design at Kansas State University, prepared a memorandum for the Manhattan Area Habitat for Humanity titled, "Median Income for the population of Riley County, excluding students." This memorandum highlights that the student population in Riley County significantly alters the median income for the county since the student population is roughly 1/3 of the total population. Students have lower median incomes reported than the general population since they often work only part-time, rely on loans, grants and/or parental financial support. For the purposes of EJ analysis, the FHMPO does not consider Tract 3.03 to meet the intent or definition of the low-income threshold.

Minority Tracts

As explained above, Manhattan and Junction City's minority populations were analyzed separately. There were three tracts in Manhattan area that exceeded the minority population threshold of 17.4% and three tracts in Junction City area that exceeded the established threshold of 40.6%, as identified in **Figure 4**.

Figure 4: Environmental Justice Census Tracts



Manhattan EJ Analysis

The Manhattan/Riley County/Pottawatomie County projects can be found in **Appendix E**. There are twenty-two (22) roadway projects, for a combined total of \$50.5 million dollars. Seven of these projects are located within, or adjacent to, the EJ areas (shown in **Table 4**) for a total improvement cost of \$20.0 million. Approximately 40.2% of the total roadway funding in the Manhattan Area will be invested in the EJ identified tracts.

Table 4: Roadway Projects in Manhattan EJ Tracts

Project Name	Project #	Total Cost (in 1000s)
Marlatt & Denison Roadway Expansion	0-01-2016	\$ 9,150.0
Signal Upgrade: 11th & Poyntz Ave	4-03-2016	\$ 600.6
West Anderson Ave Expansion	4-08-2016	\$ 6,500.0
US-24 & Leavenworth GI Improvements	4-09-2016	\$ 439.0
ITS System Expansion--KSU Fiber Projects	0-24-2014	\$ 160.0
Kimball & Denison Intersection Improvements	0-25-2014	\$ 3,202.8
College Ave & Claflin Ave Signal Upgrade	0-34-2014	\$ 146.2

All of the projects above will enhance safety along roadways or at intersections. The expansion of Marlatt Avenue and Denison Avenue will improve access for vehicles, cyclists and pedestrians; as the project includes the addition of a center turn-lane, bicycle lanes, and sidewalk.

The Manhattan Area will invest in four bicycle/pedestrian projects; all of which are will improve connectivity by installing missing sidewalks/multiuse paths or improvements to the crosswalks.

Table 5: Bicycle and Pedestrian Projects in Manhattan EJ Tracts

Project Name	Project #
Claflin: N. Manhattan Ave to McCain Sidewalk	0-B1-2016
9th St & Poyntz Ave Pedestrian Improvements	4-B8-2016
Sunset Ave Corridor Improvements	4-B12-2016
US-24/Bluemont Ave. Crossing Improvements	0-25-2014

Based on the analysis above, there appears to be no disproportionate benefit or impact when comparing the types of projects or level of investment of projects located within EJ versus non-EJ tracts.

Junction City EJ Analysis

There are eleven (11) roadway projects in the Junction City/Geary County area programmed in the TIP, totaling \$54.8 million. Six (6) of these projects are located in or adjacent to the identified EJ tracts in Junction City, totaling \$39.3 million (as shown in **Table 6**). Approximately 72% of the funding spent on road and bridge projects will be spent in or adjacent to the EJ areas.

Two (2) of the projects adjacent to the EJ areas are located along the US-77 corridor, which runs north south on the western edge of Junction City. As depicted in **Appendix F**, this corridor serves as the western boundary of one of the three identified EJ tracts. The US-77 projects include improving current capacity issues along the corridor, as well as addressing safety issues at intersections near and along US-77.

Table 6: Road and Bridge Projects within Junction City EJ Tracts

Project Name	Project #	Total Cost (in 1000s)
KLINK: K-57 (Washington St) Resurfacing	1-02-2016	\$ 525.0
US-77 & K-18 Reconstruction and US-77/K-18 Interchange	0-03-2014	\$ 22,376.0
US-40 (6th St) and Franklin Street Intersection Improvements	0-21-2014	\$ 288.4
US-77 Bridge Replacement (Rush Creek Bridge)	1-31-2014	\$ 6,126.8
US-40 Bridge Replacement (UP Railroad and Monroe St)	0-32-2014	\$ 10,014.6

Junction City has one bicycle and pedestrian projects programmed in the 2016 TIP and it is located in an EJ tract. This multiuse path will provide a crucial link for bicyclists and pedestrians along K-18 in Junction City where sidewalks are currently absent.

Table 7: Bicycle and Pedestrian Projects within Junction City EJ Tracts

Project Name	Project #
K-18/8th Street: Spring Valley Road to Rucker Rd Multiuse Path	0-B6-2014

Based on the analysis above, there does not appear to be any disproportionate impacts when comparing the projects located within EJ versus non-EJ areas.

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	\$ 961.3	\$ 1,368.4	\$ 857.8	\$ 857.8	\$ 4,045.3
	FTA 5310	\$ -	\$ 44.0	\$ -	\$ -	\$ 44.0
	FTA 5311	\$ 500.0	\$ -	\$ 530.9	\$ -	\$ 1,030.9
	FTA 5316	\$ 139.0	\$ -	\$ -	\$ -	\$ 139.0
	FTA 5317	\$ 55.3	\$ -	\$ -	\$ -	\$ 55.3
	FTA 5339	\$ 470.7	\$ -	\$ -	\$ -	\$ 470.7
	CDBG	\$ -	\$ 77.0	\$ -	\$ -	\$ 77.0
	HSIP		\$ 600.0	\$ -	\$ -	\$ 600.0
	NHPP	\$ -	\$ 15,876.0	\$ -	\$ 80.0	\$ 15,956.0
	STP	\$ -	\$ 2,030.0	\$ -	\$ -	\$ 2,030.0
	TA	\$ -	\$ 1,675.8	\$ 1,774.7	\$ -	\$ 3,450.5
	TOTAL	\$ 2,608.3	\$ 21,671.2	\$ 3,163.4	\$ 937.8	\$ 28,380.7
State	\$ 20,167.6	\$ (12,711.8)	\$ 3,547.0	\$ 418.0	\$ 11,420.8	
Local	\$ 19,070.1	\$ 8,357.3	\$ 6,246.2	\$ 3,237.5	\$ 36,911.1	
Total	\$ 41,846.0	\$ 17,316.7	\$ 12,956.6	\$ 4,593.3	\$ 76,712.6	

CDBG-Community Development Block Grant

NHPP-National Highway Performance Program

FLAP-Federal Land Access Program

STP-Surface Transportation Program

HSIP-Highway Safety Improvement Program

TA-Transportation Alternatives

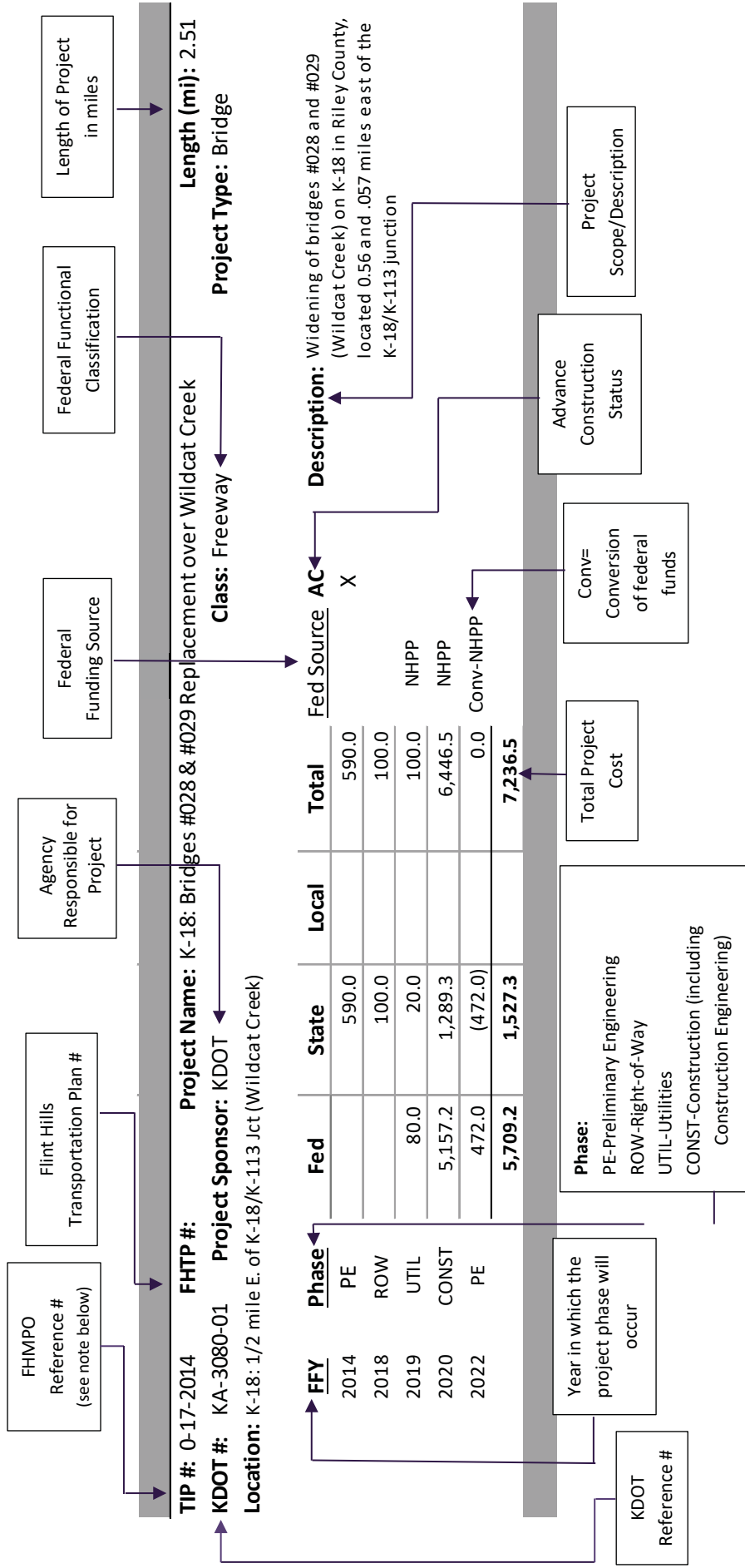
Note: FTA transit funds in the FHMPPO region are typically only programmed for the current year of the TIP due to unknown funding amounts in future years (except for 5307 funds).

Anticipated Funding (in thousands)					
Funding Source	FFY 2016	FFY 2017	FFY 2018	FFY 2019	Total
Federal	\$ 17,343.8	\$ 21,671.2	\$ 28,891.0	\$ 80,000.0	\$ 147,906.0
State	\$ 18,276.7	\$ 16,079.4	\$ 405.0	\$ 138.0	\$ 34,899.1
Local	\$ 20,897.9	\$ 41,336.6	\$ 37,897.9	\$ 37,897.9	\$ 138,030.3
Total	\$ 56,518.4	\$ 79,087.2	\$ 67,193.9	\$ 118,035.9	\$ 320,835.4

*All anticipated revenues are a reflection of the estimates in the 2040 Flint Hills Transportation Plan

Appendix B: TIP Project Listing Information

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



Decoding the TIP

X-XX-201X The first digit identifies the most recent amendment to make changes to the project. A "0" means the project has not been modified since the original TIP document.

X-XX-201X The second set of numbers is the project number. This number never changes for a project.

X-XX-201X The last set of numbers indicates the year the project was first programmed in the TIP. The TIP is updated in even years (i.e. 2014, 2016, 2018).

Appendix C: Summary of Changes

TIP Amendment #7

Project #	Project Name	Year	Phase	Phase Cost	Total Cost	Funding Source	Description of Change	Page #
7-34-2014	College Ave & Clafin Ave Signal Upgrade	2017	CONST	\$ 204.3	\$ 207.6	HSIP & Local	Increase in Cost	G-11
7-T19-2016	FHATA Rural Services	2018	OPR	\$ 756.4	\$ 890.7	5311, State, Local	Project Addition	G-20
		2018	CAP	\$ 134.3		5311 & Local		

Appendix D: Project Index

Project Name	Project #	Total Cost (in 1000s)	Funding Source	Page Number
17th & Poyntz Intersection Improvements	4-13-2016	\$ 700.0	State & Local	G-5
Casement Rd Improvement Phase II	0-20-2014	\$ 2,431.7	Local	G-8
Casement Rd Improvement Phase III	0-23-2014	\$ 1,601.9	Local	G-8
College Ave and Clafin Ave Signal Upgrade	0-34-2014	\$ 146.2	HSIP & Local	G-11
Excel Road Capacity Improvements	1-05-2016	\$ 2,727.9	Local	G-2
Green Valley Rd & Elk Creek Rd. Intersection and Bridge Improvements	0-16-2014	\$ 724.0	Local	G-7
Green Valley Road Extension	2-10-2016	\$ 3,361.0	Local	G-4
Green Valley Road & US-24 Intersection	5-17-2016	\$ 3,600.0	State & Local	G-8
ITS System Expansion--KSU Fiber Projects	0-24-2014	\$ 164.2	Local	G-9
Juliette Ave Brick Rehabilitation	5-28-2014	\$ 853.6	TA & Local	G-9
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)	4-17-2014	\$ 7,292.6	NHPP & State	G-7
K-18 Expansion: Walnut St (Ogden) to K-113	5-16-2016	\$ 46,749.0	STP, State, & Local	G-7
Kimball & Denison Intersection Improvements	0-25-2014	\$ 3,202.8	Local	G-8
Marlatt & Denison Roadway Expansion	0-01-2016	\$ 9,442.3	Local	G-1
Miller Parkway Expansion	2-09-2016	\$ 2,675.0	STP & Local	G-4
Road Weather Information System Expansion	4-15-2016	\$ 21.0	Local	G-6
Signal Upgrade: 11th Street & Poyntz Ave	4-03-2016	\$ 606.6	HSIP	G-2
TA: Juliette Ave. Phase 2 Brick Street Rehabilitation	5-12-2016	\$ 566.0	TA & Local	G-5
TA: Old Big Blue River Stormwater Management & Beautification, Phase V	4-14-2016	\$ 1,500.0	TA & Local	G-6

US-24 & Excel Rd Turn Lanes (KA-2261-01)	1-12-2014	\$ 966.7	State & Local	G-4
US-24 & Green Valley Road Intersection	2-11-2016	\$ 1,400.0	Local	G-4
US-24 & Leavenworth GI Improvements (KA-2609-01)	4-09-2014	\$ 439.0	State & Local	G-3
West Anderson Ave Expansion	4-08-2016	\$ 6,500.0	Local	G-3

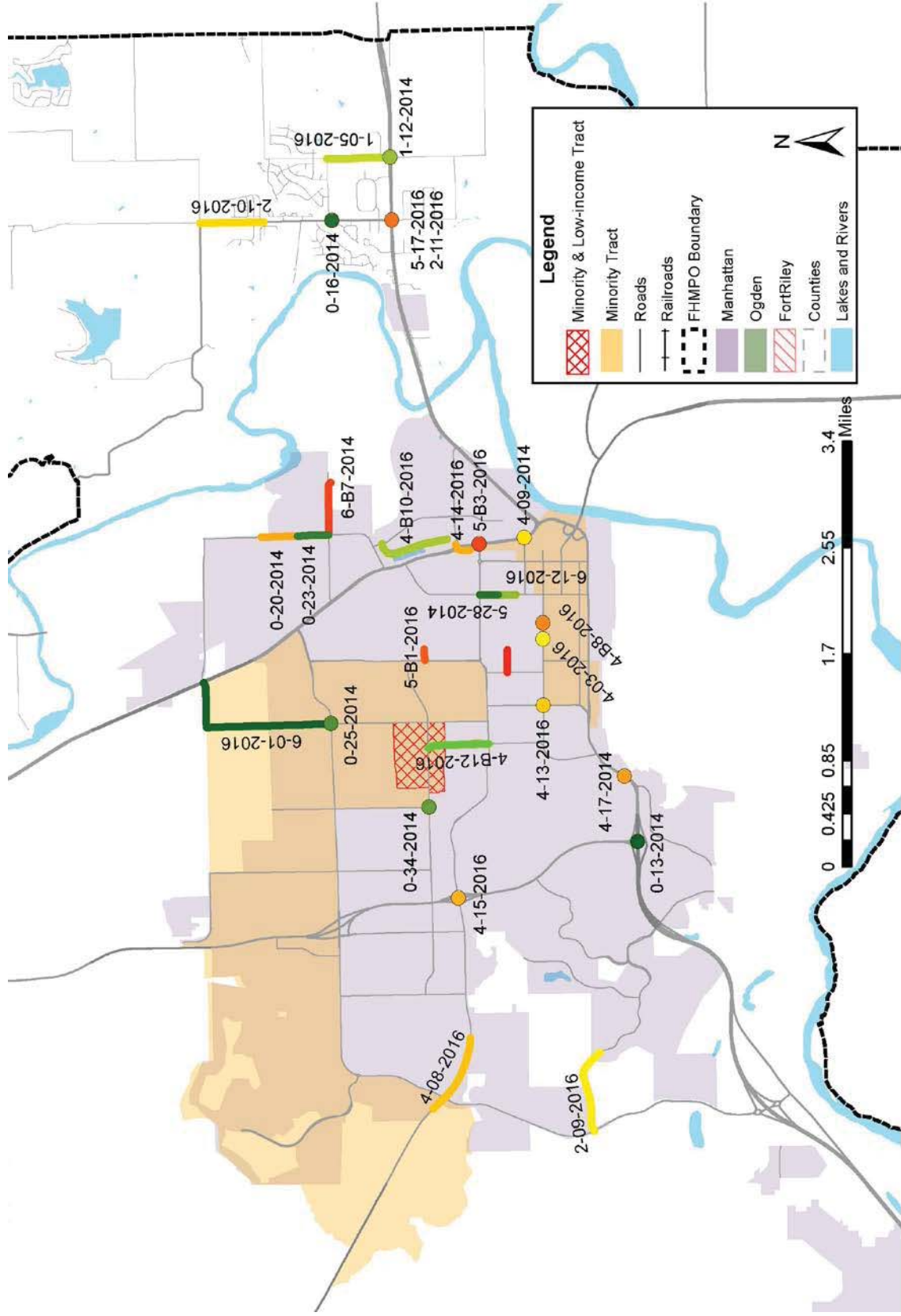
Junction City Area Projects

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
US-40 Business from Chestnut to I-70 (KLINK)	1-07-2016	\$ 411.4	State & Local	G-3
K-57 and J Hill Road GI Improvements	1-30-2014	\$ 665.0	State	G-9
Old Highway 77 Overlay and Pavement Marking	0-33-2014	\$ 482.0	FLAP	G-10
US-40 (6th St) and Franklin Street Intersection Improvements--GI (KA-3549-01)	0-21-2014	\$ 288.4	State & Local	G-8
US-40 Bridge Replacement (UP Railroad and Monroe St)	5-32-2014	\$ 10,004.0	STP & State	G-10
US-77 Corridor Management Plan (KA-2367-01)	1-06-2016	\$ 750.0	STP & State	G-3
US-77 & K-18 Reconstruction and US-77/K-18 Interchange (KA-2367-04)	2-03-2014	\$ 22,376.0	STP, NHPP & State	G-1
US-77 Bridge Replacement (Rush Creek Bridge) (KA-3953-01)	2-31-2014	\$ 6,126.8	NHP & State	G-10
US-77 Reconstruction from S of Old Milford Rd to N Jct K-57	6-04-2014	\$ 1,500.0	STP & State	G-2
US-77/I-70 DDI & US-77 Improvements N. to US-77/K-57	5-15-2014	\$ 13,210.0	NHPP & State	G-6

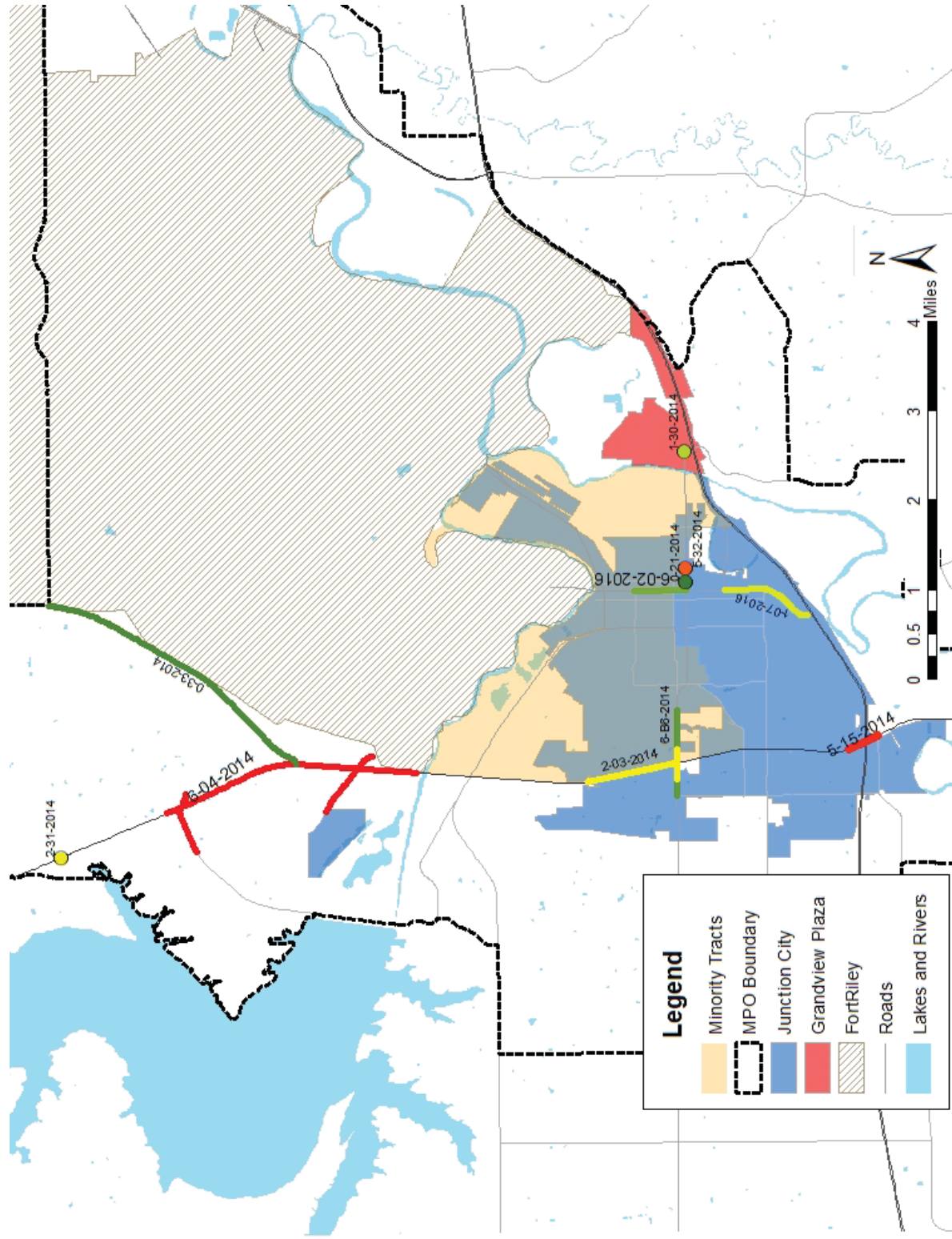
Bike & Pedestrian Projects..... G-12

Transit Projects..... G-16

Appendix E: Map of Manhattan Area



Appendix F: Map of Junction City Area



Appendix G: Project Listing

Road and Bridge Projects

TIP #: 6-01-2016 **FHTP #:** 15 & 14 **Project Name:** Marlatt/Denison Expansion Project **Length (mi):** 1.30
KDOT #: **Project Sponsor:** Riley County/City of Manhattan **Class:** Minor Arterial **Project Type:** Expansion
Location: Marlatt Ave: Tuttle Creek Blvd to Denison Ave & Denison Ave: Marlatt Ave to Kimball **Bike/Ped?** Yes **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2016	PE			450.0	450.0			Expand roadway from 2-lane to 3-lane with multiuse path.
2016	ROW			35.0	35.0			Notes: Project will link linear trail around the City of Manhattan. Route has been identified as truck route for NBAF
2016	UTIL			15.0	15.0			
2017	CONST			5,000.0	5,000.0			
				5,500.0	5,500.0			

TIP #: 6-02-2016 **FHTP #:** N/A **Project Name:** K-57 (Washington St) Resurfacing (KLINK) **Length (mi):** 0.57
KDOT #: U-0750-01 **Project Sponsor:** City of Junction City **Class:** Minor Arterial **Project Type:** Preservation
Location: K-57/Washington Street: 6th Street to 18th Street **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2017	CONST		262.5	262.5	525.0			Mill and overlay
			262.5	262.5	525.0			

TIP #: 2-03-2014 **FHTP #:** N/A **Project Name:** Reconstruction of US-77, US-77/K-18 Interchange and of K-18 **Length (mi):** 1.47
KDOT #: KA-2367-04 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Expansion
Location: US-77: K-18 to Rucker Rd, Improvements on K-18 **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2012	PE		1,600.0		1,600.0		X	Reconstruct US-77 to a 2-lane on 4-lane ROW and the US-77/K-18 interchange, including reconstruction of K-18
2014	ROW		200.0		200.0			
2015	UTIL		2,000.0		2,000.0		X	
2016	CONST		17,845.0		17,845.0		X	
2017	PE	1,280.0	(1,280.0)		-	Conv-STP		Notes: PE, UTIL and Const being AC'd, to be converted in 2018.
2017	UTIL	1,600.0	(1,600.0)		-	Conv-NHPP		
2017	CONST	14,276.0	(13,545.0)		731.0	Conv-NHPP		
		17,156.0	5,220.0					22,376.0

TIP #: 4-03-2016 **FHTP #:** **Project Name:** Signal Upgrade: 11th & Poyntz Ave **Length (mi):** 0.00
KDOT #: U-0541-01 **Project Sponsor:** City of Manhattan **Class:** Maj Collector **Project Type:** Safety
Location: Intersection of 11th Street and Poyntz Ave **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2017	CONST	500.0		100.6	600.6	HSIP		Upgrade NB/SB traffic signal to poles with mast arms
		500.0	-	100.6	600.6			

TIP #: 6-04-2014 **FHTP #:** **Project Name:** US-77 Reconstruction from S of Old Milford Rd to N Jct K-57 **Length (mi):** 2.50
KDOT #: KA-2367-05 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Expansion
Location: US-77: .3 mi S of US-77/Old Milford Rd to N Jct US-77/K-57 **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2012	PE		1,300.0		1,300.0		X	Reconstruct US-77 to a 2-Lane on 4-Lane ROW. Includes realignment of Old Milford Road, Quarry Road, Rifle Range Road and the connection with Old US-77.
2017	ROW		200.0		200.0			
2022	PE	1,040.0	(1,040.0)		-	Conv-STP		
		1,040.0	460.0		1,500.0			Notes: Construction delayed.

TIP #: 1-05-2016 **FHTP #:** **Project Name:** Excel Road Capacity Improvements **Length (mi):** 0.00
KDOT #: **Project Sponsor:** Pottawatomie County **Class:** Local **Project Type:** Expansion
Location: Excel Road: US-24 to Elk Creek Rd **Bike/Ped?** Yes **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2015	PE			70.7	70.7			3-lane Excel Road, including a sidewalk to the west side of Excel.
2015	ROW			78.4	78.4			
2016	CONST			2,578.8	2,578.8			
				2,727.9	2,727.9			

TIP #: 5-06-2016 **FHTP #:** **Project Name:** US-77 Corridor Management Plan **Length (mi):** 8.0
KDOT #: KA-2367-01 **Project Sponsor:** KDOT **Class:** OPA **Project Type:** Study
Location: US-77: I-70 to North Junction US-77/K-57 **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>	<u>Notes:</u>
2017	PE	750.0	750.0		750.0		X	Development of a 4-lane expressway and construction improvement list. Project Authorized for PE only.	
2017	PE	750.0	(750.0)		0.0	Conv-STP			Project using toll credits
		750.0			750.0				

TIP #: 1-07-2016 **FHTP #:** **Project Name:** KLINK: US-40 Business from Chestnut to I-70 **Length (mi):** 1.03
KDOT #: U-0294-01 **Project Sponsor:** Junction City **Class:** Minor Arterial **Project Type:** Preservation
Location: US-40 Bus: Chestnut St to I-70 **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2016	CONST		205.7	205.7	411.4			Mill and overlay. FY 2016 KLINK Funds
			205.7	205.7	411.4			

TIP #: 4-08-2016 **FHTP #:** **Project Name:** West Anderson Ave Expansion **Length (mi):** 0.93
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Expansion
Location: Anderson Ave: Anneberg Park Entrance to 1400 ft West of Scenic Drive **Bike/Ped?** Yes **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2009	PE			500.0	500.0			Expansion of W. Anderson Ave to 3-lane section, roundabout at the intersection of Scenic Drive and Anderson, 10'
2016	CONST			6,000.0	6,000.0			multiuse trail on south side, and 5' sidewalk on north
		-	-	6,500.0	6,500.0			

TIP #: 4-09-2014 **FHTP #:** **Project Name:** US-24 & Leavenworth GI Improvements **Length (mi):** 0.65
KDOT #: KA-2609-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Safety
Location: Intersection of US-24 & Leavenworth St **Bike/Ped?** Yes **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2014	PE			20.0	20.0			Safety and capacity improvements at the intersection
2016	CONST		216.0	203.0	419.0			
		-	216.0	223.0	439.0			

TIP #: 2-09-2016 **FHTP #:** 36 **Project Name:** Miller Parkway Connection **Length (mi):** 0.65
KDOT #: **Project Sponsor:** City of Manhattan **Project Type:** Expansion
Location: Miller Parkway: Current terminus, west to Scenic Drive **Class:** Urban Collector **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2007	PE			175.0	175.0			Expansion of Miller Parkway to Scenic Drive. Includes traffic signal at Scenic Drive intersection, bicycle lanes, and sidewalks
2016	CONST			2,500.0	2,500.0			
		-	-	2,675.0	2,675.0			

TIP #: 2-10-2016 **FHTP #:** 54 **Project Name:** Green Valley Road Extension **Length (mi):** 0.40
KDOT #: **Project Sponsor:** Pottawatomie County **Project Type:** Expansion
Location: Green Valley Road: Neillie Dr to Junietta Rd. **Class:** Principal Arterial **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2016	PE			250.0	250.0			Extend the concrete paving of Green Valley Road from where it currently transitions from concrete to gravel, north to the intersection of Junietta Rd.
2016	ROW			500.0	500.0			
2016	UTIL			150.0	150.0			
2016	CONST			2,461.0	2,461.0			
				3,361.0	3,361.0			

TIP #: 2-11-2016 **FHTP #:** 49 **Project Name:** US-24 & Green Valley Road Intersection Improvements **Length (mi):** 0.20
KDOT #: **Project Sponsor:** Pottawatomie County **Project Type:** Intersection
Location: Intersection of US-24 & Green Valley Road **Class:** Urban Collector **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2016	PE			100.0	100.0			Add additional EB left-turn lane on US-24 and widen Green Valley Road, along with signal modifications
2016	ROW			50.0	50.0			
2016	CONST			1,400.0	1,400.0			
				1,400.0	1,400.0			

TIP #: 1-12-2014 **FHTP #:** **Project Name:** US-24 and Excel Rd Turn Lanes **Length (mi):** 0:00
KDOT #: KA-2261-01 **Project Sponsor:** KDOT **Project Type:** Safety
Location: US-24 & Excel Road Intersection **Class:** Freeway **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Fed Source	AC	Description:
2015	PE			120.8	120.8			Add turn lanes on US-24 at Excel Road and widen Excel Road to Elk Creek Road
2015	ROW			100.9	100.9			
2016	CONST		745.0	-	745.0			
			745.0	221.7	966.7			

TIP #: 6-12-2016 **FHTP #:** **Project Name:** Juliette Ave. Street Rehabilitation--Phase II (TA) **Length (mi):**
KDOT #: TE-0438-01 **Project Sponsor:** City of Manhattan **Class:** **Project Type:** Preservation
Location: Juliette Ave: Laramie St. to Osage St. **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2018	CONST	452.7		158.1	610.8	TA		Remove existing bricks, rehab roadway base, and reinstall salvaged bricks.
		452.7	-	158.1	610.8			

TIP #: 0-13-2014 **FHTP #:** **Project Name:** K-18 & K-113 Intersection Improvements **Length (mi):** 0.16
KDOT #: KA-3042-01 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Safety
Location: K-113 & K-18 Intersection **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2015	PE			323.4	323.4			Diverging Diamond Interchange (DDI) to address capacity issues with south bound traffic on K-113 heading eastbound on K-18
2015	ROW			2.0	2.0			
2015	UTIL			28.0	28.0			
2017	CONST		2,183.7	669.2	2,852.9			
			2,183.7	1,022.6	3,206.3			Notes: Includes a study and intersection improvements

TIP #: 4-13-2016 **FHTP #:** **Project Name:** 17th St & Poyntz Intersection Improvements **Length (mi):** 0.25
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Urban Collector **Project Type:** Safety
Location: 17th St & Poyntz Intersection **Bike/Ped?** Yes **ITS?** Yes

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2018	CONST		300.0	400.0	700.0			Intersection improvements including new left turn lanes for north and south bound traffic. Upgrade signal and adjust signal phasing.
		-	300.0	400.0	700.0			

TIP #: 5-14-2014 **FHTP #:** **Project Name:** US-77: Lacy Dr to K-18 & K-18/Spring Valley Rd Intersection **Length (mi):** 1.55
KDOT #: KA-2367-03 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Expansion
Location: US-77: Lacy Dr to K-18 & K-18/Spring Valley Rd **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal <u>Source</u>	AC
2012	PE	761.0	572.0		1333.0	NHPP	
2015	ROW		1,273.0		1273.0		
2014	UTIL	200.0			200.0	NHPP	
2015	CONST	6,677.0	31.0		6,708.0	NHPP	
		7,438.0	603.0	-	9,514.0		

Description: Reconstruct the K-18/Spring Valley Road intersection, Widen US-77: Intersection improvements at US-77/Ash St. and US-77/McFarland Rd

Notes: Included in 2016 TIP to use toll credits

TIP #: 4-14-2016 **FHTP #:** **Project Name:** TA: Old Big Blue River Stormwater Management & Beautification, Phase V **Length (mi):** N/A
KDOT #: TE-0439-01 **Project Sponsor:** City of Manhattan **Class:** Freeway **Project Type:** Safety
Location: Old Big Blue River/Pretty Ditch at McCall and Tuttle Creek Blvd **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal <u>Source</u>	AC
2018	CONST	1,122.0		378.0	1,500.0	TA	
		1,122.0	-	378.0	1,500.0		

Description: Extend stormwater infrastructure north of McCall Rd, add a 10-foot multi-use trail along McCall Rd and North 3rd St. and a pedestrian crossing across Tuttle Creek Blvd at McCall to 3rd St.

TIP #: 5-15-2014 **FHTP #:** **Project Name:** Reconstruction of US-77: I-70 DDI, Intersections at Rucker Rd and Lacy **Length (mi):** 1.40
KDOT #: KA-2367-02 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Expansion
Location: US-77/I-70 & US-77 between Rucker Rd and US-57 **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal <u>Source</u>	AC
2014	PE	951.0	3.0		954.0	STP	
2015	ROW		975.0		975.0		
2014	UTIL	288.0	1.0		289.0	STP	
2015	CONST	10,968.0	24.0		10,992.0	STP	
		12,207.0	1,003.0	-	13,210.0		

Description: Construct 4-lanes on US-77, a DDI at I-70, reconstruct intersections at US-77 & Lacy Dr/Goldenbelt Blvd. and US-77 & Rucker Rd.

Notes: 2014 TIP#: 6-15-2014: Project using toll credits

TIP #: 4-15-2016 **FHTP #:** **Project Name:** Road Weather Information System (RWIS) Expansion **Length (mi):** N/A
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** ITS
Location: Anderson & K-113 **Bike/Ped?** No **ITS?** Yes

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal <u>Source</u>	AC
2016	CONST	-	-	21.0	21.0		
		-	-	21.0	21.0		

Description: Expansion of RWIS system tied into ITS network along K-113

TIP #: 0-16-2014 **FHTP #:** **Project Name:** Green Valley/Elk Creek Rd. Intersection and Bridge Improvements **Length (mi):** 0.30
KDOT #: **Project Sponsor:** Pottawatomie County **Class:** Rural Major Collector **Project Type:** Bridge
Location: Green Valley Rd and Elk Creek Rd Intersection **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2014	PE			118.0	118.0			Rehab bridge on Green Valley Road and add an additional lane and bike/pedestrian crossing
2014	ROW			40.0	40.0			
2015	UTIL			26.0	26.0			
2016	CONST			540.0	540.0			
				724.0	724.0			

Notes: Project also include realigning Elk Creek Rd

TIP #: 5-16-2016 **FHTP #:** **Project Name:** K-18 Expansion: Walnut St (Ogden) to K-113 **Length (mi):** N/A
KDOT #: KA-0410-04 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Expansion
Location: K-18: .1 miles west of Wildcat Creek Rd to 1.0 miles east of Scenic Dr **Bike/Ped?** No **ITS?** Yes

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2011	CONST	43,677.0	72.0	3,000.0	46,749.0	STP		Construct 4-lane freeway section w/ interchanges at 56th St & Scenic Dr.
		43,677.0	72.0	3,000.0	46,749.0			Note: Project let in 2011 prior to the MPO. Being added to the TIP so that toll credits can be applied to this project

TIP #: 4-17-2014 **FHTP #:** 78 **Project Name:** K-18: Bridges #028 & #029 Replacement over Wildcat Creek **Length (mi):** 2.51
KDOT #: KA-3080-01 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Bridge
Location: K-18: 1/2 mile E. of K-18/K-113 Jct (Wildcat Creek) **Bike/Ped?** Yes **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2014	PE		590.0		590.0		X	Widening of bridges #028 and #029 (Wildcat Creek) on K-18 in Riley County, located 0.56 and .057 miles east of the K-18/K-113 junction
2018	ROW		100.0		100.0			
2019	UTIL	80.0	20.0		100.0	NHPP		
2020	CONST	5,202.1	1,300.5		6,502.6	NHPP		
2022	PE	472.0	(472.0)		0.0	Conv-NHPP		
		5,754.1	1,538.5		7,292.6			Notes: Authorized for PE only

TIP #: 5-17-2016 **FHTP #:** 49 **Project Name:** Intersection Improvements at US-24 & Green Valley Rd **Length (mi):** 0.00
KDOT #: KA-4490-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Expansion
Location: US-24 & Green Valley Road Intersection **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>
2018	CONST		2,500.0	1,100.0	3,600.0		
			2,500.0	1,100.0	3,600.0		

Description: Construct dual left turn lanes for EB US-24 traffic turning NB onto Green Valley Rd. Install new signals and widen Green Valley Rd.
Notes:

TIP #: 0-20-2014 **FHTP #:** 20 **Project Name:** Casement Rd. Improvements Phase II **Length (mi):** 0.38
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Expansion
Location: Casement Rd: Brookmont to Griffith **Bike/Ped?** Yes **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>
2018	PE			214.2	214.2		
2019	CONST			2,217.4	2,217.4		
				2,431.7	2,431.7		

Description: Widen roadway and add multi-use path.
Notes: Phase 2 of 3

TIP #: 0-21-2014 **FHTP #:** **Project Name:** US-40 (6th St) & Franklin Intersection Improvements (GI) **Length (mi):** 0.00
KDOT #: KA-3549-01 **Project Sponsor:** KDOT **Class:** OPA **Project Type:** Safety
Location: US-40 (6th St) and Franklin St **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>
2014	PE			13.0	13.0		
2016	CONST		231.7	43.7	275.4		
			231.7	56.7	288.4		

Description: Installation of new traffic signal and intersection improvements (sidewalk & ADA ramps).

TIP #: 0-23-2014 **FHTP #:** 21 **Project Name:** Casement Rd. Improvements Phase III **Length (mi):** 0.27
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Expansion
Location: Casement Rd: Griffith to Allen **Bike/Ped?** Yes **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>
2019	PE			133.0	133.0		
2020	CONST			1,468.8	1,468.8		
				1,601.9	1,601.9		

Description: Widen roadway and add multi-use path
Notes: Phase 3 of 3

TIP #: 0-24-2014 **FHTP #:** **Project Name:** ITS System Expansion--KSU Fiber Projects **Length (mi):** N/A
KDOT #: **Project Sponsor:** City of Manhattan **Class:** N/A **Project Type:** ITS
Location: Various locations on KSU Campus **Bike/Ped?** No **ITS?** Yes

Description: Connect City fiber to University fiber optic in order to expand the network to 18 locations on campus

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>
2015	CONST			40.0	40.0		
2016	CONST			40.0	40.0		
2017	CONST			41.4	41.4		
2018	CONST			42.8	42.8		
				164.2	164.2		

TIP #: 0-25-2014 **FHTP #:** 44 **Project Name:** Kimball & Denison Intersection Improvements **Length (mi):** N/A
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Safety
Location: Intersection of Kimball & Denison **Bike/Ped?** No **ITS?** Yes

Description: Improve intersection with additional turning lanes and traffic signal modifications

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>
2017	PE			310.5	310.5		
2018	CONST			2,892.3	2,892.3		
				3,202.8	3,202.8		

TIP #: 5-28-2014 **FHTP #:** **Project Name:** Juliette Ave Brick Rehab **Length (mi):** 0.15
KDOT #: TE-0417-01 **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Preservation
Location: Juliette: Bluemont to Laramie **Bike/Ped?** No **ITS?** No

Description: Rehabilitation of the historical brick street

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>
2015	PE			1.0	1.0		
2017	CONST	554.2		298.4	852.6	TA	
		554.2		299.4	853.6		

TIP #: 1-30-2014 **FHTP #:** **Project Name:** Gl: K-57 and J Hill Rd Intersection **Length (mi):**
KDOT #: KA-4044-01 **Project Sponsor:** City of Grandview Plaza **Class:** Minor Arterial **Project Type:** Safety
Location: K-57 and J Hill Rd Intersection **Bike/Ped?** No **ITS?** No

Description: Intersection Improvements including signage, lane addition and mill and overlay

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>
2015	PE		60.0		60.0		
2015	Util		65.0		65.0		
2017	CONST		525.0	15.0	540.0		
			650.0	15.0	665.0		

TIP #: 2-31-2014 **FHTP #:** 79 **Project Name:** US-77 Bridge Replacement (Rush Creek Bridge) **Length (mi):** N/A
KDOT #: KA-3953-01 **Project Sponsor:** KDOT **Class:** Other Principal Arterial **Project Type:** Bridge
Location: US-77: 1.5 miles north of K-57 N. Junction Bridge #043 (Rush Creek) Bike/Ped? No ITS? No

Description: Bridge Replacement

Notes: Project Authorized for PE Only.

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal <u>Source</u>	AC
2015	PE		675.0		675.0		
2017	ROW		135.0		135.0		
2020	UTIL		68.0		68.0		
2021	CONST		5,248.8		5,248.8		X
2022	CONST	4,199.1	(4,199.1)		0.0	Conv-NHPP	
		4,199.1	1,927.7		6,126.8		

TIP #: 5-32-2014 **FHTP #:** 67 **Project Name:** US-40 Bridge Replacement (UP Railroad and Monroe St) **Length (mi):** N/A
KDOT #: KA-3952-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Bridge
Location: US-40: 2.3 miles east of US-77 Junction Bike/Ped? No ITS? No

Description: Bridge Replacement

Notes:

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal <u>Source</u>	AC
2015	PE		1,182.0		1,182.0		
2018	ROW		237.0		237.0		
2019	UTIL		118.0		118.0		
2020	CONST	8,467.0			8,467.0	STP	
		8,467.0	1,537.0		10,004.0		

TIP #: 0-33-2014 **FHTP #:** **Project Name:** Old Highway 77 Overlay and Pavement Markings **Length (mi):** 3.30
KDOT #: **Project Sponsor:** Geary County **Class:** Major Collector **Project Type:** Preservation
Location: Old Highway 77: US-77 to Vinton School Rd Bike/Ped? No ITS? No

Description: 2" Overlay and Pavement Marking

FLAP-Federal Land Access Program

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal <u>Source</u>	AC
2016	PE	5.0			5.0	FLAP	
2016	CONST	477.0			477.0	FLAP	
		477.0			482.0		

TIP #: 7-34-2014 **FHTP #:** **Project Name:** College Ave & Claflin Ave Signal Upgrade **Length (mi):**
KDOT #: U-0543-01 **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Safety
Location: Intersection of College Ave & Claflin Ave **Bike/Ped?** No **ITS?** Yes

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2016	PE			3.3	3.3			Signal Upgrade to protect NB/SB turns.
2017	CONST	100.0		104.3	204.3	HSIP		
		100.0		104.3	207.6			

Bicycle and Pedestrian Projects

TIP #: 5-B1-2016 **FHTP #:** **Project Name:** Claflin Rd Pedestrian Improvements **Length (mi):** N/A
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Local **Project Type:** Bike/Ped
Location: Claflin Rd: N. Manhattan east to McCain Lane

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2016	PE			8.0	8.0			Construction of sidewalk on the south side of Claflin Rd from N. Manhattan east to McCain Dr
2017	CONST	73.6			73.6	5307		
		73.6		8.0	81.6			

TIP #: 5-B3-2016 **FHTP #:** **Project Name:** US-24/Bluemont Pedestrian Improvements **Length (mi):** N/A
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Principal Arterial **Project Type:** Bike/Ped
Location: Intersection of US 24 & Bluemont

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2016	PE			20.0	20.0			Pedestrian refuge and/or medians for the east to west crossing and similar for new north to south routes
2017	CONST	184.0			184.0	5307		
		184.0		20.0	204.0			

TIP #: 2-B4-2016 **FHTP #:** **Project Name:** Blue Township Safe Routes to School Phase I **Length (mi):** N/A
KDOT #: **Project Sponsor:** Pottawatomie County **Class:** N/A **Project Type:** Bike/Ped
Location: Blue Township

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2016	PE			15.0	15.0			Prepare a SRTS Phase I Study for the Township to identify bicycle and pedestrian improvements for accessing the Flint Hills Christian School and future USD 383 Elementary School
				15.0	15.0			

TIP #: 6-B5-2016 **FHTP #:** **Project Name:** Manhattan/USD 383 Safe Routes to School Phase 2 **Length (mi):** N/A
KDOT #: U-2306-01 **Project Sponsor:** City of Manhattan **Class:** N/A **Project Type:** Bike/Ped
Location: Various location in the City of Manhattan

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2018	CONST	200.0		91.0	291.0	TA		Projects include: sidewalks & crosswalks on Wreath Ave., sidewalk on 14th St., crosswalk enhancements on Lee St & College Heights, sidewalk on Gross 't, and sidewalk with flashing beacons on Casement Rd
		200.0		91.0	291.0			

TIP #: 6-B6-2014 **FHTP #:** **Project Name:** K-18/West 8th St Bicycle and Pedestrian Path (TA) **Length (mi):** 0.96
KDOT #: TE-0415-01 **Project Sponsor:** City of Junction City **Class:** Principal Arterial **Project Type:** Bike/Ped
Location: K-18: Spring Valley Rd. to Rucker Rd.

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2016	PE			129.0	129.0			10 foot pedestrian and bicycle trail to safely connect Junction City west of US-77 to Junction City proper.
2017	CONST	950.0		237.0	1,187.0	TA		
		950.0		366.0	1,316.0			

TIP #: 6-B7-2014 **FHTP #:** **Project Name:** Knox Lane Bicycle and Pedestrian Path (TA) **Length (mi):** 0.44
KDOT #: **Project Sponsor:** City of Manhattan **Class:** N/A **Project Type:** Bike/Ped
Location: Knox Lane: Casement to Northeast Park

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2016	PE			1.0	1.0			10' Multi-use path along Knox Ln connecting into existing path along Northeast Park
2016	ROW			25.0	25.0			
2017	CONST	171.6		92.4	264.0	TA		
		171.6		118.4	290.0			

TIP #: 4-B7-2016 **FHTP #:** **Project Name:** City of Manhattan 2017 Bicycle & Pedestrian Improvements **Length (mi):** N/A
KDOT #: **Project Sponsor:** City of Manhattan **Class:** N/A **Project Type:** Bike/Ped
Location: Various Locations

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2017	CONST			60.0	60.0			Various bicycle and pedestrians projects around the City of Manhattan, as guided by the Bicycle and Pedestrian Strategic Plan
				60.0	60.0			

TIP #: 5-B8-2014 **FHTP #:** **Project Name:** Fremont Street Pedestrian Improvements **Length (mi):** 0.50
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Local **Project Type:** Bike/Ped
Location: Fremont: 12th St. to 14th St.

