



Federal Transit Administration
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Kansas City, MO 64106
816-329-3920
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Federal Highway Administration
6111 SW 29th Street, Suite 100
Topeka, KS 66614-4271
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U.S. Department of Transportation

November 2, 2018

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 2019-2022
Kansas STIP

Dear Ms. Patrick:

As requested by your November 1st, 2018 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #1 to the FY 2019-2022 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.

Mokhtee Ahmad
Regional Administrator
Federal Transit Administration

Sincerely yours,

Richard E. Backlund, AICP
Division Administrator
Federal Highway Administration

Department of Transportation
Office of the Secretary
Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Catherine M. Patrick, P.E.,
State Transportation Engineer

STATE OF KANSAS



GOVERNOR JEFF COLYER, M.D.
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November 1, 2018

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 #1 to the 2019-2022 STIP

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2019-2022 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 2019-2022 STIP.

The public involvement activities conducted by Mid-America Regional Council (MARC), the 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. No public comments were received.

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,

A handwritten signature in blue ink that reads "Catherine M. Patrick".

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

Enclosures: November 2018 STIP Amendment List of Projects
September 2018 STIP Amendment Cash Flow Report
MARC 2018-2022 TIP Amendment Approval Request Letter and Related Documents
L-DC MPO 2019-2022 TIP Approval Request Letter and Related Documents
WAMPO 2019-2022 TIP Approval Request Letter and Related Documents

Messrs. Ahmad and Backlund

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November 1, 2018

cc: Daniel Nguyen, 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
Matt Messina, KDOT Transportation Planning
Tod Salfrank, KDOT Local Projects
Paul Ahlenius, KDOT Local Projects
Ingrid Horton, KDOT Local Projects
Lisa Roth, KDOT Local Projects
Susie Lovelady, KDOT Program and Project Management
Linda Fritton, KDOT Program and Project Management

KDOT Cash-Flow Worksheet

as of September 2018

KDOT - All Agency Funds

| (\$000) | 2019 | 2020 | 2021 | 2022 | FY 2019-2022 |
|---|-----------|-----------|-----------|-----------|--------------|
| | 656,924 | 750,026 | 603,710 | 488,787 | 656,924 |
| Resources | | | | | |
| Motor Fuel Taxes | 459,198 | 460,398 | 461,598 | 462,798 | 1,843,992 |
| Sales & Compensating Tax | 533,116 | 543,243 | 553,562 | 564,077 | 2,193,998 |
| Registration Fees | 207,500 | 207,500 | 207,500 | 207,500 | 830,000 |
| Drivers Licenses Fees | 8,539 | 8,539 | 8,539 | 8,539 | 34,156 |
| Special Vehicle Permits | 2,605 | 2,605 | 2,605 | 2,605 | 10,420 |
| Interest on Funds | 9,863 | 8,730 | 6,569 | 4,565 | 29,727 |
| Misc. Revenues | 12,147 | 11,961 | 12,014 | 12,058 | 48,180 |
| Transfers: | 1,055 | 1,055 | 1,055 | 1,055 | 4,220 |
| Motor Carrier Property Tax | - | - | - | - | - |
| Transfers Out | (472,240) | (472,240) | (472,240) | (480,463) | (1,897,183) |
| Subtotal | 761,783 | 771,791 | 781,202 | 782,734 | 3,097,510 |
| Federal and Local Construction Reimbursement | | | | | |
| Federal Reimbursement - SHF | 293,320 | 291,492 | 296,723 | 296,724 | 1,178,259 |
| Local Construction - Federal | 62,178 | 80,456 | 71,771 | 53,246 | 267,651 |
| Local Construction - Local | 16,160 | 21,575 | 24,588 | 18,491 | 80,814 |
| Miscellaneous Federal Aid | 37,951 | 37,841 | 38,347 | 38,347 | 152,486 |
| Subtotal Federal & Local | 409,609 | 431,364 | 431,429 | 406,808 | 1,679,210 |
| Total before Bonding | 1,171,392 | 1,203,155 | 1,212,631 | 1,189,542 | 4,776,720 |
| Bond Sales (par) | 200,000 | - | - | - | 200,000 |
| Issue Costs/Premium/Discount/Acc Int. | - | - | - | - | - |
| Net from Bond Sales: | 200,000 | - | - | - | 200,000 |
| Net TRF Loan Transactions | 3,038 | 2,698 | 2,674 | 2,348 | 10,758 |
| TOTAL RECEIPTS | 1,374,430 | 1,205,853 | 1,215,305 | 1,191,890 | 4,987,478 |
| AVAILABLE RESOURCES | 2,031,354 | 1,955,879 | 1,819,015 | 1,680,677 | 5,644,402 |

