



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

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

U.S. Department of Transportation

November 4, 2016

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 November 3, 2016 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #2 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



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

Phone: 785-296-3285
Fax: 785-368-7415
Hearing Impaired - 711
publicinfo@ksdot.org
<http://www.ksdot.org>

Richard Carlson, Interim Secretary
Catherine M. Patrick, P.E.,
State Transportation Engineer

Sam Brownback, Governor

November 3, 2016

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 #2 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 Kansas City, Lawrence, and Wichita metropolitan areas, along with projects outside of the metropolitan areas. These items are enclosed for your review.

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

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

A copy of Administrative Modification #1 to the 2017-2020 STIP is also enclosed for your reference.

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

Sincerely,

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

Enclosures: 2016 November STIP Amendment List of Projects
2016 STIP Amendment Cash Flow Report
MARC 2016-2020 TIP Amendment Approval Request Letter and Related Documents

Messrs. Ahmad and Backlund

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November 3, 2016

L-DC MPO 2017-2020 TIP Approval Request Letter and Related Documents
WAMPO 2017-2020 TIP Approval Request Letter and Related Documents

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

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		Disposition	Disposition	Disposition	Disposition	Disposition	Disposition			
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Allen County

		Chg FF		Chg FF		Chg FF			
KA-1772-01	BRRPL	\$305	2011	\$1	2013	\$1,295	2014		\$1,602
	K	\$3	0.87%			\$1	0.06%		
	STP A177201	\$303	99.11%	\$1	99.99%	\$1,294	99.93%		
County: Allen		Route: U059		Total Length (Miles): 0.0		Letting Type: KDOT		NHS Project: N	
Name: Replace Bridge on US-59 in Allen County									
Location: US-59: Bridge #015, Canville Creek, 2.65 miles north of US-59/K-39 east junction.									
Scope: Bridge Replacement									

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Anderson County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2049-01	BRRPL	\$163	2011	\$11	2012	\$10	2013	\$810	2013	\$994
	K	\$4	2.47%	\$11	100.00%			\$11	1.40%	
	STP A204901	\$159	97.51%			\$10	100.00%	\$799	98.59%	
County:	Anderson	Route:	K031	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Replace Bridge on K-31 in Anderson County									
Location:	K-31: Bridge #016, Kenoma Creek, 6.91 miles southeast of Anderson/Coffey county line.									
Scope:	Bridge Replacement									

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2094-01	BRRPL	\$730	2011	\$53	2015	\$207	2014	\$5,697	2015	\$6,686
	K	\$10	1.30%	\$53	100.00%			\$9	0.16%	
	NHPP A209401	\$721	98.69%			\$207	100.00%	\$5,687	99.83%	
County:	Anderson	Route:	U059	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Replace Bridge in Anderson County									
Location:	US-59: 3 miles north of the north junction US-59/K-31									
Scope:	Bridge Replacement									

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		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Atchison County

						Add			
C-4871-01	BRRPL					\$791	2018		\$791
	C0003					\$158	20.00%		
	STP C487101					\$633	79.99%		
County:	Atchison	Route:		Total Length (Miles):	0.3	Letting Type:	KDOT	NHS Project:	N
Name:	Bridge Replacement in Atchison County								
Location:	Bridge located 0.5 miles South and 0.5 miles East of Farmington over Stranger Creek								
Scope:	Bridge Replacement								

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		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Barton County

		Chg Cost						Chg Cost		
C-4702-01	BRRPL							\$842	2017	\$842
	C0005							\$168	20.00%	
	STP C470201							\$674	80.00%	
County:	Barton	Route:		Total Length (Miles):	0.3	Letting Type:	KDOT	NHS Project:	N	
Name:	Bridge Replacement in Barton County									
Location:	2.7 miles East of Great Bend									
Scope:	Bridge Replacement									

		Chg Cost		Chg Cost		Chg Cost		Chg Cost		
KA-2051-01	BRRPL	\$981	2016	\$442	2016	\$827	2015	\$13,203	2016	\$15,452
	ACNHP A205101					\$661	80.00%	\$10,562	79.99%	
	BRF A205101	\$785	80.00%							
	K	\$196	20.00%	\$442	100.00%	\$165	20.00%	\$2,641	20.00%	
NHPP Future Conversion						\$661	2018	\$10,562	2018	
County:	Barton	Route:	U056	Total Length (Miles):	1.7	Letting Type:	KDOT	NHS Project:	Y	
Name:	Roadway & bridge improvements in Barton County									
Location:	Bridge #005, 6 Miles East of US-56/K-156 Junction and the City of Ellinwood									
Scope:	Bridge Replacement and reconstruct 4-Lanes through the City of Ellinwood.									

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		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Chg Cost		
KA-2051-02	SPECL							\$2,725	2016	\$2,725
	ACNHP A205101							\$2,180	80.00%	
	K							\$545	20.00%	
	NHPP Future Conversion							\$2,180	2018	
County:	Barton	Route:	U056	Total Length (Miles):	0.4	Letting Type:	KDOT	NHS Project:	Y	
Name:	Utility Relocation in Barton County									
Location:	US-56 in the City of Ellinwood									
Scope:	Utility Relocation									

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		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Bourbon County

		Chg Cost				Chg Cost			
C-4683-01	SHLD	\$55	2015			\$471	2017		\$526
	C0006	\$6	10.00%			\$47	10.00%		
	HSIP C468301	\$50	90.00%			\$424	90.00%		
County:	Bourbon	Route:		Total Length (Miles):	1.1	Letting Type:	KDOT	NHS Project:	N
Name:	Safety Improvements in Bourbon County								
Location:	Maple Road between 205th St and the city limits of Ft Scott								
Scope:	Safety Improvements								

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2114-01	BRRPL	\$102	2011	\$8	2015	\$92	2014	\$883	2015	\$1,084
	BRF A211401	\$18	17.98%							
	K	\$3	2.54%	\$8	100.00%			\$1	0.07%	
	STP A211401	\$81	79.47%			\$92	99.99%	\$882	99.92%	
County:	Bourbon	Route:	K003	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Replace Bridge in Bourbon County									
Location:	K-3: 3 miles north of the west junction K-39									
Scope:	Bridge Replacement									

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		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Add		
TE-0445-01	BR							\$744	2017	\$744
	TA T044501							\$595	80.00%	
	U0210							\$149	19.99%	
County: Bourbon		Route:		Total Length (Miles): 0.0		Letting Type: KDOT		NHS Project:		
Name: Bridge Relocation and Restoration in Fort Scott										
Location: Long Shoals Historic Parker Truss										
Scope: Bridge Relocation and Restoration										

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		Disposition	Disposition	Disposition	Disposition	Disposition	Disposition			
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Brown County

										Chg Cost		
X-2954-01	FLTSG									\$261	2017	\$261
ACHSP	X295401									\$261	100.00%	
HSIP Future Conversion									\$261	2017		
County:	Brown	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N			
Name:	UPRR & Antelope road NE of Sabetha											
Location:	UPRR & Antelope road NE of Sabetha											
Scope:	Rail-Highway Signals Flashing Light Straight Post Type w/Gates											

										Add		
X-2992-01	FLTSG									\$326	2017	\$326
ACHSP	X299201									\$326	100.00%	
HSIP Future Conversion									\$326	2017		
County:	Brown	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N			
Name:	UPRR & 340th Street 2 miles north of Reserve											
Location:	UPRR & 340th Street 2 miles north of Reserve											
Scope:	Rail-Highway Signals Flashing Light Straight Post Type w/Gates											

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		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Butler County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2375-02	GRSU	\$206	2012	\$62	2015	\$102	2014	\$4,756	2015	\$5,126
	K	\$6	2.75%	\$62	100.00%			\$10	0.21%	
	NHPP A237502	\$200	97.24%			\$102	100.00%	\$2,410	50.67%	
	RDF A237502							\$2,336	49.11%	
County:	Butler	Route:	U400	Total Length (Miles):	2.5	Letting Type:	KDOT	NHS Project:	Y	
Name:	Passing Lanes on US-400 in Southeast Kansas									
Location:	US-400: From Approx. 8 1/4 Miles East of US-400/US-54 Junction, East for 2.5 Miles									
Scope:	Construct passing lanes on both sides of US-400									

		Add						Add		
KA-3884-01	BRREM	\$100	2015					\$1,207	2017	\$1,307
	ACNHP A388401	\$80	80.00%					\$966	79.99%	
	K	\$20	20.00%					\$241	20.00%	
	NHPP Future Conversion	\$80	2019					\$966	2019	
County:	Butler	Route:	U054	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Bridge Removal in Butler County on US-54									
Location:	Bridge #010 on US-54 Located 0.74 Miles North of the US-400 East Junction									
Scope:	Bridge Removal									

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		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Add		
X-2994-01	FLTSG							\$236	2017	\$236
	ACHSP X299401							\$236	100.00%	
	HSIP Future Conversion							\$236	2018	
<p>County: Butler Route: Total Length (Miles): 0.0 Letting Type: NEGOT NHS Project: N</p> <p>Name: UPRR & SW Adams Road 1.5 miles west of Towanda</p> <p>Location: UPRR & SW Adams Road 1.5 miles west of Towanda</p> <p>Scope: Rail-Highway Signals Flashing Light Straight Post Type w/Gates</p>										

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		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Cherokee County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-0043-01	BRRPL	\$140	2010	\$11	2013	\$279	2012	\$1,059	2013	\$1,489
	BRF A004301	\$101	72.00%			\$208	74.68%	\$776	73.29%	
	K	\$5	3.60%	\$11	100.00%	\$0	0.00%	\$20	1.88%	
	NHPP A004301	\$34	24.39%			\$71	25.30%	\$263	24.82%	
County:	Cherokee	Route:	U166	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Replace Bridge on US-166 in Cherokee County									
Location:	US-166: Four Mile Creek Bridge about 8 miles east of the Labette/Cherokee county line									
Scope:	Bridge Replacement									

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-0740-01	MILOV	\$1,505	2008	\$435	2015	\$1,301	2013	\$19,798	2015	\$23,038
	K	\$34	2.24%	\$435	100.00%	\$2	0.12%	\$83	0.41%	
	NHPP A074001	\$1,471	97.75%			\$1,299	99.87%	\$3,943	19.91%	
	STP A074001							\$15,772	79.66%	
County:	Cherokee	Route:	U400	Total Length (Miles):	13.4	Letting Type:	KDOT	NHS Project:	Y	
Name:	Improvements in Cherokee County									
Location:	US-400: County line east to Jct of US-400/K-7									
Scope:	Roadway reconstruction									

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	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Cheyenne County

						Add			
U-2307-01	PEDBI					\$270	2018	\$270	
TA	U230701					\$200	74.17%		
U0057						\$70	25.82%		
County:	Cheyenne	Route:		Total Length (Miles):	0.4	Letting Type:	KDOT	NHS Project:	
Name:	Pedestrian enhancements in Bird City								
Location:	Bird City/USD 103 school corridors								
Scope:	Pedestrian enhancements in Bird City along school corridors								

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		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Clark County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-0004-01	GRSU	\$165	2013	\$57	2015	\$179	2014	\$2,862	2015	\$3,263
	HSIP A000401	\$49	29.94%			\$179	99.99%	\$2,855	99.74%	
	K	\$116	70.05%	\$57	100.00%	\$0	0.00%	\$7	0.25%	
County:	Clark	Route:	U160	Total Length (Miles):	1.3	Letting Type:	KDOT	NHS Project:	N	
Name:	Road improvements on US-160 in Clark County									
Location:	US-160: Intersection of US-160/US-183/K-34, 6 miles east of Ashland.									
Scope:	Intersection improvement.									

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		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Cloud County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2055-01	BRRPL	\$161	2011	\$11	2014	\$15	2013	\$1,011	2014	\$1,197
	K	\$15	9.42%	\$11	100.00%			\$7	0.64%	
	STP A205501	\$145	90.56%			\$15	99.99%	\$1,005	99.35%	
County:	Cloud	Route:	K009	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Replace Bridge on K-9 (Coal Creek) in Cloud County									
Location:	K-9: Bridge #023, Coal Creek 7 miles southwest of K-28.									
Scope:	Bridge Replacement									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		Disposition	Disposition	Disposition	Disposition	Disposition	Disposition			
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Coffey County

		Chg FF		Chg FF					
KA-3262-01	MILOV	\$60	2015	\$5,778	2015	\$5,837			
	K	\$60	100.00%	\$11	0.18%				
	STP A326201			\$5,767	99.81%				
County:	Coffey	Route:	U075	Total Length (Miles):	16.7	Letting Type:	KDOT	NHS Project:	Y
Name:	Surfacing in Coffey County								
Location:	US-75: Burlington north to the county line								
Scope:	Surfacing								

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Cowley County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2057-01	BRRPL	\$530	2011	\$37	2013	\$14	2013	\$3,094	2014	\$3,674
	K	\$15	2.83%	\$37	100.00%	\$0	0.00%	\$167	5.41%	
	STP A205701	\$515	97.15%			\$14	99.99%	\$2,926	94.58%	
County:	Cowley	Route:	K015	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Replace Bridge on K-15 in Cowley County									
Location:	K-15: Brs #050, #051 over Little Crabb Creek located 0.55 miles and 1.75 miles north of US-166.									
Scope:	Bridge Replacements									

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2095-01	BRRPL	\$709	2011	\$191	2015	\$1	2014	\$4,531	2015	\$5,432
	BRF A209501	\$320	45.14%							
	K	\$8	1.11%	\$191	100.00%			\$12	0.26%	
	NHPP A209501	\$381	53.73%			\$1	100.00%	\$4,519	99.73%	
County:	Cowley	Route:	U077	Total Length (Miles):	0.5	Letting Type:	KDOT	NHS Project:	Y	
Name:	Replace Bridge in Cowley County									
Location:	US-77: 1 mile north of US-77/US-160 junction									
Scope:	Bridge Replacement									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Crawford County

		Chg Cost		Chg Cost						
KA-1554-02	GRBRS	\$2,912	2009	\$440	2015					\$3,352
ACNHP	A155402									
ACNHS	A155402	\$966	33.16%							
HPD	A155402	\$1,705	58.53%							
K		\$241	8.29%	\$440	100.00%					
NHPP Future Conversion		\$966	2022							
County:	Crawford	Route:	U069	Total Length (Miles):	5.5	Letting Type:	KDOT	NHS Project:	Y	
Name:	Construct upgradable expressway in Crawford County									
Location:	3 Miles North of Arma North City Limits, North to CR/BB County Line									
Scope:	Construct 4-Lanep Upgradable Expressway Section									

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2096-01	BRRPL	\$312	2011	\$5	2014	\$45	2013	\$1,396	2014	\$1,758
K		\$6	2.04%	\$5	100.00%	\$0	0.02%	\$8	0.53%	
STP	A209601	\$306	97.95%			\$45	99.96%	\$1,388	99.46%	
County:	Crawford	Route:	K126	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Bridge replacements in Crawford County									
Location:	K-126: Bridge 6 miles west of K-7 and bridge 1.16 miles west of K-7.									
Scope:	Bridge Replacement									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Decatur County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-0026-01	BRRPL	\$435	2010	\$44	2015	\$12	2012	\$1,580	2014	\$2,071
	K	\$31	7.20%	\$44	100.00%			\$31	1.95%	
	STP A002601	\$404	92.78%			\$12	100.00%	\$1,549	98.04%	
County:	Decatur	Route:	U036	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Bridge Replacement in Decatur County									
Location:	US-36: Bridge located 2 miles east of US-36/US-83 junction									
Scope:	Bridge Replacement									

								Chg FF		
KA-0026-02	BRRPL							\$1,862	2014	\$1,862
	K							\$32	1.71%	
	STP A002602							\$1,830	98.28%	
County:	Decatur	Route:	U036	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Bridge Replacement in Decatur County									
Location:	US-36: Bridge located 4 miles east of US-36/US-83 junction									
Scope:	Bridge replacement									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Chg FF		
KA-0026-03	BRRPL							\$2,222	2014	\$2,222
	K							\$27	1.20%	
	STP A002603							\$2,195	98.79%	
County:	Decatur	Route:	U036	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Bridge Replacement in Decatur County									
Location:	US-36: Bridge located 7 miles east of US-36/US-83 junction									
Scope:	Bridge replacement									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Dickinson County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-0732-01	MILOV	\$2,183	2007	\$18	2011	\$13	2013	\$21,679	2013	\$23,894
	HDP 0704087	\$1,626	74.48%							
	K	\$8	0.36%	\$0	1.41%	\$13	100.00%	\$95	0.43%	
	NHPP 0704087	\$549	50.28%	\$18	197.14%			\$2,158	19.90%	
	RDF 0704087							\$4,028	18.57%	
	STP 0704087							\$15,398	71.02%	
County:	Dickinson	Route:	I070	Total Length (Miles):	8.5	Letting Type:	KDOT	NHS Project:	Y	
Name:	Roadway Rehab on I-70 in Abilene (Dickinson County)									
Location:	I-70: 0.4 miles west of K-15 continuing east to 2.3 miles east of the East Junction of K-43									
Scope:	Heavy Roadway Rehabilitation including bridge repairs.									

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2058-01	BRRPL	\$290	2011	\$67	2012	\$6	2013	\$1,813	2014	\$2,176
	K	\$2	0.64%	\$67	100.00%	\$0	7.71%	\$14	0.74%	
	STP A205801	\$288	99.35%			\$5	92.28%	\$1,799	99.25%	
County:	Dickinson	Route:	U077	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Replace Bridge on US-77 in Dickinson County									
Location:	US-77: Bridge #036, MOPAC Railroad, 0.33 miles north of US-77/US-56									
Scope:	Bridge Removal - Replace the existing bridge with a Rigid Frame Box (RFB)									

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Doniphan County

						Add		
C-4872-01	BRRPL					\$645	2018	\$645
	C0022					\$129	20.00%	
	STP C487201					\$516	80.00%	
County:	Doniphan	Route:		Total Length (Miles):	0.1	Letting Type:	KDOT	NHS Project: N
Name:	Bridge Replacement in Doniphan County							
Location:	Bridge located 0.5 miles East and 1.8 miles North of Troy							
Scope:	Bridge Replacement							

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Ellis County

						Chg Cost		
C-4840-01	BRRPL					\$363	2017	\$363
	C0026					\$73	20.00%	
	STP C484001					\$290	79.99%	
County:	Ellis	Route:		Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project: N
Name:	Bridge Replacement in Ellis County							
Location:	Bridge on N. County Line Road over Tomcat Creek							
Scope:	Bridge Replacement							

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		Disposition	Disposition	Disposition	Disposition	Disposition	Disposition			
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Finney County

		Add				Add			
U-0218-01	PEDBI	\$1	2016			\$264	2017		\$265
SRTS	U021801					\$200	75.89%		
U0631		\$1	100.00%			\$64	24.10%		
County:	Finney	Route:		Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	
Name:	Sidewalk and pedestrian improvements in City of Holcomb								
Location:	City of Holcomb (Safe Routes to School)								
Scope:	Construct sidewalk and pedestrian improvements								

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Ford County

						Add			
X-2995-01	FLTSG					\$256	2017		\$256
ACHSP	X299501					\$256	100.00%		
HSIP Future Conversion						\$256	2018		
County:	Ford	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N
Name:	UPRR & 126 Road 1 mile NE of Kingsdown								
Location:	UPRR & 126 Road 1 mile NE of Kingsdown								
Scope:	Rail-Highway Signals Flashing Light Straight Post Type w/Gates								

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Franklin County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-0734-01	MILOV	\$376	2010	\$238	2013	\$377	2013	\$4,202	2013	\$5,193
	K	\$15	3.98%	\$238	100.00%	\$377	100.00%	\$8	0.19%	
	NHPP A073401	\$361	96.01%					\$4,194	99.80%	
County:	Franklin	Route:	U169	Total Length (Miles):	2.4	Letting Type:	KDOT	NHS Project:	Y	
Name:	Road Improvements in Franklin County									
Location:	US-169: Anderson/Franklin county line to Franklin/Miami county line.									
Scope:	Roadway rehabilitation for 44 ft. roadway.									

		Add		Add		Add		Add		
KA-3102-01	BRRPL	\$300	2013	\$50	2016	\$50	2016	\$2,928	2017	\$3,328
	ACNHP 0353417	\$270	90.00%			\$45	90.00%	\$2,636	90.00%	
	K	\$30	10.00%	\$50	100.00%	\$5	10.00%	\$293	9.99%	
	NHPP Future Conversion	\$270	2019			\$45	2019	\$2,636	2019	
County:	Franklin	Route:	I035	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Bridge replacement in Franklin County									
Location:	I-35: 1.29 miles northeast of the I-35/US-59 junction (Montana Road over I-35)									
Scope:	Bridge replacement									

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		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Add						Add		
TE-0413-01	PEDBI	\$1	2016					\$314	2017	\$315
TA	T041301							\$251	80.00%	
	U0540	\$1	100.00%					\$63	20.00%	
County:	Franklin	Route:		Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:		
Name:	Ped/Bike Infrastructure in Ottawa									
Location:	East 15th Street in Ottawa									
Scope:	Construction of sidewalk and bicycle lanes									

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		Disposition	Disposition	Disposition	Disposition	Disposition	Disposition			
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Greenwood County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2375-04	GRSU	\$254	2012			\$60	2014	\$3,631	2015	\$3,945
	CMQ A237504	\$250	98.53%			\$60	100.00%	\$3,621	99.71%	
	K	\$4	1.46%					\$10	0.28%	
County:	Greenwood	Route:	U400	Total Length (Miles):	2.5	Letting Type:	KDOT	NHS Project:	Y	
Name:	Passing Lanes on US-400 in Southeast Kansas									
Location:	US-400: From 5 Miles East of Butler/Greenwood County Line, East for approx. 2 1/2 Miles									
Scope:	Construct passing lane for the eastbound lane of US-400									

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2375-05	GRSU	\$241	2012	\$8	2015	\$60	2014	\$5,026	2015	\$5,334
	K	\$1	0.23%	\$8	100.00%			\$11	0.20%	
	NHPP A237505	\$240	99.76%			\$60	100.00%	\$5,015	99.79%	
County:	Greenwood	Route:	U400	Total Length (Miles):	2.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Passing Lanes on US-400 in Southeast Kansas									
Location:	US-400: From approx. 1 3/4 Miles East of US-400/K-99 East Junction, East for approx. 2 Miles									
Scope:	Construct passing lanes on both sides of US-400									

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Harvey County

		Chg FF		Chg FF		Chg FF		Chg FF	
C-4885-01	BRRPL							Add	
C0040								\$224	2018
STP	C488501							\$45	20.00%
								\$179	80.00%
County:	Harvey	Route:		Total Length (Miles):	0.1	Letting Type:	KDOT	NHS Project:	N
Name:	Bridge Replacement in Harvey County								
Location:	Bridge located 2.0 miles North of the County line and 0.5 mile West of I-135 over Jester Creek								
Scope:	Bridge Replacement								

		Chg FF		Chg FF		Chg FF		Chg FF	
K-9439-01	GRBRS	\$1,003	2008	\$1,155	2011	\$23,644	2012		\$25,802
K		\$328	32.71%	\$107	9.22%	\$22	0.09%		
NHPP	K943901	\$675	67.27%	\$1,049	90.77%	\$23,622	99.90%		
County:	Harvey	Route:	U050	Total Length (Miles):	1.4	Letting Type:	KDOT	NHS Project:	Y
Name:	Construct 4-Lane Freeway in Harvey County								
Location:	US-50 from 1 Mile West of Anderson Ave. east to Old Main St.								
Scope:	Reconstruct to a 4-Lane section with an interchange at Anderson Avenue.								

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		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Chg FF		Chg FF		Chg FF		Chg FF		
KA-1827-06	GRSU	\$103	2012	\$75	2015	\$201	2014	\$1,244	2015	\$1,623
	K	\$3	2.62%	\$75	100.00%	\$0	0.00%	\$5	0.41%	
	STP A182706	\$100	97.37%			\$201	99.99%	\$1,239	99.58%	
County: Harvey		Route: U050		Total Length (Miles): 0.5		Letting Type: KDOT		NHS Project: Y		
Name: Passing Lanes in Harvey County										
Location: US-50: 0.5 Mile East of US-50/K-89 Junction, East for 0.5 Miles (West end of existing passing lanes).										
Scope: Westerly extension of the existing passing section										
		Chg FF		Chg FF		Chg FF		Chg FF		
KA-1827-07	GRSU	\$228	2012	\$249	2015	\$149	2014	\$3,784	2015	\$4,411
	K	\$2	0.79%	\$249	100.00%			\$11	0.28%	
	STP A182707	\$227	99.20%			\$149	99.99%	\$3,773	99.71%	
County: Harvey		Route: U050		Total Length (Miles): 1.2		Letting Type: KDOT		NHS Project: Y		
Name: Passing Lanes in Harvey County										
Location: US-50: Approx. 5 1/4 miles east of the US-50/K-89 junction, East for 1.2 Miles										
Scope: Construct passing lanes on both sides of highway										

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Jefferson County

		Chg FF		Chg FF		Chg FF		
KA-2099-01	GRBRS	\$123	2011	\$70	2014	\$1,101	2015	\$1,293
	K	\$5	4.44%			\$26	2.32%	
	STP A209901	\$117	95.54%	\$70	100.00%	\$1,075	97.67%	
County:	Jefferson	Route:	U059	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project: N
Name:	Line existing culvert in Jefferson County							
Location:	US-59: 8 miles north of the junction with K-92							
Scope:	Line existing concrete arch culvert							

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Jewell County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-0022-01	BRRPL	\$122	2010	\$13	2014	\$23	2012	\$528	2013	\$687
	K	\$6	4.87%	\$13	100.00%			\$14	2.70%	
	STP A002201	\$116	95.12%			\$23	100.00%	\$513	97.29%	
County:	Jewell	Route:	K028	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Replace Bridge on K-28 in Jewell County									
Location:	K-28: Buffalo Creek Drainage Bridge about 2.5 miles west of the Jewell/Cloud county line									
Scope:	Bridge Replacement based on a 32 ft. roadway.									

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2191-01	PAVRC	\$328	2015	\$42	2015	\$454	2015	\$5,072	2015	\$5,895
	K	\$328	100.00%	\$42	100.00%	\$454	100.00%	\$2	0.03%	
	NHPP A219101							\$5,070	99.96%	
County:	Jewell	Route:	U036	Total Length (Miles):	1.4	Letting Type:	KDOT	NHS Project:	Y	
Name:	Pavement Replacement on US-36 in Jewell County									
Location:	US-36: From 0.5 miles west of the West City Limits of Mankato, east through Mankato to just east of the US-36/Bowie St. intersection									
Scope:	Pavement replacement, including curb and gutter.									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		Disposition	Disposition	Disposition	Disposition	Disposition	Disposition			
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Kingman County

		Chg FF		Chg FF		Chg FF		Chg FF		
K-8244-05	GRBRS	\$2,982	2006	\$7	2013	\$772	2011	\$25,620	2012	\$29,381
	K	\$5	0.15%	\$7	100.00%	\$0	0.00%	\$164	0.64%	
	NHPP K824405	\$2,978	99.83%			\$772	99.98%	\$25,455	99.35%	
County:	Kingman	Route:	U054	Total Length (Miles):	4.9	Letting Type:	KDOT	NHS Project:	Y	
Name:	US-54 Improvements in Kingman County									
Location:	US-54: From 7 miles east of Pratt/Kingman county line, east to 3.2 miles west of West Junction US-54/K-14.									
Scope:	Grading, Surfacing and Bridges for a 4-Lane Expressway section									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Kiowa County

		Add		Add		Add		Add		
KA-3881-01	BRRPL	\$250	2015	\$20	2016	\$10	2016	\$913	2017	\$1,193
ACSTP	A388101	\$200	80.00%			\$8	80.00%	\$730	80.00%	
	K	\$50	20.00%	\$20	100.00%	\$2	20.00%	\$183	19.99%	
STP Future Conversion		\$200	2019			\$8	2019	\$730	2019	

County: Kiowa **Route:** U183 **Total Length (Miles):** 0.0 **Letting Type:** KDOT **NHS Project:** N
Name: Bridge Replacement in Kiowa County on US-183
Location: Bridge #015 on US-183 Located 0.38 Miles South of US-54
Scope: Bridge Replacement

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Labette County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-0741-01	MILOV	\$118	2008	\$6	2015	\$18	2013	\$655	2015	\$797
	K	\$8	6.56%	\$6	100.00%			\$6	0.93%	
	NHPP A074101	\$110	93.42%			\$18	100.00%	\$649	99.06%	
County:	Labette	Route:	U400	Total Length (Miles):	0.6	Letting Type:	KDOT	NHS Project:	Y	
Name:	Improvements in Labette County									
Location:	US-400: Approx. 1/2 mile west of the county line (near Straus) east to county line									
Scope:	Roadway reconstruction									

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2375-09	GRSU	\$213	2012	\$607	2015	\$271	2014	\$4,243	2015	\$5,335
	K	\$3	1.59%	\$607	100.00%	\$0	0.02%	\$26	0.61%	
	NHPP A237509	\$210	98.40%			\$271	99.97%	\$4,217	99.38%	
County:	Labette	Route:	U400	Total Length (Miles):	2.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Passing Lanes on US-400 in Southeast Kansas									
Location:	US-400: From approx. 5 Miles Southeast of US-400/US-59 Junction, East for 2 Miles									
Scope:	Construct passing lanes on both sides of US-400									

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Kansas STIP November Amendment -as of 10-19-2016

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Chg FF						Chg FF		
KA-3261-01	MILOV	\$43	2015					\$6,587	2015	\$6,630
	K	\$43	100.00%					\$10	0.15%	
	STP A326101							\$6,577	99.84%	
County: Labette		Route: U059		Total Length (Miles): 8.3		Letting Type: KDOT		NHS Project: N		
Name: Surfacing in Labette County										
Location: US-59: West junction of US-59/US-160, north to the City of Parsons										
Scope: Surfacing										

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Lincoln County

		Chg Cost				Chg Cost			
C-4807-01	SG	\$15	2016			\$222	2017		\$237
HSIP	C480701	\$15	100.00%			\$222	100.00%		
County:	Lincoln	Route:		Total Length (Miles):	125.0	Letting Type:	KDOT	NHS Project:	N
Name:	Signing in Lincoln County								
Location:	All major collectors west of K-14								
Scope:	Signing								
						Add			
C-4876-01	BRRPL					\$666	2018		\$666
C0053						\$133	20.00%		
STP	C487601					\$533	79.99%		
County:	Lincoln	Route:		Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	N
Name:	Bridge Replacement in Lincoln County								
Location:	Bridge located 1.3 miles North and 2.0 miles East of Vesper on Local Road 87 over Spillman Creek								
Scope:	Bridge Replacement								

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Kansas STIP November Amendment -as of 10-19-2016

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2067-01	BRRPL	\$134	2011	\$1	2014	\$31	2013	\$1,093	2014	\$1,259
	K	\$7	5.03%	\$1	100.00%	\$0	1.58%	\$55	5.03%	
	STP A206701	\$127	94.96%			\$30	98.40%	\$1,038	94.96%	
County: Lincoln		Route: K018		Total Length (Miles): 0.0		Letting Type: KDOT		NHS Project: N		
Name: Replace Bridge on K-18 in Lincoln County										
Location: K-31: Bridge #024, Beaver Creek, 3.7 miles east of the K-18/K-14 junction.										
Scope: Bridge Replacement										

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Linn County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2068-01	BRRPL	\$146	2011	\$213	2014	\$180	2013	\$1,651	2014	\$2,191
	K	\$2	1.22%	\$213	100.00%			\$5	0.27%	
	STP A206801	\$145	98.77%			\$180	99.99%	\$1,647	99.72%	
County:	Linn	Route:	K007	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Replace Bridge #012 on K-7 in Linn County									
Location:	K-7: Bridge #012, Big Sugar Creek Drainage, 6 miles north of the K-7/K-52 junction.									
Scope:	Bridge Replacement									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		Disposition	Disposition	Disposition	Disposition	Disposition	Disposition			
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Lyon County

						Cnvr AC		
X-2941-01	FLTSG					\$510	2016	\$510
RRP	X294101					\$510	100.00%	
RRP Future Conversion						\$510	2017	
County:	Lyon	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project: N
Name:	BNSF & C Road 5 miles west of Emporia							
Location:	BNSF & C Road 5 miles west of Emporia							
Scope:	Rail-Highway Signals Flashing Light Straight Post Type w/Gates							

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Marion County

						Move In		
C-4265-01	GRBRS					\$1,209	2017	\$1,209
	C0057					\$242	20.00%	
	STP C426501					\$968	79.99%	
County:	Marion	Route:	C0000	Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project: N
Name:	Bridge replacement in Marion County							
Location:	2.1 miles East and 0.6 miles South of Florence							
Scope:	Bridge replacement							

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Marshall County

		Chg Cost				Chg Cost			
C-4809-01	SG	\$41	2016			\$512	2017		\$553
HSIP	C480901	\$41	100.00%			\$512	100.00%		
County:	Marshall	Route:		Total Length (Miles):	254.0	Letting Type:	KDOT	NHS Project:	N
Name:	Signing in Marshall County								
Location:	All major collectors except RS 436 and RS 1222 in the City of Blue Rapids								
Scope:	Signing								

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2070-01	BRRPL	\$117	2011	\$17	2014	\$20	2013	\$1,485	2014	\$1,640
	K	\$7	6.10%	\$17	100.00%	\$0	2.32%	\$19	1.26%	
	STP A207001	\$110	93.89%			\$20	97.67%	\$1,467	98.73%	
County:	Marshall	Route:	K099	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Replace Bridge #042 on K-99 in Marshall County									
Location:	K-99: Bridge Number 042 (Wolf Creek) located 2.3 miles northeast of the K-99/US-36 junction									
Scope:	Bridge Replacement									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2102-01	BRRPL	\$170	2011	\$19	2015	\$0	2014	\$2,261	2015	\$2,450
	K	\$4	2.53%	\$19	100.00%	\$0	100.00%	\$154	6.82%	
	NHPP A210201	\$165	97.46%					\$2,106	93.17%	
County: Marshall		Route: U077		Total Length (Miles): 0.0		Letting Type: KDOT		NHS Project: Y		
Name: Replace Bridge #009 on US-77 in Marshall County										
Location: US-77: Bridge Number 009 located 0.97 miles north of Riley county line (Swede Creek)										
Scope: Bridge Replacement										
		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2103-01	BRRPL	\$109	2011	\$26	2015	\$18	2014	\$804	2015	\$956
	K	\$1	0.70%	\$26	100.00%	\$0	0.00%	\$20	2.43%	
	STP A210301	\$108	99.28%			\$18	99.99%	\$784	97.56%	
County: Marshall		Route: K087		Total Length (Miles): 0.0		Letting Type: KDOT		NHS Project: N		
Name: Replace 2 Bridges in Marshall County										
Location: K-87; just north of K-9										
Scope: Bridge Replacements										

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		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Add		
TE-0440-01	PEDBI							\$114	2017	\$114
	TA T044001							\$87	76.98%	
	U0470							\$26	23.01%	
County:	Marshall	Route:		Total Length (Miles):	0.3	Letting Type:	KDOT	NHS Project:		
Name:	Crosswalk Improvements in the City of Marysville									
Location:	City of Marysville south of Walnut on US-77									
Scope:	Crosswalk Improvements									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

McPherson County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2071-01	BRRPL	\$226	2011	\$2	2015	\$76	2014	\$1,000	2015	\$1,304
	K	\$3	1.20%	\$2	100.00%	\$2	2.05%	\$5	0.54%	
	STP A207101	\$223	98.79%			\$75	97.93%	\$994	99.45%	
County:	McPherson	Route:	K260	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Replace Bridge in McPherson County									
Location:	K-260: 2 miles west of the south junction of K-260/I-135.									
Scope:	Bridge Replacement									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Mitchell County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2072-01	BRRPL	\$281	2011	\$11	2015	\$52	2013	\$1,376	2014	\$1,719
	K	\$3	1.09%	\$11	100.00%	\$0	0.13%	\$9	0.68%	
	STP A207201	\$277	98.89%			\$52	99.86%	\$1,367	99.31%	
County:	Mitchell	Route:	K181	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Bridge Replacement in Mitchell County									
Location:	Bridge #032 and Culvert #521 in Mitchell County on K-181 Located 0.90 Miles and 0.88 miles north of Mitchell/Lincoln county line (Bacon Creek and Bacon Creek Drainage)									
Scope:	Replace Bridge #032 and Culvert # 521 with RFB									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Montgomery County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2073-01	BRRPL	\$308	2011	\$2	2012	\$7	2013	\$4,402	2013	\$4,719
BRF	A207301	\$207	67.21%			\$6	86.26%	\$3,432	77.96%	
K		\$69	22.41%	\$2	100.00%	\$1	11.37%	\$13	0.29%	
STP	A207301	\$32	10.37%			\$0	2.36%	\$957	21.73%	
County:	Montgomery	Route:	U160	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Replace Bridge on US-160 in Montgomery County									
Location:	US-160: Bridge Number 017 located 7.09 miles southeast of Elk county line (Elk River)									
Scope:	Bridge Replacement									

				Add		Add				
KA-2374-02	GRSU			\$10	2016					\$10
K				\$10	100.00%					
County:	Montgomery	Route:	U169	Total Length (Miles):	0.1	Letting Type:	KDOT	NHS Project:	Y	
Name:	US-169 Highway Improvement in Montgomery County									
Location:	US-169 at the SKO Railroad crossing approx. 3 miles south of the North Junctions of US-169/US-160									
Scope:	Reconstruct the SKO Railroad crossing									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Add		
X-2998-01	FLTSG							\$231	2017	\$231
	ACHSP X299801							\$231	100.00%	
	HSIP Future Conversion							\$231	2018	
<p>County: Montgomery Route: Total Length (Miles): 0.0 Letting Type: NEGOT NHS Project: N</p> <p>Name: UPRR & 3600 Road 4.5 miles SW of Independence</p> <p>Location: UPRR & 3600 Road 4.5 miles SW of Independence</p> <p>Scope: Rail-Highway Signals Flashing Light Straight Post Type w/Gates</p>										

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Morris County

						Move In			
C-0371-01	GRSU					\$485	2017		\$485
	C0064					\$48	10.00%		
	HRRR C037101					\$436	90.00%		
County:	Morris	Route:		Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N
Name:	Road safety improvements in Morris County								
Location:	Various locations								
Scope:	Safety improvements								
						Add			
C-4878-01	BRRPL					\$620	2018		\$620
	C0064					\$124	20.00%		
	STP C487801					\$496	80.00%		
County:	Morris	Route:		Total Length (Miles):	0.1	Letting Type:	KDOT	NHS Project:	N
Name:	Bridge Replacement in Morris County								
Location:	Bridge located 2.7 miles East of Parkerville on J Avenue over Lairds Creek								
Scope:	Bridge Replacement								

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Add		
X-2993-01	FLTSG							\$301	2017	\$301
	ACHSP X299301							\$301	100.00%	
	HSIP Future Conversion							\$301	2018	
County:	Morris	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	
Name:	UPRR & S. 3000 Road 2.5 Miles SW of Latimer									
Location:	UPRR & S. 3000 Road 2.5 Miles SW of Latimer									
Scope:	Rail-Highway Signals Flashing Light Straight Post Type w/Gates									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Neosho County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2075-01	BRRPL	\$377	2011	\$13	2012	\$0	2013	\$1,965	2014	\$2,356
	K	\$3	0.81%	\$13	100.00%			\$2	0.12%	
	STP A207501	\$374	99.17%			\$0	100.00%	\$1,963	99.87%	
County:	Neosho	Route:	K039	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Replace Bridge on K-39 in Neosho County									
Location:	K-39: Bridge Number 023 located 2.28 miles east of US-169 (Neosho River Drainage)									
Scope:	Bridge Replacement									

						Add				
X-2999-01	FLTSG							\$241	2017	\$241
	ACHSP X299901							\$241	100.00%	
	HSIP Future Conversion							\$241	2018	
County:	Neosho	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	
Name:	UPRR & 60th Road 5 miles north of Parsons									
Location:	UPRR & 60th Road 5 miles north of Parsons									
Scope:	Rail-Highway Signals Flashing Light Straight Post Type w/Gates									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Osage County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2076-01	BRRPL	\$208	2011	\$19	2014			\$1,257	2014	\$1,484
	K	\$4	1.74%	\$19	100.00%			\$10	0.82%	
	STP A207601	\$204	98.25%					\$1,247	99.17%	
County:	Osage	Route:	K170	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Bridge Replacements on K-170 in Osage County									
Location:	K-170: Bridges located 3.52 miles and 3.62 miles east of Osage/Linn county line.									
Scope:	Bridge Replacements									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Phillips County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-3095-01	BRRPL	\$51	2013	\$2	2016	\$1	2015	\$259	2016	\$313
	K	\$1	2.69%	\$2	100.00%					
	STP A309501	\$50	97.30%			\$1	100.00%	\$259	100.00%	
County:	Phillips	Route:	K009	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Bridge replacement in Phillips County									
Location:	K-9: 1.79 miles east of the K-9/US-183 junction									
Scope:	Bridge replacement									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Pottawatomie County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2080-01	BRRPL	\$134	2011	\$35	2014	\$113	2013	\$684	2014	\$966
	K	\$0	0.32%	\$35	100.00%	\$0	0.03%	\$4	0.52%	
	STP A208001	\$133	99.66%			\$113	99.96%	\$681	99.47%	
County:	Pottawatomie	Route:	U024	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Bridge replacement in Pottawatomie County									
Location:	US-24:1 mile east of Belvue									
Scope:	Bridge Replacement									

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2104-01	BRRPL	\$223	2011	\$9	2015	\$23	2014	\$1,008	2015	\$1,263
	K	\$8	3.64%	\$9	100.00%			\$11	1.10%	
	STP A210401	\$215	96.34%			\$23	100.00%	\$997	98.89%	
County:	Pottawatomie	Route:	K063	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Replace Bridge in Pottawatomie County									
Location:	K-63: 2 miles north of north junction K-16									
Scope:	Bridge Replacement									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Pratt County

		Chg FF		Chg FF		Chg FF		Chg FF		
K-8243-04	GRBRS	\$790	2006			\$1,612	2013	\$27,531	2013	\$29,933
CMQ	K824304							\$4,000	14.52%	
	K	\$0	0.02%			\$1,612	100.00%	\$163	0.59%	
NHPP	K824304	\$790	99.97%					\$23,368	84.87%	

County: Pratt **Route:** U054 **Total Length (Miles):** 5.0 **Letting Type:** KDOT **NHS Project:** Y
Name: Construct 4-Lane expressway on US-54 in Pratt County
Location: US-54: From junction with RS 501 east to one mile east of Cairo intersection.
Scope: Reconstruct to a 4-Lane section

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Reno County

		Add FF				Add FF				
KA-4009-01	BRDEC	\$92	2015			\$906	2017		\$998	
	ACNHP A400901					\$724	80.00%			
	K	\$92	100.00%			\$181	20.00%			
NHPP Future Conversion						\$724	2019			
County: Reno		Route: U050		Total Length (Miles): 0.0		Letting Type: KDOT		NHS Project: Y		
Name: Bridge redeck in Reno County										
Location: US-50: Bridge located 3 miles east of the County Line										
Scope: Bridge redeck										

						Add				
TE-0447-01	PEDBI					\$617	2017		\$617	
	TA T044701					\$455	73.83%			
	U0350					\$161	26.16%			
County: Reno		Route:		Total Length (Miles): 1.0		Letting Type: KDOT		NHS Project: N		
Name: Multi-Use Trail in the City of Hutchinson										
Location: State Fair Road and 23rd Avenue from Main to Severance										
Scope: Multi-Use Trail										

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Republic County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2084-01	BRRPL	\$264	2011	\$1	2012	\$5	2013	\$1,429	2014	\$1,699
	K	\$7	2.51%	\$1	100.00%	\$0	0.00%	\$17	1.17%	
	STP A208401	\$258	97.48%			\$5	99.99%	\$1,412	98.82%	
County:	Republic	Route:	U036	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Replace Bridge #001 on US-36 in Republic County									
Location:	US-36: Bridge Number 001 located 0.78 miles east of K-199 (Beaver Creek)									
Scope:	Bridge Replacement									

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2085-01	BRRPL	\$215	2011	\$82	2014	\$21	2013	\$3,496	2014	\$3,814
	K	\$9	4.03%	\$82	100.00%	\$0	0.00%	\$9	0.26%	
	NHPP A208501	\$207	95.96%			\$21	99.98%	\$3,486	99.73%	
County:	Republic	Route:	U036	Total Length (Miles):	0.4	Letting Type:	KDOT	NHS Project:	Y	
Name:	Replace Bridge in Republic County									
Location:	US-36: Just east of US-81									
Scope:	Bridge Replacement									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2334-01	PAVRC	\$195	2011	\$51	2015	\$641	2015	\$5,216	2014	\$6,102
	K	\$7	3.55%	\$51	100.00%	\$641	100.00%	\$34	0.65%	
	NHPP A233401	\$61	31.15%					\$3,835	73.53%	
	NHS A233401	\$127	65.28%					\$1,346	25.81%	
County: Republic		Route: U036		Total Length (Miles): 0.9		Letting Type: KDOT		NHS Project: Y		
Name: Pavement Reconstruction in Republic County										
Location: US-36: US-36/US-81 junction, east to Belleville										
Scope: Pavement reconstruction										

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		Disposition	Disposition	Disposition	Disposition	Disposition	Disposition			
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Rice County

		Chg Cost				Chg Cost			
TE-0420-01	LNDBT	\$1	2017			\$745	2017		\$746
	TA T042001					\$521	70.00%		
	U0322	\$1	100.00%			\$223	30.00%		
County:	Rice	Route:		Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	
Name:	Streetscape in Little River								
Location:	Downtown Little River								
Scope:	Improvements to downtown area								

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Riley County

						Chg FF			
KA-0410-04	GRBRS					\$46,748	2011		\$46,748
C0081						\$1,500	3.20%		
EQB	A041004					\$2,441	5.22%		
K						\$72	0.15%		
STP	A041004					\$41,236	88.20%		
U0460						\$1,500	3.20%		
County:	Riley	Route:	K018	Total Length (Miles):	4.0	Letting Type:	KDOT	NHS Project:	Y
Name:	Construct 4-Lane on K-18 in Riley County								
Location:	K-18: This project will construct a 4-Lane Freeway Section with interchanges at 56th St.and Scenic Drive.								
Scope:	Construct a 4-Lane Freeway Section								

						Chg FF			
KA-0410-05	GRBRS					\$16,506	2011		\$16,506
K						\$185	1.11%		
STP	A041005					\$16,322	98.88%		
County:	Riley	Route:	K018	Total Length (Miles):	1.4	Letting Type:	KDOT	NHS Project:	Y
Name:	4-Lane Freeway Section on K-18 in Riley County								
Location:	K-18: This project will construct a 4-Lane Freeway Section with an interchange at Miller Parkway/Davis Drive.								
Scope:	Construct a 4-Lane Freeway Section								

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Kansas STIP November Amendment -as of 10-19-2016

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2105-01	BRRPL	\$172	2011	\$78	2015	\$88	2014	\$918	2015	\$1,256
	K	\$5	3.11%	\$78	100.00%			\$10	1.07%	
	STP A210501	\$167	96.88%			\$88	99.99%	\$908	98.92%	
County: Riley		Route: K018		Total Length (Miles): 0.0		Letting Type: KDOT		NHS Project: N		
Name: Replace Bridge #034 on K-18 in Riley County										
Location: K-18: Bridge Number 034 located 4.59 miles east of south junction with K-177 (Kansas River Drainage)										
Scope: Bridge Replacement										

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Saline County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-3092-01	BRRPL	\$160	2013	\$22	2015	\$1	2015	\$684	2016	\$867
	K	\$4	2.40%	\$22	100.00%					
	STP A309201	\$156	97.58%			\$1	100.00%	\$684	100.00%	
County:	Saline	Route:	K140	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	
Name:	Bridge replacement in Saline County									
Location:	K-140: 3.46 miles east of the Saline/Ellsworth County Line (West Spring Creek Drainage)									
Scope:	Bridge replacement									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

Kansas STIP November Amendment -as of 10-19-2016

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Shawnee County

						Add		
C-4830-01	BRRPL					\$810	2017	\$810
	C0089					\$162	20.00%	
	STP C483001					\$648	80.00%	
County:	Shawnee	Route:		Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project: N
Name:	Bridge Replacement in Shawnee County							
Location:	Bridge on Northwest 94th Street over Little Soldier Creek							
Scope:	Bridge Replacement							

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Sherman County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-0718-01	GRBRS	\$3,100	2007	\$259	2010	\$190	2010	\$52,466	2011	\$56,015
IM	0701046	\$2,783	89.76%	\$219	84.75%	\$162	85.25%	\$44,551	84.91%	
K		\$8	0.25%	\$3	1.18%	\$1	0.59%	\$525	1.00%	
NHPP	0701046	\$309	9.97%	\$36	14.05%	\$27	14.14%	\$7,390	14.08%	

County: Sherman **Route:** I070 **Total Length (Miles):** 12.8 **Letting Type:** KDOT **NHS Project:** Y
Name: Reconstruct 4-Lane on I-70 in Sherman County
Location: I-70: Colorado state line east to Caruso (RS-1668).
Scope: Reconstruct 4-Lane roadway and interchanges.