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal</u> <u>Source</u>	<u>AC</u>	<u>Description:</u>
2017	PE			15.0	15.0			Construct bulb outs and improve safety for pedestrian crossing to the bus stop in City Park.
2017	CONST	138.0		34.5	172.5	5307		
		138.0		49.5	187.5			

TIP #: 4-B8-2016 **FHTP #:** **Project Name:** 9th St & Poyntz Ave Pedestrian Improvements **Length (mi):** N/A
KDOT #: **Project Sponsor:** City of Manhattan **Class:** N/A **Project Type:** Bike/Ped
Location: Intersection of 9th St. & Poyntz Ave

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal</u> <u>Source</u>	<u>AC</u>	<u>Description:</u>
2017	CONST			60.0	60.0			Add center refuge island on Poyntz
				60.0	60.0			

TIP #: 4-B9-2016 **FHTP #:** **Project Name:** 2016 Bike Boulevard Projects **Length (mi):** N/A
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Various **Project Type:** Bike/Ped
Location: Various Location in the City of Manhattan

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal</u> <u>Source</u>	<u>AC</u>	<u>Description:</u>
2016	CONST			29.0	29.0			Various bicycle and pedestrian projects around the City of Manhattan, as guided by the Bicycle and Pedestrian Strategic Plan
				29.0	29.0			

TIP #: 4-B10-2016 **FHTP #:** **Project Name:** Old Blue River Trail **Length (mi):** 0.50
KDOT #: **Project Sponsor:** City of Manhattan **Class:** N/A **Project Type:** Bike/Ped
Location: Linear Trail Trailhead at Hayes Drive to McCall Rd Multi-Use Path

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2017	CONST	77.0		76.0	153.0	CDBG		Construct a new multi-use trail atop abandoned levee and existing gravel service road.
		77.0		76.0	153.0			

TIP #: 4-B11-2016 **FHTP #:** **Project Name:** Sunset Avenue Sidewalk **Length (mi):** 0.12
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Urban Collector **Project Type:** Bike/Ped
Location: Sunset Ave: College Heights Rd to Montgomery Dr

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2016	CONST			50.0	50.0			Installation of a sidewalk on the east side of Sunset Ave. between College Heights Rd. and Montgomery Drive
				50.0	50.0			

TIP #: 4-B12-2016 **FHTP #:** **Project Name:** Sunset Ave Corridor Improvements **Length (mi):** 0.50
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Urban Collector **Project Type:** Bike/Ped
Location: Sunset Ave: Claflin Road to Anderson Ave

<u>FFY</u>	<u>Phase</u>	<u>Fed</u> (in 1000s)	<u>State</u> (in 1000s)	<u>Local</u> (in 1000s)	<u>Total</u> (in 1000s)	<u>Federal Source</u>	<u>AC</u>	<u>Description:</u>
2017	CONST			115.5	115.5			Sunset Ave. improvements such as curb and gutter, storm sewer, sidewalk, grading, retaining wall.
				115.5	115.5			

Transit and Paratransit Projects

TIP #: 5-T1-2016 **FHTP #:** **Project Name:** Via Christi Village Operating Assistance **Project Type:** Transit/Paratransit
Project Sponsor: Via Christi Village **Location:** City of Manhattan

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Description:
2016	OPR		5.0		5.0	Operating Assistance
2017	OPR		5.0		5.0	
2018	OPR		5.0		5.0	
					15.0	

Note: 5310 provider

TIP #: 0-T2-2016 **FHTP #:** **Project Name:** Geary Co. Senior Center Operating Assistance **Project Type:** Transit/Paratransit
Project Sponsor: Geary County Senior Center **Location:** Geary County

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Description:
2016	OPR		5.0		5.0	Operating Assistance
					5.0	

Note: 5310 Provider

TIP #: 0-T3-2016 **FHTP #:** **Project Name:** Pawnee Mental Health Operating Assistance **Project Type:** Transit/Paratransit
Project Sponsor: Pawnee Mental Health **Location:** Riley, Geary, & Pottawatomie Counties

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Description:
2016	OPR		10.0		10.0	Operating Assistance
		-	10.0	-	10.0	

Note: 5310 Provider

TIP #: 0-T4-2016 **FHTP #:** **Project Name:** Big Lakes Developmental Center, Inc. Operating Funds **Project Type:** Transit/Paratransit
Project Sponsor: Big Lakes Development Center **Location:** Riley, Geary and Pottawatomie Counties

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Description:
2016	OPR	139.0		109.0	248.0	Operation expenses for multiple routes
		139.0		109.0	248.0	

5316

TIP #: 5-T5-2016 **FHTP #:** **Project Name:** FHATA Rural Services **Project Type:** Transit/Paratransit

Project Sponsor: Flint Hills Area Transportation Agency (FHATA) **Location:** FHMPO Region

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal Source	Description:
2016	OPR	500.0	161.0	253.3	914.3	5311	Operating assistance and admin for areas outside of the Manhattan Urbanized Area, including Junction City and Fort Riley
2016	CAP	142.7	-	35.7	178.4	5339	
		642.7	161.0	289.0	1,092.6		

TIP #: 1-T6-2016 **FHTP #:** **Project Name:** FHATA Rural Bus Purchase **Project Type:** Transit/Paratransit

Project Sponsor: Flint Hills Area Transportation Agency (FHATA) **Location:** FHMPO Region

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal Source	Description:
2016	CAP	328.0	11.7	70.3	410.0	5339	Seven (7) 20-passenger, lift equipped small transit buses
		328.0	11.7	70.3	410.0		

TIP #: 4-T7-2016 **FHTP #:** **Project Name:** FHRTA Urban Transit Service Operating Expenses **Project Type:** Transit/Paratransit

Project Sponsor: Flint Hills Regional Transit Administration (FHRTA) **Location:** Manhattan Urbanized Area

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal Source	Description:
2016	OPR	857.8	649.6	799.3	2,306.7	5307	The transit services provided in the Manhattan UZA are contracted to a provider. Includes TWORKS funding for UZA service
2017	OPR	857.8	280.0	828.0	1,965.8	5307	
2018	OPR	857.8	280.0	857.0	1,994.8	5307	
2019	OPR	857.8	280.0	887.0	2,024.8	5307	
		3,431.2	1,489.6	3,371.3	8,292.1		

TIP #: 0-T8-2016 **FHTP #:** **Project Name:** FHATA Safety Project **Project Type:** Transit/Paratransit

Project Sponsor: Flint Hills Area Transportation Agency (FHATA) **Location:** Manhattan Urbanized Area

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal Source	Description:
2016	CAP	8.0	-	2.0	10.0	5307	Purchase of security cameras for FHATA's facility
		8.0	-	2.0	10.0		

TIP #: 3-T9-2016 **FHTP #:** **Project Name:** FHRTA 5307 Education and Training **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Regional Transit Administration (FHRTA) **Location:** Manhattan Urbanized Area

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal <u>Source</u>	Description:
2016	OPR	13.7	12.0	2.7	28.4	5307	Training expenses (tuition, travel, lodging, etc.) for the Regional Transit Manager.
2017	OPR	4.7	6.7	2.3	13.7	5307	
		13.7	12.0	2.7	28.4		

TIP #: 0-T10-2016 **FHTP #:** **Project Name:** FHATA Mobility Manager Administration Costs **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA) **Location:** Manhattan Urbanized Area

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal <u>Source</u>	Description:
2016	CAP	55.3		13.8	69.1	5317	Mobility Manager Administrative Costs
		55.3		13.8	69.1		

TIP #: 3-T11-2016 **FHTP #:** **Project Name:** FHRTA Mobility Manager Administration Costs **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Regional Transit Administration (FHRTA) **Location:** Manhattan Urbanized Area

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal <u>Source</u>	Description:
2016	OPR	79.8	70.0		149.8	5307	Costs associated with the administration and management of the 5307 program and mobility management functions. These costs also appear in the FHMP's 2016 UPWP.
2017	OPR	85.0	75.0	32.0	192.0	5307	
		164.8	145.0	32.0	341.8		

TIP #: 5-T12-2016 **FHTP #:** **Project Name:** Big Lakes Developmental Center, Inc. Operating Funds **Project Type:** Transit/Paratransit
Project Sponsor: Big Lakes Development Center **Location:** Riley, Geary and Pottawatomie Counties

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal <u>Source</u>	Description:
2017	OPR		5.0		5.0		Operation expenses
2018	OPR		5.0		5.0		
			10.0		10.0		

TIP #: 1-T13-2016 **FHTP #:** **Project Name:** Big Lakes Developmental Center Bus Purchase **Project Type:** Transit/Paratransit
Project Sponsor: Big Lakes Development Center **Location:** Riley, Geary and Pottawatomie Counties

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal Source	Description:
2017	CAP	44.0		11.0	55.0	5310	Capital Purchase
		44.0		11.0	55.0		

TIP #: 0-T14-2016 **FHTP #:** **Project Name:** Big Lakes Health-10 Passenger Van Purchase **Project Type:** Transit/Paratransit
Project Sponsor: Big Lakes Development Center **Location:** Riley, Geary & Pottawatomie Counties

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal Source	Description:
2016	CAP		37.0		37.0		Capital Purchase of full-sized (10 passenger) van
			37.0		37.0		

TIP #: 0-T15-2016 **FHTP #:** **Project Name:** Big Lakes Health-10 Passenger Van Purchase **Project Type:** Transit/Paratransit
Project Sponsor: Big Lakes Development Center **Location:** Riley, Geary & Pottawatomie Counties

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal Source	Description:
2017	OPR		37.0		37.0		Capital Purchase of full-sized (10 passenger) van
			37.0		37.0		

TIP #: 3-T16-2016 **FHTP #:** **Project Name:** FHATA Crime Prevention and Security Project **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency **Location:** FHATA Facility in Riley County

FFY	Phase	Fed (in 1000s)	State (in 1000s)	Local (in 1000s)	Total (in 1000s)	Federal Source	Description:
2016	CAP	2.0		0.5	2.5	5307	Purchase of 45 gallon flammable safety cabinets for FHATA maintenance facility.
		2.0		0.5	2.5		

TIP #: 4-T17-2016 **FHTP #:** **Project Name:** FHATA Crime Prevention & Security-Bus Cameras **Project Type:** Transit/Paratransit

Project Sponsor: Flint Hills Area Transportation Agency **Location:** Manhattan UZA

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2017	CAP	8.0		2.0	10.0	5307	Security Cameras for 3-5 transit vehicles
		8.0		2.0	10.0		

TIP #: 5-T18-2016 **FHTP #:** **Project Name:** FHATA Crime Prevention & Security-Electronic Gate **Project Type:** Transit/Paratransit

Project Sponsor: Flint Hills Area Transportation Agency **Location:** Manhattan UZA

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2017	CAP	32.0		8.0	40.0	5307	Installation of an electronic gate opener for the perimeter fence around the facility of the FHATA building. This includes proximity card reader and internet protocol access control.
		32.0		8.0	40.0		

TIP #: 7-T19-2016 **FHTP #:** **Project Name:** FHATA Rural Services **Project Type:** Transit/Paratransit

Project Sponsor: Flint Hills Area Transportation Agency (FHATA) **Location:** FHIMPO Region

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2018	OPR	425.0	120.0	211.4	756.4	5311	Operating assistance and admin for areas outside of the Manhattan Urbanized Area, including Junction City and Fort Riley. Capital expenditures includes the purchase of two buses.
2018	CAP	105.9	-	28.4	134.3	5311	
		530.9	120.0	239.8	890.7		

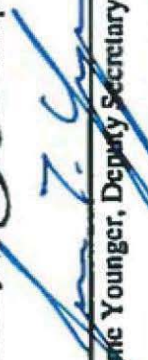
Appendix H: MPO Self-Certification

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

- 1) 23 U.S.C. 134, 49 U.S.C. 5303 and this subpart;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of the title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 9) ~~Section 504 of the Rehabilitation of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.~~



Robert Boyd, Policy Board Chairperson



Jerome Younger, Deputy Secretary and State Transportation Engineer



Date



Date

Appendix I: Public Comments

The TIP Amendment was released for public comment for fifteen days (15), during which no public comments were received.

Appendix J: List of Acronyms

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



Flint Hills Metropolitan Planning Organization

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

July 24, 2017

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

Re: FHMPO 2018-2021 Transportation Improvement Program

Dear Ms. Hart:

The Flint Hills Metropolitan Planning Organization (FHMPO) Policy Board the 2018-2021 Transportation Improvement Program (TIP) on July 19, 2017. The FHMPO is requesting KDOT's approval and its inclusion by reference into the Statewide Transportation Improvement Program.

A thirty-day public comment period was held for the TIP and no public comments were received.

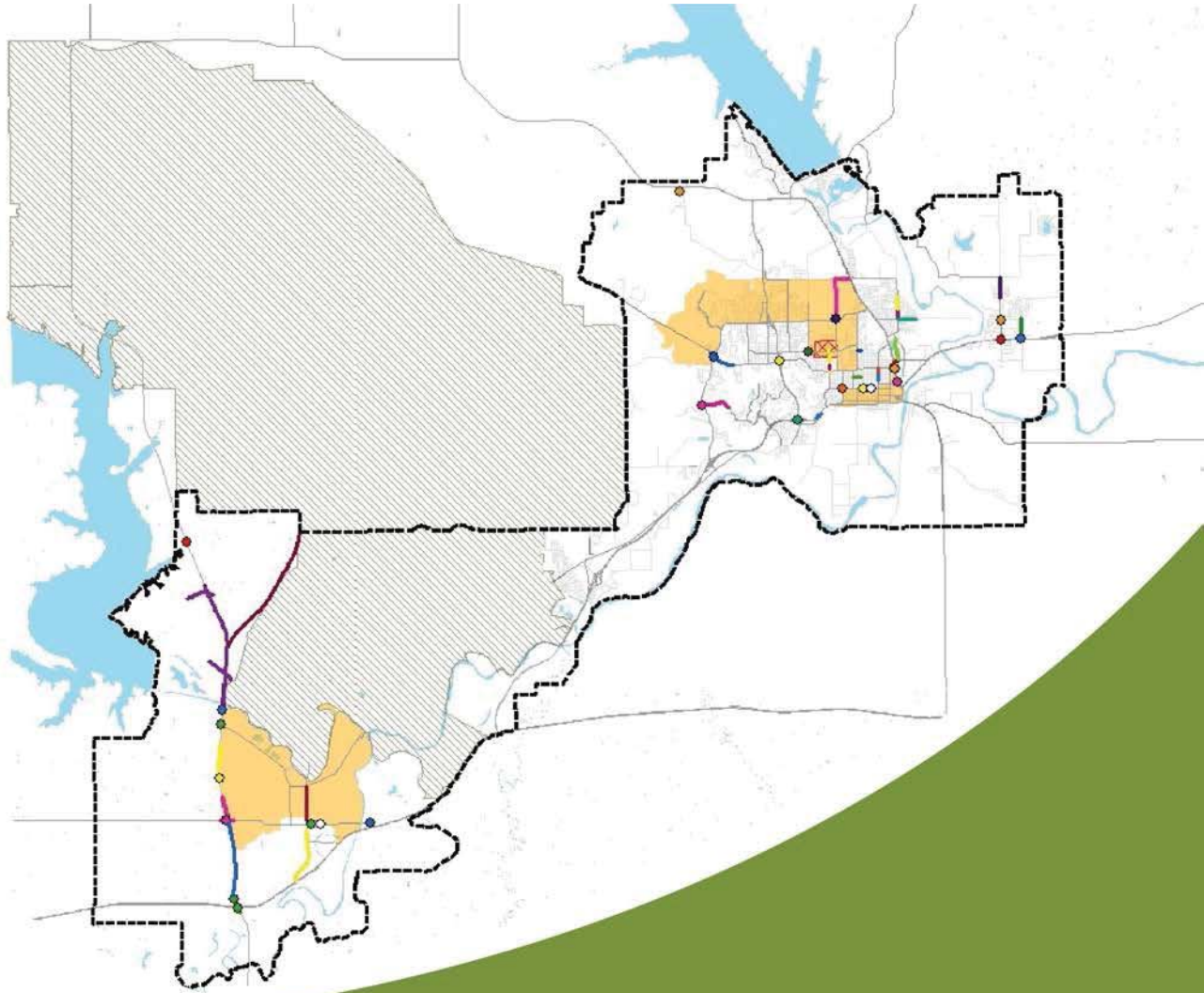
If you have questions or need additional information regarding this letter, please contact me at (785) 845-9050 or Stephanie@FlintHillsRegion.org. The TIP may also be found on the FHMPO website at www.FlintHillsMPO.org.

Sincerely,

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

Stephanie Watts, AICP
Transportation Planning Manager

Enclosures: 2018-2021 TIP



Transportation Improvement Program

FFY 2018-2021



**Flint Hills Metropolitan
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Approved
July 19, 2017

Title VI Note

The Flint Hills Metropolitan Planning Organization (FHMPO) 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 FHMPO 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 FHMPO. Any such complaint must be in writing and filed with the FHMPO'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.FlintHillsMPO.org.

Disclaimer

The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Introduction

What is the TIP?

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

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

The TIP must maintain fiscal constraint; meaning, only projects that have an identified funding source can be programmed in the TIP. There is further discussion of fiscal constraint under the “Fiscal Analysis” section.

Federal Fiscal Year (FFY):
The FFY is from October 1 through September 30

Appendix G contains a list of all programmed projects from Federal Fiscal Year (FFY) 2018-2021 within the FHMPPO planning boundary.

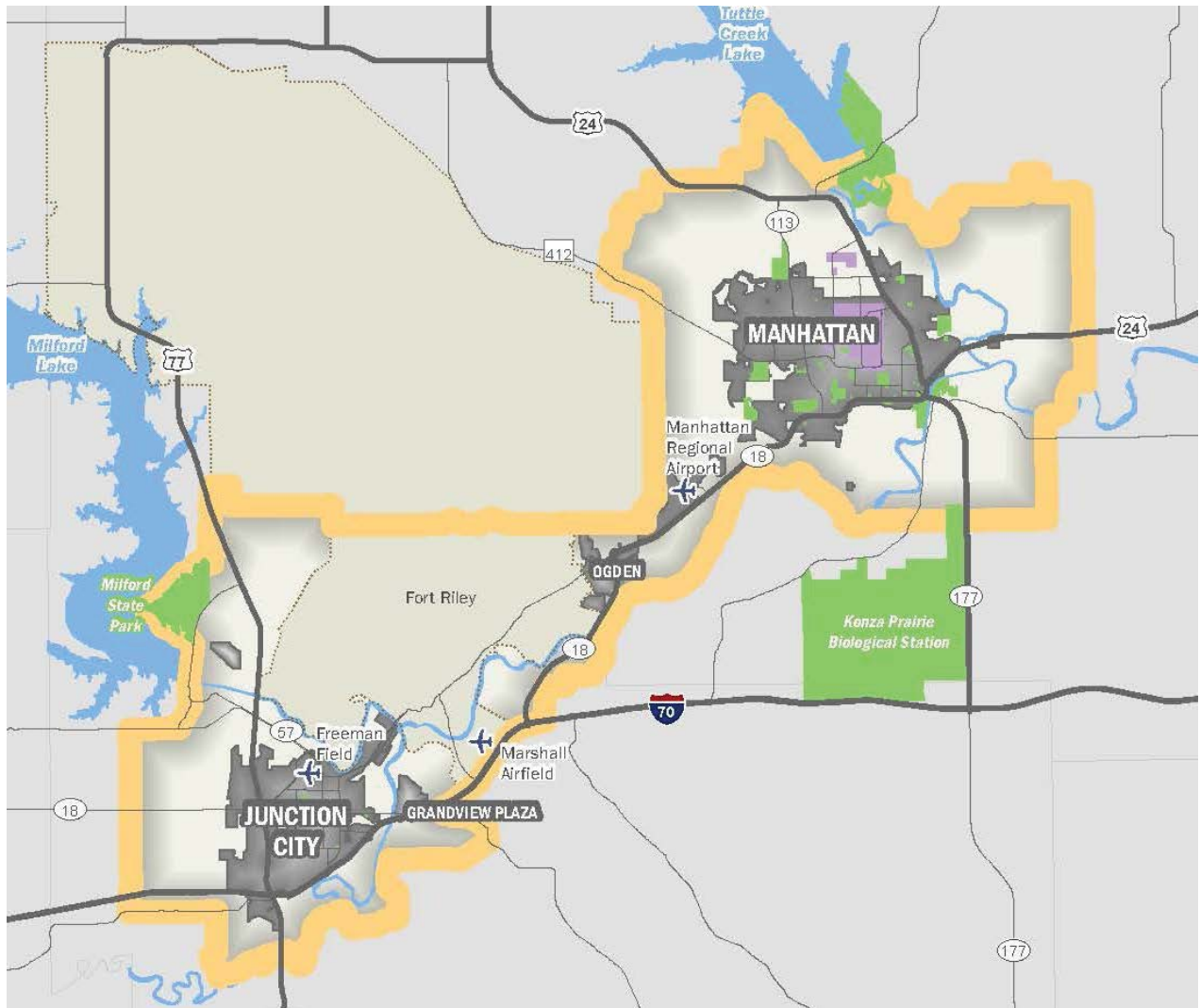
What is the FHMPPO?

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

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

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

Figure 1: FHMPO Planning Area Map



TIP Procedures

Process for Including Projects in the TIP

Prior to a project being included in the TIP, the draft document must be posted for public comment, reviewed by the Technical Advisory Committee (TAC), and approved by the FHMPO Policy Board. After Policy Board approval, the TIP is sent to the Kansas Department of Transportation (KDOT) for approval by the Secretary. Projects in the metropolitan areas' TIPs are included by reference in the Statewide Transportation Improvement Program (STIP), which is the State's equivalent of a TIP, but includes all federally funded transportation projects throughout the state. KDOT sends the STIP to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval. Approval of the STIP by FHWA and FTA also serves as the TIP approval. **Figure 2** outlines the TIP approval process.

TIP Amendments

Amendments to the TIP are processed once every quarter, if needed. Prior to each quarterly amendment, a notice will be sent out to all project sponsors notifying them of the upcoming amendment. The project sponsors will then have the opportunity to add, remove, or change a project. The amendment approval process will then follow the same procedures as depicted in **Figure 2**.

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

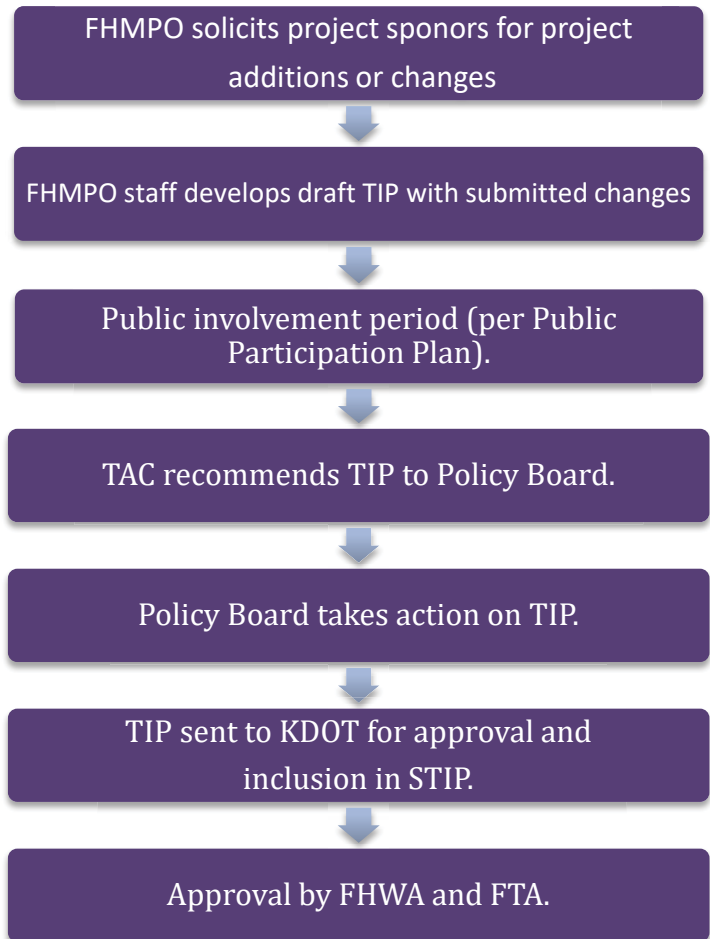
Administrative Modifications

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

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

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

Figure 2: TIP Approval Diagram



Fiscal Analysis

Project Funding

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

Fiscal constraint:

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

Federal Funding Sources

The main source of federal funds for the FHMPO region is Surface Transportation Program (STP) funds. STP funds are distributed to every county in Kansas, as well as to cities with more than 50,000 people in the Census defined Urbanized Area. It should be noted that not all of the STP funds received by the counties are attributable to projects within the FHMPO boundary. All three counties have areas outside of the MPO and may elect to use STP funds on projects in those locations.

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

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

State Funds

The Kansas Department of Transportation (KDOT) is by far the largest financial investor in the FHMPO region's transportation system. TWorks, the State's 10-year, \$8 billion, multimodal transportation program, is expected to invest nearly \$240 million in the three-county area (Riley, Geary and Pottawatomie Counties) by 2020. The level of KDOT funding expended in the region varies greatly from year-to-year based on the number of projects, the scope of projects, and award of competitive funding (i.e. Geometric Improvement, City Connecting Link (KLINK), High Risk Rural Road, etc.).



For more information on the TWorks Program and projects, please visit: <http://kdotapp.ksdot.org/TWorks/Investments>.

Local Funds

Transportation investments are typically identified in the City or County’s Capital Improvements Program (CIP) for the upcoming fiscal year (with the exception of Geary County, which does not have a formal CIP). The following sources are dedicated to transportation investments for each jurisdiction.

Table 1: Local Revenue Sources

Jurisdiction	Source of Revenue	Average Amount/Year
City of Manhattan	*1/2 cent Sales Tax (City's share is 65%, but only 1/3 can be used for transportation)	\$200,000
Geary County	**Mill Levy (1 mill is typically set aside for transportation each year, but not a guarantee)	\$220,000
Riley County	*1/2 cent Sales Tax (County's share is 35%, earmarked for Roads and Bridges)	\$1,600,000
Pottawatomie County	**Special Highway Fund (Any remaining balance from Road & Bridge Fund at end of year is transferred to Special Highway Fund)	\$500,000

*The 1/2 cent sales tax is split between the City and County.

**Average between 2010-2014

The Cities and Counties use other revenue sources on the transportation system such as KDOT’s Federal Fund Exchange Program. The exchange rate for the program is \$0.90 of state funds for every \$1.00 of local federal dollars exchanged. This program provides the jurisdictions with greater flexibility with how and where the funds can be used.

Advance Construction

The State often uses a practice known as Advance Construction (AC) to maximize the state’s ability to utilize federal funds while still completing projects in a timely manner. AC allows the State to begin a project in one FFY using state funds, and then be reimbursed for eligible project costs with federal funds in a later FFY. In other words, the state must front the cost of the project in the year it is being AC’d with non-federal funds. Once federal funds are available, the state can be reimbursed with federal funds. The fiscal year that the State is reimbursed with federal funds is referred to as the conversion year. Projects using AC must be identified as doing so, along with the anticipated year of conversion.

Operations and Maintenance (O&M)

Operation and maintenance (O&M) activities are necessary to ensure the safety and efficiency of the existing transportation system. This consists of routine activities such as pothole patching, minor repairs to pavement and curbs, snow removal, striping and marking, mowing, signal repairs, sign replacement, and other minor work tasks. The expense related to this type

of work is usually paid for by the local entities that own and operate the roadway. KDOT is responsible for maintaining the major highways running throughout the region. More information on O&M will be included after the completion of the FHMPO's Metropolitan Transportation Plan.

Year of Expenditure Inflation Factor

Federal regulations require that inflation be applied to transportation projects programmed in the future years of the TIP. Projects programmed in FFY 2017 through FFY 2019 of the TIP must reflect inflation to provide an estimate of costs incurred in the actual year of project activity. The estimated cost of the project multiplied by an inflation factor (4% compounded annually) yields the total cost of the project in Year of Expenditure (YOE) dollars. This allows both the local project sponsor and the MPO to have a more accurate account of the funding required to accomplish the projects programmed in the TIP. YOE is not applied to projects awarded competitive funding from the state (ex. Geometric Improvement, City Connecting Link, Safe Routes to School, Transportation Alternatives, etc.) or KDOT projects.

Demonstration of Fiscal Constraint

Federal law requires that the first four years of the TIP be financially constrained, as discussed above. The Funding Summary Table, in **Appendix A**, provides realistic costs and funding estimates for the projects in the TIP.

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

Breakdown of Funding by Project Type

The projects included in the TIP are grouped into one of eight categories based on project type. Below are the eight categories as well as a brief description of each.

- Roadway Expansion: Increasing capacity of the roadway by adding travel lanes;
- Roadway Preservation: Maintaining the existing roadways (mill and overlay, brick street rehabilitation, resurfacing, etc);
- Bridge Rehabilitation/Replacement: Replacement or rehabilitation of existing bridges;
- Safety/Intersections: Projects that improve the safety of intersections and roadways, including geometric improvement projects, restriping, rumble strips, adding turn lanes or shoulders, etc.;
- Intelligent Transportation Systems (ITS): ITS related projects and technologies;
- Bicycle/Pedestrian: Projects adding or improving bicycle or pedestrian infrastructure and accommodations, including multi-use paths, bike lanes, pedestrian signals, etc.;
- Transit: Paratransit and transit activities (operating and capital purchases); and
- Railroad Crossings: Improvement related to railroad crossings.

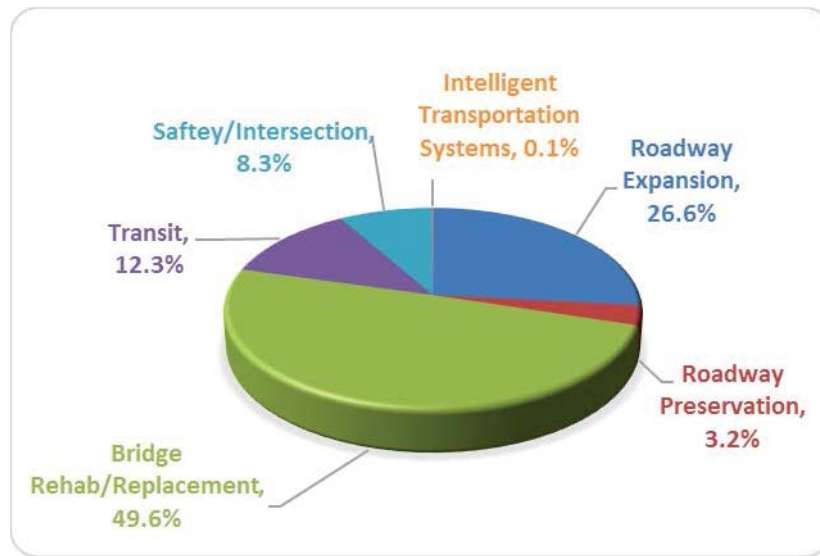
The “project type” for each TIP project is included in the project tables in **Appendix G**. Please note that the “Funding Amount” shown in **Table 2** takes into account the total project cost from all years and phases; even those outside of the TIP timeframe.

Table 2: Funding by Project Type

Project Type	Funding Amount*	Percentage of Total
Roadway Expansion	\$ 12,572	26.6%
Roadway Preservation	\$ 1,500	3.2%
Bridge Rehab/Replacement	\$ 23,423	49.6%
Transit	\$ 5,823	12.3%
Safety/Intersection	\$ 3,903	8.3%
Bicycle/Pedestrian	\$ -	0.0%
Intelligent Transportation Systems	\$ 43	0.1%
Total	\$ 47,264	100.0%

*Note: Includes all years and phases of projects.

Figure 3: Project Type Funding Breakout



Major Projects

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

Roadways Projects (including intersections and bridges)

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

- Increased roadway capacity or decreased traffic congestion
- Significantly improved safety
- Replaced aging infrastructure or improved to current standards
- Resulted in significant delay and/or detour

Bikeway and Pedestrian Projects

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

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

Transit Facilities and Services Projects

The major transit projects implemented from the previous TIP will include projects that have a total project cost of at least \$1.0 million and meet at least one of the following criteria:

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

Significant Delay

The FHMPPO defines significant delay as a project that has experienced a delay by two or more years from the year it was initially programmed in the TIP.

Major Projects Implemented

Using the definitions listed above, the following is a list of major projects that were implemented from the 2016-2019 TIP. This includes roadway, bikeway and pedestrian, and transit service projects.

Project #	Project Name	Scope	Year	Total Cost (in 1000s)	Comments
2-03-2014	Reconstruction of US-77, US-77/K-18 Interchange and of K-18	Reconstruct US-77 to a 2-lane on 4-lane ROW and the US-77/K-18 interchange, including reconstruction of K-18	2016	\$ 22,376.0	Project let, construction is underway
1-05-2016	Excel Road Capacity Improvements	3-lane Excel Road, including a sidewalk to the west side of Excel.	2016	\$ 2,727.9	Project completed
4-08-2016	West Anderson Ave Expansion	Expansion of W. Anderson Ave to 3-lane section, roundabout at the intersection of Scenic Drive and Anderson, 10' multiuse trail on south side, and 5' sidewalk on north	2016	\$ 6,500.0	Project under construction
2-09-2016	Miller Parkway Connection	Expansion of Miller Parkway to Scenic Drive. Includes traffic signal at Scenic Drive intersection, bicycle lanes, and sidewalks	2016	\$ 2,675.0	Project completed
0-13-2014	K-18 & K-113 Intersection Improvements	Diverging Diamond Interchange (DDI) to address capacity issues with south bound traffic on K-113 heading eastbound on K-18	2017	\$ 3,206.3	Project under construction
5-15-2014	Reconstruction of US-77: I-70 DDI, Intersections at Rucker Rd and Lacy	Construct 4-lanes on US-77, a DDI at I-70, reconstruct intersections at US-77 & Lacy Dr/Goldenbelt Blvd. and US-77 & Rucker Rd.	2015	\$ 13,210.0	Project completed
6-B6-2014	K-18/West 8th St Bicycle and Pedestrian Path (TA)	10 foot pedestrian and bicycle trail to safely connect Junction City west of US-77 to Junction City proper.	2017	\$ 1,316.0	Project let
6-B7-2014	Knox Lane Bicycle and Pedestrian Path (TA)	10' Multi-use path along Knox Ln connecting into existing path along Northeast Park	2017	\$ 290.0	Project under construction
1-T6-2016	FHATA Rural Bus Purchase	Seven (7) 20-passenger, lift equipped small transit buses	2016	\$ 410.0	

Projects Significantly Delayed

Project #	Project Name	Scope	Total Project Cost (in 1000s)	Original FFY for Construction	Updated FFY	Comments
1-12-2014	US-24 and Excel Rd Turn Lanes	Add turn lanes on US-24 at Excel Road and widen Excel Road to Elk Creek Road	\$ 966.7	2014	2016	Project Complete
6-04-2016	US-77 Reconstruction from S of Old Milford Rd to N Jct K-57	Reconstruct US-77 to a 2-Lane on 4-Lane ROW. Includes realignment of Old Milford Road, Quarry Road, Rifle Range Road and the connection with Old US-77.	\$ 1,500.0	2017	Unknown	Construction delayed indefinitely
0-13-2014	K-18 & K-113 Intersection Improvements	Diverging Diamond Interchange (DDI) to address capacity issues with south bound traffic on K-113 heading eastbound on K-18	\$ 3,206.3	2014	2017	Project Construction Underway
4-17-2014	K-18: Bridges #028 & #029 Replacement over Wildcat Creek	Widening of bridges #028 and #029 (Wildcat Creek) on K-18 in Riley County, located 0.56 and .057 miles east of the K-18/K-113 junction	\$ 7,292.6	2017	2020	Programmed in 2018 TIP
5-28-2014	Juliette Ave Brick Rehab--Phase I (TA)	Rehabilitation of the historical brick street	\$ 853.6	2015	2017	Project to be completed in 2017
2-31-2014	US-77 Bridge Replacement (Rush Creek Bridge)	Bridge Replacement	\$ 6,126.8	2019	2021	Programmed in 2018 TIP
6-B6-2014	K-18/West 8th St Bicycle and Pedestrian Path (TA)	10 foot pedestrian and bicycle trail to safely connect Junction City west of US-77 to Junction City proper.	\$ 1,316.0	2015	2017	Scheduled to let in Summer 2017
6-B7-2014	Knox Lane Bicycle and Pedestrian Path (TA)	10' Multi-use path along Knox Ln connecting into existing path along Northeast Park	\$ 290.0	2015	2017	Under Construction

Environmental Justice

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

Three core EJ principles:

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

2018-2021 TIP EJ Analysis Methodology

Identifying EJ tracts

The first step in the EJ analysis process is to identify where low-income and minority populations live in the area. Census block groups are used to understand the demographics of this geographically large area. The FHMPPO region consists of 66 block groups. Individual block groups are defined as EJ tracts if they meet certain **EJ criteria** regarding race, ethnicity, and/or household income. The data used to identify EJ block groups came from the 2015 American Community Survey (ACS).

To identify the low-income areas in the FHMPPO region, the average household income was gathered for all block groups within the Metropolitan Planning Area (MPA) boundary. The block groups with average household incomes at or below the Department of Health and Human Service's poverty threshold are considered low-income block groups.

The U.S. Department of Housing and Urban Development (HUD) defines a minority neighborhood as any neighborhood where the minority population is 20% or higher than the

EJ criteria

A block group is defined as EJ if it meets at least one of the following two criteria:

1. The minority population is 20% or greater than the average for the respective area. Flint Hills MPO average: **22.6%**
2. The median household income is at or below the Department of Health and Human Services' poverty threshold. 2015 Median Household Income for a family of 2.5 people (average people per household): **\$18,330**

average neighborhood percentage, or 27.1%. This methodology was used to determine the minority population threshold at the block group level. The average minority population percentage for the region is 22.6%. This number was then multiplied by 20% to establish the minority population threshold of 27.1%. Block groups exceeding this threshold are designated as EJ tracts.

Mapping Projects

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

EJ Analysis Results

Of the 66 block groups in the FHMPO area, four are considered low-income. Twenty block groups have a minority population that exceeds the regional average.

Manhattan EJ Analysis

The Manhattan/Riley County/Pottawatomie County projects can be found in **Appendix E**. There are eight (8) roadway projects, for a combined total of \$23.8 million dollars. Three of these projects are located within, or adjacent to, the EJ areas (shown in **Table 4**) for a total improvement cost of \$7.7 million. Approximately 32.5% of the total roadway funding in the Manhattan Area will be invested in the EJ identified tracts.

Table 3: Roadway Projects in Manhattan EJ Tracts

Project Name	Project #	Total Cost (in 1000s)
Marlatt & Denison Roadway Expansion	0-01-2016	\$4,500.0
ITS System Expansion--KSU Fiber Projects	0-24-2014	\$42.8
Kimball & Denison Intersection Improvements	0-25-2014	\$3,202.8

All of the projects above will enhance safety along roadways or at intersections. The expansion of Marlatt Avenue and Denison Avenue will improve access for vehicles, cyclists and pedestrians; as the project includes the addition of a center turn-lane and multi-use path.

Based on the analysis above, there appears to be no disproportionate benefit or impact when comparing the types of projects or level of investment of projects located within EJ versus non-EJ tracts.

Junction City EJ Analysis

There are three (3) roadway projects in the Junction City/Geary County area programmed in the TIP, totaling \$17.6 million. Two (2) of these projects are located in the identified EJ tracts in Junction City, totaling \$16.1 million (as shown in **Table 6**). Approximately 92% of the funding spent on road and bridge projects will be spent in or adjacent to the EJ areas.

Table 4: Road and Bridge Projects within Junction City EJ Tracts

Project Name	Project #	Total Cost (in 1000s)
US-77 Bridge Replacement (Rush Creek Bridge)	1-31-2014	\$6,126.8
US-40 Bridge Replacement (UP Railroad and Monroe St)	0-32-2014	\$10,014.6

Based on the analysis above, there does not appear to be any disproportionate impacts when comparing the projects located within EJ versus non-EJ areas, as the projects are replacing existing, aging infrastructure.

Appendix A: Funding Summary Table

Table 5: Funding Summary Table

Funding Source of Programmed Projects (in thousands)					
Funding Source	FFY 2018	FFY 2019	FFY 2020	FFY 2021	Total
FTA 5307	\$ 937.4	\$ 947.4	\$ 89.6	\$ 89.6	\$ 2,064.0
FTA 5311	\$ 530.9				\$ 530.9
FTA 5339					\$ -
NHPP		\$ 80.0	\$ 5,202.1		\$ 5,282.1
STP			\$ 8,467.0		\$ 8,467.0
TOTAL	\$ 1,468.3	\$ 1,027.4	\$ 13,758.7	\$ 89.6	\$ 16,344.0
State	\$ 3,634.6	\$ 460.6	\$ 1,411.1	\$ 5,291.4	\$ 10,797.7
Local	\$ 9,587.4	\$ 979.4	\$ 94.4	\$ 333.9	\$ 10,995.1
Total	\$14,690.3	\$ 2,467.4	\$ 15,264.2	\$ 5,714.9	\$ 38,136.8

HSIP-Highway Safety Improvement Program

STP-Surface Transportation Program

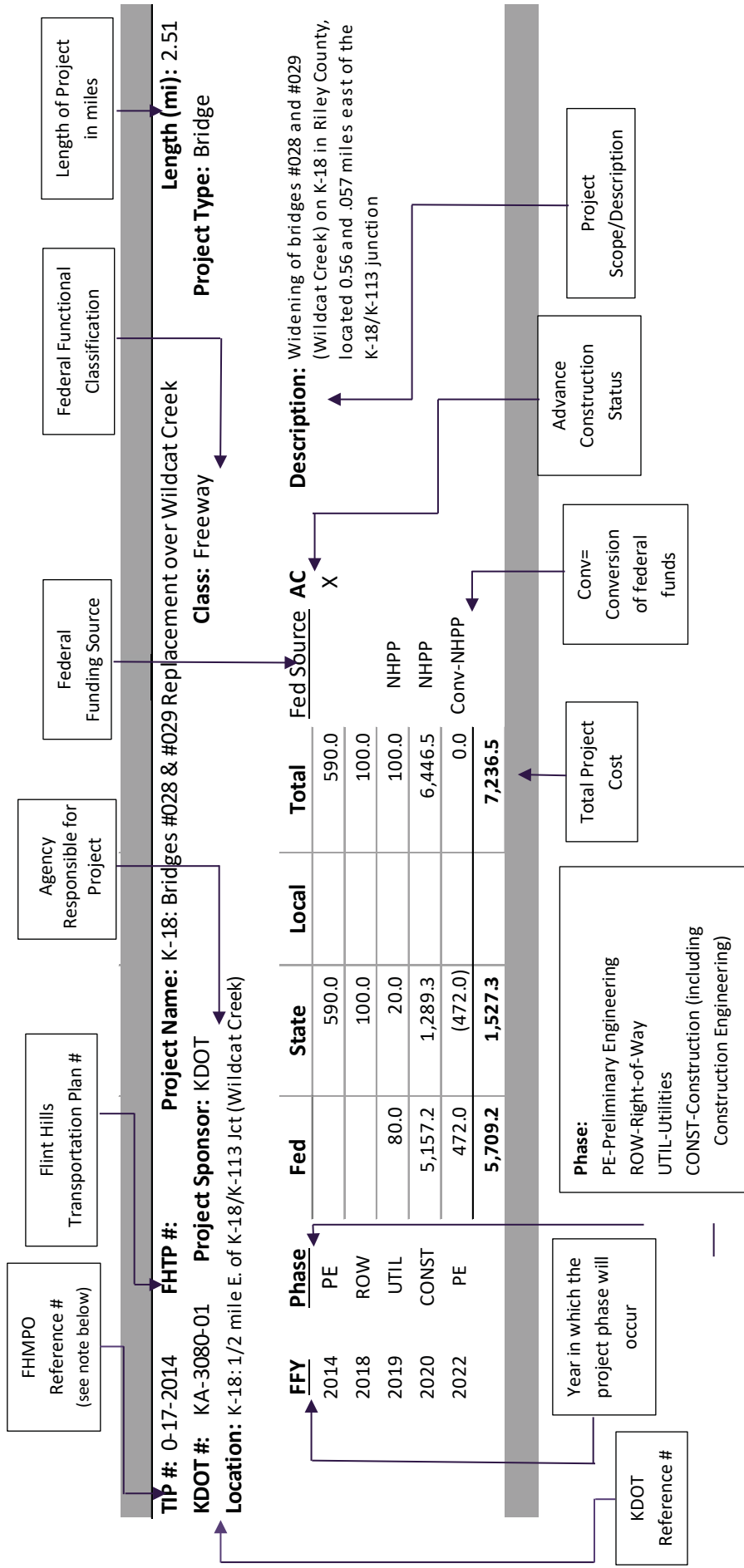
NHPP-National Highway Performance Program

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 2018	FFY 2019	FFY 2020	FFY 2021	Total
Federal	\$ 3,039.0	\$ 3,039.0	\$ 11,539.0	\$ 3,039.0	\$ 20,656.0
State	\$ 7,413.0	\$ 7,413.0	\$ 7,413.0	\$ 7,413.0	\$ 29,652.0
Local	\$ 9,816.0	\$ 5,316.0	\$ 5,316.0	\$ 5,316.0	\$ 25,764.0
Total	\$20,268.0	\$ 15,768.0	\$ 24,268.0	\$ 15,768.0	\$ 76,072.0

Appendix B: TIP Project Listing Information

The projects listed in the TIP are broken down into four categories: Road and Bridge; Bicycle and Pedestrian; Transit and Paratransit; and Railroad. Below is a sample project from the TIP to aid in explaining each field of the form.



Decoding the TIP

X-XX-201X The first digit identifies the most recent amendment to make changes to the project. A "0" means the project has not been modified since the original TIP document.

X-XX-201X The second set of numbers is the project number. This number never changes for a project.

X-XX-201X The last set of numbers indicates the year the project was first programmed in the TIP. The TIP is updated in even years (i.e. 2014, 2016, 2018).

Appendix C: Summary of Changes

This page will be updated with the next amendment.

Appendix D: Project Index

Manhattan Area Projects

Project Name	Project #	Total Cost (in 1000s)	Funding Source	Page Number
17th & Poyntz Intersection Improvements	0-13-2016	\$700.0	State & Local	G-1
Casement Rd Improvement Phase II	0-20-2014	\$2,696.0	Local	G-2
Casement Rd Improvement Phase III	0-23-2014	\$1,776.0	Local	G-2
ITS System Expansion--KSU Fiber Projects	0-24-2014	\$42.8	Local	G-3
K-18: Bridges #028 & #029 Riley County (KA-3080-01)	0-17-2014	\$7,292.6	NHPP & State	G-2
Kimball & Denison Intersection Improvements	0-25-2014	\$3,202.8	Local	G-3
Marlatt & Denison Roadway Expansion	0-01-2016	\$4,500.0	Local	G-1
US-24 & Green Valley Road Intersection	0-17-2016	\$3,600.0	Local	G-2

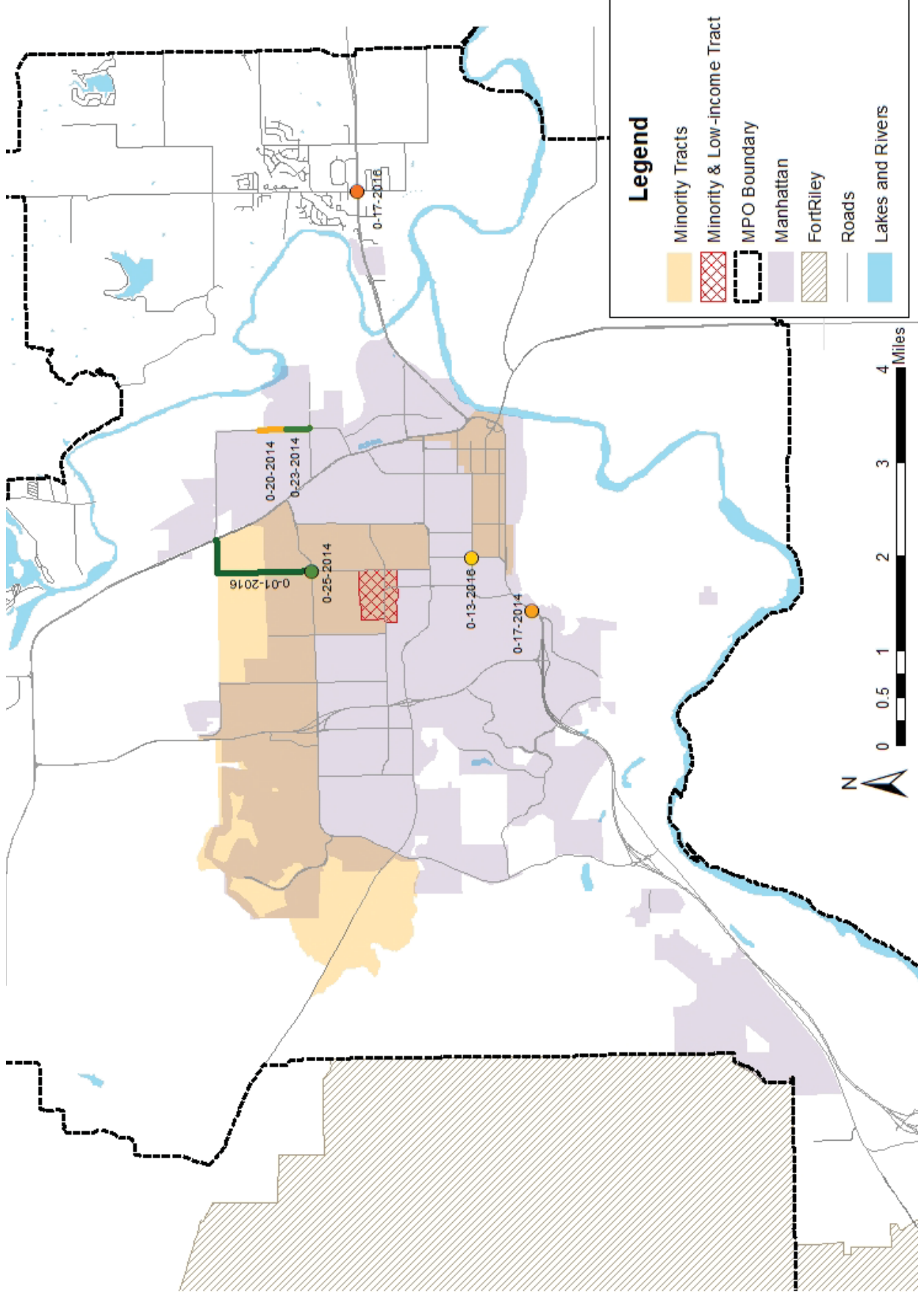
Junction City Area Projects

Project Name	Project #	Total Cost (in 1000s)	Funding Source	Page Number
US-40 Bridge Replacement (UP Railroad and Monroe St)	0-32-2014	\$10,004.0	STP & State	G-3
US-77 Reconstruction from S of Old Milford Rd to N Jct K-57 (KA-2367-05)	0-04-2014	\$1,500.0	STP, NHPP & State	G-1
US-77 Bridge Replacement (Rush Creek Bridge) (KA-3953-01)	0-31-2014	\$6,126.8	NHP & State	G-3

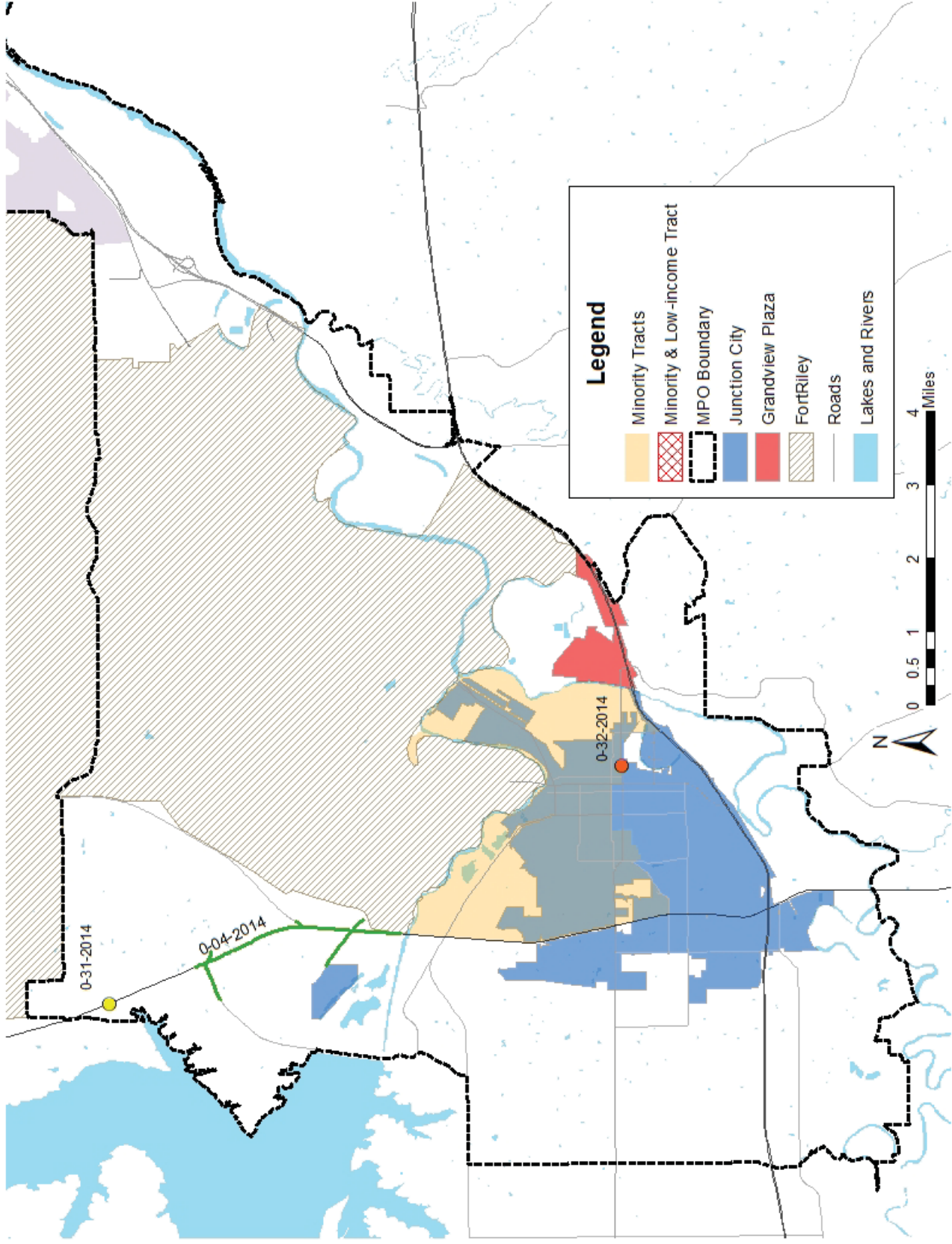
Transit Projects.....

G-4

Appendix E: Map of Manhattan Area



Appendix F: Map of Junction City Area



Appendix G: Project Listing

Road and Bridge Projects

TIP #: 0-01-2016 **FHTP #:** 15 & 14 **Project Name:** Marlatt/Denison Expansion Project **Length (mi):** 1.30
KDOT #: **Project Sponsor:** Riley County/City of Manhattan **Class:** Minor Arterial **Project Type:** Expansion
Location: Marlatt Ave: Tuttle Creek Blvd to Denison Ave & Denison Ave: Marlatt Ave to Kimball **Bike/Ped?** Yes **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2016	PE			450.0	450.0			Expand roadway from 2-lane to 3-lane with multiuse path.
2016	ROW			35.0	35.0			Notes: Project will link linear trail around the City of Manhattan. Route has been identified as truck route for NBAF
2016	UTIL			15.0	15.0			
2018	CONST			4,000.0	4,000.0			
0-2016 (C17)			-	4,500.0	4,500.0			6-01-2016

TIP #: 0-04-2014 **FHTP #:** **Project Name:** US-77 Reconstruction from S of Old Milford Rd to N Jct K-57 **Length (mi):** 2.50
KDOT #: KA-2367-05 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Preservation
Location: US-77: .3 mi S of US-77/Old Milford Rd to N Jct US-77/K-57 **Bike/Ped?** No **ITS?** No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2012	PE		1,300.0		1,300.0		X	Reconstruct US-77 to a 2-Lane on 4-Lane ROW. Includes realignment of Old Milford Road, Quarry Road, Rifle Range Road and the connection with Old US-77.
2017	ROW		200.0		200.0			
2022	PE	1,040.0	(1,040.0)		-	Conv-STP		
0-2014 (C17)		1,040.0	460.0		1,500.0			Notes: Construction delayed. 6-04-2014

TIP #: 0-13-2016 **FHTP #:** **Project Name:** 17th St & Poyntz Intersection Improvements **Length (mi):** 0.25
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Urban Collector **Project Type:** Safety
Location: 17th St & Poyntz Intersection **Bike/Ped?** Yes **ITS?** Yes

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2018	CONST		300.0	400.0	700.0			Intersection improvements including new left turn lanes for north and south bound traffic. Upgrade signal and adjust signal phasing. 4-13-2016
		-	300.0	400.0	700.0			

TIP #: 0-17-2014 **FHTP #:** 78 **Project Name:** K-18: Bridges #028 & #029 Replacement over Wildcat Creek **Length (mi):** 2.51
KDOT #: KA-3080-01 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Bridge
Location: K-18: 1/2 mile E. of K-18/K-113 Jct (Wildcat Creek) **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2014	PE		590.0		590.0		X	Widening of bridges #028 and #029 (Wildcat Creek) on K-18 in Riley County, located 0.56 and .057 miles east of the K-18/K-113 junction Notes: Authorized for PE only
2018	ROW		100.0		100.0			
2019	UTIL	80.0	20.0		100.0	NHPP		
2020	CONST	5,202.1	1,300.5		6,502.6	NHPP		
2022	PE	472.0	(472.0)	0.0	0.0	Conv-NHPP		
0-2014 (Const 2017)		5,754.1	1,538.5		7,292.6			4-17-2014

TIP #: 0-17-2016 **FHTP #:** 49 **Project Name:** Intersection Improvements at US-24 & Green Valley Rd **Length (mi):** 0.00
KDOT #: KA-4490-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Expansion
Location: US-24 & Green Valley Road Intersection **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2018	CONST		2,500.0	1,100.0	3,600.0			Construct dual left turn lanes for EB US-24 traffic turning NB onto Green Valley Rd. Notes: Install new signals and widen Green Valley Rd.
0-2014 (C2018)			2,500.0	1,100.0	3,600.0			5-17-2016

TIP #: 0-20-2014 **FHTP #:** 20 **Project Name:** Casement Rd. Improvements Phase II **Length (mi):** 0.38
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Expansion
Location: Casement Rd: Brookmont to Griffith **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2021	PE			237.5	237.5			Widen roadway and add multi-use path.
2022	CONST			2,458.5	2,458.5			
0-2014 (C2018)				2,696.0	2,696.0			

TIP #: 0-23-2014 **FHTP #:** 21 **Project Name:** Casement Rd. Improvements Phase III **Length (mi):** 0.27
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Expansion
Location: Casement Rd: Griffith to Allen **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	PE			147.5	147.5			Widen roadway and add multi-use path
2023	CONST			1,628.5	1,628.5			
2-2014 (C2020)				1,776.0	1,776.0			

TIP #: 0-24-2014 **FHTP #:** **Project Name:** ITS System Expansion--KSU Fiber Projects **Length (mi):** N/A
KDOT #: **Project Sponsor:** City of Manhattan **Class:** N/A **Project Type:** ITS
Location: Various locations on KSU Campus Bike/Ped? No ITS? Yes

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2018	CONST			42.8	42.8			Connect City fiber to University fiber optic in
2-2014 (C2018)				42.8	42.8			0-24-2014

TIP #: 0-25-2014 **FHTP #:** 44 **Project Name:** Kimball & Denison Intersection Improvements **Length (mi):** N/A
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Safety
Location: Intersection of Kimball & Denison Bike/Ped? No ITS? Yes

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>
2017	PE			310.5	310.5			Improve intersection with additional turning lanes and traffic signal modifications
2018	CONST			2,892.3	2,892.3			
2-2014 (CONST 2018)				3,202.8	3,202.8			

TIP #: 0-31-2014 **FHTP #:** 79 **Project Name:** US-77 Bridge Replacement (Rush Creek Bridge) **Length (mi):** N/A
KDOT #: KA-3953-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Bridge
Location: US-77: 1.5 miles north of K-57 N. Junction Bridge #043 (Rush Creek) Bike/Ped? No ITS? No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>	<u>Notes:</u>
2015	PE		675.0		675.0			Bridge Replacement	Project Authorized for PE Only.
2017	ROW		135.0		135.0				
2020	UTIL		68.0		68.0				
2021	CONST		5,248.8		5,248.8		X		
2022	CONST	4,199.1	(4,199.1)		0.0		Conv-NHPP		
5-2014 (C2019)		4,199.1	1,927.7		6,126.8				

TIP #: 0-32-2014 **FHTP #:** 67 **Project Name:** US-40 Bridge Replacement (UP Railroad and Monroe St) **Length (mi):** N/A
KDOT #: KA-3952-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Bridge
Location: US-40: 2.3 miles east of US-77 Junction Bike/Ped? No ITS? No

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>AC</u>	<u>Description:</u>	<u>Notes:</u>
2015	PE		1,182.0		1,182.0			Bridge Replacement	
2018	ROW		237.0		237.0				
2019	UTIL		118.0		118.0				
2020	CONST	8,467.0			8,467.0		STP		
5-2014 (C2020)		8,467.0	1,537.0		10,004.0				

Transit and Paratransit Projects

TIP #: 0-T1-2018 **FHTP #:** **Project Name:** Via Christi Village Operating Assistance **Project Type:** Transit/Paratransit
Project Sponsor: Via Christi Village **Location:** City of Manhattan

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2018	OPR		5.0	38.0	43.0	5310	Operating Assistance
			5.0	38.0	43.0		Note: 5310 provider

TIP #: 0-T2-2018 **FHTP #:** **Project Name:** FHRTA Urban Transit Service Operating Expenses **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Regional Transit Administration (FHRTA) **Location:** Manhattan Urbanized Area

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2018	OPR	857.8	280.0	857.0	1,994.8	5307	The transit services provided in the Manhattan UZA are contracted to a provider. Includes TWORKS funding for UZA service
2019	OPR	857.8	280.0	887.0	2,024.8	5307	
		1,715.6	560.0	1,744.0	4,019.6		

TIP #: 0-T3-2018 **FHTP #:** **Project Name:** FHRTA 5307 Education and Training **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Regional Transit Administration (FHRTA) **Location:** Manhattan Urbanized Area

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2018	OPR	4.7	7.6	1.5	13.8	5307	Training expenses (tuition, travel, lodging, etc.) for the Regional Transit Manager.
2019	OPR	4.6	7.6	2.4	14.6	5307	
2020	OPR	4.6	7.6	3.4	15.6	5307	
2021	OPR	4.6	7.6	4.4	16.6	5307	
		18.5	30.4	11.7	60.6		

TIP #: 0-T4-2018 **FHTP #:** **Project Name:** FHRTA Mobility Manager Administration Costs **Project Type:** Transit/Paratransit

Project Sponsor: Flint Hills Regional Transit Administration (FHRTA) **Location:** Manhattan Urbanized Area

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2018	OPR	75.0	80.0	16.0	171.0	5307	Costs associated with the administration and management of the 5307 program and mobility management functions. These costs also appear in the FHMPO's UPWP.
2019	OPR	85.0	35.0	90.0	210.0	5307	
2020	OPR	85.0	35.0	91.0	211.0	5307	
2021	OPR	85.0	35.0	92.0	212.0	5307	
		330.0	185.0	289.0	804.0		

TIP #: 0-T5-2018 **FHTP #:** **Project Name:** Big Lakes Developmental Center, Inc. Operating **Project Type:** Transit/Paratransit

Project Sponsor: Big Lakes Development Center **Location:** Riley, Geary and Pottawatomie Counties

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2018	OPR		5.0		5.0	5310	Operating Assistance
			5.0		5.0		

TIP #: 0-T6-2018 **FHTP #:** **Project Name:** FHATA Rural Services **Project Type:** Transit/Paratransit

Project Sponsor: Flint Hills Area Transportation Agency (FHATA) **Location:** FHMPPO Region

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2018	OPR	425.0	120.0	211.4	756.4	5311	Operating assistance and admin for areas outside of the Manhattan Urbanized Area, including Junction City and Fort Riley
2018	CAP	105.9	-	28.4	134.3	5311	
		530.9	120.0	239.8	890.7		

Let Projects Currently Under Construction

KDOT #: KA-2367-04 **Project Sponsor:** KDOT
Location: US-77: K-18 to Rucker Rd, Improvements on K-18

Class: Freeway **Project Type:** Expansion
 Bike/Ped? No ITS? No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2012	PE		1,600.0		1,600.0		X	Reconstruct US-77 to a 2-lane on 4-lane ROW and the US-77/K-18 interchange, including reconstruction of K-18
2014	ROW		200.0		200.0			
2015	UTIL		2,000.0		2,000.0		X	Notes: Project has let. KDOT requested the project to remain in the TIP as construction has not been completed.
2016	CONST		17,845.0		17,845.0		X	
2017	PE	1,280.0	(1,280.0)		-	Conv-STP		
2017	UTIL	1,600.0	(1,600.0)		-	Conv-NHPP		
2017	CONST	14,276.0	(13,545.0)		731.0	Conv-NHPP		
0-2014		17,156.0	5,220.0		22,376.0			

TIP #: 5-06-2016 **FHTP #:** **Project Name:** US-77 Corridor Management Plan **Length (mi):** 8.0

KDOT #: KA-2367-01 **Project Sponsor:** KDOT
Location: US-77: I-70 to North Junction US-77/K-57

Class: OPA **Project Type:** Study
 Bike/Ped? No ITS? No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2017	PE		750.0		750.0		X	Development of a 4-lane expressway and construction improvement list. Project Authorized for PE only.
2017	PE	750.0	(750.0)		0.0	Conv-STP		
0-2014		750.0			750.0			Notes: Project using toll credits

TIP #: 5-14-2014 **FHTP #:** **Project Name:** US-77: Lacy Dr to K-18 & K-18/Spring Valley Rd Intersection **Length (mi):** 1.55

KDOT #: KA-2367-03 **Project Sponsor:** KDOT
Location: US-77: Lacy Dr to K-18 & K-18/Spring Valley Rd

Class: Freeway **Project Type:** Expansion
 Bike/Ped? No ITS? No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2012	PE	761.0	572.0		1,333.0	NHPP		Reconstruct the K-18/Spring Valley Road intersection, Widen US-77. Intersection imprvments at US-77/Ash St. and US-77/McFarland Rd
2015	ROW		1,273.0		1,273.0			
2014	UTIL	200.0			200.0	NHPP		
2015	CONST	6,677.0	31.0		6,708.0	NHPP		
0-2014		7,438.0	603.0	-	9,514.0			

Appendix H: MPO Self-Certification

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

- 1) 23 U.S.C. 134, 49 U.S.C. 5303 and this subpart;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of the title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 9) Section 504 of the Rehabilitation of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Cory Davis, Policy Board Chairperson



Michael Moriarty, Bureau Chief, Transportation Planning



Date



Date

Appendix I: Public Comments

A 30-day public comment period was held from May 19, 2017 to June 19th.

Appendix J: List of Acronyms

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

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August 9, 2017

To: KDOT, MoDOT and Federal Offices

Subject: 2017 3rd Quarter Amendment to the *FFY 2016-2020 Transportation Improvement Program (TIP)*

On August 1, 2017, acting on authority granted by the MARC Board of Directors, the Executive Director of the Mid-America Regional Council amended the *FFY 2016-2020 Transportation Improvement Program* for the Kansas City Metropolitan Region. This 2017 3rd Quarter Amendment consists of 163 projects: 4 Kansas, 157 Missouri and 2 Transit. 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 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. No comments from the public were received.

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

Chair
Carol Suter
Councilmember
Gladstone, Missouri

1st Vice Chair
Rob Roberts
Commissioner
Miami County, Kansas

2nd Vice Chair
Jimmy Odom
Commissioner
Cass County, Missouri

Treasurer
Harold Johnson Jr.
Commissioner
Unified Government
of Wyandotte County/
Kansas City, Kansas

Secretary
Randy Rhoads
Mayor
Lee's Summit, Missouri

Executive Director
David A. Warm

How to Read the TIP Amendment Project Listings

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

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

SAMPLE TIP AMENDMENT PROJECT LISTING

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

- 1** **TIP #:** The number assigned to TIP project, which is how an agency identifies a project.
- 2** **Juris:** The lead public agency or municipality responsible for the project.
- 3** **Location/Improvement:** Name of project, identifying what it is and where it is located.
- 4** **Project Type:** Projects are classified into descriptive categories.
- 5** **Federal ID#:** Identification number within a federal funding program.
- 6** **State ID#:** Identification number within a state funding program.
- 7** **Phase:** Shows phases of project, classified into categories.

- 8** **Year of Obligation:** Shows when each phase is scheduled to be obligated.
- 9** **Type:** Indicates whether federal funds will be used in each phase.
- 10** **Source:** Indicates funding source abbreviation for each phase.
- 11** **Total:** Total estimated federal and non-federal funds being spent on the project.
- 12** **Description:** Provides a short outline of the project. This may include type, scope and major features of the project.
- 13** **Amendment Description:** Describes what is being modified by the amendment.
- 14** Indicates the reason(s) for inclusion in the amendment.

KANSAS CITY METROPOLITAN REGION
 TRANSPORTATION IMPROVEMENT PROGRAM
 FISCAL YEARS 2016-2020
 2017 3rd Quarter Amendment

Kansas

TIP #: 350229 **Juris:** OVERLAND PARK **Location/Improvement:** 137TH STREET AND LAMAR AVENUE ROUNDABOUT

State #: N-0670-01 **Fed #:** HSIP-N067(001) **County:** JOHNSON **Project Type:** Safety **Length (mi):** 0

Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Amendment Description:
Engineering	2017	Non-Federal	LOCAL	\$210.0	Reconstruct 137th Street and Lamar Avenue intersection to convert from an all-way stop controlled intersections to a single lane roundabout.	New TIP project with HSIP-KS funding.
Right-of-Way	2018	Non-Federal	LOCAL	\$100.0		
Other	2018	Non-Federal	LOCAL	\$156.0		
Construction	2019	Non-Federal	LOCAL	\$140.0		
Construction	2019	Federal	HSIP-KS	\$1,200.0		
Federal Total:	\$1,200.0	Non-Federal Total:	\$606.0	Total:	\$1,806.0	

New Deleted Schedule Budget AirQuality Scope

TIP #: 350330 **Juris:** OVERLAND PARK **Location/Improvement:** 159TH STREET, PFLUMM ROAD TO QUIVIRA ROAD

State #: N-0664-01 **Fed #:** HSIP-N066(401) **County:** JOHNSON **Project Type:** Safety **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Amendment Description:
Engineering	2017	Non-Federal	LOCAL	\$500.0	Reconstruct 159th Street from an unimproved two-lane roadway to a two-lane roadway with paved shoulders and improved roadside geometry. This project will also include construction of a single lane roundabout at the intersection of 159th Street and Pflumm Road, replacing the existing all-way stop controlled intersection.	New TIP project with HSIP-KS funding.
Right-of-Way	2018	Non-Federal	LOCAL	\$315.0		
Other	2018	Non-Federal	LOCAL	\$540.0		
Construction	2019	Non-Federal	LOCAL	\$2,750.0		
Construction	2019	Federal	HSIP-KS	\$1,200.0		
Federal Total:	\$1,200.0	Non-Federal Total:	\$4,105.0	Total:	\$5,305.0	

New Deleted Schedule Budget AirQuality Scope

TIP #: 980027 **Juris:** KC SCOUT **Location/Improvement:** ADVANCE DMS FOR K-7 TRAFFIC APPROACHING I-70

State #: **Fed #:** **County:** WYANDOTTE **Project Type:** Traffic Management **Length (mi):** 6

Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Amendment Description:
Construction	2017	Non-Federal	STATE-KS (AC)	\$260.0	This project would install a new DMS and radar unit on Southbound K-7 at what would be determined to be the best location north of the Kansas Turnpike. After discussions with KDOT permanent signing, is a location either north or south of Parallel Road that would fit into the existing permanent signing plan and provide adequate distance for drivers to plan which alternative route to take when notified of incidents ahead.	Updated budget to reflect the latest estimates
Construction	2017	Non-Federal	STATE-KS	\$490.0		
Engineering	2017	Non-Federal	STATE-KS	\$400.0		
Conversion	2018	Federal	CMAQ-KS	\$260.0		
Other	2018	Non-Federal	CREDIT	(\$260.0)		
Federal Total:	\$260.0	Non-Federal Total:	\$890.0	Total:	\$1,150.0	

New Deleted Schedule Budget AirQuality Scope

Kansas

TIP #: 280120 Juris: KDOT Location/Improvement: BRIDGES #030 & #173 OF THE LEWIS & CLARK VIADUCT IN KANSAS CITY, KANSAS Length (mi): 1
 State #: KA-2130-02 Fed #: NHPP-0706(125) County: WYANDOTT Project Type: Engineering (Bridge)

Description: Construct Phase 1 of the select alternative from the completed study of Project No. 70-105 KA-2130-01 (Westbound I-70 River Truss over the Kansas River). This includes Units 1 through 7 of Bridge #030 and Unit 3 of Bridge #173. The PE work phase will utilize AC in the amount of \$2,925 K with conversion to NHPP in 2022. The UTIL phase will utilize AC in the amount of \$450 K with conversion to NHPP in 2022. The CONST/CE phase will utilize AC in the amount of \$58,545 K with conversion to NHPP in 2022.

Amendment Description: Added funding for construction and updated the budget and schedule to reflect the latest estimates

Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	
Engineering	2013	Non-Federal	STATE-KS (AC)	\$2,925.0	
Engineering	2013	Non-Federal	STATE-KS	\$325.0	
Conversion	2022	Federal	NHPP-KS	\$2,925.0	
Other	2022	Non-Federal	CREDIT	(\$2,925.0)	
Right-of-Way	2017	Non-Federal	STATE-KS	\$100.0	
Other	2016	Non-Federal	STATE-KS (AC)	\$450.0	
Other	2016	Non-Federal	STATE-KS	\$50.0	
Conversion	2022	Federal	NHPP-KS	\$450.0	
Other	2022	Non-Federal	CREDIT	(\$450.0)	
Construction	2017	Non-Federal	STATE-KS (AC)	\$58,545.0	
Construction	2017	Non-Federal	STATE-KS	\$6,505.0	
Conversion	2022	Federal	NHPP-KS	\$58,545.0	
Other	2022	Non-Federal	CREDIT	(\$58,545.0)	
Federal Total:	\$61,920.0	Non-Federal Total:	\$6,980.0	Total:	\$68,900.0

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

Missouri

TIP #: 690374 Juris: MODOT Location/Improvement: I-49; SCOPING FOR CAPACITY FROM 155TH STREET TO NORTH CASS PARKWAY IN BELTON Length (mi): 0
 State #: 412291 Fed #: County: CASS Project Type: Engineering (Roadway)

Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Amendment Description:
Engineering	2013	Federal	NHPP-MO	\$12.0	I-49; SCOPING FOR CAPACITY IMPROVEMENTS FROM 155TH STREET TO NORTH CASS PARKWAY IN BELTON	Updated budget to reflect the latest estimates
Engineering	2013	Non-Federal	STATE-MO	\$3.0		
Engineering	2014	Federal	NHPP-MO	\$34.0		
Engineering	2014	Non-Federal	STATE-MO	\$8.0		
Engineering	2015	Federal	NHPP-MO	\$12.0		
Engineering	2015	Non-Federal	STATE-MO	\$3.0		
Engineering	2016	Federal	NHPP-MO	\$4.0		
Engineering	2016	Non-Federal	STATE-MO	\$1.0		
Engineering	2017	Federal	NHPP-MO	\$4.0		
Engineering	2017	Non-Federal	STATE-MO	\$1.0		
Engineering	2018	Federal	NHPP-MO	\$4.0		
Engineering	2018	Non-Federal	STATE-MO	\$1.0		
Engineering	2019	Federal	NHPP-MO	\$4.0		
Engineering	2019	Non-Federal	STATE-MO	\$1.0		
Engineering	2020	Federal	NHPP-MO	\$4.0		
Engineering	2020	Non-Federal	STATE-MO	\$1.0		
Federal Total:	\$78.0	Non-Federal Total:	\$19.0	Total:	\$97.0	

New Deleted Schedule Budget AirQuality Scope

TIP #: 790087 Juris: MODOT Location/Improvement: MO 58: PAVEMENT AND SIDEWALK IMPROVEMENTS

State #: 4P3081E Fed #: County: CASS Project Type: Resurfacing Length (mi): 5
 Description: Pavement, ADA Transition Plan and sidewalk improvements from Rte. D to Dean Avenue/ Clint Drive.

Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Amendment Description:
Right of Way	2018	Non-Federal	STATE-MO	\$11.0	Updated budget to reflect the latest estimates	
Right of Way	2018	Federal	STP-MO	\$45.0		
Engineering	2016	Non-Federal	STATE-MO	\$20.0		
Engineering	2016	Federal	STP-MO	\$80.0		
Engineering	2017	Non-Federal	STATE-MO	\$30.0		
Engineering	2017	Federal	STP-MO	\$120.0		
Construction	2018	Non-Federal	STATE-MO	\$538.0		
Construction	2018	Federal	STP-MO	\$2,153.0		
Engineering	2018	Non-Federal	STATE-MO	\$104.0		
Engineering	2018	Federal	STP-MO	\$415.0		
Federal Total:	\$2,813.0	Non-Federal Total:	\$703.0	Total:	\$3,516.0	

New Deleted Schedule Budget AirQuality Scope

Administrative Modifications Since April 25, 2017

TIP#	Lead Agency	Project Title	Modification	Funding Impacted					
				Federal		State	Local	Other	Program
				\$					
735025	Belton	Bel-Ray Connector Trail	Change fiscal year from 2017 to 2018 for Construction phase	\$500,000		\$0	\$176,000	\$0	TA-MO
352002	Roeland Park	Roe Boulevard Livability Improvements	Change fiscal year from 2019 to 2020 for Construction phase	\$4,662,500		\$0	\$2,637,500	\$0	TA-MO
995002	KCATA	Revenue Rolling Stock Including Vanpool Program Expansion	Revise funding to return entries deleted in error	\$11,000,000		\$0	\$2,637,500	\$0	5307 5309 5339

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Updates

Approval of the 2017 3rd 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 April 26, 2016, May 24, 2016, June 28, 2016, July 25, 2016, August 23, 2016, October 25, 2016, December 20, 2016, January 24, 2017, April 25, 2017 and July 25, 2017 (scheduled) to be modified as shown in Tables 1 – 3. The tables from the April 25, 2017 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	\$1,109.00	\$1,222.50	\$1,884.00
	AC Conversion	(\$104,917.99)	(\$102,591.50)	(\$3,023.00)	(\$750.00)	(\$3,080.00)
	FRP-KS	\$0.00	\$20,221.00	\$0.00	\$0.00	\$0.00
	HP-KS	\$0.00	\$2,002.95	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$934.91	\$1,450.00	\$794.23	\$750.00	\$750.00
	LOCAL	\$259,117.47	\$264,973.53	\$270,961.93	\$277,085.67	\$283,347.81
	LOCAL (AC)	\$200.00	\$2,013.00	\$0.00	\$330.00	\$0.00
	NHPP-KS	\$97,587.32	\$177,376.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$17,984.20	\$19,722.80	\$960.20	\$450.00	\$50.00
	STATE-KS (AC)	\$25,315.50	\$2,842.20	\$750.00	\$750.00	\$750.00
	STP-KS	\$1,000.00	\$0.00	\$673.41	\$0.00	\$2,000.00
	STPM-KS	\$13,103.53	\$9,160.00	\$10,390.00	\$7,187.50	\$16,927.50
	TA-KS	\$1,218.08	\$2,561.60	\$1,790.00	\$1,138.00	\$1,138.00
	TE-KS	\$515.02	\$0.00	\$0.00	\$0.00	\$0.00
Missouri	BR-MO	\$4,455.20	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$1,403.50	\$3,437.00	\$1,096.00	\$0.00	\$0.00
	CMAQ-MO	\$3,761.12	\$1,524.00	\$206.00	\$2,112.10	\$1,846.00
	AC Conversion	(\$2,415.00)	(\$14,036.60)	(\$8,904.00)	\$0.00	\$0.00
	FLAP-MO	\$503.78	\$274.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$2,632.00	\$3,471.00	\$252.00	\$1.60	\$945.00
	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	\$45,086.00	\$109,830.40	\$193,767.60	\$85,724.00	\$54,245.40
	NHS-MO	\$0.00	\$16.00	\$16.00	\$0.00	\$16.00
	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	\$11,819.00	\$21,404.98	\$33,994.10	\$15,206.60	\$13,108.60
STATE-MO (AC)	\$15,225.60	\$2,097.00	\$1.00	\$1.00	\$1,571.00	

	STPM-MO	\$18,530.00	\$27,670.50	\$35,151.00	\$15,711.56	\$17,757.64
	STP-MO	\$2,279.46	\$7,274.37	\$9,805.53	\$7,480.60	\$3,882.20
	TA-MO	\$2,813.80	\$9,105.25	\$2,657.80	\$1,750.00	\$1,652.21
	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	\$475.07	\$635.51	\$570.67	\$393.75	\$393.75
	CMAQ-MO	\$893.75	\$393.75	\$393.75	\$393.75	\$393.75
	AC Conversion	(\$3,016.00)	\$0.00	(\$2,400.00)	\$0.00	\$0.00
	LOCAL	\$767.41	\$1,356.62	\$120.50	\$1,014.93	\$776.18
	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	\$565.00	\$210.00
	STPM-MO	\$382.93	\$1,370.00	\$0.00	\$1,090.00	\$490.00
	STP-MO	\$2,400.00	\$0.00	\$2,400.00	\$0.00	\$0.00
	Transit	5307	\$24,907.40	\$27,682.70	\$20,418.10	\$21,181.40
5309		\$0.00	\$17,000.00	\$9,000.00	\$0.00	\$0.00
5310		\$0.00	\$2,207.41	\$0.00	\$0.00	\$0.00
5311		\$81.24	\$35.40	\$0.00	\$0.00	\$0.00
5312		\$0.00	\$570.40	\$0.00	\$0.00	\$0.00
5337		\$1,000.00	\$3,040.00	\$3,082.00	\$1,125.00	\$1,170.00
5339		\$3,000.00	\$13,100.00	\$8,650.00	\$2,250.00	\$2,500.00
CMAQ-KS		\$1,574.89	\$381.11	\$1,353.36	\$935.04	\$688.00
CMAQ-MO		\$1,018.00	\$1,008.00	\$1,285.99	\$410.00	\$288.00
LOCAL		\$125,863.47	\$128,237.22	\$130,661.35	\$133,136.98	\$135,665.25
STPM-KS		\$988.35	\$3,100.45	\$3,180.00	\$735.00	\$0.00
STPM-MO		\$0.00	\$150.00	\$0.00	\$4,500.00	\$0.00

	Kansas Subtotal	\$313,756.04	\$400,914.58	\$284,405.77	\$288,163.67	\$303,767.31
	Missouri Subtotal	\$443,726.15	\$524,589.83	\$619,192.87	\$485,329.76	\$460,442.28
	Regional Subtotal	\$2,932.16	\$9,060.88	\$1,084.92	\$3,457.43	\$2,263.68
	Transit	\$158,433.35	\$196,512.69	\$177,630.80	\$164,273.42	\$162,281.05

	Subtotal by Year	\$918,847.69	\$1,131,077.98	\$1,082,314.36	\$941,224.28	\$928,754.32
	Total	\$5,002,218.62				

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	\$586.00	\$1,222.50	\$1,884.00	
	FRP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	HP-KS	\$0.00	\$2,002.95	\$0.00	\$0.00	\$0.00	
	HSIP-KS	\$184.91	\$500.00	\$44.23	\$0.00	\$0.00	
	LOCAL	\$52,967.31	\$43,068.69	\$28,369.27	\$25,023.35	\$34,075.50	
	LOCAL (AC)	\$200.00	\$2,013.00	\$0.00	\$330.00	\$0.00	
	NHPP-KS	\$90.10	\$96,075.50	\$0.00	\$0.00	\$0.00	
	STATE-KS	\$17,984.20	\$19,722.80	\$960.20	\$450.00	\$50.00	
	STATE-KS (AC)	\$25,315.50	\$2,842.20	\$750.00	\$750.00	\$750.00	
	STP-KS	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
	STPM-KS	\$6,432.77	\$9,160.00	\$8,640.00	\$7,187.50	\$16,927.50	
	TA-KS	\$1,218.08	\$2,361.60	\$1,790.00	\$1,138.00	\$808.00	
	TE-KS	\$515.02	\$0.00	\$0.00	\$0.00	\$0.00	
	Missouri	BR-MO	\$4,455.20	\$0.00	\$0.00	\$0.00	\$0.00
BRO-MO		\$1,403.50	\$3,437.00	\$1,096.00	\$0.00	\$0.00	
CMAQ-MO		\$3,761.12	\$1,524.00	\$206.00	\$2,112.10	\$1,846.00	
FLAP-MO		\$503.78	\$274.00	\$0.00	\$0.00	\$0.00	
HSIP-MO		\$2,632.00	\$3,471.00	\$252.00	\$1.60	\$945.00	
LOCAL		\$52,323.46	\$49,967.74	\$30,732.57	\$37,210.74	\$20,662.26	
LOCAL (AC)		\$0.00	\$6,800.00	\$0.00	\$0.00	\$0.00	
NHPP-MO		\$42,671.00	\$99,256.40	\$191,663.60	\$85,724.00	\$54,245.40	
NHS-MO		\$0.00	\$16.00	\$16.00	\$16.00	\$32.00	
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		\$11,819.00	\$21,404.98	\$33,994.10	\$15,206.60	\$13,108.60	
STATE-MO (AC)		\$15,225.60	\$2,097.00	\$1.00	\$1.00	\$1,571.00	
STPM-MO		\$18,530.00	\$27,670.50	\$28,351.00	\$15,711.56	\$17,757.64	
STP-MO		\$2,279.46	\$3,811.77	\$9,805.53	\$7,480.60	\$3,882.50	
TA-MO		\$2,813.80	\$9,105.25	\$2,657.80	\$1,750.00	\$1,652.21	
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	\$475.07	\$635.51	\$570.67	\$393.75	\$393.75
		CMAQ-MO	\$893.75	\$393.75	\$393.75	\$393.75	\$393.75
	LOCAL	\$767.41	\$1,356.62	\$120.50	\$1,014.93	\$776.18	
	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	\$565.00	\$210.00	

	STPM-MO	\$382.93	\$1,370.00	\$0.00	\$1,090.00	\$490.00
	STP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Transit	5307	\$24,907.40	\$29,782.70	\$27,682.70	\$21,181.40	\$21,969.80
	5309	\$0.00	\$10,000.00	\$9,000.00	\$0.00	\$0.00
	5310	\$0.00	\$2,207.41	\$0.00	\$0.00	\$0.00
	5311	\$81.24	\$35.40	\$0.00	\$0.00	\$0.00
	5312	\$0.00	\$570.40	\$0.00	\$0.00	\$0.00
	5337	\$1,000.00	\$1,040.00	\$3,040.00	\$3,082.00	\$1,170.00
	5339	\$3,000.00	\$6,000.00	\$8,650.00	\$2,250.00	\$2,500.00
	CMAQ-KS	\$1,574.89	\$381.11	\$1,353.36	\$935.04	\$688.00
	CMAQ-MO	\$1,018.00	\$1,008.00	\$1,285.99	\$410.00	\$288.00
	LOCAL	\$89,683.50	\$94,789.34	\$92,535.64	\$92,107.41	\$94,324.50
	STPM-KS	\$988.35	\$3,100.45	\$3,180.00	\$735.00	\$0.00
	STPM-MO	\$0.00	\$150.00	\$0.00	\$4,500.00	\$0.00

	Kansas Subtotal	\$107,605.89	\$178,809.74	\$41,139.70	\$36,101.35	\$54,495.00
	Missouri Subtotal	\$161,879.92	\$232,835.64	\$300,480.60	\$165,214.20	\$115,702.61
	Regional Subtotal	\$2,932.16	\$9,060.88	\$1,084.92	\$3,457.43	\$2,263.68
	Transit	\$122,253.38	\$149,064.81	\$146,727.69	\$125,200.85	\$120,940.30

	Subtotal by Year	\$394,671.35	\$569,771.07	\$489,432.91	\$329,973.83	\$293,401.59
	Total	\$2,077,250.75				

Table 3

Estimated Revenues vs. Expenditures (\$1,000's)					
	2016	2017	2018	2019	2020
Kansas Revenue	\$313,756.04	\$400,914.58	\$284,405.77	\$288,163.67	\$303,767.31
Kansas O&M Expenditure	\$34,399.20	\$35,431.18	\$36,494.11	\$37,588.93	\$38,716.60
Kansas Project Expenditure	\$107,605.89	\$178,809.74	\$41,139.70	\$36,101.35	\$54,495.00
Difference	\$171,750.95	\$186,673.66	\$206,771.96	\$214,473.39	\$210,555.71
Missouri Revenue	\$443,726.15	\$524,589.83	\$619,192.87	\$485,329.76	\$460,442.28
Missouri O&M Expenditure	\$55,953.82	\$57,632.44	\$59,361.41	\$61,142.25	\$62,976.52
Missouri Project Expenditure	\$161,879.92	\$232,835.64	\$300,480.60	\$165,214.20	\$115,702.61
Difference	\$225,892.41	\$234,121.75	\$259,350.86	\$258,973.31	\$281,763.15
Transit Revenue	\$158,433.35	\$196,512.69	\$177,630.80	\$164,273.42	\$162,281.05
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)	\$27,915.98	\$56,930.81	\$55,884.69	\$32,330.85	\$24,655.30
Difference	\$36,179.97	\$43,481.39	\$22,762.61	\$29,989.57	\$32,614.15
Regional Revenue	\$2,932.16	\$9,060.88	\$1,084.92	\$3,457.43	\$2,263.68
Regional Expenditure	\$2,932.16	\$9,060.88	\$1,084.92	\$3,457.43	\$2,263.68
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$918,847.69	\$1,131,077.98	\$1,082,314.36	\$941,224.28	\$928,754.32
Total Expenditure	\$485,024.37	\$666,801.17	\$593,428.93	\$437,788.02	\$403,821.31
Difference	\$433,823.33	\$464,276.81	\$488,885.43	\$503,436.26	\$524,933.01

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	\$1,109.00	\$1,222.50	\$1,884.00
	AC Conversion	(\$104,917.99)	(\$102,591.50)	(\$3,023.00)	(\$750.00)	(\$3,080.00)
	FRP-KS	\$0.00	\$20,221.00	\$0.00	\$0.00	\$0.00
	HP-KS	\$0.00	\$2,002.95	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$934.91	\$1,450.00	\$794.23	\$750.00	\$750.00
	LOCAL	\$259,117.47	\$264,973.53	\$270,961.93	\$277,085.67	\$283,347.81
	LOCAL (AC)	\$200.00	\$2,013.00	\$0.00	\$330.00	\$0.00
	NHPP-KS	\$97,587.32	\$177,376.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$17,984.20	\$13,717.80	\$960.20	\$450.00	\$50.00
	STATE-KS (AC)	\$25,315.50	\$2,842.20	\$750.00	\$750.00	\$750.00
	STP-KS	\$1,000.00	\$0.00	\$673.41	\$0.00	\$2,000.00
	STPM-KS	\$13,103.53	\$9,160.00	\$10,390.00	\$11,850.00	\$12,265.00
	TA-KS	\$1,218.08	\$2,561.60	\$1,790.00	\$1,138.00	\$1,138.00
TE-KS	\$515.02	\$0.00	\$0.00	\$0.00	\$0.00	
Missouri	BR-MO	\$4,455.20	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$1,403.50	\$3,437.00	\$1,096.00	\$0.00	\$0.00
	CMAQ-MO	\$3,761.12	\$1,524.00	\$206.00	\$2,112.10	\$1,846.00

	AC Conversion	(\$2,415.00)	(\$14,036.60)	(\$8,904.00)	(\$460.00)	\$0.00
	FLAP-MO	\$503.78	\$274.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$2,632.00	\$2,105.00	\$158.00	\$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	\$45,012.00	\$113,235.80	\$174,111.70	\$62,629.00	\$9,107.00
	NHS-MO	\$0.00	\$16.00	\$16.00	\$16.00	\$32.00
	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	\$12,114.00	\$22,153.58	\$29,634.42	\$13,013.60	\$4,125.60
	STATE-MO (AC)	\$15,227.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00
	STPM-MO	\$18,530.00	\$27,670.50	\$34,950.00	\$12,711.56	\$17,757.64
	STP-MO	\$3,736.46	\$7,370.37	\$5,034.13	\$7,874.20	\$4,808.60
	TA-MO	\$2,813.80	\$9,605.25	\$2,157.80	\$1,750.00	\$1,652.21
	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	\$475.07	\$635.51	\$570.67	\$393.75	\$393.75
	CMAQ-MO	\$893.75	\$393.75	\$393.75	\$393.75	\$393.75
	AC Conversion	(\$3,016.00)	\$0.00	(\$2,400.00)	\$0.00	\$0.00
	LOCAL	\$767.41	\$1,356.62	\$120.50	\$1,014.93	\$776.18
	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	\$565.00	\$210.00
	STPM-MO	\$382.93	\$1,370.00	\$0.00	\$1,090.00	\$490.00
	STP-MO	\$2,400.00	\$0.00	\$2,400.00	\$0.00	\$0.00
Transit	5307	\$24,907.40	\$29,782.70	\$20,418.10	\$21,181.40	\$21,969.80
	5309	\$0.00	\$10,000.00	\$9,000.00	\$0.00	\$0.00
	5310	\$0.00	\$2,207.41	\$0.00	\$0.00	\$0.00
	5311	\$81.24	\$35.40	\$0.00	\$0.00	\$0.00
	5312	\$0.00	\$570.40	\$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	\$6,000.00	\$8,650.00	\$2,250.00	\$2,500.00
	CMAQ-KS	\$1,574.89	\$381.11	\$1,353.36	\$935.04	\$688.00
	CMAQ-MO	\$1,018.00	\$1,008.00	\$1,285.99	\$410.00	\$288.00
	LOCAL	\$125,863.47	\$128,237.22	\$130,661.35	\$133,136.98	\$135,665.25
	STPM-KS	\$988.35	\$3,100.45	\$3,180.00	\$735.00	\$0.00
	STPM-MO	\$0.00	\$150.00	\$0.00	\$4,500.00	\$0.00
		Kansas Subtotal	\$313,756.04	\$394,909.58	\$284,405.77	\$292,826.17
	Missouri Subtotal	\$445,406.15	\$527,975.83	\$590,066.89	\$456,989.76	\$406,318.28

Regional Subtotal	\$2,932.16	\$9,060.88	\$1,084.92	\$3,457.43	\$2,263.68
Transit	\$158,433.35	\$182,512.69	\$175,630.80	\$164,273.42	\$162,281.05

Subtotal by Year	\$920,527.69	\$1,114,458.98	\$1,051,188.38	\$917,546.78	\$869,967.82
Total	\$4,873,689.64				

Table 5

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	\$586.00	\$1,222.50	\$1,884.00
	FRP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	HP-KS	\$0.00	\$2,002.95	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$184.91	\$500.00	\$44.23	\$0.00	\$0.00
	LOCAL	\$52,967.31	\$43,068.69	\$28,369.27	\$25,023.35	\$34,075.50
	LOCAL (AC)	\$200.00	\$2,013.00	\$0.00	\$330.00	\$0.00
	NHPP-KS	\$90.10	\$96,075.50	\$0.00	\$0.00	\$0.00
	STATE-KS	\$17,984.20	\$13,717.80	\$960.20	\$450.00	\$50.00
	STATE-KS (AC)	\$25,315.50	\$2,842.20	\$750.00	\$750.00	\$750.00
	STP-KS	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	STPM-KS	\$6,432.77	\$9,160.00	\$8,640.00	\$11,850.00	\$12,265.00
	TA-KS	\$1,218.08	\$2,361.60	\$1,790.00	\$1,138.00	\$808.00
	TE-KS	\$515.02	\$0.00	\$0.00	\$0.00	\$0.00
Missouri	BR-MO	\$4,455.20	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$1,403.50	\$3,437.00	\$1,096.00	\$0.00	\$0.00
	CMAQ-MO	\$3,761.12	\$1,524.00	\$206.00	\$2,112.10	\$1,846.00
	FLAP-MO	\$503.78	\$274.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$2,632.00	\$2,105.00	\$158.00	\$0.00	\$0.00
	LOCAL	\$52,323.46	\$48,265.28	\$30,732.57	\$37,210.74	\$20,662.26
	LOCAL (AC)	\$0.00	\$6,800.00	\$0.00	\$0.00	\$0.00
	NHPP-MO	\$42,597.00	\$102,661.80	\$172,007.70	\$62,169.00	\$9,107.00
	NHS-MO	\$0.00	\$16.00	\$16.00	\$16.00	\$32.00
	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	\$12,114.00	\$22,153.58	\$29,634.42	\$13,013.60	\$4,125.60
	STATE-MO (AC)	\$15,227.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00
	STPM-MO	\$18,530.00	\$27,670.50	\$27,790.00	\$12,711.56	\$17,757.64
	STP-MO	\$3,736.46	\$3,907.77	\$5,034.13	\$7,874.20	\$4,808.60
	TA-MO	\$2,813.80	\$9,605.25	\$2,157.80	\$1,750.00	\$1,652.21
	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	\$475.07	\$635.51	\$570.67	\$393.75	\$393.75
	CMAQ-MO	\$893.75	\$393.75	\$393.75	\$393.75	\$393.75
	LOCAL	\$767.41	\$1,356.62	\$120.50	\$1,014.93	\$776.18
	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	\$565.00	\$210.00
	STPM-MO	\$382.93	\$1,370.00	\$0.00	\$1,090.00	\$490.00
	STP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Transit	5307	\$24,907.40	\$29,782.70	\$20,418.10	\$21,181.40
5309		\$0.00	\$10,000.00	\$9,000.00	\$0.00	\$0.00
5310		\$0.00	\$2,207.41	\$0.00	\$0.00	\$0.00
5311		\$81.24	\$35.40	\$0.00	\$0.00	\$0.00
5312		\$0.00	\$570.40	\$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	\$6,000.00	\$8,650.00	\$2,250.00	\$2,500.00
CMAQ-KS		\$1,574.89	\$381.11	\$1,353.36	\$935.04	\$688.00
CMAQ-MO		\$1,018.00	\$1,008.00	\$1,285.99	\$410.00	\$288.00
LOCAL		\$89,683.50	\$94,789.34	\$92,535.64	\$92,107.41	\$94,324.50
STPM-KS		\$988.35	\$3,100.45	\$3,180.00	\$735.00	\$0.00
STPM-MO		\$0.00	\$150.00	\$0.00	\$4,500.00	\$0.00

	Kansas Subtotal	\$107,605.89	\$172,804.74	\$41,139.70	\$40,763.85	\$49,832.50
	Missouri Subtotal	\$163,559.92	\$234,519.18	\$270,994.62	\$136,858.20	\$61,562.31
	Regional Subtotal	\$2,932.16	\$9,060.88	\$1,084.92	\$3,457.43	\$2,263.68
	Transit	\$122,253.38	\$149,064.81	\$137,505.09	\$123,243.85	\$120,940.30

	Subtotal by Year	\$396,351.35	\$565,449.61	\$450,724.33	\$304,323.33	\$234,598.79
	Total	\$1,951,447.41				

Table 6

Estimated Revenues vs. Expenditures (\$1,000's)					
	2016	2017	2018	2019	2020
Kansas Revenue	\$313,756.04	\$394,909.58	\$284,405.77	\$292,826.17	\$299,104.81
Kansas O&M Expenditure	\$34,399.20	\$35,431.18	\$36,494.11	\$37,588.93	\$38,716.60
Kansas Project Expenditure	\$107,605.89	\$172,804.74	\$41,139.70	\$40,763.85	\$49,832.50
Difference	\$171,750.95	\$186,673.66	\$206,771.96	\$214,473.39	\$210,555.71
Missouri Revenue	\$445,406.15	\$527,975.83	\$590,066.89	\$456,989.76	\$406,318.28
Missouri O&M Expenditure	\$55,953.82	\$57,632.44	\$59,361.41	\$61,142.25	\$62,976.52
Missouri Project Expenditure	\$163,559.92	\$234,519.18	\$270,994.62	\$136,858.20	\$61,562.31
Difference	\$225,892.41	\$235,824.21	\$259,710.86	\$258,989.31	\$281,779.45
Transit Revenue	\$158,433.35	\$182,512.69	\$175,630.80	\$164,273.42	\$162,281.05
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)	\$27,915.98	\$56,930.81	\$46,662.09	\$30,373.85	\$24,655.30
Difference	\$36,179.97	\$29,481.39	\$29,985.21	\$31,946.57	\$32,614.15
Regional Revenue	\$2,932.16	\$9,060.88	\$1,084.92	\$3,457.43	\$2,263.68
Regional Expenditure	\$2,932.16	\$9,060.88	\$1,084.92	\$3,457.43	\$2,263.68
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$920,527.69	\$1,114,458.98	\$1,051,188.38	\$917,546.78	\$869,967.82
Total Expenditure	\$486,704.37	\$662,479.71	\$554,720.35	\$412,137.52	\$345,018.51
Difference	\$433,823.33	\$451,979.27	\$496,468.03	\$505,409.26	\$524,949.31

MTPO

Metropolitan Topeka Planning Organization

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

July 27th, 2017

Cory Davis
KDOT Urban Planning Unit Manager
Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603

Dear Mr. Davis:

This letter is being sent to your office today to inform you that on July 26th 2017 the Metropolitan Topeka Planning Organization (MTPO) approved the enclosed Amendment #3 to the **2017-2020 Transportation Improvement Program (TIP)**.