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Stafford County

		Chg Cost				Chg Cost			
C-4816-01	SG	\$10	2016			\$51	2017		\$61
HSIP	C481601	\$10	100.00%			\$51	100.00%		
County:	Stafford	Route:		Total Length (Miles):	363.0	Letting Type:	KDOT	NHS Project:	N
Name:	Signing in Stafford County								
Location:	Minor Collectors in Northwestern Stafford County								
Scope:	Signing								

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Stevens County

								Chg Cost		
KA-2219-01	PAVRC	\$202	2016	\$30	2016	\$30	2016	\$3,891	2015	\$4,154
	ACSTP A221901							\$3,113	80.00%	
	K	\$202	100.00%	\$30	100.00%	\$30	100.00%	\$778	20.00%	
STP Future Conversion								\$3,113	2018	

County: Stevens **Route:** K051 **Total Length (Miles):** 0.9 **Letting Type:** KDOT **NHS Project:** N
Name: Pavement Replacement in Stevens County
Location: K-51: Through the City of Hugoton
Scope: Pavement replacement

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Thomas County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2108-01	BRRPL	\$242	2011	\$13	2015	\$13	2014	\$1,688	2015	\$1,955
	K	\$1	0.33%	\$13	100.00%			\$4	0.20%	
	NHPP A210801	\$241	99.66%			\$13	100.00%	\$1,684	99.79%	
County:	Thomas	Route:	U083	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Replace Bridge in Thomas County									
Location:	US-83: 7 miles north of US-83/I-70 junction									
Scope:	Bridge Replacement									

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2109-01	BRRPL	\$253	2011	\$5	2015	\$1	2014	\$1,717	2015	\$1,976
	K	\$1	0.33%	\$5	100.00%			\$22	1.29%	
	NHPP A210901	\$252	99.66%			\$1	100.00%	\$1,694	98.70%	
County:	Thomas	Route:	U083	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Replace Bridge in Thomas County									
Location:	US-83: 1 mile north of the county line									
Scope:	Bridge Replacement									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2110-01	BRRPL	\$270	2011	\$21	2015	\$20	2014	\$1,571	2015	\$1,882
	K	\$0	0.12%	\$21	100.00%			\$7	0.44%	
	NHPP A211001	\$270	99.87%			\$20	100.00%	\$1,564	99.55%	
County: Thomas		Route: U083		Total Length (Miles): 0.0		Letting Type: KDOT		NHS Project: Y		
Name: Replace Bridge in Thomas County										
Location: US-83: 4 miles north of the county line										
Scope: Bridge Replacement										

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Wallace County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-1004-02	GRSU	\$449	2011	\$776	2015	\$973	2014	\$10,707	2015	\$12,906
EQB	A100402							\$1,801	16.82%	
	K	\$99	22.06%	\$776	100.00%			\$114	1.06%	
STP	A100402	\$350	155.86%			\$973	199.98%	\$8,792	164.22%	
County:	Wallace	Route:	K027	Total Length (Miles):	4.7	Letting Type:	KDOT	NHS Project:	N	
Name:	Road Improvements in Wallace County									
Location:	K-27: From 7.7 miles north of the Wallace/Greeley county line, north to approx. 2 miles south of West Junction K-27/US-40.									
Scope:	Two-Lane roadway reconstruction based on a 36-ft. roadway									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Wilson County

		Chg Cost							
C-4831-01	BRRPL	\$1,270	2017						\$1,270
C0103		\$270	21.28%						
STP	C483101	\$1,000	78.71%						
County:	Wilson	Route:		Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	N
Name:	Bridge Replacement in Wilson County								
Location:	Bridge 2.9 miles West of Neodesha on Granby Road over Fall River								
Scope:	Bridge Replacement								

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2375-07	GRSU	\$321	2012	\$4	2015	\$81	2014	\$5,044	2015	\$5,449
CMQ	A237507	\$320	99.75%			\$80	99.37%	\$5,034	99.79%	
	K	\$1	0.24%	\$4	100.00%	\$1	0.62%	\$10	0.20%	
County:	Wilson	Route:	U400	Total Length (Miles):	2.5	Letting Type:	KDOT	NHS Project:	Y	
Name:	Passing Lanes on US-400 in Southeast Kansas									
Location:	US-400: From approx. 4 Miles South & East of US-400/K-47 Jct, southeast for 2.5 miles									
Scope:	Construct passing lane for the eastbound lane of US-400. Extend existing passing lane for the westbound lane of US-400									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
		WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Add		
X-2997-01	FLTSG							\$241	2017	\$241
	ACHSP X299701							\$241	100.00%	
	HSIP Future Conversion							\$241	2018	
County:	Wilson	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	
Name:	UPRR & 700 Road 4 miles north of Neodesha									
Location:	UPRR & 700 Road 4 miles north of Neodesha									
Scope:	Rail-Highway Signals Flashing Light Straight Post Type w/Gates									

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Woodson County

		Chg FF		Chg FF		Chg FF		Chg FF		
KA-2112-01	BRRPL	\$247	2011	\$10	2015	\$47	2014	\$4,530	2015	\$4,835
	K	\$8	3.15%	\$10	100.00%	\$9	20.00%	\$18	0.40%	
	NHPP A211201	\$240	96.84%			\$38	80.00%	\$4,511	99.59%	
County:	Woodson	Route:	U054	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	
Name:	Replace Bridge in Woodson County									
Location:	US-54: 2 miles east of US-75.									
Scope:	Bridge Replacement									

						Add				
X-2996-01	FLTSG							\$231	2017	\$231
	ACHSP X299601							\$231	100.00%	
	HSIP Future Conversion							\$231	2018	
County:	Woodson	Route:		Total Length (Miles):	0.0	Letting Type:	NEGOT	NHS Project:	N	
Name:	UPRR & 150th Road 4.5 miles NE of Yates Center									
Location:	UPRR & 150th Road 4.5 miles NE of Yates Center									
Scope:	Rail-Highway Signals Flashing Light Straight Post Type w/Gates									

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

Statewide County

		Chg Cost				Chg Cost			
KA-0431-17	PAVMK							Add	
HSIP	A043117	\$5,837	2017			\$5,837	100.00%		\$5,837
County:	Statewide	Route:		Total Length (Miles):	0.0	Letting Type:	NONE	NHS Project:	N
Name:	Pavement Marking Projects								
Location:	Statewide								
Scope:	Identify pavement marking projects for fiscal year 2017								

		Chg Cost				Chg Cost			
KA-0433-17	SG	\$2,280	2017			\$8,360	2017		\$10,640
HSIP	A043317	\$2,280	100.00%			\$8,360	100.00%		
County:	Statewide	Route:		Total Length (Miles):	0.0	Letting Type:	NONE	NHS Project:	N
Name:	Signing Projects								
Location:	Statewide								
Scope:	Statewide signing projects for Fiscal Year 2017								

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
		Disposition		Disposition		Disposition		Disposition		
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Chg FF						Chg FF		
KA-1501-01	ITS	\$154	2013					\$1,481	2012	\$1,634
	K	\$154	100.00%					\$9	0.58%	
	NHPP A150101							\$319	21.53%	
	NHS A150101							\$1,153	77.88%	
County: Statewide		Route: K061		Total Length (Miles): 24.9		Letting Type: KDOT		NHS Project: Y		
Name: Install Conduit										
Location: K-61: From North of 17th in Hutchinson continuing NE to the junction of I-135/ K-61 east of McPherson.										
Scope: Install conduit and fiber cable.										
		Chg FF								
KA-2375-01	PE	\$800	2011							\$800
	NHPP A237501	\$800	100.00%							
County: Statewide		Route: U400		Total Length (Miles): 131.9		Letting Type: NONE		NHS Project: Y		
Name: Passing Lane Evaluation on US-400 in Southeast Kansas										
Location: Various locations on US-400: From US-400/US-54 Junction (Approx. 7 miles East of Augusta), East to Jct US-400/US-69										
Scope: Development on US-400 for passing lane opportunities and construction improvements.										

FFY 2017 - 2020 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-19-2016

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Chg FF								
KA-4026-01	FUNDS	\$106	2014							\$106
	STATE	\$6	5.61%							
	STIC A402601	\$100	94.38%							
County:	Statewide		Route:	Total Length (Miles): 0.0		Letting Type:	NONE		NHS Project:	
Name:	Development of Standard Drawings for Low-Cost Bridges									
Location:	Statewide									
Scope:	Development of Standard Drawings for Low-Cost Bridges									

STIP Amendment Disposition Key

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

KDOT Cash-Flow Worksheet

as of June 2016

KDOT - All Agency Funds

(\$000)	2017	2018	2019	2020	2017-2020
BEGINNING BALANCE	656,145	226,440	428,247	557,195	
Resources					
Motor Fuel Taxes	439,133	440,433	441,733	443,033	1,764,332
Sales & Compensating Tax	530,924	550,822	571,473	592,898	2,246,117
Registration Fees	206,000	206,000	206,000	206,000	824,000
Drivers Licenses Fees	7,090	7,090	7,090	7,090	28,360
Special Vehicle Permits	2,763	2,763	2,763	2,763	11,052
Interest on Funds	4,777	5,982	5,359	5,149	21,267
Misc. Revenues	14,920	10,487	10,530	10,570	46,507
Transfers:	21,201	1,401	1,401	1,401	25,404
Motor Carrier Property Tax	-	-	-	-	-
Transfers Out	(515,054)	(108,630)	(110,272)	(111,940)	(845,896)
Subtotal	711,754	1,116,348	1,136,077	1,156,964	4,121,143
Federal and Local Construction Reimbursement					
Federal Reimbursement - SHF	295,594	275,839	283,320	291,492	1,146,245
Local Construction - Federal	55,239	74,607	71,428	64,886	266,160
Local Construction - Local	18,088	33,019	24,392	20,732	96,231
Miscellaneous Federal Aid	36,866	36,525	36,730	36,947	147,068
Subtotal Federal & Local	405,787	419,990	415,870	414,057	1,655,704
 Total before Bonding	 1,117,541	 1,536,338	 1,551,947	 1,571,021	 5,776,847
Bond Sales (par)	-	-	-	-	-
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	-	-	-	-	-
Net TRF Loan Transactions	5,087	2,974	2,660	2,698	13,419
TOTAL RECEIPTS	1,122,628	1,539,312	1,554,607	1,573,719	5,790,266
AVAILABLE RESOURCES	1,778,773	1,765,752	1,982,854	2,130,914	

The following revenue estimates are currently being used:

- April 2016 State Consensus Revenue Estimating Group
- November 2015 Highway Revenue Estimating Group
- Debt Service updated December 2015

KDOT Cash-Flow Worksheet

as of June 2016

EXPENDITURES:	2017	2018	2019	2020	2017-2020
Maintenance	136,235	136,832	140,253	143,759	557,079
Construction					
Preservation	369,729	277,530	377,715	445,373	1,470,347
Modernization	33,443	24,378	48,898	118,761	225,480
Expansion & Enhancements	304,962	167,228	140,626	168,332	781,148
CE & PE	95,537	91,845	95,723	97,766	380,871
Total Construction	803,671	560,981	662,962	830,232	2,857,846
Modes					
Aviation	5,954	5,336	5,118	5,042	21,450
Public Transit	38,028	38,028	38,028	38,028	152,112
Rail	9,083	7,410	6,850	6,680	30,023
Total Modes	53,065	50,774	49,996	49,750	203,585
Local Support					
SC&CHF	147,674	148,111	148,548	148,985	593,318
Local Federal Aid Projects	57,663	81,413	74,199	67,334	280,609
Local Partnership Programs	70,666	79,955	66,176	62,862	279,659
City Connecting Links	3,360	3,360	3,360	3,360	13,440
Agency Operations	7,243	7,307	7,489	7,677	29,716
Other	12,772	10,781	9,584	9,465	42,602
Total Local Support	299,378	330,927	309,356	299,683	1,239,344
Administration & Transportation Planning	57,960	58,338	59,771	61,241	237,310
Buildings	7,128	7,435	7,621	7,812	29,996
Total	65,088	65,773	67,392	69,053	267,306
TOTAL before Debt Service	1,357,437	1,145,287	1,229,959	1,392,477	5,125,160
Debt Service	194,895	192,220	195,700	187,209	770,024
TOTAL EXPENDITURES	1,552,332	1,337,507	1,425,659	1,579,686	5,895,184
ENDING BALANCE	226,440	428,247	557,195	551,228	
Minimum Ending Balance Requirement	281,559	284,629	297,759	291,107	
AVAILABLE ENDING FUND BALANCE:	(55,119)	143,618	259,436	260,121	
	2017	2018	2019	2020	Total FY 2017-2020

Required Ending Balances reflect:

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

**Administrative Modification #1
(as of 10/03/2016) to the
Kansas FFY 2017-2020 STIP**

The attached administrative modification to the Kansas FFY 2017-2020 Statewide Improvement Program (STIP) updates the Program Financing narrative section of the STIP. The header on the 2nd page of the KDOT Cash-Flow Worksheet, page 57, has the incorrect year. In this administrative modification, the year has been corrected from 2015 to 2016.

Program Financing



PROGRAM FINANCING

FUNDING

The funding of highway improvements depends on the availability of funds and on criteria established by state and federal law for the use of those funds. Highway projects may be financed entirely by state funds, by a combination of federal and matching state funds, by a combination of federal or state funds and matching local funds; or by a combination of all three- federal, state and local funds. Estimates for project cost in the FFY 2017-2020 STIP reflect an inflation rate of approximately 4.5 percent per year. KDOT's historical cost trends and future cost expectations were used to develop these rates. Cost trend information is based upon reasonable financial principles developed cooperatively by KDOT, the MPO's and experts from the public and private sector.

A key federal requirement of the STIP is the demonstration of fiscal constraint. Fiscal constraint of only federal funds is demonstrated in the Federal Funds section of this narrative in the "Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations" table. This table provides a breakout by apportionment grouping of the federal apportionments and obligations anticipated in the next four federal fiscal years. The federal apportionments by

year represent the federal funds the state of Kansas reasonably expects to be available in the next four fiscal years. While the obligations demonstrate the projects currently programmed and anticipated to obligate in the next four fiscal years- including projects anticipated to obligate in the MPO areas. To stay within limitation on obligations imposed by the Congress, KDOT strives to keep obligations at 93% of apportionment.

In addition to the "Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations" table, at the end of this discussion is a Cash-Flow Worksheet, which provides a broader picture of KDOT funding, by itemizing all anticipated resources- state, federal and local and all anticipated expenditures in the upcoming four years. Assuming that there are no major changes in funding or expenditures, the Cash-Flow Worksheet provided demonstrates that KDOT is funded through 2020.

To further illustrate financial constraint all projects programmed to date and administered by KDOT that are anticipated to have one or more work phase obligate regardless of funding source (meaning not just federally funded projects) in the years of the STIP are listed in the project appendixes A & B. In Appendix A, the first pro-

ject index, the interim projects from the preceding year that are anticipated to obligate during the preparation and approval period of the new STIP are reported. Appendix B, the second project index, reports all KDOT administered projects programmed at the time the STIP was developed and that are anticipated to have a work phase obligate during the four federal fiscal years of the STIP. Both appendixes provide the estimated total project cost for each project listed (included in this total project cost if funded, are the estimates for work phases that extend outside the STIP years). Appendix C provides a summary by year of the information provided in Appendixes A & B. The fourth appendix, Appendix D, lists projects using Advanced Construction and provides the year(s) and amount (s) of anticipated conversion for each project listed. The information provided in these indexes along with the information in the finance section illustrates the fiscal constraint the State of Kansas has in place.

The KDOT Cash-Flow Worksheet is based upon the state fiscal year (SFY) which is from July 1 through June 30 while the “Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations” table is based upon the federal fiscal year, which is from October 1 through September 30. The reason for the different periods is that federal funds are distributed on the FFY while state funds are distributed on the SFY. It is important to recognize this difference when comparing the infor-

mation in the tables and worksheet provided in this section. The federal funding estimated in the KDOT Cash-Flow Worksheet is the funding estimated for the state fiscal years. This period is not the same period used in the anticipated apportionments and obligations presented in the “Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations” table.

STATE FUNDS

Designated funding sources for T-WORKS include motor fuels tax, sales and compensating tax, vehicle registration fees, bond proceeds, driver’s license fees, special vehicle permit fees and a number of miscellaneous fees such as mineral royalties, publications and sale of usable condemned equipment. All of these revenues are itemized in the **Resources section** of the Cash-Flow Worksheet located at the end of the Fiscal Constraint section of this narrative. These revenue sources are, also, listed in the “Estimated State Generated Revenues by Source” table on the following page. However, in the “Estimated State Generated Revenues by Source” table rather than itemizing each source as in the Cash-Flow Worksheet several of the sources have been grouped together. Specifically Miscellaneous fees (Revenues), Transfers, Motor Carrier Property Tax and Interest (on funds) are grouped together and Driver’s License Fees and Special Vehicle Permits are combined. The “Estimated State

Generated Revenues by Source” below estimates anticipated revenue by source per year for the next four years and provides a sum of the 4-year total revenue anticipated from each source.

As the “Estimated State Generated Revenues by Source” table illustrates, motor fuels tax receipts and sales tax receipts provide the majority of the revenue with an estimated 36 % and 43 %, respectively of the four-year total SFY 2017 - 2020 state-generated funding. Vehicle registration fees and bond proceeds represent approximately 17 % & 0 % respectively. All remaining sources combined- Driver’s License Fees, Special Vehicle Permits, Miscellaneous Revenues, Transfers and Interest-compose 4% of the four year total

The estimates for KDOT reve-

nues come from three main sources- the Consensus Estimating Group (CEG), the Highway Revenue Estimating Group (HREG) and agency staff in the Office of Finance and Budget (OFAB). The CEG includes staff from the State Division of the Budget, the Department of Revenue, Legislative Research, as well as several consulting economists. Each member of the CEG prepares independent estimates of receipts to the State General Fund and then the CEG meets as a group to arrive at a consensus. Although the primary emphasis of the CEG group is on State General Fund receipts, the group also prepares estimates for the growth rate of personal income, inflation, interest rates, and fuel prices and production. These factors all affect state revenues and ultimately the revenues KDOT receives from taxes and fees. The CEG

Estimated State Generated Revenues by Source					
(\$ Millions)					
<small>Some totals may not sum due to rounding of dollars.</small>					
Source	State Fiscal Years				Source 4-year Total
	2017	2018	2019	2020	
Motor Fuels Tax	439	440	442	443	1,764
Vehicle Registration Fees	206	206	206	206	824
Sales & Compensating Tax	531	551	571	593	2,246
Bond Proceeds (Net)	0	0	0	0	0
Driver’s License Fees & Special Vehicle Permits	10	10	10	10	39
Miscellaneous Revenues, Transfers & Interest	<u>46</u>	<u>21</u>	<u>20</u>	<u>20</u>	<u>107</u>
Total Estimated State Revenues by Fiscal Year	<u>\$1,232</u>	<u>\$1,228</u>	<u>\$1,249</u>	<u>\$1,272</u>	<u>\$4,980</u>

provides estimated revenue growth from **sales and compensating use taxes** for two years.

The HREG group is composed of representatives from the State Department of Revenue, Legislative Research, Division of the Budget and KDOT. Typically, this group meets shortly after the CEG meets. The primary function of the HREG is to prepare forecasts for the amounts of **motor vehicle registration fees and motor fuels tax** that will be collected. Since these revenues do not flow into the State General Fund, the CEG does not prepare their estimates. In addition, since the CEG only estimates a growth rate of revenues for two years, the HREG agrees on a long-term growth rate of revenues for the latter years.

KDOT's OFAB estimates the remaining KDOT revenues in the Cash-Flow Worksheet Resources group. **Miscellaneous revenues, Drivers Licenses Fees and Special Vehicle Permits** are estimated based upon historical data and the previous year's actual revenues. **Transfers** are determined by review of applicable statute and **Interest on Funds** is determined by staff projected interest rates. **Transfers (Out)** are resources that are transferred to other state agencies for transportation-related functions performed by these agencies but financed by the State Highway Fund. KDOT transfers funds to agencies to finance salary and operating costs of

these functions. The Department of Revenue, for example, receives state highway funds for activities related to the collection and enforcement of vehicle registrations, titles, driver licensing and motor fuel tax. Estimates for 'transfers out' are from the budget and are modified after each legislative session to reflect appropriations set by the legislature.

The second revenue section of the Cash-Flow Worksheet is the **Federal and Local Construction Reimbursement** section. While this group is not "revenue" in the traditional sense, the section estimates the receipt of the federal share and local share of project costs. The federal-aid program is a reimbursement program, which means funding received from FHWA is reimbursement for monies already spent. In the case of the local share, these are monies received from locals in advance of a project using local funds being let. The local share is the LPA estimated portion of projects programmed. At the conclusion of construction for projects with LPA participation a final accounting of cost is done. This final accounting is to determine if the local share received prior to construction was less than or greater than the actual local share of actual project costs. Any overage is returned to the LPA and reimbursements for shortages are requested from the LPA.

FEDERAL FUNDS

With a new long-term federal program in place, Fixing America's Surface Transportation Highway act (FAST Act) passed on December 4, 2015 available federal funding is established for the years of this STIP. In general, the FAST Act provides for a modest increase in funding with levels slightly higher than inflation and with proportionate funding increases for both highway and transit programs. The FFY 2017-2020 STIP for Kansas funding information reflects the funding outlined in the FAST Act. Using these funding levels in the STIP assures that programming is based upon reasonably expected sources and ensures that the State of Kansas does not over program.

The FAST Act builds upon the program structure established in MAP-21 while making some revisions. The changes enacted by the FAST Act are reflected in this STIP. The "core" program established in MAP-21 continues in the FAST Act with some modifications and with the addition of a new program. This brings the total number of core programs to six. Additionally, the smaller programs and allocations from MAP-21 are continued and two new discretionary programs were created.

The National Highway Performance program (NHPP), which is part of the apportioned core programming

continues without change. This program is designed to provide support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS and to ensure that funds used in highway construction support the newly established performance targets established in each state's asset management plan for the NHS.

The second core program, the Surface Transportation Program (STP) has been converted under the FAST Act into the Surface Transportation Block Grant Program (STBG). The most significant change to the STBG program is the addition as a set-aside, of the Transportation Alternatives (TA) program, which was originally created under MAP-21 and designated as a core program. The STBG program has the greatest flexibility in eligibility among all Federal fund programs and is intended to provide funding to address transportation needs at the State and local levels. To achieve this goal, the STBG program sub-allocates funds by population to areas with populations greater than 200,000, to areas with populations greater than 5,000 but not more than 200,000 and to areas with populations of 5,000 or less. The percentage of funding to be sub-allocated by population grows over the period of the FAST Act by 1% each year beginning at 52% of state apportionment of STBG in FFY 2017 to 55% in FFY 2020. The portion of STBG funds remaining after all

set-asides and sub-allocations are applied may be used in any area of the State.

With the authorization of the FAST Act, the Transportation Alternatives Program (TAP) created under MAP-21 was eliminated. Instead the projects and activities that were previously eligible under TAP are now funded by the Transportation Alternatives (TA) set aside of the STBG program. The TA set aside provides funds that encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. Recreational Trails funding remains a set-aside of the TA funds and the portion of funding for RT is transferred to the Kansas Department of Wildlife, Parks and Tourism (KDWP&T) for their administration as directed by the Governor. Since these funds are transferred from KDOT and are never obligated by KDOT, they are not included in the KDOT funding tables of apportionment and obligation that follow this discussion. For more information about the RT program including funding and projects, see the RT narrative section later in this document.

Congestion Mitigation and Air Quality program (CMAQ) remains a core program under the FAST Act and

is designed to provide funding for projects or programs that alleviate congestion to improve air quality in areas of nonattainment or in areas of former nonattainment. Some limited expansion in activity eligibility was made under the FAST Act but essentially the program remains unchanged from MAP-21.

The fourth core program under the FAST Act, the Highway Safety Improvement program (HSIP) is intended to achieve a significant reduction in traffic fatality and serious injury accidents nationally on all public roads including Federal, State and non-State-owned public roads and roads on tribal lands. The approach to achieving the goals of this program and the newly created performance measures are data driven and strategic in nature. To be eligible under HSIP, projects must be for safety activities and must be consistent with each State's strategic highway safety plan.

A set-aside of the HSIP, the Railway-Highway Crossings program, continues to be funded under the FAST Act. The Railway Highway Crossing program provides funding for safety related improvements to reduce fatal and serious injury accidents at public railway-highway grade crossings. Funds set-aside for this program are not eligible for transfer to other apportioned programs.

The FAST Act establishes a new core program, the National High-

way Freight Program (NHFP), to promote the efficient transport of freight on the National Freight Network (NHFN) by investing in infrastructure and operational improvements that will strengthen economic competitiveness, reduce congestion, reduce freight transport costs, improve reliability and increase overall productivity. Other areas of emphasis of the program include the improvement of safety and security of freight transport across the nation in both rural and urban areas, the improvement of State flexibility in supporting corridor planning and highway freight connectivity and the reduction of environmental impacts created by freight transport on the NHFN. To be eligible for funding from this program a State must have a State freight plan and a freight investment plan in place by FFY 2018.

Metropolitan Planning (MP) is the sixth and last core program of the FAST Act and continues from prior acts. The focus of this program is the establishment of a cooperative comprehensive framework for decision making concerning transportation issues and investments in metropolitan areas of the state. The MP program funds are transferred to the FTA and are managed jointly by FTA, FHWA, the Kansas MPOs and KDOT. Since these funds are transferred from KDOT and never obligated by KDOT, they are not included in the funding tables of apportionment and obligation that follow this discussion.

Two new discretionary grant programs were established by the FAST Act, the Surface Transportation System Funding Alternatives program and the Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) program. Both of these programs require the submittal of an application from all interested eligible candidates with selection and award of funding made by FHWA. Since the funding for these programs is made by award, their dollars are not part of the apportioned funding table and obligations for these programs would only be added to the obligation table if/when an application submitted by Kansas were to be selected. Additionally, the non-core program Ferry Boats created under MAP-21 is continued under the FAST Act but Kansas does not receive this funding.

Discretionary programs were greatly reduced under MAP-21 and, in general, this trend continues with the FAST Act. For the discretionary programs that remain under the FAST Act, funds are allocated on a yearly basis without guarantees that the level of funding or frequency of funding will be in place from one year to the next. Generally KDOT receives some allocated funding from the On-the-Job Training Support Services program and Disadvantaged Business Enterprise (DBE) Support Services program but the amounts received have varied

greatly from one year to the next.

The funding tables showing the apportionment and obligations that KDOT anticipates in the years of the STIP are by the apportioned funding categories just described. The HSIP and STBG set aside programs of Railway Grade Crossings (Railway) and Transportation Alternatives (TA) have been grouped independently from their associated core programs. The funding table is grouped in this way to match the manner in which funding was distributed to the States by FHWA and reflects the manner in which information concerning these funds must be reported to FHWA.

As with past transportation acts, some provisions in the FAST Act are comprehensive applying to all projects that use federal funding, while other provisions are program specific. For a project to be eligible to use a specific program's funding, the project must meet the conditions identified within the program in addition to meeting the broader requirements laid out in the act itself. The contents of this STIP reflect the requirements of the FAST Act.

In addition to apportioning funds to the states, Congress annually sets an upper limit, termed an obligation ceiling on the total amount of obligations that each state may incur. This limit is used as a means of controlling budget outlays to improve the

federal-aid highway programs' responsiveness to the nation's current economic and budgetary conditions. The obligation limitation is typically less than the amount of federal-aid apportioned to the states and is determined and approved by Congress on an annual basis. Since this "ceiling" is unknown when the STIP is prepared, KDOT tries to limit total estimated obligations for the four years of the STIP at approximately 93% of the total expected four year contract authority. This percentage approximates the average obligation ceiling that Kansas has historically received.

The apportionment section of the "Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations" table provides the total apportionments anticipated to be received in each of the four years of the STIP and the anticipated FFY 2016 Carry-Over Apportionment by program. The FFY 2017 –2020 apportionments were estimated based upon the levels specified in the FAST Act. Furthermore, the table displays how the funding is anticipated to be distributed by year in the core funding programs previously discussed.

The funds estimated in the program groups are those that are at KDOT's discretion to use with the exception of SBTG and CMAQ. A por-

Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations

Estimated Apportionments for FFY 2017-2020 STIP as of 07/19/2016

All dollar amounts in \$1,000's - Dollar amounts may be rounded

Apportionment Grouping	Anticipated Carryover from					FFY 2017-2020 Total	FFY 2017-2020 plus FFY 2016 Carry Over Total
	FFY 2016	FFY 2017	FFY 2018	FFY 2019	FFY 2020		
NHPP	\$202,144	\$224,811	\$229,086	\$233,786	\$238,649	\$926,332	\$1,128,476
STBG*	\$98,643	\$101,514	\$103,703	\$105,752	\$108,303	\$419,272	\$517,915
HSIP	\$41,785	\$18,563	\$18,900	\$19,228	\$19,616	\$76,308	\$118,093
Railway	\$12,783	\$6,232	\$6,367	\$6,502	\$6,638	\$25,739	\$38,522
CMAQ	\$18,452	\$9,496	\$9,677	\$9,854	\$10,054	\$39,080	\$57,532
TA	\$28,434	\$9,248	\$9,439	\$9,439	\$9,439	\$37,567	\$66,001
Freight**	\$10,819	\$10,348	\$11,289	\$12,700	\$14,112	\$48,450	\$59,269
Other	\$18,813	\$0	\$0	\$0	\$0	\$0	\$18,813
Total	\$431,873	\$380,213	\$388,461	\$397,262	\$406,811	\$1,572,747	\$2,004,620

Notes: * STBG is the former STP grouping- this apportionment grouping was renamed under the FAST Act and the Transportation Alternative (TA) program was merged into the group as a set-aside. However, a line for TA remains in both the apportionment and obligation tables as the federal funds were distributed in this manner to the States.

** this is a new fund grouping authorized under the FAST Act.

Estimated Obligations for FFY 2017-2020 STIP as of 07/19/2016

All dollar amounts in \$1,000's - Dollar amounts may be rounded

Obligation Grouping	Advance Construction Conversion after FFY 2020	FFY 2016 Remaining to Obligate					FFY 2017-2020 Total	FFY 2016-2020 & AC Conversions after FFY 2020 Total
			FFY 2017	FFY 2018	FFY 2019	FFY 2020		
NHPP	\$86,725	\$154,492	\$223,617	\$243,626	\$66,236	\$0	\$533,479	\$774,697
STBG*	\$18,111	\$53,603	\$63,532	\$68,299	\$43,285	\$65,178	\$240,294	\$312,008
HSIP	\$0	\$17,835	\$34,461	\$1,998	\$0	\$0	\$36,459	\$54,294
Railway	\$0	\$597	\$0	\$0	\$0	\$0	\$0	\$597
CMAQ	\$0	\$643	\$5,567	\$1,660	\$0	\$0	\$7,227	\$7,871
TA	\$0	\$7,614	\$17,561	\$3,263	\$0	\$0	\$20,824	\$28,438
Freight**	\$0	\$0	\$21,167	\$0	\$0	\$0	\$21,167	\$21,167
Other	\$13	\$3,755	\$23,336	\$75	\$0	\$0	\$23,411	\$27,179
Total	\$104,850	\$238,539	\$389,241	\$318,921	\$109,521	\$65,178	\$882,861	\$1,226,250

Notes:

* STBG is the former STP grouping- this apportionment grouping was renamed under the FAST Act and the Transportation Alternative (TA) program was merged into the group as a set-aside. However, a line for TA remains in both the apportionment and obligation tables as the federal funds were distributed in this manner to the States.

In some years, the estimated obligation grouping may include funds apportioned in prior years resulting in the anticipated obligations being greater than the corresponding apportionments for that grouping.

The Other grouping estimates the obligations for allocated funds and other specials funds that are not apportioned like emergency funding. For this reason, there is not a corresponding apportionment in the Other grouping in the apportionments portion of this table.

Estimated obligations may include advance construction projects that are anticipated to be converted in the year.

tion of each of these program funds is shared. The SBTG funding as specified in the program guidelines must be divided into three portions, one for local entities, one for MPOs and the remaining portion is at KDOT's discretion to use. As specified in the CMAQ funding guidelines portions are reserved for the two larger MPO areas, the Kansas City area and the Wichita area, and for State planning and research activities with the remaining to be used at KDOT's discretion. As discussed in the program descriptions, neither, neither the MP program nor the RT program funding is shown in the tables since the MP funding is transferred to the FTA and RT funding is transferred to the KDWP&T.

Currently, within the apportionments section the 'Other' grouping is reserved for the discretionary programs (if applicable) and the redistribution of miscellaneous funds- currently there are no apportionments in this grouping.

The estimates presented within the apportionment and obligation table capture all projects within the boundaries of the state including estimates for projects located within MPO areas. However, the actual projects that comprise the estimates that fall within MPO areas are not listed in the project appendixes of this document. Rather, MPO project information is provided in the STIP by reference only. Specific projects in MPO areas may be viewed in each MPO's Transportation Improvement Program (TIP), a document similar to the STIP that covers an MPO

area. (For more information concerning MPOs and their TIPs, please refer to the Metropolitan Transportation Improvement Program section of this document.)

Below the apportionment section of the table is the estimated obligation section that provides the total estimated obligations for FFY 2017-2020. In addition to the total obligations anticipated in each of the four years, the table displays how the obligations are anticipated to be obligated within the core funding programs and the 'Other' grouping.

In the obligation section, the 'Other' grouping is reserved for earmark funding-if applicable and allocated funding. For the 2017 year the 'Other' Grouping is composed of allocated DBE, OJT and TIGER grant funds anticipated to be awarded in FFY 2017, and emergency funding. In FFY 2018 'Other' is composed of the DBE and OJT funds estimate. Since OJT and DBE funds are allocated, the funding is distributed on a yearly basis, is not guaranteed each year and past amounts received have varied greatly from one year to the next. For these reasons, Kansas does not estimate receiving the funds in the apportionment tables and does not develop projects and corresponding obligation for these funds in any year but the current year to be awarded plus one year. In this way, KDOT ensures that excessive over programming without funding does not occur.

For each year in the table, the estimated obligations for each grouping is

composed of the expected advance construction conversion projects including projects within MPO areas- if any, and the obligation of non-advance construction committed projects including projects within MPO areas. From the table on the previous page, the total estimated obligations for FFY 2017-2020 are \$883 million and of this obligation total advance construction conversion anticipated for FFY 2017-2020 is \$743 million (as determined from Appendix D-the Advance Construction Project Index). Additionally, in the “Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations” table the “Advance Construction Conversion after 2020” column provides estimates for advance construction already in place for years that exceed the STIP range. The advance construction conversions for years after 2020 are lump sums by federal fund category and are currently estimated at \$105 million.

An exception to MPO projects not being listed in the STIP is projects using Advanced Construction. Since MPO projects comprise a significant portion of the projects funded in the state and these projects are the majority being constructed using the advance construction mechanism, adequately illustrating fiscal constraint would not be possible without their inclusion. Thus, MPO project information is included in Appendix D-Advanced Construction and in the estimated obligations for advanced construction in the “Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations” table. This inclusion facilitates the demonstration of fiscal constraint in

federal funding. The Advance Construction in years after FFY 2020 is included to clarify that the State does not exceed advance construction limits in place under 23 U.S.C. 115 and to further aid in demonstrating fiscal constraint.

The total estimated obligations for the four FFY covered by this STIP are less than or equal to the expected federal appropriations expected in the four year period (including FFY 2016 Carry Over). When comparing estimated apportionments for an individual grouping with the estimated obligations for that grouping, there may be instances where obligations are greater than the apportionments estimated to be available. There may be several reasons for the apparent disparity. However, the most common reason is Carry-Over apportionment. Frequently, the federal obligation ceiling is set lower than the apportionment for a given year. The difference between the two is “carried –over” to the next fiscal year as part of the estimated obligation. The anticipated carry- over apportionment anticipated from FFY 2016 for each grouping has been added to the apportionment table. There is anticipated apportionment carry- over from FFY 2016 for all groupings.

Finally, it must be noted that the inclusion of the anticipated advance construction conversions and MPO information in the “Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations” table precludes the total expected obligations in the table and the total expected obligations from Appendix C-

Summary of State Transportation Improvement Program Project Indexes from matching. The table and the appendix do not share the same source data. Appendix C summarizes, Appendixes A & B which does not include the MPO projects (MPO project information is available in the individual MPO TIPs) or the advance construction conversion information (AC information is listed separately in Appendix D). In general, the information presented within the “Federal Fiscal Years 2017-2020 Estimated Apportionments & Obligations” table is broader and more encompassing than the information summarized in Appendix C.

LOCAL FUNDS

Local government sources of transportation funds include state motor fuels tax revenue received through the Special City and County Highway Fund, federal-aid funds received through KDOT, state funds through partnership with KDOT on certain projects or through the local federal fund exchange program, property taxes, local option sales taxes, and bond issues. Of these transportation revenue sources, property taxes are the largest with the majority of this revenue being spent on maintenance rather than new construction.

The funds are distributed to cities and counties with respect to all applicable federal laws, state statutes, and/or KDOT policies and these funds comprise the “obligation authority” or “allocation” that is distributed to each Local Public Authority (LPA). County funding is allocated in accordance with K.S.A. 68-402(b) and fund-

ing to cities is allocated based upon the proportion each city's population is to the total population of all eligible cities. Only cities with a population between 5,000 and less than 200,000, not within an urbanized area are eligible for funding. Cities with a population of 200,000 or greater fall within the urbanized classification and funding for these cities is outlined in the requirements in place for Metropolitan Planning Organizations (MPOs).

Additionally, local governments may obtain funding through the Local Partnership Program. In this program, the state participates in a portion of the project cost. The Local Partnership Program includes the City Connecting Link (KLINK) Resurfacing Program. The KLINK program is for resurfacing type projects that are intended to improve the surfacing of City Connecting Links of the State Highway System. All cities with City Connecting Links within their city limits are eligible for the KLINK program. City Connecting Links on the Interstate System and fully controlled access sections on the Freeway System are excluded from this program. The KLINK program is intended to address deficiencies of the driving surface. Projects may include, but are not limited to, surface replacement, milling, overlay, curb and gutter replacement and bridge improvements.

The Geometric Improvement (GI) on City Connecting Links Program is a highway construction program intended to improve geometric deficiencies on City Connecting Links. All City Connecting Links within city limits are eligible except

those on the Interstate System and fully controlled access sections on the Freeway System. To be eligible for this program cities must have a City Connecting Link on the State Highway System within their boundaries and if selected must be able to provide their matching share (as determined by statute) of the total project cost. Projects are limited to geometric improvements to the driving lanes on the connecting links.

Another option for funding is the City Connecting Link Payments. In this option, cities through an agreement with KDOT take responsibility for maintaining the City Connecting link and in return receive payments from KDOT to assist in the cost of the maintenance.

The Federal Fund Exchange program was implemented under T-WORKS the. The program is a voluntary program allowing a Local Public Authority (LPA) to trade all or a portion of its federal fund allocation in a specific federal fiscal year with KDOT, in exchange for state transportation dollars or with another LPA in exchange for their local funds.

Under this program, the LPA may utilize the funds in a project following its own procedures, criteria, and standards. All work performed shall be consistent with the Kansas Statutes, applicable regulations, and normal engineering practices. Any work performed on the state highway or city connecting link will require coordination with the local KDOT Area Office.

Only LPAs eligible to receive a federal fund allocation may participate in the federal fund exchange program. Eligible LPAs include all counties in the state and cities with populations greater than 5,000 that are not located in a Transportation Management Area (TMA). Currently the only TMAs in Kansas are the Mid-America Regional Council (MARC – Kansas City Region) and the Wichita Metropolitan Planning Organization (WAMPO).

This optional program provides LPAs more flexibility when planning their programs and when deciding how to fund them. Eligible LPAs may elect to exchange their federal funds or they may use the funds to develop a federal-aid project following the established procedures. If exchanged, the exchange rate for the program is \$0.90 of state funds for every \$1.00 of local federal obligation authority exchanged. For more information about this program, visit KDOT's BLP website at the following link:
<http://www.ksdot.org/burlocalproj/default.asp>

STATE EXPENDITURES

Sources used to forecast expenditures are more varied than those used for revenues. Primary sources for expenditure forecasting are the agency's budget and two computer information systems—the Comprehensive Program Management System (WinCPMS) and the Contract Management System (CMS). These two computer systems are used to maintain program information and specific project and contract information. Data generated

from these two computer programs are used to create the FFY 2016-2019 Estimated Apportionments and Obligations table, Interim Project Index- Appendix A, FFY 2016-2019 Project Index- Appendix B, Project Index Summaries- Appendix C and the Advance Construction Index- Appendix D, and aids in the generation of the expenditure information in the Cash-Flow Worksheet.

Expenditures in the Cash-Flow Worksheet may be divided into fixed costs and variable costs. Fixed costs represent the expense of KDOT's daily operation and costs like debt service and transfers to other agencies. Variable costs are expenses that change in proportion to the level of activity being undertaken. For KDOT, these are the costs associated with the preservation, modernization and expansion of the highway infrastructure. In the Cash-Flow Worksheet, the expenditures that are a part of the operations and fixed cost category are Maintenance, Agency Operations in Local Support, Administration & Transportation Planning, Buildings and Debt Service.

Maintenance (routine) is defined as expenditures on equipment, staff salaries, and materials used in snow/ice removal, mowing and minor roadway repair necessary to preserve the State Highway System. This Cash-Flow Worksheet expenditure is a summation of four budgeted groups: salary, contractual activities, commodities and capital outlay. The **salary** portion is the budgeted funded amount for positions in SFY 2016 & 2017 that are necessary to maintain the system.

(Included are the salaries for the district, area and subarea maintenance personnel as well as some headquarters positions that provide policy and planning support.). **Contractual activities** are the portion budgeted for equipment repair that exceeds the capabilities of the KDOT shops or repairs that are more cost effective to be contracted. The **commodities** portion represents the materials necessary to accomplish the work anticipated to be performed in SFY 2016 & 2017. (This is a large and varied group composed of items like fuels-unleaded, ethanol, diesel, equipment repair parts, signing materials, motor oil, propane gas, rock salt and traffic paint among others.) **Capital outlay** is the last group included in routine maintenance and is for the purchase of heavy equipment to maintain the system, vehicles to transport the personnel to the work sites, shop tools, equipment and computers used in the support of these maintenance activities. Routine maintenance is typically done entirely by KDOT forces. The long-term projected need for this expense is calculated by inflating historical actual expenditures for the above four groupings using a standard inflation rate of 2.5 percent. In the Cash-Flow Worksheet, the values for SFY 2016 and 2017 are from the budget submittal, while SFY 2018 & 2019 are percentage estimates based upon projected inflation.

To ensure that the expenditures in place for these activities are sufficient to meet the need, KDOT has several internal initiatives in place to monitor routine maintenance activities. These initiatives include the Maintenance Quality Assur-

ance (MQA) Program, Managing Snow & Ice (MS&I) guidance, and the Managing Kansas' Roadsides (MKR) guidelines for mowing. Together these three resources help KDOT measure the value of the maintenance effort and helps ensure that routine maintenance is being performed at adequate levels.

The MQA program divides the road into different segments for monitoring: Travelway-the portion of the roadway for the movement of vehicles, Traffic Guidance-all KDOT maintained signs, pavement markings, striping or anything used to regulate, warn or guide traffic, Shoulders-areas of consideration are joint separation, cracking, drop-off or build-up and vegetation, Drainage- areas of focus include curb and gutter, ditches, erosion control, culverts and pipes and Roadside-with areas of focus that include fencing, litter, vegetation control, erosion and side roads and entrances. The MQA program is a management tool that assists managers in prioritizing maintenance projects and resources (personnel, equipment, materials and funding) and helps determine funding needs. The program involves the annual physical inspections of randomly selected sites across the state. Each sample is rated using a level of service (LOS) criteria rating. The data from the inspections are compiled into the LOS reports. These reports provide information about the Kansas highway system at the State, District, Area and Subarea levels. From these reports, KDOT staff make determinations about what areas need increased maintenance efforts or if additional fund-

ing should be requested in the next budget for additional equipment or materials.

KDOT's MQA program was initiated in 1999. The program was developed using the National Cooperative Highway Research Program (NCHRP) report 422 "Maintenance QA Program Implementation Manual". With guidance from the manual and input from KDOT staff and public input from surveys and correspondence LOS targets were established for each of the roadway segments. These targets are reviewed periodically and adjusted as needed. The LOS established targets for the different segments are Travelway-90; Traffic Guidance-90; Shoulders-90; Drainage-85 and Roadside-85. The combined statewide target LOS is 90. In SFY 2015, the statewide LOS rating was 89. (This rating does not denote that all districts- areas -subareas met the rating target nor that all segments monitored were within their target LOS but merely that the overall rating for the state as a whole was a level of service of 89.) All the ratings for SFY 2015 may be viewed at the following link <http://kdotapp.ksdot.org/perfmeasures/>.

KDOT maintains more than 150,000 acres of highway right-of-way. To maintain a land area of this size requires a flexible approach that adjusts to the needs of differing areas. To meet this need KDOT uses the Managing Kansas' Roadside Program (MKR). The MKR program is a responsive program that uses different mowing approaches to achieve greater mowing efficiency. The different approaches include elimination

of mowing, varying height mowing and varying frequency (based on the season) mowing. The characteristics of each mowing site determine which approach or approaches are employed. Some of the site characteristics considered when making mowing decisions are the location (rural versus urban), line of sights and slopes. This tailored mowing approach has yielded key benefits like cost reductions and increased employee safety. The overall reduction in cost has allowed KDOT's dollars to stretch further in difficult financial times and the reduction in mowing accidents has reduced KDOT employee injury and time away from duties. This modified approach to mowing also benefits wildlife by increasing necessary cover and reduces erosion on roadsides. For more information about KDOT's roadside management, visit KDOT's website at http://www.ksdot.org/PDF_Files/RoadsideBrochure.pdf.

Administration & Transportation Planning expenditures encompass salaries for administrative and support personnel and the daily operation costs of the agency such as building rents and utilities. Likewise under Local Support, the expenditure **Agency Operations** are salaries for administrative and support personnel dedicated to the support of local activities. Both of these expenditures are fixed costs, projected by growing the historical expenditures using an inflation rate of 2.5 %.

The **Buildings** expense in the Cash-Flow Worksheet is for the purchase, maintenance and repair of KDOT owned

buildings. These buildings are located throughout the state in the district, areas and subareas of KDOT and are used for offices, equipment storage and material storage. Estimates for this expenditure are from the Capitol Improvement Plan, which is a five year request that is adjusted to reflect the Governor's budget.

Debt Service reflects the expense related to the repayment of highway bonds. These are fixed rate bonds so the expenditures are a fixed cost.

In addition to fixed costs, there are the variable costs for construction related activities. The variable costs in the Cash-Flow Worksheet are the expenditures in the Construction and Modes sections and all expenses in the Local Support section except for Agency Operations.

Construction expenditures: Preservation, Modernization and Expansion are anticipated construction work phase expenditures for T-WORKS projects. These three programs are concerned with road system infrastructure. The construction expenditure information presented here is provided at the project work phase level in Appendix A & Appendix B for projects KDOT currently has programmed. However, the total of the projects programmed may not equal the Cash-Flow Worksheet forecasts. The reason for the difference is threefold:

- 1) the Cash-Flow Worksheet forecasts the entire program including the un-programmed portion, while the

Appendixes only provide information about projects actually programmed at the time the STIP was prepared;

- 2) the Cash-Flow Worksheet includes projections for projects that have all work phases obligated and underway; these projects are not a part of Appendixes A or B.

- 3) While expenditures in the Cash-Flow Worksheet prior to construction letting are based on engineers' estimates as is the STIP information in Appendixes A & B, post construction letting Cash-Flow expenditures are based on a combination of the encumbered construction contract amount (inflated slightly for change orders) and actual payments made to the contractor.

As with routine maintenance for preservation, there are measures- one for roads and one for bridges to verify that the system is being maintained at adequate levels. Roads are assessed annually using the Pavement Management System and bridges are assessed annually using the Pontis Bridge Management System. For roads, the targets are 85 percent and 80 percent for Interstate and Non-Interstate pavements, respectively with a rating of PL-1. A PL-1 rating indicates the roadway surface is in good condition and needs only routine or light preventative maintenance. The road table below shows the actual road conditions in the state for the years SFY 2013-2015.

Statewide Roadway Condition for Interstate and Non-Interstate Miles				
Interstate Miles			Non-interstate Miles	
Fiscal Year	Minimum Acceptable Condition Level*	Actual Condition Level*	Minimum Acceptable Condition Level*	Actual Condition Level*
2013	85	96	80	83
2014	85	98	80	89
2015	85	98	80	90

* - Percent of miles in PL-1 condition

For state-owned bridges, a bridge health index (BHI) is used, and while KDOT's goal is to maintain the state-owned bridge system at a high level, an overall bridge health index (BHI) of 85 is defined as the minimum acceptable condition level. Below is the bridge table which shows the actual bridge conditions statewide for the years SFY 2013-2015.

Statewide Bridge Health Ratings		
Fiscal Year	Minimum Acceptable Bridge Health Index	Actual Health Index
2013	85	88
2014	85	87
2015	85	86

As both tables illustrate KDOT continues to maintain roads and bridges at acceptable levels. For more information concerning asset allocation and maintenance levels of the highway infrastructure refer to the current CAFR report at the following link:

<http://www.ksdot.org/Assets/wwwksdotorg/bureau/burFiscal/rfg/findisc/CAFR.pdf>.

Construction engineering and preliminary engineering (CE & PE) are

expenditures for the design portion of T-WORKS projects that deal with the road system infrastructure. This category of expense is a combination of agency CE & PE work and projected contracted CE & PE work. For the agency engineering salary portion, the first two years of the Cash-Flow Worksheet expenditure is taken directly from the budget and the last two years are determined by inflating the budgeted amounts. For the contract CE & PE, estimates are provided by the Bureau of Design and are adjusted for inflation. CE & PE information is provided at the project level in Appendix A & Appendix B for projects KDOT currently has programmed. However, CE costs are rolled into the Construction costs in the Appendixes to display the costs in the manner the Federal Highway prefers. At the federal level, construction and CE expenditure are not separated.

The **modes expenditure** grouping is for transportation forms other than road system infrastructure. For KDOT these modes are aviation, public transit and rail. In an effort to leverage transportation dollars to obtain the largest benefit possible, the new T-WORKS program has increased funding to all three of these alternate modes correlating to an increase in spending in these areas. The expenditures forecasted in the Cash-Flow Worksheet are provided by the Division of Aviation and the Bureau of Transportation Planning- Public Transit and Rail sections and are adjusted for inflation. While the modes are a part of the Cash-Flow Worksheet, the projects that compose the modal group are not represented in the STIP nar-

ative, Project Indexes or Summaries. These programs are part of the Local Support program in KDOT and are outside the “Core” programs discussed in the narrative section of the STIP. Except for transit these programs do not receive federal funding. The transit program has a section in the STIP narrative and the information is presented as the FTA requests at the program level. Since the STIP is a document required by the FHWA & FTA, the material presented concentrates on meeting the requirements of the two.

The expenditures in the **Local Support** grouping in the Cash-Flow Worksheet are for improvements on city or county roads. Special City & County Highway Fund (SC&CHF), Local Federal Aid Projects, Local Partnership Programs, City Connecting Links and Other are the expenditures that compose this grouping.

Of these expenditures, the SC&CHF, the City Connecting Links, and Other expenditures are not project related. Instead, the **SC&CHF expenditure** is a pass through of funds to LPAs. Consequently, while the funds are in the transportation T-WORKS program, they are not KDOT’s to use. Instead, these are funds reserved for the counties and cities. The expenditure amount is based upon expected tax receipts and the disbursement is calculated and made by the State Treasurer. The **City Connecting Links** is expenditure for payments from KDOT to cities that have elected to maintain the City Connecting Links within their boundaries. Instead of KDOT, the cities

oversee the maintenance of these roads and KDOT pays for a share of the cost of the maintenance. The calculation to determine the expenditure for each participating entity is based upon the miles of City Connecting Links within the entities boundaries and the payment rate for the cities or counties as outlined in state statute.

The **Other expenditure** is for costs related to the network of 76 communication towers KDOT operates across the state. Expenditures are for maintenance to keep the towers in operational condition and for the conversion of the towers from an 800 MHz conventional radio system to an 800 MHz digital trunked radio system. Additionally, the expenditure includes equipment purchases for digital 800 MHz which in turn are leased to first responder agencies across the state that are unable to afford the purchase themselves.

The Local Federal Aid and Local Partnership Programs are both expenditures related to projects. The **Local Federal Aid expenditures** are for projects that are on city and county roads. Specific project information for city and county projects programmed during the STIP years are in the STIP appendixes-except those projects being completed by counties and cities using the Federal Fund Exchange program. For Local Federal Aid projects, expenditures prior to letting are based upon engineers' estimates and post construction letting expenditures are based upon the encumbered construction contract amount and actual payments to

contractors. Since the Federal Fund Exchange program has been initiated, the number of LPA projects funded with federal funds has diminished greatly. Currently, most counties and cities elect to trade their federal funds with KDOT for state funds. For more information on the Federal Fund Exchange program, see the discussion in the Project Selection Criteria section of this document.

The **Local Partnership Programs expenditure** is a combination of two types of projects City Connecting Link projects and geometric improvement projects. City Connecting Link projects are on city streets that connect two rural portions of the state highway system and are for resurfacing the existing roadway. Geometric improvement projects are designed to help cities widen pavements, add or widen shoulders, eliminate steep hills or sharp curves and add needed acceleration and deceleration lanes. Unlike the City Connecting Link expenditure discussed previously, the City Connecting Link portion of the Local Partnership Program (LPP) is for projects that both KDOT and the city are participating in jointly. Most LPP City Connecting Link projects are let by KDOT and administered by KDOT. LPP expenditures prior to construction are based upon engineers' estimates and post construction letting are based upon the encumbered construction contract amount and actual payments to contractors.

The final "expenditure" in the Cash-Flow Worksheet is the **Minimum Ending Balance Requirement**. This is not an actual expenditure but rather is the

reserve amount of cash that must be available at any given time to ensure the continued orderly function of the agency. This amount is determined by considering such factors as the funds needed to satisfy bond debt service requirements, funds allocated by statute for distribution to specific programs and the funds needed for the continued timely payment of agency bills. This is a requirement that KDOT imposes upon itself to maintain an adequate level of funding to continue operations. SFY 2017 while not technically underfunded is over programmed to the degree that the self-imposed minimum balance is not attainable in this year. However, in SFY 2018 & 2019 the budget is anticipated to improve and the minimum balance is expected to be met.

FISCAL CONSTRAINT

In accordance with 23 CFR 450.216(a)(5), the STIP is required to be financially constrained by year and this fiscal constraint must be demonstrated in the STIP. To be fiscally constrained by year, the demand on total available funding (state, federal and local) for each STIP year must not exceed the funding that is available for that year. To assure fiscal constraint, KDOT's OFAB maintain a Cash-Flow Worksheet that summarizes agency revenue and expenditure projects. The agency's most recent Cash-Flow Worksheet follows this discussion. The Cash-Flow Worksheet is reviewed and updated as needed at key times during the SFY in:

- September during budget preparation
- January after the Governor's budget is presented, if needed
- May/June at the conclusion of the legislative session, if needed
- And as changes to programs and projects warrant.

As previously discussed in this finance section, the sources of information and data used to compile and maintain the Cash-Flow Worksheet are many and varied. In addition to the methods already described, the OFAB uses a Cash-Flow computer system, Cash Availability and Forecasting Environment (CAFE). CAFE maintains the cash-flow data and models cash-flows in and out of the agency. CAFE is compatible with and interacts with KDOT's other computer systems which greatly automates cash-flow modeling and allows project data from the project management system, WinCPMS, to be incorporated into the modeling. In addition, CAFE has the ability to store assumptions such as inflation factors for motor fuel taxes for use in modeling. CAFE allows for efficient and effective cash management by the agency.

The Cash-Flow Worksheet forecasts all anticipated revenues (state, federal and local) and all anticipated expenditures in the next four years. The federal reimbursement estimates in the Cash-Flow Worksheet while based upon

the level of federal funding KDOT expects to receive (the obligation limit) as outlined in the recently passed FAST Act, do not correlate exactly. Since Federal aid is a reimbursement program funds must be expended and then requests for reimbursement made. The federal reimbursement for the years of the cash-flow is composed of three parts: 1) underway projects with outstanding reimbursement expected to be received in the 2017-2020 SFYs ; 2) the reimbursement from new projects that are anticipated to obligate and reimburse in the four years of this STIP; 3) and projects advanced constructed and anticipated to be converted in each of the four years. To estimate state and local revenues that will be available for the agency's use, KDOT uses information from both the CEG and the HREG.

Whenever, the CEG and/or HREG issue revised information, usually three times annually in April, November and September, KDOT reviews the new data to determine whether the new information continues to support current revenue projections in the cash-flow modeling. If KDOT's OFAB determines the new information warrants an adjustment to the state and local funding projections, then changes are made to CAFÉ and a revised the Cash-Flow Worksheet is generated. Likewise, as information changes in KDOT's project management system, these changes are incorporated automatically to CAFE since the two systems interact. Finally, the OFAB staff continually monitors and reviews the data relevant to revenue and expenditure. In this way, the Cash-Flow Worksheet generated from CAFE is timely and provides the infor-

mation KDOT needs to be fiscally constrained.

KDOT Cash-Flow Worksheet
as of June 2016

KDOT - All Agency Funds

(\$000)	2017	2018	2019	2020	2017-2020
BEGINNING BALANCE	656,145	226,440	428,247	557,195	
Resources					
Motor Fuel Taxes	439,133	440,433	441,733	443,033	1,764,332
Sales & Compensating Tax	530,924	550,822	571,473	592,898	2,246,117
Registration Fees	206,000	206,000	206,000	206,000	824,000
Drivers Licenses Fees	7,090	7,090	7,090	7,090	28,360
Special Vehicle Permits	2,763	2,763	2,763	2,763	11,052
Interest on Funds	4,777	5,982	5,359	5,149	21,267
Misc. Revenues	14,920	10,487	10,530	10,570	46,507
Transfers:	21,201	1,401	1,401	1,401	25,404
Motor Carrier Property Tax	-	-	-	-	-
Transfers Out	(515,054)	(108,630)	(110,272)	(111,940)	(845,896)
Subtotal	711,754	1,116,348	1,136,077	1,156,964	4,121,143
Federal and Local Construction Reimbursement					
Federal Reimbursement - SHF	295,594	275,839	283,320	291,492	1,146,245
Local Construction - Federal	55,239	74,607	71,428	64,886	266,160
Local Construction - Local	18,088	33,019	24,392	20,732	96,231
Miscellaneous Federal Aid	36,866	36,525	36,730	36,947	147,068
Subtotal Federal & Local	405,787	419,990	415,870	414,057	1,655,704
 Total before Bonding	 1,117,541	 1,536,338	 1,551,947	 1,571,021	 5,776,847
Bond Sales (par)	-	-	-	-	-
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	-	-	-	-	-
Net TRF Loan Transactions	5,087	2,974	2,660	2,698	13,419
TOTAL RECEIPTS	1,122,628	1,539,312	1,554,607	1,573,719	5,790,266
AVAILABLE RESOURCES	1,778,773	1,765,752	1,982,854	2,130,914	

The following revenue estimates are currently being used:
 -April 2016 State Consensus Revenue Estimating Group
 -November 2015 Highway Revenue Estimating Group
 -Debt Service updated December 2015

KDOT Cash-Flow Worksheet as of June 2016

EXPENDITURES:	2017	2018	2019	2020	2017-2020
Maintenance	136,235	136,832	140,253	143,759	557,079
Construction					
Preservation	369,729	277,530	377,715	445,373	1,470,347
Modernization	33,443	24,378	48,898	118,761	225,480
Expansion & Enhancements	304,962	167,228	140,626	168,332	781,148
CE & PE	95,537	91,845	95,723	97,766	380,871
Total Construction	803,671	560,981	662,962	830,232	2,857,846
Modes					
Aviation	5,954	5,336	5,118	5,042	21,450
Public Transit	38,028	38,028	38,028	38,028	152,112
Rail	9,083	7,410	6,850	6,680	30,023
Total Modes	53,065	50,774	49,996	49,750	203,585
Local Support					
SC&CHF	147,674	148,111	148,548	148,985	593,318
Local Federal Aid Projects	57,663	81,413	74,199	67,334	280,609
Local Partnership Programs	70,666	79,955	66,176	62,862	279,659
City Connecting Links	3,360	3,360	3,360	3,360	13,440
Agency Operations	7,243	7,307	7,489	7,677	29,716
Other	12,772	10,781	9,584	9,465	42,602
Total Local Support	299,378	330,927	309,356	299,683	1,239,344
Administration & Transportation Planning	57,960	58,338	59,771	61,241	237,310
Buildings	7,128	7,435	7,621	7,812	29,996
Total	65,088	65,773	67,392	69,053	267,306
TOTAL before Debt Service	1,357,437	1,145,287	1,229,959	1,392,477	5,125,160
Debt Service	194,895	192,220	195,700	187,209	770,024
TOTAL EXPENDITURES	1,552,332	1,337,507	1,425,659	1,579,686	5,895,184
ENDING BALANCE	226,440	428,247	557,195	551,228	
Minimum Ending Balance Requirement	281,559	284,629	297,759	291,107	
AVAILABLE ENDING FUND BALANCE:	(55,119)	143,618	259,436	260,121	
	2017	2018	2019	2020	Total FY 2017-2020

Required Ending Balances reflect:

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

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

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



October 26, 2016

To: KDOT, MoDOT and Federal Offices

Subject: 2016 4th Quarter Amendment to the *FFY 2016-2020 Transportation Improvement Program (TIP)*

On October 25, 2016 the Mid-America Regional Council amended the *FFY 2016-2020 Transportation Improvement Program* for the Kansas City Metropolitan Region. This 2016 4th Quarter Amendment consists of 74 projects. 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. 1 comment was received during the comment period. The comment and a response from MARC are included for your reference.

MARC also received comments from Leavenworth County and The Kansas Department of Transportation during the comment period. These comments resulted in the removal of 3 projects from the amendment, reducing the overall project count from 77 to 74. Leavenworth County, based on a more detailed financial assessment, elected to return the federal funding awarded for its Eisenhower Road project. KDOT requested removal of 2 projects sponsored by BikeWalkKC, Local Spokes and Bike Share Phase 5, due to a recent policy change regarding the eligibility of non-profit entities as project sponsors. MARC will continue to work with KDOT and BikeWalkKC to determine the viability of the projects. The comments received from both Leavenworth County and KDOT are included for your reference.

This amendment is financially constrained and maintains the financial feasibility of the *FFY 2016-2020 TIP*.

Since the MARC TIP is incorporated by reference, without modification, into the statewide transportation improvement program (STIP), the MARC TIP represents the most current listing of projects within the boundaries of the Kansas City metropolitan planning area and should be the basis for comparison of projects listed in the amendment. The MARC TIP is available for review online at:

<http://www.marc.org/transportation/tip.htm>.

Please take the necessary steps to amend the STIP to include these projects. Please contact me if you have any questions about this action.

A handwritten signature in black ink, appearing to read "Ron Achelpohl", written in a cursive style.

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

Chair Curt Skoog Councilmember Overland Park, Kansas	1st Vice Chair Carol Suter Councilmember Gladstone, Missouri	2nd Vice Chair Ed Eilert Commission Chairman Johnson County, Kansas	Treasurer Beverlee Roper Commissioner Platte County, Missouri	Secretary Randy Rhoads Mayor Lee's Summit, Missouri	Executive Director David A. Warm
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From: Kenneth Fenter <kfenter9@gmail.com>
Sent: Thursday, October 06, 2016 12:03 AM
To: TIP
Subject: transportation project input

I have looked at the list of projects and I think funding should be spent on what I believe are five very important projects. The five projects are located with three in Missouri and two in Kansas.

Kansas: I-35 from I-635 to highway 69.: This should be expanded to a total of 5 lanes in each direction. If not 5 then at the very least a fourth lane should be added under the west 75th street bridge both northbound and southbound to relieve this choke point. I do see a project from 67th to highway 69 but this I feel wont relieve the choke point due to the amount of traffic flow between I-635 and highway 69 along I-35. This stretch of highway would allow better traffic flow which has a lot of traffic between I-635 and highway 69.

Kansas: The I-35 and I-635 interchange should be completely rebuilt to prevent left lane stacking of traffic wanting to exit northbound I-35 to northbound I-635. Also would prevent stacking on southbound I-635 to southbound I-35.. There seems to be a lot of land to use and maybe a better configuration would be better. I do believe two northbound exit lanes from i-35 to northbound I-635 would be recommended as well as two southbound exit lanes from I-635 to southbound I-35.

Missouri: Missouri 152 highway should be expanded to six through lanes, 3 lanes going eastbound and three lanes going westbound, from North Flintlock to I-435 with double left turn lanes at Shoal Creek Parkway.. This would help the heavy stacking of traffic approaching from the west going east. Also M-152 should be expanded to six lanes from I-35 going east to M-291 highway with double left turn lanes at Conistor Rd which has eastbound traffic backing up to the bridge to make left turns onto northbound conistor road. A new bridge for M-152 crossing over I-35 as well to add lane capacity for three through lanes eastbound and westbound and two left turn lanes to I-35 northbound and southbound.

Missouri: The northland lacks alternate east-west thoroughfares other than M-152. I would recommend completing the new Shoal Creek Parkway from North Woodland to Northeast 96th street at I-435. This link would complete alternate eat-west connectors and clean up the the areas near Shoal Creek High School which has multiple side roads that are difficult to navigate. Along with this project should be to complete the Maplewoods Parkway from Shoal Creek to NE 96th street. This would also allow the intersection of North Woodland and Shoal Creek Parkway to be completed and have new traffic signals. This project would hopefully alleviate traffic on M-152 hwy.

Missouri: Northeast Cookingham Rd needs to be expanded to a two lane divided median thoroughfare from I-435 to Ne 96th street to make this heavily traveled road more safer than it is today.

It would also be great if the new parkways that are built in Kansas City North could be built to parkway standards. Kansas City MO has a great parkway system south of the river and it would be great if the tradition could continue with a parkway system north of the river. It would be disappointing if this was not done.

Thank you for the opportunity to add input in transportation planning.

Kenneth Fenter

Dear Mr. Fenter:

Thank you for your recent comment regarding the proposed 2016 4th Quarter Amendment to the 2016-2020 Transportation Improvement Program. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration on the proposed amendment.

Two of the projects referenced in your comments; M-152, I-35 interchange to M-291 and Woodland Complete Streets Upgrade from NE 96th St to Shoal Creek Parkway, are included in the proposed amendment. These, and other important regional transportation priorities documented in the amendment, recently received funding to enable their implementation. This was accomplished through an extensive, cooperative, and multi-jurisdictional process conducted by MARC to determine priorities for the investment of federal transportation resources through 2020.

Additionally, a number of the other projects included in your comments are included in Transportation Outlook 2040, the metropolitan transportation plan (MTP) for the Kansas City region. This plan provides a policy framework for the investment of anticipated federal, state and local funds, based on anticipated needs and regional goals and objectives, through the year 2040. A major component of the MTP is identifying a list of regionally significant projects to improve the transportation of people and goods (highway, transit, etc.). The listing is intended to help the region identify and prioritize future transportation investments based on goals, strategies and estimated financial resources. More information about Transportation Outlook 2040, including the full project listings, can be found at <http://www.to2040.org/>.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Citizen's Guide to Transportation Planning](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

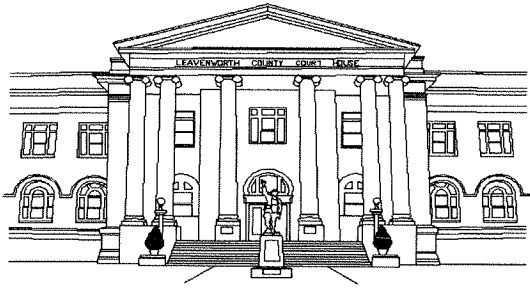
Marc Hansen, AICP, ENV SP
Principal Planner
Mid-America Regional Council

Project#: KA-4220-01

Location: I-35 & 75th Street

Current status:

- Preliminary investigative study completed (Summer 2016)
- PE only project to be programmed during FY 2017; Estimated start date of construction is FY 2020
- Recommendations made for alternatives to remove the current “bottleneck” and to reduce congestion by widening this section of roadway from 3 to 4 lanes



COUNTY OF LEAVENWORTH

Department of Public Works

300 Walnut, Suite 007

Leavenworth, Kansas 66048-2815

Phone: (913) 684-0470

Fax: (913) 684-0473

October 10, 2016

Ron Achelpohl, P.E.
Director of Transportation and Environment
Mid-America Regional Council
600 Broadway, Suite 200
Kansas City, Missouri 64105

RE: Eisenhower Road Improvement Grant

Mr. Achelpohl,

The Leavenworth County Board of County Commissioners reviewed the results of the September 30, 2016 meeting held at the Bonner Springs KDOT office and came to the conclusion that acceptance of the MARC Grant for Improvements to Eisenhower Road would not be cost effective. Hence at today's commissioner's meeting they voted to return the grant and wanted to express their sincere appreciation of your organization's assistance in issuing the grant. Please accept LVCO's apology for not utilizing the grant and please redistribute the funding to another entity.

A handwritten signature in black ink that reads "David Lutgen". The signature is written in a cursive, flowing style.

David Lutgen, P.E.
Public Works Director

From: Cory Davis <Cory.Davis@ks.gov>
Sent: Monday, October 17, 2016 4:44 PM
To: Ron Achelpohl
Cc: Marc Hansen; Davonna C. Moore; Allison Smith
Subject: 4th Quarter TIP Amendment - Non-Profit Eligibility

MARC Staff:

As the result of a recent policy decision by the Kansas Department of Transportation (KDOT) in partnership with Federal Highway Administration –KS, non-profit entities are not eligible to directly receive Transportation Alternatives, Congestion Mitigation and Air Quality, and Surface Transportation program funds. This policy was put into place to protect federal funding programs that KDOT administers and to continue to protect our future investments. This policy does not eliminate a non-profit entity from receiving funds as they are able to partner with an eligible entity through the proper processes.

After review of the MARC 4th Quarter TIP Amendment it was realized that two projects with a non-profit agency project sponsor utilizing funding from one of the aforementioned funding programs have been included in the TIP. In order for future approval of the TIP at the statewide level, Project #996100 – Bike Share KC Phase 5 – Kansas and project #996102 – Safe Routes to School: Local Spokes Across the KC Region – Kansas should be removed from this TIP amendment due to the ineligibility of BikeWalkKC as a sponsor to directly receive the associated federal funds.

KDOT looks forward to nonprofits agencies, such as BikeWalkKC, partnering with other eligible entities in the future to pursue projects that support the long range transportation goals of the region.

If you have any questions regarding this policy or the associated request to amend the 4th Quarter TIP Amendment feel free to contact me.

Thank you,

Cory Davis
Comprehensive Transportation Planning Manager
Kansas Department of Transportation
Bureau of Transportation Planning
700 SW Harrison
Topeka, KS 66603
Phone: 785-296-7984
Email: Cory.Davis@ks.gov

How to Read the TIP Amendment Project Listings

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

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

SAMPLE TIP AMENDMENT PROJECT LISTING

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

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

KANSAS CITY METROPOLITAN REGION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2016-2020
2016 4th Quarter Amendment

Kansas

TIP #: 397003		Juris: EDGERTON		Location/Improvement: 207TH GRADE SEPARATION			Length (mi): .2
State #:		Fed #:		County: JOHNSON		Project Type: New Construction	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	The 207th Street Grade Separation project would construct a new bridge at the	
Engineering	2016	Non-Federal	LOCAL	\$2,000.0	Amendment Description: New project funded with Kansas STPM funding		
Construction	2020	Federal	STPM-KS	\$505.0			
Construction	2020	Non-Federal	LOCAL	\$14,495.0			
Federal Total: \$505.0		Non-Federal Total: \$16,495.0		Total: \$17,000.0			
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope							

TIP #: 343106		Juris: GARDNER		Location/Improvement: I-35 AND GARDNER RD INTERCHANGE			Length (mi): .2
State #:		Fed #:		County: JOHNSON		Project Type: Reconstruction	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Construction of a 5-legged roundabout on each side of the interchange. This will relieve congestion and improve access to adjacent businesses. The roundabouts will be designed to accommodate trucks and buses and will include sidewalks and a trail. The project will be designed to accommodate the future replacement and widening of the existing bridge over I-35.	
Construction	2020	Federal	STPM-KS	\$1,415.0	Amendment Description: New project funded with Kansas STPM funding		
Construction	2020	Non-Federal	LOCAL	\$2,085.0			
Engineering	2017	Non-Federal	LOCAL	\$330.0			
Right-of-Way	2018	Non-Federal	LOCAL	\$200.0			
Federal Total: \$1,415.0		Non-Federal Total: \$2,615.0		Total: \$4,030.0			
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope							

TIP #: 343107		Juris: GARDNER		Location/Improvement: MOONLIGHT ROAD SAFE ROUTES TO SCHOOLS			Length (mi): N/A
State #:		Fed #:		County: JOHNSON		Project Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	The project will incorporate 10 ft trails and 5 ft sidewalks with maximum separation from roadways along Moonlight Road from Warren to Moonlight Elementary, White to Moonlight Elementary, and along Woodson LN from Woodson Ct to Moonlight Road	
Construction	2020	Federal	TA-KS	\$252.0	Amendment Description: New project funded with Kansas TAP funding		
Construction	2020	Non-Federal	LOCAL	\$98.0			
Federal Total: \$252.0		Non-Federal Total: \$98.0		Total: \$350.0			
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope							

TIP #: 380139		Juris: KDOT		Location/Improvement: US 56 AND 199TH ST EDGERTON, KS			Length (mi): 1
State #: KA-2745-03		Fed #:		County: JOHNSON		Project Type: Traffic Management	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Construct Turn Lanes	
Engineering		Non-Federal	STATE-KS	\$0.0	Amendment Description: Project removed by sponsor request. Work will be completed under project #380143		
Federal Total:		Non-Federal Total: \$0.0		Total: \$0.0			
<input type="checkbox"/> New <input checked="" type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope							

Kansas

TIP #: 380143	Juris: KDOT	Location/Improvement: US-56 AND 199TH ST; EDGERTON, KS			Length (mi): 1
State #: KA-2745-02	Fed #:	County: JOHNSON	Project Type: Reconstruction		
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: Construct Turn lanes
Engineering	2016	Non-Federal	STATE-KS	\$250.0	Amendment Description: Revise scope to include construction. Adjust budget and schedule to reflect the latest estimates
Right-of-Way	2018	Non-Federal	STATE-KS	\$50.0	
Other	2018	Non-Federal	STATE-KS	\$325.0	
Construction	2019	Non-Federal	STATE-KS	\$450.0	
Federal Total:		Non-Federal Total: \$1,075.0	Total: \$1,075.0		
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input checked="" type="checkbox"/> Scope					

TIP #: 344032	Juris: LEAWOOD	Location/Improvement: 143RD ST, WINDSOR TO OVERBROOK			Length (mi): 1.0
State #:	Fed #:	County: JOHNSON	Project Type: Reconstruction		
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: Existing 2-lane ditch street that will be improved to a 4-lane undivided street with curb and gutter, stormsewer, LED streetlights, sidewalk along south side, 10-foot pedestrian along the north side, on-street bike lanes, improved traffic signal at 143rd and Kenneth, sodding and landscaping. 143rd street west of this location was improved to the same standards in 2016.
Construction	2019	Federal	STPM-KS	\$2,525.0	Amendment Description: New project funded with Kansas STPM funding
Construction	2019	Non-Federal	LOCAL	\$4,675.0	
Engineering	2016	Non-Federal	LOCAL	\$900.0	
Right-of-Way	2017	Non-Federal	LOCAL	\$750.0	
Other	2017	Non-Federal	LOCAL	\$3,100.0	
Federal Total: \$2,525.0		Non-Federal Total: \$9,425.0	Total: \$11,950.0		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

TIP #: 345126	Juris: LENEXA	Location/Improvement: 95TH AND SANTA FE TRAIL DRIVE INTERSECTION IMPROVEMENTS			Length (mi): .1
State #:	Fed #:	County: JOHNSON	Project Type: Traffic Management		
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: 95th Street and Santa Fe Trail Drive intersection improvements which will include southbound, eastbound and westbound right turn lanes, extending the storage length of the eastbound left turn lane, restricting an access drive to right-in/rightout to minimize conflicts, replace the traffic signal, ADA ramps and accessible pedestrian signals on all approaches, relocation of drive approach to minimize conflicts through the intersection, and extension of a mixed use trail along the north side of the intersection.
Construction	2019	Federal	CMAQ-KS	\$600.0	Amendment Description: New project funded with Kansas CMAQ funding
Construction	2019	Non-Federal	LOCAL	\$150.0	
Federal Total: \$600.0		Non-Federal Total: \$150.0	Total: \$750.0		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

TIP #: 347014	Juris: MISSION	Location/Improvement: MISSION SAFE ROUTES TO SCHOOL PHASE II FACILITIES			Length (mi): 2.0
State #:	Fed #:	County: JOHNSON	Project Type: Pedestrian and/or Bikeways		
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: To improve safety to and from Missions schools in response to the Citys SRTS Phase I Study, the project retrofits bike lanes and sharrows to both sides of Lamar Ave from Foxridge Dr to Shawnee Mission Pkwy
Construction	2019	Federal	TA-KS	\$68.0	Amendment Description: New project funded with Kansas TAP funding
Construction	2019	Non-Federal	LOCAL	\$17.8	
Federal Total: \$68.0		Non-Federal Total: \$17.8	Total: \$85.8		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

Kansas

TIP #: 349242		Juris: OLATHE		Location/Improvement: LONE ELM ROAD, OLD 56 HIGHWAY TO 151ST STREET		
State #:		Fed #:		County: JOHNSON		Project Type: Reconstruction
						Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	This project includes the widening of Lone Elm Road between Old 56 Highway and 151st Street from a 2-lane section to a 4-lane divided arterial. The project also includes modifications or reconstruction of a bridge over the railroad tracks. Bicycle lanes will be construction along Lone Elm Road as well as wide sidewalks.
Construction	2020	Federal	STPM-KS	\$3,785.0		
Construction	2020	Non-Federal	LOCAL	\$11,215.0		
Engineering	2017	Non-Federal	LOCAL	\$2,370.0		
Right-of-Way	2018	Non-Federal	LOCAL	\$700.0		
Other	2019	Non-Federal	LOCAL	\$4,030.0		
Federal Total: \$3,785.0		Non-Federal Total: \$18,315.0		Total: \$22,100.0		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

TIP #: 349243		Juris: OLATHE		Location/Improvement: 159TH & BLACK BOB ROAD IMPROVEMENTS		
State #:		Fed #:		County: JOHNSON		Project Type: Traffic Management
						Length (mi): .1
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	This project will include the widening of Black Bob Road from a 2-lane section to a 4-lane divided arterial from 153rd Terrace to 159th Street. Also included in the project will be CMAQ funded intersection improvements at 159th & Black Bob including right and left turn lanes in all directions and a traffic signal. Improvements will include asphalt, curb and gutter, medians, streetlights, storm sewer improvements, and all other work necessary to achieve a complete project. This project will include bicycle lanes along 159th Street and sidewalks and a shared use path along both 159th Street and along Black Bob.
Construction	2020	Federal	CMAQ-KS	\$1,000.0		
Construction	2020	Non-Federal	LOCAL	\$250.0		
Engineering	2017	Non-Federal	LOCAL	\$900.0		
Right-of-Way	2018	Non-Federal	LOCAL	\$200.0		
Other	2019	Non-Federal	LOCAL	\$1,870.0		
Federal Total: \$1,000.0		Non-Federal Total: \$3,220.0		Total: \$4,220.0		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

TIP #: 349244		Juris: OLATHE		Location/Improvement: 2019-2020 FLEET EMISSION REDUCTION: CNG REPLACEMENT		
State #:		Fed #:		County: JOHNSON		Project Type: Environmental/Scenic/Historic
						Length (mi): N/A
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	The City of Olathe 2019-2020 Fleet Emissions Reduction Project: CNG Replacement project seeks to improve regional air quality by replacing 8 diesel powered Solid Waste heavy trucks, and 2 diesel powered street sweepers with cleaner burning and more environmentally sensitive CNG heavy trucks.
Other	2019	Federal	CMAQ-KS	\$302.5		
Other	2019	Non-Federal	LOCAL	\$76.0		
Federal Total: \$302.5		Non-Federal Total: \$76.0		Total: \$378.5		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

Kansas

TIP #: 349245		Juris: OLATHE		Location/Improvement: SIDEWALK MISSING LINK PROJECT		Length (mi): N/A	
State #:		Fed #:		County: JOHNSON		Project Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	This project will include the construction of missing link sidewalks on school routes. Based on need, it is anticipated the first schools to complete will be Central, Ridgeview and Fairview. While our main focus is students, the sidewalks will be beneficial to all residents including mobility aid users, bicyclists and transit riders. Amendment Description: New project funded with Kansas CMAQ funding	
Construction	2019	Federal	CMAQ-KS	\$320.0			
Construction	2019	Non-Federal	LOCAL	\$80.0			
Engineering	2017	Non-Federal	LOCAL	\$60.0			
Other	2018	Non-Federal	LOCAL	\$225.0			
Federal Total: \$320.0		Non-Federal Total: \$365.0		Total: \$685.0		<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope	

TIP #: 349246		Juris: OLATHE		Location/Improvement: CEDAR CREEK TRAIL		Length (mi): 2.34			
State #:		Fed #:		County: JOHNSON		Project Type: Pedestrian and/or Bikeways			
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Construction of 2.34 miles of a 10 ft. wide asphalt bicycle and pedestrian trail and miscellaneous related improvements that will form a crucial north-south connection between major recreation areas at Cedar Lake and Lake Olathe and tie in with commercial, school, residential, and employment sites along the existing Dennis Avenue bike lanes. Amendment Description: New project funded with Kansas TAP funding			
Construction	2020	Federal	TA-KS	\$500.0					
Construction	2020	Non-Federal	LOCAL	\$1,710.0					
Federal Total: \$500.0		Non-Federal Total: \$1,710.0		Total: \$2,210.0				<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope	

TIP #: 350227		Juris: OVERLAND PARK		Location/Improvement: QUIVIRA ROAD, 159TH STREET TO 179TH STREET		Length (mi): 2	
State #:		Fed #:		County: JOHNSON		Project Type: Reconstruction	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Reconstruction of Quivira from an unimproved two-lane roadway to an improved two-lane thoroughfare with shoulders, turn lanes, storm sewers, ADA compliant sidewalks and bike/hike trail, streetlights, and roundabouts or traffic signals. This project will maximize access, improve safety, and address system preservation needs. Amendment Description: 2019 Kansas STPM funding added. Local construction contribution reduced by amount of STPM-KS funding.	
Engineering	2016	Non-Federal	LOCAL	\$1,800.0			
Right-of-Way	2017	Non-Federal	LOCAL	\$2,000.0			
Other	2018	Non-Federal	LOCAL	\$3,000.0			
Construction	2019	Non-Federal	LOCAL	\$11,137.0			
Construction	2019	Federal	STPM-KS	\$4,662.5			
Federal Total: \$4,662.5		Non-Federal Total: \$17,937.0		Total: \$22,599.5			

TIP #: 350228		Juris: OVERLAND PARK		Location/Improvement: BICYCLE MASTER PLAN IMPLEMENTATION		Length (mi): N/A	
State #:		Fed #:		County: JOHNSON		Project Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	This project will focus on the creation of on-street bike lanes (4 to 5 ft width) and bike routes (with shared lane markings or sharrows). Striping and bike markings will be added to a variety of streets (residential, collectors and thoroughfares) after they have been resurfaced on streets located south of I-435. The bike lanes will utilize existing width in the street and not require any additional widening efforts. Amendment Description: New project funded with Kansas TAP funding	
Construction	2019	Federal	TA-KS	\$400.0			
Construction	2019	Non-Federal	LOCAL	\$100.0			
Federal Total: \$400.0		Non-Federal Total: \$100.0		Total: \$500.0			

Kansas

TIP #: 352002		Juris: ROELAND PARK		Location/Improvement: ROE BOULEVARD LIVABILITY IMPROVEMENTS		Length (mi): 1.37
State #:		Fed #:		County: JOHNSON	Project Type: Reconstruction	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: To both accommodate transportation needs and delineate this section of roadway as a place of importance, safety, connectivity, and beautification improvements are proposed. Improvements include removal of unwarranted traffic signals; extension, widening and gap filling of sidewalk/bicycle path; streetlight improvements; addressing pavement distress and storm water improvements; tree and planting installation; landscaping at I-35 / Roe interchange.	
Construction	2019	Federal	STPM-KS	\$4,662.5		
Construction	2019	Non-Federal	LOCAL	\$2,637.5		
Engineering	2016	Non-Federal	LOCAL	\$1,000.0		
Federal Total: \$4,662.5		Non-Federal Total: \$3,637.5		Total: \$8,300.0	Amendment Description: New project funded with Kansas STPM funding	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

TIP #: 163014		Juris: LEAVENWORTH		Location/Improvement: RFCC STONE RESTORATION		Length (mi): N/A
State #:		Fed #:		County: LEAVENWORTH	Project Type: Environmental/Scenic/Historic	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: Removal and replacement of all remaining deteriorated structural sandstone components on the exterior of the Historic Union Depot (known locally as the Riverfront Community Center or RFCC) with new sandstone components. The extent of the replacement shall include all exterior cut sandstone elements including corner quoins, gable stones, tooled window sills, belt courses, coves, and finials.	
Construction	2019	Federal	TA-KS	\$170.0		
Construction	2019	Non-Federal	LOCAL	\$125.0		
Construction	2019	Non-Federal	LOCAL (AC)	\$330.0		
Conversion	2020	Federal	TA-KS	\$330.0		
Other	2020	Non-Federal	CREDIT	(\$330.0)	Amendment Description: New project funded with Kansas TAP funding	
Federal Total: \$500.0		Non-Federal Total: \$125.0		Total: \$625.0		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

TIP #: 280134		Juris: KDOT		Location/Improvement: TURNER DIAGONAL FWY AND RIVERVIEW AVE IN KANSAS CITY, KS		Length (mi): 0.1
State #: KA-4363-01		Fed #:		County: WYANDOTTE	Project Type: New Construction	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: Construct At-Grade Intersection near Turner Diagonal Fwy and Riverview Ave	
Other	2016	Non-Federal	STATE-KS	\$800.0		
Construction	2016	Non-Federal	STATE-KS	\$6,200.0		
Federal Total:		Non-Federal Total: \$7,000.0		Total: \$7,000.0	Amendment Description: New Project	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

Kansas

TIP #: 259203		Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY		Location/Improvement: LEAVENWORTH ROAD IMPROVEMENTS, 78TH TO 63RD		
State #:	Fed #:	County: WYANDOTTE	Project Type: Reconstruction		Length (mi): 2.8	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: Rehabilitate the roadside area and intersections along Leavenworth Road from 63rd Street to 78th Street. The project adds continuous sidewalk between 63rd Street and 78th Street on both sides of the road, remove guardrail and roadside hazards requiring guardrail protection, upgrade intersections with new ADA ramps and pedestrian signals, upgrade drainage, replace curb and gutter and driveways, and install continuous LED street lighting. The project would be designated a bikeway with sharrowed lanes. Three signals will be upgraded to include audible pedestrian features. The project excludes the intersection of 72nd Street which is being upgraded under	
Construction	2020	Federal	STPM-KS	\$6,560.0		
Construction	2020	Federal	CMAQ-KS	\$750.0		
Construction	2020	Non-Federal	LOCAL	\$4,175.0		
Federal Total: \$7,310.0		Non-Federal Total: \$4,175.0		Total: \$11,485.0		
Amendment Description:					New project funded with Kansas STPM and CMAQ funding	
					<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope	

TIP #: 259204		Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY		Location/Improvement: SAFE ROUTES TO SCHOOL PHASE F: WILLIAM ALLEN WHITE/WEST MIDDLE & FRANCES WILLARD		
State #:	Fed #:	County: WYANDOTTE	Project Type: Pedestrian and/or Bikeways		Length (mi): .85	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: Construct sidewalks and ADA pedestrian ramps around 2 elementary schools and 1 middle school, William Allen White, West Middle & Francis Willard. The sidewalks will provide safer access for pedestrians and young bicyclists to/from school. At William Allen White the sidewalk will be constructed west of the school along Welborn Rd and/or 45th St., which are highly traveled school walking routes. At Francis Willard sidewalk are in poor condition. This project will replace sidewalk along Orville Avenue, which is the main walking route for students to/from the school.	
Construction	2019	Federal	TA-KS	\$500.0		
Construction	2019	Non-Federal	LOCAL	\$125.0		
Federal Total: \$500.0		Non-Federal Total: \$125.0		Total: \$625.0		
Amendment Description:					New project funded with Kansas TAP funding	
					<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope	

TIP #: 259205		Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY		Location/Improvement: METROPOLITAN AVENUE AREA BIKEWAY IMPROVEMENTS		
State #:	Fed #:	County: WYANDOTTE	Project Type: Pedestrian and/or Bikeways		Length (mi): 2.2	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: Designate an on-street bikeway along Metropolitan Ave/Strong Ave from 12th Street to 42nd Street.	
Construction	2020	Federal	TA-KS	\$56.0		
Construction	2020	Non-Federal	LOCAL	\$47.5		
Construction	2020	Federal	CMAQ-KS	\$134.0		
Federal Total: \$190.0		Non-Federal Total: \$47.5		Total: \$237.5		
Amendment Description:					New project funded with Kansas TAP funding	
					<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	

Regional

TIP #: 970039 Juris: MARC Location/Improvement: REGIONAL AIR QUALITY PUBLIC EDUCATION
 State #: N-0435-05/06 Fed #: CMQ-N034(502) County: REGIONAL Project Type: Environmental, Scenic, Historic Length (mi): N/A

Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	
Other	2016	Federal	CMAQ-MO	\$232.8	
Other	2017	Federal	CMAQ-MO	\$232.8	
Other	2018	Federal	CMAQ-MO	\$232.8	
Other	2016	Federal	CMAQ-KS	\$232.8	
Other	2017	Federal	CMAQ-KS	\$232.8	
Other	2018	Federal	CMAQ-KS	\$232.8	
Other	2016	Non-Federal	LOCAL	\$58.2	
Other	2017	Non-Federal	LOCAL	\$58.2	
Other	2019	Federal	CMAQ-MO	\$232.8	
Other	2020	Federal	CMAQ-MO	\$232.8	
Other	2019	Federal	CMAQ-KS	\$232.8	
Other	2020	Federal	CMAQ-KS	\$232.8	
Other	2019	Non-Federal	LOCAL	\$58.2	
Other	2020	Non-Federal	LOCAL	\$58.2	
Other	2018	Non-Federal	LOCAL	\$58.2	
Federal Total:	\$2,327.5	Non-Federal Total:	\$290.9	Total:	\$2,618.4

Description: Program uses media ads and targeted outreach to educate public about health, env., and economic impacts of ozone pollution. Promotes vehicle maintenance, VMT reduction, and alternative modes. Is a key element of KS/MO SIPs and Clean Air Action Plan. Toll credit worth approximately \$46,560 are expected to be the source of matching funds for CMAQ-KS annually through 2018.

Amendment Description: Added 2019 & 2020 CMAQ funding.