This TIP amendment was reviewed by MTPO staff and by the MTPO Technical Advisory Committee (TAC). Following a public review period this updated TIP was recommended for approval by the MTPO-Policy Board at their July 26th, 2017 meeting. The approved TIP Amendment and resolution are enclosed with this letter.

I would appreciate it if you could review and approve this TIP amendment as soon as possible and forward a copy of it to the Federal Transit Administration and Federal Highway Administration for their approval and inclusion into the STIP. If you have any questions concerning this amendment please call me at (785) 368-3728. I appreciate your assistance with this matter.

Sincerely,



Bill Fiander
MTPO Secretary

Enclosure: 2017-2020 TIP Amendment #3 and Resolution
cc: Karen Hiller, – MTPO Chairman

MTPO

Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11

Topeka, Kansas 66607-1118

Tel.: (785) 368-3728

Fax: (785) 368-2535

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RESOLUTION

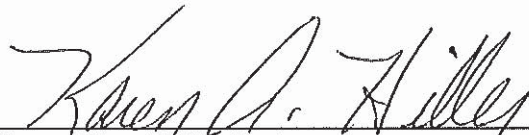
WHEREAS, the Metropolitan Topeka Planning Organization (MTPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive planning program (3C process), including transportation planning; and,

WHEREAS, the Transportation Improvement Program (TIP) of the MPO identifies its project programming objectives, the functional and financial responsibilities of all participating entities, and projects designed to address regional mobility issues raised and discussed in the MPO's Long Range Transportation Plan; and,

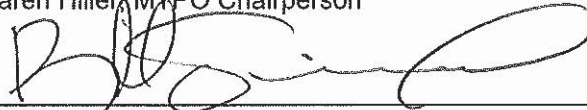
WHEREAS, a Transportation Improvement Program for the Topeka Area is required to be adopted at least once every four years, and must be amended when necessary, in accordance with the Fixing America's Surface Transportation Act (FAST Act) and related laws and regulations as well as MTPO adopted policies.

NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.212(b), the Kansas Department of Transportation and the Metropolitan Topeka Planning Organization hereby agree that the public involvement activities carried out in response to the metropolitan planning requirements in 23 CFR 450.322(c) or 23 CFR 450.324(c) satisfy the public involvement requirements to add the projects in this Amendment #3 to the 2017-2020 TIP into the Statewide Transportation Improvement Program (STIP).

Amendment #3 to the MTPO 2017-2020. TIP is included in the attachments to this Resolution.



Karen Hiller, MTPO Chairperson



Bill Fiander, MTPO Secretary



**METROPOLITAN TOPEKA
PLANNING ORGANIZATION**
620 SE MADISON | TOPEKA KS
www.topekamtpo.org | 785.368.3728

Transportation
Improvement
Program

TIP

PROJECT DATA SHEET

New TIP Project **2017-2020 TIP Amendment #3 Apprvd.**

TIP #: _____ KDOT#: _____

Project Type: Capital C.F.D.A. 20.513

PROJECT

Jurisdiction: Topeka

TYPES:

Project: Purchase Full Size Van

Transit/Paratransit

Fiscal Year(s): 2018

Location: Presbyterian Manor

Total Project Cost:

PROJECT Description and Justification:

EXPENSE SUMMARY

*Phase	Year of Obligation	Federal (\$)	State (\$)	Local (\$)	TOTAL COST (\$)
Capital	2018	\$48,554.4	0	\$12,138.6	\$60,693
TOTAL		\$48,554.4		\$12,138.6	60,693

Funding Summary Table 2017 through 2020

2017-2020 TIP Amendment #3 Apprvd.

Metropolitan Topeka Planning Organization													
MTPO Metropolitan Planning Area													
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority													
Anticipated Funding													
Year	Federal Total for Road, Bridge, Safety, and Enhancement Projects	State Total for Road, Bridge, Safety, and Enhancement Projects	Local Total for Road, Bridge, Safety, and Enhancement Projects	Federal Total for Urban Transit Projects	State Total for Urban Transit Projects	Local Total for Urban Transit Projects	Total of Anticipated Funding	Anticipated Minus Programmed					
2017	\$36,800,336	\$20,842,099	\$12,164,400	\$2,588,400	\$1,736,074	\$7,084,096	\$81,199,305	\$26,100					
2018	\$2,235,000	\$2,280,000	\$11,784,700	\$2,533,154	\$1,893,544	\$6,462,139	\$27,188,537	\$969,114					
2019	\$820,000	\$750,000	\$7,480,000	\$2,270,491	\$730,000	\$6,450,000	\$18,500,491	\$3,481,558					
2020	\$23,600,000	\$2,500,000	\$10,890,000	\$2,270,491	\$730,000	\$6,450,000	\$46,440,491	\$3,302,092					
Totals	\$63,455,336	\$26,372,099	\$42,319,100	\$9,672,536	\$5,089,618	\$26,446,235	\$173,354,924	\$995,214					
Funding Programmed in the TIP													
Year	Federal Total for Road, Bridge, Safety, and Enhancement Projects	State Total for Road, Bridge, Safety, and Enhancement Projects	Local Total for Road, Bridge, Safety, and Enhancement Projects	Federal Total for Urban Transit Projects	State Total for Urban Transit Projects	Local Total for Urban Transit Projects	Total of Programmed Funding						
2017	\$36,800,336	\$20,842,099	\$12,164,400	\$2,572,300	\$1,736,074	\$7,084,096	\$81,199,305						
2018	\$1,375,000	\$2,280,000	\$11,784,700	\$2,533,154	\$1,893,544	\$6,353,025	\$26,219,423						
2019	\$0	\$750,000	\$5,220,000	\$2,318,933	\$730,000	\$6,000,000	\$15,018,933						
2020	\$23,600,000	\$2,500,000	\$7,390,000	\$2,368,399	\$730,000	\$6,050,000	\$43,138,399						
Totals	\$61,775,336	\$26,372,099	\$37,059,100	\$9,792,786	\$5,089,618	\$25,487,121	\$165,576,060						
Notes for Funding Programmed in the TIP													
This table includes all of the forms of anticipated funding listed herein including local funds in excess of what is needed to match federal and state funding sources.													
Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.													



August 9, 2017

Cory Davis
Bureau of Transportation Planning
Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603-3754

RE: WAMPO 2017 Transportation Improvement Program (TIP) Amendment #3

Dear Mr. Davis,

The WAMPO Transportation Policy Body (TPB) approved the WAMPO 2017 Transportation Improvement Program (TIP) Amendment #3 at its August 8, 2017 meeting.

WAMPO's Public Involvement Plan requires that a proposed TIP Amendment be released for public review and comment prior to adoption. The public comment period was open for one month, and the full text of all comments received has been included in this mailing.

The Amendment is fiscally constrained and includes financial reporting.

Since the WAMPO TIP is incorporated by reference, without modification, into the Statewide Transportation Improvement Program (STIP), the WAMPO TIP represents the most current listing of projects within the boundaries of the Wichita, Kansas metropolitan planning area. Please take the necessary steps to amend the STIP to include Amendment #3 of WAMPO's 2017 TIP.

The WAMPO TIP project listing may be found at <https://projecttracker.wampo.org/>.

Sincerely,

Jason O'Brien
Senior Planner, TIP Manager

cc: Paul Foundoukis, FHWA
David Martin, KDOT

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

19 Projects Listed

R-13-004 (Ver 3) 17-03

FEDERAL

Title: 143rd St. E.: Kellogg to Central (2016, 2017, 2018)

Lead Agency: City of Wichita

Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov

Scope: Construct a 5-lane facility including appropriate right turn decel lanes. Drainage improvements will be included as well as constructing a 10' multi-use path from Kellogg to the KTA bridge. The project will include improvements to the 143rd and Kellogg intersection, including new traffic signals.

Infaltion Assumptions: Recent cost estimate provided by design consultant

Explain Funding Source: 25% federal funding, 75% city-issued General Obligation bonds

Primary Mode: Road - Other Road

Bike/Ped: Y

KDOT ID: (087 N0614-01)

Project Type:

County: Sedgwick County Limits: 143rd St. E.: Kellogg to Central

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2017	Local AC	\$0	\$0	\$0	\$763,029	\$0	\$0	\$763,029
2017	MPO-STP	\$0	\$0	\$0	\$2,573,133	\$263,838	\$0	\$2,836,971
2017	MPO-STP ACCP	\$0	\$0	\$0	\$201,522	\$0	\$0	\$201,522
2018	MPO-STP ACCP	\$0	\$0	\$0	\$561,507	\$0	\$0	\$561,507
<2017	Prior	\$0	\$260,000	\$0	\$1,089,888	\$710,112	\$0	\$2,060,000
2017-2020 TOTAL		\$0	\$0	\$50,000	\$3,336,162	\$263,838	\$0	\$3,650,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$260,000	\$50,000	\$4,426,050	\$973,950	\$0	\$5,710,000

*ACCP is not part of Total

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

19 Projects Listed

FEDERAL

R-15-003 (Ver 3) 17-03

Title: Greenwch, Pawnee to Harry (2017, 2018, 2019)

Lead Agency: City of Wichita

Contact(s): Paul Gunzelman Wichita Public Works 3162684393 pgunzelman@wichita.gov

Scope: Reconstruct current 2-lane roadway to a 3-lane roadway w/drainage improvements, sidewalk, and multi-use path. Right turn decel lanes will be constructed at appropriate side streets. The intersection of Pawnee & Greenwch will be improved to include left turn lanes and traffic signalization.

Infaltion Assumptions: Estimate is based on most recent similar projects and 2% inflation per year.

Explain Funding Source: 70% federal funding, 30% city-issued general obligation bonds

Primary Mode: Road - Other Road

Bike/Ped: Y

KDOT ID: (087 N0663-01)

Project Type:

County: Sedgwick County Limits: Greenwch, Pawnee to Harry

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
2018	Local	\$0	\$0	\$250,000	\$1,105,672	\$138,078	\$0	\$1,493,750
2018	Local AC	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
2018	MPO-CMAQ	\$0	\$0	\$0	\$125,505	\$143,622	\$0	\$269,127
2018	MPO-STP	\$0	\$0	\$0	\$3,190,565	\$0	\$0	\$3,190,565
2019	MPO-STP ACCP	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
2017-2020 TOTAL		\$0	\$150,000	\$250,000	\$4,821,742	\$281,700	\$0	\$5,503,442
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$150,000	\$250,000	\$4,821,742	\$281,700	\$0	\$5,503,442

*ACCP is not part of Total

ITS-17-01

(Ver 1) 17-03

FEDERAL

Title: K15 Corridor ITS Deployment (2017)

Lead Agency: City of Wichita

Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

Scope: K-15 Corridor

Retrofit the existing signals along K-15/Southeast Blvd. with new controllers, GPS clocks, Ethernet/Fiber capable switches, PTZ cameras with modem connections. Investigate coordination and timing needs. Controller will need to support automated signal performance measures and perform high definition data logging. Two arterial Digital Message Signs (DMS) and two camera sites are planned in addition to the signal upgrades. All cameras and fiber will be connected into the WICHWay Center. Modems will connect the switches to the respective city or county that requires access. GPS clocks will synch the clocks to run time of day programs.

Intersections are expected to include:

- US-54 & Washington Ramps
- Washington & Southeast Blvd.
- Harry & Southeast Blvd.
- Mt. Vernon & Southeast Blvd.
- Hydraulic & Southeast Blvd.
- Pawnee & Southeast Blvd.
- Wassel & Southeast Blvd.
- 31st & K-15
- MacArthur & K-15
- 47th & K-15
- 63rd/Patriot & K-15
- 71st Street/Meadowlark & K-15
- Buckner & K-15
- Madison & K-15
- Market & K-15

A DMS is planned near Patriot and near I-135 for northbound traffic. Two additional cameras are planned for either side of 55th Street South due to curves in K-15.

Infaltion Assumptions: 4% per year

Explain Funding Source:

Primary Mode: Technology

Project Type:

County: Sedgwick County Limits: K15/Southeast Blvd/Washington St from Market to US-54

Bike/Ped: Y

KDOT ID: (N/A)

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$0	\$0	\$0	\$129,000	\$0	\$0	\$129,000
2017	MPO-CMAQ	\$0	\$0	\$0	\$262,425	\$0	\$0	\$262,425
2017	MPO-STP	\$0	\$0	\$0	\$253,575	\$0	\$0	\$253,575
2017-2020 TOTAL		\$0	\$0	\$0	\$645,000	\$0	\$0	\$645,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$645,000	\$0	\$0	\$645,000

B-13-007 (Ver 2) 17-03 **FEDERAL**

Title: Bridge Replacements on I-235 (KA-3109-01) (2013, 2015, 2016, 2018)
 Lead Agency: KDOT
 Contact(s): Rene Hart KDOT 785296-8593 rene.hart@ks.gov

Scope: Replace 5 bridges located on I-235, between Zoo Blvd and K-96. Bridges #096 & #097 (Arkansas River) located 1.09 & 1.08 miles northeast of Bickell St., #098 (25th St.) located at the junction of I-235/25th St. and Bridges #099 & #100 (Wichita Flood Control Canal) located 0.69 & 0.7 miles northeast of 25th St.

This project was originally listed as "Bridge: Various Bridge Replacements in Sedgwick Co." in MOVE 2040.

Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project.

Explain Funding Source: Project is funded with federal NHPP funding and State funding.

Primary Mode: Bridge - Highway
 Project Type: Bike/Ped: N
 KDOT ID: (087 KA3109-01)

County: Sedgwick County
 Limits: I-235, between Zoo Blvd and K-96.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2018	NHPP ACCP	\$0	\$1,661,361	\$0	\$17,934,250	\$1,363,130	\$0	\$20,958,741
<2017	Prior	\$360,000	\$2,000,000	\$0	\$21,775,236	\$1,633,142	\$0	\$25,768,378
2017-2020 + (Prior & Future Years) TOTAL		\$360,000	\$2,000,000	\$0	\$21,775,236	\$1,633,142	\$0	\$25,768,378

*ACCP is not part of Total

B-17-03 (Ver 1) 17-03 **STATE**

Title: Bridge Replacement of bridges #079 & #080 on I-235 in Sedgwick County
 Lead Agency: KDOT
 Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov

Scope: Bridge Replacement
 Infaltion Assumptions: 4.8% 2014 Base Year Cost

Explain Funding Source: State Funds
 Project Type: Bike/Ped:
 KDOT ID: (KA-3895-01)

Primary Mode: Bridge - Highway
 Limits: I-235: Bridge #079 (South Bound) Located 0.26 Miles North West of West Street. Bridge #080 (North Bound) Located 0.25 Miles North West of West Street (Mopac RailRoad)

County: Sedgwick County

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2018	State	\$0	\$0	\$180,000	\$0	\$0	\$0	\$180,000
2019	State	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
2017-2020 TOTAL		\$90,000	\$0	\$180,000	\$0	\$0	\$0	\$270,000
2017-2020 + (Prior & Future Years) TOTAL		\$90,000	\$0	\$180,000	\$0	\$0	\$0	\$270,000

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

19 Projects Listed

ICH-12-008 (Ver 4) 17-03											
FEDERAL											
Title: I-235/US-54 & I-235/Central - Phase I (KA-0161-04) (2011, 2013, 2014, 2015, 2016, 2017, 2018, 2019)											
Lead Agency: KDOT											
Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov											
Scope: Phase 1 reconstruction of the I-235/US-54 interchange includes construction of flyover ramps to replace the existing loop ramps for the NB I-235 to WB US-54 and SB I-235 to EB US-54 movements, construction of auxiliary lanes on I-235 from US-54 to the Central interchange, and reconstruction of the West Street interchange.											
Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project.											
Explain Funding Source: Federal funds used by KDOT, state KDOT funds, and Sedgwick County											
Primary Mode: Interchange											
Project Type: Bike/Ped: (087 KA0161-04)											
County: Sedgwick County Limits: I-235 and the interchanges at I-235/US-54 (Kellogg)											
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL			
2017	KDOT-STP ACCP	\$0	\$0	\$0	\$8,258,685	\$0	\$0	\$8,258,685			
2018	KDOT-STP ACCP	\$0	\$0	\$0	\$35,000,000	\$3,000,000	\$0	\$38,000,000			
2019	KDOT-STP ACCP	\$0	\$0	\$0	\$24,589,462	\$2,286,514	\$0	\$26,875,976			
<2017	Prior	\$5,481,442	\$8,850,795	\$15,800,991	\$104,448,147	\$8,715,682	\$0	\$143,297,057			
2017-2020 + (Prior & Future Years) TOTAL		\$5,481,442	\$8,850,795	\$15,800,991	\$104,448,147	\$8,715,682	\$0	\$143,297,057			
*ACCP is not part of Total											

ICH-17-01 (Ver 3) 17-03											
STATE											
Title: North Junction Project (I-135, I-235, K-254, K-96) (KA-3232-01) (2016)											
Lead Agency: KDOT											
Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov											
Scope: PE for Gold, Orange and Purple Phases of the North Junction Project. This project will review specific lane configurations on all ramp movements, identify constructible segments for the ultimate interchange configuration and review their impacts of adjacent projects. PE also includes the necessary Break-in-Access study for the project.											
Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project											
Explain Funding Source: STP, NHPP, & State											
Primary Mode: Interchange											
Project Type: Bike/Ped: N											
County: Sedgwick County Limits: I-235/I-135/K-254/K-96 interchange in North Wichita											
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL			
<2017	Prior	\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000			
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000			

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

19 Projects Listed

B-13-008 (Ver 3) 17-03 FEDERAL									
<p>Title: I-235/I-135/K-254 Interchange (North Junction) Green Phase (KA-3110-01) Lead Agency: 2017, 2019, 2021 Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov</p> <p>Scope: Green Phase of North Junction Project. Reconstruct I-235 from east of Meridian Avenue to west of I-135, replace bridges, add continuous auxiliary lanes, improve the interchange at Broadway Avenue, and construct a connector road from Seneca Street to Meridian Avenue north of I-235.</p> <p>Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project.</p> <p>Explain Funding Source:</p>									
<p>Primary Mode: Road - Highway Project Type: Bike/Ped: N KDOT ID: (087 KA3110-01)</p> <p>County: Sedgwick County Limits: I-235, from east of Meridian Avenue to west of I-135</p>									
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2017	State	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	
2017	State AC	\$3,600,000	\$0	\$0	\$0	\$0	\$0	\$3,600,000	
2019	NHPP	\$0	\$0	\$0	\$66,681,450	\$4,785,750	\$0	\$71,467,200	
2019	State	\$0	\$0	\$0	\$7,409,050	\$531,750	\$0	\$7,940,800	
<2017	Prior	\$0	\$2,800,000	\$7,600,000	\$0	\$0	\$0	\$10,400,000	
>2020	Future	\$3,600,000	\$2,520,000	\$0	\$0	\$0	\$0	\$6,120,000	
2017-2020 TOTAL		\$4,000,000	\$0	\$0	\$74,090,500	\$5,317,500	\$0	\$83,408,000	
2017-2020 + (Prior & Future Years) TOTAL		\$4,000,000	\$2,800,000	\$7,600,000	\$74,090,500	\$5,317,500	\$0	\$93,808,000	

R-11-005 (Ver 3) 17-03 FEDERAL									
<p>Title: US-54: Cypress to Wiedemann 6-Lane Reconstruction (KA-2382-01) Lead Agency: 2016, 2017 Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov</p> <p>Scope: Reconstruct US-54/Kellogg Ave. to a 6-Lane Freeway section with frontage roads from Cypress East to Wiedemann with interchange(s) at Webb Road and the Kansas Turnpike Authority (KTA).</p> <p>Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project.</p> <p>Explain Funding Source: Project funded with federal funds awarded by KDOT, State KDOT funding, and City of Wichita funding.</p> <p>Primary Mode: Road - Highway Project Type: Bike/Ped: N KDOT ID: (087 KA2382-01)</p> <p>County: Sedgwick County Limits: Cypress East to Wiedemann with interchange(s) at Webb Road and the Kansas Turnpike Authority (KTA).</p>									
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2017	NHPP ACCP	\$0	\$0	\$0	\$15,366,804	\$240,683	\$0	\$15,607,487	
<2017	Prior	\$6,515,000	\$6,000,000	\$21,000,000	\$97,874,000	\$8,500,000	\$0	\$139,889,000	
2017-2020 + (Prior & Future Years) TOTAL		\$6,515,000	\$6,000,000	\$21,000,000	\$97,874,000	\$8,500,000	\$0	\$139,889,000	

*ACCP is not part of Total

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

19 Projects Listed

R-15-005 (Ver.3) 17-03 STATE										
<p>Title: Right of Way Acquisition for Northwest Wichita Bypass - (K-8235-02, K-8234-03, K-8234-04) Lead Agency: KDOT KDOT Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov</p> <p>Scope: Right of Way Acquisition for a 4-Lane Freeway Section Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project Explain Funding Source: The State of Kansas agrees to provide two (2) dollars for every one (1) dollar of funds contributed by Sedgwick County, City of Goddard and City of Maize, but not to exceed the amount specified in the city state agreement</p> <p>Primary Mode: Road - Highway Project Type: Bike/Ped: N KDOT ID: (N/A)</p> <p>County: Sedgwick County Limits: Northwest Wichita Bypass: From approx. 3.5 miles north of US-54 northeast to K-96 near 45th St.</p>										
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
<2017	Prior	\$0	\$120,000	\$5,525,200	\$0	\$0	\$0	\$5,645,200		
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$120,000	\$5,525,200	\$0	\$0	\$0	\$5,645,200		

S-17-01 (Ver.2) 17-03 FEDERAL										
<p>Title: Railroad Safety Crossing Improvements (2016, 2017, 2018, 2019, 2020) Lead Agency: KDOT Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov</p> <p>Scope: Provide 3 railroad safety improvements in the WAMPO region per year. Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project Explain Funding Source: State Funds (AC-HSIP)</p> <p>Primary Mode: Safety Project Type: Bike/Ped: (N/A)</p> <p>County: Sedgwick County Limits: Various locations to be determined</p>										
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2017	HSIP ACCP	\$0	\$0	\$0	\$1,750,000	\$0	\$0	\$1,750,000		
2017	State AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000		
2018	HSIP ACCP	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000		
2018	State AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000		
2019	HSIP ACCP	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000		
2019	State AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000		
2020	HSIP ACCP	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000		
2020	State AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000		
<2017	Prior	\$0	\$0	\$0	\$1,750,000	\$0	\$0	\$1,750,000		
2017-2020 TOTAL		\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000		
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$7,750,000	\$0	\$0	\$7,750,000		

*ACCP is not part of Total

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

19 Projects Listed

FEDERAL

ITS-15-003 (Ver 2) 17-03

Title: Wichita TMC Phase 4 (KA-3602-01) (2016, 2018)

Lead Agency: KDOT

Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov

Scope: Installation of up to 7 cameras and sensors along K-96 and southwest corner of I-235. Communication upgrades from radio to fiber will also be made.

Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project.

Explain Funding Source: This project is funded by State funds (KDOT) and federal funds awarded by WAMPO.

Primary Mode: Technology

Project Type:

Bike/Ped: N

KDOT ID: (087 KA3602-01)

County: Sedgwick County Limits: K-96 and southwest corner of I-235

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2018	MPO-CMAQ ACCP	\$0	\$144,000	\$0	\$616,000	\$51,200	\$0	\$811,200
<2017	Prior	\$0	\$180,000	\$0	\$770,000	\$64,000	\$0	\$1,014,000
2017-2020 + (Prior & Future Years) TOTAL								
		\$0	\$180,000	\$0	\$770,000	\$64,000	\$0	\$1,014,000

*ACCP is not part of Total

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

19 Projects Listed

FEDERAL

TA-14-017 (Ver 2) 17-03

Title: Aviation Pathway Phase 2 (2016, 2017, 2018, 2019)

Lead Agency: Sedgwick County - Public Works

Contact(s): James Weber Sedgwick County Public Works (316)660-1773 jim.weber@sedgwick.gov

Scope: Construction of a 10 foot wide multi-use pathway, street crossings, railroad crossings, drainage structures and amenities. Begins on the southwest corner of 47th St. South and Oliver (terminus of phase 1) and extends west along 47th St. South to Clifton, north along Clifton to the intersection of Clifton and Cumberland Way and includes an extension south along Clifton from 47th St. South to serve the Oaklawn School.

Infaltion Assumptions: Estimate based on 2016 dollars. Inflation factor of 3% for each succeeding year.

Explain Funding Source: The local share of the project cost will be split by Sedgwick County and Derby. The local funds will come from local sales tax or general funds of each community.

Primary Mode: Ped/Bike Project Type: Bike/Ped: Y KDOT ID: (087 TE0433-01)

County: Sedgwick County Limits: Begins on the southwest corner of 47th St. South and Oliver (terminus of phase 1) and extends west along 47th, north along Clifton to Cumberland Way and includes an extension south along Clifton from 47th St. South to serve the Oaklawn School.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$0	\$0	\$40,000	\$195,500	\$79,500	\$0	\$315,000
2017	Local AC	\$0	\$0	\$0	\$484,531	\$0	\$0	\$484,531
2017	MPO-TA	\$0	\$0	\$0	\$569,969	\$45,500	\$0	\$615,469
2018	MPO-TA ACCP	\$0	\$0	\$0	\$322,119	\$0	\$0	\$322,119
2019	MPO-TA ACCP	\$0	\$0	\$0	\$162,412	\$0	\$0	\$162,412
<2017	Prior	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
2017-2020 TOTAL		\$0	\$0	\$40,000	\$1,250,000	\$125,000	\$0	\$1,415,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$40,000	\$40,000	\$1,250,000	\$125,000	\$0	\$1,455,000

*ACCP is not part of Total

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

19 Projects Listed

FEDERAL

TA-15-002 (Ver 2) 17-03

Title: Derby to Mulvane Pathway (2017, 2018, 2019)

Lead Agency: Sedgwick County - Public Works

Contact(s): James Weber Sedgwick County Public Works (316)660-1773 jim.weber@sedgwick.gov

Scope: Construction of a 10 foot wide multi-use pathway and amenities along the west side of Rock Road from the existing pathway at Woodbrook and Rock in Derby to the existing pathways at 103rd St. S. and Rock Road in Mulvane.

Infaltion Assumptions: Estimate based on 2016 dollars. Inflation factor of 3% for each succeeding year.

Explain Funding Source: The local share will be split by Derby, Mulvane and Sedgwick County. The local funds will come from local sales tax or general funds of each community.

Primary Mode: Ped/Bike Project Type: Bike/Ped: Y KDOT ID: (087 TE0434-01)

County: Sedgwick County Limits: Running south along Rock Road from the intersection of Rock Road and Woodbrook in Derby to the intersection of Rock Road and 103rd St. S. in Mulvane.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$60,000	\$40,000	\$0	\$0	\$0	\$0	\$100,000
2018	Local	\$0	\$0	\$60,000	\$190,962	\$19,096	\$0	\$270,058
2018	Local AC	\$0	\$0	\$0	\$218,709	\$0	\$0	\$218,709
2018	MPO-CMAQ	\$0	\$0	\$0	\$172,086	\$0	\$0	\$172,086
2018	MPO-STP	\$0	\$0	\$0	\$349,438	\$0	\$0	\$349,438
2018	MPO-TA	\$0	\$0	\$0	\$23,615	\$76,385	\$0	\$100,000
2019	MPO-TA ACCP	\$0	\$0	\$0	\$218,709	\$0	\$0	\$218,709
2017-2020 TOTAL		\$60,000	\$40,000	\$60,000	\$954,810	\$95,481	\$0	\$1,210,291
2017-2020 + (Prior & Future Years) TOTAL		\$60,000	\$40,000	\$60,000	\$954,810	\$95,481	\$0	\$1,210,291

*ACCP is not part of Total

P-17-02 (Ver 2) 17-03

Title: Asset Management (2018)

Lead Agency: WAMPO

Contact(s): Gloria J Jeff 3153524854 gjeff@wichita.gov

Scope: This project will address the MOVE 2040 implementation recommendation. It will continue the activities undertaken in the 2016 Unified Planning Work Program. This will include: Initiation of the recommended regional asset management initiative, acquisition of data, purchase of associated tools, training for transportation owners and jurisdictions on asset management related initiatives, and if determined processing and analysis software. The effort will also include an outreach effort to the member jurisdictions' public works organizations. The transit element will be implemented consistent with the regional approach and the federal requirements for "State of Good Repair" with the City of Wichita Transit Department and the paratransit operators in the region. An effort will be made to include the transportation networks operators and owners to integrate the public and private components. This will be the second of a multiple step approach to establish an on-going regional asset management process.

Infaltion Assumptions: 4% per year. It is anticipated that the work will be done under a single contract and be a fixed cost contract.

Explain Funding Source: The WAMPO cash account includes the annual dues collected from the member jurisdictions

Primary Mode: Planning & Outreach **Project Type:**

Bike/Ped: Y

KDOT ID: (N/A)

County: Sedgwick County **Limits:** Region wide

FED FY	Revenue Source	IMP	PE	ROW	CON	CE	OP	TOTAL
2018	Local	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2018	MPO-STP	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
2017-2020 TOTAL		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
2017-2020 + (Prior & Future Years) TOTAL		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

19 Projects Listed

P-17-03 (Ver 2) 17-03 FEDERAL										
Title: Planning Walkable Places Program										
Lead Agency: WAMPO Contact(s): Jason OBrien WAMPO (316)352-4861 jaobrien@wichita.gov										
Scope: WAMPO oversees small walkability-focused planning projects in the region										
Infaltion Assumptions: 4%										
Explain Funding Source: Year-end balance funds										
Primary Mode: Planning & Outreach Project Type:										
County: Butler County, Sedgwick Limits: MPO Area Bike/Ped: Y KDOT ID: (N-0671-17)										
FED FY	Revenue Source	IMIP	PE	ROW	CON	CE	OP	TOTAL		
2017	Local	\$332,816	\$0	\$0	\$0	\$0	\$0	\$332,816		
2017	MPO-STP	\$276,855	\$0	\$0	\$0	\$0	\$0	\$276,855		
2017	MPO-TA	\$1,054,410	\$0	\$0	\$0	\$0	\$0	\$1,054,410		
2017-2020 TOTAL		\$1,664,081	\$0	\$0	\$0	\$0	\$0	\$1,664,081		
2017-2020 + (Prior & Future Years) TOTAL		\$1,664,081	\$0	\$0	\$0	\$0	\$0	\$1,664,081		

T-15-005 (Ver 2) 17-03 FEDERAL										
Title: Transit: Bus Purchase (2018)										
Lead Agency: Wichita Transit Contact(s): Michelle Stroot Wichita Transit 3163524808 mstroot@wichita.gov										
Scope: Purchase 6 new Gillig, low floor, 35-feet, all accessible diesel buses.										
Infaltion Assumptions: Gillig uses PPI 1413										
Explain Funding Source: Wichita Transit will use local General Obligation Bonds to match Federal Funds. CMAQ funds will be matched at 20%. Sections 5339 and 5307 funds will be matched at 15%.										
Primary Mode: Transit Project Type:										
County: Sedgwick County Limits: NA Bike/Ped: Y KDOT ID: (N/A)										
FED FY	Revenue Source	IMIP	PE	ROW	CON	CAP	OP	TOTAL		
2018	FTA 5307	\$0	\$0	\$0	\$0	\$985,875	\$0	\$985,875		
2018	FTA 5339	\$0	\$0	\$0	\$0	\$470,946	\$0	\$470,946		
2018	Local	\$0	\$0	\$0	\$0	\$511,858	\$0	\$511,858		
2018	MPO-CMAQ	\$0	\$0	\$0	\$0	\$1,019,089	\$0	\$1,019,089		
2017-2020 TOTAL		\$0	\$0	\$0	\$0	\$2,987,768	\$0	\$2,987,768		
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$2,987,768	\$0	\$2,987,768		

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

19 Projects Listed

T-17-03 (Ver 2) 17-03											FEDERAL			
Title: 5310 Operating (2017)														
Lead Agency: Wichita Transit														
Scope: Operating activities for 5310														
Infaltion Assumptions:														
Explain Funding Source: 5310 funding is apportioned														
Primary Mode: Transit											Bike/Ped: N		KDOT ID: (N/A)	
Project Type: WAMPO Area														
County: Butler County, Sedgwic Limits: WAMPO Area														
Revenue Source														
FED FY	FTA 5310	IMP	PE	ROW	CON	CAP	OP	TOTAL						
2017	\$0	\$0	\$0	\$0	\$0	\$0	\$120,573	\$120,573						
2017	\$0	\$0	\$0	\$0	\$0	\$0	\$120,573	\$120,573						
2017-2020 TOTAL								\$241,146						
2017-2020 + (Prior & Future Years) TOTAL								\$241,146						

T-17-04 (Ver 2) 17-03											FEDERAL			
Title: 5310 Capital (2017)														
Lead Agency: Wichita Transit														
Scope: Capital and Project Administration projects for 5310 program														
Infaltion Assumptions:														
Explain Funding Source:														
Primary Mode: Transit											Bike/Ped:		KDOT ID: (N/A)	
Project Type: WAMPO Area														
County: Butler County, Sedgwic Limits: WAMPO Area														
Revenue Source														
FED FY	FTA 5310	IMP	PE	ROW	CON	CAP	OP	TOTAL						
2017	\$0	\$0	\$0	\$0	\$0	\$660,811	\$0	\$660,811						
2017	\$0	\$0	\$0	\$0	\$0	\$110,589	\$0	\$110,589						
2017-2020 TOTAL								\$771,400						
2017-2020 + (Prior & Future Years) TOTAL								\$771,400						

Summary of Changes

WAMPO ID	LEAD AGENCY	PROJECT TITLE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
R-15-003	City of Wichita	Greenwich, Pawnee to Harry (2017, 2018, 2019)	\$0	\$5,503,442	\$5,503,442	Other, Project became AC split between 18/19	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project Category changed from "Stand Alone" to "" Local - Increase funds in FFY 18 in CON from \$1,105,672 to \$1,505,672 ;; MPO-STP - Decrease funds in FFY 18 in CON from \$3,590,565 to \$3,190,565 ;; MPO-STP (ACCP) - Add funds in FFY 19 in CON for \$400,000; <i>Total project cost stays the same \$5,503,442</i> * ACCP is not part of the Total
R-13-004	City of Wichita	143rd St. E.: Kellogg to Central (2016, 2017, 2018)	\$0	\$5,710,000	\$5,710,000	Other	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project MPO-STP (ACCP) - Add funds in FFY 17 in CON for \$201,522; Decrease funds in FFY 18 in CON from \$763,029 to \$561,507 ;; <i>Total project cost stays the same \$5,710,000</i> * ACCP is not part of the Total

ITS-17-01	City of Wichita	K15 Corridor ITS Deployment (2017)	\$645,000	\$0	\$645,000	New Project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): -</p> <p>New Project</p> <p>Local - Add funds in FFY 17 in CON for \$129,000;</p> <p>MPO-STP - Add funds in FFY 17 in CON for \$253,575;</p> <p>MPO-CMAQ - Add funds in FFY 17 in CON for \$262,425;</p> <p><i>Total project cost \$645,000</i></p>
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B-13-007	KDOT	Bridge Replacements on I-235 (KA-3109-01) (2013, 2015, 2016, 2018)	\$0	\$25,768,378	\$25,768,378	Other, Change in year of AC Conversion	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project Category changed from "Stand Alone" to ""</p> <p>Proposed Work changed from "Replace 5 bridges located on I-235, between Zoo Blvd and K-96. Bridges #096 & #097 (Arkansas River) located 1.09 & 1.08 miles northeast of Bickell St., #098 (25th St.) located at the junction of I-235/25th St. and Bridges #099 & #100 (Wichita Flood Control Canal) located 0.69 & 0.7 miles northeast of 25th St.</p> <p>" to "Replace 5 bridges located on I-235, between Zoo Blvd and K-96. Bridges #096 & #097 (Arkansas River) located 1.09 & 1.08 miles northeast of Bickell St., #098 (25th St.) located at the junction of I-235/25th St. and Bridges #099 & #100 (Wichita Flood Control Canal) located 0.69 & 0.7 miles northeast of 25th St.</p> <p>This project was originally listed as "Bridge: Various Bridge Replacements in Sedgwick Co." in MOVE 2040."</p> <p>NHPP (ACCP) - Delete funds in FFY 17 in PE for \$1,661,361 CON for \$17,934,250 OTHER for \$1,363,130;</p> <p>Add funds in FFY 18 in PE for \$1,661,361 CON for \$17,934,250 OTHER for \$1,363,130;</p> <p><i>Total project cost stays the same \$25,768,378</i></p>
B-17-03	KDOT	Bridge Replacement of bridges #079 & #080 on I-235 in Sedgwick County	\$270,000	\$0	\$270,000	New Project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): - New Project</p> <p>State - Add funds in FFY 18 in ROW for \$180,000;</p> <p>Add funds in FFY 19 in UT for \$90,000;</p> <p><i>Total project cost \$270,000</i></p>

ICH-12-008	KDOT	I-235/US-54 & I-235/Central - Phase I (KA-0161-04) (2011, 2013, 2014, 2015, 2016, 2017,	\$0	\$143,297,057	\$143,297,057	Other, Change of contact email	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project -Total project cost stays the same \$143,297,057
ICH-17-01	KDOT	North Junction Project (I-135, I-235, K-254, K-96)	\$0	\$6,000,000	\$6,000,000	Other, Change of contact email	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project -Total project cost stays the same \$6,000,000
R-11-005	KDOT	US-54: Cypress to Wiedemann 6-Lane Reconstruction (KA-2382-01) (2011,	\$0	\$139,889,000	\$139,889,000	Changed contact email	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project -Total project cost stays the same \$139,889,000
B-13-008	KDOT	I-235/I-135/K-254 Interchange (North Junction) Green Phase (KA-3110-01) (2013, 2016, 2017, 2019, 2021)	\$0	\$93,808,000	\$93,808,000	Other, change of contact email	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project -Total project cost stays the same \$93,808,000

R-15-005	KDOT	Right of Way Acquisition for Northwest Wichita Bypass - (K-8235-02, K-	\$0	\$5,645,200	\$5,645,200	\$5,645,200	Other, Change of contact email	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project -Total project cost stays the same \$5,645,200
S-17-01	KDOT	Railroad Safety Crossing Improvements (2016, 2017, 2018, 2019, 2020)	\$0	\$7,750,000	\$7,750,000	\$7,750,000	Other, chagned contact email	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project Category changed from "Stand Alone" to "" -Total project cost stays the same \$7,750,000
ITS-15-003	KDOT	Wichita TMC Phase 4 (KA-3602-01) (2016, 2018)	\$0	\$1,014,000	\$1,014,000	\$1,014,000	Other, Changed Contact Info	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project Category changed from "Stand Alone" to "" -Total project cost stays the same \$1,014,000

TA-14-017	Sedgwick County - Public Works	Aviation Pathway Phase 2 (2016, 2017, 2018, 2019)	(\$97,900)	\$1,552,900	\$1,455,000	Significant change in the design or scope of any project identified in the STIP/RTIP.	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project Category changed from "Phase of a Larger Project" to ""</p> <p>Limits changed from "Begins on the southwest corner of 47th St. South and Oliver (terminus of phase 1) and extends west along 47th, north along Clifton and Englewood to MacArthur (existing Wichita pathway) and includes an extension south along Clifton from 47th St. South to s" to "Begins on the southwest corner of 47th St. South and Oliver (terminus of phase 1) and extends west along 47th, north along Clifton to Cumberland Way and includes an extension south along Clifton from 47th St. South to serve the Oaklawn School."</p> <p>Proposed Work changed from "Construction of a 10 foot wide multi-use pathway, street crossings, railroad crossings, drainage structures and amenities. Begins on the southwest corner of 47th St. South and Oliver (terminus of phase 1) and extends west along 47th, north along Clifton and Englewood to MacArthur (existing Wichita pathway) and includes an extension south along Clifton from 47th St. South to serve the Oaklawn School." to "Construction of a 10 foot wide multi-use pathway, street crossings, railroad crossings, drainage structures and amenities. Begins on the southwest</p>
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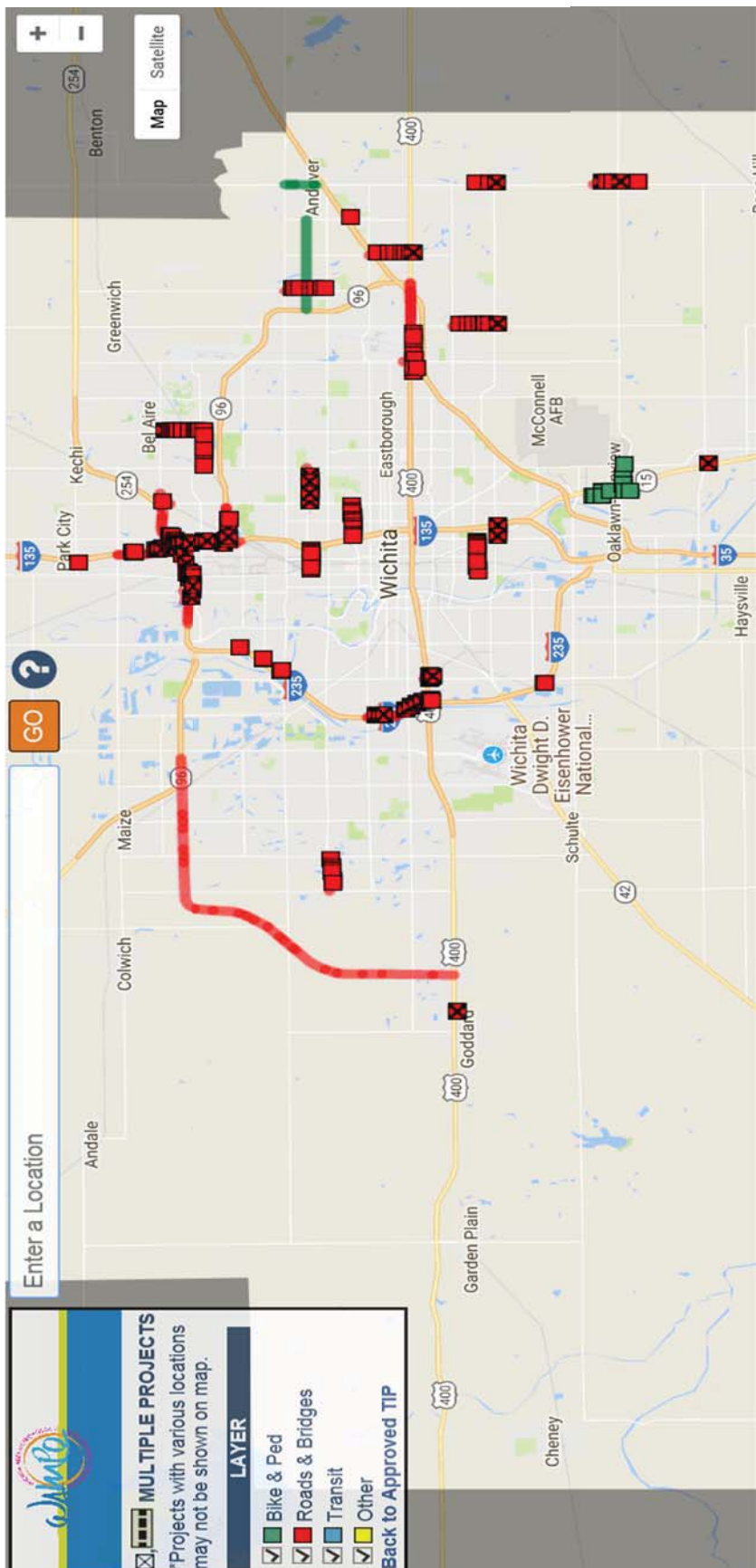
TA-15-002	Sedgwick County - Public Works	Derby to Mulvane Pathway (2017, 2018, 2019)	\$488,767	\$721,524	\$1,210,291	corrected input error	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project Category changed from "Stand Alone" to "" Local - Add funds in FFY 18 in ROW for \$60,000 CON for \$409,671 OTHER for \$19,096; Total project cost increased from \$721,524 to \$1,210,291
P-17-02	WAMPO	Asset Management (2018)	\$0	\$500,000	\$500,000	Project moved up 1 year	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project Category changed from "Stand Alone" to "" Local - Add funds in FFY 18 in IMP for \$100,000; Delete funds in FFY 19 in IMP for \$100,000; MPO-STP - Add funds in FFY 18 in IMP for \$400,000; Delete funds in FFY 19 in IMP for \$400,000; Total project cost stays the same \$500,000
P-17-01	WAMPO	WAMPO Air Quality Conformity (2017) - Deleted	(\$200,000)	\$200,000	\$0	Delete project	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project Local - Decrease funds in FFY 17 in IMP from \$40,000 to \$0 ;; MPO-STP - Decrease funds in FFY 17 in IMP from \$160,000 to \$0 ;; Total project cost decreased from \$200,000 to \$0

P-17-03	WAMPO	Planning Walkable Places Program	\$0	\$1,664,081	\$1,664,081	Other, Corrected funding category, not a real change	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project MPO-TA - Increase funds in FFY 17 in IMP from \$288,000 to \$1,054,410 ; MPO-STP - Decrease funds in FFY 17 in IMP from \$1,043,265 to \$276,855 ; <i>Total project cost stays the same \$1,664,081</i>
T-17-03	Wichita Transit	5310 Operating (2017)	(\$305,824)	\$546,970	\$241,146	Change in a public funding category with no change in the priority of a project in the	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project Local - Decrease funds in FFY 17 in OP from \$273,485 to \$120,573 ; FTA 5310 - Decrease funds in FFY 17 in OP from \$273,485 to \$120,573 ; <i>Total project cost decreased from \$546,970 to \$241,146</i>
T-15-005	Wichita Transit	Transit: Bus Purchase (2018)	\$471,248	\$2,516,520	\$2,987,768	Change in a public funding category with no change in the priority of a project in the STIP/RTIP.	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project Category changed from "Stand Alone" to "" Local - Increase funds in FFY 18 in OTHER from \$441,171 to \$511,858; FTA 5307 - Increase funds in FFY 18 in OTHER from \$47,239 to \$985,875; FTA 5339 - Decrease funds in FFY 18 in OTHER from \$1,009,021 to \$470,946 ; <i>Total project cost increased from \$2,516,520 to \$2,987,768</i>

T-17-04	Wichita Transit	5310 Capital (2017)	\$156,061	\$615,339	\$771,400	Change in a public funding category with no change in the priority of a project in the	PROJECT CHANGES (FROM PREVIOUS VERSION): - Amended Project Local - Increase funds in FFY 17 in OTHER from \$107,440 to \$110,589; FTA 5310 - Increase funds in FFY 17 in OTHER from \$507,899 to \$660,811; <i>Total project cost increased from \$615,339 to \$771,400</i>
TOTAL					(\$50)		

Fiscal Constraint Report

PROGRAM DESCRIPTION	TOTAL REV 2017	TOTAL PROG 2017	BAL 2017	TOTAL REV 2018	TOTAL PROG 2018	BAL 2018	TOTAL REV 2019	TOTAL PROG 2019	BAL 2019
EARMARK	\$178,966	\$178,966	\$0	\$432,679	\$432,679	\$0	\$368,355	\$368,355	\$0
FTA 5307	\$5,350,000	\$5,350,000	\$0	\$6,085,875	\$6,085,875	\$0	\$0	\$0	\$0
FTA 5310	\$781,384	\$781,384	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5339	\$475,042	\$475,042	\$0	\$470,946	\$470,946	\$0	\$0	\$0	\$0
HSIP	\$2,650,000	\$2,650,000	\$0	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0
KDOT-STP	\$8,258,685	\$8,258,685	\$0	\$38,000,000	\$38,000,000	\$0	\$26,875,976	\$26,875,976	\$0
MPO-CMAQ	\$2,533,917	\$2,533,917	\$0	\$2,000,000	\$2,271,502	(\$271,502)	\$1,728,498	\$1,441,112	\$287,386
MPO-STP	\$9,924,354	\$9,901,325	\$23,029	\$9,193,029	\$8,967,896	\$225,133	\$9,395,133	\$9,569,463	(\$174,330)
MPO-TA	\$1,740,078	\$1,740,079	(\$1)	\$724,999	\$422,119	\$302,880	\$1,027,880	\$726,227	\$301,653
NHPP	\$15,607,487	\$15,607,487	\$0	\$20,958,741	\$20,958,741	\$0	\$71,467,200	\$71,467,200	\$0
Fed SUBTOTAL	\$47,499,913	\$47,476,885	\$23,028	\$79,366,269	\$79,109,758	\$256,511	\$112,363,042	\$111,948,333	\$414,709
Local	\$83,260,816	\$83,260,816	\$0	\$11,211,955	\$11,211,955	\$0	\$12,804,102	\$12,804,102	\$0
State	\$85,617,189	\$85,617,189	\$0	\$1,580,000	\$1,580,000	\$0	\$8,030,800	\$8,030,800	\$0
TOTAL	\$216,377,918	\$216,354,890	\$23,028	\$92,158,224	\$91,901,713	\$256,511	\$133,197,944	\$132,783,235	\$414,709
PROGRAM DESCRIPTION	TOTAL REV 2020	TOTAL PROG 2020	BAL 2020	TOTAL REV 2021	TOTAL PROG 2021	BAL 2021	BAL TOTAL (2017-2021)		
EARMARK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5339	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
KDOT-STP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO-CMAQ	\$2,347,386	\$1,808,371	\$539,015	\$539,015	\$0	\$539,015	\$539,015	\$539,015	\$0
MPO-STP	\$9,225,670	\$9,672,574	(\$446,904)	(\$446,904)	\$0	(\$446,904)	(\$446,904)	(\$446,904)	\$0
MPO-TA	\$1,026,653	\$726,227	\$300,426	\$300,426	\$0	\$300,426	\$300,426	\$300,426	\$0
NHPP	\$0	\$0	\$0	\$6,120,000	\$6,120,000	\$0	\$0	\$0	\$0
Fed SUBTOTAL	\$14,099,709	\$13,707,172	\$392,537	\$6,512,537	\$6,120,000	\$392,537	\$392,537	\$392,537	\$0
Local	\$2,089,372	\$2,089,372	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$16,189,081	\$15,796,544	\$392,537	\$6,512,537	\$6,120,000	\$392,537	\$392,537	\$392,537	\$0



Link to the interactive Project Tracker map (clickable when viewed online) with full project details:

https://projecttracker.wampo.org/map2/estormap_report_kml_V3.asp

Although the initial 2017 TIP adoption contains maps, we no longer maintain maps of TIP projects outside of Project Tracker. The PT interactive map is always available to the public and is updated with each amendment.