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Regional

TIP #: 970040		Juris: MARC		Location/Improvement: ACTIVE TRANSPORTATION PROGRAM			
State #: N-0318-04/05		Fed #: CMQ-3301(464)		County: REGIONAL		Project Type: Pedestrian and/or Bikeways	
Length (mi):		N/A					
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:		
Other	2016	Federal	CMAQ-MO	\$36.0	<p>MARC supports walking & bicycling as integral transportation modes of a total transportation system. This work provides necessary support for bicycle & pedestrian education & promotion programs. This funding will provide continued support through FY 2015. This project will utilize up to \$8,464 in toll credits as much for the FFY 2013 CMAQ-KS funds. This project will utilize up to \$13,936 in toll credits as match for the FFY 2014 CMAQ-KS funds.</p> <p>Amendment Description: Added 2019 & 2020 CMAQ funding.</p>		
Other	2017	Federal	CMAQ-MO	\$36.0			
Other	2019	Federal	CMAQ-MO	\$36.0			
Other	2018	Federal	CMAQ-MO	\$36.0			
Other	2016	Federal	CMAQ-KS	\$36.0			
Other	2017	Federal	CMAQ-KS	\$36.0			
Other	2018	Federal	CMAQ-KS	\$36.0			
Other	2016	Non-Federal	LOCAL	\$18.0			
Other	2017	Non-Federal	LOCAL	\$18.0			
Other	2020	Federal	CMAQ-MO	\$36.0			
Other	2019	Federal	CMAQ-KS	\$36.0			
Other	2020	Federal	CMAQ-KS	\$36.0			
Other	2019	Non-Federal	LOCAL	\$18.0			
Other	2020	Non-Federal	LOCAL	\$18.0			
Other	2018	Non-Federal	LOCAL	\$18.0			
Federal Total: \$360.0		Non-Federal Total: \$90.0		Total: \$450.0			

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TIP #: 970041		Juris: MARC		Location/Improvement: REGIONAL RIDESHARE PROGRAM			
State #: N-0436-06		Fed #: CMQ-NO34(602)		County: REGIONAL		Project Type: Outreach/Other	
Length (mi):		N/A					
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:		
Other	2016	Federal	CMAQ-KS	\$125.0	<p>The regional RIDESHARE program, funded through the CMAQ program, promotes the use of alternative modes of commuting, telecommute programs, flexible work schedules, parking management programs and working with schools to educate young people on the value of alternative modes. Project N-0436-05 utilizes the STPM funds to enable RideShare to update its network of highway signs and procure advertising via television, internet and radio.</p> <p>Amendment Description: Added 2019 & 2020 CMAQ funding.</p>		
Other	2017	Federal	CMAQ-KS	\$125.0			
Other	2018	Federal	CMAQ-KS	\$125.0			
Other	2016	Federal	CMAQ-MO	\$125.0			
Other	2017	Federal	CMAQ-MO	\$125.0			
Other	2018	Federal	CMAQ-MO	\$125.0			
Other	2019	Federal	CMAQ-KS	\$125.0			
Other	2020	Federal	CMAQ-KS	\$125.0			
Other	2019	Federal	CMAQ-MO	\$125.0			
Other	2020	Federal	CMAQ-MO	\$125.0			
Federal Total: \$1,250.0		Non-Federal Total:		Total: \$1,250.0			

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Regional

TIP #: 970087		Juris: MARC		Location/Improvement: PLANNING SUSTAINABLE PLACES PROGRAM		
State #: N-0572-02		Fed #: STP-3301(459)		County: REGIONAL		Project Type: Outreach/Other
Length (mi):		N/A				
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	
Other	2015	Federal	STPM-MO	\$500.0	The Program will provide local governments with financial support to advance detailed planning and project development activities in support of 2040's Activity Centers and Corridors framework. Funds received will be used to advance detailed local planning in support of these identified nodes.\$120,000 of 2013 STPM-MO split from this project and added to 690426 in February 2013.	Amendment Description: Added 2019 STPM-MO & STPM-KS funding
Other	2015	Federal	STPM-KS	\$399.0		
Other	2015	Non-Federal	LOCAL	\$224.7		
Other	2013	Federal	STPM-MO	\$305.0		
Other	2013	Non-Federal	LOCAL	\$206.3		
Other	2013	Federal	STPM-KS	\$400.0		
Other	2017	Federal	STPM-MO	\$600.0		
Other	2017	Federal	STPM-KS	\$1,200.0		
Other	2017	Non-Federal	LOCAL	\$450.0		
Other	2019	Federal	STPM-KS	\$355.0		
Other	2019	Non-Federal	LOCAL	\$88.8		
Other	2019	Non-Federal	LOCAL	\$150.0		
Other	2019	Federal	STPM-MO	\$600.0		
Federal Total: \$4,359.0		Non-Federal Total: \$1,119.7		Total: \$5,478.7		

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TIP #: 970097		Juris: MARC		Location/Improvement: OPERATION GREEN LIGHT ARTERIAL TRAFFIC MANAGEMENT SYSTEM OPERATIONS		
State #: K-9218-16		Fed #: STP-K921(816)		County: REGIONAL		Project Type: Traffic Management
Length (mi):		N/A				
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	
Operations	2015	Federal	STPM-KS	\$163.0	On going support of the regional arterial signal timing and communications that provides real-time traffic signal operations for 25 agencies arterial operations and communications network	Amendment Description: Added 2019 and 2020 Kansas and Missouri STPM funding
Operations	2015	Non-Federal	LOCAL	\$545.9		
Operations	2015	Federal	STPM-MO	\$382.9		
Operations	2016	Federal	STPM-MO	\$382.9		
Operations	2016	Federal	STPM-KS	\$163.0		
Operations	2016	Non-Federal	LOCAL	\$545.9		
Operations	2019	Federal	STPM-MO	\$490.0		
Operations	2019	Federal	STPM-KS	\$210.0		
Operations	2019	Non-Federal	LOCAL	\$700.0		
Operations	2020	Federal	STPM-MO	\$490.0		
Operations	2020	Federal	STPM-KS	\$210.0		
Operations	2020	Non-Federal	LOCAL	\$700.0		
Federal Total: \$2,491.9		Non-Federal Total: \$2,491.8		Total: \$4,983.7		

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Transit

TIP #: 630056		Juris: KCATA		Location/Improvement: TRANSIT WAY LINES		
State #:	Fed #:	County: REGIONAL	Project Type: Transit (Capital)		Length (mi):	N/A
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	
Engineering	2017	Non-Federal	LOCAL	\$843.8	Preliminary Engineering, Final Design, Right of Way, Construction of Bus Rapid Transit along the Prospect Avenue Corridor (Prospect MAX). KCATA, in partnership with the City of Kansas City, Missouri, is implementing a plan for enhanced transit service along Kansas City's Prospect Avenue 10-mile corridor from downtown to the vicinity of 75th St. The plan is to develop MAX bus rapid transit (BRT) service on Prospect Avenue. Prospect MAX would include enhanced passenger stations, digital real-time bus arrival signs, attractive, well lit passenger shelters, information kiosks, distinctive MAX buses and traffic signal priority - all resulting in more convenient, faster and more reliable service.	
Right-of-Way	2018	Non-Federal	LOCAL	\$562.5		
Other	2018	Federal	5309	\$8,000.0		
Other	2018	Non-Federal	LOCAL	\$2,000.0		
Other	2016	Federal	5307	\$2,640.0		
Other	2016	Non-Federal	LOCAL	\$660.0		
Other	2017	Federal	5309	\$3,200.0		
Other	2017	Non-Federal	LOCAL	\$800.0		
Construction	2019	Federal	STPM-MO	\$4,500.0		
Construction	2019	Non-Federal	LOCAL	\$1,125.0		
Federal Total: \$18,340.0		Non-Federal Total: \$5,991.3		Total: \$24,331.3		

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TIP #: 995002		Juris: KCATA		Location/Improvement: REVENUE ROLLING STOCK INCLUDING VANPOOL PROGRAM EXPANSION			
State #:	Fed #:	County: REGIONAL	Project Type: Transit (Capital)		Length (mi):	N/A	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:		
Other	2016	Federal	5339	\$3,000.0	Replacement Buses, Associated Capital Equipment, Fareboxes, Vans		
Other	2017	Federal	5339	\$2,000.0			
Other	2016	Non-Federal	LOCAL	\$530.0	Updated budget to reflect latest estimates.		
Other	2018	Federal	5307	\$1,000.0			
Other	2018	Non-Federal	LOCAL	\$900.0			
Other	2017	Non-Federal	LOCAL	\$2,846.0			
Other	2018	Federal	5339	\$2,100.0			
Other	2019	Federal	5307	\$1,250.0			
Other	2019	Federal	5339	\$2,250.0			
Other	2019	Non-Federal	LOCAL	\$617.0			
Other	2020	Federal	5339	\$2,500.0			
Other	2020	Federal	5307	\$1,500.0			
Other	2020	Non-Federal	LOCAL	\$706.0			
Other	2017	Federal	5307	\$5,100.0			
Other	2017	Federal	5337	\$2,000.0			
Other	2018	Federal	5337	\$2,000.0			
Other	2017	Federal	5309	\$7,000.0			
Federal Total: \$31,700.0		Non-Federal Total: \$5,599.0		Total: \$37,299.0			

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Transit

TIP #: 995188		Juris: KCATA		Location/Improvement: REGIONAL CLEAN VEHICLE BUS PURCHASE		
State #: N-0626-02/03		Fed #: CMQ-N062(602)/(County: REGIONAL	Project Type: Transit (Capital)	Length (mi): N/A
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	
Other	2016	Federal	STPM-KS	\$988.3	Purchase of new CNG/propane/clean diesel ADA-accessible buses for the KCATA, Johnson County Transit, and Unified Government Transit to replace old diesel buses that have met their useful life. New regional transit vehicles will attract new riders, reduce emissions, improve air quality, improve efficiencies, and use a sustainable, domestic fuel (CNG & Propane).	
Other	2016	Federal	CMAQ-KS	\$528.9		
Other	2017	Federal	STPM-KS	\$2,191.7	Amendment Description: Added CMAQ-KS funding for 2018, 2019 and 2020. Added Missouri CMAQ funding for 2018 and 2019.	
Other	2015	Federal	STPM-MO	\$4,230.0		
Other	2015	Federal	CMAQ-MO	\$1,154.0		
Other	2016	Federal	CMAQ-MO	\$1,018.0		
Other	2017	Federal	CMAQ-MO	\$1,008.0		
Other	2015	Federal	CMAQ-KS	\$854.0		
Other	2016	Federal	CMAQ-KS	\$911.0		
Other	2017	Federal	CMAQ-KS	\$381.1		
Other	2015	Non-Federal	LOCAL	\$1,559.5		
Other	2016	Non-Federal	LOCAL	\$861.6		
Other	2017	Non-Federal	LOCAL	\$895.2		
Other	2018	Federal	STPM-KS	\$3,180.0		
Other	2018	Non-Federal	LOCAL	\$1,274.8		
Other	2018	Federal	CMAQ-KS	\$1,043.4		
Other	2018	Federal	CMAQ-MO	\$876.0		
Other	2019	Non-Federal	LOCAL	\$336.3		
Other	2019	Federal	CMAQ-KS	\$935.0		
Other	2019	Federal	CMAQ-MO	\$410.0		
Other	2020	Non-Federal	LOCAL	\$100.0		
Other	2020	Federal	CMAQ-KS	\$400.0		
Federal Total:		\$20,109.4	Non-Federal Total:	\$5,027.3	Total:	\$25,136.7

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TIP #: 995193		Juris: KCATA		Location/Improvement: ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (FTA SECTION 5310) FUNDING		
State #:		Fed #:		County: REGIONAL	Project Type: Other	Length (mi): N/A
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	
Other	2015	Federal	5310	\$2,210.5	This program provides funding to support the transportation needs of older adults and individuals with disabilities where transportation services are unavailable, insufficient and/or inappropriate. Additional information about this program and a list of funded projects can be found at: http://marc.org/Transportation/Committees/Transportation-Committees/Mobility-Advisory-Committee	
Other	2017	Federal	5310	\$2,207.4		
Other	2015	Non-Federal	LOCAL	\$552.6	Amendment Description: Addition of funding to be obligated in 2017.	
Other	2017	Non-Federal	LOCAL	\$1,158.8		
Federal Total:		\$4,417.9	Non-Federal Total:	\$1,711.4	Total:	\$6,129.3

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Transit

TIP #: 995196		Juris: KCATA		Location/Improvement: REGIONAL TRANSIT TECHNOLOGY INTEGRATION FOR REAL TIME PASSENGER INFORMATION (RIDEKC)		
State #:	Fed #:	County: REGIONAL	Project Type: Facilities		Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: Assistance to provide a regional real time passenger information system for all regional bus, MAX and Streetcar system users to enhance customer satisfaction and operational efficiencies. The project will make transit more accessible to residents and visitors by increasing the messaging and information abilities associated with transit services. This information will be integrated into Kansas City, MO SMart City initiatives, existing ITS infrastructure, and new web/mobile compatible devices. Information to be included: real time transit information, service elays/outages, environmental notices (such as Ozone Alerts), and emergency notices.	
Other	2020	Federal	CMAQ-KS	\$288.0		
Other	2020	Federal	CMAQ-MO	\$288.0		
Other	2020	Non-Federal	LOCAL	\$144.0		
Federal Total:	\$576.0	Non-Federal Total:	\$144.0	Total:	\$720.0	
Amendment Description:					New project funded with Kansas and Missouri CMAQ funding	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

TIP #: 995197		Juris: KCATA		Location/Improvement: NEW AND EXPANDED TRANSIT SERVICES		
State #:	Fed #:	County: REGIONAL	Project Type: Transit (Operations)		Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: The goal is to implement new service or expand existing service to connect KCATA transit services to itself, other transit providers, as well as other modes of transportation. KCATA has evaluated its service and identified multiple locations throughout the region where new or more robust transit service will improve regional access to jobs, community services and entertainment. These locations include, but are not limited to: route extensions in the Northland of Kansas City,MO, along I-435 south loop between Kansas City, MO and Johnson County, route extensions between Kansas City, KS and Johnson County and route enhancements between Kansas City, MO and the City of Independence.	
Operations	2018	Federal	CMAQ-KS	\$310.0		
Operations	2018	Federal	CMAQ-MO	\$410.0		
Operations	2018	Non-Federal	LOCAL	\$180.0		
Federal Total:	\$720.0	Non-Federal Total:	\$180.0	Total:	\$900.0	
Amendment Description:					New project funded with Kansas and Missouri CMAQ funding	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

TIP #: 996099		Juris: KCATA		Location/Improvement: REGIONAL FARE COLLECTION AND MONITORING PROGRAM		
State #:	Fed #:	County: REGIONAL	Project Type: Facilities		Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description: This project entails upgrading the fare collection system with new onboard and off-board equipment. It will allow for more efficient use of the transit service by speeding up boardings, increasing accessibility of fare media and allowing customers further control of transit-related finances.	
Other	2019	Federal	STPM-KS	\$735.0		
Other	2019	Non-Federal	LOCAL	\$183.8		
Federal Total:	\$735.0	Non-Federal Total:	\$183.8	Total:	\$918.8	
Amendment Description:					New project funded with Kansas STPM funding	
<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						

Administrative Modifications Since Approval by the MARC Board of Directors of the 2016 Special Amendment #2 on June 28, 2016								
TIP#	Lead Agency	Project Title	Modification	Funding Impacted				
				Federal		State	Local	Other
				\$	Program			
280085	KDOT	I-70 and K-7 Interchange	Revise to account for the use of toll credits as local match	\$829,475	NHPP-KS	\$553,124	\$0	\$0
380151	KDOT	Johnson Co: US-169 & 175th Street	Change fiscal year from 2016 to 2017 for Construction and Utility phases	\$0	N/A	\$427,300	\$0	\$0
380147	KDOT	Westwood Hills GI: US-169 between 48th Terrace and 49th Terrace	Change fiscal year from 2016 to 2017 for Construction phase	\$0	N/A	\$0	\$305,800	\$0
380110	KDOT	I-435 from I-435/I-35/K-10 west to I-435/K-10	Revise to account for the use of toll credits as local match	\$1,237,694	NHPP-KS	\$1,337,996	\$0	\$0
634069	BikeWalkKC	SRTS: Local Spokes Across the KC Region	Spread 2016 funding across the period of 2016-2018	\$500,000	CMAQ-KS	\$0	\$0	\$0
690478	MoDOT	Remove 2 bridges on I-70 and I-435	Split into 2 separate projects; no financial impact	\$0	N/A	\$0	\$0	\$0
690472	MoDOT	Bridge improvements along I-470	Increase funding for Engineering	\$276,800	NHPP-MO	\$69,200	\$0	\$0
380142	KDOT	I-435: From 0.5 miles east of the I-435/Quivira Rd. junction, east to the I-435 bridges over Metcalf Ave.	Revision of federal fund source and project cost estimate	\$61,000	FRP-KS	\$7,000	\$0	\$0
280120	KDOT	Bridges #030 & #173 of the Lewis & Clark Viaduct in Kansas City, Kansas	Revision of federal fund source and conversion years; change ROW from 2015 to 2016; no financial impact on overall project	\$48,375,000	NHPP-KS	\$100,000	\$0	\$0
995188	KCATA	Regional Clean Vehicle Bus Purchase	Advance funding from 2017 to 2016	\$988,350	STPM-KS	\$0	\$247,088	\$0

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Updates

Approval of the 2016 4th 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 and October 25, 2016 (scheduled) to be modified as shown in Tables 1 – 7. The tables from the August 23, 2016 amendment are provided for comparison in Tables 8– 10.

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	\$1,722.50	\$1,884.00
	AC Conversion	(\$104,917.99)	(\$120,200.00)	(\$33,138.00)	(\$22,125.00)	(\$3,080.00)
	FRP-KS	\$0.00	\$20,221.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$1,114.91	\$1,250.00	\$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	\$98,957.00	\$30,375.00	\$21,375.00	\$0.00
	STATE-KS	\$19,538.00	\$9,147.10	\$3,497.70	\$450.00	\$0.00
	STATE-KS (AC)	\$25,315.50	\$49,285.00	\$10,640.00	\$750.00	\$750.00
	STP-KS	\$1,000.00	\$0.00	\$0.00	\$0.00	\$2,000.00
	STPM-KS	\$13,103.53	\$9,160.00	\$10,390.00	\$11,850.00	\$13,240.00
	TA-KS	\$1,890.88	\$1,948.00	\$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	\$3,184.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$3,901.12	\$1,384.00	\$206.00	\$2,112.10	\$1,231.00
	AC Conversion	(\$2,415.00)	(\$14,036.60)	(\$8,904.00)	(\$460.00)	\$0.00
	FLAP-MO	\$503.78	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$2,632.00	\$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	\$44,938.00	\$91,937.00	\$98,625.90	\$28,524.00	\$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	\$12,220.80	\$17,710.38	\$21,233.22	\$9,299.60	\$3,760.60
	STATE-MO (AC)	\$15,227.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00
	STPM-MO	\$19,635.00	\$35,135.50	\$25,700.00	\$13,311.56	\$18,607.64
	STP-MO	\$4,351.86	\$6,930.60	\$5,060.60	\$7,874.20	\$4,808.60
	TA-MO	\$6,709.14	\$4,759.90	\$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	\$586.62	\$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	\$600.00	\$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	\$27,782.70	\$21,418.10	\$21,181.40	\$21,969.80
	5309	\$0.00	\$10,200.00	\$8,000.00	\$0.00	\$0.00
	5310	\$0.00	\$2,207.41	\$1,100.00	\$1,100.00	\$1,100.00
	5311	\$81.24	\$35.40	\$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	\$2,000.00	\$2,100.00	\$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	\$316,162.64	\$337,937.63	\$296,419.86	\$293,326.17	\$300,029.81
	Missouri Subtotal	\$451,194.69	\$503,746.71	\$495,860.36	\$419,770.76	\$406,188.28
	Regional Subtotal	\$2,932.16	\$7,520.88	\$1,084.92	\$3,457.43	\$2,263.68
	Transit	\$158,433.35	\$178,142.29	\$172,180.80	\$165,373.42	\$163,381.05

	Subtotal by Year	\$928,722.83	\$1,027,347.51	\$965,545.94	\$881,927.78	\$871,862.82
	Total	\$4,675,406.87				

Table 2

Estimated Expenditures by Year and Funding Source (\$1,000's)						
State	Source	2016	2017	2018	2019	2020
Kansas	CMAQ-KS	\$1,698.00	\$1,063.00	\$846.00	\$1,722.50	\$1,884.00
	FRP-KS	\$0.00	\$20,221.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$364.91	\$500.00	\$44.23	\$0.00	\$0.00
	LOCAL	\$50,146.74	\$27,850.13	\$21,034.66	\$25,148.35	\$44,100.50
	LOCAL (AC)	\$200.00	\$2,013.00	\$0.00	\$330.00	\$0.00
	NHPP-KS	\$90.10	\$48.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$19,538.00	\$9,147.10	\$3,497.70	\$450.00	\$0.00

	STATE-KS (AC)	\$25,315.50	\$49,285.00	\$10,640.00	\$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	\$13,240.00	
	TA-KS	\$1,890.88	\$1,748.00	\$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	\$3,184.00	\$0.00	\$0.00	\$0.00	
	CMAQ-MO	\$3,901.12	\$1,384.00	\$206.00	\$2,112.10	\$1,231.00	
	FLAP-MO	\$503.78	\$0.00	\$0.00	\$0.00	\$0.00	
	HSIP-MO	\$2,632.00	\$2,105.00	\$158.00	\$0.00	\$0.00	
	LOCAL	\$56,198.55	\$48,105.98	\$23,158.54	\$38,660.74	\$22,388.85	
	LOCAL (AC)	\$0.00	\$6,800.00	\$0.00	\$0.00	\$0.00	
	NHPP-MO	\$42,523.00	\$81,363.00	\$96,521.90	\$28,064.00	\$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	\$12,220.80	\$17,710.38	\$21,233.22	\$9,229.60	\$3,670.60	
	STATE-MO (AC)	\$15,227.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00	
	STPM-MO	\$19,635.00	\$35,135.50	\$18,900.00	\$13,311.56	\$18,607.64	
	STP-MO	\$4,351.86	\$3,467.40	\$5,060.60	\$7,874.20	\$4,808.60	
	TA-MO	\$6,709.14	\$4,759.90	\$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	\$586.62	\$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	\$600.00	\$0.00	\$1,090.00	\$490.00	
STP-MO		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Transit	5307	\$24,907.40	\$27,782.70	\$21,418.10	\$21,181.40	\$21,969.80	
	5309	\$0.00	\$10,200.00	\$8,000.00	\$0.00	\$0.00	
	5311	\$81.24	\$35.40	\$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	\$2,000.00	\$2,100.00	\$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	\$92,245.74	\$91,380.64	\$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
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	Kansas Subtotal	\$107,191.92	\$121,035.23	\$46,492.59	\$41,388.85	\$60,782.50
	Missouri Subtotal	\$173,223.55	\$210,130.16	\$169,574.06	\$101,019.20	\$63,068.90
	Regional Subtotal	\$2,932.16	\$7,520.88	\$1,084.92	\$3,457.43	\$2,263.68
	Transit	\$122,253.38	\$139,943.40	\$131,800.09	\$123,243.85	\$120,940.30

	Subtotal by Year	\$405,601.01	\$478,629.67	\$348,951.66	\$269,109.33	\$247,055.38
	Total	\$1,749,347.05				

Table 3

Estimated Revenues vs. Expenditures (\$1,000's)					
	2016	2017	2018	2019	2020
Kansas Revenue	\$316,162.64	\$337,937.63	\$296,419.86	\$293,326.17	\$300,029.81
Kansas O&M Expenditure	\$34,399.20	\$35,431.18	\$36,494.11	\$37,588.93	\$38,716.60
Kansas Project Expenditure	\$107,191.92	\$121,035.23	\$46,492.59	\$41,388.85	\$60,782.50
Difference	\$174,571.52	\$181,471.22	\$213,433.16	\$214,348.39	\$200,530.71
Missouri Revenue	\$451,194.69	\$503,746.71	\$495,860.36	\$419,770.76	\$406,188.28
Missouri O&M Expenditure	\$55,953.82	\$57,632.44	\$59,361.41	\$61,142.25	\$62,976.52
Missouri Project Expenditure	\$173,223.55	\$210,130.16	\$169,574.06	\$101,019.20	\$63,068.90
Difference	\$222,017.32	\$235,984.11	\$266,924.89	\$257,609.31	\$280,142.86
Transit Revenue	\$158,433.35	\$178,142.29	\$172,180.80	\$165,373.42	\$163,381.05
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	\$47,809.40	\$40,957.09	\$30,373.85	\$24,655.30
Difference	\$36,179.97	\$34,232.40	\$32,240.21	\$33,046.57	\$33,714.15
Regional Revenue	\$2,932.16	\$7,520.88	\$1,084.92	\$3,457.43	\$2,263.68
Regional Expenditure	\$2,932.16	\$7,520.88	\$1,084.92	\$3,457.43	\$2,263.68
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$928,722.83	\$1,027,347.51	\$965,545.94	\$881,927.78	\$871,862.82
Total Expenditure	\$495,954.03	\$575,659.77	\$452,947.68	\$376,923.52	\$357,475.10
Difference	\$432,768.81	\$451,687.74	\$512,598.26	\$505,004.26	\$514,387.72

Table 4

MARC CMAQ Program (\$1,000's)						
	2016	2017	2018	2019	2020	Total
Kansas						
Revenue	\$3,747.96	\$2,199.62	\$3,033.03	\$3,051.29	\$2,965.75	\$14,997.65
Expenditure	\$3,747.96	\$2,079.62	\$2,770.03	\$3,051.29	\$2,965.75	\$14,614.65
AC Conversion	\$0.00	\$120.00	\$263.00	\$0.00	\$0.00	\$383.00
Total Remaining	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Missouri						
Revenue	\$5,812.87	\$2,785.75	\$1,885.74	\$2,915.85	\$1,912.75	\$15,312.96
Missouri	\$5,812.87	\$2,785.75	\$1,885.74	\$2,915.85	\$1,912.75	\$15,312.96
Missouri AC Conversion	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Remaining	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Table 5

Kansas STPM Program (\$1,000's)						
	2016	2017	2018	2019	2020	Total
Revenue	\$14,254.88	\$13,460.45	\$13,570.00	\$13,150.00	\$13,450.00	\$67,885.33
Expenditures	\$7,584.12	\$13,460.45	\$11,820.00	\$13,150.00	\$13,450.00	\$59,464.57
AC Conversion	\$6,670.76	\$0.00	\$1,750.00	\$0.00	\$0.00	\$8,420.76
Total Remaining	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Table 6

Missouri STPM Program (\$1,000's)						
	2016	2017	2018	2019	2020	Total
Revenue	\$20,017.93	\$35,885.50	\$25,700.00	\$18,901.56	\$19,097.64	\$119,602.63
Expenditure	\$20,017.93	\$35,885.50	\$18,900.00	\$18,901.56	\$19,097.64	\$112,802.63
AC Conversion	\$0.00	\$0.00	\$6,800.00	\$0.00	\$0.00	\$6,800.00
Total Remaining	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Table 7

Transportation Alternatives Program (\$1,000's)						
	2016	2017	2018	2019	2020	Total
Kansas						
Revenue	\$1,890.88	\$1,948.00	\$1,790.00	\$1,138.00	\$1,138.00	\$7,904.88
Expenditure	\$1,890.88	\$1,748.00	\$1,790.00	\$1,138.00	\$808.00	\$7,374.88
AC Conversion	\$0.00	\$200.00	\$0.00	\$0.00	\$330.00	\$530.00
Total Remaining	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Missouri						
Revenue	\$6,709.14	\$4,759.90	\$2,157.80	\$1,750.00	\$1,652.21	\$17,029.05
Expenditure	\$6,709.14	\$4,759.90	\$2,157.80	\$1,750.00	\$1,652.21	\$17,029.05
AC Conversion	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Remaining	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Table 8

Estimated Revenues by Year and Funding Source (\$1,000's)						
State	Source	2016	2017	2018	2019	2020
Kansas	CMAQ-KS	\$1,698.00	\$1,183.00	\$1,433.25	\$1,433.25	\$1,433.25
	AC Conversion	(\$103,171.39)	(\$102,830.50)	(\$2,763.00)	(\$750.00)	(\$52,687.70)
	FRP-KS	\$0.00	\$21,167.40	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$1,114.91	\$1,250.00	\$794.23	\$750.00	\$750.00
	LOCAL	\$259,117.47	\$264,973.53	\$270,961.93	\$277,085.67	\$283,347.81
	LOCAL (AC)	\$500.00	\$2,013.00	\$0.00	\$0.00	\$0.00
	NHPP-KS	\$84,004.80	\$101,508.50	\$0.00	\$0.00	\$49,937.70
	STATE-KS	\$12,956.50	\$8,441.60	\$3,122.70	\$0.00	\$0.00
	STATE-KS (AC)	\$25,254.50	\$28,117.60	\$10,456.00	\$750.00	\$750.00
	STP-KS	\$12,835.92	\$0.00	\$0.00	\$0.00	\$2,000.00
	STPM-KS	\$13,103.53	\$9,160.00	\$10,390.00	\$13,300.00	\$13,300.00
	TA-KS	\$2,628.88	\$1,210.00	\$1,790.00	\$1,195.10	\$1,195.10
	TE-KS	\$183.34	\$0.00	\$0.00	\$0.00	\$0.00
Missouri	BR-MO	\$4,208.00	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$1,403.50	\$3,184.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$3,901.12	\$1,384.00	\$1,181.25	\$1,181.25	\$1,181.25
	AC Conversion	(\$2,415.00)	(\$14,036.60)	(\$8,904.00)	(\$460.00)	\$0.00
	FLAP-MO	\$503.78	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$2,632.00	\$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	\$44,938.00	\$90,815.90	\$98,073.40	\$27,984.00	\$9,087.00
	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	\$12,159.00	\$17,505.60	\$21,101.60	\$9,099.60	\$3,665.60
	STATE-MO (AC)	\$15,227.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00
	STPM-MO	\$13,148.40	\$39,342.10	\$25,700.00	\$18,685.23	\$18,685.23
	STP-MO	\$4,351.86	\$6,930.60	\$4,934.00	\$7,874.20	\$4,808.60
	TA-MO	\$7,144.14	\$4,759.90	\$2,157.80	\$2,200.00	\$2,200.00
	TCSP-MO	\$240.00	\$0.00	\$0.00	\$0.00	\$0.00
TE-MO	\$222.00	\$0.00	\$0.00	\$0.00	\$0.00	
Regional	CMAQ-KS	\$643.24	\$644.26	\$393.75	\$393.75	\$393.75
	CMAQ-MO	\$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	\$890.45	\$588.81	\$76.18	\$0.00	\$0.00
	NHPP-KS	\$616.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$250.00	\$1,705.00	\$0.00	\$0.00	\$0.00
	STATE-MO (AC)	\$0.00	\$2,400.00	\$0.00	\$0.00	\$0.00
	STPM-KS	\$163.00	\$1,200.00	\$0.00	\$0.00	\$0.00
	STPM-MO	\$382.93	\$600.00	\$0.00	\$0.00	\$0.00

	STP-MO	\$2,400.00	\$0.00	\$2,400.00	\$0.00	\$0.00
Transit	5307	\$22,267.40	\$29,782.70	\$20,418.10	\$21,181.40	\$21,969.80
	5309	\$2,640.00	\$3,200.00	\$9,000.00	\$0.00	\$0.00
	5310	\$1,100.00	\$1,100.00	\$1,100.00	\$1,100.00	\$1,100.00
	5311	\$81.24	\$35.40	\$0.00	\$0.00	\$0.00
	5337	\$1,000.00	\$1,040.00	\$1,082.00	\$1,125.00	\$1,170.00
	5339	\$3,000.00	\$2,000.00	\$2,100.00	\$2,250.00	\$2,500.00
	CMAQ-KS	\$1,046.00	\$910.00	\$1,073.00	\$1,073.00	\$1,073.00
	CMAQ-MO	\$1,018.00	\$1,008.00	\$925.00	\$925.00	\$925.00
	LOCAL	\$125,863.47	\$128,237.22	\$130,661.35	\$133,136.98	\$135,665.25
	STPM-KS	\$0.00	\$4,088.80	\$3,180.00	\$0.00	\$0.00
STPM-MO	\$0.00	\$150.00	\$0.00	\$0.00	\$0.00	

	Kansas Subtotal	\$310,226.46	\$336,194.13	\$296,185.11	\$293,764.02	\$300,026.16
	Missouri Subtotal	\$444,834.09	\$506,627.43	\$496,024.89	\$423,923.58	\$406,648.91
	Regional Subtotal	\$3,223.37	\$7,531.81	\$863.68	\$787.50	\$787.50
	Transit	\$158,016.11	\$171,552.12	\$169,539.45	\$160,791.38	\$164,403.05

	Subtotal by Year	\$916,300.02	\$1,021,905.49	\$962,613.13	\$879,266.48	\$871,865.62
	Total	\$4,651,950.73				

Table 9

Estimated Expenditures by Year and Funding Source (\$1,000's)						
State	Source	2016	2017	2018	2019	2020
Kansas	CMAQ-KS	\$1,698.00	\$1,063.00	\$846.00	\$0.00	\$0.00
	FRP-KS	\$0.00	\$21,167.40	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$1,114.91	\$500.00	\$44.23	\$0.00	\$0.00
	LOCAL	\$46,135.97	\$19,493.54	\$19,709.66	\$15,800.00	\$0.00
	LOCAL (AC)	\$500.00	\$2,013.00	\$0.00	\$0.00	\$0.00
	NHPP-KS	\$90.10	\$48.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$12,956.50	\$8,441.60	\$3,122.70	\$0.00	\$0.00
	STATE-KS (AC)	\$25,254.50	\$28,117.60	\$10,640.00	\$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	\$0.00	\$0.00
	TA-KS	\$2,628.88	\$710.00	\$1,790.00	\$0.00	\$0.00
	TE-KS	\$183.34	\$0.00	\$0.00	\$0.00	\$0.00
Missouri	BR-MO	\$4,455.20	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$1,403.50	\$3,184.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$3,901.12	\$1,384.00	\$206.00	\$0.00	\$0.00
	FLAP-MO	\$503.78	\$0.00	\$0.00	\$0.00	\$0.00

	HSIP-MO	\$2,632.00	\$2,105.00	\$158.00	\$0.00	\$0.00
	LOCAL	\$53,848.15	\$46,552.73	\$21,523.54	\$17,100.00	\$12,100.00
	LOCAL (AC)	\$0.00	\$6,800.00	\$0.00	\$0.00	\$0.00
	NHPP-MO	\$42,523.00	\$80,241.90	\$95,969.40	\$27,524.00	\$9,087.00
	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	\$12,978.00	\$18,318.00	\$21,789.40	\$7,921.80	\$6,106.00
	STATE-MO (AC)	\$15,227.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00
	STPM-MO	\$13,148.40	\$39,342.10	\$18,900.00	\$0.00	\$0.00
	STP-MO	\$4,351.86	\$3,468.00	\$4,934.00	\$7,874.20	\$4,808.60
	TA-MO	\$7,144.14	\$4,759.90	\$2,157.80	\$0.00	\$0.00
	TCSP-MO	\$240.00	\$0.00	\$0.00	\$0.00	\$0.00
	TE-MO	\$222.00	\$0.00	\$0.00	\$0.00	\$0.00
Regional	CMAQ-KS	\$643.24	\$644.26	\$393.75	\$0.00	\$0.00
	CMAQ-MO	\$893.75	\$393.75	\$393.75	\$0.00	\$0.00
	LOCAL	\$809.45	\$588.81	\$76.18	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$250.00	\$1,705.00	\$0.00	\$0.00	\$0.00
	STATE-MO (AC)	\$0.00	\$2,400.00	\$0.00	\$0.00	\$0.00
	STPM-KS	\$163.00	\$1,200.00	\$0.00	\$0.00	\$0.00
	STPM-MO	\$382.93	\$600.00	\$0.00	\$0.00	\$0.00
	STP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Transit	5307	\$22,267.40	\$29,782.70	\$20,418.10	\$21,181.40	\$21,969.80
	5309	\$2,640.00	\$3,200.00	\$9,000.00	\$0.00	\$0.00
	5311	\$81.24	\$35.40	\$0.00	\$0.00	\$0.00
	5337	\$1,000.00	\$1,040.00	\$1,082.00	\$1,125.00	\$1,170.00
	5339	\$3,000.00	\$2,000.00	\$2,100.00	\$2,250.00	\$2,500.00
	CMAQ-KS	\$1,046.00	\$910.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$1,018.00	\$1,008.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$89,304.19	\$89,382.50	\$89,805.30	\$90,462.40	\$94,080.50
	STPM-KS	\$0.00	\$4,088.80	\$3,180.00	\$0.00	\$0.00
	STPM-MO	\$0.00	\$150.00	\$0.00	\$0.00	\$0.00

	Kansas Subtotal	\$97,994.97	\$90,714.14	\$44,792.59	\$16,550.00	\$750.00
	Missouri Subtotal	\$165,578.75	\$212,270.63	\$167,816.14	\$60,437.00	\$33,704.60
	Regional Subtotal	\$3,142.37	\$7,531.81	\$863.68	\$0.00	\$0.00
	Transit	\$120,356.83	\$131,597.40	\$125,585.40	\$115,018.80	\$119,720.30

Subtotal by Year	\$387,072.92	\$442,113.99	\$339,057.81	\$192,005.80	\$154,174.90
Total	\$1,514,425.42				

Table 10

Estimated Revenues vs. Expenditures (\$1,000's)					
	2016	2017	2018	2019	2020
Kansas Revenue	\$310,226.46	\$336,194.13	\$296,185.11	\$293,764.02	\$300,026.16
Kansas O&M Expenditure	\$34,399.20	\$35,431.18	\$36,494.11	\$37,588.93	\$38,716.60
Kansas Project Expenditure	\$97,994.97	\$90,714.14	\$44,792.59	\$16,550.00	\$750.00
Difference	\$177,832.29	\$210,048.81	\$214,898.41	\$239,625.09	\$260,559.56
Missouri Revenue	\$444,834.09	\$506,627.43	\$496,024.89	\$423,923.58	\$406,648.91
Missouri O&M Expenditure	\$55,953.82	\$57,632.44	\$59,361.41	\$61,142.25	\$62,976.52
Missouri Project Expenditure	\$165,578.75	\$212,270.63	\$167,816.14	\$60,437.00	\$33,704.60
Difference	\$223,301.52	\$236,724.36	\$268,847.34	\$302,344.33	\$309,967.79
Transit Revenue	\$158,016.11	\$171,552.12	\$169,539.45	\$160,791.38	\$164,403.05
Transit O&M Expenditure	\$93,301.14	\$96,100.48	\$98,983.50	\$101,953.00	\$105,011.59
Transit O&M TIP Project Expenditure	\$94,337.40	\$92,134.00	\$90,843.00	\$92,870.00	\$96,285.00
Remaining Transit O&M	\$0.00	\$3,966.48	\$8,140.50	\$9,083.00	\$8,726.59
Transit Project Expenditure (Non O&M)	\$26,019.43	\$39,463.40	\$34,742.40	\$22,148.80	\$23,435.30
Difference	\$37,659.28	\$35,988.23	\$35,813.55	\$36,689.58	\$35,956.15
Regional Revenue	\$3,223.37	\$7,531.81	\$863.68	\$787.50	\$787.50
Regional Expenditure	\$3,142.37	\$7,531.81	\$863.68	\$0.00	\$0.00
Difference	\$81.00	\$0.00	\$0.00	\$787.50	\$787.50
Total Revenue	\$916,300.02	\$1,021,905.49	\$962,613.13	\$879,266.48	\$871,865.62
Total Expenditure	\$477,425.94	\$539,144.08	\$443,053.83	\$299,819.99	\$264,594.62
Difference	\$438,874.09	\$482,761.41	\$519,559.29	\$579,446.49	\$607,271.00



City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

6 East 6th St.
P.O. Box 708
Lawrence, KS 66044

www.lawrenceks.org/pds

Phone 785-832-3150
Tdd 785-832-3205
Fax 785-832-3160

October 12, 2016

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

Dear Mr. Davis:

I'm sending this letter to inform you that on October 5, 2016 the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) approved a new Transportation Improvement Program for the years 2017 through 2020. This new document updates and replaces the previous 2015-2019 TIP as last amended or revised. This new TIP incorporates text changes suggested by KDOT staff and Technical Advisory Committee (TAC) members as well as numerous updates to project information for improvements to our region's multimodal transport system.

This new TIP was reviewed by L-DC MPO staff and recommended for approval by the TAC at their October 4, 2016 meeting. The MPO approved TIP including the list of projects for the Lawrence Transit System is enclosed with this letter.

I would appreciate it if you could review and approve this new updated TIP for our region soon and forward a copy of this document to the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) for their approval. If you have any questions concerning this TIP please call me at (785) 832-3155. I appreciate your assistance with this matter.

Sincerely,

Ashley Myers
Transportation Planner

Enclosures: FFY 2017-2020 TIP

cc: Daniel Nguyen, FTA-Kansas City
Paul Foundoukis, FHWA-Topeka



FFY 2017 - 2020 Transportation Improvement Program



LAWRENCE - DOUGLAS COUNTY

MPO



METROPOLITAN PLANNING ORGANIZATION

October 5, 2016

Funding Note:

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

Title VI Note:

The L-DC MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, 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

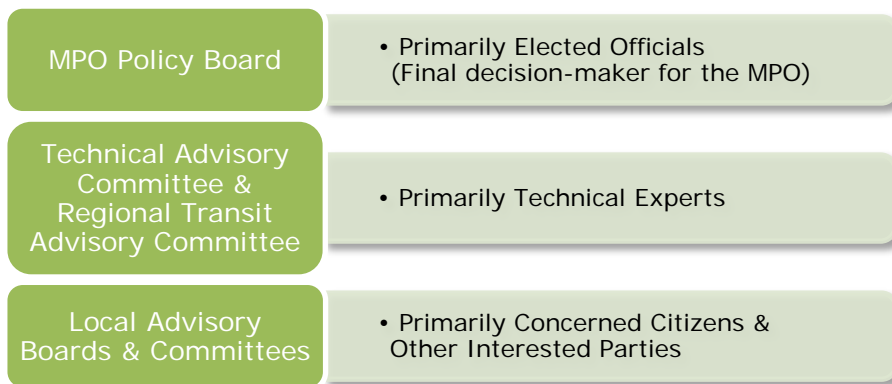
INTRODUCTION

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).

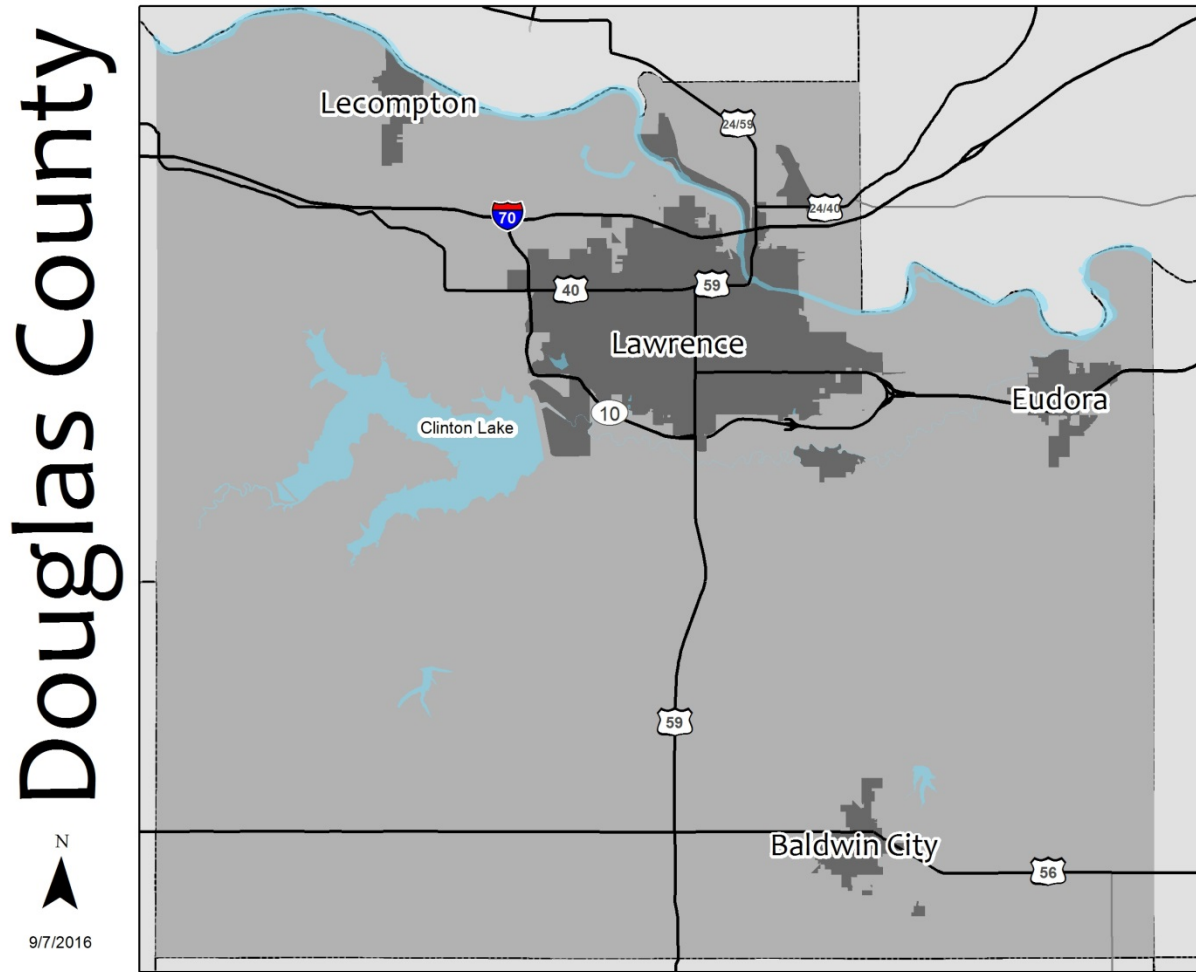
The MPO is a group that is composed of representatives from many local governments that collectively discusses the transportation issues facing the metro area and then makes decisions about how to address those issues.