2017 TIP AMENDMENT #3 PUBLIC INVOLVEMENT

Wampo's Public Participation Process requires that a TIP Amendment be available for public review and comment for 30 days. 2017 TIP Amendment 3 was available for comment from July 1 – July 31, 2017.



Proposed Amendments Special Notice

Public Comment is now being accepted for the following proposed amendments:



MOVE 2040 Metropolitan Transportation Plan

[Current Plan](#) | *Proposed Amendment*

What Is It?

MOVE 2040 is WAMPO's Metropolitan Transportation Plan (MTP). This plan lays out long-range strategies for the next twenty-five years. These strategies are intended to lead to the development of an integrated system that moves people and goods in the WAMPO region.

Ultimately, all transportation planning efforts and activities are meant to be guided and be consistent with the MOVE 2040 plan.

MOVE 2040 Goals

- **Maintain** the condition of the region's existing infrastructure (preserve and maintain).

- Invest in transportation that improves **choice** and **connectivity**.
- Focus on investments that eliminate existing and future **bottlenecks**.
- Invest in transportation improvements that maintain and enhance **economic vitality**.
- Allow for the consistent and effective movement of **freight** throughout the region.
- Invest in transportation improvements that encourage **safe travel**.
- Invest in a transportation system whose **air quality** complies with federal and state requirements.
- Invest in a transportation system that encourages reliability in **travel time**.
- Invest in a transportation system that maintains the **quality of life** of the WAMPO region.

Why Is Your Involvement Important?

During the MOVE 2040 plan development you helped us set the vision for the regional transportation system and the representative projects that would achieve that vision.

Before the WAMPO Transportation Policy Body takes action on the proposed amendments, we would like you to have the opportunity to review the information and tell us what you think.

Take a moment to review the proposed amendment by clicking here and let us know what you think.

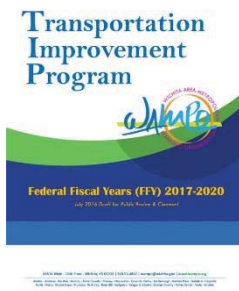
Point of Contact

Please contact Chris Upchurch, Senior Planner II with any questions or comments related to this proposed amendment by **July 25th at 5:00 PM**.

E-Mail: cupchurch@wichita.gov

Phone: 316-268-4457

WAMPO Transportation Improvement Program (TIP)
[Current Program Document](#) | [Proposed Amendments](#)



What Is It?

The TIP is a short-range program that identifies transportation projects to be implemented in the WAMPO region over a 4 year period. All projects using Federal funds in the region are required to be included in the TIP and represented in the long-range transportation plan (MOVE 2040).

Things to Know

- The TIP is a tool to implement the larger over-arching goals of the MOVE 2040 long-range transportation plan (click [here](#) to read more).
- The TIP helps to create transparency around Federal transportation spending.
- The TIP is fiscally constrained. This means that all projects considered for the TIP must include accurate cost information and cannot exceed the amount planned for.

Why is your Involvement Important?

During the MOVE 2040 plan development you helped us set the vision for the regional transportation system and the representative projects that would achieve that vision. Now we need your input to see whether or not we got it right as we implement the goals of the larger plan within the TIP.

Take a moment to review the following amendments and let us know what you think:

Proposed Amendment #3: To review the project changes associated with the third TIP amendment please follow the below link and click on the "Amendment" tab and then "Draft Project List."

Proposed Special Amendment: proposes to formally incorporate the approved [Planning Walkable Places Program](#) and budget into the TIP.

The funding for the Planning Walkable Places Program comes from "leftover" funds that cannot be used for or pose special problems for use on construction projects. Up to about \$2.6 million is available for this year. The actual cost of the program may be significantly lower depending on the demand for funding from WAMPO member jurisdictions.

Point of Contact

Please contact Jason O'Brien, Senior Planner I with any questions or comments related to this proposed amendment by **July 25th at 5:00 PM**.

E-Mail: jaobrien@wichita.gov

Phone: 316-352-4861

Notable Dates

Activity	Date	Location	Purpose
Public Review <i>Documents will be available for review online or in hard copy upon request</i>	Monday June 26th	Click on the following link to view each amendment electronically MOVE 2040 TIP Amendment #3 TIP Special Amendment	The general public, partners and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing to: MOVE 2040: cupchurch@wichita.gov 316-268-4457 TIP Amendments: jaobrien@wichita.gov 316-352-4861
Technical Advisory Committee (TAC)	Monday July 24th 10:00 AM	271 W. 3rd St., Ste. 208, Wichita, KS 67202	TAC will take formal action on the proposed regular amendments.
Advanced Public	Tuesday July 25th 5:00 PM	271 W. 3rd St., Ste. 208, Wichita, KS 67202 316-268-4315	Comments will be accepted in person, via

Comment Closed			phone, or in writing until the end of business today.
Transportation Policy Body Meeting & Public Hearing	Tuesday August 8th 3:00 PM	271 W. 3rd St., Ste. 208, Wichita, KS 67202	During this meeting the TPB will hold a public hearing, accepting any final comments from the public before taking formal action on the proposed amendment.



WAMPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Discrimination Complaint Form visit www.wampo.org or call (316) 352-4860. WAMPO's public participation process also satisfies Wichita Transit's public participation requirements for their Program of Projects.

Requests for special accommodation and/or language interpretation should be made to Tricia Thomas at tthomas@wichita.gov or call (316)352-4860.

Wichita Area Metropolitan Planning Organization,
271 W. 3rd St., Ste. 208, Wichita, KS 67202

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Sent by tthomas@wichita.gov in collaboration with



The public-facing Project Tracker website also contains detailed project information specific to the Amendment as well as an interactive map at <https://projecttracker.wampo.org/>. This is available to the public at all times. Project Tracker is referenced and linked to WAMPO's TIP web page.

No public comments were received for Amendment 3.

Amendment 17-00 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

R-17-01 (Ver 1) 17-00		FEDERAL									
<p>Title: SW Butler Rd/SW 150th St Intersection (2018, 2019, 2020) Lead Agency: Butler County Contact(s): Darryl C. Lutz, P.E. 3163224101 dlutz@bucoks.com Scope: Reconstruct the SW Butler Rd/SW 150th St intersection and the SW Butler Rd approaches from its existing rural 2-lane roadway with a 2-way STOP controlled intersection to a 4-lane arterial standard with curb & gutter, raised median north and no median south and a signalized intersection with dedicated left turn lanes from SW 155th St. to SW 145th St. Project has a 10' wide multi-use path that will connect to an existing path at SW 120th St. and eventually connect to Rose Hill. Infaltion Assumptions: 2% per year increase. Explain Funding Source: Local matching funds from Butler County-Funding Source: Local Ad Valorem Property Taxes and Special City County Highway Funds. A copy of the 2016 adopted budget and CIP is available on-line at http://www.bucoks.com/DocumentCenter/View/2848. The CIP begi</p>											
<p>Primary Mode: Intersection County: Butler County Project Type: Phase of a Larger Projec Limit(s): SW Butler Rd beginning 0.5 miles south of SW 150th St., thence north 1 mile. Biike/Ped: Y KDOT ID: (N/A)</p>											
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL			
2018	Local	\$300,000	\$500,000	\$250,000	\$0	\$0	\$0	\$1,050,000			
2019	Local	\$0	\$0	\$0	\$1,960,508	\$217,834	\$0	\$2,178,342			
2019	Local AC	\$0	\$0	\$0	\$3,439,492	\$382,166	\$0	\$3,821,658			
2019	MPO-STP	\$0	\$0	\$0	\$900,000	\$100,000	\$0	\$1,000,000			
2020	MPO-STP ACCP	\$0	\$0	\$0	\$3,439,492	\$382,166	\$0	\$3,821,658			
2017-2020 TOTAL		\$300,000	\$500,000	\$250,000	\$6,300,000	\$700,000	\$0	\$8,050,000			
2017-2020 + (Prior & Future Years) TOTAL		\$300,000	\$500,000	\$250,000	\$6,300,000	\$700,000	\$0	\$8,050,000			

*ACCP is not part of Total

Amendment 17-00 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

FEDERAL

B-17-01 (Ver 1) 17-00

Title: KTA Bridge - 159th St. East (2017, 2018, 2019, 2020)

Lead Agency: City of Andover

Contact(s): Leslie E. Mangus 3167331303 lmangus@andoverks.com

Scope: Reconstruct bridge and approaches to four-lane width with 10' bicycle/pedestrian path to meet current functional and structural requirements.

Infaltion Assumptions: 4% annual

Explain Funding Source: The project is included in the adopted local CIP and the PE, RW acquisition, utility relocation, and 20% local match are to be funded by the existing 1% local retailers sales tax that is dedicated to street improvements. The preliminary engineering, right of way, and 20% local match are to be funded by the existing 1% local retailers sales tax that is dedicated to street improvements. The preliminary engineering, right of way, and 20% local match are to be funded by the existing 1% local retailers sales tax that is dedicated to street improvements.

Primary Mode: Bridge - Other Road

KDOT ID: (008 N0655-01)

Bike/Ped: Y

Project Type: Phase of a Larger Project

County: Butler County Limits: 159th St. East approximately 1/2 mile south of 13th St. North

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	EARMARK	\$0	\$178,966	\$0	\$0	\$0	\$0	\$178,966
2017	Local	\$0	\$44,742	\$0	\$0	\$0	\$0	\$44,742
2018	EARMARK	\$222,130	\$0	\$210,549	\$0	\$0	\$0	\$432,679
2018	Local	\$55,532	\$0	\$52,637	\$0	\$0	\$0	\$108,169
2019	EARMARK	\$0	\$0	\$0	\$368,355	\$0	\$0	\$368,355
2019	Local	\$0	\$0	\$0	\$428,440	\$67,320	\$0	\$495,760
2019	Local AC	\$0	\$0	\$0	\$624,923	\$125,077	\$0	\$750,000
2019	MPO-STP	\$0	\$0	\$0	\$720,484	\$144,203	\$0	\$864,687
2020	MPO-STP ACCP	\$0	\$0	\$0	\$624,923	\$125,077	\$0	\$750,000
2017-2020 TOTAL		\$277,662	\$223,708	\$263,186	\$2,142,202	\$336,600	\$0	\$3,243,358
2017-2020 + (Prior & Future Years) TOTAL		\$277,662	\$223,708	\$263,186	\$2,142,202	\$336,600	\$0	\$3,243,358

*ACCP is not part of Total

Amendment 17-00 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

FEDERAL

TA-17-01 (Ver 1) 17-00

Title: Andover Rd. Bicycle Pedestrian Path 13th St. - 21st St. (2018, 2020)

Lead Agency: City of Andover

Contact(s): Leslie E. Mangus City of Andover 3167331303 lmangus@andoverks.com
 Leslie E. Mangus
 Scope: Remove existing 5' sidewalk and replace with 10' bicycle /pedestrian path to complete the North- South bike /ped connection between existing 10' bike/ped facilities at 21st St. and the Redbud Trail

Infaltion Assumptions: 4% annual

Explain Funding Source: The project is included in the adopted local CIP and the PE, RW acquisition, utility relocation, and 20% local match are to be funded by the existing 1% local retailers sales tax that is dedicated to street improvements.

Primary Mode: Ped/Bike

Bike/Ped: Y

KDOT ID: (N/A)

County: Butler County

Limits: Andover Rd. - From approximately 750' south of 21st St. to north end of KTA Bridge north of 13th St.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2018	Local	\$0	\$69,120	\$144,000	\$0	\$0	\$0	\$213,120
2020	Local	\$0	\$0	\$0	\$138,240	\$41,472	\$0	\$179,712
2020	MPO-CMAQ	\$0	\$0	\$0	\$144,127	\$62,208	\$0	\$206,335
2020	MPO-TA	\$0	\$0	\$0	\$408,833	\$0	\$0	\$408,833
2017-2020 TOTAL		\$0	\$69,120	\$144,000	\$691,200	\$103,680	\$0	\$1,008,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$69,120	\$144,000	\$691,200	\$103,680	\$0	\$1,008,000

Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

R-11-014

(Ver 1) 17-00

FEDERAL

Title: Andover Rd.: Four Mile Creek Bridge to SW 120th St. (2016, 2017)

Lead Agency: City of Andover

Contact(s): Leslie E. Mangus City of Andover 3167331303 lmangus@andoverks.com Leslie E. Mangus

Scope: Improve to 4-lanes with curb and gutter, median, dedicated turn lanes, and 10 ft. bicycle/pedestrian sidewalk from the south end of the Butler County Four Mile Creek Bridge project through the SW 120th St. intersection.

Infaltion Assumptions: 4% annual

Explain Funding Source: The project is programmed for funding the the adopted City CIP. The CIP is funded by a local 1% retailer's sales tax dedicated to street improvements.

Primary Mode: Road - Other Road

Bike/Ped: Y

KDOT ID: (087 N0635-01)

County: Butler County

Project Type: Stand Alone

Limits: Andover Rd.: Four Mile Creek Bridge to SW 120th St.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$0	\$0	\$182,228	\$1,111,755	\$99,176	\$0	\$1,393,159
2017	MPO-STP	\$0	\$0	\$0	\$4,447,018	\$396,706	\$0	\$4,843,724
<2017	Prior	\$0	\$208,826	\$0	\$0	\$0	\$0	\$208,826
2017-2020 TOTAL		\$0	\$0	\$182,228	\$5,558,773	\$495,882	\$0	\$6,236,883
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$208,826	\$182,228	\$5,558,773	\$495,882	\$0	\$6,445,709

R-17-02

(Ver 1) 17-00

FEDERAL

Title: Woodlawn: 45th St to 37th St. N (2019, 2020)

Lead Agency: City of Bel Aire

Contact(s): Anne Stephens, P.E. 3167442451 astephens@belaireks.gov

Scope: Reconstruct and pave Woodlawn from the existing two lane section to a three-lane section with curb and gutter from 37th to 45th Streets. The project will include a 10' hike and bike path that connects with the hike and bike path proposed for 37th Street from Oliver to Woodlawn that will be constructed in 2016. The intersection of 45th and Woodlawn will also be reconstructed as a part of this project.

Infaltion Assumptions: KDOT's Inflation Rate Table was utilized to provide the estimate in YOE dollars.

Explain Funding Source: The City's portion of the project will be 100% debt financed.

Primary Mode: Road - Other Road

Bike/Ped: Y

KDOT ID: (N/A)

County: Sedgwick County

Project Type: Stand Alone

Limits: Woodlawn, beginning at the north return of 37th Street and continuing through the intersection of 45th Street.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2019	Local	\$570,000	\$527,500	\$20,000	\$0	\$0	\$0	\$1,117,500
2020	Local	\$0	\$0	\$0	\$1,054,980	\$791,200	\$0	\$1,846,180
2020	MPO-STP	\$0	\$0	\$0	\$4,219,920	\$0	\$0	\$4,219,920
2017-2020 TOTAL		\$570,000	\$527,500	\$20,000	\$5,274,900	\$791,200	\$0	\$7,183,600
2017-2020 + (Prior & Future Years) TOTAL		\$570,000	\$527,500	\$20,000	\$5,274,900	\$791,200	\$0	\$7,183,600

Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

FEDERAL

INT-17-01 (Ver 1) 17-00

Title: Patriot Ave.: WB Right Turn Lane to K15 NB (2017, 2019, 2020)

Lead Agency: City of Derby

Contact(s): Dan Squires 3167886632 dansquires@derbyweb.com

Scope: Design, land acquisition, utility relocation, signal modifications and construction of a right turn lane from westbound Patriot Ave. (63rd St. S.) to northbound K-15 Highway. Turn Lane will extend from K-15 to Commerce Drive and will be constructed to an urban standard including curb & gutter.

Infaltion Assumptions: 4% inflation annually for 5 years

Explain Funding Source: The City will incorporate the project into the 5 year CIP upon award of funding. It is anticipated that the City portion of the project costs will be paid through the issuance of general obligation bonds.

Primary Mode: Intersection Project Type: Stand Alone Bike/Ped: N KDOT ID: (N/A)

County: Sedgwick County Limits: North side of Patriot Ave. (63rd St. S.) between Commerce Dr. and Highway K-15

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
2019	Local	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$100,000
2020	Local	\$0	\$0	\$0	\$55,200	\$8,280	\$0	\$63,480
2020	MPO-STP	\$0	\$0	\$0	\$220,800	\$33,120	\$0	\$253,920
2017-2020 TOTAL		\$50,000	\$50,000	\$50,000	\$276,000	\$41,400	\$0	\$467,400
2017-2020 + (Prior & Future Years) TOTAL		\$50,000	\$50,000	\$50,000	\$276,000	\$41,400	\$0	\$467,400

FEDERAL

B-17-02 (Ver 1) 17-00

Title: Bridge over Chisholm Creek on 61st Street North (2017, 2018, 2019)

Lead Agency: City of Park City

Contact(s): Daniela Rivas 3167442026 cityclerk@parkcityks.com

Scope: Replace a deficient bridge, construct a new 300 foot bridge meeting all current standards. The bridge will have 10 foot sidewalks on both sides of the bridge.

Infaltion Assumptions: 3yrs @ 1.5%/Yr.=4.5%

Explain Funding Source: State/Federal 80%, Local 20%.

Primary Mode: Bridge - Other Road Project Type: Stand Alone Bike/Ped: Y KDOT ID: (N/A)

County: Sedgwick County Limits: 555 feet west of the centerline of I-135.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$0	\$150,000	\$50,000	\$0	\$0	\$0	\$200,000
2018	Local	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
2019	Local	\$0	\$0	\$0	\$1,000,000	\$150,000	\$0	\$1,150,000
2019	MPO-STP	\$0	\$0	\$0	\$4,000,000	\$600,000	\$0	\$4,600,000
2017-2020 TOTAL		\$50,000	\$150,000	\$50,000	\$5,000,000	\$750,000	\$0	\$6,000,000
2017-2020 + (Prior & Future Years) TOTAL		\$50,000	\$150,000	\$50,000	\$5,000,000	\$750,000	\$0	\$6,000,000

Amendment 17-01 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

R-13-005 (Ver 2) 17-01											FEDERAL	
Title: 5th St.: Bridge over Floodway to Fiddler's Creek (2017, 2018)												
Lead Agency: City of Valley Center												
Contact(s): Scott Hildebrand City of Valley Center (316)755-7310 SHildebrand@valleycenterks												
Scope: Improvements to the road base, repaving the road, sidewalk, addition of turn lanes at Seneca intersection, and improvements to sight distance.												
Inflation Assumptions: Inflation assumptions used are those applied to MOVE 2040 for this project in order to remain consistent.												
Explain Funding Source: Debt financing, general fund/CIP.												
Primary Mode: Road - Other Road											Project Type: Stand Alone	
County: Sedgwick County											Limits: Wichita-Valley Center Floodway Bridge to Fiddler's Creek on 5th St. (85th St.).	
											Bike/Ped:	
											KDOT ID: (087 N0650-01)	
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL				
2017	Local	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000				
2018	Local	\$0	\$0	\$100,000	\$400,000	\$75,000	\$0	\$575,000				
2018	MPO-STP	\$0	\$0	\$0	\$1,635,000	\$125,000	\$0	\$1,760,000				
2017-2020 TOTAL		\$0	\$200,000	\$100,000	\$2,035,000	\$200,000	\$0	\$2,535,000				
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$200,000	\$100,000	\$2,035,000	\$200,000	\$0	\$2,535,000				

INT-14-001 (Ver 1) 17-00											FEDERAL	
Title: 45th St. & Hillside (2016, 2017)												
Lead Agency: City of Wichita												
Contact(s): Paul Gunzelman 3162684393 pgunzelman@wichita.gov												
Scope: Improve the intersection to include left turn lanes and traffic signalization. The project limits will include the railroad crossing on the east and south legs of the intersection. The west leg will include the 254 & Hillside off ramp.												
Inflation Assumptions: Recent cost estimate provided by design consultant												
Explain Funding Source: 50% federal funding, 50% City-issued General Obligation bonds.												
Primary Mode: Intersection											Project Type: Stand Alone	
County: Sedgwick County											Limits: 45th & Hillside - improvements on the east and south legs will include the railroad crossings	
											Bike/Ped: N	
											KDOT ID: (087 N0616-01)	
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL				
2017	HSIP	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000				
2017	Local	\$0	\$0	\$50,000	\$2,050,000	\$350,000	\$0	\$2,450,000				
2017	MPO-CMAQ	\$0	\$0	\$0	\$1,218,353	\$0	\$0	\$1,218,353				
2017	MPO-STP	\$0	\$0	\$0	\$881,647	\$0	\$0	\$881,647				
<2017	Prior	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000				
2017-2020 TOTAL		\$0	\$0	\$50,000	\$4,650,000	\$350,000	\$0	\$5,050,000				
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$300,000	\$50,000	\$4,650,000	\$350,000	\$0	\$5,350,000				

Amendment 17-02 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

FEDERAL

INT-15-001 (Ver 2) 17-02

Title: Intersection: Douglas and Hydraulic

Lead Agency: City of Wichita

Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

Scope: Reduce Hydraulic from 4 lanes to 3 lanes, create a northbound and southbound left turn lane, add east and westbound left turn lanes on Douglas. Replace traffic signal.

Infaltion Assumptions: 4%

Explain Funding Source:

Primary Mode: Intersection

KDOT ID: (087 N0639-01)

Bike/Ped:

Project Type:

County: Sedgwick County

Limits: Intersection

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	HSIP	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
2017	Local	\$0	\$50,000	\$25,000	\$900,000	\$150,000	\$0	\$1,125,000
2017-2020 TOTAL		\$0	\$50,000	\$25,000	\$1,300,000	\$150,000	\$0	\$1,525,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$50,000	\$25,000	\$1,300,000	\$150,000	\$0	\$1,525,000

FEDERAL

TA-14-016 (Ver 2) 17-02

Title: 17th and 18th St. Bikeway

Lead Agency: City of Wichita

Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

Scope: Construction of approximately 2.5 miles of bikeways consisting of shared lane markings or bike lanes from the I-135 Path to the Rosalie Bradley Path at 21st St.; and will connect to the porter Bike Route scheduled for installation in 2013.

Infaltion Assumptions: 4%

Explain Funding Source:

Primary Mode: Ped/Bike

Bike/Ped: Y

KDOT ID: (087 TE0624-01)

Project Type:

County: Sedgwick County

Limits: from Rosalie Bradley Path at 21st St. to I-135 Path

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$0	\$0	\$0	\$23,400	\$0	\$0	\$23,400
2017	MPO-TA	\$0	\$0	\$0	\$70,200	\$0	\$0	\$70,200
2017-2020 TOTAL		\$0	\$0	\$0	\$93,600	\$0	\$0	\$93,600
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$93,600	\$0	\$0	\$93,600

Amendment 17-00 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

TA-17-02 (Ver 1) 17-00 FEDERAL											
<p>Title: Redbud Path, K-96 to 159th (2017, 2019, 2020) Contact(s): Paul Gunzelman 3162684393 pgunzelman@wichita.gov Lead Agency: City of Wichita Scope: The project will construct a 10' path along the old railroad corridor. This project will connect the recently completed Redbud Path east of 159th that City of Andover constructed to the K-96 path. Infaltion Assumptions: Based on recent bids received on previous projects and 2% inflation per year Explain Funding Source: The project is funded with \$1,000,000 of local GO \$s from 2018-2020 in the 2015 - 2024 Capital Improvement Program. Primary Mode: Ped/Bike Project Type: Stand Alone Bike/Ped: Y KDOT ID: (N/A) County: Sedgwick County Limits: Redbud Path, K-96 to 159th</p>											
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL			
2017	Local	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000			
2019	Local	\$0	\$0	\$0	\$212,500	\$75,000	\$0	\$287,500			
2019	Local AC	\$0	\$0	\$0	\$305,417	\$11,977	\$0	\$317,394			
2019	MPO-TA	\$0	\$0	\$0	\$332,083	\$13,023	\$0	\$345,106			
2020	MPO-TA ACCP	\$0	\$0	\$0	\$305,417	\$11,977	\$0	\$317,394			
2017-2020 TOTAL		\$0	\$50,000	\$0	\$850,000	\$100,000	\$0	\$1,000,000			
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$50,000	\$0	\$850,000	\$100,000	\$0	\$1,000,000			
*ACCP is not part of Total											

R-11-015 (Ver 2) 17-02 FEDERAL											
<p>Title: Pawnee: Hydraulic to I-135 (2015, 2016, 2017) Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov Lead Agency: City of Wichita Scope: Reconstruct current 4-lane roadway to 5-lane roadway w/drainage improvements and sidewalk. Intersections of Pawnee & Hydraulic and Pawnee & K-15 will also be reconstructed w/upgraded signalization. Project includes bike path on the South side of Pawnee. Infaltion Assumptions: Estimate is based on previous similar projects and a 2% inflation rate. Explain Funding Source: This project is currently funded with federal funding distributed by WAMPO and city-issued general obligation bonds. Primary Mode: Road - Other Road Project Type: Bike/Ped: Y KDOT ID: (087 N0597-01) County: Sedgwick County Limits: On Pawnee, from Hydraulic to I-135</p>											
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL			
2017	MPO-STP ACCP	\$0	\$0	\$0	\$23,029	\$0	\$0	\$23,029			
<2017	Prior	\$300,000	\$108,160	\$50,000	\$5,273,240	\$268,600	\$0	\$6,000,000			
2017-2020 + (Prior & Future Years) TOTAL		\$300,000	\$108,160	\$50,000	\$5,273,240	\$268,600	\$0	\$6,000,000			
*ACCP is not part of Total											

Amendment 17-00 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

FEDERAL

R-13-001 (Ver 1) 17-00

Title: 127th St. E.:13th St. N. to 21st St. N. (2016, 2017, 2018)

Lead Agency: City of Wichita

Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov
 Paul Gunzelman Ci
 Scope: Construct a 3-lane facility including appropriate right turn decel lanes. Drainage improvements, including bridge extension at 127th & Edgewood to accommodate on-street bike lanes and sidewalk, will be included. 6' sidewalk will be constructed on each side of the road where space is available. Space is limited on the east side of 127th Street north of 13th Street.

Infaltion Assumptions: Recent cost estimate provided by design consultant

Explain Funding Source: 60% federal funding, 40% city-issued General Obligation bonds

Primary Mode: Road - Other Road

Project Type: Stand Alone

Limits: 127th St. E.: 13th St. N. to 21st St. N

County: Sedgwick County

Revenue Source

UT

PE

ROW

CON

CE

OP

TOTAL

2017 Local \$0 \$0 \$50,000 \$1,840,000 \$400,000 \$0 \$2,290,000

2017 Local AC \$0 \$0 \$0 \$2,706,386 \$0 \$0 \$2,706,386

2017 MPO-CMAQ \$0 \$0 \$0 \$482,003 \$0 \$0 \$482,003

2017 MPO-STP \$0 \$0 \$0 \$171,611 \$100,000 \$0 \$271,611

2018 MPO-STP ACCP \$0 \$0 \$0 \$2,706,386 \$0 \$0 \$2,706,386

<2017 Prior \$0 \$260,000 \$0 \$0 \$0 \$0 \$260,000

2017-2020 TOTAL \$0 \$0 \$50,000 \$5,200,000 \$500,000 \$0 \$5,750,000

2017-2020 + (Prior & Future Years) TOTAL \$0 \$260,000 \$50,000 \$5,200,000 \$500,000 \$0 \$6,010,000

*ACCP is not part of Total

Bike/Ped: Y

KDOT ID: (087 N0615-01)

Amendment 17-00 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

R-13-002 (Ver 1) 17-00 LOCAL											
Title: 9th St.:I-135 to Hillside (2017, 2018)											
Lead Agency: City of Wichita											
Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.govPaul Gunzelman Ci											
Scope: Construct a 2/3 lane roadway with drainage improvements and sidewalk. On-street bike lanes and/or on-street parking is being considered. Traffic signal/roundabout at 9th & Grove is also being evaluated.											
Infaltion Assumptions: Estimate is based on previous similar projects and a 2% inflation rate.											
Explain Funding Source: 100% City-issued General Obligation bonds											
Primary Mode: Road - Other Road											
Project Type: Stand Alone											
County: Sedgwick County											
Limits: 9th St.: I-135 to Hillside											
Bike/Ped: Y											
KDOT ID: (N/A)											
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL			
2017	Local		\$0	\$0	\$0	\$0	\$0	\$260,000	\$0	\$0	\$260,000
2018	Local		\$0	\$104,000	\$3,528,000	\$208,000	\$0	\$3,840,000	\$0	\$0	\$3,840,000
2017-2020 TOTAL											
2017-2020 + (Prior & Future Years) TOTAL											
			\$0	\$104,000	\$3,528,000	\$208,000	\$0	\$4,100,000	\$0	\$0	\$4,100,000
			\$0	\$104,000	\$3,528,000	\$208,000	\$0	\$4,100,000	\$0	\$0	\$4,100,000

R-13-004 (Ver 3) 17-03 FEDERAL											
Title: 143rd St. E.: Kellogg to Central (2016, 2017, 2018)											
Lead Agency: City of Wichita											
Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov											
Scope: Construct a 5-lane facility including appropriate right turn decel lanes. Drainage improvements will be included as well as constructing a 10' multi-use path from Kellogg to the KTA bridge. The project will include improvements to the 143rd and Kellogg intersection, including new traffic signals.											
Infaltion Assumptions: Recent cost estimate provided by design consultant											
Explain Funding Source: 25% federal funding, 75% city-issued General Obligation bonds											
Primary Mode: Road - Other Road											
Project Type:											
County: Sedgwick County											
Limits: 143rd St. E.: Kellogg to Central											
Bike/Ped: Y											
KDOT ID: (087 N0614-01)											
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL			
2017	Local		\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
2017	Local AC		\$0	\$0	\$763,029	\$0	\$0	\$763,029	\$0	\$0	\$763,029
2017	MPO-STP		\$0	\$0	\$2,573,133	\$263,838	\$0	\$2,836,971	\$0	\$0	\$2,836,971
2017	MPO-STP ACCP		\$0	\$0	\$201,522	\$0	\$0	\$201,522	\$0	\$0	\$201,522
2018	MPO-STP ACCP		\$0	\$0	\$561,507	\$0	\$0	\$561,507	\$0	\$0	\$561,507
<2017	Prior		\$0	\$0	\$1,089,888	\$710,112	\$0	\$2,060,000	\$0	\$0	\$2,060,000
2017-2020 TOTAL											
2017-2020 + (Prior & Future Years) TOTAL											
			\$0	\$50,000	\$3,336,162	\$263,838	\$0	\$3,650,000	\$0	\$0	\$3,650,000
			\$0	\$50,000	\$4,426,050	\$973,950	\$0	\$5,710,000	\$0	\$0	\$5,710,000

*ACCP is not part of Total

R-14-002 (Ver 1) 17-00 FEDERAL															
Title: 37th St.: Oliver to Woodlawn (2015, 2016, 2017)															
Lead Agency: City of Wichita															
Contact(s): Paul Gunzelman 3162684393 pgunzelman@wichita.gov															
Scope: Reconstruct 3-lane roadway. Including the Oliver intersection, drainage, sidewalks.															
Infaltion Assumptions: Based on recent cost estimate provided by design consultant															
Explain Funding Source: This project is currently funded with federal funding distributed by WAMPO and city-issued general obligation bonds.															
Primary Mode: Road - Other Road															
Project Type: Stand Alone															
Limits: On 37th St N, from Oliver to Woodlawn															
County: Sedgwick County															
Bike/Ped: Y															
KDOT ID: (087 N0613-01)															
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL							
2017	MPO-CMAQ ACCP	\$0	\$0	\$0	\$571,136	\$0	\$0	\$571,136							
2017	MPO-STP ACCP	\$0	\$0	\$0	\$312,391	\$0	\$0	\$312,391							
<2017	Prior	\$0	\$270,000	\$50,000	\$3,835,593	\$664,407	\$0	\$4,820,000							
2017-2020 + (Prior & Future Years) TOTAL									\$0	\$270,000	\$50,000	\$3,835,593	\$664,407	\$0	\$4,820,000

*ACCP is not part of Total

R-15-003 (Ver 3) 17-03 FEDERAL															
Title: Greenwch, Pawnee to Harry (2017, 2018, 2019)															
Lead Agency: City of Wichita															
Contact(s): Paul Gunzelman Wichita Public Works 3162684393 pgunzelman@wichita.gov															
Scope: Reconstruct current 2-lane roadway to a 3-lane roadway w/drainage improvements, sidewalk, and multi-use path. Right turn decel lanes will be constructed at appropriate side streets. The intersection of Pawnee & Greenwch will be improved to include left turn lanes and traffic signalization.															
Infaltion Assumptions: Estimate is based on most recent similar projects and 2% inflation per year.															
Explain Funding Source: 70% federal funding, 30% city-issued general obligation bonds															
Primary Mode: Road - Other Road															
Project Type:															
Limits: Greenwch, Pawnee to Harry															
County: Sedgwick County															
Bike/Ped: Y															
KDOT ID: (087 N0663-01)															
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL							
2017	Local	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000							
2018	Local	\$0	\$0	\$250,000	\$1,105,672	\$138,078	\$0	\$1,493,750							
2018	Local AC	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000							
2018	MPO-CMAQ	\$0	\$0	\$0	\$125,505	\$143,622	\$0	\$269,127							
2018	MPO-STP	\$0	\$0	\$0	\$3,190,565	\$0	\$0	\$3,190,565							
2019	MPO-STP ACCP	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000							
2017-2020 TOTAL									\$0	\$150,000	\$250,000	\$4,821,742	\$281,700	\$0	\$5,503,442
2017-2020 + (Prior & Future Years) TOTAL									\$0	\$150,000	\$250,000	\$4,821,742	\$281,700	\$0	\$5,503,442

*ACCP is not part of Total

Amendment 17-00 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

R-17-03 (Ver 1) 17-00													FEDERAL		
<p>Title: 17th Street, I-135 to Broadway (2018, 2019, 2020) Lead Agency: City of Wichita Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov Paul Gunzelman Ci Scope: The project will re-construct the existing 2-lane asphalt mat street to provide a 3-lane curb and gutter section to facilitate truck traffic. Drainage improvements will be made. In addition, bicycle improvements will be made to connect the Midtown Multi-use path (near 15th & Broadway) to the McAdams Multi-use path (at McAdams Park). Sidewalk improvements will also be made.</p>															
<p>Infaltion Assumptions: Based on recent bids received on previous projects and 2% inflation per year Explain Funding Source: The project is funded with \$4,800,000 of local GO \$s from 2019-2021 in the 2015 - 2024 Capital Improvement Program.</p>															
<p>Primary Mode: Road - Other Road Project Type: Stand Alone Bike/Ped: Y KDOT ID: (N/A)</p>															
<p>County: Sedgwick County Limits: 17th Street, I-135 to Broadway</p>															
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL							
2018	Local	\$0	\$200,000	\$100,000	\$0	\$0	\$0	\$300,000							
2019	Local	\$0	\$0	\$0	\$1,025,000	\$100,000	\$0	\$1,125,000							
2019	Local AC	\$0	\$0	\$0	\$600,719	\$69,505	\$0	\$670,224							
2019	MPO-STP	\$0	\$0	\$0	\$2,424,281	\$280,495	\$0	\$2,704,776							
2020	MPO-CMAQ ACCP	\$0	\$0	\$0	\$0	\$43,148	\$0	\$43,148							
2020	MPO-STP ACCP	\$0	\$0	\$0	\$600,719	\$26,357	\$0	\$627,076							
2017-2020 TOTAL		\$0	\$200,000	\$100,000	\$4,050,000	\$450,000	\$0	\$4,800,000							
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$200,000	\$100,000	\$4,050,000	\$450,000	\$0	\$4,800,000							
*ACCP is not part of Total															
R-17-04 (Ver 1) 17-00													LOCAL		
<p>Title: 17th, Hillside to Oliver (2015, 2019) Lead Agency: City of Wichita Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov Paul Gunzelman Ci Scope: The project will consist of concrete repair, curb and gutter repair, and re-stripping of 17th Street from a 4-lane facility to a 3-lane facility with on-street bike lanes.</p>															
<p>Infaltion Assumptions: Estimate is based on recent cost estimate. Explain Funding Source: \$1,500,000 of local GO \$s is programmed in the 2015-2024 CIP.</p>															
<p>Primary Mode: Road - Other Road Project Type: Stand Alone Bike/Ped: Y KDOT ID: (N/A)</p>															
<p>County: Sedgwick County Limits: 17th Street, Hillside to Oliver</p>															
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL							
2019	Local	\$0	\$0	\$0	\$1,250,000	\$100,000	\$0	\$1,350,000							
<2017	Prior	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000							
2017-2020 TOTAL		\$0	\$0	\$0	\$1,250,000	\$100,000	\$0	\$1,350,000							
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$150,000	\$0	\$1,250,000	\$100,000	\$0	\$1,500,000							

Amendment 17-00 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

R-17-05 (Ver 1) 17-00 FEDERAL													
<p>Title: Mt. Vernon, Broadway to S.E. Blvd (2017, 2018, 2019, 2020) Lead Agency: City of Wichita Contact(s): Paul Gunzelman 3162684393 pgunzelman@wichita.gov</p> <p>Scope: The project will re-construct the existing street to provide a 3-lane roadway with on-street bike lanes. 6' sidewalks will be constructed on each side of Mt. Vernon. Traffic signal upgrades will be made at existing signalized intersections and crosswalks.</p> <p>Infaltion Assumptions: 2% inflation per year</p> <p>Explain Funding Source: The project is funded with \$4,300,000 of local GO \$s in 2019 and 2020 in the 2015 - 2024 Capital Improvement Program.</p> <p>Primary Mode: Road - Other Road Project Type: Stand Alone Bike/Ped: Y KDOT ID: (N/A)</p> <p>County: Sedgwick County Limits: Mt. Vernon, Broadway to S.E. Blvd</p>													
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL					
2017	Local		\$187,000	\$0	\$0	\$0	\$0	\$187,000					
2018	Local		\$0	\$300,000	\$0	\$0	\$0	\$300,000					
2019	Local		\$0	\$0	\$900,000	\$100,000	\$0	\$1,000,000					
2019	Local AC		\$0	\$0	\$1,402,999	\$155,889	\$0	\$1,558,888					
2019	MPO-CMAQ		\$0	\$0	\$1,297,001	\$144,111	\$0	\$1,441,112					
2020	MPO-CMAQ ACCP		\$0	\$0	\$1,402,999	\$155,889	\$0	\$1,558,888					
2017-2020 TOTAL									\$0	\$187,000	\$300,000	\$0	\$4,487,000
2017-2020 + (Prior & Future Years) TOTAL									\$0	\$187,000	\$300,000	\$0	\$4,487,000

*ACCP is not part of Total

R-17-06 (Ver 1) 17-00 LOCAL													
<p>Title: 13th, 119th-135th (2019) Lead Agency: City of Wichita Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov Paul Gunzelman Ci</p> <p>Scope: Reconstruct the existing 2-lane asphalt mat street with a 3-lane curb and gutter section with drainage improvements. Right turn decel lanes will be constructed at appropriate intersecting streets. A 10' multiuse path will be constructed on the north side of 13th Street and a 6' sidewalk will be constructed on the south side of 13th Street.</p> <p>Infaltion Assumptions: Estimate is based on recent bids received on similar projects and a 2% inflation rate per year.</p> <p>Explain Funding Source: \$4,000,000 of local GO \$s is programmed in the 2015-2024 CIP in 2019.</p> <p>Primary Mode: Road - Other Road Project Type: Stand Alone Bike/Ped: Y KDOT ID: (N/A)</p> <p>County: Sedgwick County Limits: 13th Street, 119th St. W. to 135th St. W.</p>													
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL					
2019	Local		\$0	\$0	\$3,600,000	\$400,000	\$0	\$4,000,000					
2017-2020 TOTAL									\$0	\$0	\$3,600,000	\$0	\$4,000,000
2017-2020 + (Prior & Future Years) TOTAL									\$0	\$0	\$3,600,000	\$0	\$4,000,000

ITS-17-01

(Ver 1) 17-03

FEDERAL

Title: K15 Corridor ITS Deployment (2017)

Lead Agency: City of Wichita

Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov

Scope: K-15 Corridor

Retrofit the existing signals along K-15/Southeast Blvd. with new controllers, GPS clocks, Ethernet/Fiber capable switches, PTZ cameras with modem connections. Investigate coordination and timing needs. Controller will need to support automated signal performance measures and perform high definition data logging. Two arterial Digital Message Signs (DMS) and two camera sites are planned in addition to the signal upgrades. All cameras and fiber will be connected into the WICHWay Center. Modems will connect the switches to the respective city or county that requires access. GPS clocks will synch the clocks to run time of day programs.

Intersections are expected to include:

- US-54 & Washington Ramps
- Washington & Southeast Blvd.
- Harry & Southeast Blvd.
- Mt. Vernon & Southeast Blvd.
- Hydraulic & Southeast Blvd.
- Pawnee & Southeast Blvd.
- Wassel & Southeast Blvd.
- 31st & K-15
- MacArthur & K-15
- 47th & K-15
- 63rd/Patriot & K-15
- 71st Street/Meadowlark & K-15
- Buckner & K-15
- Madison & K-15
- Market & K-15

A DMS is planned near Patriot and near I-135 for northbound traffic. Two additional cameras are planned for either side of 55th Street South due to curves in K-15.

Infaltion Assumptions: 4% per year

Explain Funding Source:

Primary Mode: Technology

Project Type:

County: Sedgwick County Limits: K15/Southeast Blvd/Washington St from Market to US-54

Bike/Ped: Y

KDOT ID: (N/A)

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$0	\$0	\$0	\$129,000	\$0	\$0	\$129,000
2017	MPO-CMAQ	\$0	\$0	\$0	\$262,425	\$0	\$0	\$262,425
2017	MPO-STP	\$0	\$0	\$0	\$253,575	\$0	\$0	\$253,575
2017-2020 TOTAL		\$0	\$0	\$0	\$645,000	\$0	\$0	\$645,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$645,000	\$0	\$0	\$645,000

B-13-007 (Ver 2) 17-03 **FEDERAL**

Title: Bridge Replacements on I-235 (KA-3109-01) (2013, 2015, 2016, 2018)
 Lead Agency: KDOT
 Contact(s): Rene Hart KDOT 785296-8593 rene.hart@ks.gov
 Scope: Replace 5 bridges located on I-235, between Zoo Blvd and K-96. Bridges #096 & #097 (Arkansas River) located 1.09 & 1.08 miles northeast of Bickell St., #098 (25th St.) located at the junction of I-235/25th St. and Bridges #099 & #100 (Wichita Flood Control Canal) located 0.69 & 0.7 miles northeast of 25th St.

This project was originally listed as "Bridge: Various Bridge Replacements in Sedgwick Co." in MOVE 2040.
 Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project.
 Explain Funding Source: Project is funded with federal NHPP funding and State funding.

Primary Mode: Bridge - Highway
 Project Type: Bike/Ped: N
 KDOT ID: (087 KA3109-01)

County: Sedgwick County
 Limits: I-235, between Zoo Blvd and K-96.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2018	NHPP ACCP	\$0	\$1,661,361	\$0	\$17,934,250	\$1,363,130	\$0	\$20,958,741
<2017	Prior	\$360,000	\$2,000,000	\$0	\$21,775,236	\$1,633,142	\$0	\$25,768,378
2017-2020 + (Prior & Future Years) TOTAL		\$360,000	\$2,000,000	\$0	\$21,775,236	\$1,633,142	\$0	\$25,768,378

***ACCP is not part of Total**

B-17-03 (Ver 1) 17-03 **STATE**

Title: Bridge Replacement of bridges #079 & #080 on I-235 in Sedgwick County
 Lead Agency: KDOT
 Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
 Scope: Bridge Replacement
 Infaltion Assumptions: 4.8% 2014 Base Year Cost
 Explain Funding Source: State Funds

Primary Mode: Bridge - Highway
 Project Type: Bike/Ped:
 KDOT ID: (KA-3895-01)

County: Sedgwick County
 Limits: I-235: Bridge #079 (South Bound) Located 0.26 Miles North West of West Street. Bridge #080 (North Bound) Located 0.25 Miles North West of West Street (Mopac RailRoad)

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2018	State	\$0	\$0	\$180,000	\$0	\$0	\$0	\$180,000
2019	State	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
2017-2020 TOTAL		\$90,000	\$0	\$180,000	\$0	\$0	\$0	\$270,000
2017-2020 + (Prior & Future Years) TOTAL		\$90,000	\$0	\$180,000	\$0	\$0	\$0	\$270,000

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

ICH-12-008 (Ver 4) 17-03										
FEDERAL										
Title: I-235/US-54 & I-235/Central - Phase I (KA-0161-04) (2011, 2013, 2014, 2015, 2016, 2017, 2018, 2019)										
Lead Agency: KDOT										
Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov										
Scope: Phase 1 reconstruction of the I-235/US-54 interchange includes construction of flyover ramps to replace the existing loop ramps for the NB I-235 to WB US-54 and SB I-235 to EB US-54 movements, construction of auxiliary lanes on I-235 from US-54 to the Central interchange, and reconstruction of the West Street interchange.										
Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project.										
Explain Funding Source: Federal funds used by KDOT, state KDOT funds, and Sedgwick County										
Primary Mode: Interchange										
Project Type: Bike/Ped: (087 KA0161-04)										
County: Sedgwick County Limits: I-235 and the interchanges at I-235/US-54 (Kellogg)										
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2017	KDOT-STP ACCP	\$0	\$0	\$0	\$8,258,685	\$0	\$0	\$8,258,685		
2018	KDOT-STP ACCP	\$0	\$0	\$0	\$35,000,000	\$3,000,000	\$0	\$38,000,000		
2019	KDOT-STP ACCP	\$0	\$0	\$0	\$24,589,462	\$2,286,514	\$0	\$26,875,976		
<2017	Prior	\$5,481,442	\$8,850,795	\$15,800,991	\$104,448,147	\$8,715,682	\$0	\$143,297,057		
2017-2020 + (Prior & Future Years) TOTAL		\$5,481,442	\$8,850,795	\$15,800,991	\$104,448,147	\$8,715,682	\$0	\$143,297,057		
*ACCP is not part of Total										

ICH-17-01 (Ver 3) 17-03										
STATE										
Title: North Junction Project (I-135, I-235, K-254, K-96) (KA-3232-01) (2016)										
Lead Agency: KDOT										
Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov										
Scope: PE for Gold, Orange and Purple Phases of the North Junction Project. This project will review specific lane configurations on all ramp movements, identify constructible segments for the ultimate interchange configuration and review their impacts of adjacent projects. PE also includes the necessary Break-in-Access study for the project.										
Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project										
Explain Funding Source: STP, NHPP, & State										
Primary Mode: Interchange										
Project Type: Bike/Ped: N										
County: Sedgwick County Limits: I-235/I-135/K-254/K-96 interchange in North Wichita										
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
<2017	Prior	\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000		
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000		

Amendment 17-02 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

INT-17-002 (Ver 2) 17-02												STATE						
Title: Intersection Improvements at US-54 and Barber Dr. (2018)																		
Lead Agency: KDOT																		
Contact(s): Neida Buckley KDOT (785) 368-7099 neida.buckley@ks.gov																		
Scope: Intersection Improvements in Goddard																		
Infaltion Assumptions: 4%																		
Explain Funding Source: State Corridor Management Funds																		
Primary Mode: Intersection																		
Project Type: US-54 and Barber Dr. in Goddard																		
Limits: US-54 and Barber Dr. in Goddard																		
County: Sedgwick County												Bike/Ped: N						
Revenue Source												KDOT ID: (087 KA4362-01)						
FED FY	State	UT	PE	ROW	CON	CE	OP	TOTAL										
2018	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000					
2017-2020 TOTAL												\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
2017-2020 + (Prior & Future Years) TOTAL												\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000

B-13-008 (Ver 3) 17-03												FEDERAL						
Title: I-235/I-135/K-254 Interchange (North Junction) Green Phase (KA-3110-01)																		
Lead Agency: KDOT																		
Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov																		
Scope: Green Phase of North Junction Project. Reconstruct I-235 from east of Meridian Avenue to west of I-135, replace bridges, add continuous auxiliary lanes, improve the interchange at Broadway Avenue, and construct a connector road from Seneca Street to Meridian Avenue north of I-235.																		
Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project.																		
Explain Funding Source:																		
Primary Mode: Road - Highway																		
Project Type: I-235, from east of Meridian Avenue to west of I-135																		
Limits: I-235, from east of Meridian Avenue to west of I-135																		
County: Sedgwick County												Bike/Ped: N						
Revenue Source												KDOT ID: (087 KA3110-01)						
FED FY	State	UT	PE	ROW	CON	CE	OP	TOTAL										
2017	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000					
2017	\$3,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000					
2019	\$0	\$0	\$0	\$0	\$66,681,450	\$4,785,750	\$0	\$0	\$0	\$0	\$0	\$0	\$71,467,200					
2019	\$0	\$0	\$0	\$0	\$7,409,050	\$531,750	\$0	\$0	\$0	\$0	\$0	\$0	\$7,940,800					
<2017	\$0	\$0	\$2,800,000	\$7,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,400,000					
>2020	\$3,600,000	\$2,520,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,120,000					
2017-2020 TOTAL												\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$83,408,000
2017-2020 + (Prior & Future Years) TOTAL												\$4,000,000	\$2,800,000	\$74,090,500	\$5,317,500	\$0	\$0	\$93,808,000

Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

R-11-005 (Ver 3) 17-03 FEDERAL

Title: US-54: Cypress to Wiedemann 6-Lane Reconstruction (KA-2382-01)

Lead Agency: ~~2016~~ 2016, 2017

Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov

Scope: Reconstruct US-54/Kellogg Ave. to a 6-Lane Freeway section with frontage roads from Cypress East to Wiedemann with interchange(s) at Webb Road and the Kansas Turnpike Authority (KTA).

Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project.

Explain Funding Source: Project funded with federal funds awarded by KDOT, State KDOT funding, and City of Wichita funding.

Primary Mode: Road - Highway Project Type: Bike/Ped: N KDOT ID: (087 KA2382-01)

County: Sedgwick County Limits: Cypress East to Wiedemann with interchange(s) at Webb Road and the Kansas Turnpike Authority (KTA).

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	NHPP ACCP	\$0	\$0	\$0	\$15,366,804	\$240,683	\$0	\$15,607,487
<2017	Prior	\$6,515,000	\$6,000,000	\$21,000,000	\$97,874,000	\$8,500,000	\$0	\$139,889,000
2017-2020 + (Prior & Future Years) TOTAL		\$6,515,000	\$6,000,000	\$21,000,000	\$97,874,000	\$8,500,000	\$0	\$139,889,000

*ACCP is not part of Total

R-15-005 (Ver 3) 17-03 STATE

Title: Right of Way Acquisition for Northwest Wichita Bypass - (K-8235-02, K-8234-03, K-8234-04)

Lead Agency: ~~2016~~ KDOT

Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov

Scope: Right of Way Acquisition for a 4-Lane Freeway Section

Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project

Explain Funding Source: The State of Kansas agrees to provide two (2) dollars for every one (1) dollar of funds contributed by Sedgwick County, City of Goddard and City of Maize, but not to exceed the amount specified in the city state agreement

Primary Mode: Road - Highway Project Type: Bike/Ped: N KDOT ID: (N/A)

County: Sedgwick County Limits: Northwest Wichita Bypass: From approx. 3.5 miles north of US-54 northeast to K-96 near 45th St.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
<2017	Prior	\$0	\$120,000	\$5,525,200	\$0	\$0	\$0	\$5,645,200
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$120,000	\$5,525,200	\$0	\$0	\$0	\$5,645,200

Amendment 17-02 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

R-17-07 (Ver 2) 17-02		STATE									
<p>Title: US-54: Kellogg Ave. from 0.25 miles west of Greenwich Rd., east to 0.1 miles east of 127th St. (2017) Lead Agency: KDOT Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov Scope: Reconstruct US-54/Kellogg Ave. to a 6-Lane Freeway section with frontage roads from Wiedemann to 127th St. Infaltion Assumptions: 4% Explain Funding Source: jState, Local, KTA Primary Mode: Road - Highway Project Type: Bike/Ped: N KDOT ID: (087 KA2389-01)</p>											
County: Sedgwick County		Limits: US-54: just west of Greenwich Rd, east to 127th St.									
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL			
2017	Local	\$1,500,000	\$6,380,500	\$6,000,000	\$54,997,465	\$2,032,811	\$0	\$70,910,776			
2017	State	\$1,500,000	\$6,300,000	\$34,500,000	\$35,450,000	\$7,467,189	\$0	\$85,217,189			
2017-2020 TOTAL		\$3,000,000	\$12,680,500	\$40,500,000	\$90,447,465	\$9,500,000	\$0	\$156,127,965			
2017-2020 + (Prior & Future Years) TOTAL		\$3,000,000	\$12,680,500	\$40,500,000	\$90,447,465	\$9,500,000	\$0	\$156,127,965			

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

FEDERAL

S-17-01 (Ver 2) 17-03

Title: Railroad Safety Crossing Improvements (2016, 2017, 2018, 2019, 2020)

Lead Agency: KDOT

Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov

Scope: Provide 3 railroad safety improvements in the WAMPO region per year.

Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project

Explain Funding Source: State Funds (AC-HSIP)

Primary Mode: Safety

Project Type:

Bike/Ped:

KDOT ID: (N/A)

County: Sedgwick County Limits: Various locations to be determined

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	HSIP ACCP	\$0	\$0	\$0	\$1,750,000	\$0	\$0	\$1,750,000
2017	State AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2018	HSIP ACCP	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2018	State AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2019	HSIP ACCP	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2019	State AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2020	HSIP ACCP	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2020	State AC	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
<2017	Prior	\$0	\$0	\$0	\$1,750,000	\$0	\$0	\$1,750,000
2017-2020 TOTAL		\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$7,750,000	\$0	\$0	\$7,750,000

*ACCP is not part of Total

FEDERAL

ITS-15-003 (Ver 2) 17-03

Title: Wichita TMC Phase 4 (KA-3602-01) (2016, 2018)

Lead Agency: KDOT

Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov

Scope: Installation of up to 7 cameras and sensors along K-96 and southwest corner of I-235. Communication upgrades from radio to fiber will also be made.

Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project.

Explain Funding Source: This project is funded by State funds (KDOT) and federal funds awarded by WAMPO.

Primary Mode: Technology

Project Type:

Bike/Ped: N

KDOT ID: (087 KA3602-01)

County: Sedgwick County Limits: K-96 and southwest corner of I-235

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2018	MPO-CMAQ ACCP	\$0	\$144,000	\$0	\$616,000	\$51,200	\$0	\$811,200
<2017	Prior	\$0	\$180,000	\$0	\$770,000	\$64,000	\$0	\$1,014,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$180,000	\$0	\$770,000	\$64,000	\$0	\$1,014,000

*ACCP is not part of Total

WAMPO Project Listing

Printed on Thursday, August 10, 2017

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

FEDERAL

TA-14-017 (Ver 2) 17-03

Title: Aviation Pathway Phase 2 (2016, 2017, 2018, 2019)

Lead Agency: Sedgwick County - Public Works

Contact(s): James Weber Sedgwick County Public Works (316)660-1773 jim.weber@sedgwick.gov
 Scope: Construction of a 10 foot wide multi-use pathway, street crossings, railroad crossings, drainage structures and amenities. Begins on the southwest corner of 47th St. South and Oliver (terminus of phase 1) and extends west along 47th St. South to Clifton, north along Clifton to the intersection of Clifton and Cumberland Way and includes an extension south along Clifton from 47th St. South to serve the Oaklawn School.

Infaltion Assumptions: Estimate based on 2016 dollars. Inflation factor of 3% for each succeeding year.

Explain Funding Source: The local share of the project cost will be split by Sedgwick County and Derby. The local funds will come from local sales tax or general funds of each community.

Primary Mode: Ped/Bike Project Type: Bike/Ped: Y KDOT ID: (087 TE0433-01)

County: Sedgwick County Limits: Begins on the southwest corner of 47th St. South and Oliver (terminus of phase 1) and extends west along 47th, north along Clifton to Cumberland Way and includes an extension south along Clifton from 47th St. South to serve the Oaklawn School.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$0	\$0	\$40,000	\$195,500	\$79,500	\$0	\$315,000
2017	Local AC	\$0	\$0	\$0	\$484,531	\$0	\$0	\$484,531
2017	MPO-TA	\$0	\$0	\$0	\$569,969	\$45,500	\$0	\$615,469
2018	MPO-TA ACCP	\$0	\$0	\$0	\$322,119	\$0	\$0	\$322,119
2019	MPO-TA ACCP	\$0	\$0	\$0	\$162,412	\$0	\$0	\$162,412
<2017	Prior	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
2017-2020 TOTAL		\$0	\$0	\$40,000	\$1,250,000	\$125,000	\$0	\$1,415,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$40,000	\$40,000	\$1,250,000	\$125,000	\$0	\$1,455,000

*ACCP is not part of Total

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

FEDERAL

TA-15-002 (Ver 2) 17-03

Title: Derby to Mulvane Pathway (2017, 2018, 2019)

Lead Agency: Sedgwick County - Public Works

Contact(s): James Weber Sedgwick County Public Works (316)660-1773 jim.weber@sedgwick.gov

Scope: Construction of a 10 foot wide multi-use pathway and amenities along the west side of Rock Road from the existing pathway at Woodbrook and Rock in Derby to the existing pathways at 103rd St. S. and Rock Road in Mulvane.

Infaltion Assumptions: Estimate based on 2016 dollars. Inflation factor of 3% for each succeeding year.

Explain Funding Source: The local share will be split by Derby, Mulvane and Sedgwick County. The local funds will come from local sales tax or general funds of each community.

Primary Mode: Ped/Bike Project Type: Bike/Ped: Y KDOT ID: (087 TE0434-01)

County: Sedgwick County Limits: Running south along Rock Road from the intersection of Rock Road and Woodbrook in Derby to the intersection of Rock Road and 103rd St. S. in Mulvane.

FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local	\$60,000	\$40,000	\$0	\$0	\$0	\$0	\$100,000
2018	Local	\$0	\$0	\$60,000	\$190,962	\$19,096	\$0	\$270,058
2018	Local AC	\$0	\$0	\$0	\$218,709	\$0	\$0	\$218,709
2018	MPO-CMAQ	\$0	\$0	\$0	\$172,086	\$0	\$0	\$172,086
2018	MPO-STP	\$0	\$0	\$0	\$349,438	\$0	\$0	\$349,438
2018	MPO-TA	\$0	\$0	\$0	\$23,615	\$76,385	\$0	\$100,000
2019	MPO-TA ACCP	\$0	\$0	\$0	\$218,709	\$0	\$0	\$218,709
2017-2020 TOTAL		\$60,000	\$40,000	\$60,000	\$954,810	\$95,481	\$0	\$1,210,291
2017-2020 + (Prior & Future Years) TOTAL		\$60,000	\$40,000	\$60,000	\$954,810	\$95,481	\$0	\$1,210,291

*ACCP is not part of Total

FEDERAL

P-17-02 (Ver 2) 17-03

Title: Asset Management (2018)

Lead Agency: WAMPO

Contact(s): Gloria J Jeff 3153524854 gjeff@wichita.gov

Scope: This project will address the MOVE 2040 implementation recommendation. It will continue the activities undertaken in the 2016 Unified Planning Work Program. This will include: Initiation of the recommended regional asset management initiative, acquisition of data, purchase of associated tools, training for transportation owners and jurisdictions on asset management related initiatives, and if determined processing and analysis software. The effort will also include an outreach effort to the member jurisdictions' public works organizations. The transit element will be implemented consistent with the regional approach and the federal requirements for "State of Good Repair" with the City of Wichita Transit Department and the paratransit operators in the region. An effort will be made to include the transportation networks operators and owners to integrate the public and private components. This will be the second of a multiple step approach to establish an on-going regional asset management process.

Infaltion Assumptions: 4% per year. It is anticipated that the work will be done under a single contract and be a fixed cost contract.

Explain Funding Source: The WAMPO cash account includes the annual dues collected from the member jurisdictions

Primary Mode: Planning & Outreach Project Type:

Bike/Ped: Y

KDOT ID: (N/A)

County: Sedgwick County Limits: Region wide

FED FY	Revenue Source	IMP	PE	ROW	CON	CE	OP	TOTAL
2018	Local	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2018	MPO-STP	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
2017-2020 TOTAL		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
2017-2020 + (Prior & Future Years) TOTAL		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

P-17-03 (Ver 2) 17-03 FEDERAL										
Title: Planning Walkable Places Program Lead Agency: WAMPO Contact(s): Jason OBrien WAMPO (316)352-4861 jaobrien@wichita.gov Scope: WAMPO oversees small walkability-focused planning projects in the region Infaltion Assumptions: 4% Explain Funding Source: Year-end balance funds Primary Mode: Planning & Outreach Project Type: County: Butler County, Sedgwick Limits: MPO Area Bike/Ped: Y KDOT ID: (N-0671-17)										
FED FY	Revenue Source	IMIP	PE	ROW	CON	CE	OP	TOTAL		
2017	Local	\$332,816	\$0	\$0	\$0	\$0	\$0	\$332,816		
2017	MPO-STP	\$276,855	\$0	\$0	\$0	\$0	\$0	\$276,855		
2017	MPO-TA	\$1,054,410	\$0	\$0	\$0	\$0	\$0	\$1,054,410		
2017-2020 TOTAL		\$1,664,081	\$0	\$0	\$0	\$0	\$0	\$1,664,081		
2017-2020 + (Prior & Future Years) TOTAL		\$1,664,081	\$0	\$0	\$0	\$0	\$0	\$1,664,081		

T-15-005 (Ver 2) 17-03 FEDERAL										
Title: Transit: Bus Purchase (2018) Lead Agency: Wichita Transit Contact(s): Michelle Stroot Wichita Transit 3163524808 mstroot@wichita.gov Scope: Purchase 6 new Gillig, low floor, 35-feet, all accessible diesel buses. Infaltion Assumptions: Gillig uses PPI 1413 Explain Funding Source: Wichita Transit will use local General Obligation Bonds to match Federal Funds. CMAQ funds will be matched at 20%. Sections 5339 and 5307 funds will be matched at 15%. Primary Mode: Transit Project Type: County: Sedgwick County Limits: NA Bike/Ped: Y KDOT ID: (N/A)										
FED FY	Revenue Source	IMIP	PE	ROW	CON	CAP	OP	TOTAL		
2018	FTA 5307	\$0	\$0	\$0	\$0	\$985,875	\$0	\$985,875		
2018	FTA 5339	\$0	\$0	\$0	\$0	\$470,946	\$0	\$470,946		
2018	Local	\$0	\$0	\$0	\$0	\$511,858	\$0	\$511,858		
2018	MPO-CMAQ	\$0	\$0	\$0	\$0	\$1,019,089	\$0	\$1,019,089		
2017-2020 TOTAL		\$0	\$0	\$0	\$0	\$2,987,768	\$0	\$2,987,768		
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$2,987,768	\$0	\$2,987,768		

Amendment 17-01 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

FEDERAL

T-17-01 (Ver 2) 17-01

Title: Wichita Transit Operating
 Lead Agency: Wichita Transit
 Contact(s): Michelle Stroot Wichita Transit 3163524808 mstroot@wichita.gov
 Scope: Wichita Transit operations, including wages and benefits for operators and the cost of fuel.
 Inflation Assumptions: NA

Explain Funding Source: Federal funds for operating are matched by local funds at 50%. Local funds include City of Wichita general funds, WT fare revenues, and other WT revenues such as advertising.

Primary Mode: Transit		Project Type: Stand Alone		Bike/Ped: N		KDOT ID: (N/A)			
FED FY	Revenue Source	Limit: NA	IMP	PE	ROW	CON	CAP	OP	TOTAL
2017	FTA 5307		\$0	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
2017	Local		\$0	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
2018	FTA 5307		\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2018	Local		\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2017-2020 TOTAL			\$0	\$0	\$0	\$0	\$0	\$6,500,000	\$6,500,000
2017-2020 + (Prior & Future Years) TOTAL			\$0	\$0	\$0	\$0	\$0	\$6,500,000	\$6,500,000

Amendment 17-00 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

T-17-02 (Ver 1) 17-00 FEDERAL

Title: Wichita Transit Other Capital
 Lead Agency: Wichita Transit
 Contact(s): Michelle Stroot Wichita Transit 3163524808 mstroot@wichita.gov
 Michelle Stroot Wichita Transit 3163524808 mstroot@wichita.gov
 Scope: Non-vehicle capital items including, but not limited to preventive maintenance, ADA services, project administration, training, hardware/software, and facility and equipment improvements.
 Infaltion Assumptions: NA
 Explain Funding Source: Federal funds for other capital items are matched by local funds at 20%: City of Wichita general fund, fare revenues and other revenues such as advertising.

Primary Mode: Transit
 County: Sedgwick County
 Project Type: Stand Alone
 Limits: NA
 Bike/Ped: N
 KDOT ID: (N/A)

FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL
2017	FTA 5307	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2017	Local	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2018	FTA 5307	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000
2018	Local	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
2017-2020 TOTAL		\$0	\$0	\$0	\$0	\$9,000,000	\$0	\$9,000,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$9,000,000	\$0	\$9,000,000

T-17-03 (Ver 2) 17-03 FEDERAL

Title: 5310 Operating (2017)
 Lead Agency: Wichita Transit
 Contact(s): Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov
 Scope: Operating activities for 5310
 Infaltion Assumptions:
 Explain Funding Source: 5310 funding is apportioned

Primary Mode: Transit
 County: Butler County, Sedgwick
 Project Type: WAMPO Area
 Limits: WAMPO Area
 Bike/Ped: N
 KDOT ID: (N/A)

FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL
2017	FTA 5310	\$0	\$0	\$0	\$0	\$0	\$120,573	\$120,573
2017	Local	\$0	\$0	\$0	\$0	\$0	\$120,573	\$120,573
2017-2020 TOTAL		\$0	\$0	\$0	\$0	\$0	\$241,146	\$241,146
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$0	\$241,146	\$241,146

Amendment 17-03 WAMPO
Transportation Improvement Program Fiscal Year 2017-2019

44 Projects Listed

T-17-04 (Ver 2) 17-03										
FEDERAL										
Title: 5310 Capital (2017)										
Lead Agency: Wichita Transit										
Contact(s): Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov										
Scope: Capital and Project Administration projects for 5310 program										
Infaltion Assumptions:										
Explain Funding Source:										
Primary Mode: Transit										
Project Type:										
County: Butler County, Sedgwick Limits: WAMPO Area										
Bike/Ped: KDOT ID: (N/A)										
FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL		
2017	FTA 5310	\$0	\$0	\$0	\$0	\$660,811	\$0	\$660,811		
2017	Local	\$0	\$0	\$0	\$0	\$110,589	\$0	\$110,589		
2017-2020 TOTAL		\$0	\$0	\$0	\$0	\$771,400	\$0	\$771,400		
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$771,400	\$0	\$771,400		

T-17-05 (Ver 1) 17-02										
FEDERAL										
Title: Wichita Transit: Section 5339 Capital										
Lead Agency: Wichita Transit										
Contact(s): Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov										
Scope: Section 5339 is eligible for bus, bus related and bus facility purchases. The FFY 2017 Section 5339 funds will be used for bus purchase or farebox purchase.										
Infaltion Assumptions:										
Explain Funding Source:										
Primary Mode: Transit										
Project Type:										
County: Sedgwick County Limits: City of Wichita generally										
Bike/Ped: Y KDOT ID: (N/A)										
FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL		
2017	FTA 5339	\$0	\$0	\$0	\$0	\$475,042	\$0	\$475,042		
2017	Local	\$0	\$0	\$0	\$0	\$118,761	\$0	\$118,761		
2017-2020 TOTAL		\$0	\$0	\$0	\$0	\$593,803	\$0	\$593,803		
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$593,803	\$0	\$593,803		



City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

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August 18, 2017

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 August 17, 2017 the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) approved Amendment #2 to the 2017-2020 Transportation Improvement Program. This amendment includes the addition and updates to several projects from the City of Lawrence, KDOT, and four paratransit providers. These TIP changes were recommended for approval by the L-DC MPO Technical Advisory Committee on August 1, 2017. The MPO approved amended TIP and summary of amendment changes are enclosed with this letter.

I would appreciate it if you could review and approve this TIP Amendment and forward a copy of this document 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, AICP
Transportation Planner

Enclosures: 2017-2020 TIP Amendment #2
Summary of Amendment Changes

cc: Daniel Nguyen, FTA
Paul Foundoukis, FHWA



Appendix H - Summary of TIP Changes

Costs in 1,000s


FFY 2017 - 2020 L-DC MPO Transportation Improvement Program (TIP)
 Revision Summary: Amendment 2

TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
401		Independence Inc.: FTA 5311 Operating & Capital	Independence Inc.	New Project	Program operating funds in 2018. \$57 FTA 5311 funding, \$23 State funding, \$34 local funding. Program administrative operating funds in 2018. \$32 FTA 5311 funding and \$8 local funding.	\$202
409		Cwood: FTA 5310 Capital Funds	Cottonwood Inc.	New Project	Purchase a ramp mini-van. Program \$31 of FTA 5310 funding and \$8 of Local funding in 2018.	\$39
413		LPM: FTA 5310 Capital Funds	Lawrence Presbyterian Manor	New Project	Purchase a 14 passenger composite small transit bus. Program \$47 of FTA 5310 funding and \$18 of Local funding in 2018.	\$65
414		SRC DGCO: FTA 5310 Capital Funds	Senior Resource Center for Douglas County, Inc.	New Project	Purchase a ramp mini-van and full size van. Program \$78 of FTA 5310 funding and \$20 of Local funding in 2018.	\$98
604	U-0225-01	Massachusetts St, 11th to 14th St Reconfigure Lanes	Lawrence	New Project	Adding project to reconfigure lanes for center turn lane and bike amenities; programming \$20 of 2018 Local PE, \$30 of 2018 Local CONST, and \$100 of 2019 HSIP CONST funding.	\$150
205	K-9667-01	23rd Street (K-10) Access Point Consolidation	KDOT	Project Change	Shifting phase years forward one year; 2016 Local PE and ROW is now programmed in 2017; 2016 Local UTIL is programmed in 2018; 2017 State CE and CONST is programmed in 2018; 2017 Local CE and CONST is programmed in 2018.	\$421
226	U-0561-01	Harvard & Wakarusa Roundabout	Lawrence	Project Change	Revising Local ROW from 2016 to 2017 and adjusting it from \$62 to \$13. Revising 2017 Local CE funding from \$4 to \$195; 2017 Local CONST funding from \$1,400 to \$1,380; and 2017 Local PE funding from \$62 to \$20.	\$2,214
500	23TE-0373-01	Santa Fe Depot Restoration	Lawrence	Project Change	Revising 2017 TA CONST from \$1,065 to \$1,112 and 2017 Local CONST from \$266 to \$278.	\$1,501

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT **Project Name:** 23rd Street (K-10) Access Point Consolidation

TIP #: 205 **KDOT #:** K-9667-01

Length (mi): 3.00 **Location:** 23rd St. (K-10) from US 59 (Iowa St.) E to O'Connell Rd.

Project Type: Road **Work Type:** Access Management

Date Added: 10/2014 **Last Revised:** 8/2017

Description: Consolidation of Access Points

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	PE	\$0	\$0	\$67
2017	Local	ROW	\$0	\$0	\$123
2018	State	CE	\$0	\$26	\$0
2018	Local	CE	\$0	\$0	\$76
2018	State	CONST	\$0	\$78	\$0
2018	Local	CONST	\$0	\$0	\$26
2018	Local	UTIL	\$0	\$0	\$25

Federal Total: \$0 **Non-Federal Total:** \$421 **Grand Total:** \$421

Project Sponsor: Lawrence **Project Name:** Harvard & Wakarusa Roundabout

TIP #: 226 **KDOT #:** U-0561-01

Length (mi): 0.24 **Location:** Harvard & Wakarusa Intersection

Project Type: Intersection **Work Type:** Geometric/Intersection Improvements

Date Added: 8/2015 **Last Revised:** 8/2017

Description: Convert All Way Stop controlled intersection to two lane roundabout

FFY	Fund Source	Phase	Federal	State	Local
2015	State	PE	\$0	\$6	\$0
2017	Local	CE	\$0	\$0	\$195
2017	HSIP	CE	\$36	\$0	\$0
2017	Local	CONST	\$0	\$0	\$1,380
2017	HSIP	CONST	\$564	\$0	\$0
2017	Local	PE	\$0	\$0	\$20
2017	Local	ROW	\$0	\$0	\$13

Federal Total: \$600 **Non-Federal Total:** \$1,614 **Grand Total:** \$2,214



Lawrence-Douglas County MPO
FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Independence Inc.
Project Name: Independence Inc.: FTA 5311 Operating & Capital

TIP #: 401

Length (mi):

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

KDOT #:
Location: Lawrence

FFY 2017
Fund Source State
Phase OP

Federal \$0

State \$11

Local \$0

Date Added: 10/2014

Last Revised: 8/2017

Description:
 Operating

Comments:

2017 - 5311 Admin- \$25, Local Admin \$6;
 2018 - 5311 Admin- \$32, Local Admin \$8

2017 Local
 2017 5311

\$0
 \$0
 \$54

\$0
 \$0
 \$0

\$23
 \$0
 \$0

2018 State
 2018 Local

\$0
 \$0

\$23
 \$0

\$0
 \$34

2018 5311

\$57

\$0

\$0

Federal Total: \$111

Non-Federal Total:

Grand Total: \$202

Project Sponsor: Cottonwood Inc.
Project Name: Cwood: FTA 5310 Capital Funds

TIP #: 409

Length (mi): 0.00

Project Type: Transit/Paratransit
Work Type: Capital

KDOT #:

Location: Lawrence

FFY 2018
Fund Source Local
Phase CAP

Federal \$0

State \$0

Local \$8

2018 5310

\$31

\$0

\$0

Federal Total: \$31

Non-Federal Total: \$8

Grand Total: \$39



Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Name: LPM: FTA 5310 Capital Funds

FFY	Fund Source	Phase	Federal	State	Local
2018	Local	CAP	\$0	\$0	\$18
2018	5310	CAP	\$47	\$0	\$0

Project Sponsor: Lawrence Presbyterian Manor

TIP #: 413

KDOT #:

Length (mi): 0.00

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 8/2017

Last Revised:

Description:

Purchase a 14 Passenger Composite Small Transit Bus

80/20 federal/local split

Federal Total: \$47 **Non-Federal Total:** \$18 **Grand Total:** \$65

Project Sponsor: Senior Resource Center for Douglas County, Inc.

Project Name: SRC DGCO: FTA 5310 Capital Funds

FFY	Fund Source	Phase	Federal	State	Local
2018	Local	CAP	\$0	\$0	\$20
2018	5310	CAP	\$78	\$0	\$0

TIP #: 414

KDOT #:

Length (mi): 0.00

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 8/2017

Last Revised:

Description:

Purchase a Ramp Mini-Van (\$38) and a Full Size Van (\$60)

80/20 federal/local split

Federal Total: \$78 **Non-Federal Total:** \$20 **Grand Total:** \$98

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence		Project Name: Santa Fe Depot Restoration		FFY	Fund Source	Phase	Federal	State	Local
TIP #: 500		KDOT #: 23TE-0373-01		2016	Local	PE	\$0	\$0	\$1
Length (mi):		Location: 413 East 7th Street, Lawrence, KS		2017	TA	CE	\$88	\$0	\$0
Project Type: Enhancement		Work Type: Special Work		2017	Local	CE	\$0	\$0	\$22
Date Added: 10/2014		Last Revised: 8/2017		2017	TA	CONST	\$1,112	\$0	\$0
Description: Revitalize the Santa Fe Depot site and building		Comments: TA funding to pay 80% of eligible costs.		2017	Local	CONST	\$0	\$0	\$278
				Federal Total:	\$1,200		Non-Federal Total:	\$301	Grand Total: \$1,501
Project Sponsor: Lawrence		Project Name: Massachusetts St, 11th to 14th St Reconfigure Lanes		FFY	Fund Source	Phase	Federal	State	Local
TIP #: 604		KDOT #: U-0225-01		2018	Local	CONST	\$0	\$0	\$30
Length (mi): 0.50		Location: Massachusetts 11th Street to 14th Street		2018	Local	PE	\$0	\$0	\$20
Project Type: Safety		Work Type: Mill/Overlay		2019	HSIP	CONST	\$100	\$0	\$0
Date Added: 8/2017		Last Revised:		Federal Total:	\$100		Non-Federal Total:	\$50	Grand Total: \$150
Description: Reconfigure lanes for center turn lane and bike amenities		Comments:							

Appendix G – Funding Summary Table

The table below displays the fiscal breakdown by funding source for all roadway and transit projects listed in the 2017-2020 TIP. The projects are shown by year and funding source.

Estimated Expenditures by Year and Funding Source (in thousands)						
Funding Source	FFY 2017	FFY 2018	FFY 2019	FFY 2020	Total	
Federal Funds	FTA 5307	\$ 2,135	\$ 2,135	\$ 2,135	\$ -	\$ 6,405
	FTA 5310	\$ 47	\$ 156	\$ -	\$ -	\$ 203
	FTA 5311	\$ 54	\$ 57	\$ -	\$ -	\$ 111
	HSIP	\$ 1,100	\$ 1,245	\$ 600	\$ 500	\$ 3,445
	STP	\$ -	\$ -	\$ -	\$ -	\$ -
	TE/TA	\$ 1,462	\$ 186	\$ -	\$ -	\$ 1,648
	HRRR	\$ 36	\$ -	\$ -	\$ -	\$ 36
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 4,310	\$ 2,792	\$ 6,165	\$ 500	\$ 13,767	
State AC Conversion*	\$ (500)	\$ (500)	\$ (500)	\$ (500)	\$ (2,000)	
Local	\$ 24,404	\$ 24,332	\$ 7,474	\$ 1,470	\$ 57,680	
Total	\$ 33,048	\$ 30,403	\$ 15,874	\$ 1,970	\$ 81,295	

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

Anticipated Funding (in thousands)					
Funding Source	FFY 2017	FFY 2018	FFY 2019	FFY 2020	Total
Federal: FTA	\$ 2,698	\$ 2,739	\$ 2,780	\$ 2,822	\$ 11,038
Federal: FHWA	\$ 10,650	\$ 10,810	\$ 10,972	\$ 11,137	\$ 43,570
State	\$ 2,604	\$ 3,366	\$ 7,183	\$ 2,723	\$ 15,877
Local	\$ 22,563	\$ 28,356	\$ 13,699	\$ 13,905	\$ 78,522
Total	\$ 38,516	\$ 45,271	\$ 34,634	\$30,587	\$149,008

Anticipated funding is based on historical TIP programs averages from FFY2012-2015 that can be reasonably expected for FFY2017-2020. Local anticipated funding also includes known bonds and other sources of local funds for FFY2017 and FFY2018. Federal and State Funding as well as FFY2019 and FFY2020 Local funds includes 1.5% inflation.

The 2008 Lawrence sales tax referendum which funds 1) Roads/Infrastructure, 2) Transit Service, and 3) Transit Operating/Capital Improvements will be sunseting in April of 2019. Decisions regarding future funding will need to be made. For the purposes of this fiscal constraint, it is assumed this funding will be available in the future.

FFY 2017 - 2020 Transportation Improvement Program



LAWRENCE - DOUGLAS COUNTY

MPO



METROPOLITAN PLANNING ORGANIZATION

Adopted: October 5, 2016
Amended: February 23, 2017
Amended: August 17, 2017

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, national origin, sex, age, or handicap/disability, 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.

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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;
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;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
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;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts,
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
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;
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.



Bryan Culver, Chair
Lawrence-Douglas County MPO



Michael J. Moriarty
Bureau Chief of Transportation Planning
Kansas Department of Transportation

Definitions

ADA	ADA- Americans with Disabilities Act of 1990 (P.L. 101-336) and ADA Amendment Act of 2008 (P.L. 110-325)
BAC	Bicycle Advisory Committee
BNSF	Burlington Northern-Santa Fe Railroad
CAP	Capital
CE	Construction Engineering
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CONST	Construction
CTD	Coordinated Transit District
CTP	Comprehensive Transportation Program
E+C	Existing Plus Committed
EJ	Environmental Justice
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act (P.L. 114-94) (Signed by President Obama on December 4, 2015)
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOV	High-Occupancy Vehicle Lanes
ITS	Intelligent Transportation Systems
KDOT	Kansas Department of Transportation
KLINK	Kansas Connecting Link Program
KTA	Kansas Turnpike Authority
KU	University of Kansas, Lawrence
KUOW	KU on Wheels Transit Service
LMCMS	Liberty Memorial Central Middle School
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (Signed by President Obama on July 6, 2012)
MPO	Metropolitan Planning Organization, such as the Lawrence-Douglas County Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
O & M	Operation and Maintenance
OP	Operating
PE	Preliminary Engineering
PPP	Public Participation Plan
PTAC	Public Transportation Advisory Committee
ROW	Right-of-Way
RRFBs	Rectangular Rapid Flash Beacons
RTAC	Regional Transit Advisory Committee
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
T2040	Transportation 2040 - the Long Range Transportation Plan for the Lawrence-Douglas County region
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TDM	Travel Demand Management
TE	Transportation Enhancements
TIP	Transportation Improvement Program
TSM	Transportation System Management
UGA	Urban Growth Area
UP	Union Pacific
UPWP	Unified Planning Work Program
USC	United States Code
UTIL	Utilities
WES	Woodlawn Elementary School

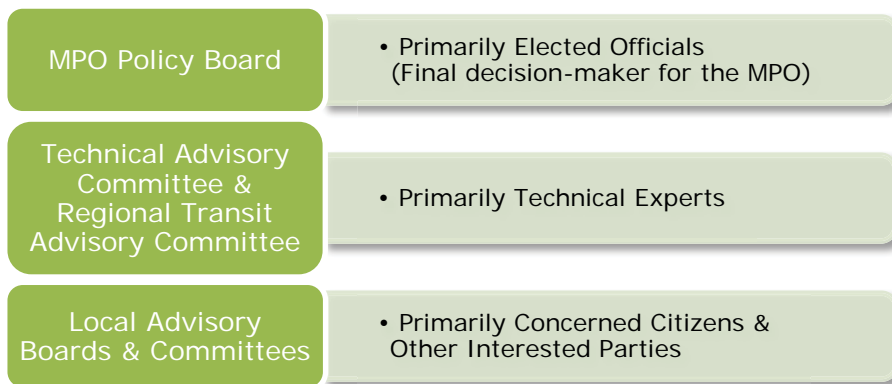
INTRODUCTION

What is an MPO?

A Metropolitan Planning Organization (MPO) is a regional decision making body composed primarily of elected officials from a metropolitan area that is charged with creating a transportation plan and related policy and programming documents. The Lawrence-Douglas County MPO is comprised of a Policy Board composed of mostly elected officials, a Technical Advisory Committee (TAC) made up of transportation and engineering professionals, the MPO Staff, and various other advisory groups that the MPO may form. Figure 1 displays the MPO structure. The MPO develops four core documents that create a regional vision for how the multimodal transportation system will function and grow – now and into the future. The MPO’s core documents are the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP).

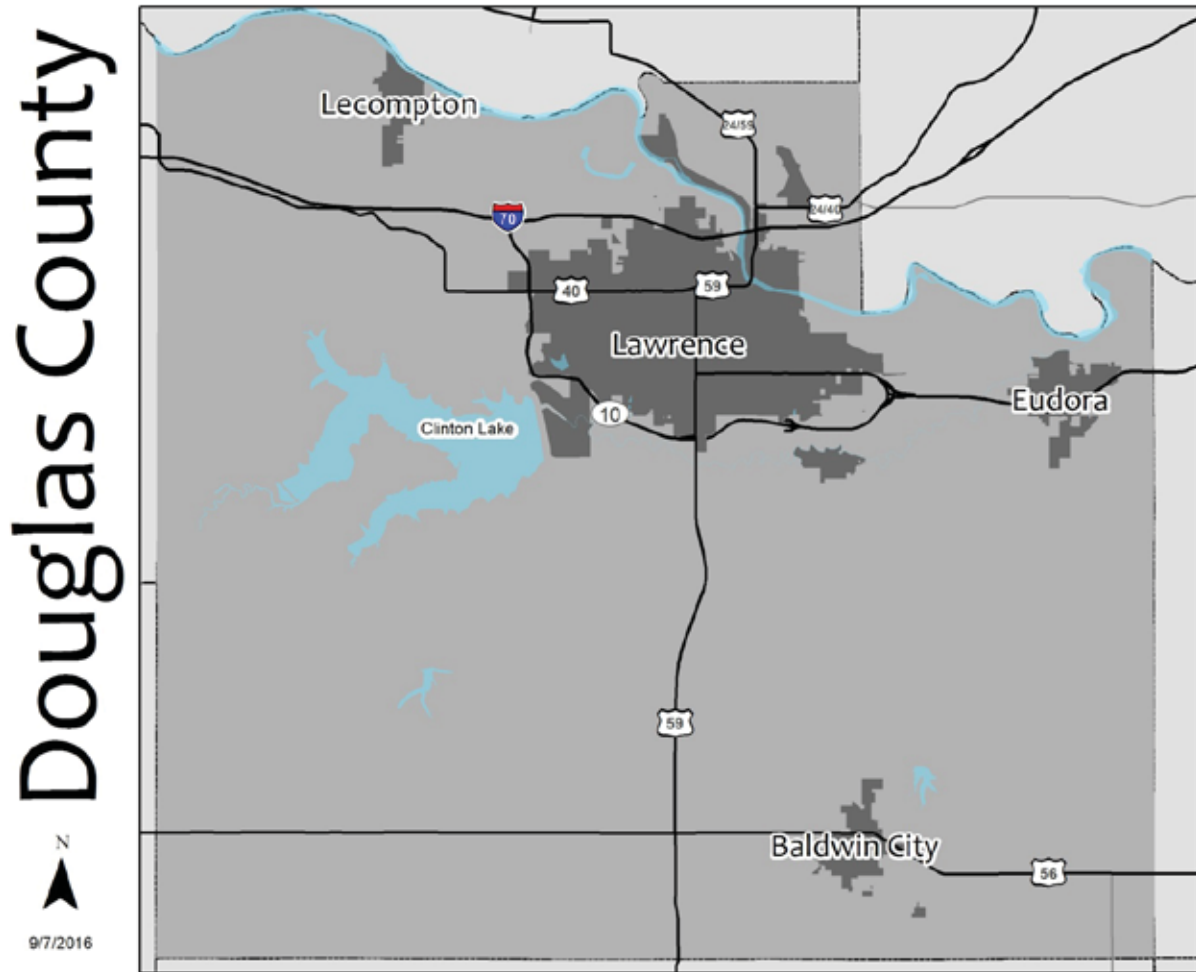
The MPO is a group that is composed of representatives from many local governments that collectively discusses the transportation issues facing the metro area and then makes decisions about how to address those issues.

Figure 1: MPO Structure



The Lawrence-Douglas County Metropolitan Planning Organization (MPO) serves all of Douglas County, Kansas including Baldwin City, Eudora, Lawrence, and Lecompton (see Figure 2).

Figure 2: Lawrence-Douglas County Metropolitan Planning Area (MPA)



What is a TIP?

The Transportation Improvement Program (TIP) documents how the region prioritizes the limited transportation resources available among the various needs of the region.

The TIP is a short-range, multi-year listing of federally funded and/or regionally significant improvements to the region's multimodal transportation system. Projects in the TIP are designed to implement the Metropolitan Transportation Plan (MTP). The TIP must be fiscally constrained and include only projects for which funding has been identified using existing or reasonably available revenue sources. The TIP must be updated at least once every four years, on a schedule compatible with the Statewide Transportation Improvement Program (STIP). The Lawrence-Douglas County TIP is updated every two years.

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 STIP.

The TIP and the MTP

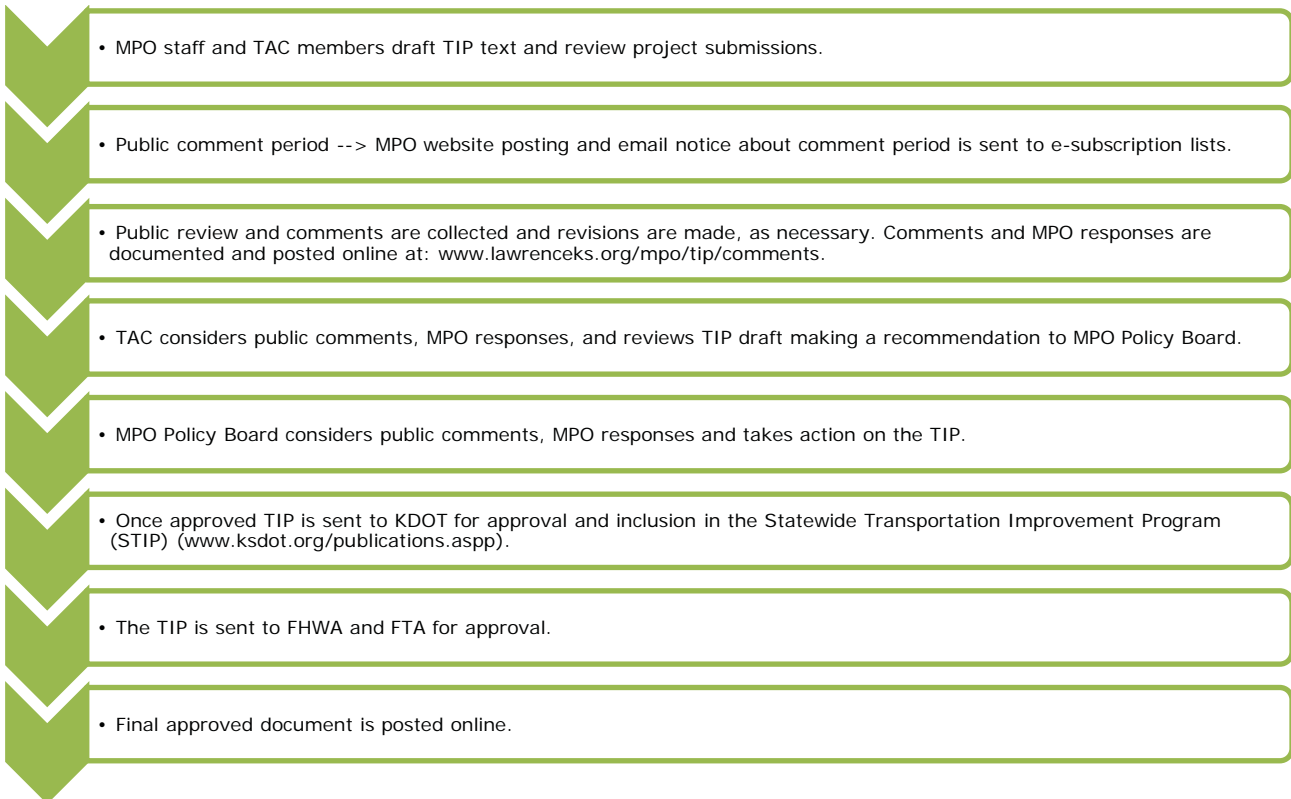
The TIP implements the goals and objectives stated in the Metropolitan Transportation Plan (MTP). These goals include 1) Improve Safety & Security, 2) Focus on System Preservation and Economic Efficiency, 3) Maximize Accessibility and Mobility, and 4) Consider the Environment and Quality of Life. Furthermore, for projects to be included in the TIP, they must be consistent with the MTP. This ensures projects are implementing the MPO's vision for the future.

TIP Public Involvement Process

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.¹ The full draft TIP is available on the MPO website (www.lawrenceks.org/mpo/tip) and a printed copy is available at Lawrence City Hall, Lawrence Public Library, Eudora Public Library, Baldwin City Public Library, and Lecompton City Hall. The public is notified of the opportunities to review the draft TIP through a local newspaper advertisement, notification by email, and by staff announcements that the draft TIP is available for comment at MPO meetings.

Public 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. Appendix E contains the public involvement process utilized to develop this TIP.