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

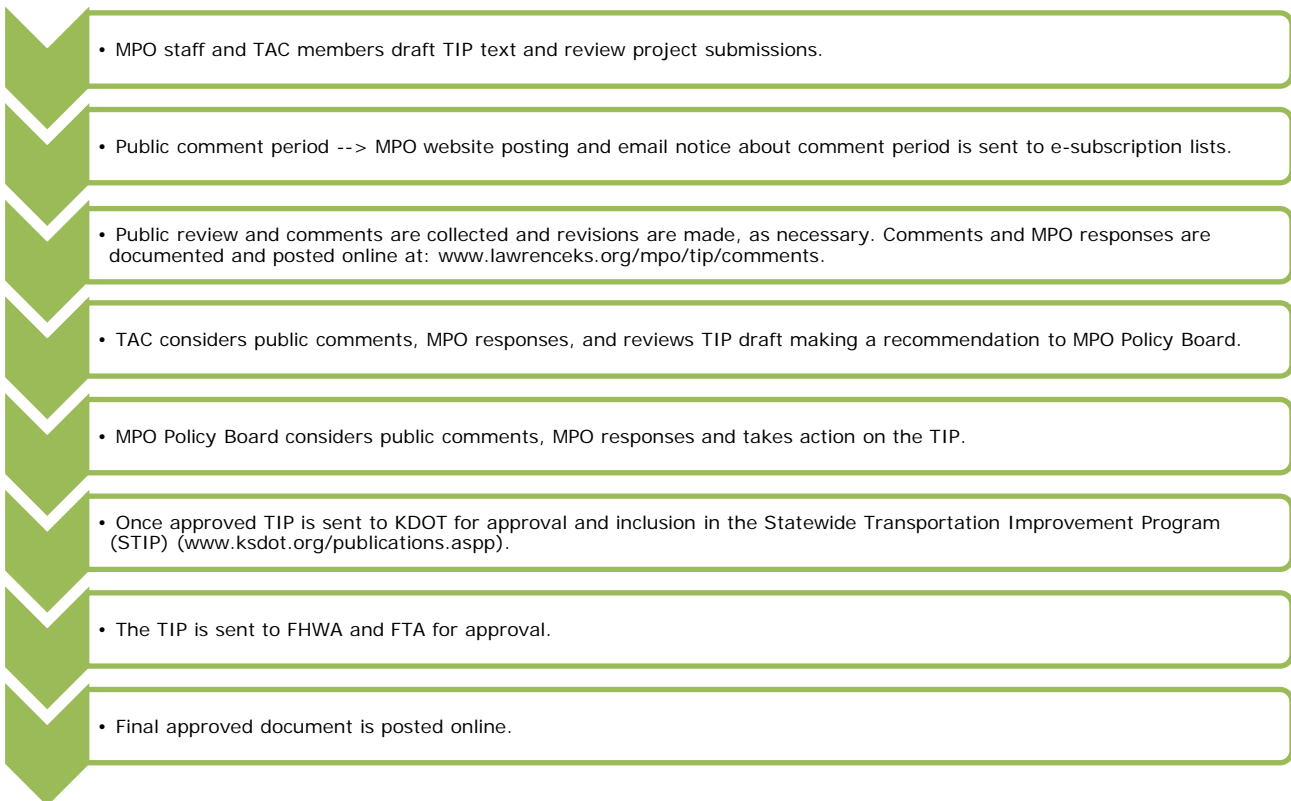
The TIP implements the goals and objectives stated in the Metropolitan Transportation Plan (MTP). These goals include 1) Improve Safety & Security, 2) Focus on System Preservation and Economic Efficiency, 3) Maximize Accessibility and Mobility, and 4) Consider the Environment and Quality of Life. Furthermore, 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

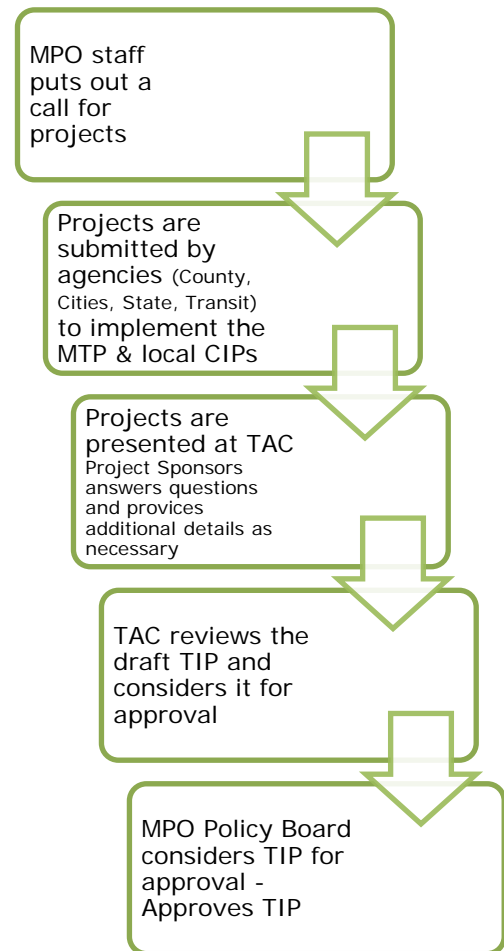
Process for Including Projects in the TIP

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.

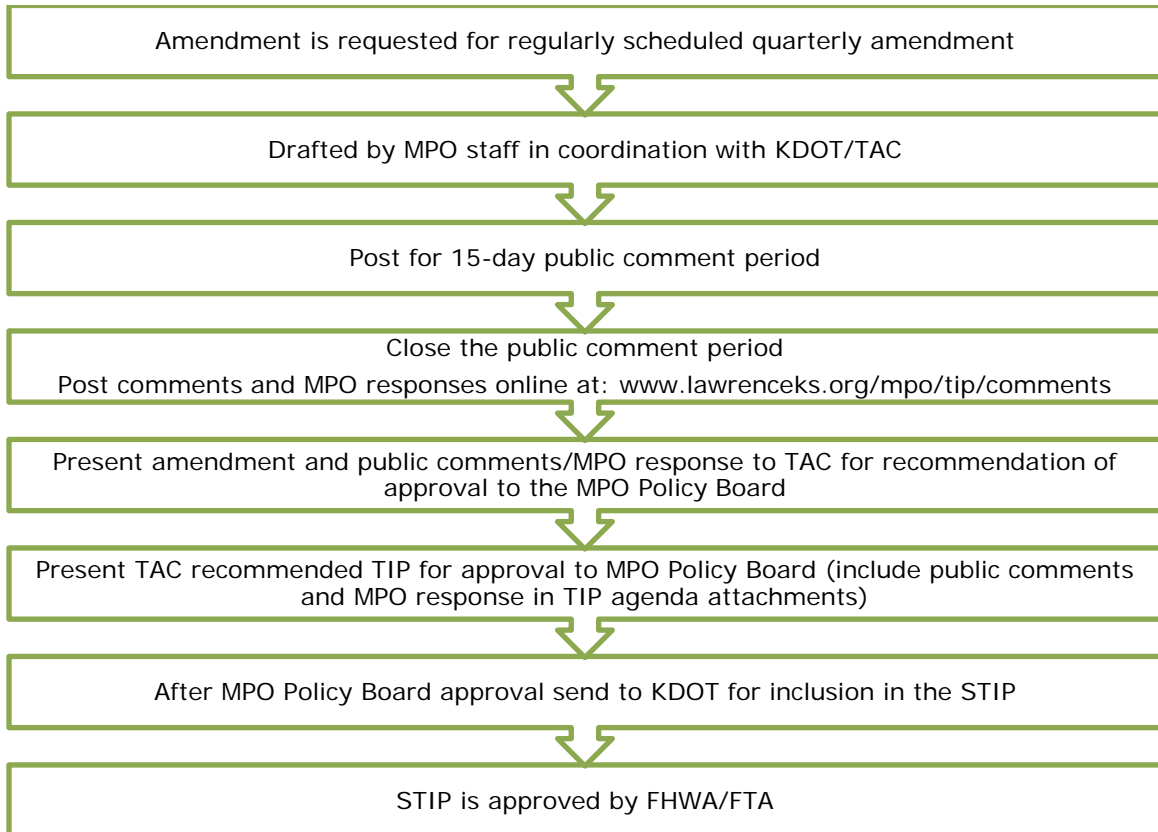
Table 1: Major Schedule Changes – Revision or Amendment

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

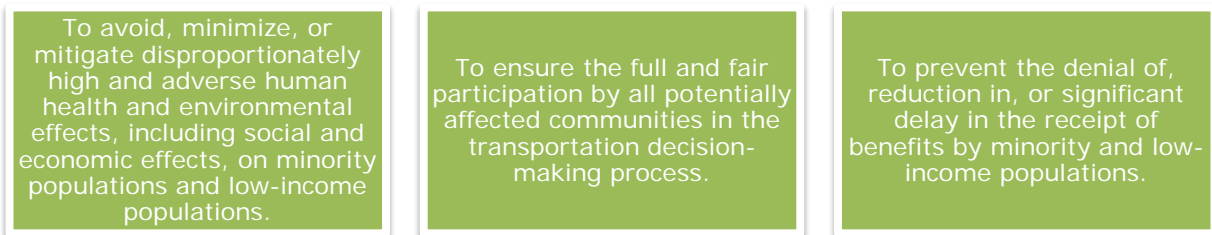
⁵ Access this plan at <https://www.lawrenceks.org/mpo/transit>.

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)	37	\$ 94,063
TIP Projects Mapped	28	\$ 67,012
TIP Projects Mapped in EJ Zones	11	\$ 28,372

*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 \$67 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, 11 are considered EJ projects for the purpose of this analysis for a total improvement cost of \$28.3 million (as shown in Table 9). Approximately 42% 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
101	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	\$ 1,442	
603	W 23rd St Access Management: 2246 Ohio St Driveway Removal	Access Management	\$ 9	
Total			\$ 28,372	

*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)

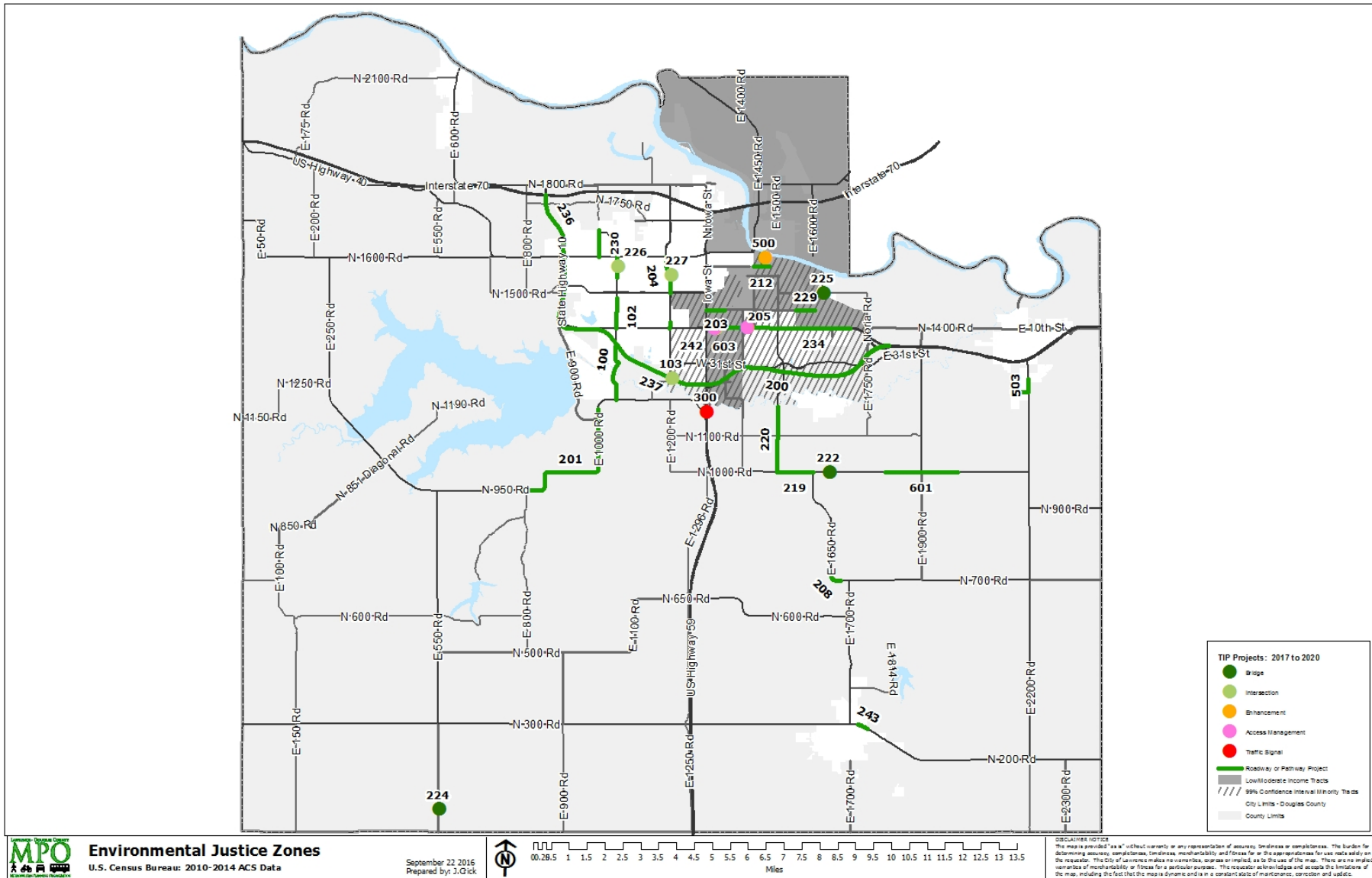
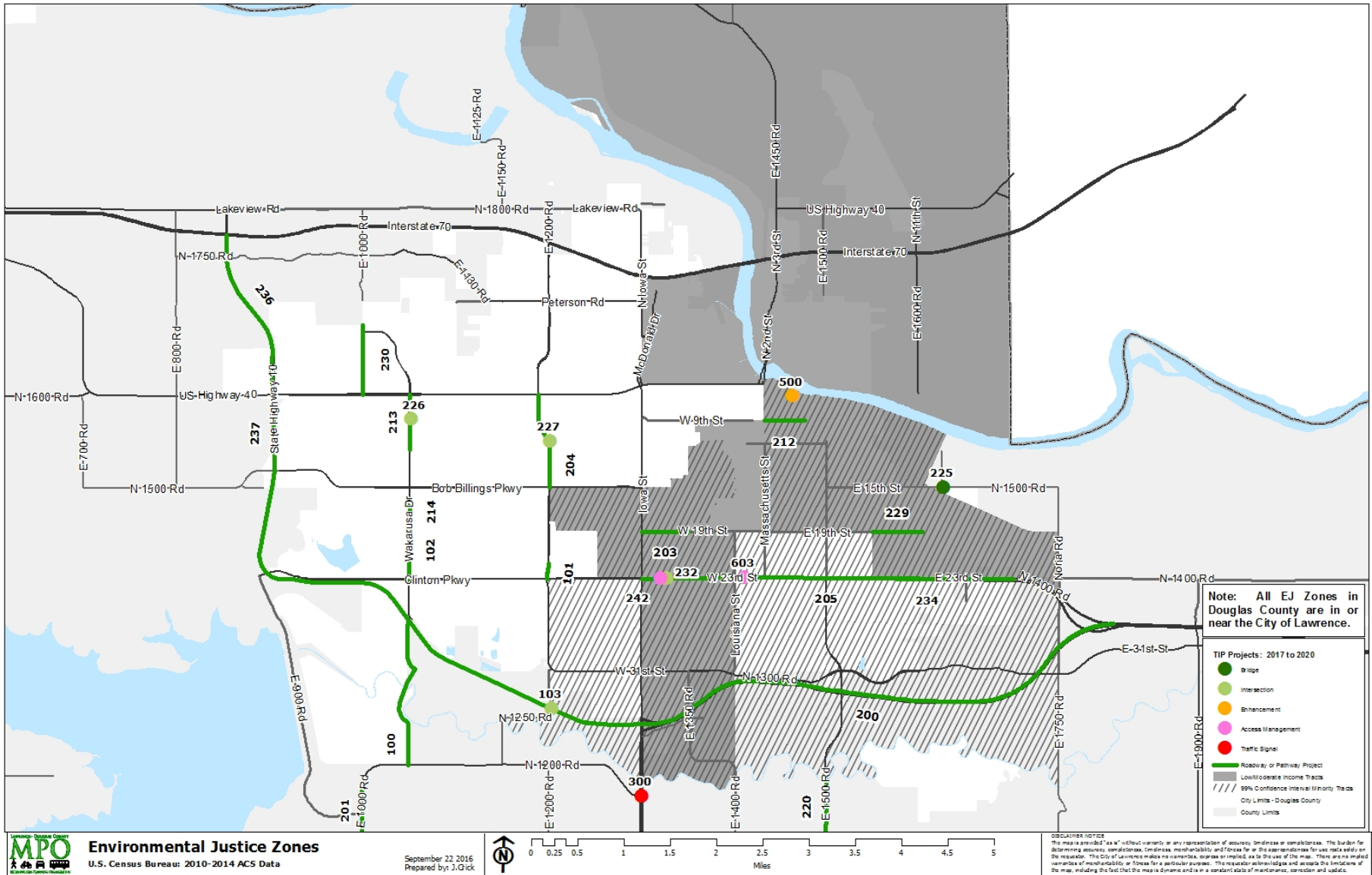


Figure 8: MPO Programmed Roadway Projects in Relation to EJ Zones (Lawrence)



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

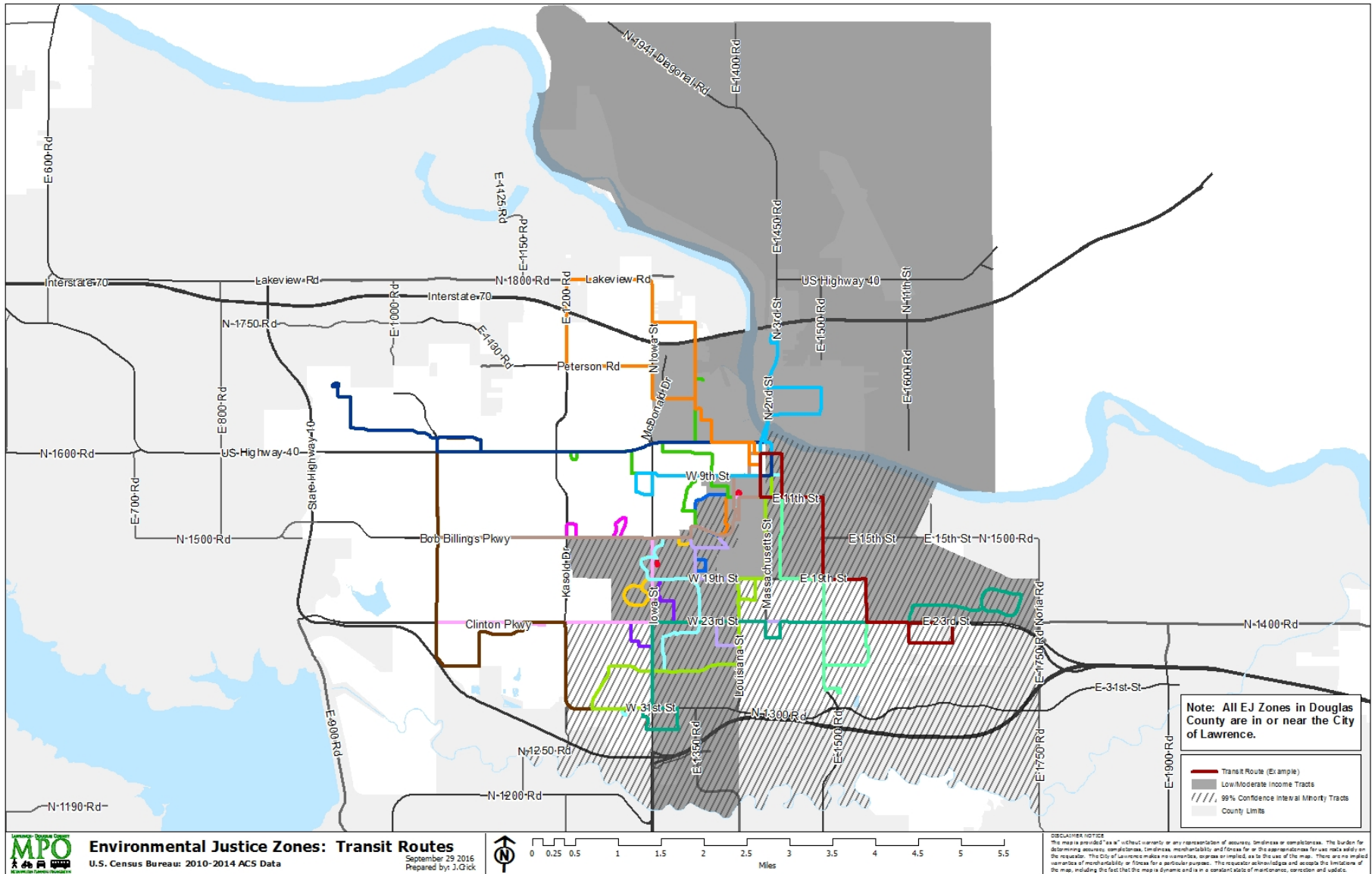


Figure 10: ¼ Mile Fixed Route Transit Sheds in Relation to EJ Zones

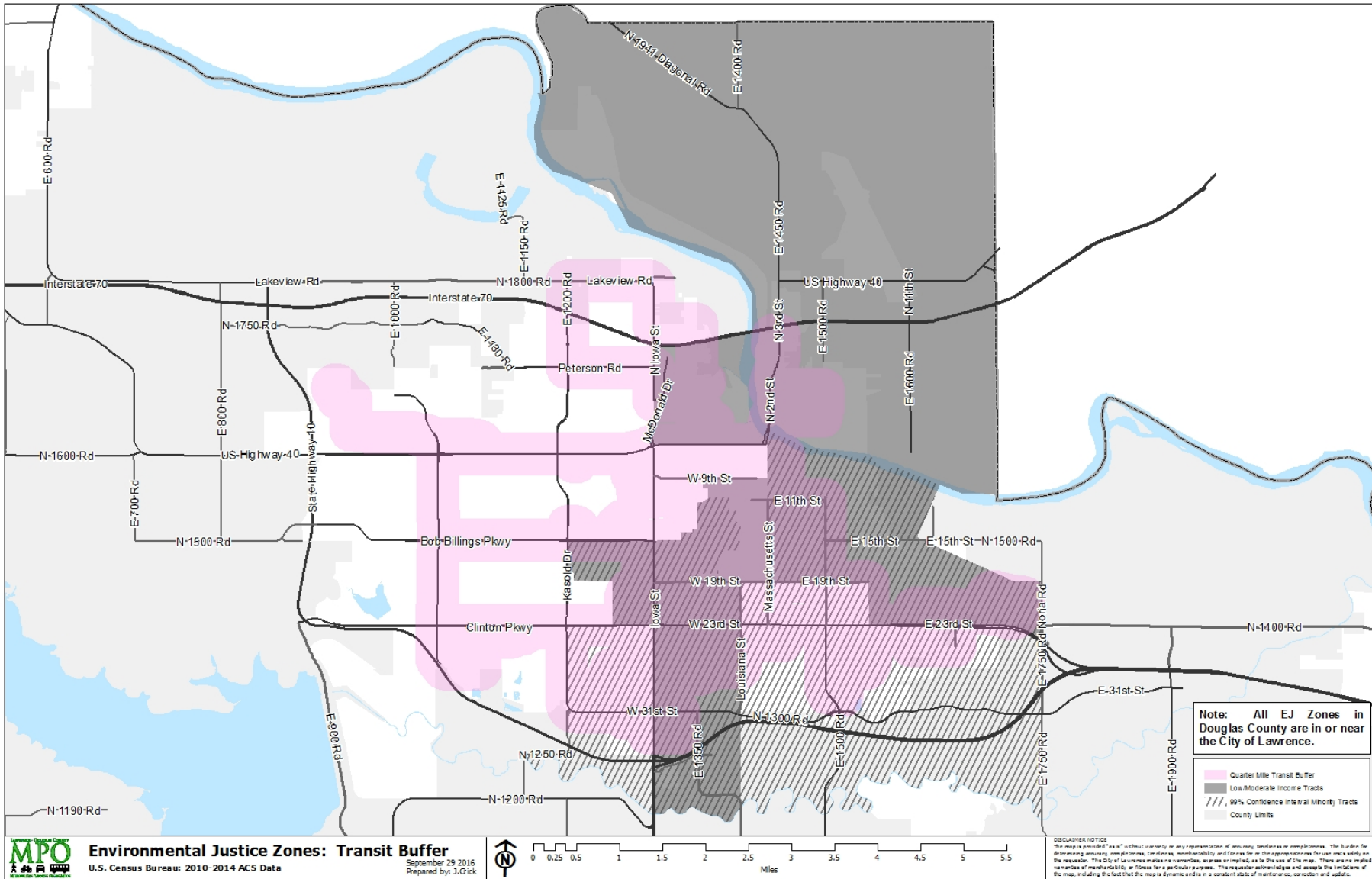
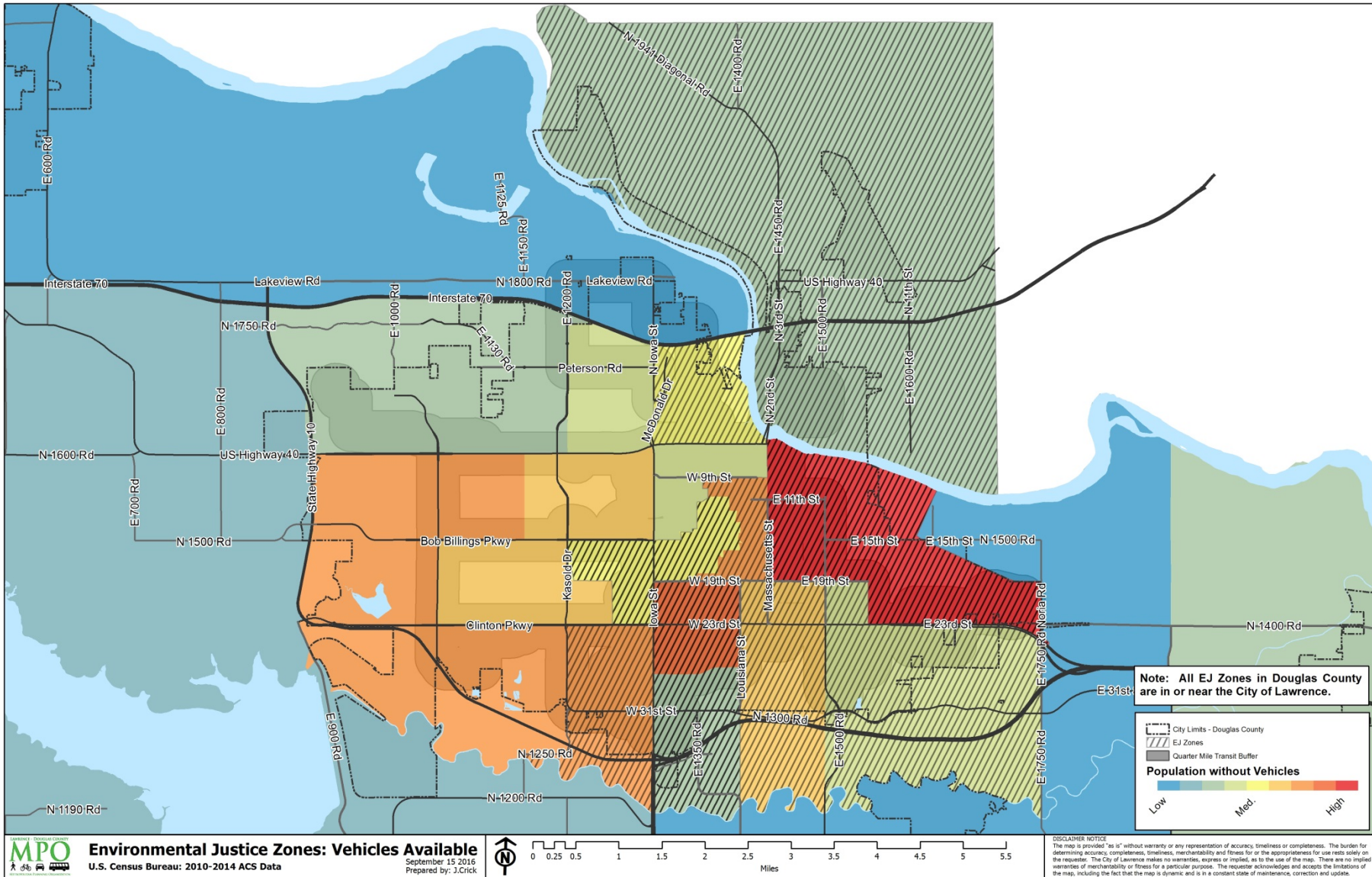


Figure 11: Zero Vehicle Households in Relation to EJ Zones



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 evm docs for preferred improvements, traffic analysis, field survey & public involvement	2015	\$ 175
702	Other	US-59 Seeding Project	KDOT	Douglas Co Line N to 21/4L 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 2015 (Cost in \$1,000's)													
MPO #	KDOT #	Project Name	Responsible Party	Route or Service Area / Project Location	Project Description	Work Description	Federal Funding Source	Federal Funds Requested in TIP	Federal Funds Obligated in FFY 2015	Federal Funds Obligated To Date	Federal Funds Remaining	Blas (Yes/No) Elements	Project Status
400		Operating	Douglas County Senior Services, Inc.	Based in Lawrence - Douglas County & nearby counties as needed	Paratransit Service for DG Co senior citizens	Paratransit services for seniors & various trip types/purposes	5317	39	15	15	0	No	Active
408	PT-0079-15	Capital -14 Passenger lift equipped bus	Bert Nash Community Mental Health Center	Lawrence	Purchase 14 Passenger - Small Transit Bus	Purchase 14 Passenger - Small Transit Bus	5310	48	44	44	0	No	Active
401		Capital - Ramp Accessible Minivan	Independence, Inc.	Based in Lawrence - Douglas County	Capital - Ramp Accessible Minivan	Purchase ramp accessible minivan	5339	48	44	44	0	No	Active
402	KS-90-X152	Transit - Operating Assistance	Lawrence	Citywide	Transit - Operating Assistance	Urban Fixed Route & Paratransit	5307	2,122	858	2,022	100	No	Active
402	KS-90-X154	Transit - Operating Assistance	Lawrence	Citywide	Transit - Operating Assistance	Urban Fixed Route & Paratransit	5307	2,107	755	755	1,352	No	Active
404	KS-90-X019 JARC	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5307	497	48	497	0	Yes	Closed
407	KS-04-0044	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5309	950	25	925	0	Yes	Closed
408	KS-03-0044	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5309	881	527	881	0	Yes	Closed
404	KS-04-0010	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5309	147	147	147	0	Yes	Closed
406	KS-90-X139 JARC	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5307	248	248	248	0	Yes	Closed
202	K-4640-01	Route 1055 from Route 12 to Vinland	Douglas County	Route 1055 from Route 12 (N 400 Rd.) to Route 460 (N 700 Rd.)	Roadside Safety Improvements: Culvert replacements/extensions, tree removal in ROW	Grading and Culverts	HSIP	525	499	499	26	No	Complete
101	K-6813-01	Bridge Replacement on US-59	KDOT	US 59 BR 017, Wakarusa Rv. 6.1 miles n/o US 56	Br 017, Wakarusa River Drg, 6.1 Mile North of Junction US-56	Bridge replacement based on a 44 ft. roadway	BRF	380	(18)	444	(64)	No	Closed
224	K-7888-02	Franklin-Douglas County Line, North to 2L/4L Divided	KDOT	Franklin-Douglas county Line, North to 2L/4L Divided	Franklin-Douglas County Line, North for 7.3 Miles	Concrete Surfacing for 4-Lane Freeway construction in accordance with Project No. 59-106 K-6318-01 (APE Study) recommendations. Grading and bridges will be constructed on Project No. 59-23 K-7888-01. Note: Guardrail, lighting, permanent signing and pavement marking for this project will be completed in Project No. 59-23 K-7888-06.	STP	16,720	(44)	10,930	5,790	No	Closed
702	K-7888-07	US-59 Seeding Project	KDOT	Douglas Co Line N to 2L/4L divided	Permanent seeding	Permanent seeding	STP	272	162	271	1	No	Closed
200	K-8392-04	South Lawrence Trafficway	KDOT	SO Junct US 59/K10 E to K10	K-10 Connection, from South Junction US-59/K-10 East to K-10, South Lawrence Trafficway (S.L)	Construct a 4-Lane Freeway Section with Interchanges at US-59, Haskell Avenue and K-10.	NHPP & STP	140,179	54,011	140,239	(60)	Yes	Active
100	KA-0685-01	K-10 Highway/ 23rd Street Bridge Project	KDOT	K-10 Highway/ 23rd Street Bridge (023) over BNSF Railroad	Bridge Replacement for K-10 highway over BNSF line near Haskell University	Bridge Replacement based on a 5-Lane section, 67 Ft Back to Back of curb.	STP & BRF	5,988	342	6,332	(344)	No	Closed
226	KA-1826-01	K-10/15th St /Bob Billings Pkwy Interchange	KDOT	K-10/15th Street/Bob Billings Pkwy	K-10 (South Lawrence Trafficway)/Bob Billings Pkwy on West Side of Lawrence	A current interchange configuration has been developed as part of the K-10, South Lawrence Trafficway Corridor (Proj. No. K-3359-01). This project will construct the interchange.	STP	17,144	6,432	17,143	1	Yes	Active
503	TE-0372-01	Breezedale Monument Restoration	Lawrence	South of the Intersection of K-10 and 23rd Street	Southeast and Southwest corner of Kansas Highway 10 (23rd Street) and Massachusetts Street in Lawrence	Repair metal sculptures, masonry, and benches - remove growth and pollution staining - replace lettering on monument	TE	95	95	95	0	No	Active
500	TE-0373-01	Santa Fe Depot Restoration	Lawrence	413 East 7th Street, Lawrence, KS	Preservation of Santa Fe Station located at 413 E 7th Street, Lawrence	Preservation of historic features, improvements to the exterior (doors, roof, chimney and windows), interior improvements (doors, walls, ADA compliance, restoration of original finishes and furnishings), and mechanical/electrical systems (heating and cooling systems, light fixtures, fire suppression system, emergency lighting)	TE	1,272	1,108	1,108	164	No	Active
502	TE-0390-01	Haskell Rail Trail	Lawrence	E23rd Street & E23rd Street Frontage Rd to E29th Street	Ped/bike path; continuation of the existing Burroughs Creek Rail Trail at 23rd St to the proposed South Lawrence Trafficway Trail	Pave existing Haskell Rail Trail from 23rd Street to 29th Street; 10ft concrete trail	TE	182	(13)	169	13	Yes	Active
501	U-0075-01	Lawrence Safe Routes to Schools Education	Douglas County CHIP	Citywide	Creating an Educational Program	SRTS - Phase 1 Planning Grant, Douglas County Community Health Improvement Partnership Pedestrian Safety Education Project	SRTS	10	(2)	8	2	Yes	Closed
502	U-0464-01	Lawrence Safe Routes to School Master Plan	Lawrence	Lawrence	City of Lawrence	Preliminary Engineering to develop Safe Routes to School Master Plan	TE	15	15	15	0	Yes	Active

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

Appendix 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	\$ -	\$ -	\$ -	\$ 47
	FTA 5311	\$ 54	\$ -	\$ -	\$ -	\$ 54
	HSIP	\$ 1,500	\$ 1,070	\$ 500	\$ 500	\$ 3,570
	STP	\$ -	\$ -	\$ -	\$ -	\$ -
	TE/TA	\$ 1,604	\$ -	\$ -	\$ -	\$ 1,604
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
State		\$ 3,914	\$ 1,465	\$ 1,165	\$ -	\$ 6,544
State AC Conversion*		\$ (500)	\$ (500)	\$ (500)	\$ (500)	\$ (2,000)
Local		\$ 22,355	\$ 23,987	\$ 7,474	\$ 1,470	\$ 55,286
Total		\$ 31,109	\$ 28,157	\$ 10,774	\$ 1,470	\$ 71,510

*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	\$ 2,643	\$ 2,683	\$ 2,723	\$ 10,654
Local	\$ 22,576	\$ 27,831	\$ 13,699	\$ 13,905	\$ 78,010
Total	\$ 35,830	\$ 41,285	\$ 27,355	\$ 27,765	\$ 132,235

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 Amendments & Administrative Revisions

A summary of amendment changes will be inserted here when applicable.

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
3 Length (mi): 0.50	9 Location: K-10 W of Ousdahl Rd.	2017	Local	CONST	\$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		

- 1 Project Sponsor:** Agency responsible for project
- 2 TIP #:** MPO assigned number based on project type:
 - 100 – Roadway/Intersection
 - 200 – Bridges
 - 300 – ITS
 - 400 – Transit/Paratransit
 - 500 – Enhancement
 - 600 – Safety
 - 700 – Other – studies
- 3 Length (mi):** Measures the length or distance of the project
- 4 Project Type:** Classified into categories:
 - Bridge
 - Enhancement
 - Intersection
 - ITS
 - Road
 - Safe Routes To Schools (SRTS)
 - Safety
 - Traffic Signal
 - Transit/Paratransit
- 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)
 - Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
 - Bus and Bus Facilities (5339) Program
 - State of Kansas Funding (State)
 - Local Government Funding (Local) - County and City funds from local property and sales taxes
- 15 Phase:**
 - PE – Preliminary Engineering
 - ROW – Right of Way
 - CE – Construction Engineering
 - CONST – Construction
 - CAP – Capital
 - OP – Operating
 - UTIL - Utilities
- 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: Douglas County **Project Name:** Wakarusa Drive Extension

TIP #: 100 **KDOT #:**

Length (mi): 1.70 **Location:** Rte 458 to planned K-10 interchange at Wakarusa Drive

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

Date Added: 10/2016 **Last Revised:**

Description:
 New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River.

Comments:
 Construction contingent on KDOT construction of K-10 interchange at Wakarusa Drive

FFY	Fund Source	Phase	Federal	State	Local
2018	Local	PE	\$0	\$0	\$300
2019	Local	PE	\$0	\$0	\$300
2020	Local	ROW	\$0	\$0	\$250
2020	Local	UTIL	\$0	\$0	\$20
2021	Local	CONST	\$0	\$0	\$8,000
Federal Total:			\$0		
Non-Federal Total:				\$8,870	
Grand Total:					\$8,870

Project Sponsor: Lawrence **Project Name:** Kasold Reconstruction - Clinton Parkway to HyVee

TIP #: 101 **KDOT #:**

Length (mi): 0.20 **Location:** Kasold from 22nd Street to Clinton Parkway

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

Date Added: 10/2016 **Last Revised:**

Description:
 Reconstruction of street including pavement, storm sewer, sidewalks, bicycle facilities, and median.

Comments:
 Included in 2018 CIP.

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	PE	\$0	\$0	\$100
2018	Local	CONST	\$0	\$0	\$1,000
Federal Total:			\$0		
Non-Federal Total:				\$1,100	
Grand Total:					\$1,100



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

TIP #: 102

Length (mi): 0.60

Project Type: Road

Date Added: 10/2016

Description:

Reconstruction of street including pavement, storm sewer, sidewalks, bicycle facilities, and median

Project Name: Wakarusa Reconstruction - 18th to 23rd St

KDOT #:

Location: Wakarusa - 18th to 23rd St

Work Type: Reconstruction

Last Revised:

Comments:

Included in CIP.

FFY	Fund Source	Phase	Federal	State	Local
2020	Local	PE	\$0	\$0	\$250
2021	Local	CONST	\$0	\$0	\$2,500

Federal Total: \$0 **Non-Federal Total:** \$2,750 **Grand Total:** \$2,750

Project Sponsor: KDOT

TIP #: 103

Length (mi): 0.00

Project Type: Intersection

Date Added: 10/2016

Description:

Conversion of Standard Stop Controlled intersection to Right In - Right Out configuration

Project Name: South Lawrence Trafficway/K-10 West Leg in DG Co.

KDOT #: KA-3634-04

Location: K-10: 2000 ft W of Junction K-10/E 1200 Rd to 1500 ft E of Junction of K-10/E 1200 Rd

Work Type: Reconstruction

Last Revised:

Comments:

Project lets in Sept '17

FFY	Fund Source	Phase	Federal	State	Local
2016	State	CE	\$0	\$4	\$0
2016	State	CONST	\$0	\$69	\$0
2016	State	PE	\$0	\$231	\$0

Federal Total: \$0 **Non-Federal Total:** \$304 **Grand Total:** \$304



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

TIP #: 200

Length (mi): 5.96

Project Type: Road

Date Added: 10/2014

Description:

Linked to Project L-8392-01.

Project Name: South Lawrence Trafficway

KDOT #: K-8392-04

Location: SO Junct US 59/K10 E to K10

Work Type: Special Work, Right of Way

Last Revised: 7/2016

Comments:

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.

FFY	Fund Source	Phase	Federal	State	Local
2016	STP/NHPP	CONST/CE	\$143,662	\$0	\$0
2016	STP/NHPP	PE	\$9,049	\$0	\$0
2016	State	PE/R/U/C/CE	\$0	\$4,030	\$0
2016	STP/NHPP	UTIL	\$18,743	\$0	\$0

Federal Total: \$171,454 **Non-Federal Total:** \$4,030 **Grand Total:** \$175,484

Project Sponsor: Douglas County

TIP #: 201

Length (mi): 4.30

Project Type: Road

Date Added: 10/2014

Description:

3-R Improvements (restoration, resurfacing, reconstruction).

Project Name: Route 458 3-R Improvements

KDOT #:

Location: Route 458 between E 800 Rd & N 1175 Rd Douglas County

Work Type: Surfacing, Reconstruction

Last Revised:

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



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: 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

Project Sponsor: Lawrence
Project Name: Kasold Reconstruction
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: 10/2016

Description:
 Reconstruction of street will include subgrade treatment, concrete pavement and multi-modal facilities.
Comments:
 Linked to project #227.

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	UTIL	\$0	\$0	\$500
2017	Local	CONST	\$0	\$0	\$5,000
2017	Local	CONST	\$0	\$0	\$420

Federal Total: \$0 **Non-Federal Total:** \$5,920 **Grand Total:** \$5,920



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

TIP #: 205

Length (mi): 3.00

Project Type: Road

Date Added: 10/2014

Description:

Consolidation of Access Points

Project Name: K-10 Access Point Consolidation

KDOT #: K-9667-01

Location: K-10 from US 59 (Iowa St.) E to O'Connell Rd.

Work Type: Access Management

Last Revised: 10/2016

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$67
2016	Local	ROW	\$0	\$0	\$123
2016	Local	UTIL	\$0	\$0	\$25
2017	State	CE	\$0	\$26	\$0
2017	Local	CE	\$0	\$0	\$76
2017	State	CONST	\$0	\$78	\$0
2017	Local	CONST	\$0	\$0	\$26

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

Project Sponsor: Douglas County

TIP #: 208

Length (mi): 0.50

Project Type: Road

Date Added: 10/2014

Description:

Reconstruct curve, replace two bridges and one culvert

Project Name: Route 1055 at North 700 Curve

KDOT #:

Location: Route 1055 from 725 North to 1675 East

Work Type: Geometric Improvement, Bridge Replacement

Last Revised: 10/2016

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	ROW	\$0	\$0	\$250
2018	Local	PE	\$0	\$0	\$120
2018	Local	ROW	\$0	\$0	\$10
2019	Local	UTIL	\$0	\$0	\$20
2020	Local	CONST	\$0	\$0	\$950

Federal Total: \$0 **Non-Federal Total:** \$1,350 **Grand Total:** \$1,350



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: 9th Street Reconstruction

TIP #: 212

KDOT #:

Length (mi): 0.45

Location: Massachusetts St to Delaware St

Project Type: Road

Work Type: Grading, Surfacing

Date Added: 10/2014

Last Revised: 7/2016

Description:

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

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	PE	\$0	\$0	\$300
2018	Local	CONST	\$0	\$0	\$3,000
2018	Local	UTIL	\$0	\$0	\$300

Federal Total: \$0 **Non-Federal Total:** \$3,600 **Grand Total:** \$3,600

Project Sponsor: Lawrence

Project Name: Wakarusa Reconstruction (North)

TIP #: 213

KDOT #:

Length (mi): 0.50

Location: North of Inverness/Legends to 6th St

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.

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$150
2017	Local	CONST	\$0	\$0	\$3,500

Federal Total: \$0 **Non-Federal Total:** \$3,650 **Grand Total:** \$3,650



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
TIP #: 214
Length (mi): 0.22

Project Name: Wakarusa Reconstruction (South)
KDOT #:
Location: Research Parkway to 18th Street

Project Type: Road
Date Added: 10/2014

Work Type: Grading, Surfacing
Last Revised:

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	\$100
2019	Local	CONST	\$0	\$0	\$2,500

Federal Total: \$0 **Non-Federal Total:** \$2,600 **Grand Total:** \$2,600

Project Sponsor: Douglas County
TIP #: 219
Length (mi): 1.00

Project Name: Route 458 Improvements, E1500 to E1600
KDOT #:
Location: E1500 to E1600

Project Type: Road
Date Added: 8/2015

Work Type: Grading, Surfacing
Last Revised:

Description:
 Construct paved shoulders; replace narrow culvert; flatten roadside slope

Comments:

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



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 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

Comments:

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

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



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 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

Project Sponsor: Douglas County **Project Name:** Culvert 1500-1624 Replacement
TIP #: 225 **KDOT #:**
Length (mi): 0.10 **Location:** N 1500 Rd/E 15th St. at E 1625 Rd Intersection
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

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	ROW	\$0	\$0	\$20
2016	Local	UTIL	\$0	\$0	\$20
2017	Local	CONST	\$0	\$0	\$460

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: Lawrence

TIP #: 226

Length (mi):

Project Type: Intersection

Date Added: 8/2015

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

Project Name: Harvard & Wakarusa Roundabout

KDOT #: U-0561-01

Location: Harvard & Wakarusa Intersection

Work Type: Geometric/Intersection Improvements

Last Revised:

Comments:
PE/ROW are each estimated at 10% of Construction Costs. Linked to project #213.

FFY	Fund Source	Phase	Federal	State	Local
2015	State	PE	\$0	\$6	\$0
2016	Local	ROW	\$0	\$0	\$62
2017	Local	CE	\$0	\$0	\$4
2017	HSIP	CE	\$36	\$0	\$0
2017	Local	CONST	\$0	\$0	\$63
2017	HSIP	CONST	\$564	\$0	\$0
2017	Local	PE	\$0	\$0	\$62
Federal Total:			\$600		
Non-Federal Total:				\$197	
Grand Total:					\$797

Project Sponsor: Lawrence

TIP #: 227

Length (mi):

Project Type: Intersection

Date Added: 8/2015

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

Project Name: Kasold & Harvard Roundabout

KDOT #: U-0544-01

Location: Kasold & Harvard Intersection

Work Type: Geometric/Intersection Improvements

Last Revised:

Comments:
PE/ROW are each estimated at 10% of Construction Costs. Linked to project #204.

FFY	Fund Source	Phase	Federal	State	Local
2016	State	PE	\$0	\$7	\$0
2016	Local	PE	\$0	\$0	\$61
2016	Local	ROW	\$0	\$0	\$61
2017	Local	CE	\$0	\$0	\$37
2017	HSIP	CE	\$7	\$0	\$0
2017	Local	CONST	\$0	\$0	\$50
2017	HSIP	CONST	\$393	\$0	\$0
Federal Total:			\$400		
Non-Federal Total:				\$216	
Grand Total:					\$616



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

TIP #: 229

Length (mi): 0.54

Project Type: Road

Date Added: 8/2015

Description:

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

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

KDOT #:

Location: O'Connell to Harper

Work Type: Reconstruction

Last Revised: 7/2016

Comments:

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

FFY	Fund Source	Phase	Federal	State	Local
2018	Local	CONST	\$0	\$0	\$2,500
2018	Local	PE	\$0	\$0	\$250
2018	Local	ROW	\$0	\$0	\$250

Federal Total: \$0 **Non-Federal Total:** \$3,000 **Grand Total:** \$3,000

Project Sponsor: Lawrence

TIP #: 230

Length (mi): 0.75

Project Type: Road

Date Added: 8/2015

Description:

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

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

KDOT #:

Location: 6th Street to North City Limits

Work Type: Reconstruction

Last Revised: 10/2016

Comments:

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

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	ROW	\$0	\$0	\$600
2016	Local	PE	\$0	\$0	\$200
2018	Local	CONST	\$0	\$0	\$3,000

Federal Total: \$0 **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 #:
Length (mi):
Location: 23rd & Ousdahl Intersection
Project Type: Intersection
Work Type: Intersection Improvements
Date Added: 8/2015
Last Revised:
Description: Geometric Improvements & Storm Sewer
Comments: PE/ROW are each estimated at 10% of Construction Costs

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	\$300	\$0
2018	Local	CONST	\$0	\$0	\$300
Federal Total:			\$0		
Non-Federal Total:				\$3,600	
Grand Total:					\$3,600

Project Sponsor: Lawrence
Project Name: 23rd Street Reconstruction, Haskell to East City Limits
TIP #: 234
KDOT #:
Length (mi): 2.01
Location: Haskell to East City Limits
Project Type: Road
Work Type: Reconstruction
Date Added: 8/2015
Last Revised:
Description:
Comments: PE/ROW are each estimated at 10% of Construction Costs

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
Federal Total:			\$0		
Non-Federal Total:				\$7,200	
Grand Total:					\$7,200



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: KDOT **Project Name:** SLT/K-10 West Leg in Douglas County

TIP #: 236 **KDOT #:** KA-3634-02

Length (mi): 1.20 **Location:** I-70/K10 Junction South to 3500 ft N of K-10/US-40 Junction

Project Type: Road/Interchange **Work Type:** Interchange/Reconstruction

Date Added: 1/2016 **Last Revised:**

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.