Figure 3: TIP Public Involvement Process



¹ Details about the public participation process for the approval and amendment of the TIP can be found at www.lawrenceks.org/mpo/public_participation.

PROGRAMMING PROCESS

Legislative Requirement

The current federal surface transportation legislation is called the Fixing America's Surface Transportation (FAST) Act.² It is a five year (FFY 2016-2020) transportation program signed into law by President Obama on December 4, 2015. MPOs are required to develop a TIP that is fiscally constrained and contain all capital and non-capital surface transportation projects within the MPO area that will receive federal funding, as well as other regionally significant transportation projects.³

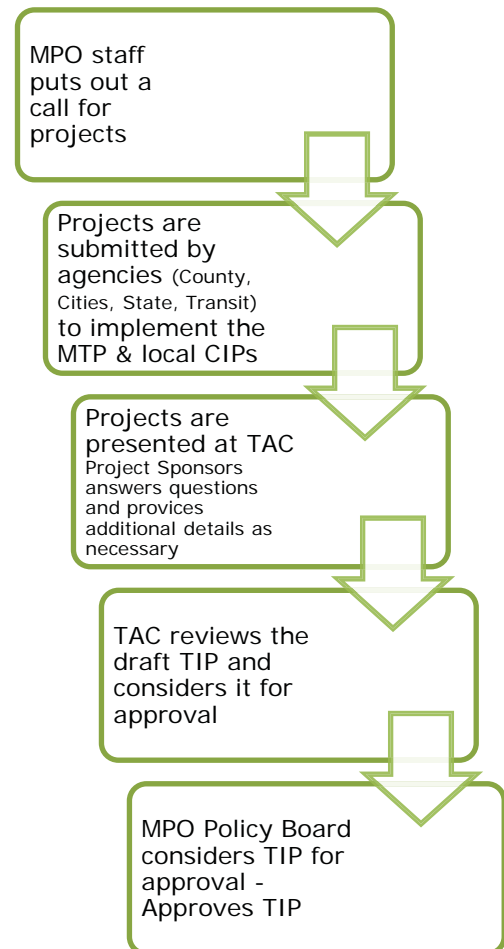
Process for Including Projects in the TIP

The projects included in the TIP are drawn from the area's Metropolitan Transportation Plan (MTP), County and City governments' Capital Improvement Plans (CIP), as well as the State's Transportation Program known as T-WORKS. The MPO encourages Project Sponsors to use the factors in Appendix A to determine which projects should be prioritized for funding and inclusion in the TIP. Project Sponsors submit projects to the MPO staff for inclusion in the TIP and MPO staff work with TAC members to ensure that the projects are regionally significant and are consistent with the MTP. Figure 4 displays the process for including projects in the TIP.

The transit and paratransit projects programmed in the TIP also go through a project selection process. Lawrence Transit staff works with the MPO, FTA, KDOT, and University of Kansas - KU On Wheels (KUOW) 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 Lawrence Transit 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. 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.

Figure 4: TIP Project Listing Submission Process



² The FAST Act was created as Public Law 114-96. The official legislation can be accessed at <https://www.gpo.gov/fdsys/pkg/PLAW-114publ94/pdf/PLAW-114publ94.pdf>.

³ 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.

Revisions to the TIP

There are times when 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 public involvement.

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. 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 total project cost
- Change to a funding source, project scope and/or location (such as changing from state funding to federal)
- A change of schedule for a project that exceeds one year (see explanation below and Table 1).

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, map, and/or other graphics
- Splitting or combining projects (project scopes and costs cannot change)
- Changes or clarifying elements of a project description (with no major changes in scope)
- Change in funding program or category (such as changing from STP to HSIP funding)
- Shifting funds between a singular year
- 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.
- Prepare and publish an updated TIP and post it online.
- 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 (no formal action required).

Administrative Revisions require no public comment.

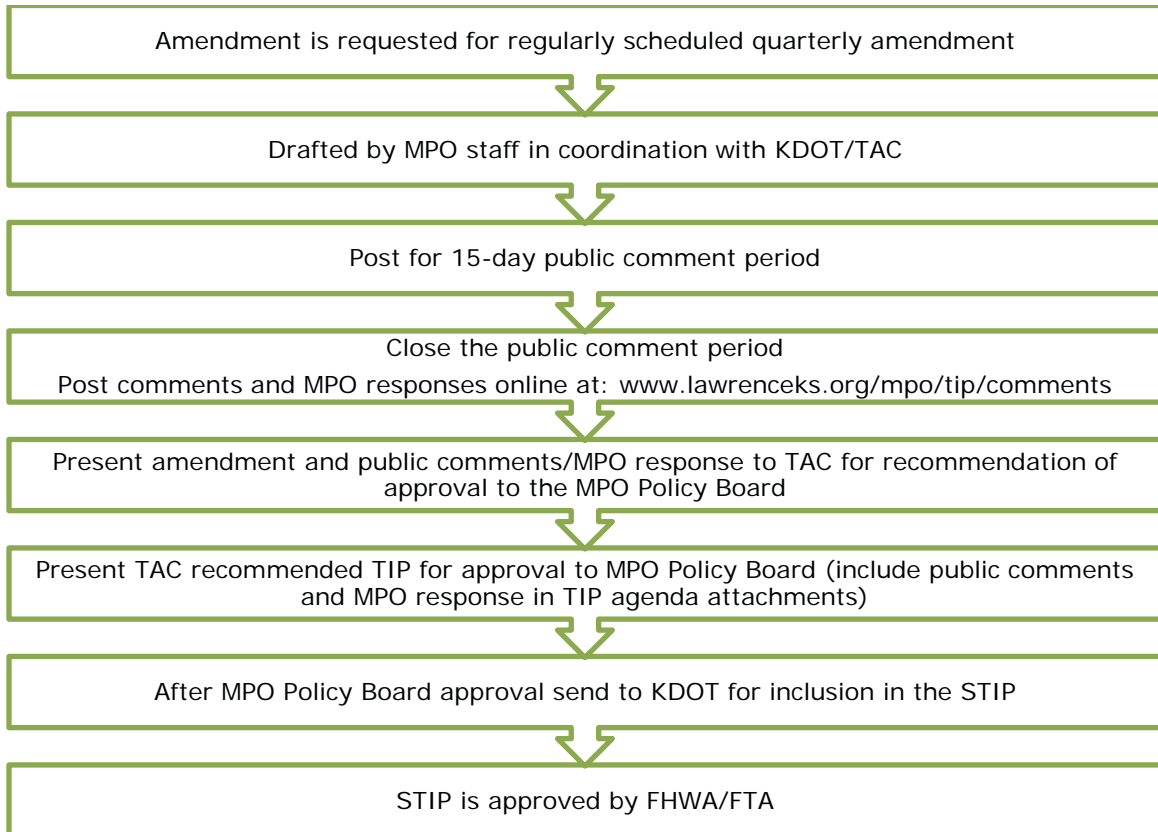
Table 1: Major Schedule Changes – Revision or Amendment

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

Figure 5 displays the TIP amendment process. Amendments to the TIP will be drafted by the MPO staff in cooperation with KDOT staff and TAC members as needed and/or scheduled. The draft TIP amendment will be presented to the TAC for review and approval before sending the amendment to the MPO Policy Board for approval.

After the MPO Policy Board approves the amendment the MPO staff will forward the amendment to KDOT for their review and inclusion in the Statewide Transportation Improvement Program (STIP). The TIP is included in the STIP by reference so an amendment to the TIP also becomes an amendment to the STIP. Then the STIP is approved by FHWA/FTA.

Figure 5: Amendment Process



Amendment Public Process

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 the TAC and MPO Policy Board to address and/or incorporate them, as necessary, before TIP approval.⁴

A minimum 15-day public comment period is required and proposed amendments are posted 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. The comments and responses will be posted at www.lawrenceks.org/mpo/tip/comments prior to distributing the TAC agenda packet (one week before the TAC meeting). The MPO staff presents these public comments and the staff response to the TAC and the MPO Policy Board before they discuss approving the amendment. There is no requirement for a public hearing.

Amendment Schedule

In order to facilitate the process of making TIP amendments, the MPO has a TIP amendment item on the TAC and Policy Board meeting agenda once each quarter (Table 2). 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.

Table 2: FFY2017 Quarterly Schedule for TIP Amendments

TIP Amendment Request Made to MPO Staff	Public Review Period	TAC Approval	MPO Approval	STIP Approval
September-02	9/8/2016 to 9/23/16	October 4, 2016	October 20, 2016	November 2016
January-06	1/12/17 to 1/27/17	February 7, 2017	February 16, 2017	March 2017
March-03	3/9/17 to 3/24/17	April 4, 2017	April 20, 2017	May 2017
June-30	7/6/17 to 7/21/17	August 1, 2017	August 17, 2017	August 2017

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.

⁴ An appropriate level of public involvement activities are outlined in the latest MPO-approved Public Participation Plan found online at www.lawrenceks.org/mpo/public_participation.

FISCAL CONSTRAINT

Project Funding

Projects are funded from several sources. 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 Fixing America's Surface Transportation (FAST) 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. State transit funds from the T-WORKS Program flows through KDOT. These funds are utilized for the operations of Lawrence Transit and various paratransit operations in the region.

KDOT administers Federal Highway Administration (FHWA) funding to local governments. The Surface Transportation Block Grant (STBG) Program and Highway Safety Improvement Program (HSIP) categories are the main federal categories or programs that cities receive through KDOT. The STBG Program combines the long-standing Surface Transportation Program and the Transportation Alternatives Program, now known as TA Set-Aside. Some of these funds provide annual allocations to cities while others require local governments to apply for project specific funding. The TA Set-Aside funds have helped build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements. They provide funding for former Transportation Alternatives (TA) program and the Safe Routes to Schools (SRTS) programs.

All of the estimated amounts of transportation project funds are included in the Estimated Revenues and Expenditures Tables found in Appendix G. 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.

Federal Funds

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, thus large road or bridge projects are often managed by Douglas County or KDOT.

Discretionary funding for TA Set-Aside program projects is also available on a more sporadic competitive basis. That funding is not guaranteed in any given year, but our region has received some funding and expects to receive more in the foreseeable future. These funding levels have more uncertainty and therefore, projects must have awarded funding to be included in the TIP and fiscal constraint. 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.

State Funds

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 funding to build the South Lawrence Trafficway (new K-10 alignment), and to build a new interchange along K-10 at Bob Billings Parkway/N 1500 Road. All of those projects are KDOT administered projects on KDOT routes, which typically do not significantly impact the local governments' budgets for transportation improvements (although the City of Lawrence/Douglas County contributed \$1,000,000 for pedestrian and bicycle facility improvements to the K-10/Bob Billings Parkway interchange). 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. Lawrence Transit receives about \$1 million in state operating and capital assistance annually which 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, KDOT requests for TIP actions represent a fiscally constrained condition for state funded and/or managed projects.

Local Funds

City of Lawrence

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 2015, the City of Lawrence received \$.9 million in federal Surface Transportation Program (STP) funds through the KDOT distribution process of sharing federal funds with local governments.

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% for overall transit operating and capital improvements (Table 3).

Table 3: Lawrence Sales Tax for Improvement of Roads and Transit Services (Shown in \$1,000s)

Source	Tax Percentage	Collected in 2015
Roads/Infrastructure	0.30%	\$ 4,987
Transit Service	0.20%	\$ 3,325
Transit Operating/ Capital Improvements	0.05%	\$ 831
Total		\$ 9,144

These sales taxes will expire in April of 2019; new referendums will need to be approved to ensure this funding is available in the future. 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. The City is utilizing the sales tax revenue to design and program some large road projects that were not financially feasible prior to the tax. 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.

City of Eudora, Baldwin City, and City of Lecompton

The City of Eudora became a second class city under Kansas statutes in 2010. With the designation, Eudora now receives an annual distribution of STP funding through KDOT. This amount of federal funding is expected to be small (less than \$100,000).

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.

Douglas County

Douglas County receives obligation authority for STP funds from KDOT. Douglas County has elected 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, per KDOT policy. Alternatively, jurisdictions have “banked” the federal obligation authority for a later project. In 2015, the County received approximately \$685,789 in federal STP funds obligation authority through KDOT. The County exchanged the federal obligation authority for \$617,210 in state dollars through KDOT’s federal funds exchange program.

The County can also apply for TA Set-Aside 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 Board of County Commissions approved the 2016-2020 CIP on August 24, 2016. Table 4 displays the 2017 budgeted and 2018-2020 anticipated funding amounts for facilities, roads, and bridges.

Table 4: Douglas County Approved CIP (Shown in \$1,000s)

Year	Facilities, Roads, Bridges	
2017	\$	4,883
2018	\$	4,675
2019	\$	4,341
2020	\$	4,200
Total	\$	18,098

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.

Transit and Paratransit Funds

The public transit operations in Lawrence are composed of a mix of services operated by the Lawrence Transit and the University of Kansas service called KU On Wheels (KUOW). KUOW transit operations are primarily supported by student fees. The City transit service uses state operating assistance, state capital assistance, 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 from the FTA for bus fleet replacements. Now those large grants

are gone and our transit operators are adjusting to buying only a few new buses at a time when funding is available instead of buying many buses on one large grant funded order.

Lawrence Transit uses a relatively constant mix of federal and local funds for operations. Under the State T-WORKS Program some state operating assistance is received each year.

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.

Operation and Maintenance (O&M) Funding

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. 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 appropriate. This funding is divided into Roads/Bridges and Transit.

O&M 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, bridge maintenance, and other minor work tasks.

Road and Bridge Operations and Maintenance Funding Estimates

The expenses for O&M 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 (approximately \$0.555 million per year), 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. 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 2015, the City of Lawrence had an O&M budget for its road system of approximately \$3.5 million. Those costs were paid for with \$2.5 million of state gas tax funds and \$1.0 million of local tax sources including the 2008 approved sales tax increase dedicated to infrastructure improvements. For 2015, the roadway O&M budget for Douglas County was approximately \$6 million with approximately \$2.1 million of that total coming from the state gas tax funds and the other \$3.9 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. Table 5 shows the KDOT, Douglas County, and the City of Lawrence O&M expected cost per lane mile.

Table 5: Road and Bridge O&M (Shown in \$1,000s)

	DOT	County*	Lawrence	Total
Cost Per Lane Mile	\$ 2.466	\$ 11.472	\$ 4.424	
Lane Miles	225	523	791	1539
2017	\$ 555	\$ 6,000	\$ 3,500	\$ 10,055
2018	\$ 555	\$ 6,000	\$ 3,500	\$ 10,055
2019	\$ 555	\$ 6,000	\$ 3,500	\$ 10,055
2020	\$ 555	\$ 6,000	\$ 3,500	\$ 10,055
Total Per Lane Mile for 4 Years	\$ 2,219	\$ 24,000	\$ 14,000	\$ 40,219

*Does not include Township roads or road maintenance funds, but County maintenance costs does include bridges and large culverts on township roads that are maintained by the County.

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 operates a commuter bus service called the K-10 Connector, which traverses between Lawrence and locations in Johnson County. K-10 Connector funding is programmed in the TIP produced by the Mid-America Regional Council (MARC), which is the MPO for the Kansas City Area.

Lawrence Transit

Lawrence Transit service uses federal, state, and local funds for operating and routine maintenance expenses for their fixed-route and complementary paratransit services. 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) by maintaining 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 2015, Lawrence Transit had an O&M budget of approximately \$5.2 million which was funded with \$2 million of federal aid, \$0.5 million of state aid, \$0.4 million of farebox revenue and \$2.3 million of local funds. Those levels of O&M expenses and revenues are anticipated to continue through the four-year fiscally constrained period (2017-2020), as shown in Table 6.

Table 6: Lawrence Transit O&M (Shown in \$1,000s)

FFY	2017	2018	2019	2020	Total
Total O&M	\$ 5,200	\$ 5,200	\$ 5,200	\$ 5,200	\$ 20,800

However, the transit tax’s ten year horizon will sunset in April of 2019. If funding decisions are not made, the overall transit budget including O&M will be greatly impacted. Operations and maintenance funding for Lawrence Transit is shown in the Estimated Revenues and Expenditures Tables founding Appendix G.

The O&M costs are deducted from the estimated revenues; therefore, funding for O&M projects are not available other projects and the TIP is fiscally constrained.

Paratransit

The paratransit providers in the region mostly 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).⁵

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 listed in Table 7 gives a more complete and realistic account of the size and costs of the transit system in Lawrence.

The KU On Wheels (KUOW) and the Lawrence Transit services are 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 Lawrence Transit 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.

Table 7: KU on Wheels (KUOW) – University of Kansas Transit System Funding Estimates in \$1,000s

Funding Programmed in the KU Parking & Transit Budget				
Year	KU Parking Funds	KU Student Fee Funds	Other Funds	Total Funds
2017	\$ 1,220	\$ 3,285	\$ 133	\$ 4,638
2018	\$ 1,239	\$ 3,285	\$ 133	\$ 4,657
2019	\$ 1,239	\$ 3,285	\$ 133	\$ 4,657
2020	\$ 1,196	\$ 3,285	\$ 133	\$ 4,614
4-Year Totals	\$ 4,894	\$ 13,140	\$ 532	\$ 18,566

Year of Expenditure (YOE) Inflation Factor

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. This fiscal analysis uses an annual inflation factor of 1.5% (which 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. TAC and MPO Policy Board members agreed to the YOE inflation rate.

Demonstration of Fiscal Constraint

TIPs are required to have a four year fiscally constrained program of projects. Fiscally constrained means enough financial resources are available to fund projects listed in the TIP. Fiscal constraint also makes good sense.

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2017 and 2018). Predicting the revenues that will be available and costs for projects in the second half of that period (2019 and 2020) are a

⁵ Access this plan at <https://www.lawrenceks.org/mpo/transit>.

more speculative exercise, especially as the current tax referendum will sunset in April of 2019. Decisions will need to be made regarding future funding. Thus revenues for 2019 and 2020 are based on rough estimates of available funds and costs, which are helpful in showing the four years of fiscally constrained project tables. The MPO has assumed that 2015 levels for federal funding will remain in place for funding through 2020. The Estimated Revenues and Expenditures Tables in Appendix G show that the level of projected funding from reasonable sources and the total level of project funding programmed in this TIP is balanced and this TIP is fiscally constrained.

ENVIRONMENTAL JUSTICE REVIEW

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." 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.⁶ This concept is conveyed in the three Environmental Justice Principles shown in Figure 6.

Figure 6: U.S. DOT Environmental Justice Principles



Read about how the MPO is providing access to the transportation planning process at www.lawrenceks.org/mpo/public_participation.⁷

Methodology

In response to EJ regulations the MPO developed a process to assess the impact of transportation planning processes regarding the TIP on the target populations. The results of the analysis in this EJ review provide insight to the MPO's commitment to achieve the US DOT EJ Principles.

Define Target Populations and Thresholds

Low-income and minority populations were identified in the MPO area. This is done by utilizing Census tracts and 2010-2014 American Community Survey (ACS) 5-year estimate data. Tracts are determined to meet the EJ threshold if they meet either of the criteria listed below.

Low/Moderate Household Income Population, by 2010 Census Tracts

The threshold for low/moderate household income was 50 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.

⁶ This policy is defined in Executive Order 12898 that was signed by President Clinton on February 11, 1994.

⁷ 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. 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 website: www.fhwa.dot.gov/environment/environmental_justice/overview.

99% Confidence Interval for the Mean Minority Population, by 2010 Census Tracts

The US Census Bureau collects demographic data for one race and a combination of races. For this review, only one race data attribute was used to depict areas within Douglas County that have a minority population within the 99% Confidence Interval average population residing in Lawrence and Douglas County. Essentially, a confidence interval indicates a range of values that's likely to encompass the true value in our community. With a 99% mean confidence interval we are 99% sure that the interval contains all of the values. The mean minority population is 18.71%. The 99% confidence interval is $\pm 5.24\%$. Therefore, $18.71\% + 5.24\%$ equals 23.95%. So we are 99% sure that the minority population is under 23.95%.

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 2010-2014 American Community Survey 5 Year Estimates indicates the minority population within Douglas County represents 10.9% of the total population. In Lawrence, the minority population is slightly higher representing 12.8% percent of the total population.

The EJ zones consist of areas where census tracts are either Low/Moderate household income and/or at the minority 99% confidence interval. The EJ zones are mapped in Figure 7 & 8. Approximately 46,502 people or 42% of the total Douglas County population resides within EJ zones. No EJ zones are identified outside of the City of Lawrence. The EJ zones within Lawrence are located generally to the east of Iowa Street.

Assess and Analyze Investments in the TIP

This assessment and analysis compares the EJ zones with TIP projects locations and fixed route transit services. EJ zones were also evaluated by EJ population within the ¼ mile buffer of transit routes and EJ population with zero vehicle households.

TIP Projects: Roadway, Bridge, Intersection, Enhancement, Access Management

TIP projects were mapped to see where the projects intersect with EJ zones. Not all TIP projects could be mapped for the EJ analysis. This analysis does not include transit allocations, planning studies, SRTS allocations and projects that are not limited to a specific point on a map. Table 8 shows the total 2017-2020 TIP projects, the TIP projects that were able to be mapped, and the mapped TIP projects that are within the EJ zones.

Table 8: TIP Projects (Shown in \$1,000s)

	Number of Projects	Total Project Cost
TIP Projects (2017-2020)	41	\$ 94,060
TIP Projects Mapped	28	\$ 66,605
TIP Projects Mapped in EJ Zones	12	\$ 28,581

*Total project cost includes project phases outside of the TIP years (2017-2020)

Twenty-eight (28) projects were able to be mapped in this TIP, for a combined total of \$66.6 million. (There are some projects that do not have specific locations or transit areas that cover the entire region – these projects are not mapped). These projects are completely or partially, on a road that is in an EJ zone or along an EJ zone border. Of the 28 mapped projects in the 2017-2020 TIP, 12 are considered EJ projects for the purpose of this analysis for a total improvement cost of \$28.5 million (as shown in Table 9). Approximately 43% of the total funding for the 28 mapped projects will be invested in EJ zones.

Table 9: EJ Zone Projects (Shown in \$1,000s)

Project Number	Project Name	Project Type	Total Project Cost	Multimodal Elements Included
107	Kasold Reconstruction: Clinton Pkwy to HyVee	Reconstruction	\$ 1,100	X
203	19th Street: Naismith Dr to Iowa St Reconstruction	Grading & Surfacing	\$ 2,000	X
204	Kasold Drive Reconstruction	Grading & Surfacing	\$ 5,920	X
205	K-10 Access Point Consolidation	Access Management	\$ 421	
212	9th Street Reconstruction: Massachusetts St to Delaware St	Grading & Surfacing	\$ 3,600	X
229	19th Street Reconstruction: O'Connell Rd to Harper St	Reconstruction	\$ 3,000	X
232	W 23rd St & Ousdahl Rd Intersection/Storm Sewer Improvements	Intersection Improvements	\$ 3,600	
234	23rd Street Reconstruction: Haskell Ave to East City Limits	Reconstruction	\$ 7,200	X
242	Access Consolidation on K10 West of Ousdahl Road	Access Management	\$ 80	
500	Santa Fe Depot Restoration	Special Work	\$ 1,501	
603	W 23rd St Access Management: 2246 Ohio St Driveway Removal	Access Management	\$ 9	
604	Massachusetts St, 11th to 14th St Reconfigure Lanes	Mill/Overlay	\$ 150	X
			Total \$ 28,581	

*Total project cost includes project phases outside of the TIP years (2017-2020)

A majority of the projects that are within EJ zones are reconstruction projects, where the only expected impact is during the actual reconstruction, e.g. road closures, delays. Furthermore, a many of the projects include installing infill of missing sidewalks, additional Shared Use Paths or improvements to existing multimodal facilities, thereby improving connectivity and mobility for all populations.

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. Of the projects included in this TIP, there are no anticipated impacts to significant property displacement.

A review of the MPO's urban area indicates that all residents in the urban portion 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 are 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.

There are busy congested intersections all around the urban area in both high and low income areas. Regardless of your racial group or where you live you are likely to encounter one of those intersections near your home. 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.

Figure 7: MPO Programmed Roadway Projects in Relation to EJ Zones (Douglas County)

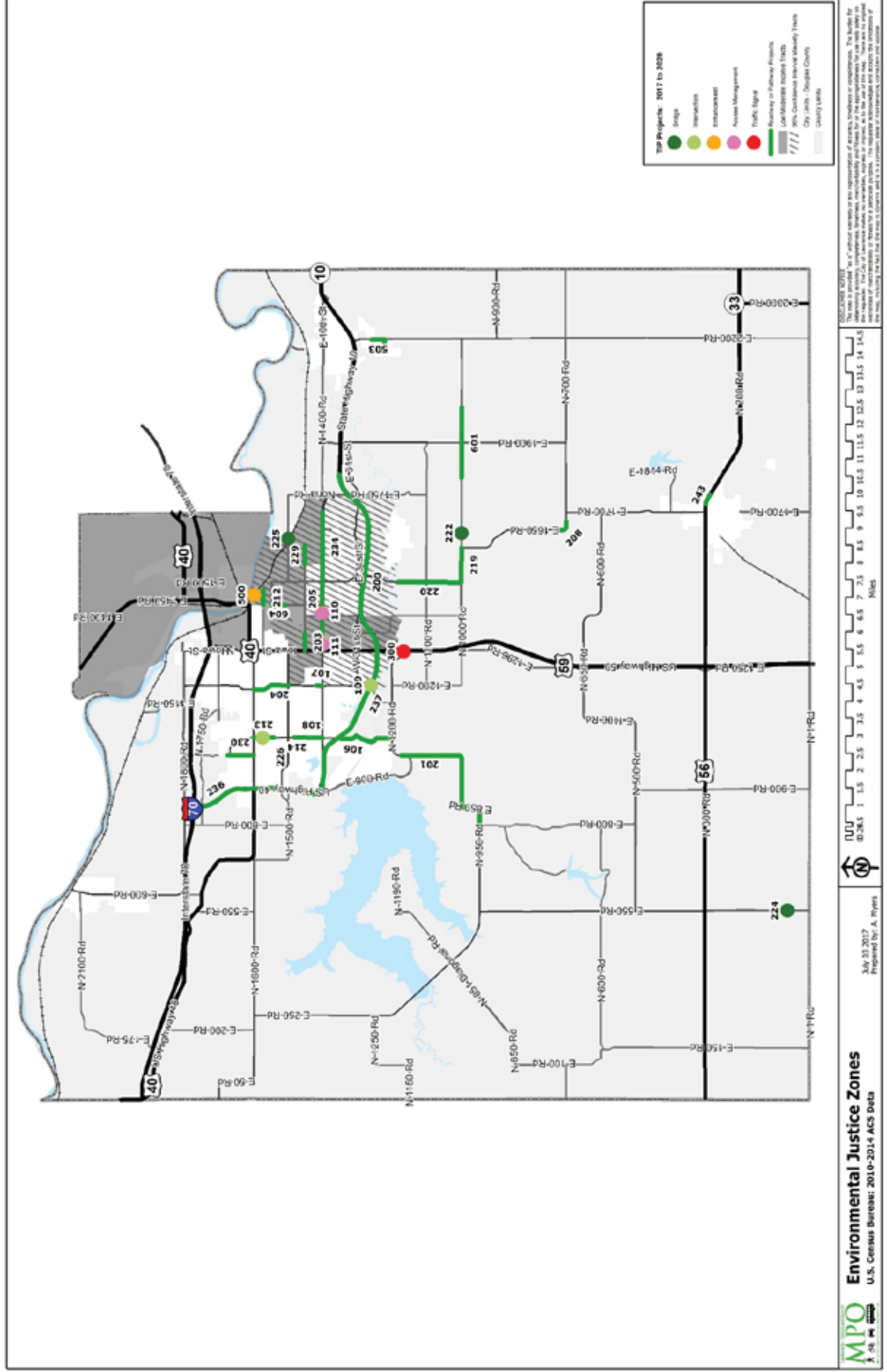
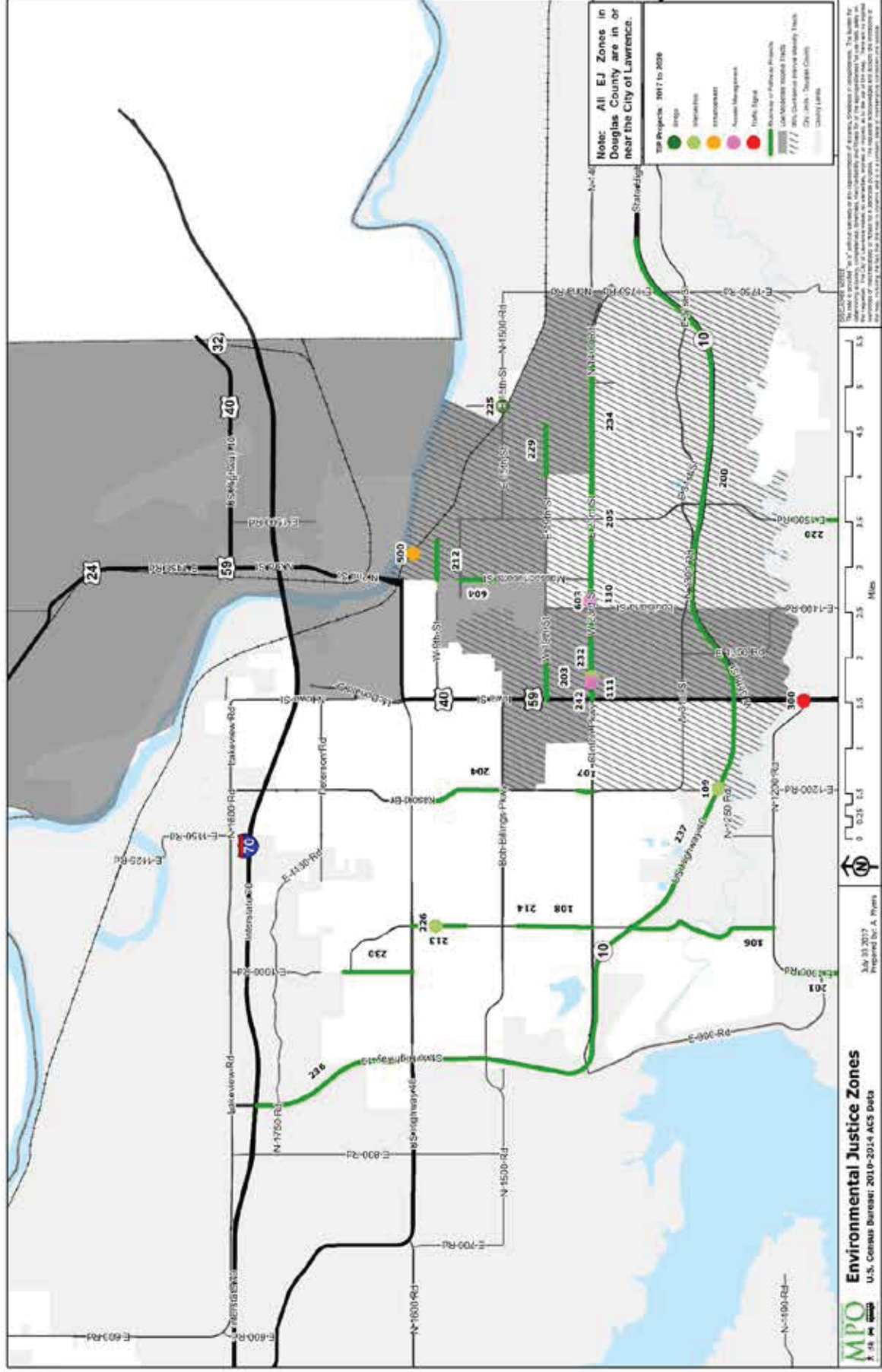


Figure 8: MPO Programmed Roadway Projects in Relation to EJ Zones (Lawrence)



TIP Projects: Fixed Route Transit

Lawrence Transit & KU on Wheels 2016-2017 fixed routes are shown on Figure 9. Sixteen (16) or 88% of the current routes have 30 minute or less service during peak times. Lawrence Transit & KU on Wheels is transitioning all routes to 30 minute or less service during peak times. This transition is occurring as resources become available. Route information can be accessed at www.lawrencetransit.org/routes. None of Lawrence Transit projects were mapped because the transit service occurs throughout the community and is not located on one fixed point. Lawrence Transit projects include operating costs for fixed route and paratransit services, as well as the capital costs associated with vehicle acquisition.

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. 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. If there is any difference with EJ zones it seems to be that some EJ zones 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.

Additional review was performed to provide further mobility analysis in determining if there are any disparate or adverse impacts resulting from transit services included in the TIP. Projects were evaluated to determine the percentage of people who live within the EJ zones that are within a ¼ mile buffer of transit routes and the people who live within the EJ zones that are zero vehicle households. Zero vehicle households also access transit to gain mobility, but again stops must be within walking distance to be easily used.

As shown in Figure 10, approximately 41,675 people or 90% of people who live within the EJ zones are within ¼ mile of a transit fixed route. A ¼ mile is generally the distance people are comfortable walking. Thus, 90% of people who live within EJ zones have easy to access transit service, thereby expanding their mobility.

The darker red color within the zero vehicle households map (Figure 11) indicates a high concentration of zero vehicle households. The high concentration of zero vehicle households is served by transit.

Figure 9: Fixed Route Transit Routes 2016-2017 in Relation to EJ Zones

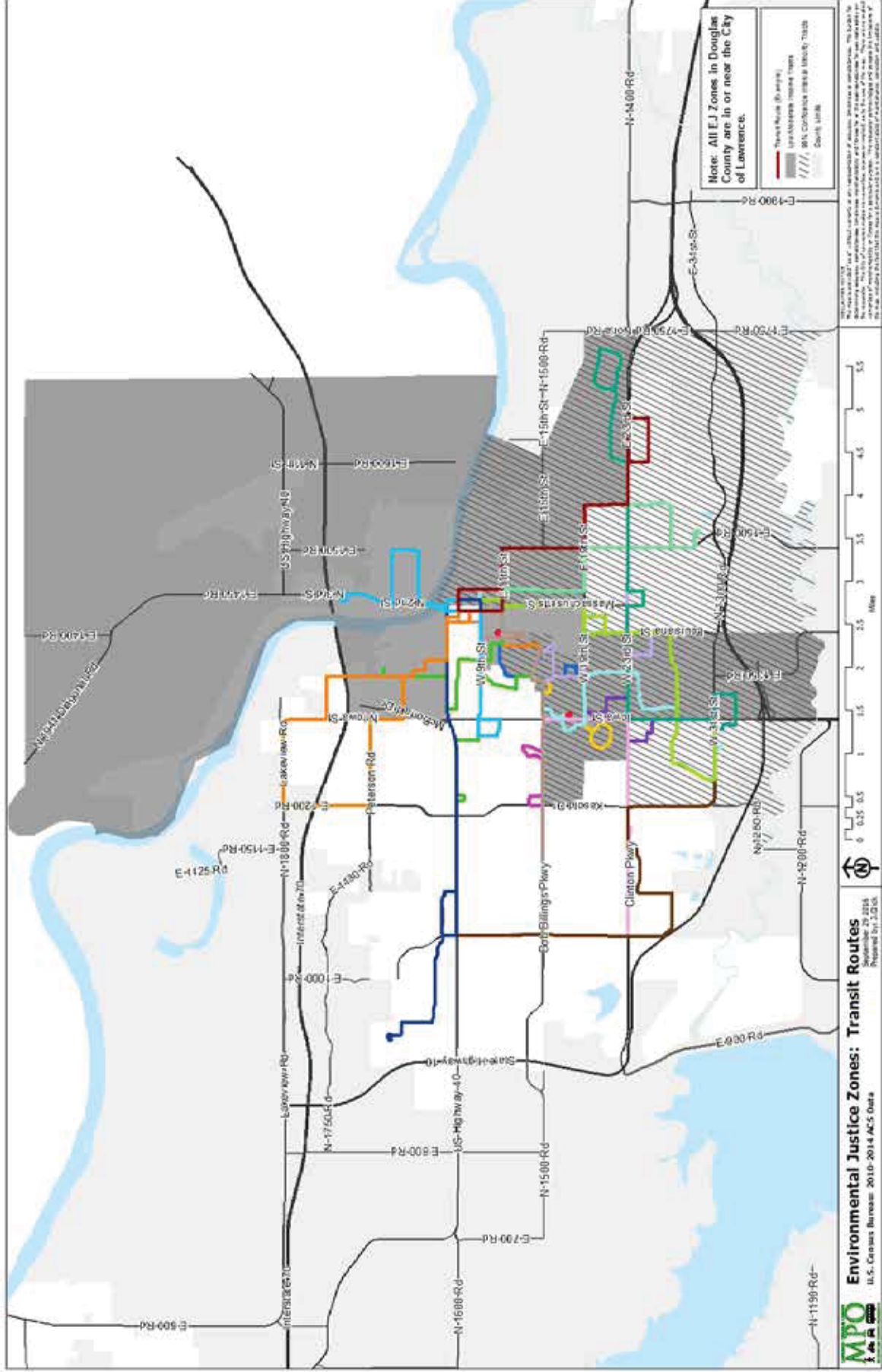
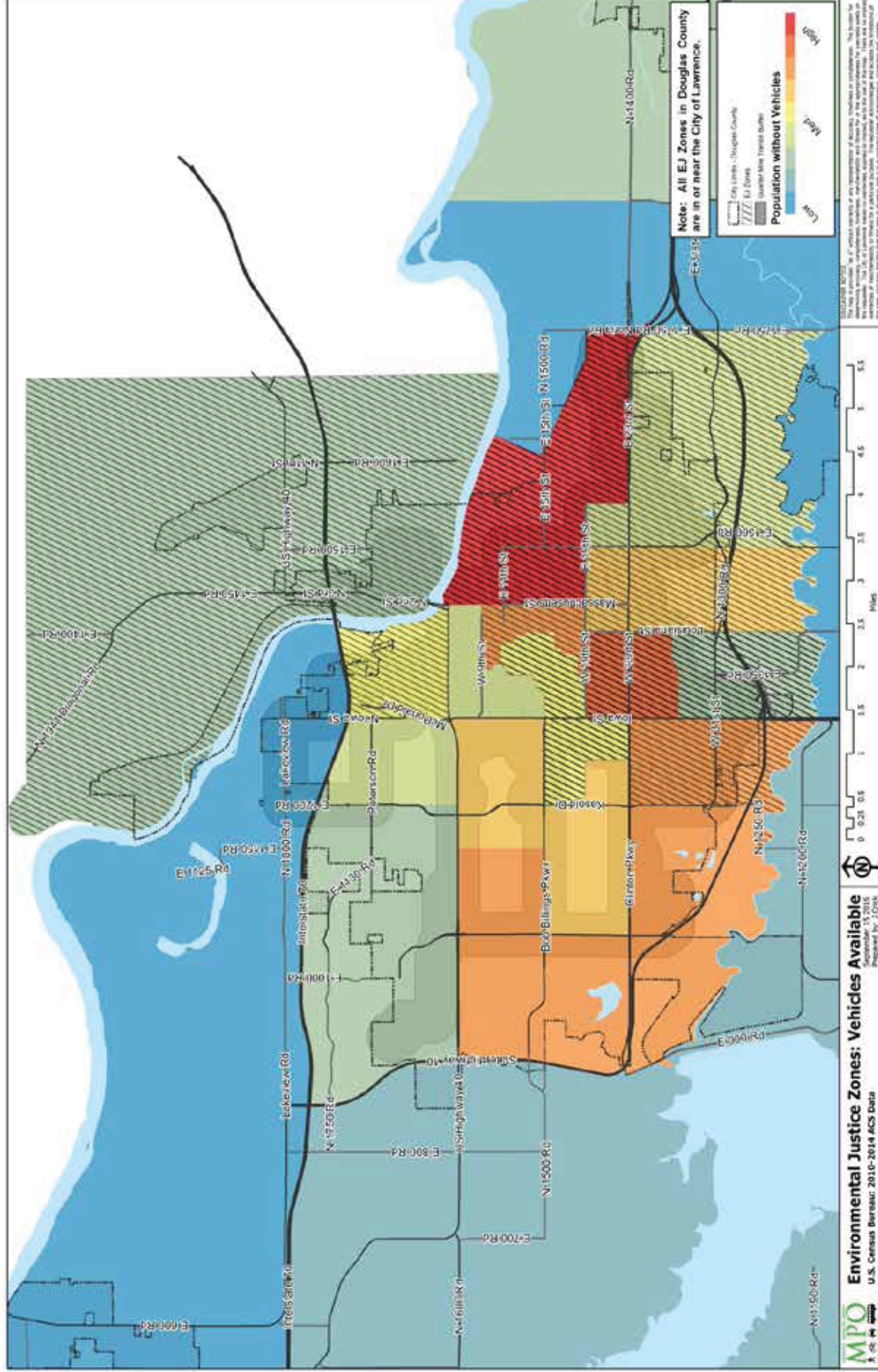


Figure 11: Zero Vehicle Households in Relation to EJ Zones



Conclusion

Reviewing the assessment and analysis in this chapter the MPO believes there are no significant EJ issues with the selection of roadway, bridge, transportation enhancement, or transit projects in Douglas County. 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.).

APPENDICES

Appendix A – Planning and Engineering Factors for Project Selection

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, Safe Routes to School, and other comprehensive plan elements/chapters) covering the project location?
- Does the project include provisions for transit, bicycle, and pedestrian movements (including students and ADA accessibility) 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. It is used at the discretion of local governments and project sponsors and may be changed in the future.

Appendix B – Definitions of Major Projects and Significant Delay

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.

Appendix C – Progress on Previous TIP Projects

Major Projects from the Previous 2015-2019 TIP

Using the definitions listed above the following major projects from the previous 2015-2019 TIP were implemented between the start of 2015 and the approval date for this new 2017-2020 TIP. This current TIP covers 2017 to 2020 so some 2017 projects could be listed in both the previous and current TIP documents.

Table C-1: Completed Major Projects

TIP #	Project Type	Project Name	Project Sponsor	Location	Scope	Year	Cost (In 1,000s)
202	Road	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	2014-2015	\$ 565
206	Interchange	K-10/15th St./Bob Billings Pkwy Interchange	KDOT	K-10/15th Street/Bob Billings Pkwy	Construct Interchange	2016	\$ 6,432
210	Intersection	Bob Billings Pkwy & George Williams Way Intersection	Lawrence	Bob Billings Pkwy & George Williams Way Intersection	New traffic signal	2015	\$ 500
211	Road	Bob Billings Pkwy: Wakarusa to Foxfire Dr Reconstruction	Lawrence	Wakarusa to Foxfire Road	Reconstruction	2015	\$ 2,000
215	Road	Lawrence KLINK: Selected portions of Us-59	Lawrence	Mus-59 from 6th St to Harvard Rd and from Irving Hill Rd to 21st St	Mill and Overlay	2016	\$ 617
216	Road	Route 1055 3-R Improvements North of Wakarusa	Douglas County	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	2015	\$ 342
217	Road	Route 1055 Pavement Rehabilitation, Rte 12 to N700	Douglas County	Rte 1055 from Rte 12 to N 700	Reconstruction from N 500 Rd north .55 mi; remaining pavement rehabilitated	2015	\$ 1,009
218	Bridge	Bridge 0507-1700 Replacement	Douglas County	Rte 1055 .07 mi north of N500 Rd	Replace bridge, stabilize channel	2015	\$ 804
223	Bridge	Bridge 1189-1500 Rehabilitation	Douglas County	Rte 1055 at Wakarusa river	Modify South abutment; reset bearing devices; repair deteriorated concrete; polymer concrete overlay	2015	\$ 330
228	Road	Bob Billings Parkway Improvements, Kasold to Wakarusa	Lawrence	Kasold to Wakarusa	Major resurfacing, traffic control & sidewalks.	2015-2016	\$ 2,400
231	Intersection	US 40/6th St & Champion Lane Signalization	Lawrence	US 40/6th St & Champion Lane Intersection	Construct traffic signal	2016	\$ 440
235	Road	KLINK US 59 (Iowa St)	Lawrence	US-59 (31st to 23rd St)	Mill & overlay of Iowa Street between 31st and 23rd St with full depth patching and new pavement markings.	2016	\$ 870
238	Road	K-10: Approximately 500ft W of Harper St	KDOT		Consolidation of access points (Orschlen's) & construction of right turn lane	2016	\$ 113
239	Road	Improvements on K-10 West of Naismith Dr	KDOT	K-10 improvements to median	Median treatment to allow right out only near Natural Grocers	2016	\$ 51
240	Road	Access Consolidation on K-10 West of Alabama St (Jiffy Lube)	KDOT	K-10 W of Alabama St	Access improvements	2016	\$ 31
241	Road	Access Consolidation on K-10 West of Alabama St (Chipotle)	KDOT	K-10 W of Alabama St	Access improvements	2016	\$ 31
300	ITS	23rd St Traffic Signal Coordination	KDOT	Lawrence	Install fiber optic cables & video detection systems	2016	\$ 180
301	ITS	West Lawrence Traffic Signal Timing	KDOT/Lawrence	6th St, Wakarusa, Clinton Pkwy	Adaptive traffic signal system - new controllers, PTZ cameras & cabinet modifications	2016	\$ 529
404	Transit/Paratransit	JARC Small Urban Funds	Lawrence Transit	Lawrence	FFY 2009 small Urban JARC funds passed thru from KDOT. 80/20 split.	2015	\$ 310
405	Transit/Paratransit	Transit 5309 Funds	Lawrence Transit	Lawrence	FFY 2008 Capital 83% Fixed Route Bus Replacement	2015	\$ 631
406	Transit/Paratransit	Transit 5309 Funds	Lawrence Transit	Lawrence	FFY 2008 Capital - Bus & Bus Facilities -- Fleet Replacement 83%	2015	\$ 177
407	Transit/Paratransit	Transit 5309 Funds	Lawrence Transit	Lawrence	FFY 2009 Capital 83% Fixed Route Bus Replacement	2015	\$ 30
501	Enhancement	Baldwin City Depot Railscape	Baldwin City		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	2016	\$ 260
700	Other	South Lawrence Trafficway Widening Study	KDOT	K-10 West Leg in Douglas County US 59/K10/Iowa to I70/KTA/K10 Junction	Study to provide a 4-lane freeway section, review area issues, current transportation needs, impacts on current projects, interchange configurations, reevaluate the evrn docs for preferred improvements, traffic analysis, field survey & public involvement	2015	\$ 175
702	Other	US-59 Seeding Project	KDOT	Douglas Co Line N to 2L/4L divided	Permanent seeding	2015	\$ 498

Major Projects from the 2015-2019 TIP That Were Significantly Delayed

Table C-2: Significantly Delayed Major Projects

TIP #	Project Type	Project Name	Project Sponsor	Location	Scope	Original Year	Currently Programmed Year in the TIP	Cost (In 1,000s)
204	Road	Kasold Reconstruction	Lawrence	Kasold Drive: Harvard Road to Bob Billings Pkwy	Reconstruction of street will include subgrade treatment, concrete pavement and multi-modal facilities	2015-2016	2015-2017	\$ 5,920
212	Road	9th Street Reconstruction	Lawrence	Massachusetts St to Delaware St	Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.	2015-2016	2015-2018	\$ 3,600
229	Road	19th Street Reconstruction, O'Connell to Harper	Lawrence	O'Connell to Harper	Reconstruct \$ tie into venture park, roundabout at 19th & Harper, construct sidewalk & bike lanes	2016-2017	2018	\$ 3,000

Appendix D – 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 2016 (Cost in \$1,000's)													
MPO #	FEIS #	Project Name	Responsible Party	Route or Service Area / Project Location	Project Description	Work Description	Federal Funding Source	Federal Funds Obligated in FFY 2016	Federal Funds Obligated in FFY 2015	Federal Funds Obligated To Date	Federal Funds Remaining	Has State Fed. Match?	Project Status
403 and 417	5307-415-01	Operating Funds (Independence 1-1/2) FFA 2012 Capital Funds	Lamarite Basin	Lawrence	Transit/Transport	Operating	5307	6,792	1,425	1,425	6,962	No	Active
411			Independence, Inc.	Based in Lawrence - Douglas County	Transit/Transport	Capital - Full Size Van Procurement	5310	47	47	47	0	No	Active
144	4-1889-01	Franklin-Douglas County Line, South To 24th Street	KDOT	Franklin-Douglas County Line N 75-24th St	Franklin-Douglas County Line, North To 24th Street	Gr & Br Exp 4-1 (Emergency Relief Alignment) Construction	5307	46,026	17,361	46,856	0	No	Completed
ETHWY 75	4-1988-04	Franklin-Douglas County Line, North To 24th Street	KDOT	Franklin-Douglas County Line N 75-24th Street	7.3 Miles N of FR-DG County Line, N To 24th Street	Plan-Sub Proj 3 Lane Freeway Const, Gr, Br & Sign	5307	18,289	82	17,289	6,000	No	Close
66	4-2392-04	South Lawrence trafficway	KDOT	50 Junct US 169 (I-68) to K16	4-10 Extension, from South Section US 169 (I-68) East to 4-16, South Lawrence Trafficway (S-15) W, Hardie Avenue and K-10.		5307	173,939	18,607	175,126	12,200	Yes	Active
124	44-0032-51	East Fork Taux Creek Bridge Subelement (Bridge # 204)	KDOT	US 56 Taux Creek Drainage Ridge 1.96 miles east of US 59 & Taux Creek Bridge 2.7 miles east of US 59	East Fork Taux Creek Bridge (B14): 4.25 Miles East of US 59	Bridge Replacement	88	2,667	34	1,642	1,042	No	Active
03199-01	44-1954-01	West Fork Taux Creek Bridge Subelement (Bridge # 204)	KDOT	US 59 over West Fork of Taux Creek 1.46 N of D&RR County Line	Bridge #255, 0.54 Mile North of the Original Franklin County Line	Bridge Replacement based on a 35 ft. deck. Preservation of historic features, improvements to the substructure, culvert, abutment and roadway, interior improvements (stairs, walls, ADA compliance, restoration of original finishes and furnishings), and mechanical/electrical systems (heating and cooling systems, light fixtures, fire suppression system, intercom, etc.)	5307	618	0	116	233	No	Close
126	TE-0173-01	Santa Fe Depot Restoration	Lawrence	413 East 7th Street, Lawrence, KS	Preservation of Santa Fe Station located at 413 E 7th Street, Lawrence		TE	1,153	13,180	0	1,153	No	Active
101	TE-0424-01	Baldwin City Depot Redevelop City of Lawrence	Baldwin City	1601 High Street, Baldwin City, MO	Baldwin City Depot located at 1601 High Street	Improvements to depot platform including extending the length of the look train boarding platform, covering the boarding platform, platform lighting, landscaping, and addition of three ADA parking spaces	TE	174	175	175	0	No	Active
107	4-0664-01	HSBP & E 1920 Road east of Lawrence	Lawrence	Lawrence	City of Lawrence	Provisioning Engineering to Sewing Sash Machine School Master Plan	TE	19	151	0	15	Yes	Active
4-2392-04			KDOT	HSBP & E 1920 Road east of Lawrence	HSBP & E 1920 Road east of Lawrence	Run-Drive Signals Flashing Light Bright Post Type welcome	80P	2,000	561	561	1,438	No	Active

Legend
 5307 - FFA Section 5307 - Operating Assistance, Preventive Maintenance, Program Administrations, & Security and Capital
 5309 - FFA Section 5309 - Capital Bus and Bus Facilities
 5310 - FFA Section 5310 - Buses and Buses
 5317 - FFA Section 5317 - New Freedom
 5339 - FFA Section 5339 - Bus and Bus Facilities
 88 - Bridge Replacement Funds
 HSBP - Highway Safety Improvement Program
 MHP - National Highway Performance Program
 STP - Surface Transportation Program
 STS - Safe Routes to School
 TE - Transportation Enhancement

Appendix E – TIP Public Participation

Task	Date	July	August	September	October	November
Discuss TIP Development with TAC and MPO Policy Board	TAC - 7/5/16 MPO - 7/21/16	—				
TIP Project Submission Deadline to MPO Staff	7/22/16	—				
Send draft to KDOT, FHWA, and FTA for review	8/1/16 - 8/8/16		—			
Incorporate KDOT, FHWA, and FTA comments	8/8/16 - 8/18/16		—			
Draft for 30 day public comment period*	8/19/16 - 9/18/16		—	—		
Send draft plan to TAC/Policy Board for Review as a part of the public comment period	8/19/16 - 9/18/16		—	—		
Incorporate public comments and other KDOT, FHWA, and FTA comments	9/19/16 - 9/20/16				—	
Send revised draft back to KDOT, FHWA, and FTA	9/20/16 - 9/23/16				—	
TAC/MPO Policy Board consideration of incorporating public comments into final TIP	TAC - 10/4/16 MPO - 10/5/16				—	
Pending Policy Board approval post online and send to KDOT, FHWA, and FTA	10/5/16				—	
Inclusion in Kansas STIP	November					—

* Public participation process includes: Newspaper advertisement, email to subscription list, place document online and at public locations - Baldwin City Public Library, Eudora Public Library, Lawrence Public Library, Lecompton City Hall, and MPO Office.