FFY	Fund Source	Phase	Federal	State	Local
2016	State	PE	\$0	\$4,200	\$0
Federal Total:			\$0		
Non-Federal Total:			\$4,200		
Grand Total:			\$4,200		

Project Sponsor: KDOT **Project Name:** SLT/K-10 West Leg in Douglas County

TIP #: 237 **KDOT #:** KA-3634-03

Length (mi): 7.00 **Location:** 3500 ft N of K-10/US-40 Junction, to K-10 US-59/Iowa St Junction

Project Type: Road/Interchange **Work Type:** Interchange/Reconstruction

Date Added: 1/2016 **Last Revised:**

Description:
 Add 2 lanes to existing 2 lanes for a 4 lane freeway section. Includes existing interchanges @ US-40, Bob Billings, Clinton & US-59. New interchange approx. .8 mi east of Wakarusa/27th St intersection. Kasold Dr intersection will be RI-RO [Project #103]

Comments:
 Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$159,800 K. This estimate should be used for planning purposes only.

FFY	Fund Source	Phase	Federal	State	Local
2016	State	PE	\$0	\$10,800	\$0
Federal Total:			\$0		
Non-Federal Total:			\$10,800		
Grand Total:			\$10,800		



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: KDOT

TIP #: 242

Length (mi): 0.50

Project Type: Road

Date Added: 1/2016

Description:
Access Improvements

Project Name: Access Consolidation on K-10
West of Ousdahl Rd

KDOT #: K-9667-10

Location: K-10 W of Ousdahl Rd.

Work Type: Access Management

Last Revised: 10/2016

Comments:

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

TIP #: 243

Length (mi): 0.30

Project Type: Road

Date Added: 7/2016

Description:
Improvements to US-56 - Realign
Eisenhower and construct 3 lane
US-56 in Baldwin City

Project Name: US-56 Improvements from
Eisenhower St to 1st St

KDOT #: KA-4365-01

Location: Eisenhower St to 1st St

Work Type: Other/Reconstruction

Last Revised:

Comments:

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:** 7/2016
Description: **Comments:** 2015 - 5311 Fed Admin - \$4,338; Local Admin \$1,084 2016- 5311 Fed Admin-\$14,487; Local Admin \$3,621

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
Federal Total:			\$54		
Non-Federal Total:				\$34	
Grand Total:				\$88	



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 **Non-Federal Total:** \$1,573 **Grand Total:** \$3,958

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 **Non-Federal Total:** \$5,693 **Grand Total:** \$5,693



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:** 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

Project Sponsor: Independence Inc. **Project Name:** Independence Inc.: FTA 5310 Capital Funds

TIP #: 411 **KDOT #:**
Length (mi): **Location:**

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



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 #: 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

Project Sponsor: Lawrence **Project Name:** Santa Fe Depot Restoration

TIP #: 500 **KDOT #:** 23TE-0373-01

Length (mi): **Location:** 413 East 7th Street, Lawrence, KS

Project Type: Enhancement **Work Type:** Special Work

Date Added: 10/2014 **Last Revised:** 10/2016

Description: Revitalize the Santa Fe Depot site and building
Comments: TA funding to pay 80% of eligible costs.

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$1
2017	TA	CE	\$88	\$0	\$0
2017	Local	CE	\$0	\$0	\$22
2017	TA	CONST	\$1,065	\$0	\$0
2017	Local	CONST	\$0	\$0	\$266

Federal Total: \$1,153 **Non-Federal Total:** \$289 **Grand Total:** \$1,442



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: Eudora **Project Name:** Eudora South Trail Phase 2
TIP #: 503 **KDOT #:** TE-0437-01
Length (mi): 0.66 **Location:** South Eudora from Eudora High School to Eudora Middle School
Project Type: Enhancement **Work Type:** Pedestrian & Bicycle Work
Date Added: 7/2016 **Last Revised:**
Description: **Comments:**
 10' wide shared use path that will have ADA ramps and create a safe access for residents of all ages.

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$26
2017	TA	CE	\$44	\$0	\$0
2017	Local	CE	\$0	\$0	\$11
2017	TA	CONST	\$218	\$0	\$0
2017	Local	CONST	\$0	\$0	\$55
Federal Total:			\$262		
Non-Federal Total:				\$92	
Grand Total:					\$354

Project Sponsor: Lawrence **Project Name:** Lawrence Safe Routes to School TA
TIP #: 504 **KDOT #:**
Length (mi): **Location:** Various sidewalk in 3 locations, RRFB at aprox. 10 locations
Project Type: Enhancement **Work Type:** Pedestrian & Bicycle Work
Date Added: 7/2016 **Last Revised:** 10/2016
Description: **Comments:**
 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
 The SRTS funding is an 80/20 (KDOT/City) cost share with KDOT contributing \$189,156 with a city match of \$47,289

FFY	Fund Source	Phase	Federal	State	Local
2017	TA	CONST	\$189	\$0	\$0
2017	Local	CONST	\$0	\$0	\$47
Federal Total:			\$189		
Non-Federal Total:				\$47	
Grand Total:					\$236



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

TIP #: 600

Length (mi):

Project Type: Safety

Date Added: 10/2014

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.

Project Name: Various Railroad Safety Projects in the Region

KDOT #:

Location:

Work Type:

Last Revised: 10/2016

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.

FFY	Fund Source	Phase	Federal	State	Local
2017	State-AC	CONST	\$0	\$500	\$0
2017	HSIP	CONVERSION	\$500	\$0	\$0
2017	Credit	OTHER	\$0	(\$500)	\$0
2018	State-AC	CONST	\$0	\$500	\$0
2018	HSIP	CONVERSION	\$500	\$0	\$0
2018	Credit	OTHER	\$0	(\$500)	\$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

Project Sponsor: Douglas County

TIP #: 601

Length (mi): 2.00

Project Type: Safety

Date Added: 1/2016

Description:

Replace nine narrow culverts and remove roadside trees to improve roadside safety.

Project Name: Rte 458 HRRR

KDOT #:

Location: Rte 458 E 1800 Rd. to E 2000 Rd.

Work Type: Grading

Last Revised: 10/2016

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	\$63
2018	HSIP	CONST	\$570	\$0	\$0

Federal Total: \$570 **Non-Federal Total:** \$306 **Grand Total:** \$876



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:** 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

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

Project Type: Safety **Work Type:** Access Management

Date Added: 10/2016 **Last Revised:**

Description:
 Removal of driveway access to 23rd Street east of Ohio Street.
Comments:

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



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

TIP #: 703

Length (mi): 38.00

Project Type: Other

Date Added: 1/2016

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.

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

KDOT #: KA-2362-02

Location: I-10(KTA)/K-10 Junction to I-435/K-10 Junction

Work Type: Special Work

Last Revised: 10/2016

Comments:

Study is currently on hold pending future direction from KDOT leadership. Project also included in MARC TIP.

FFY	Fund Source	Phase	Federal	State	Local
2016	State	PE	\$0	\$94	\$0
2016	KTA	PE	\$0	\$0	\$94

Federal Total:	\$0	Non-Federal Total:	\$188	Grand Total:	\$188
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November 3, 2016

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) Adoption

Dear Mr. Davis,

The WAMPO Transportation Policy Body (TPB) approved the WAMPO 2017 Transportation Improvement Program (TIP) at its October 11, 2016 meeting.

WAMPO's Public Involvement Plan requires that a proposed TIP be released for public review and comment prior to adoption. The public comment period was open for three months, and all comments received are included in full in Appendix C of the document.

The 2017 TIP is financially constrained and includes detailed 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 these projects.

The WAMPO TIP is available for review online at <http://www.wampo.org/Work/Pages/TIP.aspx>.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason O'Brien". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jason O'Brien
Senior Planner, TIP Manager

cc: Paul Foundoukis, FHWA
David Martin, KDOT
Chrystal Madrid, KDOT

455 N. Main - 10th Floor - Wichita, KS 67202-1688 - 316.352.4862 - wampo@wichita.gov - www.wampo.org

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Transportation Improvement Plan



Federal Fiscal Years (FFY) 2017-2020

July 2016 Draft for Public Review & Comment

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Electronic copies of this document are available online at www.wampo.org.
Hard copy versions will be provided upon request. For more information please contact:

Wichita Area Metropolitan Planning Organization

445 N. Main, 10th Floor, Wichita, KS 67202-1688

Office: (316) 352-4862 | Fax: (316) 268-4390

wampo@wichita.gov | www.wampo.org

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.

The Wichita Area Metropolitan Planning Organization (WAMPO) 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, Executive Order 13166 on Limited English Proficiency, 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, 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 WAMPO receives federal financial assistance. Requests for special accommodation and/or language assistance should be made to wampo@wichita.gov or by calling (316)268-4315.

Any persons who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please www.wampo.org or call 316.268.4315

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Introduction

What is a TIP?

The Transportation Improvement Program (TIP) is a short-range program that identifies transportation projects to be implemented in the Wichita Area Metropolitan Planning Organization (WAMPO) region. This TIP covers the next four years Federal Fiscal (FFY) years 2017 through 2020. The FFY starts October 1st and ends September 30th of each year.

The TIP is a federal requirement for a metropolitan area to receive federal transportation funds. It documents the regional transportation priorities and the financial resources available for the various transportation needs of the region. Demonstrating a planned approach, all regionally significant and/or federally funded transportation projects in the WAMPO region are required to be included in the TIP. These projects may include:

- Capital construction projects
- Compliance activities
- Operations and maintenance
- Equipment purchases
- Intelligent Transportation Systems (ITS)

The TIP also includes a financial summary that shows how the projects and programs will be funded in a **fiscally constrained** manner. A “fiscally constrained” TIP is one that does not program more funds than are reasonably expected to be available.

The 2017 TIP is one of many tools used to consistently implement the vision and goals of the long-range Metropolitan Transportation Plan (MTP). The current MTP, called MOVE 2040, was approved



in July of 2015. All projects listed in the 2017 TIP come from the MOVE 2040 list of projects. The TIP document includes:

- Fiscally constrained financial summary
- Programmed project lists, background, and location maps
- Funding summaries and cost estimates
- Other information related to public participation, Environmental Justice, and emerging issues

Appendix - C contains a listing of programmed projects for the 2017 TIP. The project listing provides information about the projects, including a description of the proposed work, location, costs and funding breakdowns. The listing also includes the names of the agencies responsible for the project and the FFY the project is proposed to begin.

Metropolitan Planning Organization (MPO)

MPOs are regional policy making bodies for transportation planning in urbanized areas with populations over 50,000.

An urbanized area like WAMPO, which is home to over 200,000 people is designated a Transportation Management Areas (TMA).

A TMA is responsible for transportation plans and programs based on a continuing, cooperative and comprehensive (3-C) planning process in cooperation with the State of Kansas and transit operators.

Who develops the TIP?

The Transportation Policy Body (TPB): is the decision-making authority for WAMPO. The TPB is responsible for determining what projects are selected to receive program funds from WAMPO funding programs, takes final action the program and amendments, and has the overall authority to include or remove any projects in the TIP.

The Technical Advisory Committee (TAC): reviews and recommends projects to be included in the TIP and TIP amendments.

Kansas Department of Transportation (KDOT): serves as a cooperative partner and oversight agency for WAMPO. KDOT provides information that is used in the development and maintenance of the TIP.

US Department of Transportation (USDOT): serves as a cooperative partner and oversight agency to WAMPO and KDOT. The primary federal agencies which WAMPO works with include the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Project Sponsors: are responsible for submitting projects to be included in the TIP. Projects sponsors also coordinate with WAMPO, KDOT, resource protection agencies and others. Ultimately, project sponsors are responsible for the completion of their projects once

included in the TIP. Project sponsors are typically a governmental entity that is responsible for the local share of a project's cost. Paratransit providers may also be a project sponsor if their project is funded with federal dollars.

The Public: provides project sponsors, elected officials, and WAMPO with input on projects in the WAMPO region. There are a variety of opportunities for the public to provide input on TIP projects, detailed in Chapter 8 of this document and in WAMPO's Public Participation Plan (PPP), which can be found electronically at www.wampo.org under the "Get Involved" tab.

Once adopted, the TIP is sent to the Kansas Department of Transportation (KDOT) for incorporation into the Statewide Transportation Improvement Program (STIP), which is approved by the US Department of Transportation. The processes for TIP development and amendments is identified in the WAMPO TIP Policy. This policy can be found electronically at www.wampo.org under the "Our Work" tab.



City of Haysville: North Main Street project that connected the Seneca Bridge.

The WAMPO Region

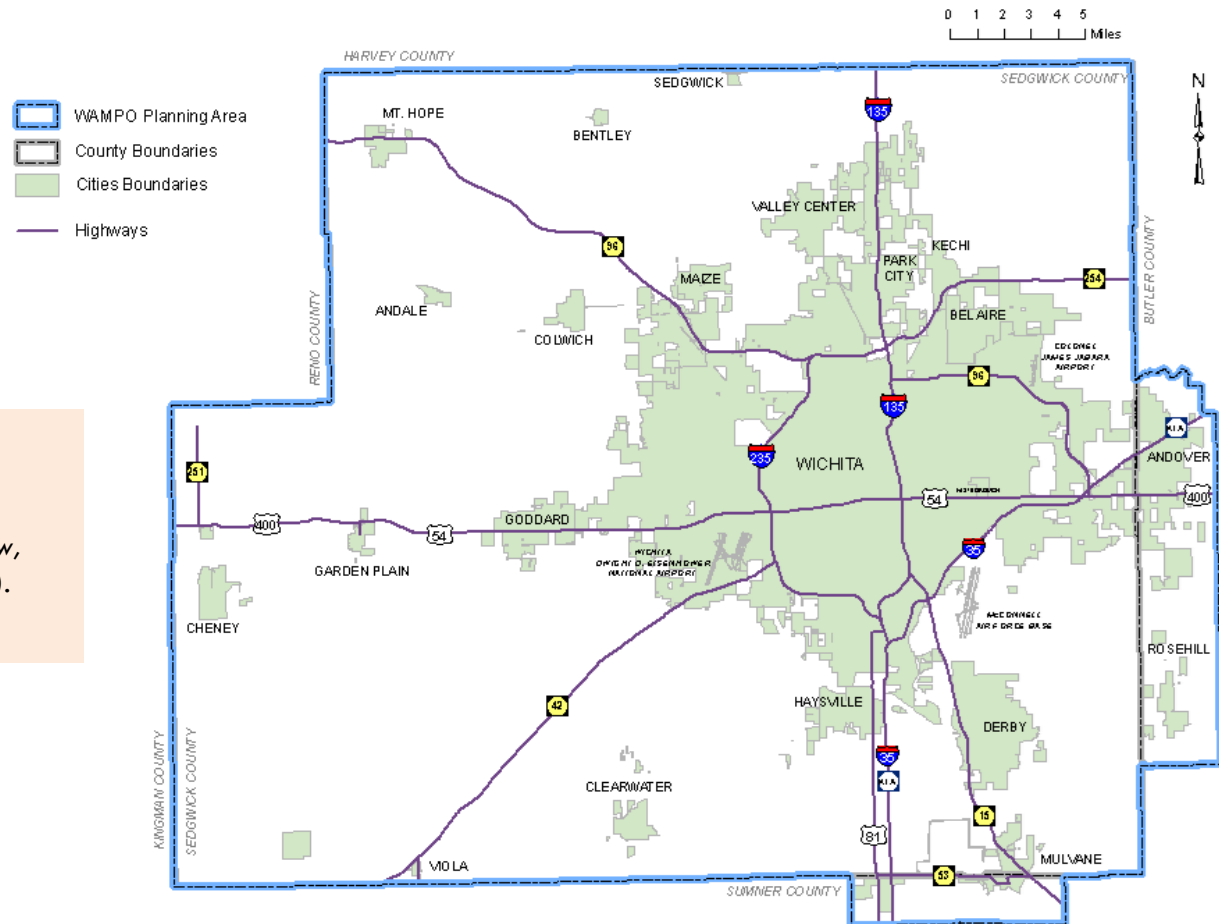
Regional Profile

The WAMPO region contains 21 jurisdictions, including all of Sedgwick County and portions of Butler County and Sumner County. A map of the region, along with each community's 2010 Census population is shown here. The WAMPO boundary is reviewed after each decennial Census.

2010 Census Population

Approximately 520,000 people live in the WAMPO region today. Since 2000, the population growth rate has experienced a slow, steady increase (approximately 1% per year). Projections suggest this trend will continue.

An extensive exploration of the WAMPO region's relevant characteristics was conducted as part of the long range planning process. Of the many areas and trends examined, a few



conditions and anticipated changes are especially significant for the 2017 TIP, these are:

- In general, the regional transportation system is in good condition.
- Except for a few bottlenecks, the public can travel freely and reliably on the region's roads, with no meaningful delay under normal conditions.
- Slow growth in jobs and population is expected.
- Over the next 30 years, the population is expected to age, household size to shrink, and generational preferences to shift in favor of greater transportation mode choice.
- A dramatic increase in freight shipping activity is expected, including multimodal activity.
- There is a growing awareness of the health benefits and other values of active transportation methods such as walking and bicycling.
- Safety remains an ongoing concern.
- Transit should be stabilized in the short term and expanded in the long term.





WAMPO Transportation System

Transportation Network

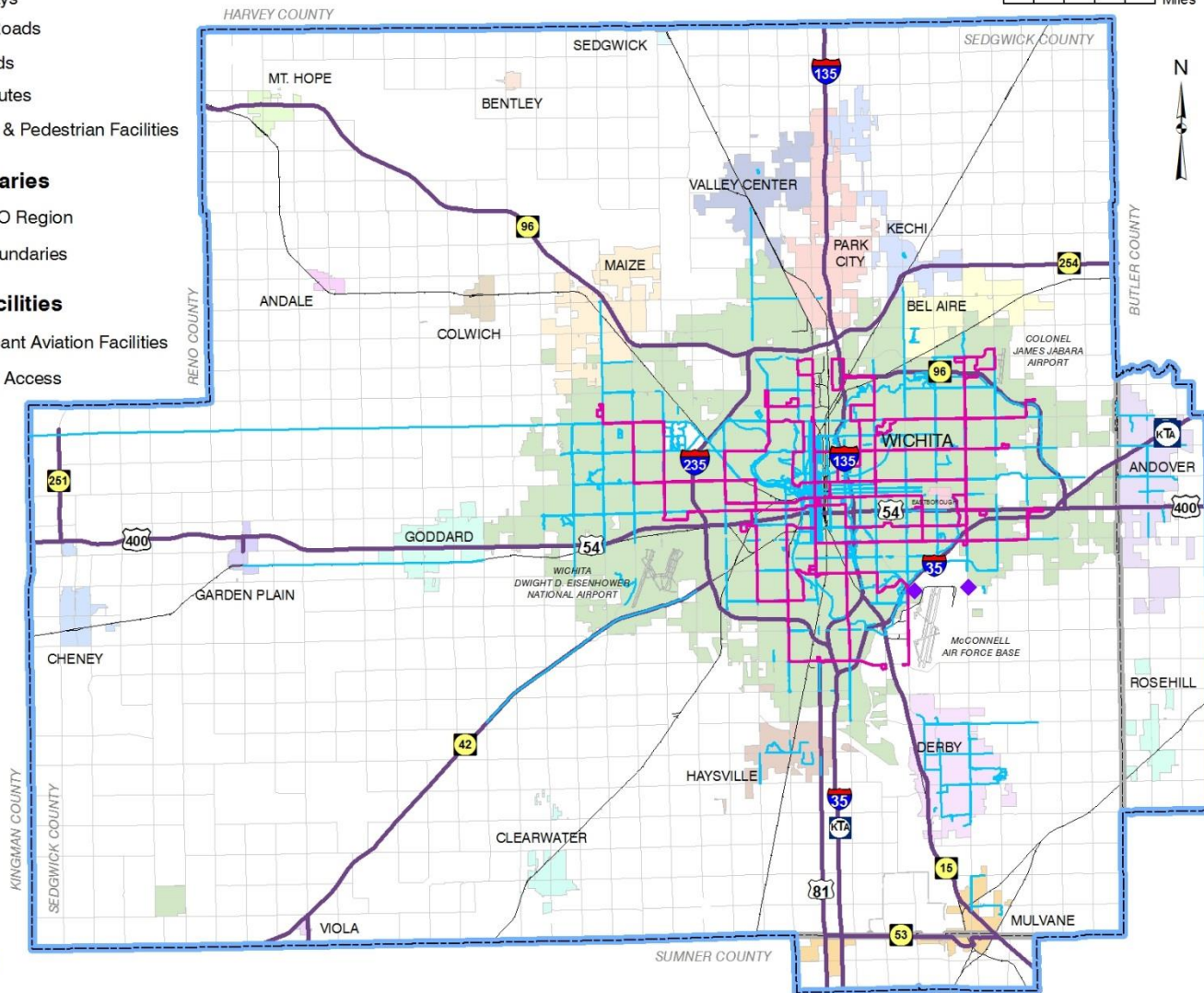
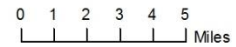
-  Highways
-  Major Roads
-  Railroads
-  Bus Routes
-  Bicycle & Pedestrian Facilities

Plan Boundaries

-  WAMPO Region
-  Co. Boundaries

Aviation Facilities

-  Significant Aviation Facilities
-  Military Access



Metropolitan Transportation Plan

MOVE 2040

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, intermodal transportation system that moves people and goods in the WAMPO region. Ultimately, all transportation planning efforts and activities are meant to arise from and be consistent with the MTP.

The MTP process assesses existing conditions and needs to develop an overall vision and goals for the region's future transportation system. The plan document lists projects, strategies, and recommendations that would be used to fulfill the vision and meet the identified goals.

Projects in the MOVE 2040 MTP were selected for their consistency with the vision and goals, and are therefore eligible for inclusion in the TIP.

Investment Strategy

The MOVE 2040 investment strategy is to "Preserve and maintain the current system and conditions. This will include functionality of infrastructure, stabilization of transit service and fleet condition, use of technology to reduce delays and improve safety, and compliance with federal, state, and local laws." The primary focus areas are to:

- Maintain good condition of current highways, roads, and streets. Improvements should address both the condition and the purpose of the infrastructure.
- Stabilize transit service in the near term; increase transit service in the mid-term by providing for service between urban centers.
- Address air quality, bottlenecks, choice, connectivity, functionality, and user safety.



To provide a regional multimodal transportation system that is safe, permits equitable opportunity for its use, and advances the region's ongoing vitality through cost conscious strategic investments.

MOVE 2040 Goals & Performance Targets

<p>Choice and Connectivity</p> <ul style="list-style-type: none"> • Support the connection of all modes of transportation for people and goods, including equitable access to alternate modes of transportation. 	<p>Economic Vitality</p> <ul style="list-style-type: none"> • Support and encourage the region's economic prosperity and economic competitiveness. 	<p>Freight Movement</p> <ul style="list-style-type: none"> • Improve the national and international freight network within the region through targeted investments and strengthen access to domestic and international markets. 	<p>Improving Air Quality</p> <ul style="list-style-type: none"> • Improve air quality and compliance with federal and state regulations.
<p>Infrastructure Condition</p> <ul style="list-style-type: none"> • Ensure that the significant transportation infrastructure assets of the WAMPO region remain in good repair and/or operation. 	<p>Quality of Life</p> <ul style="list-style-type: none"> • Enhance the quality of life through transportation investments that provide convenient access to employment, residential development, commercial activity, medical care • Encourage healthy transportation choices • Respond to the growing diversity of household compositions. 	<p>Safety</p> <ul style="list-style-type: none"> • Maintain and improve the safety of the transportation system component networks. 	<p>Reliability and Bottlenecks</p> <ul style="list-style-type: none"> • Maintain system performance and make targeted investments to provide for predictable travel time. • Reduce time delays and improve safety at regional bottlenecks.



MOVE 2040 - TIP Connections

The TIP is one of several tools for implementing the MTP. MOVE 2040 and the TIP are connected in four essential ways:

1. Any project proposed or included in the TIP must come from the fiscally constrained list of projects in MOVE 2040.
2. Detailed information including, project scope, cost, and funding sources is evaluated in all projects proposed for the TIP to ensure they are consistently aligned with the MTP. Those projects that have significant differences are determined to be ineligible or require an MTP amendment request.
3. Sub-allocated funds: WAMPO is awarded approximately \$12 million per year in funding for transportation projects through several federal funding programs, including the Surface Transportation Program (STP) block grant, Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) programs. These projects address a wide variety of bicycle and pedestrian, road, transit, and paratransit needs. Selection criteria applied to these projects are derived from the goals found in the MTP.

Projects may be proposed for the MTP by any of WAMPO's member jurisdictions, the Kansas Department of Transportation (KDOT), or WAMPO itself. These projects may be funded with a variety of federal, state, and/or local sources of funds, or they may be proposed as prospects for reasonably anticipated WAMPO sub-allocated funds.



Needs Assessment: Overall, the Wichita area transportation system has a dependable, reliable, uncongested, and predictable highway and arterial system that is in good condition, and it is well positioned to accommodate new people and jobs that locate here in the future.

Issues to Address: bottlenecks, delays due to traffic incidents and bad weather (i.e., non-recurring delay), the condition of some lower volume streets and bridges, and safety issues at at-grade rail and road crossings.

People in the region support: preserving and maintaining the current system, continuing to improve safety, addressing bottlenecks on highway interchanges. Alternative transportation options should be improved. Quality of local roads, bridges, and buses needs to be addressed. Technology investments are a top priority.



Goal Statements

- **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.

Project Selection

In order to be eligible for federal funding, a project must be listed in the MTP. MOVE 2040 included an extensive plan-based screening process for selecting projects for inclusion in its project list. Six steps led to the development of the final project list in MOVE 2040:

1. The Plan Advisory Committee and Transportation Advisory Committee developed goal statements (see panel).
2. WAMPO staff developed project evaluation criteria for each of the goal statements.
3. Member jurisdictions proposed projects.
4. Projects were scored against the evaluation criteria.
5. Using information from the evaluation process, fiscally constrained projects were reviewed by the Plan Advisory Committee and TAC before being finalized and approved by the TPB.



The TIP Process Overview

The 2017-2020 TIP is WAMPO’s first TIP developed under the guidance of MOVE 2040. MOVE 2040 creates a much closer connection between the TIP and the MTP. For instance, the project selection process for WAMPO funded projects leverages the MOVE 2040 investment strategy and goal statements for project selection criteria. The 2017-2020 TIP also adheres much more strictly to the MOVE 2040 project list than TIPs under the previous MTP.

Process Step Highlights

Process Step	Funding Type	To	Purpose	Method
Project Solicitation	WAMPO Funded & Non-WAMPO Funded	Project Sponsors	Informs project sponsors of the availability of funds and the new TIP process.	Electronic communication
Project Submission	WAMPO Funded & Non-WAMPO Funded	WAMPO	Project sponsors submit potentially eligible projects and required information to WAMPO for consideration	Electronic submission
Project Screening	WAMPO Funded & Non-WAMPO Funded	WAMPO Staff	WAMPO staff administers a quality check of project submissions to ensure that the relevant requirements are met	WAMPO internal process
Project Scoring	WAMPO Funded	WAMPO Staff	WAMPO funded projects that have passed the quality review are assigned descriptive ratings by WAMPO staff	WAMPO Internal process
Project Selection	WAMPO Funded	Project Selection Committee	Project scores and supporting information are submitted to the selection committee to aid in decision making	Committee process
Project Listing	WAMPO Funded & Non-WAMPO Funded	Public (review & comment)	Recommended projects are combined into a single list for consideration by the members, stakeholders and the general public	Electronic, print, in-person presentation
Endorsement & Final Decision-making	WAMPO Funded & Non-WAMPO Funded	TAC & TPB	The TAC and TPB review documentation from each step of the TIP process before making an official endorsement (TAC) and final decision (TPB)	Public meeting
Approved TIP Processing	WAMPO Funded & Non-WAMPO Funded	KDOT	The approved TIP is submitted to KDOT for inclusion in the Statewide Transportation Improvement Program (STIP), which is then forwarded to FHWA and FTA for final approval	Electronic communication

Project Eligibility

As mentioned previously, only projects listed in MOVE 2040 are eligible for inclusion in the 2017-2020 TIP. The MOVE 2040 plan incorporates two project lists:

1. WAMPO funded projects submitted by project sponsors and selected by the MOVE 2040 Project Selection Committee
2. Non-WAMPO funded projects submitted by the project sponsors

Please Note: All projects that were included the 2015-2018 TIP at the time MOVE 2040 was adopted were incorporated into the appropriate project list. The WAMPO funded project list was divided into three time bands: 2015-2018 (based on the 2015-2018 TIP), 2019-2025, and 2026-2040 (the non-WAMPO funded project list does not use uniform time bands, instead listing the year or range of years submitted by the project sponsor).

As described below, projects' eligibility criteria for the 2017-2020 TIP were slightly different depending on which of three categories a project was in: existing TIP projects, new WAMPO funded projects, and new non-WAMPO funded projects.

Existing TIP Projects

To provide stability and emphasize the nature of the TIP as an ongoing program, all of the existing projects falling into fiscal years 2017 and 2018 were automatically rolled over into the 2017 TIP.

New WAMPO Funded Projects

To be considered for WAMPO funding in the 2017-2020 TIP, a new project had to be listed on the WAMPO funded project list in MOVE 2040 in the 2019-2025 time band. This provided a "universe" of 33 projects (totaling approximately \$64 million) that could be submitted to receive WAMPO funding in fiscal years 2019 and 2020.

New non-WAMPO Funded Projects

In order to be listed in the 2017 TIP, a new project must be listed in MOVE 2040 and the initiation year of the project must be consistent with the year listed in the MTP.

2017 TIP Process Summary

Project Solicitation

WAMPO funded projects in the 2015 TIP for FY 2017 and 2018 were included automatically in the 2017 TIP, unless the project sponsor wanted to remove the project or to change the year. Projects in the current TIP which were funded over multiple years and not projected to be fully paid for by FY 2018 were automatically be included in FY 2019.

Projects eligible for WAMPO funding included anything in the 2015-2018 TIP and the projects listed in the 2019-2025 time band in MOVE 2040. If a project sponsor wanted to nominate a project not listed in the 2015-2018 TIP or the 2019-2025 time band, it had to be amended into MOVE 2040 before it could be included in the final adopted TIP. The project solicitation period for the 2017-2020 TIP ran from February 17, 2016 through March 18.

In addition to basic information about the project, the project solicitation material also asked sponsors for information on funding, project readiness, and, for WAMPO funded projects, information related to the project selection criteria (see below). If a project sponsor nominated more than one project for WAMPO funding they were asked to rank their projects based on their priority. Project sponsors were also required to certify that they will have funds available to meet the local match requirement. To help them understand these new requirements, WAMPO staff conducted an orientation workshop for our project sponsors.



*Project sponsors submitted a total of 41 projects for the 2017-2020 TIP.
18 of these projects were submitted for WAMPO funding, which totaled approximately \$33 million.*

Project Screening

After the close of the project solicitation period WAMPO staff worked extensively with project sponsors to ensure the completeness and correctness of their application materials. Project development cycles can cause fluctuations in costs and even project scopes, and it is necessary to ensure that projects being programmed are sufficiently similar to projects approved in WAMPO's MTP. Projects with changes in capacity (number of lanes) were flagged for later resolution, as were projects with total cost escalations in excess of 30%. Some flexibility in costs is desirable because fluctuations in the cost of materials and small obstacles encountered during the process of early project development make it inevitable. Where significant inconsistencies were discovered, WAMPO inquired into the reasons and worked with project sponsors to determine the appropriate course of action, which could include TIP and MTP amendments. WAMPO also coordinated additional consistency checks with KDOT Local Projects and solicited their feedback on any potential issues with project readiness.

Non-WAMPO Funded Project Submission

Project sponsors submitted information on non-WAMPO funded transportation projects. All federally funded transportation projects in the WAMPO region and all regionally significant projects must be included in the TIP, regardless of funding source. Making sure we include all of these projects takes on an added importance in the event that the Wichita region becomes an air quality non-attainment area. This would prevent any federally funded or regionally significant projects from proceeding if they are not included in the TIP.

While non-WAMPO funded projects were not required to go through the project selection process, project sponsors were required to submit information required for WAMPO to comply with federal requirements and to conduct the project slate evaluation (see below). Sponsors were also be asked to certify that the project has funding available and meets all applicable eligibility requirements.

TIP Development Timeline	
TIP Development Phase	Timeline
Project Solicitation for WAMPO Funding	February
Pre-Nomination Orientation for Project Sponsors	February
Project Nomination for WAMPO Funding	February to mid-March
Project Screening for Potential WAMPO Funded Projects	mid-March to April
Project Rating for Potential WAMPO Funded Projects	April
Project Selection for WAMPO Funded Projects	May
Non-WAMPO Funded Project Submission	February to mid-March
Non-WAMPO Funded Project Assessment	March to May
Project Slate Evaluation	May to June
Prepare TIP Document	June to July
TIP Recommendation	July (update) to August (recommendation)
Public Comment	September
TPB Approval	September (update) to October (approval)
Include in STIP	November
STIP Approval	November

Project Selection: WAMPO Funded Projects

Project Selection Group

The Project Selection Group (PSG) for the 2017-2020 TIP was formed to evaluate and prioritize WAMPO-funded projects and to recommend a project slate to the TAC and TPB. It was composed of seven individuals appointed by the Chair of the Transportation Policy Body (TPB). Two were members of the TPB and the remaining five were members of the Technical Advisory Committee. The PSG met five times in April and May of 2016. At these meetings the PSG rated the projects on their regional significance, on the technical project selection criteria, and on their consistency with the MOVE 2040 Investment Strategy, heard presentations from project sponsors, and selected the recommended list of projects. At the conclusion of the project selection process the total amount of funding available to be allocated to WAMPO projects in 2019 and 2020 was \$23,722,853.

WAMPO awards a total of approximately \$12 million in federal funding each year. This funding is made available through three FHWA programs – Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) in the amounts listed in the table below. Federal legislation directs the STP and the TA programs to all large MPOs (e.g., over 200,000 population), and KDOT also shares a portion of its own state CMAQ and STP dollars with WAMPO for WAMPO to award. KDOT projects future annual funding amounts, and then provides this information to WAMPO to use in its programming process. In addition to the annual allocation amount, the total available to program also includes any projected carryover from the previous year.

Some of the funding that WAMPO anticipates being available in fiscal year 2019 is already allocated towards completing the reimbursement of two advance construction projects from fiscal year 2017 and 2018.

The table below shows the distribution of the funds available for new WAMPO funded projects between federal fiscal years 2019 and 2020, and among the various federal funding programs.



FFY	STP	CMAQ	TA	Total
2019	\$9,169,463	\$2,001,112	\$381,106	\$11,551,681
2020	\$9,418,654	\$2,062,291	\$726,227	\$12,207,172
Total	\$18,588,117	\$4,063,403	\$1,107,333	\$23,758,853

Project Selection Criteria

The project selection criteria for the 2017-2020 TIP were divided into three “Tiers”. All of the criteria tie back to MOVE 2040.

For each criteria, every project was rated on a scale of Excellent, Good, Acceptable, Unacceptable, and Not Applicable. Detailed descriptions of the criteria and the grading rubric used to assign the ratings can be found in the Appendix.

The sole Tier I project selection criteria was consistency with the MOVE 2040 Investment Strategy. The ratings for each project’s consistency with the MOVE 2040 investment strategy are given in the following table.

MOVE 2040 Project Name	Project Sponsor	Category	Investment Strategy
Andover Rd. Bicycle Pedestrian Path 13th St. - 21st St.	City of Andover	Bicycle/ Pedestrian	Good
Andover Rd. Bicycle Pedestrian Path Central to US-54.	City of Andover	Bicycle/ Pedestrian	Acceptable
West Rosewood Multi-Use Path	City of Rose Hill	Bicycle/ Pedestrian	Unacceptable
Redbud Path, K-96 to 159th	City of Wichita	Bicycle/ Pedestrian	Excellent

KTA Bridge - 159th St. East	City of Andover	Bridge Replacement	Good
Bridge over Chisholm Creek on 61st Street North	City of Park City	Bridge Replacement	Excellent
Patriot Ave.: WB Right Turn Lane to K15 NB	City of Derby	Intersection Upgrade	Excellent
Oliver and Kechi Road Intersection	City of Kechi	Intersection Upgrade	Acceptable
Asset Management	WAMPO	Planning	Excellent
Air Quality Conformity	WAMPO	Planning	Excellent
SW Butler Rd. - SW 150th St. Intersection and Roadway from SW 155th St. to SW 145th St.	Butler County	Road Expansion	Good
Woodlawn: 45th St to 37th St. N	City of Bel Aire	Road Modernization	Good
61st Street North-Broadway west 1/2 mile to the Wichita Valley Center Flood Way Bridge.	City of Park City	Road Modernization	Acceptable
17th Street, Broadway to I-135	City of Wichita	Road Modernization	Good
Mt. Vernon, Broadway to S.E. Blvd	City of Wichita	Road Modernization	Acceptable
Pawnee, Webb to Greenwich	City of Wichita	Road Modernization	Acceptable
North Main Street	The City of Haysville	Road Rehabilitation	Acceptable
Road: Meridian: Ford to Seward (69th St.)	City of Valley Center	Road Rehabilitation	Acceptable

The Tier II criteria is the regional significance of the project. The project selection group was provided with both the definition of regional significance in MOVE 2040 and supplemental guidance on regional significance that went out to the project sponsors. The ratings on the regional significance for each project are in the table below.

MOVE 2040 Project Name	Project Sponsor	Category	Regional Significance
Andover Rd. Bicycle Pedestrian Path 13th St. - 21st St.	City of Andover	Bicycle/ Pedestrian	Good
Andover Rd. Bicycle Pedestrian Path Central to US-54.	City of Andover	Bicycle/ Pedestrian	Good
West Rosewood Multi-Use Path	City of Rose Hill	Bicycle/ Pedestrian	Unacceptable
Redbud Path, K-96 to 159th	City of Wichita	Bicycle/ Pedestrian	Excellent
KTA Bridge - 159th St. East	City of Andover	Bridge Replacement	Acceptable
Bridge over Chisholm Creek on 61st Street North	City of Park City	Bridge Replacement	Good
Patriot Ave.: WB Right Turn Lane to K15 NB	City of Derby	Intersection Upgrade	Excellent
Oliver and Kechi Road Intersection	City of Kechi	Intersection Upgrade	Acceptable
Asset Management	WAMPO	Planning	Excellent
Air Quality Conformity	WAMPO	Planning	Excellent
SW Butler Rd. - SW 150th St. Intersection and Roadway from SW 155th St. to SW 145th St.	Butler County	Road Expansion	Good
Woodlawn: 45th St to 37th St. N	City of Bel Aire	Road Modernization	Good
61st Street North-Broadway west 1/2 mile to the Wichita Valley Center Flood Way Bridge.	City of Park City	Road Modernization	Acceptable
17th Street, Broadway to I-135	City of Wichita	Road Modernization	Good
Mt. Vernon, Broadway to S.E. Blvd	City of Wichita	Road Modernization	Acceptable
Pawnee, Webb to Greenwich	City of Wichita	Road Modernization	Good
North Main Street	The City of Haysville	Road Rehabilitation	Acceptable
Road: Meridian: Ford to Seward (69th St.)	City of Valley Center	Road Rehabilitation	Good

The Tier III project selection criteria are based on the MOVE 2040 Goal Statements.

Tier III Project Selection Criteria:

- **Choice and connectivity** – does the project provide more options for non-auto modes of transportation (bicycle/pedestrian and transit)?
- **Economic vitality** – Does the project improve connectivity to centers of employment or freight movement?
- **Freight movement** – Does the project improve the WAMPO freight network (as defined in the WAMPO Freight Plan)?
- **Infrastructure condition** – Does the project address a roadway, bridge, or transit vehicles that are in poor condition?
- **Quality of life** – Does the project provide new bicycle/pedestrian or transit service to destinations such as employment centers, health care, or recreational facilities?
- **Safety** – Does the project incorporate safety improvements, particularly at locations with a history of serious crashes?
- **System reliability and bottlenecks** – Is the project intended to increase system reliability?

More detailed explanations of the criteria and the grading rubric that was used to develop the ratings for each project are included in the Appendix. The ratings for each project are in the table below:

MOVE 2040 Project	Project Sponsor	Choice & Connectivity	Economic Vitality	Freight Movement	Infrastructure Condition	Quality of Life	Safety	Reliability/Bottlenecks
Bicycle/Pedestrian								
Andover Rd. Bicycle Pedestrian Path 13th St. - 21st St.	City of Andover	Excellent	Good	n/a	n/a	n/a	n/a	n/a
Andover Rd. Bicycle Pedestrian Path Central to US-54.	City of Andover	Acceptable	Good	n/a	n/a	Acceptable	n/a	n/a
West Rosewood Multi-Use Path	City of Rose Hill	Good	n/a	n/a	n/a	Good	Acceptable	n/a
Redbud Path, K-96 to 159th	City of Wichita	Excellent	n/a	n/a	n/a	Acceptable	Acceptable	n/a
Bridge Replacement								
KTA Bridge - 159th St. East	City of Andover	Acceptable	n/a	Acceptable	Excellent	n/a	Acceptable	n/a
Bridge over Chisholm Creek on 61st Street North	City of Park City	Acceptable	Excellent	n/a	Excellent	Excellent	Acceptable	n/a

Intersection Upgrade

Patriot Ave.: WB Right Turn Lane to K15 NB	City of Derby	n/a	n/a	Good	Good	n/a	Acceptable	Excellent
Oliver and Kechi Road Intersection	City of Kechi	Acceptable	Acceptable	n/a	Acceptable	Acceptable	Acceptable	n/a

Planning

Asset Management	WAMPO							
Air Quality Conformity	WAMPO							

Road Expansion

SW Butler Rd. - SW 150th St. Intersection and Roadway from SW 155th St. to SW 145th St.	Butler County	Acceptable	n/a	n/a	Acceptable	Acceptable	Acceptable	n/a
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Road Modernization

Woodlawn: 45th St to 37th St. N	City of Bel Aire	Good	Excellent	n/a	Good	Excellent	Acceptable	n/a
61st Street North-Broadway west 1/2 mile to the Wichita Valley Center Flood Way Bridge.	City of Park City	Acceptable	Excellent	n/a	Acceptable	Excellent	Acceptable	n/a
17th Street, Broadway to I-135	City of Wichita	Excellent	Good	n/a	Excellent	Good	Acceptable	n/a
Mt. Vernon, Broadway to S.E. Blvd	City of Wichita	Good	Acceptable	n/a	Excellent	Acceptable	Acceptable	n/a
Pawnee, Webb to Greenwich	City of Wichita	Excellent	n/a	n/a	Acceptable	n/a	Acceptable	n/a

Road Rehabilitation

North Main Street	City of Haysville	Acceptable	Good	n/a	Acceptable	Acceptable	Acceptable	n/a
Road: Meridian: Ford to Seward (69th St.)	City of Valley Center	n/a	Good	n/a	Acceptable	n/a	n/a	n/a

Selected Projects

The project selection group ultimately selected eleven projects to recommend for WAMPO funding in the 2017-2020 TIP. These projects were recommended to receive a total of \$23,722,853 in WAMPO funding in federal fiscal years 2019 and 2020. Ten of these projects received the full amount of WAMPO funding that they requested. One project, (Butler County’s SW Butler Rd. - SW 150th St. Intersection and Roadway from SW 155th St. to SW 145th St. project) was recommended to receive less funding than was originally requested (\$4,821,658 rather than \$5,600,000). The recommended projects are listed below.

MOVE 2040 Project	Project Sponsor	Category	WAMPO Funding Recommended
Andover Rd. Bicycle Pedestrian Path 13th St. - 21st St.	City of Andover	Bicycle/ Pedestrian	\$615,168
Redbud Path, K-96 to 159th	City of Wichita	Bicycle/ Pedestrian	\$662,500
KTA Bridge - 159th St. East	City of Andover	Bridge Replacement	\$1,614,687
Bridge over Chisholm Creek on 61st Street North	City of Park City, Kansas	Bridge Replacement	\$4,600,000
Patriot Ave.: WB Right Turn Lane to K15 NB	City of Derby	Intersection Upgrade	\$253,920
Asset Management	WAMPO	Planning	\$400,000
Air Quality Conformity	WAMPO	Planning	\$160,000
SW Butler Rd. - SW 150th St. Intersection and Roadway from SW 155th St. to SW 145th St.	Butler County	Road Expansion	\$4,821,658
Woodlawn: 45th St to 37th St. N	City of Bel Aire	Road Modernization	\$4,219,920
17th Street, Broadway to I-135	City of Wichita	Road Modernization	\$3,375,000
Mt. Vernon, Broadway to S.E. Blvd	City of Wichita	Road Modernization	\$3,000,000
	Total		\$23,722,853

Performance Based Planning

The Moving Ahead for Progress in the 21st Century Act (MAP-21) placed a large emphasis on performance based planning. The United States Department of Transportation released final regulations implementing this aspect of the act in May 2016. New Transportation Improvement Plans are not required to comply with the updated rule until June 27, 2018. Development of the 2017-2020 TIP was already well advanced when the rule came out, so it does not fully implement the new requirements.

However, WAMPO has independently been implementing elements of performance based planning in our planning and programming processes. MOVE 2040 contains a set of performance measures. These measures influenced the development of the project selection criteria used in selecting WAMPO-funded projects for the 2017-2020 TIP. Beyond the TIP development process, WAMPO is working to operationalize the MOVE 2040 performance measures, gather baseline data, and set trends and targets. This process is starting with the congestion related performance measures and will be extended to other types of performance measures in 2017 and 2018.

In addition to our own performance measures adopted in MOVE 2040, WAMPO has also been doing preliminary work on the federally mandated performance measures. Of these, only the safety performance measures are currently the subject of a final rule (as of June 2016). For the safety performance measures, WAMPO will be prepared to set appropriate targets when we are required to do so in late 2017. The remaining performance measure areas are currently the subject of proposed rules. WAMPO is monitoring these rulemaking processes so we will be prepared to implement these rules when they become final.

This work will ensure that WAMPO is prepared to implement the required performance based planning process in future TIPs and the next Metropolitan Transportation Plan.

TIP Project List

1. ROW Acquisition for NW Bypass
2. 13th, 119th-135th
3. 5th St.: Bridge over Floodway to Bdwy
4. Bridge over Chisholm Creek on 61st St N
5. 45th and Hillside
6. N Junction I-135/I-235/K-254/K-96 Gold Phase
7. I-235/I-135/K-254 INT N Junction Green Phase
8. Bridge Replacements on I-235
9. Bridge Replacements on I-235
10. Bridge Replacements on I-235
11. I-235/US-54 & I-235/Central-Phase I
12. Meridian Pedestrian Bridge
13. Derby to Mulvane Pathway
14. Patriot Ave.: WB Right Turn Lane to K15 NB
15. Aviation Pathway Phase 2
16. Pawnee: Hydraulic to I-135
17. Mt. Vernon, Broadway to S.E. Blvd
18. 17th Street, I-135 to Broadway
19. 9th St.:I-135 to Hillside
20. 17th, Hillside to Oliver
21. 37th St.: Oliver to Woodlawn
22. Woodlawn: 45th St to 37th St. N
23. 127th St. E.:13th St. N. to 21st St. N.
24. Redbud Path, K-96 to 159th
25. Andover Rd. Bicycle Pedestrian Path 13th St. - 21st St.
26. KTA Bridge - 159th St. East
27. 143rd St. E.: Kellogg to Central
28. US-54: Cypress to Wiedemann 6-Lane Reconstruction (KA-2382-01)
29. Greenwich, Pawnee to Harry
30. Andover Rd.: Four Mile Creek Bridge to SW 120th St.
31. SW Butler Rd/SW 150th St Intersection

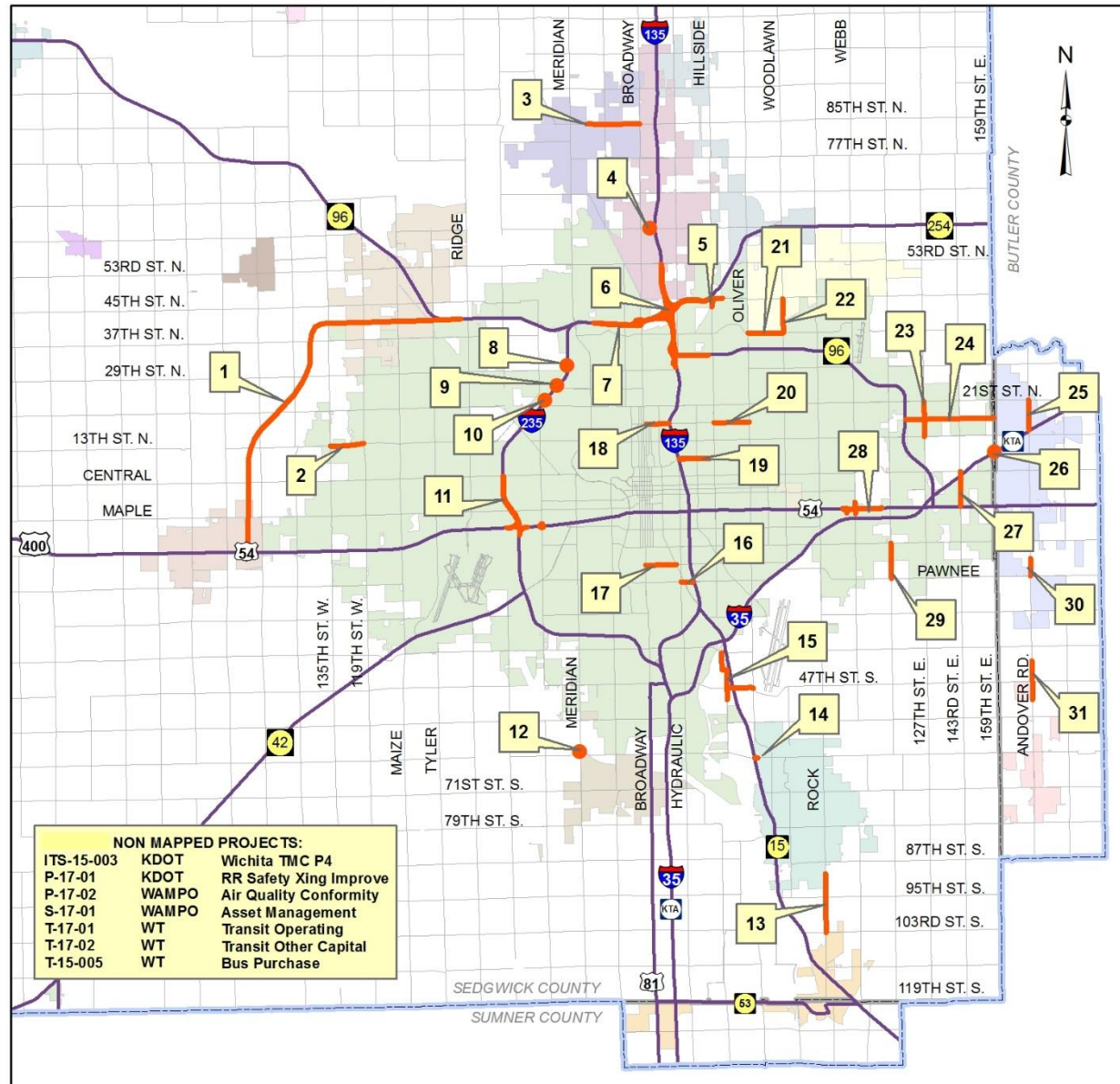
(SEE MAP BELOW)

2017 Transportation Improvement Program (TIP)

All Projects

-  WAMPO Planning Boundary
-  Roads
- Cities**
-  Andale
-  Andover
-  Bel Aire
-  Bentley
-  Clearwater
-  Colwich
-  Derby
-  Eastborough
-  Goddard
-  Haysville
-  Kechi
-  Maize
-  Mount Hope
-  Mulvane
-  Park City
-  Rose Hill
-  Sedgwick
-  Valley Center
-  Viola
-  Wichita

Disclaimer: This product is intended for informational purposes only. WAMPO makes no warranty for accuracy with respect to the data displayed.



B-13-007 (Ver 1) 17-01		FEDERAL							
Title: Bridge Replacements on I-235 (KA-3109-01)									
Lead Agency: KDOT				Contact(s): Rene Hart KDOT 785296-8593 reneh@ksdot.org					
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.									
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: Stand Alone			Bike/Ped: N		KDOT ID: (KA-3109-01)		
County: Sedgwick County		Limits: I-235, between Zoo Blvd and K-96.							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2017	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-17-01 (Ver 1) 17-01		FEDERAL							
Title: KTA Bridge - 159th St. East									
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, R/W 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, righ									
Primary Mode: Bridge - Local Road		Project Type: Phase of a Larger Project			Bike/Ped: Y		KDOT ID: (N/A)		
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

B-17-02		(Ver 1) 17-01		FEDERAL					
Title: Bridge over Chisholm Creek on 61st Street North									
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.									
Inflation Assumptions: 3yrs @ 1.5%/Yr.=4.5%									
Explain Funding Source: State/Federal 80%, Local 20%.									
Primary Mode: Bridge - Local 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	

ICH-12-008		(Ver 1) 17-03		FEDERAL					
Title: I-235/US-54 & I-235/Central-Phase I (KA-0161-04)									
Lead Agency: KDOT				Contact(s): Rene Hart KDOT 7852968593 reneh@ksdot.org					
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.									
Inflation 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 through a combination of federal funds used by KDOT, State KDOT funds, and Sedgwick County.									
Primary Mode: Interchange			Project Type: Stand Alone			Bike/Ped:		KDOT ID: (KA-0161-04)	
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	\$67,848,147	\$5,286,514	\$0	\$73,134,661	
<2017	Prior	\$6,093,298	\$15,895,356	\$12,000,000	\$140,556,110	\$11,166,708	\$0	\$185,711,472	
2017-2020 + (Prior & Future Years) TOTAL		\$1,160,000	\$8,000,000	\$12,000,000	\$115,556,110	\$8,666,708	\$0	\$145,382,818	
<i>*ACCP is not part of Total</i>									

ICH-17-01 (Ver 1) 17-02		FEDERAL							
Title: North Junction Project (I-135, I-235, K-254, K-96) Gold Phase PE (KA-3232-01)									
Lead Agency: KDOT		Contact(s): Rene Hart KDOT 7852968593 reneh@ksdot.org							
Scope: PE for Gold Phase. Gold Phase project will review specific lane configurations on all ramp movements, identify constructible segments for the ultimate interchange configuration and review the 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: Phase of a Larger Project			Bike/Ped: N		KDOT ID: (KA-3232-01)		
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	
>2020	Future	\$5,000,000	\$0	\$10,000,000	\$482,600,000	\$36,195,000	\$0	\$533,795,000	
2017-2020 + (Prior & Future Years) TOTAL		\$5,000,000	\$6,000,000	\$10,000,000	\$254,000,000	\$19,050,000	\$0	\$294,050,000	

R-17-01		<i>(Ver 1) 17-01</i>		FEDERAL					
Title: SW Butler Rd/SW 150th St Intersection									
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									
Primary Mode: Intersection		Project Type: Phase of a Larger Project		Bike/Ped: Y		KDOT ID: (N/A)			
County: Butler County		Limits: SW Butler Rd beginning 0.5 miles south of SW 150th St., thence north 1 mile.							
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

INT-17-01		(Ver 1) 17-01		FEDERAL						
Title: Patriot Ave.: WB Right Turn Lane to K15 NB										
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.										
Inflation 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		

INT-14-001 (Ver 1) 17-03		FEDERAL								
Title: 45th St. & Hillside		Contact(s): Paul Gunzelman 3162684393 pgunzelman@wichita.gov								
Lead Agency: City of Wichita		Project Type: Stand Alone								
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.		Bike/Ped: N								
Infaltion Assumptions: Recent cost estimate provided by design consultant		KDOT ID: (N-0616-01)								
Explain Funding Source: 50% federal funding, 50% City-issued General Obligation bonds.		Limits: 45th & Hillside - improvements on the east and south legs will include the railroad crossings								
Primary Mode: Intersection		County: Sedgwick County								
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		

TA-17-01		(Ver 1) 17-01		FEDERAL						
Title: Andover Rd. Bicycle Pedestrian Path 13th St. - 21st St. Lead Agency: City of Andover Contact(s): Leslie E. Mangus City of Andover 3167331303 lmangus@andoverks.com 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, R/W 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		Project Type: Stand Alone			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		

TA-17-02		(Ver 1) 17-01		FEDERAL						
Title: Redbud Path, K-96 to 159th				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.										
Inflation 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								
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL		
2017	Local	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	
2019	Local	\$0	\$0	\$0	\$212,500	\$75,000	\$0	\$0	\$287,500	
2019	Local AC	\$0	\$0	\$0	\$305,417	\$11,977	\$0	\$0	\$317,394	
2019	MPO-TA	\$0	\$0	\$0	\$332,083	\$13,023	\$0	\$0	\$345,106	
2020	MPO-TA ACCP	\$0	\$0	\$0	\$305,417	\$11,977	\$0	\$0	\$317,394	
2017-2020 TOTAL		\$0	\$50,000	\$0	\$850,000	\$100,000	\$0	\$0	\$1,000,000	
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$50,000	\$0	\$850,000	\$100,000	\$0	\$0	\$1,000,000	

*ACCP is not part of Total

TA-14-017 (Ver 1) 17-03		FEDERAL							
Title: Aviation Pathway Phase 2									
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, 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.									
Infalton 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: Phase of a Larger Project			Bike/Ped: Y		KDOT ID: (87 TE-0433-01)		
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 and Englewood to MacArthur (existing Wichita pathway) and includes an extension south along Clifton from 47th St. South to s							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2017	Local	\$0	\$0	\$40,000	\$284,500	\$88,400	\$0	\$412,900	
2017	Local AC	\$0	\$0	\$0	\$788,636	\$0	\$0	\$788,636	
2017	MPO-TA	\$0	\$0	\$0	\$265,864	\$45,500	\$0	\$311,364	
2018	MPO-TA ACCP	\$0	\$0	\$0	\$626,224	\$0	\$0	\$626,224	
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	\$1,339,000	\$133,900	\$0	\$1,512,900	
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$40,000	\$40,000	\$1,339,000	\$133,900	\$0	\$1,552,900	

*ACCP is not part of Total

TA-15-002 (Ver 2) 17-03		FEDERAL						
Title: Derby to Mulvane Pathway								
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: Stand Alone			Bike/Ped: Y		KDOT ID: (87 TE-0434-01)	
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

TA-15-007 (Ver 1) 17-03	FEDERAL																																											
Title: Meridian Pedestrian Bridge																																												
Lead Agency: Sedgwick County - Public Works Contact(s): James Weber Sedgwick County Public Works 3166601773 jim.weber@sedgwick.gov																																												
Scope: Construction of a 14 foot wide pedestrian bridge, 10 foot wide connecting pathways, lighting and associated amenities to cross the Wichita-Valley Center Flood Control Project (63rd St. South at Meridian). The connecting pathway begins at the the north terminus of the existing pathway at the north city limits of Haysville and ends at the south terminus of the existing Sedgwick County pathway on the north side of 63rd St. South.																																												
Infalction Assumptions: No adjustments required, letting is expected within the calendar year.																																												
Explain Funding Source: The local funds will come from local sales tax or general funds.																																												
Primary Mode: Ped/Bike Project Type: Stand Alone Bike/Ped: Y KDOT ID: (87 TE-0432-01)																																												
County: Sedgwick County Limits: The bridge is located on the east side of Meridian over the Wichita-Valley Center Flood Control Project (63rd St. South at Meridian). The connecting pathway begins at the the north terminus of the existing pathway at the north city limits of Haysville an																																												
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 10%;">FED FY</th> <th style="width: 30%;">Revenue Source</th> <th style="width: 10%;">UT</th> <th style="width: 10%;">PE</th> <th style="width: 10%;">ROW</th> <th style="width: 10%;">CON</th> <th style="width: 10%;">CE</th> <th style="width: 10%;">OP</th> <th style="width: 10%;">TOTAL</th> </tr> </thead> <tbody> <tr> <td style="color: red;">2017</td> <td>MPO-TA ACCP</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$400,160</td> <td>\$0</td> <td>\$0</td> <td>\$400,160</td> </tr> <tr> <td><2017</td> <td>Prior</td> <td>\$0</td> <td>\$100,000</td> <td>\$0</td> <td>\$2,683,626</td> <td>\$210,000</td> <td>\$0</td> <td>\$2,993,626</td> </tr> <tr style="background-color: #e0e0e0;"> <td colspan="2">2017-2020 + (Prior & Future Years) TOTAL</td> <td>\$0</td> <td>\$100,000</td> <td>\$0</td> <td>\$2,683,626</td> <td>\$210,000</td> <td>\$0</td> <td>\$2,993,626</td> </tr> </tbody> </table>	FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	2017	MPO-TA ACCP	\$0	\$0	\$0	\$400,160	\$0	\$0	\$400,160	<2017	Prior	\$0	\$100,000	\$0	\$2,683,626	\$210,000	\$0	\$2,993,626	2017-2020 + (Prior & Future Years) TOTAL		\$0	\$100,000	\$0	\$2,683,626	\$210,000	\$0	\$2,993,626	<p style="color: red; margin-top: 0;">*ACCP is not part of Total</p>							
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL																																				
2017	MPO-TA ACCP	\$0	\$0	\$0	\$400,160	\$0	\$0	\$400,160																																				
<2017	Prior	\$0	\$100,000	\$0	\$2,683,626	\$210,000	\$0	\$2,993,626																																				
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$100,000	\$0	\$2,683,626	\$210,000	\$0	\$2,993,626																																				

P-17-01		<small>(Ver 1) 17-01</small>		FEDERAL						
Title: WAMPO Air Quality Conformity				Contact(s): Chris Upchurch 3162684457 cupchurch@wichita.gov						
Lead Agency: WAMPO										
Scope: In the event that the Wichita area is designated as a non-attainment area for ozone, WAMPO will be required under federal law to carry out the air quality conformity process. This requires modeling the on-road mobile emissions for the WAMPO region and preparing a conformity determination report. This project will provide funds to hire a consultant to do the emissions modeling work and assist WAMPO in preparing the conformity determination document. This project will only proceed if the WAMPO region is designated as a non-attainment area. If we are not designated, WAMPO will terminate this project before any funds are spent, freeing up that funding for other projects in the TIP.										
Infaltion Assumptions: The cost estimate incorporates a 2-4% annual increase in the cost of labor.										
Explain Funding Source: The local match will be funded out of some combination of WAMPO's existing local funds, a special dues assessment, and KDOT state funding (to be negotiated).										
Primary Mode: Planning & Outreach			Project Type:			Bike/Ped:		KDOT ID: (N/A)		
County: Sedgwick County		Limits: n/a								
FED FY	Revenue Source	IMP	PE	ROW	CON	CE	OP	TOTAL		
2017	Local	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000		
2017	MPO-STP	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000		
2017-2020 TOTAL		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000		
2017-2020 + (Prior & Future Years) TOTAL		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000		

P-17-02		<i>(Ver 1) 17-01</i>		FEDERAL					
Title: Asset Management									
Lead Agency: WAMPO				Contact(s): Gloria J Jeff 3153524854 gjeff@wichita.gov					
<p>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.</p> <p>Infaltion Assumptions: 4% per year. It is anticipated that the work will be done under a single contract and be a fixed cost contract.</p> <p>Explain Funding Source: The WAMPO cash account includes the annual dues collected from the member jurisdictions</p>									
Primary Mode: Planning & Outreach			Project Type: Stand Alone			Bike/Ped: Y		KDOT ID: (N/A)	
County: Sedgwick County				Limits: Region wide					
FED FY	Revenue Source	IMP	PE	ROW	CON	CE	OP	TOTAL	
2019	Local	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	
2019	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	

B-13-008		(Ver 1) 17-01		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 reneh@ksdot.org						
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: Phase of a Larger Project			Bike/Ped: N		KDOT ID: (KA-3110-01)			
County: Sedgwick County		Limits: I-235, from east of Meridian Avenue to west of I-135								
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		
<2017	Prior	\$0	\$2,800,000	\$7,600,000	\$0	\$0	\$0	\$10,400,000		
>2020	Future	\$3,600,000	\$2,520,000	\$0	\$70,900,000	\$5,317,499	\$0	\$82,337,499		
2017-2020 TOTAL		\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000		
2017-2020 + (Prior & Future Years) TOTAL		\$4,000,000	\$2,800,000	\$7,600,000	\$70,900,000	\$5,317,499	\$0	\$90,617,499		

R-11-005		(Ver 1) 17-03		FEDERAL						
Title: US-54: Cypress to Wiedemann 6-Lane Reconstruction (KA-2382-01)										
Lead Agency: KDOT				Contact(s): Rene Hart KDOT 7852968593 reneh@ksdot.org						
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 funidng.										
Primary Mode: Road - Highway		Project Type: Stand Alone			Bike/Ped: N		KDOT ID: (KA-2382-01)			
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	\$136,874,000	\$17,000,000	\$0	\$187,389,000		
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 2) 17-03 STATE									
Title: Right of Way Acquisition for Northwest Wichita Bypass - (K-8235-02, K-8234-03, K-8234-04)									
Lead Agency: KDOT					Contact(s): Rene Hart KDOT 7852968593 reneh@ksdot.org				
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: Stand Alone			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

R-11-014 (Ver 1) 17-03 FEDERAL									
Title: Andover Rd.: Four Mile Creek Bridge to SW 120th St.									
Lead Agency: City of Andover					Contact(s): Leslie E. Mangus City of Andover 3167331303 lmangus@andoverks.com				
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			Project Type: Stand Alone			Bike/Ped: Y		KDOT ID: (8 N-0635-01)	
County: Butler County 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) 17-01		FEDERAL						
Title: Woodlawn: 45th St to 37th St. N										
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			Project Type: Stand Alone			Bike/Ped: Y		KDOT ID: (N/A)		
County: Sedgwick County 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		

R-13-005		(Ver 2) 17-03		FEDERAL						
Title: 5th St.: Bridge over Floodway to Broadway										
Lead Agency: City of Valley Center				Contact(s): Brent Holper City of Valley Center 3167557320 publicworksdtr@valleycenterks.org						
Scope: Improvements to the road base, repaving the road, addition of turn lanes at Seneca intersection, and improvements to sight distance.										
Infaltion 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			Bike/Ped:		KDOT ID: (N/A)		
County: Sedgwick County Limits: Wichita-Valley Center Floodway Bridge to Broadway on 5th St. (85th St.).										
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		

R-11-015 (Ver 2) 17-03		FEDERAL							
Title: Pawnee: Hydraulic to I-135									
Lead Agency: City of Wichita				Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov					
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: Stand Alone			Bike/Ped: Y			KDOT ID: (87N-0597-01)	
County: Sedgwick County		Limits: On Pawnee, from Hydraulic to I-135							
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									

R-13-001 (Ver 1) 17-03		FEDERAL							
Title: 127th St. E.:13th St. N. to 21st St. N.									
Lead Agency: City of Wichita				Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov					
Scope: Construct a 3-lane facility including appropriate right turn decel lanes. Drainage improvements, including bridge extension at 127th & Edgewood to accomodate 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			Bike/Ped: Y			KDOT ID: (N-0615-01)	
County: Sedgwick County		Limits: 127th St. E.: 13th St. N. to 21st St. N							
FED FY	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									

R-13-002 (Ver 2) 17-03 LOCAL										
Title: 9th St.:I-135 to Hillside										
Lead Agency: City of Wichita					Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov					
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			Bike/Ped: Y		KDOT ID: (N/A)		
County: Sedgwick County Limits: 9th St.: I-135 to Hillside										
FED FY	Revenue Source			UT	PE	ROW	CON	CE	OP	TOTAL
2017	Local			\$0	\$260,000	\$0	\$0	\$0	\$0	\$260,000
2018	Local			\$0	\$0	\$104,000	\$3,528,000	\$208,000	\$0	\$3,840,000
2017-2020 TOTAL				\$0	\$260,000	\$104,000	\$3,528,000	\$208,000	\$0	\$4,100,000
2017-2020 + (Prior & Future Years) TOTAL				\$0	\$260,000	\$104,000	\$3,528,000	\$208,000	\$0	\$4,100,000

R-13-004 (Ver 2) 17-03 FEDERAL										
Title: 143rd St. E.: Kellogg to Central										
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: Stand Alone			Bike/Ped: Y		KDOT ID: (N-0614-01)		
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	\$1,089,888	\$710,112	\$0	\$1,850,000
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
2018	MPO-STP ACCP			\$0	\$0	\$0	\$763,029	\$0	\$0	\$763,029
<2017	Prior			\$0	\$260,000	\$0	\$0	\$0	\$0	\$260,000
2017-2020 TOTAL				\$0	\$0	\$50,000	\$4,426,050	\$973,950	\$0	\$5,450,000
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

R-14-002 (Ver 1) 17-03 FEDERAL									
Title: 37th St.: Oliver to Woodlawn									
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			Bike/Ped: Y			KDOT ID: (N-0613-01)	
County: Sedgwick County		Limits: On 37th St N, from Oliver to Woodlawn							
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	
<i>*ACCP is not part of Total</i>									

R-15-003 (Ver 2) 17-03 FEDERAL									
Title: Greenwich, Pawnee to Harry									
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 & Greenwich 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: Stand Alone			Bike/Ped: Y			KDOT ID: (N/A)	
County: Sedgwick County		Limits: Greenwich, 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	MPO-CMAQ	\$0	\$0	\$0	\$125,505	\$143,622	\$0	\$269,127	
2018	MPO-STP	\$0	\$0	\$0	\$3,590,565	\$0	\$0	\$3,590,565	
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	

R-17-03		(Ver 1) 17-01							FEDERAL
Title: 17th Street, I-135 to Broadway									
Lead Agency: City of Wichita			Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov						
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.									
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.									
Primary Mode: Road - Other Road		Project Type: Stand Alone		Bike/Ped: Y		KDOT ID: (N/A)			
County: Sedgwick County Limits: 17th Street, I-135 to Broadway									
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) 17-02							LOCAL
Title: 17th, Hillside to Oliver									
Lead Agency: City of Wichita			Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov						
Scope: The project will consist of concrete repair, curb and gutter repair, and re-striping of 17th Street from a 4-lane facility to a 3-lane facility with on-street bike lanes.									
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.									
Primary Mode: Road - Other Road		Project Type: Stand Alone		Bike/Ped: Y		KDOT ID: (N/A)			
County: Sedgwick County Limits: 17th Street, Hillside to Oliver									
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	

R-17-05 (Ver 1) 17-01 FEDERAL									
Title: Mt. Vernon, Broadway to S.E. Blvd									
Lead Agency: City of Wichita					Contact(s): Paul Gunzelman 3162684393 pgunzelman@wichita.gov				
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.									
Infaltion Assumptions: 2% inflation per year									
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.									
Primary Mode: Road - Other Road		Project Type: Stand Alone			Bike/Ped: Y		KDOT ID: (N/A)		
County: Sedgwick County Limits: Mt. Vernon, Broadway to S.E. Blvd									
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2017	Local	\$0	\$187,000	\$0	\$0	\$0	\$0	\$0	\$187,000
2018	Local	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000
2019	Local	\$0	\$0	\$0	\$900,000	\$100,000	\$0	\$0	\$1,000,000
2019	Local AC	\$0	\$0	\$0	\$1,402,999	\$155,889	\$0	\$0	\$1,558,888
2019	MPO-CMAQ	\$0	\$0	\$0	\$1,297,001	\$144,111	\$0	\$0	\$1,441,112
2020	MPO-CMAQ ACCP	\$0	\$0	\$0	\$1,402,999	\$155,889	\$0	\$0	\$1,558,888
2017-2020 TOTAL		\$0	\$187,000	\$300,000	\$3,600,000	\$400,000	\$0	\$0	\$4,487,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$187,000	\$300,000	\$3,600,000	\$400,000	\$0	\$0	\$4,487,000

*ACCP is not part of Total

R-17-06 (Ver 1) 17-02 LOCAL									
Title: 13th, 119th-135th									
Lead Agency: City of Wichita					Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov				
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.									
Infaltion Assumptions: Estimate is based on recent bids received on similar projects and a 2% inflation rate per year.									
Explain Funding Source: \$4,000,000 of local GO \$s is programmed in the 2015-2024 CIP in 2019.									
Primary Mode: Road - Other Road		Project Type: Stand Alone			Bike/Ped: Y		KDOT ID: (N/A)		
County: Sedgwick County Limits: 13th Street, 119th St. W. to 135th St. W.									
FED FY	Revenue Source	UT	PE	ROW	CON	CE	OP	TOTAL	
2019	Local	\$0	\$0	\$0	\$3,600,000	\$400,000	\$0	\$0	\$4,000,000
2017-2020 TOTAL		\$0	\$0	\$0	\$3,600,000	\$400,000	\$0	\$0	\$4,000,000
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$3,600,000	\$400,000	\$0	\$0	\$4,000,000

Amendment 17-02 WAMPO
Transportation Improvement Program Fiscal Year 2017-2020

36 Projects Listed

S-17-01 (Ver 1) 17-02 FEDERAL									
Title: Railroad Safety Crossing Improvements									
Lead Agency: KDOT				Contact(s): Rene Hart KDOT 7852968593 reneh@ksdot.org					
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: Stand Alone			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

ITS-15-003 (Ver 1) 17-03 FEDERAL									
Title: Wichita TMC Phase 4 (KA-3602-01)									
Lead Agency: KDOT				Contact(s): Rene Hart KDOT 7852968593 reneh@ksdot.org					
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: Stand Alone			Bike/Ped: N			KDOT ID: (KA-3602-01)	
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

T-15-005 (Ver 2) 17-03 FEDERAL									
Title: Transit: Bus Purchase									
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: Stand Alone			Bike/Ped: Y			KDOT ID: (N/A)	
County: Sedgwick County		Limits: NA							
FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL	
2018	FTA 5307	\$0	\$0	\$0	\$0	\$47,239	\$0	\$47,239	
2018	FTA 5339	\$0	\$0	\$0	\$0	\$1,009,021	\$0	\$1,009,021	
2018	Local	\$0	\$0	\$0	\$0	\$441,171	\$0	\$441,171	
2018	MPC-CMAQ	\$0	\$0	\$0	\$0	\$1,019,089	\$0	\$1,019,089	
2017-2020 TOTAL		\$0	\$0	\$0	\$0	\$2,516,520	\$0	\$2,516,520	
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$2,516,520	\$0	\$2,516,520	

T-17-01 (Ver 1) 17-02 FEDERAL									
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.									
Infaltion 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)	
County: Sedgwick County		Limits: NA							
FED FY	Revenue Source	IMP	PE	ROW	CON	CAP	OP	TOTAL	
2017	FTA 5307	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	
2017	Local	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	
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	\$6,000,000	\$6,000,000	
2017-2020 + (Prior & Future Years) TOTAL		\$0	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000	

T-17-02 (Ver 1) 17-02		FEDERAL							
Title: Wichita Transit Other Capital									
Lead Agency: Wichita Transit				Contact(s): 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		Project Type: Stand Alone			Bike/Ped: N		KDOT ID: (N/A)		
County: Sedgwick County		Limits: NA							
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	

Congestion Management Process

This chapter reflects WAMPO's Congestion Management Process as of July 2016. For an updated version, please check our website at <http://www.wampo.org/Boards/Pages/MTP-PAC.aspx>.

The WAMPO Congestion Management Process is based on three congestion-related performance measures laid out in MOVE 2040: measurement of delay across the system, measurement of travel time uncertainty at identified areas of concern, and measurement of travel time uncertainty across the system.

Each of these measures is intended to quantify different aspect of congestion in the WAMPO region. Delay across the system provides a big-picture view across the entire region. While delay across the entire system sums up the experience of the average commuter in a single performance measure, this big picture approach could obscure congestion that is concentrated in particular places or at particular times. The travel time at identified areas of concern zooms in from the big picture and concentrates on those areas where issues have been noted in the past. Finally, travel time uncertainty looks at how well the system performs on its worst days, when it suffers from weather events, major accidents, special events, etc. These three performance measures give a multifaceted view of the any potential congestion issues on the roadway system in the WAMPO region.

Based on input from FHWA, WAMPO staff are also working with Wichita Transit to develop a transit performance measure for the CMP. However, this effort is still in progress. Since the adoption of MOVE 2040, WAMPO has worked to develop specific metrics to quantify each performance measure, to gather baseline data about the performance of the system using those metrics, and to identify recommended targets for each measure. These efforts are laid out below.



Photo Credit: Wichway.org



Photo Credit: Kansas.com



Photo Credit: Kansas.com

Delay across the system

The measurement of delay across the system was selected as a congestion-related performance measure in MOVE 2040. Of the measures identified in MOVE 2040, delay across the system provides the best view of the performance of the entire system in a single measure.

This performance measure uses data from the WAMPO Travel Demand Model. Of the available data sources, the model provides the broadest view of the transportation system in the WAMPO region and, unlike other options, it allows future system performance to be forecast. The WAMPO Travel Demand Model uses the 4-step modeling process that has dominated travel models in small and medium-sized communities in the U.S. for several decades. It uses inputs such as roadway and transit networks, traffic counts, population data, and jobs data to assess current year and future year demand on the regional transportation system. The model uses a baseline year of 2010 and is set up to forecast out to 2040. More detail on the model can be found in MOVE 2040 Appendix 6.

The metric for this performance measure is the average delay per trip during the afternoon peak period (5-6pm). This is calculated by summing the total delay for all trips in the model and dividing by the number of trips. In the 2010 baseline year, the average delay was 26 seconds. In the 2040 forecast year the delay would be 45 seconds (if we build all of the projects included in MOVE 2040) or 49 seconds (if we only build the projects that were existing or committed to in the 2015 TIP). For reference, the average trip time is approximately 10 minutes, so during the afternoon peak period delay only accounts for about 5% of the travel time (rising to 7.5% in 2040).

To define the level of congestion considered acceptable in the region, WAMPO staff have recommended a target of 60 seconds for this metric. Because the current (and forecast) values for this metric are lower (better) than the target, this metric indicates that the WAMPO region does not have an unacceptable level of congestion at the system level.

Delay across identified areas of concern

In order to add some geographic specificity to the congestion related performance measures, MOVE 2040 also selected measurement of delay across identified areas of concern as one of the measures. These “identified areas of concern” are the sites of potential bottlenecks. They are essentially the parts of the system where we would expect performance to be the worst.

This measure currently uses a set of bottlenecks identified in the WAMPO 2010 Freight Plan. WAMPO tentatively plans to update this list of bottlenecks in 2017 either as part of an update of the freight plan or a separate effort.

The primary data source for this measure is the National Performance Management Research Data Set (NPMRDS). This is a dataset of average travel times on roadway segments, in 5 minute increments, covering the entire National Highway System. The data is gathered from cellphones and in-vehicle navigation systems by HERE Inc. under contract from FHWA and made available to MPOs and state DOTs. The baseline data used for the analysis below runs from February 2015 through January 2016.

The metric for this performance measure is the Travel Time Index within a half-mile of the bottleneck points identified in the 2010 Freight Plan. The Travel Time Index is the ratio of peak-hour travel time (5-6pm) to free flow travel time. A Travel Time Index of 2 would indicate that a bottleneck that normally takes one minute to traverse would take two minutes during the peak period.

WAMPO has grouped the 13 bottlenecks from the 2010 Freight Plan into 3 categories: freeways, interchanges, and highways (the latter are on the non-freeway sections of Kellogg/US-54).

For the freeway bottlenecks the Travel Time Index ranges from 1.09-1.12. To define the acceptable level of congestion for this metric WAMPO staff have recommended a target of 1.2 (roughly equivalent to 55 mph). For the interchange bottlenecks, the Travel Time Index ranges from 1.10-1.32. Staff recommend a target of 1.4 (equivalent to 45 mph). For the highway bottlenecks the Travel Time Index ranges from 1.22-1.45. Staff recommend a target of 1.5 (equivalent to 40 mph).

Because the baseline values for this metric are lower (better) than the targets, this metric indicates that the WAMPO region does not have an unacceptable level of congestion, even in the areas where we would expect the worst system performance.

Travel time uncertainty

MOVE 2040 also identified travel time uncertainty across the system as a performance measure related to congestion. Travel time uncertainty is driven by the difference between how the system performs on its worst days compared to normal conditions. The performance on these worst days plays a significant role in the public perception of the transportation system and its usefulness for moving freight.

This measure also uses NPMRDS data. See the Delay across identified areas of concern section, above, for a discussion of NPMRDS. The metric for travel time uncertainty is the Planning Time Index during the PM peak hour (5-6pm) on all freeway segments in the WAMPO region. The Planning Time Index is the ratio of the 95th percentile travel time during the peak period compared to the free flow travel time. The 95th percentile travel time is essentially the travel time on the worst weekday of the month. This makes the measure very sensitive to disruptions to the regular travel patterns, including weather events, accidents, and other special events. A Planning Time Index of 2 means that a trip that takes 10 minutes outside of rush hour would take 20 minutes on the worst weekday PM peak hour of the month.

The baseline value for this metric is a Planning Time Index of 1.51. This means on the worst day of the month congestion only adds about 5 minutes to the average 10 minute trip. WAMPO staff recommend a target Planning Time Index of 1.75. Because the baseline values for this metric are lower (better) than the target, this metric indicates that the WAMPO region does not have an unacceptable level of congestion, even during exceptional events like accidents, severe weather, etc.

Conclusions

Based on these performance measures, their associated metrics, and proposed targets, the WAMPO region does not suffer from an unacceptable level of congestion. Accordingly, WAMPO is not proposing any congestion management strategies for implementation as part of this TIP.

Financial Plan

Approximately \$210 million in projects are programmed in this TIP. This amount is approximately equal to the New York Yankees' 2016 players' budget or the 2016 City of Wichita General Fund budget.

The primary goal of this financial plan is to demonstrate how the total estimated costs of the projects in this TIP plus the estimated cost of adequately operating and maintaining the federal aid transportation system relates to estimated revenues that are expected to be available for spending on the regional transportation system in the short term. It is not to show project-specific funding information. That information can be found on the project summary sheets. Rather, it is to show how the region can afford all of the projects in the TIP while adequately maintaining the federal aid system. This concept is also called fiscal constraint. It is premised on the following three assumptions:

- The revenues projected are “reasonably expected to be made available to carry out the TIP.” (23 CFR 450.324)
- The estimated costs account for expected inflation and represent the dollar amounts that will be actually incurred.
- If the construction phase is not explicitly programmed in this TIP, funding can reasonably be expected to be available for full construction (or operating) of any project that is included in the TIP.

By demonstrating that the region can afford the projects in the TIP while adequately maintain the existing federal aid system, the TIP becomes a program of committed projects designed to achieve the vision for the regional transportation system that is laid out in the region's long range metropolitan transportation plan – MOVE 2040. In effect, the TIP serves as the region's agreed-upon spending plan for maintaining and improving the regional transportation system with federal, state, and local government funding over the next four years.

Available Revenue Sources

Funding for the transportation projects in this region comes from a variety of sources and programs. Broadly speaking these can be categorized by the level of government that provides the funds:

- **Federal Government Funding:** Funding programs that are made available through legislation passed by Congress and signed by the President. These programs are administered by the Federal Highway Administration or the Federal Transit Administration, which are part of the larger U.S. Department of Transportation cabinet agency. Funding for these programs comes from the national Highway Trust Fund (HTF). When the national Highway Trust Fund was originally established in 1956, it

was intended to be exclusively funded with federal motor fuel taxes. However, over the last several years, Congress has approved over \$50 billion transfers from the General Fund to ensure the fund's solvency.

- **State of Kansas Funding:** Funding programs that are made available by the State of Kansas through approval by the State Legislature. These programs are usually administered by the Kansas Department of Transportation (KDOT). These include the State's Motor Fuel Tax Sharing Program (also known as the Special City County Highway Fund) and the state funding in the current State transportation program – T-WORKS. State provided sources in the T-WORKS program include state motor fuel taxes, vehicle registration and permits, bond proceeds, and state sales taxes.
- **Local Government Funding:** Funding made available by local governments, including counties and cities in the WAMPO region. These include local sales taxes, property taxes, general fund, special assessments, and special taxing districts.
- **Private/Non-Profit Funding:** Funding made available by private or non-profit organizations in the region for transportation.

Most transportation projects programmed in the TIP are funded by a combination of federal, state and/or local government funding. For example, when local governments or the State of Kansas use federal funding to pay for a portion of a project, they usually contribute at least 20% of the cost of the project. Federal funds are typically reimbursed; local governments must pay for the project and then are reimbursed up to the federal funding limit for the project.

Federal Government Funding

Total projected federal revenues expected to be available for spending on the regional transportation system between FFY 2017 and FFY 2020 equal **\$99 million**. The revenue projections used in this TIP are derived from the MOVE 2040 Financial Plan; these projections assume federal funding will remain flat in nominal dollars (based on 2015 funding levels) over the course of the MOVE 2040 planning horizon (2015-2040).

Federal funding programs are established by legislation approved by Congress. The current legislation is called the Fixing America's Surface Transportation (FAST) Act. It was passed in 2015, and it will expire in 2020. The programs are administered by either the Federal Highway Administration or the Federal Transit Administration, and, in the WAMPO region are awarded by KDOT, WAMPO, and Wichita Transit. See the table below for a breakdown on which agency awards which funding program. Eligible uses for federal funding are typically limited to capital type projects, such as road construction, transit vehicle purchases, or construction of a bike facility. Federal funding is typically not eligible to be used to pay for routine maintenance and operations of the system.

The following federal funding programs are funding projects in this TIP:

Federal Highway Administration Programs

- **National Highway Performance Program (NHPP)** provides funding for preservation of existing highways and roads on the National Highway System (NHS) and for construction of new facilities on the NHS. In the WAMPO region, the NHS is composed of all Interstate and U.S. highways, state highways, and approximately 5 miles of the City of Wichita’s arterial street network.
- **Surface Transportation Program (STP)** is the most flexible federal program available. It can be used to fund projects on any Federal-aid highway, road, bridge and tunnel projects on any public road, transit capital projects, and planning.
- **Highway Safety Improvement Program (HSIP)** provides funding for improvements intended to reduce traffic fatalities and injuries.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** assists urbanized areas in meeting the National Ambient Air Quality Standards (NAAQS). These areas are designated as non-attainment for a criteria pollutant. In states which do not have any areas that do not meet the NAAQS, CMAQ funding can be spent on any project eligible for STP funds. This is currently the case in the state of Kansas. If Wichita or other areas in Kansas end up violating the NAAQS, some of this money will need to be directed towards transportation projects aimed specifically at improving air quality.
- **Transportation Alternatives (TA):** funds are a subset of the STP program. TA funding is for non-highway and non-road projects including bicycle/pedestrian facilities, increasing accessibility for non-drivers, community improvement, and environmental mitigation.

Federal Transit Administration Programs

- **Urbanized Area Formula Program (Section 5307):** supports urban transit systems, like Wichita Transit, in communities of over 50,000 people. These funds are allocated to urban areas based on a formula that takes into account population, population density, and performance evaluations of the transit system. Wichita Transit is the designated recipient for these funds in the WAMPO region.

- **Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310):** provides funding for transit services that are focused on serving the elderly and people with disabilities.
- **Bus and Bus Facilities Formula Grants (Section 5339):** provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Federal Program Awarding Agency

Federal Program	Awarding Agency		
	KDOT	WAMPO	Wichita Transit
NHPP	✓		
STP	✓	✓*	
HSIP	✓		
CMAQ	✓	✓**	
TA	✓***	✓	
FTA Section 5307			✓
FTA Section 5310	✓****		
FTA Section 5311	✓		

**80% of WAMPO's STP program is provided to WAMPO by Congressional legislation. The other 20% is made up of a portion of KDOT's STP program that it chooses to pass through to WAMPO.*

***KDOT chooses to pass through a portion of its CMAQ funding to WAMPO to award.*

****KDOT chooses to spend its TA funding in areas of that the state that are outside of the metro Wichita and Kansas City areas.*

*****The awarding agency for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program is in the process of transitioning from KDOT to WT.*

State of Kansas Funding

Total projected state revenues expected to be available for spending on the regional transportation system between FFY 2017 and FFY 2020 equal **\$356 million**. The revenue projections used in this TIP are derived from the MOVE 2040 Financial Plan; these projections assume that state transportation funding will remain flat in nominal dollars over the course of the MOVE 2040 planning horizon (2015-2040.). The average per-year spending over the 10 year span of T-WORKS was used as a base for this long-term

funding assumption, rather than the spending in the remaining years of the plan because T-WORKS spending in this region is somewhat back-loaded.

This funding is provided through two State programs – T-WORKS and the State’s Motor Fuel Tax Program. State provided funding is typically used for both capital type projects, such as road construction, transit vehicle purchases, or construction of a bike facility and routine maintenance and operations of the system.

T-WORKS

The Kansas Legislature passed Transportation Works for Kansas (T-WORKS) in May, 2010. T-WORKS is a 10 year, \$8 billion transportation program. Of the \$8 billion total, approximately \$4.2 billion will be spent on preservation of the state highway system, \$1.8 billion on modernization and expansion of state highways, \$1.6 billion on local roads, and \$174 million on public transit, aviation, and railroads. T-WORKS will run through 2019.

Motor Fuel Tax Program (also known as the Special City County Highway Fund)

KDOT receives funding from state motor fuel taxes, motor carrier property taxes, motor vehicle registration fees, and a 4/10 cent sales tax. State statute calls for KDOT to transfer some of these funds to cities and counties through the Special City and County Highway Fund (SCCHF) to be used for construction, reconstruction, alteration, repair, and maintenance (including payment of bonds and associated interest) of the streets and highways in each city.

Local Government Funding

Total projected local revenues from cities and counties in the WAMPO region are expected to be available for spending on the regional transportation system between FFY 2017 and FFY 2020 equal **\$376 million**. Local governments fund transportation improvements through a wide mix of property taxes, sales and use taxes, and other local tax revenue. The revenue projections used in this TIP are derived from the MOVE 2040 Financial Plan and are based on the following assumptions:

- General funds and personal property taxes will remain flat in nominal dollars (based on the average annual amount spent between 2009 and 2013) over the course of the MOVE 2040 planning horizon (2015-2040.).
- Revenue from the 1-cent transportation sales taxes in Sedgwick County will rise at 1% per year based on the actual growth trends observed during the period 2009 through 2013.
- Sales tax and developer impact fees in the cities of Andover and Haysville will rise at 2.5% to 3% per year based on the actual growth trends observed during the period 2009 through 2013.

It is typically used for both capital type projects, such as road construction, transit vehicle purchases, or construction of a bike facility and routine maintenance and operations of the system.

Financing Methods

A combination of cities, counties, and the state government own and operate the regional transportation system in the WAMPO region. These entities are responsible for implementing the projects that are in this TIP and operating and maintaining the regional transportation system. Local and state governments in the WAMPO region use one of the following three methods to pay for (or finance) transportation projects they implement.

- **Cash:** The sponsoring entity (e.g., a local city or county or the state government) pay for the work with cash on hand that is collected through some sort of taxes (e.g., sales tax, income tax, or property tax).
- **Credit:** Government bonds, usually municipal bonds, are issued and sold to investors, and the proceeds from the sale are used to pay for the project. In turn, the sponsoring jurisdiction pays the investors back what they paid for the bond plus some level of interest at some agreed-upon point in the future.
- **Advance Construction:** This financing technique is used for many large scale, expensive, multi-year projects that are fully or partially funded with federal funds. It is a financing technique that allows state or local government to initiate a project using non-federal funds while preserving eligibility for future federal funds. In practice, it allows the sponsoring entity to start a project under the assumption that federal funding will be made available to reimburse the sponsoring agency in the future. Reimbursements in the future are planned to take place under either current federal legislation or some future out year after the current legislation is expired. Approximately \$23 million of state and local government funding is being advanced during this TIP period.

How were projected revenues determined? Projected revenues were drawn from WAMPO's MOVE 2040 Long Range Transportation Plan Financial Plan. The MOVE 2040 Financial Plan divides total projected revenues into three time bands over the course of the Plan's 25 year planning horizon: 2015 – 2018, 2019 – 2025, and 2026 – 2040. In order to demonstrate financial consistency between this TIP and the MOVE 2040 Financial Plan, revenues across each funding source (federal, state, local, and private/nonprofit) in each time band were divided by the total number of years in that band. Then, two years of each funding source from the 2015 – 2018 time band and two years of each funding source from the 2019 – 2025 time band were added together to estimate the 2017 – 2020 revenue projection.

MOVE 2040 Financial Plan Revenue Projections

	2015 - 2018 MOVE 2040 Revenue Projection*	2019 - 2025 MOVE 2040 Revenue Projection*	2026- 2040 MOVE 2040 Revenue Projection*	2015 - 2040 MOVE 2040 Revenue Projection*	2017 - 2020* MOVE 2040 Based Revenue Projection*
Federal	\$110,754,247	\$153,329,862	\$328,563,990	\$592,648,099	\$99,185,656
State	\$434,000,000	\$486,878,000	\$1,043,310,000	\$1,964,188,000	\$356,108,000
Local	\$366,794,624	\$674,896,970	\$1,542,128,090	\$2,583,819,684	\$376,225,018
Private/Non Profit	\$144,000,000	\$252,000,000	\$540,000,000	\$936,000,000	\$144,000,000
Total	\$1,055,548,871	\$1,567,104,832	\$3,454,002,080	\$6,076,655,783	\$975,518,673

*All revenue projections are shown in Year of Expenditure (YOE) dollars. That is, the revenue projections account for assumptions made in the rate of growth/stability/decline in each revenue source.