TIP public comments can be viewed at www.lawrenceks.org/mpo/tip/comments.

Appendix F – TIP Project Submission Form

Project Sponsor: _____

Project Name: _____

Location (to/from location): _____

Length (mi): _____ KDOT #: _____

Project Type (choose from available options on TIP Appendix I): _____

Work Type (choose from available options on TIP Appendix I): _____

Description:

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 \$1,000s): _____

Appendix G – Funding Summary Table

The table below displays the fiscal breakdown by funding source for all roadway and transit projects listed in the 2017-2020 TIP. The projects are shown by year and funding source.

Estimated Expenditures by Year and Funding Source (in thousands)						
Funding Source	FFY 2017	FFY 2018	FFY 2019	FFY 2020	Total	
Federal Funds	FTA 5307	\$ 2,135	\$ 2,135	\$ 2,135	\$ -	\$ 6,405
	FTA 5310	\$ 47	\$ 156	\$ -	\$ -	\$ 203
	FTA 5311	\$ 54	\$ 57	\$ -	\$ -	\$ 111
	HSIP	\$ 1,100	\$ 1,245	\$ 600	\$ 500	\$ 3,445
	STP	\$ -	\$ -	\$ -	\$ -	\$ -
	TE/TA	\$ 1,462	\$ 186	\$ -	\$ -	\$ 1,648
	HRRR	\$ 36	\$ -	\$ -	\$ -	\$ 36
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 4,310	\$ 2,792	\$ 6,165	\$ 500	\$ 13,767	
State AC Conversion*	\$ (500)	\$ (500)	\$ (500)	\$ (500)	\$ (2,000)	
Local	\$ 24,404	\$ 24,332	\$ 7,474	\$ 1,470	\$ 57,680	
Total	\$ 33,048	\$ 30,403	\$ 15,874	\$ 1,970	\$ 81,295	

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

Anticipated Funding (in thousands)					
Funding Source	FFY 2017	FFY 2018	FFY 2019	FFY 2020	Total
Federal: FTA	\$ 2,698	\$ 2,739	\$ 2,780	\$ 2,822	\$ 11,038
Federal: FHWA	\$ 10,650	\$ 10,810	\$ 10,972	\$ 11,137	\$ 43,570
State	\$ 2,604	\$ 3,366	\$ 7,183	\$ 2,723	\$ 15,877
Local	\$ 22,563	\$ 28,356	\$ 13,699	\$ 13,905	\$ 78,522
Total	\$ 38,516	\$ 45,271	\$ 34,634	\$ 30,587	\$ 149,008

Anticipated funding is based on historical TIP programs averages from FFY2012-2015 that can be reasonably expected for FFY2017-2020. Local anticipated funding also includes known bonds and other sources of local funds for FFY2017 and FFY2018. Federal and State Funding as well as FFY2019 and FFY2020 Local funds includes 1.5% inflation.

The 2008 Lawrence sales tax referendum which funds 1) Roads/Infrastructure, 2) Transit Service, and 3) Transit Operating/Capital Improvements will be sunseting in April of 2019. Decisions regarding future funding will need to be made. For the purposes of this fiscal constraint, it is assumed this funding will be available in the future.

Appendix H - Summary of TIP Changes

Costs in 1,000s



FFY 2017 - 2020 L-DC MPO Transportation Improvement Program (TIP) Revision Summary: Amendment 2

TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
401		Independence Inc.: FTA 5311 Operating & Capital	Independence Inc.	New Project	Program operating funds in 2018. \$57 FTA 5311 funding, \$23 State funding, \$34 local funding. Program administrative operating funds in 2018. \$32 FTA 5311 funding and \$8 local funding.	\$202
409		Cwood: FTA 5310 Capital Funds	Cottonwood Inc.	New Project	Purchase a ramp mini-van. Program \$31 of FTA 5310 funding and \$8 of Local funding in 2018.	\$39
413		LPM: FTA 5310 Capital Funds	Lawrence Presbyterian Manor	New Project	Purchase a 14 passenger composite small transit bus. Program \$47 of FTA 5310 funding and \$18 of Local funding in 2018.	\$65
414		SRC DGCO: FTA 5310 Capital Funds	Senior Resource Center for Douglas County, Inc.	New Project	Purchase a ramp mini-van and full size van. Program \$78 of FTA 5310 funding and \$20 of Local funding in 2018.	\$98
604	U-0225-01	Massachusetts St, 11th to 14th St Reconfigure Lanes	Lawrence	New Project	Adding project to reconfigure lanes for center turn lane and bike amenities; programming \$20 of 2018 Local PE, \$30 of 2018 Local CONST, and \$100 of 2019 HSIP CONST funding.	\$150
205	K-9667-01	23rd Street (K-10) Access Point Consolidation	KDOT	Project Change	Shifting phase years forward one year; 2016 Local PE and ROW is now programmed in 2017; 2016 Local UTIL is programmed in 2018; 2017 State CE and CONST is programmed in 2018; 2017 Local CE and CONST is programmed in 2018.	\$421
226	U-0561-01	Harvard & Wakarusa Roundabout	Lawrence	Project Change	Revising Local ROW from 2016 to 2017 and adjusting it from \$62 to \$13. Revising 2017 Local CE funding from \$4 to \$195; 2017 Local CONST funding from \$1,400 to \$1,380; and 2017 Local PE funding from \$62 to \$20.	\$2,214
500	23TE-0373-01	Santa Fe Depot Restoration	Lawrence	Project Change	Revising 2017 TA CONST from \$1,065 to \$1,112 and 2017 Local CONST from \$266 to \$278.	\$1,501

Appendix I – TIP Project Listings

1	Project Sponsor: KDOT	7	Project Name: Access Consolidation on K-10 West of Ousdahl Rd	13	FFY	14	Fund Source	15	Phase	16	Federal	State	Local
2	TIP #: 242	8	KDOT #: K-9667-10	2017	State	CONST	\$0	\$60	\$0				\$0
3	Length (mi): 0.50	9	Location: K-10 W of Ousdahl Rd.	2017	Local	CONST	\$0	\$0				\$0	\$20

4 **Project Type:** Road **10** **Work Type:** Access Management

5 **Date Added:** 1/2016 **11** **Last Revised:** 10/2016

6 **Description:** Access Improvements **12** **Comments:**

17	Federal Total: \$0	18	Non-Federal Total: \$80	19	Grand Total: \$80
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- 1** **Project Sponsor:** Agency responsible for project
- 2** **TIP #:** MPO assigned number based on project type:
 - 100 – Roadway/Intersection
 - 500 – Enhancement
 - 200 – Bridges
 - 300 – ITS
 - 400 – Transit/Paratransit
- 3** **Length (mi):** Measures the length or distance of the project
- 4** **Project Type:** Classified into categories:
 - Bridge
 - Road
 - Enhancement
 - Interchange
 - ITS
- 5** **Date Added:** Date incorporated into the TIP
- 6** **Description:** Brief definition of the range of the project's work and tasks included
- 7** **Project Name:** General project name to identify the project
- 8** **KDOT #:** Assigned by KDOT for each state administered and/or funded project (including projects for which KDOT provides federal money to the local government)
- 9** **Location:** Identifies the starting and ending point of project
- 10** **Work Type:** Classified into categories:
 - Access Management
 - Bridge Rehabilitation
 - Bridge Replacement
 - Capital
 - Geometric Improvement
 - Grading
 - Mill/Overlay
 - Operating
 - Other
 - Pedestrian & Bicycle Work
 - Planning
 - Reconstruction
 - Redeck Bridge
 - Safety
 - Seeding
 - Signage
 - Signal
 - Special Work
 - Surfacing
 - Vehicle Replacement
- 11** **Last Revised:** Date of most recent project adjustment and amendment/revision number
- 12** **Comments:** Include notes or observations about the project, not included in the other categories.
- 13** **FFY:** Federal Fiscal Year – October 1 – September 30
- 14** **Fund Source:**
 - 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 Safe Routes To School funding
 - Urban Area Formula Grants (5307)
 - Rural Area Formula Grants (5311)
- 15** **Phase:**
 - PE – Preliminary Engineering
 - ROW – Right of Way
 - CE – Construction Engineering
 - CONST – Construction
- 16** **Funding:** Federal, State, or Local funding shown in 1,000s
- 17** **Federal Total:** Total federal funding
- 18** **Non-Federal Total:** Total non-federal (state and local) funding
- 19** **Grand Total:** Total amount of funding for the project

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor:	Project Name:	FFY	Fund Source	Phase	Federal	State	Local
KDOT	US 56 Tavy Creek Drainage Bridge	2010	STP	PE	\$362	\$0	\$0
TIP #: 103	KDOT #: KA-0033-01	2010	State	PE	\$0	\$26	\$0
Length (mi): 0.00	Location: Bridge 1.95 miles east of US 59 & Tavy Creek Bridge 2.7 miles east of 115-59	2012	STP	UTIL	\$206	\$0	\$0
Project Type: Bridge	Work Type: Bridge Replacement	2013	STP	CE	\$98	\$0	\$0
Date Added: 2/2017	Last Revised:	2013	State	CE	\$0	\$6	\$0
Description: Bridge Replacement	Comments: Amendment to revise the source of local match to the use of Toll Credits. The Federal amount of STP reflects the change to Toll Credits. The State amount reflects the non-participating amount of the project.	2013	STP	CONST	\$2,092	\$0	\$0
		2013	State	CONST	\$0	\$23	\$0
		2013	State	ROW	\$0	\$223	\$0
		Federal Total:			\$2,758		
					Non-Federal Total:	\$278	Grand Total: \$3,036
Project Sponsor: Douglas County	Project Name: Wakarusa Drive Extension	FFY	Fund Source	Phase	Federal	State	Local
TIP #: 106	KDOT #:	2018	Local	PE	\$0	\$0	\$300
Length (mi): 1.70	Location: Rte 458 to planned K-10 interchange at Wakarusa Drive	2019	Local	PE	\$0	\$0	\$300
Project Type: Road	Work Type: Grading, Bridge, Surfacing	2020	Local	ROW	\$0	\$0	\$250
Date Added: 10/2016	Last Revised: 2/2017	2020	Local	UTIL	\$0	\$0	\$20
Description: New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River. *Alignment not finalized	Comments: Construction contingent on KDOT construction of K-10 interchange at Wakarusa Drive. Changed TIP # from 100 to 106 in 2/2017 - this amendment makes no changes to scope or funding.	2021	Local	CONST	\$0	\$0	\$8,000
		Federal Total:			\$0		
					Non-Federal Total:	\$8,870	Grand Total: \$8,870

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

<p>Project Sponsor: Lawrence</p> <p>TIP #: 107</p> <p>Length (mi): 0.20</p> <p>Project Type: Road</p> <p>Date Added: 10/2016</p> <p>Description: Reconstruction of street including pavement, storm sewer, sidewalks, bicycle facilities, and median.</p>	<p>Project Name: Kasold Reconstruction: Clinton Parkway to HyVee</p> <p>KDOT #:</p> <p>Location: Kasold from 22nd Street to Clinton Parkway</p> <p>Work Type: Reconstruction</p> <p>Last Revised: 2/2017</p> <p>Comments: Included in 2018 CIP. Changed TIP # from 101 to 107 in 2/2017 - this amendment makes no changes to scope or funding.</p>	<table border="1"> <thead> <tr> <th>FFY</th> <th>Fund Source</th> <th>Phase</th> <th>Federal</th> <th>State</th> <th>Local</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>Local</td> <td>PE</td> <td>\$0</td> <td>\$0</td> <td>\$100</td> </tr> <tr> <td>2018</td> <td>Local</td> <td>CONST</td> <td>\$0</td> <td>\$0</td> <td>\$1,000</td> </tr> </tbody> </table>	FFY	Fund Source	Phase	Federal	State	Local	2017	Local	PE	\$0	\$0	\$100	2018	Local	CONST	\$0	\$0	\$1,000
FFY	Fund Source	Phase	Federal	State	Local															
2017	Local	PE	\$0	\$0	\$100															
2018	Local	CONST	\$0	\$0	\$1,000															
<p>Federal Total: \$0</p> <p>Non-Federal Total: \$1,100</p> <p>Grand Total: \$1,100</p>																				
<p>Project Sponsor: Lawrence</p> <p>TIP #: 108</p> <p>Length (mi): 0.60</p> <p>Project Type: Road</p> <p>Date Added: 10/2016</p> <p>Description: Reconstruction of street including pavement, storm sewer, sidewalks, bicycle facilities, and median</p>	<p>Project Name: Wakarusa Reconstruction: 18th to 23rd St</p> <p>KDOT #:</p> <p>Location: Wakarusa - 18th to 23rd St</p> <p>Work Type: Reconstruction</p> <p>Last Revised: 2/2017</p> <p>Comments: Included in CIP. Changed TIP # from 102 to 108 in 2/2017 - this amendment makes no changes to scope or funding.</p>	<table border="1"> <thead> <tr> <th>FFY</th> <th>Fund Source</th> <th>Phase</th> <th>Federal</th> <th>State</th> <th>Local</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>Local</td> <td>PE</td> <td>\$0</td> <td>\$0</td> <td>\$250</td> </tr> <tr> <td>2021</td> <td>Local</td> <td>CONST</td> <td>\$0</td> <td>\$0</td> <td>\$2,500</td> </tr> </tbody> </table>	FFY	Fund Source	Phase	Federal	State	Local	2020	Local	PE	\$0	\$0	\$250	2021	Local	CONST	\$0	\$0	\$2,500
FFY	Fund Source	Phase	Federal	State	Local															
2020	Local	PE	\$0	\$0	\$250															
2021	Local	CONST	\$0	\$0	\$2,500															
<p>Federal Total: \$0</p> <p>Non-Federal Total: \$2,750</p> <p>Grand Total: \$2,750</p>																				



Lawrence-Douglas County MPO

FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

		FFY	Fund Source	Phase	Federal	State	Local
Project Sponsor:	KDOT	2016	State	CE	\$0	\$4	\$0
TIP #:	109	2016	State	CONST	\$0	\$69	\$0
Length (mi):	0.00	2016	State	PE	\$0	\$231	\$0
Project Type:	Intersection						
Date Added:	10/2016						
Description:	Conversion of Standard Stop Controlled intersection to Right In - Right Out configuration						
Last Revised:	2/2017						
Comments:	Project lets in Sept '17. Changed TIP # from 103 to 109 in 2/2017 - this amendment makes no changes to scope or funding.						
		Federal Total:	\$0	Non-Federal Total:	\$304	Grand Total:	\$304
Project Sponsor:	KDOT	2019	State	CONST	\$0	\$500	\$0
TIP #:	110						
Length (mi):	0.32						
Project Type:	Road						
Date Added:	2/2017						
Description:	Construction of a 2 way left turn lane on 23rd St from Louisiana St to Massachusetts St						
Last Revised:							
Comments:	This project is part of the 23rd St KDOT/City turn back agreement. This agreement, including final project(s) cost share, has not been finalized to date.						
		Federal Total:	\$0	Non-Federal Total:	\$500	Grand Total:	\$500



Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT	Project Name: 23rd St Resurfacing: Iowa St to Ousdahl Rd	FFY	Fund Source	Phase	Federal	State	Local
TIP #: 111	KDOT #: KA-4473-03	2018	State	CONST	\$0	\$300	\$0

Length (mi): 0.25 **Location:** 23rd St: Iowa St to Ousdahl Rd

Project Type: Road **Work Type:** Surfacing

Date Added: 2/2017 **Last Revised:**

Description: Resurfacing 23rd St from Iowa St to Ousdahl St
 This project is part of the 23rd St KDOT/City turn back agreement. This agreement, including final project(s) cost share, has not been finalized to date.

Federal Total: \$0	Non-Federal Total: \$300	Grand Total: \$300
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Project Sponsor: KDOT **Project Name:** South Lawrence Trafficway

TIP #: 200 **KDOT #:** K-8392-04

Length (mi): 5.96 **Location:** SO Junct US 59/K10 E to K10

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

Date Added: 10/2014 **Last Revised:** 7/2016

Description: Linked to Project L-8392-01.
 Revise the source of local match for the use of toll credits- Fed amount of NHPP/STP reflect change to toll credits. State \$ reflects non-participating amount of project.

Federal Total: \$171,454	Non-Federal Total: \$4,030	Grand Total: \$175,484
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Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County **Project Name:** Route 458 3-R Improvements

TIP #: 201

KDOT #:

Length (mi): 4.30

Location: Route 458 between E 800 Rd & N
1175 Rd Douglas County

Project Type: Road

Work Type: Surfacing, Reconstruction

Date Added: 10/2014

Last Revised:

Description:
3-R Improvements (restoration, resurfacing, reconstruction).

Comments:
Const in 2017.

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	PE	\$0	\$0	\$480
2016	Local	ROW	\$0	\$0	\$300
2016	Local	UTIL	\$0	\$0	\$200
2017	Local	CONST	\$0	\$0	\$5,000

Federal Total: \$0 **Non-Federal Total:** \$5,980 **Grand Total:** \$5,980

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

TIP #: 203

KDOT #:

Length (mi): 0.50

Location: 19th St from Iowa to Naismith

Project Type: Road

Work Type: Grading, Surfacing

Date Added: 10/2014

Last Revised: 10/2016

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

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	PE	\$0	\$0	\$200
2018	Local	CONST	\$0	\$0	\$1,800

Federal Total: \$0 **Non-Federal Total:** \$2,000 **Grand Total:** \$2,000

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence
Project Name: Kasold Reconstruction: 6th St to Bob Billings Pkwy
TIP #: 204
KDOT #:
Length (mi): 1.00
Location: Kasold Drive: 6th St to Bob Billings Pkwy
Project Type: Road
Work Type: Grading, Surfacing
Date Added: 10/2014
Last Revised: 2/2017
Description: Reconstruction of street will include subgrade treatment, concrete pavement, traffic signal at Kasold and Harvard, and multi-modal facilities.

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	UTIL	\$0	\$0	\$500
2017	Local	CONST	\$0	\$0	\$6,000

Federal Total: \$0
Non-Federal Total: \$6,500
Grand Total: \$6,500

Project Sponsor: KDOT
Project Name: 23rd Street (K-10) Access Point Consolidation
TIP #: 205
KDOT #: K-9667-01
Length (mi): 3.00
Location: 23rd St. (K-10) from US 59 (Iowa St.) E to O'Connell Rd.
Project Type: Road
Work Type: Access Management
Date Added: 10/2014
Last Revised: 8/2017
Description: Consolidation of Access Points

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	PE	\$0	\$0	\$67
2017	Local	ROW	\$0	\$0	\$123
2018	State	CE	\$0	\$26	\$0
2018	Local	CE	\$0	\$0	\$76
2018	State	CONST	\$0	\$78	\$0
2018	Local	CONST	\$0	\$0	\$26
2018	Local	UTIL	\$0	\$0	\$25

Federal Total: \$0
Non-Federal Total: \$421
Grand Total: \$421

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

		FFY	Fund Source	Phase	Federal	State	Local
Project Sponsor:	Douglas County	Project Name: Route 1055 at North 700 Curve					
TIP #:	208	2016	Local	ROW	\$0	\$0	\$250
Length (mi):	0.50	2018	Local	PE	\$0	\$0	\$120
Project Type:	Road	2018	Local	ROW	\$0	\$0	\$10
Date Added:	10/2014	2019	Local	UTIL	\$0	\$0	\$20
Description:	Reconstruct curve, replace two bridges and one culvert	2020	Local	CONST	\$0	\$0	\$950
Comments:		Work Type: Geometric Improvement, Bridge Replacement					
		Last Revised: 10/2016					
		Comments:					
		Federal Total:	\$0	Non-Federal Total:	\$1,350	Grand Total:	\$1,350
<hr/>							
Project Sponsor:	Lawrence	Project Name: 9th Street Reconstruction					
TIP #:	212	2015	Local	PE	\$0	\$0	\$300
Length (mi):	0.45	2018	Local	CONST	\$0	\$0	\$3,000
Project Type:	Road	2018	Local	UTIL	\$0	\$0	\$300
Date Added:	10/2014	Work Type: Grading, Surfacing					
Description:	Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.	Last Revised: 7/2016					
Comments:		Comments:					
		Federal Total:	\$0	Non-Federal Total:	\$3,600	Grand Total:	\$3,600

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence	Project Name: Wakarusa Reconstruction (North)	FFY	Fund Source	Phase	Federal	State	Local
TIP #: 213	KDOT #:	2016	Local	PE	\$0	\$0	\$150
Length (mi): 0.50	Location: North of Inverness/Legends to 6th St	2017	Local	CONST	\$0	\$0	\$3,500
Project Type: Road	Work Type: Grading, Surfacing						
Date Added: 10/2014	Last Revised:						
Description: Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.	Comments: Linked to project #226.						
		Federal Total:	\$0	Non-Federal Total:	\$3,650	Grand Total:	\$3,650
Project Sponsor: Lawrence	Project Name: Wakarusa Reconstruction (South)	FFY	Fund Source	Phase	Federal	State	Local
TIP #: 214	KDOT #:	2017	Local	PE	\$0	\$0	\$100
Length (mi): 0.22	Location: Research Parkway to 18th Street	2019	Local	CONST	\$0	\$0	\$2,500
Project Type: Road	Work Type: Grading, Surfacing						
Date Added: 10/2014	Last Revised:						
Description: Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.	Comments:						
		Federal Total:	\$0	Non-Federal Total:	\$2,600	Grand Total:	\$2,600



Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County **Project Name:** Route 458 Improvements, E1500 to E1600

TIP #: 219

KDOT #:

Length (mi): 1.00

Location: E1500 to E1600

Project Type: Road

Work Type: Grading, Surfacing

Date Added: 8/2015

Last Revised:

Description:

Construct paved shoulders; replace narrow culvert; flatten roadside slope

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	ROW	\$0	\$0	\$30
2018	Local	UTIL	\$0	\$0	\$40
2019	Local	CONST	\$0	\$0	\$1,130

Federal Total: \$0 **Non-Federal Total:** \$1,200 **Grand Total:** \$1,200

Project Sponsor: Douglas County **Project Name:** Route 1055 Improvements, N1000 to N1180

TIP #: 220

KDOT #:

Length (mi): 1.80

Location: N1000 to N1180

Project Type: Road

Work Type: Grading, Surfacing

Date Added: 8/2015

Last Revised:

Description:

Construct paved shoulders; replace narrow culvert; flatten roadside slope

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	ROW	\$0	\$0	\$45
2017	Local	UTIL	\$0	\$0	\$70
2018	Local	CONST	\$0	\$0	\$1,885

Federal Total: \$0 **Non-Federal Total:** \$2,000 **Grand Total:** \$2,000

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County **Project Name:** Bridge 1000-1638 Replacement

TIP #: 222 **KDOT #:**

Length (mi): 0.17 **Location:** Rte 458 .38 mi east of Rte 1055

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

Date Added: 8/2015 **Last Revised:**

Description:
 Replace Rte 458 bridge over Coal Creek

Comments:
 Includes replacing Br No. 1001-1649; PE completed 2014' ROW/Utilities completed 2015

FFY	Fund Source	Phase	Federal	State	Local
2013	Local	PE	\$0	\$0	\$69
2014	Local	PE	\$0	\$0	\$67
2015	Local	PE	\$0	\$0	\$4
2015	Local	ROW	\$0	\$0	\$3
2016	Local	CONST	\$0	\$0	\$795

Federal Total: \$0 **Non-Federal Total:** \$938 **Grand Total:** \$938

Project Sponsor: Douglas County **Project Name:** Bridge 0064-0550 Replacement

TIP #: 224 **KDOT #:**

Length (mi): 0.10 **Location:** Rte 1029 .6 mi North of N1 Rd

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

Date Added: 8/2015 **Last Revised:**

Description:
 Replace Bridge

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$41
2016	Local	ROW	\$0	\$0	\$10
2016	Local	UTIL	\$0	\$0	\$10
2017	Local	CONST	\$0	\$0	\$625

Federal Total: \$0 **Non-Federal Total:** \$686 **Grand Total:** \$686

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

		FFY	Fund Source	Phase	Federal	State	Local
Project Sponsor: Douglas County	Project Name: Culvert 1500-1624 Replacement	2016	Local	ROW	\$0	\$0	\$20
TIP #: 225	KDOT #:	2016	Local	UTIL	\$0	\$0	\$20
Length (mi): 0.10	Location: N 1500 Rd/E 15th St. at E 1625 Rd Intersection	2017	Local	CONST	\$0	\$0	\$460
Project Type: Road	Work Type: Grading, Surfacing						
Date Added: 8/2015	Last Revised:						
Description: Replace narrow culverts, channel improvements	Comments: South half N1500 Rd in City Limits						
		Federal Total:	\$0	Non-Federal Total:	\$500	Grand Total:	\$500
		Project Sponsor: Lawrence	Project Name: Harvard & Wakarusa Roundabout				
TIP #: 226	KDOT #: U-0561-01	2015	State	PE	\$0	\$6	\$0
Length (mi): 0.24	Location: Harvard & Wakarusa Intersection	2017	Local	CE	\$0	\$0	\$195
Project Type: Intersection	Work Type: Geometric/Intersection Improvements	2017	HSIP	CE	\$36	\$0	\$0
Date Added: 8/2015	Last Revised: 8/2017	2017	Local	CONST	\$0	\$0	\$1,380
Description: Convert All Way Stop controlled intersection to two lane roundabout	Comments: PE/ROW are each estimated at 10% of Construction Costs. Linked to project #213.	2017	HSIP	CONST	\$564	\$0	\$0
		2017	Local	PE	\$0	\$0	\$20
		2017	Local	ROW	\$0	\$0	\$13
		Federal Total:	\$600	Non-Federal Total:	\$1,614	Grand Total:	\$2,214

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence	Project Name: 19th Street Reconstruction, O'Connell to Harper	FFY	Fund Source	Phase	Federal	State	Local
TIP #: 229	KDOT #:	2018	Local	CONST	\$0	\$0	\$2,500
Length (mi): 0.54	Location: O'Connell to Harper	2018	Local	PE	\$0	\$0	\$250
Project Type: Road	Work Type: Reconstruction	2018	Local	ROW	\$0	\$0	\$250
Date Added: 8/2015	Last Revised: 7/2016	Federal Total: \$0					
Description: Reconstruct & tie into venture park, roundabout at 19th & harper, construct sidewalk & bike lanes	Comments: PE/ROW are each estimated at 10% of Construction Costs	Non-Federal Total: \$3,000					
		Grand Total: \$3,000					
Project Sponsor: Lawrence	Project Name: Queens Road, 6th to North City Limits	FFY	Fund Source	Phase	Federal	State	Local
TIP #: 230	KDOT #:	2015	Local	ROW	\$0	\$0	\$600
Length (mi): 0.75	Location: 6th Street to North City Limits	2016	Local	PE	\$0	\$0	\$200
Project Type: Road	Work Type: Reconstruction	2018	Local	CONST	\$0	\$0	\$3,000
Date Added: 8/2015	Last Revised: 10/2016	Federal Total: \$0					
Description: Construct Queens Road, roundabout at Overland & Wakarusa, construct sidewalk & bike lanes	Comments: PE/ROW are each estimated at 10% of Construction Costs	Non-Federal Total: \$3,800					
		Grand Total: \$3,800					

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence
Project Name: 23rd & Ousdahl Storm Sewer Improvements
TIP #: 232
KDOT #: KA-4473-02
Length (mi):
Location: 23rd & Ousdahl Intersection
Project Type: Intersection
Work Type: Intersection Improvements
Date Added: 8/2015
Description: Geometric Improvements & Storm Sewer

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	ROW	\$0	\$0	\$250
2017	Local	CONST	\$0	\$0	\$2,500
2017	Local	PE	\$0	\$0	\$250
2018	State	CONST	\$0	\$700	\$0
2018	Local	CONST	\$0	\$0	\$300

Federal Total: \$0
Non-Federal Total: \$4,000
Grand Total: \$4,000

Project Sponsor: Lawrence
Project Name: 23rd Street Reconstruction, Haskell to East City Limits
TIP #: 234
KDOT #: KA-4473-01
Length (mi): 2.01
Location: Haskell to East City Limits
Project Type: Road
Work Type: Reconstruction
Date Added: 8/2015
Description:

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	ROW	\$0	\$0	\$600
2018	Local	CONST	\$0	\$0	\$6,000
2018	Local	PE	\$0	\$0	\$600
2019	State	CONST	\$0	\$4,000	\$0

Federal Total: \$0
Non-Federal Total: \$11,200
Grand Total: \$11,200

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor:	Project Name:	FFY	Fund Source	Phase	Federal	State	Local	
KDOT	SLT/K-10 West Leg in Douglas County	2016	State	PE	\$0	\$4,200	\$0	
TIP #: 236	KDOT #: KA-3634-02	Federal Total: \$0						Grand Total: \$4,200
Length (mi): 1.20	Location: I-70/K10 Junction South to 3500 ft N of K-10/US-40 Junction	Non-Federal Total: \$4,200						Grand Total: \$4,200
Project Type: Road/Interchange	Work Type: Interchange/Reconstruction	Federal Total: \$0						Grand Total: \$4,200
Date Added: 1/2016	Last Revised:	Fund Source						Local
Description: 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.	Comments: 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.	State						State
		Federal						Federal
		Non-Federal						Non-Federal
		Total:						Total:
		Federal						Federal
		Non-Federal						Non-Federal
		Total:						Total:
		Fund Source						Local
		State						State
		Federal						Federal
		Non-Federal						Non-Federal
		Total:						Total:
		Federal						Federal
		Non-Federal						Non-Federal
		Total:						Total:

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT **Project Name:** Access Consolidation on K-10 West of Ousdahl Rd

TIP #: 242 **KDOT #:** K-9667-10

Length (mi): 0.50 **Location:** K-10 W of Ousdahl Rd.

Project Type: Road **Work Type:** Access Management

Date Added: 1/2016 **Last Revised:** 10/2016

Description:
 Access Improvements

FFY	Fund Source	Phase	Federal	State	Local
2017	State	CONST	\$0	\$60	\$0
2017	Local	CONST	\$0	\$0	\$20

Federal Total: \$0 **Non-Federal Total:** \$80 **Grand Total:** \$80

Project Sponsor: KDOT **Project Name:** US-56 Improvements from Eisenhower St to 1st St

TIP #: 243 **KDOT #:** KA-4365-01

Length (mi): 0.30 **Location:** Eisenhower St to 1st St

Project Type: Road **Work Type:** Other/Reconstruction

Date Added: 7/2016 **Last Revised:**

Description:
 Improvements to US-56 - Realign Eisenhower and construct 3 lane US-56 in Baldwin City

FFY	Fund Source	Phase	Federal	State	Local
2017	State	CONST	\$0	\$1,675	\$0

Federal Total: \$0 **Non-Federal Total:** \$1,675 **Grand Total:** \$1,675

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT **Project Name:** Install Permanent Signal at K-10 at US-59/CR 458

TIP #: 300 **KDOT #:** KA-3634-06

Length (mi): 0.00 **Location:** K-10 at US-59/CR 458

Project Type: Traffic Signal **Work Type:** Signal

Date Added: 10/2016 **Last Revised:**

Description: Installation of a permanent signal
Comments: Project lets in March '17

FFY	Fund Source	Phase	Federal	State	Local
2016	State	PE	\$0	\$43	\$0
2017	State	CE	\$0	\$43	\$0
2017	State	CONST	\$0	\$850	\$0

Federal Total: \$0 **Non-Federal Total:** \$936 **Grand Total:** \$936

Project Sponsor: Independence Inc. **Project Name:** Independence Inc.: FTA 5311 Operating & Capital

TIP #: 401 **KDOT #:**

Length (mi): **Location:** Lawrence

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

Date Added: 10/2014 **Last Revised:** 8/2017

Description: Operating
Comments: 2017 - 5311 Admin- \$25, Local Admin \$6;
 2018 - 5311 Admin- \$32, Local Admin \$8

FFY	Fund Source	Phase	Federal	State	Local
2017	State	OP	\$0	\$11	\$0
2017	Local	OP	\$0	\$0	\$23
2017	5311	OP	\$54	\$0	\$0
2018	State	OP	\$0	\$23	\$0
2018	Local	OP	\$0	\$0	\$34
2018	5311	OP	\$57	\$0	\$0

Federal Total: \$111 **Non-Federal Total:** \$91 **Grand Total:** \$202

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit **Project Name:** Operating Funds

TIP #: 402

KDOT #: 5307 FTA

Length (mi): 0.00

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Operating

Date Added: 10/2014

Last Revised: 10/2016

Description:
Operating and Preventative
Maintenance activities

Comments:

Federal Transit 5307 Funds. Not included in
fiscal constraint. Previous unspent balances.
Linked with project #412.

FFY	Fund Source	Phase	Federal	State	Local
2012	Local	OP	\$0	\$0	\$13
2012	5307	OP	\$50	\$0	\$0
2014	Local	OP	\$0	\$0	\$18
2014	5307	OP	\$100	\$0	\$0
2015	Local	OP	\$0	\$0	\$18
2015	5307	OP	\$100	\$0	\$0
2016	Local	OP	\$0	\$0	\$1,524
2016	5307	OP	\$2,135	\$0	\$0
Federal Total:			\$2,385	\$1,573	\$3,958
			Non-Federal Total:		

Project Sponsor: Lawrence Transit **Project Name:** Transit Capital Assistance

TIP #: 403

KDOT #: PT-0701

Length (mi):

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Special Work

Date Added: 10/2014

Last Revised: 10/2016

Description:
Comprehensive Transportation
Program. Purchase of replacement
paratransit vehicles.

Comments:

StateCTP

FFY	Fund Source	Phase	Federal	State	Local
2015	State	CAP	\$0	\$500	\$0
2015	State	OP	\$0	\$558	\$0
2016	State	CAP	\$0	\$500	\$0
2016	State	OP	\$0	\$640	\$0
2017	State	CAP	\$0	\$500	\$0
2017	State	OP	\$0	\$665	\$0
2018	State	CAP	\$0	\$500	\$0
2018	State	OP	\$0	\$665	\$0
2019	State	CAP	\$0	\$500	\$0
2019	State	OP	\$0	\$665	\$0
Federal Total:			\$0	\$5,693	\$5,693
			Non-Federal Total:		



Lawrence-Douglas County MPO
FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Cottonwood Inc. **Project Name:** Cwood: FTA 5310 Capital Funds

TIP #: 409

KDOT #:

Length (mi): 0.00

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 8/2017

Last Revised:

Description:
Purchase a Ramp Mini-Van

Comments:
80/20 federal/local split

FFY	Fund Source	Phase	Federal	State	Local
2018	Local	CAP	\$0	\$0	\$8
2018	5310	CAP	\$31	\$0	\$0

Federal Total: \$31 **Non-Federal Total:** \$8 **Grand Total:** \$39

Project Sponsor: Lawrence Transit **Project Name:** Lawrence Multi-Modal Center

TIP #: 410

KDOT #:

Length (mi):

Location:

Project Type: Transit/Paratransit

Work Type:

Date Added: 7/2016

Last Revised:

Description:
Transit Facility

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	PE	\$0	\$0	\$1,000
2018	Local	CONST	\$0	\$0	\$1,000
2019	Local	CONST	\$0	\$0	\$2,000

Federal Total: \$0 **Non-Federal Total:** \$4,000 **Grand Total:** \$4,000

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Independence Inc.
Project Name: Indep. Inc: FTA 5310 Capital Funds

TIP #: 411

KDOT #:

Length (mi):

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 7/2016

Last Revised:

Description:
 Full size van

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	CAP	\$0	\$0	\$12
2017	5310	CAP	\$47	\$0	\$0

Federal Total: \$47 **Non-Federal Total:** \$12 **Grand Total:** \$59

Project Sponsor: Lawrence Transit **Project Name:** Operating Funds

TIP #: 412

KDOT #: 5307 FTA

Length (mi):

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Operating

Date Added: 10/2014

Last Revised: 10/2016

Description:
 Operating and Preventative Maintenance activities.

Comments:
 Federal Transit 5307 Funds. 2016-2019 amounts based on 2016 levels projected. Linked with project #402.

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	OP	\$0	\$0	\$1,524
2017	5307	OP	\$2,135	\$0	\$0
2018	Local	OP	\$0	\$0	\$1,524
2018	5307	OP	\$2,135	\$0	\$0
2019	Local	OP	\$0	\$0	\$1,524
2019	5307	OP	\$2,135	\$0	\$0

Federal Total: \$6,405 **Non-Federal Total:** \$4,572 **Grand Total:** \$10,977



Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Name: LPM: FTA 5310 Capital Funds

FFY	Fund Source	Phase	Federal	State	Local
2018	Local	CAP	\$0	\$0	\$18
2018	5310	CAP	\$47	\$0	\$0

Project Sponsor: Lawrence Presbyterian Manor

TIP #: 413

KDOT #:

Length (mi): 0.00

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 8/2017

Last Revised:

Description: Purchase a 14 Passenger Composite Small Transit Bus

Comments: 80/20 federal/local split

Federal Total: \$47 **Non-Federal Total:** \$18 **Grand Total:** \$65

Project Sponsor: Senior Resource Center for Douglas County, Inc.

TIP #: 414

KDOT #:

Length (mi): 0.00

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 8/2017

Last Revised:

Description: Purchase a Ramp Mini-Van (\$38) and a Full Size Van (\$60)

Comments: 80/20 federal/local split

FFY	Fund Source	Phase	Federal	State	Local
2018	Local	CAP	\$0	\$0	\$20
2018	5310	CAP	\$78	\$0	\$0

Federal Total: \$78 **Non-Federal Total:** \$20 **Grand Total:** \$98

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence		Project Name: Santa Fe Depot Restoration		FFY	Fund Source	Phase	Federal	State	Local
TIP #: 500		KDOT #: 23TE-0373-01		2016	Local	PE	\$0	\$0	\$1
Length (mi):		Location: 413 East 7th Street, Lawrence, KS		2017	TA	CE	\$88	\$0	\$0
Project Type: Enhancement		Work Type: Special Work		2017	Local	CE	\$0	\$0	\$22
Date Added: 10/2014		Last Revised: 8/2017		2017	TA	CONST	\$1,112	\$0	\$0
Description: Revitalize the Santa Fe Depot site and building		Comments: TA funding to pay 80% of eligible costs.		2017	Local	CONST	\$0	\$0	\$278
				Federal Total:	\$1,200		Non-Federal Total:	\$301	Grand Total: \$1,501
Project Sponsor: Eudora		Project Name: Eudora South Trail Phase 2		FFY	Fund Source	Phase	Federal	State	Local
TIP #: 503		KDOT #: TE-0437-01		2016	Local	PE	\$0	\$0	\$26
Length (mi): 0.66		Location: South Eudora from Eudora High School to Eudora Middle School		2017	TA	CE	\$44	\$0	\$0
Project Type: Enhancement		Work Type: Pedestrian & Bicycle Work		2017	Local	CE	\$0	\$0	\$11
Date Added: 7/2016		Last Revised:		2017	TA	CONST	\$218	\$0	\$0
Description: 10' wide shared use path that will have ADA ramps and create a safe access for residents of all ages.		Comments:		2017	Local	CONST	\$0	\$0	\$55
				Federal Total:	\$262		Non-Federal Total:	\$92	Grand Total: \$354

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence		Project Name: Lawrence Safe Routes to School TA		FFY	Fund Source	Phase	Federal	State	Local		
TIP #: 504		KDOT #: U-2305-01		2017	Local	CE	\$0	\$0	\$24		
Length (mi): 0.43		Location: Various sidewalk in 3 locations, RRFB at aprox. 10 locations		2018	Local	CONST	\$0	\$0	\$68		
Project Type: Enhancement		Work Type: Pedestrian & Bicycle Work		2018	TA	CONST	\$186	\$0	\$0		
Date Added: 7/2016		Last Revised: 2/2017		Federal Total: \$186						Non-Federal Total: \$92	Grand Total: \$278
Description: The project will add sidewalks along designated safe routes for 2 schools (LMCMS/WES) on arterial roadways w/sidewalk on 1 side & residential roadways w/no sidewalk on either side. It will also add RRFBs at existing school crossings w/o a crossing guard		Comments: The SRTS funding is an 80/20 (KDOT/City) cost share with KDOT contributing a max of \$189,156. Shift CONST from 2017 to 2018.									
Project Sponsor: KDOT		Project Name: Various Railroad Safety Projects in the Region		FFY	Fund Source	Phase	Federal	State	Local		
TIP #: 600		KDOT #:		2017	State-AC	CONST	\$0	\$500	\$0		
Length (mi):		Location:		2017	HSIP	CONVERSION	\$500	\$0	\$0		
Project Type: Safety		Work Type:		2017	Credit	OTHER	\$0	(\$500)	\$0		
Date Added: 10/2014		Last Revised: 10/2016		2018	State-AC	CONST	\$0	\$500	\$0		
Description: Safety improvements along railroads in region as identified by KDOT. These funds may be used to benefit the region by working to correct or improve identified safety hazards at public railway-highway crossing in a proactive manner.		Comments: This is a master project that would include any safety projects selected in region. State funds (SF) Conversions: 2016 SF to 2017 HSIP, 2017 SF to 2018 HSIP, 2018 SF to 2019 HSIP, 2019 SF to 2020 HSIP.		2018	HSIP	CONVERSION	\$500	\$0	\$0		
				2019	State-AC	CONST	\$0	\$500	\$0		
				2019	HSIP	CONVERSION	\$500	\$0	\$0		
				2019	Credit	OTHER	\$0	(\$500)	\$0		
				2020	State-AC	CONST	\$0	\$500	\$0		
				2020	HSIP	CONVERSION	\$500	\$0	\$0		
				2020	Credit	OTHER	\$0	(\$500)	\$0		
Federal Total: \$2,000				Non-Federal Total: \$0				Grand Total: \$2,000			

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County **Project Name:** Rte 458 HRRR

TIP #: 601

KDOT #: C-4857-01

Length (mi): 2.00

Location: Rte 458 E 1800 Rd. to E 2000 Rd.

Project Type: Safety

Work Type: Grading

Date Added: 1/2016

Last Revised: 2/2017

Description:

Replace nine narrow culverts and remove roadside trees to improve roadside safety.

Comments:

Non-participating pavement rehab and entrance reconstruction not included in listed costs.

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$48
2017	Local	ROW	\$0	\$0	\$75
2017	Local	UTIL	\$0	\$0	\$75
2018	Local	CE	\$0	\$0	\$45
2018	Local	CONST	\$0	\$0	\$83
2018	HSIP	CONST	\$745	\$0	\$0

Federal Total: \$745 **Non-Federal Total:** \$326 **Grand Total:** \$1,071

Project Sponsor: Douglas County **Project Name:** Local Road Safety Plan

TIP #: 602

KDOT #:

Length (mi):

Location: County road network

Project Type: Safety

Work Type: Safety

Date Added: 1/2016

Last Revised: 10/2016

Description:

Safety study of county road network (major collectors) to identify needed safety improvements.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2017	Local		\$0	\$0	\$4
2017	HRRR		\$36	\$0	\$0

Federal Total: \$36 **Non-Federal Total:** \$4 **Grand Total:** \$40

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence
Project Name: 23rd St Access Management - 2246 Ohio St Driveway
TIP #: 603
KDOT #: K-9667-11
Length (mi): 0.03
Location: 23rd Street & Ohio Street
Work Type: Access Management
Date Added: 10/2016
Description: Removal of driveway access to 23rd Street east of Ohio Street.

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	CE	\$0	\$0	\$1
2017	State	CONST	\$0	\$6	\$0
2017	Local	CONST	\$0	\$0	\$2

Federal Total: \$0
Non-Federal Total: \$9
Grand Total: \$9

Project Sponsor: Lawrence
Project Name: Massachusetts St, 11th to 14th St Reconfigure Lanes
TIP #: 604
KDOT #: U-0225-01
Length (mi): 0.50
Location: Massachusetts 11th Street to 14th Street
Work Type: Mill/Overlay
Date Added: 8/2017
Description: Reconfigure lanes for center turn lane and bike amenities

FFY	Fund Source	Phase	Federal	State	Local
2018	Local	CONST	\$0	\$0	\$30
2018	Local	PE	\$0	\$0	\$20
2019	HSIP	CONST	\$100	\$0	\$0

Federal Total: \$100
Non-Federal Total: \$50
Grand Total: \$150

Lawrence-Douglas County MPO FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT	Project Name: Toll Feasibility Study for the SLT & K-10 Corridors	FFY	Fund Source	Phase	Federal	State	Local
TIP #: 703	KDOT #: KA-2362-02	2016	State	PE	\$0	\$94	\$0
Length (mi): 38.00	Location: I-10(KTA)/K-10 Junction to I-435/K-10 Junction	2016	KTA	PE	\$0	\$0	\$94
Project Type: Other	Work Type: Special Work	Federal Total: \$0					
Date Added: 1/2016	Last Revised: 10/2016	Non-Federal Total: \$188					
Description: 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: Study is currently on hold pending future direction from KDOT leadership. Project also included in MARC TIP.	Grand Total: \$188					