Costs

What types of costs are accounted for in the TIP? The TIP includes two broad categories of costs: costs to adequately operate and maintain the federal aid transportation system in this region and costs associated with programmed projects. For this TIP period, these costs total \$382 million.

Estimated Expenditures* on the Regional Transportation System

	2017	2018	2019	2020	2017 - 2020
System Operations and Maintenance	\$40,746,150	\$42,375,996	\$44,071,036	\$45,833,877	\$173,027,059
Projects Programmed in the TIP	\$139,020,045	\$28,297,351	\$26,509,259	\$15,796,544	\$209,623,199
Total	\$180,641,195	\$70,098,347	\$70,080,295	\$61,630,421	\$382,450,258

*All projected expenditures are shown in Year of Expenditure (YOE) dollars. That is, the projected expenditures account for future inflation.

System Operations and Maintenance

How much is it projected to cost to adequately maintain the federal aid transportation system in this region over the course of this TIP? **\$173 million.** This amount is the projected year of expenditure cost that cities, counties, and the State will spend in aggregate maintaining and operating the federal aid transportation system in the region over the course of this TIP. The federal aid transportation system in this region includes all the interstates, state highways, most of the major roads, and Wichita Transit’s operations.

These projections were calculated by applying a 4% annual inflation rate to the 2015 estimate of operations and maintenance expenditures for the portion of the federal aid transportation system that is contained within each jurisdiction per jurisdiction and calculating the sum total per TIP year (e.g., 2017 – 2020). Depending on the accounting method used by each jurisdiction, the 2015 estimate was either a 5-year average from the previous five years or the self-reported actual expenditure amount.

System Level Operations and Maintenance Cost Breakdown						
	Actual Expenditures	Projected Expenditures*	Projected Expenditures*	Projected Expenditures*	Projected Expenditures*	Projected Expenditures*
	2015	2017	2018	2019	2020	2017 - 2020
Interstates & State Highways	\$3,511,529	\$3,792,451	\$3,944,149	\$4,101,915	\$4,265,992	\$16,104,508
Arterials & Collectors that are on the Federal Aid System	\$21,541,092	\$23,264,379	\$24,194,954	\$25,162,752	\$26,169,262	\$98,791,348
Public Transit System**	\$12,675,296	\$13,689,320	\$14,236,892	\$14,806,368	\$15,398,623	\$58,131,203
Total O & M Costs	\$37,727,917	\$40,746,150	\$42,375,996	\$44,071,036	\$45,833,877	\$173,027,059

*All projected expenditures are shown in Year of Expenditure (YOE) dollars. That is, the projected expenditures account for future inflation.

***The public transit system is defined as Wichita Transit's operations.*

What type of expenses are considered maintenance and operating costs?

Highways and Roads: Salaries, fringe benefits, materials and equipment needed to deliver roadway and bridge maintenance programs. Basic maintenance activities include minor surface treatments, such as sealing, small concrete repairs and pothole patching, mowing right of way, snow removal, sign replacement, striping, guardrail repairs, and traffic signals repairs. These maintenance activities require employees, vehicles and other machinery, and facilities to house equipment and materials such as salt, asphalt and fuel.

Public Transit: Administrative costs (personnel expenses, office supplies and expenses, computer and computer supplies, copies, postage, mileage, meals, registration fees, and uniforms) and the following operations costs: Advertising, Vehicle Insurance, Personnel expenses for drivers, dispatchers, and mechanics, fuel, maintenance, repairs, lubrication, parts, labor, Storage paid, Contracted services (taxi vouchers), Communications (telephone, cell phones), Maintenance facility costs, License & tags, KPTA membership dues and annual meeting expenses, RTAP driver's training and manager's training, KCC registration fees, and DOT driver's physicals.

How do we know this is enough to adequately maintain the federal aid transportation system?

We don't definitively. This is the amount that state and local government spend to maintain their respective portions of the system. This region has not yet defined what "adequate" means for itself. There is currently not a consistent approach to measure the condition of the components of the regional transportation system. This analysis assumes that each jurisdiction makes its own decisions during its annual budget development process to determine the amount to budget for maintaining and operating its portion of the federal aid transportation system.

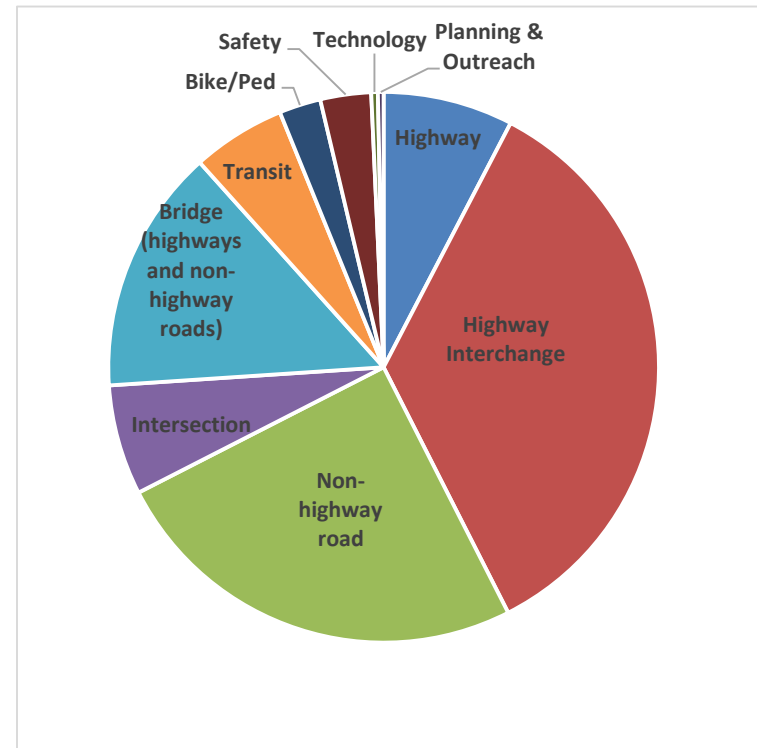
Projects Programmed in the TIP

A total of \$209 million of projects is programmed in the TIP. Because it's important to use the most accurate estimates for the cost of these projects based on the year that the project costs will actually be expended, each project sponsor took future inflation into account when developing their cost estimates. Most costs are inflated 4% annually to be consistent with the cost estimates that were developed for MOVE 2040, however, some project sponsors chose to use the Producer Price Index derived cost or costs of recent bids. Since the project sponsor is financially contributing to the project, they have a vested interest in ensuring the cost estimate is reasonable. The

costs shown for the projects are called, Year of Expenditure (YOE) costs meaning they take inflation into account and represent the best estimate of the cost that will actually be incurred. The tables and graphs below break down the programmed projects into project type, funding source, awarding, agency, and project development phase.

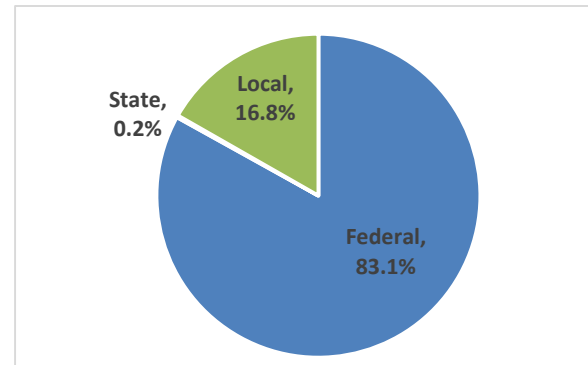
Project Type	Programmed Projects	% of Total
Highway	\$16,007,487	7.6%
Highway Interchange	\$73,134,661	34.9%
Non-highway road	\$52,302,481	25.0%
Intersection	\$13,567,400	6.5%
Bridge (highways and non-highway roads)	\$30,202,099	14.4%
Transit	\$11,516,520	5.5%
Bike/Ped	\$5,131,351	2.4%
Safety	\$6,250,000	3.0%
Technology	\$811,200	0.4%
Planning & Outreach	\$700,000	0.3%
Total	\$209,623,199	

All projected project costs are shown in Year of Expenditure (YOE) dollars. That is, the projected expenditures account for future inflation.



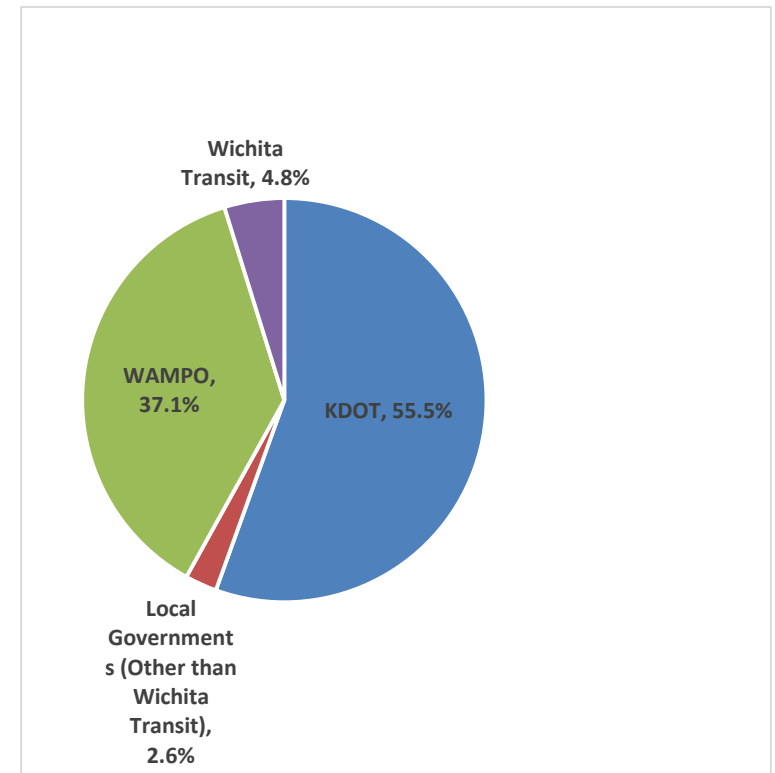
Funding Source	Programmed Projects	% of Total
Federal	\$174,110,656	83.1%
State	\$400,000	0.2%
Local	\$35,112,543	16.8%
Total	\$209,623,199	

All projected project costs are shown in Year of Expenditure (YOE) dollars. That is, the projected expenditures account for future inflation.



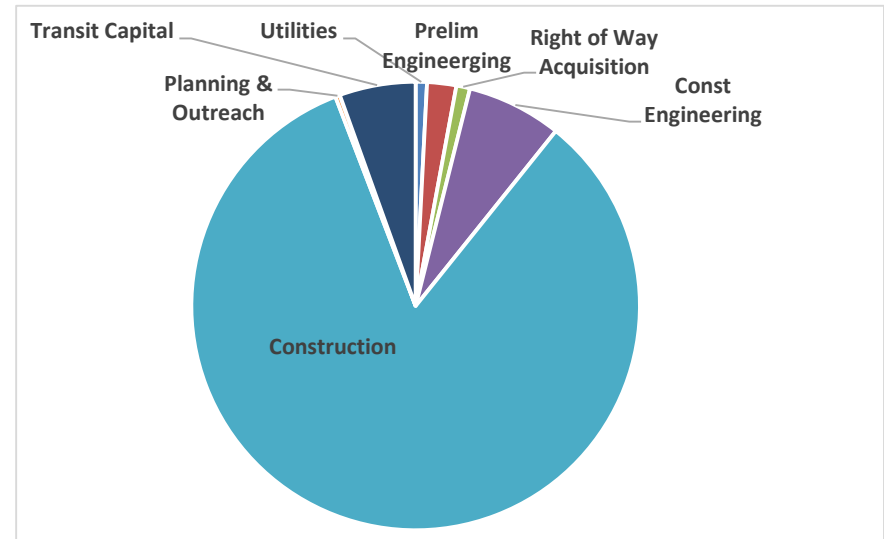
Awarding Agency	Programmed Projects	% of Total
KDOT	\$116,350,889	55.5%
Local Governments (Other than Wichita Transit)	\$5,350,000	2.6%
WAMPO	\$77,866,050	37.1%
Wichita Transit	\$10,056,260	4.8%
Total	\$209,623,199	

All projected project costs are shown in Year of Expenditure (YOE) dollars. That is, the projected expenditures account for future inflation.



Project Development Phase	Programmed Projects	% of Total
Utilities	\$1,707,662	0.8%
Prelim Engineeringing	\$4,412,689	2.1%
Right of Way Acquisition	\$2,063,414	1.0%
Const Engineering	\$14,353,320	6.8%
Construction	\$174,869,594	83.4%
Planning & Outreach	\$700,000	0.3%
Transit Capital	\$11,516,520	5.5%
Total	\$209,623,199	

All projected project costs are shown in Year of Expenditure (YOE) dollars. That is, the projected expenditures account for future inflation.



Is there enough federal, state, local, and private/non-profit revenues that are reasonably expected to be available over the course of the TIP Plan (2017 – 2020) to pay for the projects in the TIP in total AND adequately maintain and operate the federal aid transportation system in this region?

Yes. After accounting for the total projected revenues reasonably expected to be available for spending on the regional transportation system between FFY 2017 and FFY 2020 (\$975 million) and the amount estimated to be spent to adequately maintain the system (\$173 million), the amount available for programming in the TIP equals \$802 million, which is approximately \$600 million greater than the total amount programmed in this TIP.

It is likely this gap between projected revenues and planned projects is due to two factors. One, the revenue projections include revenues set aside for non-regionally significant projects that aren't routine operations and maintenance projects. This is because the accounting systems for most local governments' revenue projections do not separate out the revenues and expenditures based on the road classification type (e.g., federal aid or local). Therefore, the data from the local government is not as granulated as this analysis would ideally require. Two, the state and local governments not submitting projects or project phases to WAMPO to include in the TIP, either because they are not yet internally authorized or the project is not yet sufficiently scoped out yet.

Fiscal Constraint Analysis Using MOVE 2040 Revenue Projections

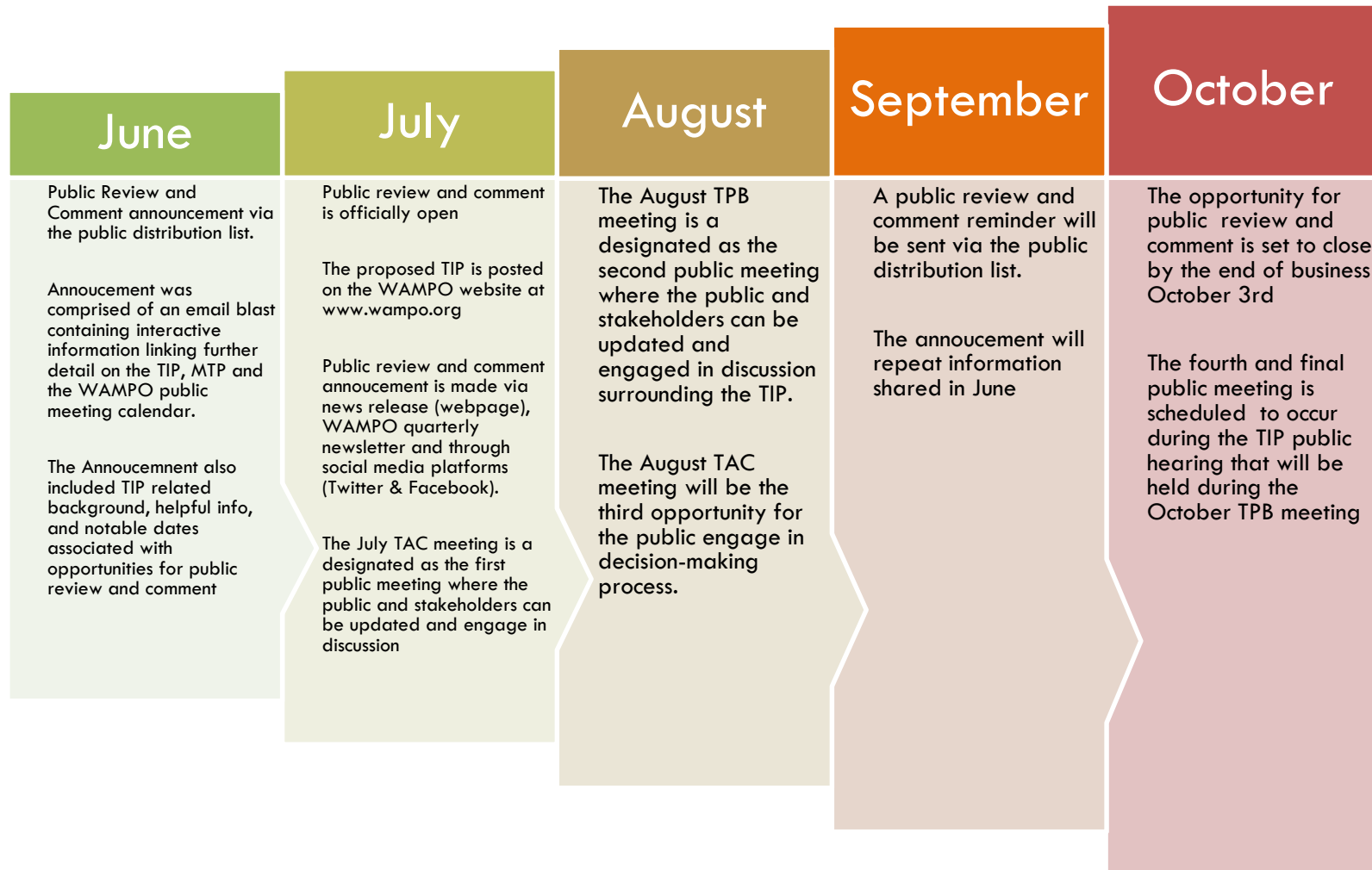
Years: 2017 - 2020	
MOVE 2040 Based Revenue Projection	\$975,518,673
Federal	\$99,185,656
State	\$356,108,000
Local	\$376,225,018
Private / Non Profit	\$144,000,000
<Estimated Expenses for System Operations and Maintenance>	<\$173,027,059>
Total Amount Projected to be Available for Programming	\$802,491,614
Total Programmed	\$209,623,199

Fiscal Constraint Analysis* Using TIP Programmed Revenues

PROGRAM DESCRIPTION	Prior to 2017	2017			2018			2019			2020			2017 - 2020			Beyond 2020
		Revenues	Programmed	Balance	Revenues	Programmed	Balance	Revenues	Programmed	Balance	Revenues	Programmed	Balance	Revenues	Programmed	Balance	
EARMARK	\$0	\$178,966	\$178,966	\$0	\$432,679	\$432,679	\$0	\$368,355	\$368,355	\$0	\$0	\$0	\$0	\$980,000	\$980,000	\$0	\$0
FTA 5307	\$0	\$3,600,000	\$3,600,000	\$0	\$3,647,239	\$3,647,239	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,247,239	\$7,247,239	\$0	\$0
FTA 5339	\$0	\$0	\$0	\$0	\$1,009,021	\$1,009,021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,009,021	\$1,009,021	\$0	\$0
HSIP	\$0	\$2,250,000	\$2,250,000	\$0	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0	\$6,750,000	\$6,750,000	\$0	\$0
KDOT-STP	\$65,328,654	\$73,134,661	\$73,134,661	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,134,661	\$73,134,661	\$0	\$0
MPO-CMAQ	\$334,622	\$2,271,492	\$2,271,492	\$0	\$2,271,502	\$2,271,502	\$0	\$1,441,112	\$1,441,112	\$0	\$1,808,371	\$1,808,371	\$0	\$7,792,477	\$7,792,477	\$0	\$0
MPO-STP	\$4,804,642	\$9,329,373	\$9,329,373	\$0	\$9,169,418	\$9,169,418	\$0	\$9,569,463	\$9,569,463	\$0	\$9,672,574	\$9,672,574	\$0	\$37,740,828	\$37,740,828	\$0	\$0
MPO-TA	\$1,017,459	\$711,524	\$711,524	\$0	\$726,224	\$726,224	\$0	\$726,227	\$726,227	\$0	\$726,227	\$726,227	\$0	\$2,890,202	\$2,890,202	\$0	\$0
NHPP	\$22,500,000	\$36,566,228	\$36,566,228	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,566,228	\$36,566,228	\$0	\$320,460,749
Federal SUBTOTAL	\$93,985,377	\$128,042,244	\$128,042,244	\$0	\$18,756,083	\$18,756,083	\$0	\$13,605,157	\$13,605,157	\$0	\$13,707,172	\$13,707,172	\$0	\$174,110,656	\$174,110,656	\$0	\$320,460,749
Local	\$58,667,123	\$10,577,801	\$10,577,801	\$0	\$9,541,268	\$9,541,268	\$0	\$12,904,102	\$12,904,102	\$0	\$2,089,372	\$2,089,372	\$0	\$35,112,543	\$35,112,543	\$0	\$0
Local SUBTOTAL	\$58,667,123	\$10,577,801	\$10,577,801	\$0	\$9,541,268	\$9,541,268	\$0	\$12,904,102	\$12,904,102	\$0	\$2,089,372	\$2,089,372	\$0	\$35,112,543	\$35,112,543	\$0	\$0
State	\$57,418,809	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$49,926,750
State SUBTOTAL	\$57,418,809	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$49,926,750
TOTAL	\$210,071,309	\$139,020,045	\$139,020,045	\$0	\$28,297,351	\$28,297,351	\$0	\$26,509,259	\$26,509,259	\$0	\$15,796,544	\$15,796,544	\$0	\$209,623,199	\$209,623,199	\$0	\$370,387,499

**AC is not included in this fiscal constraint analysis.

Communication Plan



Outreach and Environmental Justice

WAMPO conducts significant Public Participation activities and Environmental Justice analysis as part of the MTP/TIP process.

For information about Public Participation plans and activities, please see our website at <http://www.wampo.org/Pages/default.aspx> and click “Get Involved”.

For information about Environmental Justice, please see our Metropolitan Transportation Plan, also on our website. Just click “Our Work” then “MOVE 2040”

TIP Amendments

The 2017 TIP will be amended regularly three times per year, although special amendments may occur when deemed necessary by the TPB or WAMPO director. The TIP amendment process is similar to the TIP development and approval process. First, a Request for Amendments application period is opened. The Request for Amendments application period allows project sponsors to submit applications for changes to existing projects in the TIP or to request the addition of new non-competitive projects.

All TIP amendments must maintain fiscal constraint. If a project sponsor is applying for a new project or significant cost increase to an existing project, the funding source must be identified.

There are two types of changes that may be made to the TIP: amendments and administrative adjustments.

Amendments – A TIP amendment is necessary when one or more of the following will occur:

- A change to the design or scope of a project
- Addition or removal of a funding source or change in amount greater than 25% of the total project cost
 - If funds from WAMPO funding programs are involved, the funds must be available, and the TIP must maintain fiscal constraint; only a project which has not yet been obligated may receive increased federal funds
- Addition or remove of a project from the TIP; fiscal constraint must be maintained

The TAC will review a draft TIP amendment and may provide the following recommendations to the TPB: approve the TIP amendment as-is; approve the amendment with specific changes; do not approve the TIP amendment. Follow the TAC's recommendation, the TPB will take action on the proposed amendment. It may:

- Approve the amendment as proposed
- Make changes to the amendment as deemed appropriate
- Table the item for further discussion
- Not approve the amendment
- Request further TAC review before taking action

Before TPB action on any amendment, a public review and comment period will be held. Guidelines for public review and comment may be found in the WAMPO Public Participation Plan (<http://www.wampo.org/Involved/Pages/PPP.aspx>).

Administrative Adjustments – this is for changes to the TIP that do not reach any of the thresholds for an amendment. These changes



may include:

- Programming of additional funding limited to the lesser of 25 percent of the total project cost or \$5 million
- Minor editorial changes that result in no change to project scope or design
- Change in the programmed Federal Fiscal Year

Administrative adjustments will be reflected in the TIP once a new amendment is processed. If an amendment period is opened and all of the changes requested qualify as administrative adjustments, TAC recommendation and TPB action will not be sought. WAMPO staff reviews all requested changes to determine whether they are eligible to proceed.

After the TPB approves a new TIP, WAMPO submits a letter to KDOT requesting inclusion of the new TIP into the STIP by reference. KDOT then processes an amendment to the STIP and request USDOT approval of the STIP amendment. Once USDOT approves the STIP amendment, KDOT and WAMPO are notified.

Looking Forward

Air Quality

National Ambient Air Quality Standards (NAAQS) are set by the federal government for six pollutants, and air quality is measured across the county to determine whether or not the NAAQS have been exceeded. The WAMPO region is currently in **attainment** status because the air quality in the region does not violate the standards for any of the regulated pollutants. It is reasonable and foreseeable that the WAMPO region could be designated as a **non-attainment** area in the near future. If it happens, this will require significant investment in monitoring the impacts of transportation investment choices on air quality and place added constraints on how funds from certain federal programs may be used.

Attainment:

Means that the air quality in the region meets the National Ambient Air Quality Standards for a specific air pollutant such as ground level ozone.

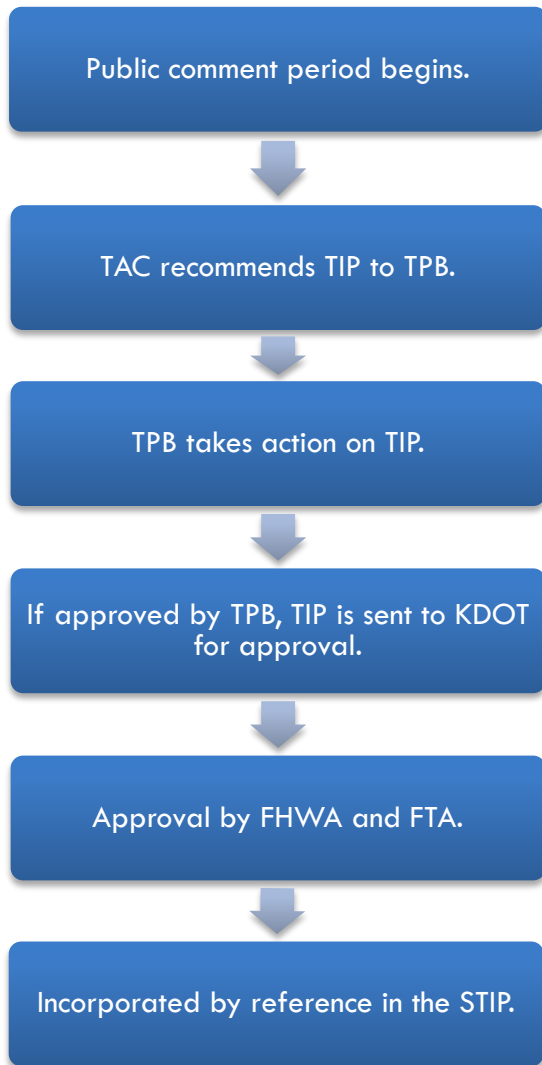
Non-WAMPO Funded Projects

WAMPO traditionally has not collected detailed information about projects not funded with WAMPO competitive funds. For this TIP, a much greater level of information was collected, and a thorough check for consistency with the MTP was conducted for all projects. The next TIP will extend this process further, incorporating more evaluation and analysis of these non-WAMPO funded projects, as well. In this way, WAMPO will provide a forum for guiding the regional transportation system as a whole. One way we will accomplish this will be to pursue more active participation by regional partners in the MTP process, giving them greater input into setting goals and priorities. We will move toward aligning all federally funded and regionally significant projects with MTP performance targets, and the TIP will be a product of that alignment.

Project Development

Between the development of this TIP and the next, WAMPO hopes to begin providing additional support to project sponsors as they move through the project development process. Although most project sponsors have some experience with this process, there are certain new laws and policies at the state and federal level that have repeatedly caused delays in project development. We hope to target new guidance at these recurring difficulties and provide it to project sponsors early in the development process. We also hope to help streamline communications between WAMPO, KDOT, and project sponsors, establishing communication standards and policies.

TIP Approval Process



Public involvement opportunities begin prior to any recommendation of the TIP, and public comments are reported to the TAC and TPB before any action is requested. The TAC receives the draft TIP and is asked to recommend it to the TPB, with the same options outlined in the “TIP Amendments” chapter, above. The TPB receives the draft document along with the TAC’s recommendation and is asked to approve the TIP, also with the same options they have for an amendment. Both bodies first receive the draft document at the meeting prior to the request for action so that there will be adequate time for consideration.

After the TPB approves the TIP, it is then submitted to the Kansas Secretary of Transportation (as the official representative of the Governor) for approval to amend into the Statewide Transportation Improvement Program (STIP) by reference. The Kansas Secretary of Transportation is charged with requesting FHWA and FTA approval of any amendments to the STIP. Each agency charged with approving the TIP or STIP verifies that the TIP is consistent with WAMPO’s MTP. Once the TIP is incorporated into the STIP, WAMPO and KDOT are notified. At this point, the projects listed in the TIP are considered “agreed to,” and no further project selection process will be required for project implementation.

Appendix A: List of Acronyms and Abbreviations

ADA	Americans with Disabilities Act of 1990	HOV	High Occupancy Vehicle
AQ	Air Quality	HPP	Congressional High Priority Project
AQITF	Air Quality Improvement Task Force	HRRRP	High Risk Rural Road Program
ATMS	Advanced Transportation Management System	HSIP	Highway Safety Improvement Program
BR	Bridge	ITS	Intelligent Transportation System
CAA	Clean Air Act Amendments of 1990	JARC	Job Access & Reverse Commute
CE	Construction Engineering	KDOT	Kansas Department of Transportation
CFR	Code of Federal Regulations	KTA	Kansas Turnpike Authority
CIP	Capital Improvement Program	LOS	Level of Service
CMAQ	Congestion Mitigation and Air Quality	MAP-21	Moving Ahead for Progress in the 21st Century Act
CMP	Congestion Management Process	MPO	Metropolitan Planning Organization
Co.	County	MPO-CMAQ	MPO Congestion Mitigation and Air Quality funds

Const.	Construction	MPO-STP	MPO Surface Transportation Program funds
Co-BR	County Bridge funds	MPO-TA	MPO Transportation Alternatives program funds
Co-STP	County Surface Transportation Program funds	MSA	Metropolitan Statistical Area
EPA	Environmental Protection Agency	MTP 2035	Metropolitan Transportation Plan 2035
FFY	Federal Fiscal Year	NAAQS	National Ambient Air Quality Standards
FHWA	Federal Highway Administration	NEPA	National Environmental Policy Act of 1970
FTA	Federal Transit Administration	NHS	National Highway System
GIS	Geographic Information Systems	PAC	Project Advisory Committee
ppm	Parts Per Million	TMA	Transportation Management Area
PPP	Public Participation Plan	TPB	Transportation Policy Body
PSC	Project Selection Criteria	UPWP	Unified Planning Work Program
ROW	Right-of-Way	USC	United States Code
RPSP	Regional Pathway System Plan	TDM	Travel Demand Model

RRCP	Railroad Crossing Plan	USDOT	United States Department of Transportation
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users	VMT	Vehicle Miles Traveled
SCAC	Sedgwick County Association of Cities	V/C Ratio	Volume over Capacity Ratio
FTA Section 5307	FTA — Capital and Operating	WAMPO	Wichita Area Metropolitan Planning Organization
FTA Section 5309	FTA — Fixed Guideway Modernization	WT	Wichita Transit
FTA Section 5310	FTA — Elderly and Disabled	STP	Surface Transportation Program
FTA Section 5311	FTA — Rural Capital and Operating	TAC	Technical Advisory Committee
FTA Section 5316	FTA — Job Access & Reverse Commute (JARC)	TA	Transportation Alternatives
FTA Section 5317	FTA — New Freedom	TIP	Transportation Improvement Program
SIP	State Implementation Plan		
SRTS	Safe Routes to Schools		
STIP	Statewide Transportation Improvement Program		


Appendix B: Self Certification

Appendix B: Self Certification

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

1. 20 U.S.C. 134, 49 U.S.C. 5303 and this subpart;
2. Title IV 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 Pars 27, 27, 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 title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


Peter Meitzner, WAMPO Transportation Policy Body Chairman


Mike Moriarty, Bureau Chief of Transportation Planning

Appendix C: Public Comments

COMMENT #1

“WAMPO transportation funds should go to off street bike paths providing interconnectivity between existing paths and schools, parks and useful shopping and recreation destinations. We have no need for a path to nowhere. We need paths through neighborhoods where all ages can easily access and use.”

COMMENT #2

“WAMPO funding for walking and biking’s time has arrived.

We need to have connectivity through the Wichita Metro area with off street pathways that:

- Connect students to schools and universities, libraries, and events
- Offer commuters safe, healthy bike routes to work
- Allow families of all ages to safely bike and walk crosstown to destinations like events, shopping and entertainment
- Can reduce obesity and sedentary lifestyle that are a targeted health risk for Kansas
- Reduce emission air pollution and noise pollution

The Wichita connector pathways are very important infrastructure getting folks to schools, libraries and shopping and as an economic development tool to increase tourism through trail travel and racing. If our east/west were connected well, we would have over 60 miles of trail from Garden Plain to Augusta.

Please increase WAMPO project, state and federal dollars on connectivity for off street pathways and way finding systems for walkers and bikers.”

COMMENT #3

“RE: Letter of Support

WAMPO Staff:

On behalf of Bike Walk Wichita volunteers, I am writing in support of the following proposed bicycle projects: **1) Redbud Path, K-96 to 159th; 2) 17th Street, Broadway to I-135; and 3) Mt. Vernon, Broadway to S.E. Blvd.**

Bike Walk Wichita, Inc. is a 501(c)3 non-profit organization improving and increasing biking and walking in the Greater Wichita area by engaging residents in all levels of our local movement.

Address: 131 S. Laura, Wichita, KS 67211

Contact Person: Kim Neufeld

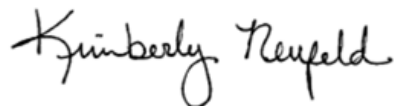
Title: Board President

Contact Information: 316-616-7742 / kim@bikewalkwichita.org

Our volunteers believe that these proposed projects will help advance the City’s Master Bicycle Plan, increase the connectivity of our existing bike/ped infrastructure plus enhance overall community health.

Should you have questions, please let me know. I would be pleased to communicate with staff regarding our recommendations.

Thank you for your consideration.”





- rolling since 2010 -

131 S. Laura
Wichita, KS 67211

316-530-2990

Join us online
& around town!

BikeWalkWichita.org



Board Members

- Kim Neufeld
- Charlie Fair
- Barry Carroll
- Dr. Barbara Coats
- Jane Byrnes
- Dominic Canare
- Jack Murphy
- Jack Brown
- Alan Kailer
- Geoff Kisch

Promoting biking and walking as healthy and fun through advocacy, education and collaboration.

August 27, 2016

WAMPO
City Hall-10th Floor
455 N. Main
Wichita, KS 67202

RE: Letter of Support

WAMPO Staff:

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Our volunteers believe that these proposed projects will help advance the City's Master Bicycle Plan, increase the connectivity of our existing bike/ped infrastructure plus enhance overall community health.

Should you have questions, please let me know. I would be pleased to communicate with staff regarding our recommendations.

Thank you for your consideration.

(letter image)

COMMENT #4

“I do feel that somehow we need to find a way to better fund the Transit so that we can bring bus service back on W.2nd street to go in front of ILRC and the ARC cause there are a lot of people who go to those places who are disabled. Some work at those places while some are consumers. I found out from one of the staff members at ILRC that this one lady who is totally blind and relied on Transit buses to take her to 3033 W.2nd Street now can't cause they took the buses away from there and ILRC has lost most of their consumers due to that where they can't get to there to get the services and the help that they need to be more independent cause of that. It would be especially hard for me when it starts getting colder and then the snow and ice to where I can't ride my bike up there and getting off the bus at either Meridian or W.Central or on Douglas doesn't help any cause I can't walk long distances. I even had a very hard time trying to walk from Rock Road up 35th Street to Commotara and then up to 35th street again to Webb Road just to get to Webb and then walk from 35th and Webb down to where 3351 N. Webb Road is at just to take the test at Nexstep for WorkForce and get my certificate of taking the WorkKey assessment test for seeing where my strong points are and all for helping to show that I can do good in getting a job. This whole bus system is messed up and even going from bus names to numbers doesn't make it easier cause now I don't know which number is what route name and which goes by certain areas at certain times. We need to find a way to get the buses doing better especially for the Disabled community. was the one who got me started in going to the Transit Advisory Board meetings and he is my mentor. Now I am inspiring some of the staff at ILRC for wanting to get a new group started where there will be more people than just me going to the Transit Advisory Board meetings and we can all discuss what information we got from it to see if we all got what they were talking about and all. This way we can even let other disabled people know what is going on with the Transit so that they can be aware of the changes and all. This is why I became a part of DA4A and in the new group we are working on a new name for it and some of the names are like Advocacy for Disabled Rights and Advocacy for Independence and Equality and many others to where it filled up the whole white writing board. I will send you a picture of the names we came up with so that you will understand that there are a lot of us that are trying to help those who don't have a voice be able to get heard and understood about our needs. The biggest one out of all of them is Transportation.”

Appendix D: Project Scoring

Interim TIP Project Rating Grading Rubric

Note: If the project meets the criteria for two different positive ratings (Excellent, Good, Acceptable) under the same project selection criteria, give it the higher of the two ratings. If the project meets the criteria for both one (or more) of the positive ratings and the Unacceptable rating for the same project selection criteria, rate it as Unacceptable. If the project meets the criteria for both Not Applicable and another rating for the same project selection criteria, give it the other rating.

Choice and connectivity

For transit projects that change the fixed route transit network:

If the project increases the percentage of the population within 1/4 mile of a transit line by 1% or more, rate it as **Excellent**.

If the project increases the percentage of the population within 1/4 mile of a transit line by 0.5% - 1%, rate it as **Good**.

If the project includes transit features (bus bays, bus shelters, etc.), rate it as **Acceptable**.

If the project decreases the percentage of the population within 1/4 mile of a transit line by 0.5% or greater, rate it as **Unacceptable**.

For projects with bicycle and/or pedestrian elements:

If the project increases the percentage of the population within 1 mile of a bicycle facility by 1% or more, rate it as **Excellent**.

If the project connects two separate portions of the bicycle network that were previously unconnected (and both of which were at least 2 miles long), rate it as **Excellent**.

If the project adds a new connection to the bicycle network that eliminates a detour of at 3 or more miles, rate it as **Excellent**.

If the project increases the percentage of the population within 1 mile of a bicycle facility by 0.5% - 1%, rate it as **Good**.

If the project connects two separate portions of the bicycle network that were previously unconnected (and at least 0.5 miles long), rate it as **Good**.

If the project adds a new connection to the bicycle network that eliminates a detour of at 1 mile or more, rate it as **Good**.

If the project includes bicycle or pedestrian features (such as an on-street bike lane or multi-use path), rate it as **Acceptable**.

If the project decreases the percentage of the population within 1 mile of a bicycle facility line by 0.5% or greater, rate it as **Unacceptable**.

Projects which do not change the fixed route transit network or have any bicycle and/or pedestrian elements:

Rate it as **Not Applicable**.

Economic vitality

If the project provides connectivity to or enhances the quality of the connection via the road, bicycle, or pedestrian network to an employment center of 750 or more employees, rate it as **Excellent**.

If the project provides connectivity to or enhances the quality of the connection via the road, bicycle, or pedestrian network to an employment center of 350 or more employees, rate it as **Good**.

If the project provides connectivity to or enhances the quality of the connection via the road, bicycle, or pedestrian network to an employment center of 50 or more employees, rate it as **Acceptable**.

If the project disconnects or substantially diminishes the quality of the connection via the road, bicycle, or pedestrian network to an employment center of 350 or more employees, rate it as **Unacceptable**.

If the project does not affect the connectivity or quality of connection via the road, bicycle, or pedestrian network to an employment center, rate it as **Not Applicable**.

If the project provides connectivity to or enhances the quality of the connection via the road network to a freight shipper, receiver, or intermodal transfer facility or cluster of facilities with traffic of 50 or more truckloads per day, rate it as **Excellent**.

If the project provides connectivity to or enhances the quality of the connection via the road network to a freight shipper, receiver, or intermodal transfer facility or cluster of facilities with traffic of 20 or more truckloads per day, rate it as **Good**.

If the project provides connectivity to or enhances the quality of the connection via the road network to a freight shipper, receiver, or intermodal transfer facility rate it as **Acceptable**.

If the project provides disconnects or reduces the quality of the connection via the road network to a freight shipper, receiver, or intermodal transfer facility rate it as **Unacceptable**.

If the project does not affect the connectivity or quality of the connection via the road network to a freight shipper, receiver, or intermodal transfer facility with traffic of 20 or more truckloads per day, rate it **Not Applicable**.

Freight Movement

If the project is on the WAMPO freight network and it eliminates a condition that would make it very difficult or impossible for a freight truck to use the facility, rate it as **Excellent**.

If the project is on the WAMPO freight network and the existing roadway is in poor condition and the project would bring the road up to good condition rate it as **Excellent**.

If the project is on the WAMPO freight network and it eliminates a condition that would make it difficult for a freight truck to use the facility, rate it as **Good**.

If the project is on the WAMPO freight network and that roadway is in fair condition and it will prevent the roadway from deteriorating into poor condition, rate it as **Good**.

If the project is on the WAMPO freight network and it makes it easier for a freight truck to use the facility, rate it as **Acceptable**.

If the project is on the WAMPO freight network and implementing the project would make it difficult for a freight truck to use the facility, rate it as **Unacceptable**.

If the project does not include any freight components, rate it as **Not Applicable**.

Infrastructure Condition

For Highway Projects:

If the project is on an existing roadway and that roadway is in poor condition and it does not meet current design standards and the project would bring the road up to good condition and into compliance with modern standards, rate it as **Excellent**.

If the project is on an existing roadway and that roadway is in poor condition and the project would bring the road up to good condition, rate it as **Good**.

If the project is on an existing roadway and it does not meet current design standards and the project would bring into compliance with modern standards, rate it as **Good**.

If the project is on an existing roadway and that roadway is in fair condition and it will prevent the roadway from deteriorating into poor condition, rate it as **Acceptable**.

If the project does not involve an existing roadway or it does not affect the condition or design standards of that roadway, rate it as **Not Applicable**.

For Bridge Projects:

If the project will repair or replace an existing bridge which is structurally deficient, rate it as **Excellent**.

If the project will repair or replace an existing bridge which is functionally obsolete, rate it as **Good**.

If the project is on an existing bridge with a sufficiency rating between 50 and 60 and the project will prevent the bridge from deteriorating to the point where it is structurally deficient and it is expected that the bridge will retain its structural sufficiency for at least 20 years, rate it as **Acceptable**.

If the project will repair or replace the deck of a bridge where only the deck is in poor condition and the project will prevent the bridge from deteriorating to the point where it is structurally deficient and it is expected that the bridge will retain its structural sufficiency for at least 20 years, rate it as **Acceptable**.

If the project does not involve an existing bridge or it does not affect the condition or functionality of the bridge, rate it as **Not Applicable**.

For Bus Replacement Projects:

If the project will replace a bus required to operate the existing transit route network and that bus will be at least three years beyond its useful life when it is replaced, rate it as **Excellent**.

If the project will replace a bus required to operate the existing transit route network and that bus will be at least 18 months beyond its useful life when it is replaced, rate it as **Good**.

If the project will replace a bus required to operate the existing transit route network and that bus will be beyond its useful life when it is replaced, rate it as **Acceptable**.

If the project will replace a bus required to operate the existing transit route network and that bus will not be beyond its useful life when it is replaced, rate it as **Unacceptable**.

If the project does not involve replacing an existing bus or that bus is not required to operate the existing transit route network, rate it as **Not Applicable**.

For other projects:

If this is not a road, bridge, or bus replacement project, rate it as **Not Applicable**.

Quality of Life

For transit projects that change the fixed route transit network:

If the project brings transit service to within 1/4 mile of a listed hospital or an employment center of 750 or more employees which was not previously served by transit, rate it as **Excellent**.

If the project brings transit service to within 1/4 mile of a medical facility, public park, YMCA, or an employment center of 350 or more employees which was not previously served by transit, rate it as **Good**.

If the project brings transit service to within 1/4 mile of a residential area or an employment center of 50 or more employees that was not previously served by transit, rate it as **Acceptable**.

If the project will remove transit service from a listed hospital, an employment center of 350 or more people, rate it as **Unacceptable**.

For Vanpool projects:

If the project will establish a vanpool program serving an employment center of 750 or more employees, rate it as **Excellent**.

If the project will establish a vanpool program serving an employment center of 350 or more employees, rate it as **Good**.

If the project will establish a vanpool program serving an employment center of 50 or more employees, rate it as **Acceptable**.

For projects with bike/ped elements:

If the project extends the bicycle or pedestrian network to within 1 mile of a listed hospital or an employment center of 750 or more employees which was not previously served by a bicycle or pedestrian facility, rate it as **Excellent**.

If the project extends the bicycle or pedestrian network to within 1 mile of a medical facility, public park, YMCA, or an employment center of 350 or more employees which was not previously served by a bicycle or pedestrian facility, rate it as **Good**.

If the project extends the bicycle or pedestrian network to within 1 mile of a residential area or an employment center of 50 or more employees that was not previously served by a bicycle or pedestrian facility, rate it as **Acceptable**.

If the project does not include any change in transit service, bicycle, or pedestrian features rate it as **Not Applicable**.

Safety

If the project incorporates meaningful safety improvements and is at a location with 10 or more accidents involving fatalities or serious injuries from 2008 to 2014, rate it as **Excellent**.

If the project incorporates meaningful safety improvements and is at a location with 5 or more accidents involving fatalities or serious injuries from 2008 to 2014, rate it as **Good**.

If the project incorporates meaningful safety improvements, rate it as **Acceptable**.

If the project would increase the risk of fatality or serious injury crashes, rate it as **Unacceptable**.

If the project does not include any safety improvements, rate it as **Not Applicable**.

System Reliability and Bottlenecks

If the project is solely devoted to ITS or other design features intended to increase travel time reliability, rate it as **Excellent**.

If at least 50% of the project budget is devoted to ITS or other design features intended to increase travel time reliability, rate it as **Good**.

If the project includes ITS or other design features intended to increase travel time reliability, rate it as **Acceptable**.

If the project would decrease travel time reliability, rate it as **Unacceptable**.

If the project has no features that would affect system reliability, rate it as **Not Applicable**.

Most of the information necessary to rate projects should be available from the project application. However, WAMPO staff will need to provide the rater with some material. WAMPO staff provided material is as follows:

- ✓ Map of the bicycle network.
- ✓ Map of the WAMPO freight network.
- ✓ Change in the percentage of population within 1/4 mile of a transit line for any project that changes the transit route network.
- ✓ Change in the percentage of population within 1 mile of a bike/ped facility for any project with bike/ped elements.
- ✓ History of serious injury or fatal accidents at the location of any project claiming a safety benefit.