The following revenue estimates are currently being used:
April 2018 State Consensus Revenue Estimating Group
November 2017 Highway Revenue Estimating Group
Debt Service updated September 2018

KDOT Cash-Flow Worksheet

as of September 2018

| | 2019 | 2020 | 2021 | 2022 | FY 2019-2022 |
|--|-----------|-----------|-----------|-----------|--------------|
| Expenditures: | | | | | |
| Maintenance | | | | | |
| Regular Maintenance | 143,020 | 146,561 | 148,899 | 152,621 | 591,101 |
| City Connecting Links | 3,360 | 3,360 | 3,360 | 3,360 | 13,440 |
| Total Maintenance | 146,380 | 149,921 | 152,259 | 155,981 | 604,541 |
| Construction | | | | | |
| Preservation | 304,323 | 373,720 | 364,000 | 398,506 | 1,440,549 |
| Modernization | 38,996 | 24,219 | 25,608 | 32,022 | 120,845 |
| Expansion & Enhancements | 93,579 | 94,250 | 99,642 | 88,625 | 376,096 |
| CE & PE | 57,426 | 57,471 | 57,916 | 59,277 | 232,090 |
| Local Federal Aid Projects | 69,532 | 81,001 | 66,910 | 68,461 | 285,904 |
| Buildings | 10,993 | 16,000 | 20,902 | 10,340 | 58,235 |
| Total Construction | 574,849 | 646,661 | 634,978 | 657,231 | 2,513,719 |
| Local Support | | | | | |
| Agency Operations | 1,769 | 1,792 | 1,799 | 1,844 | 7,204 |
| SC&CHF | 154,422 | 154,825 | 155,229 | 155,632 | 620,108 |
| Local Partnership Programs | 23,424 | 37,502 | 26,447 | 28,800 | 116,173 |
| Categorical Grants | 35,000 | 28,000 | 28,000 | 28,000 | 119,000 |
| Other | | | | | - |
| Total Local Support | 214,615 | 222,119 | 211,475 | 214,276 | 862,485 |
| Transportation Planning & Modal Support | | | | | |
| Agency Operations | 13,189 | 13,397 | 13,601 | 13,350 | 53,537 |
| Aviation | 9,380 | 6,542 | 5,543 | 5,191 | 26,656 |
| Public Transit | 38,386 | 38,036 | 38,494 | 38,494 | 153,410 |
| Rail | 16,891 | 10,075 | 7,716 | 6,916 | 41,598 |
| Other Planning | 5,952 | 5,680 | 5,553 | 5,546 | 22,731 |
| Total Planning & Modal Support | 83,798 | 73,730 | 70,907 | 69,497 | 297,932 |
| Administration | | | | | |
| | 51,730 | 52,530 | 53,217 | 54,522 | 211,999 |
| TOTAL before Debt Service | 1,071,372 | 1,144,961 | 1,122,836 | 1,151,507 | 4,490,676 |
| Debt Service | | | | | |
| | 209,956 | 207,208 | 207,392 | 207,473 | 832,029 |
| TOTAL EXPENDITURES | 1,281,328 | 1,352,169 | 1,330,228 | 1,358,980 | 5,322,705 |
| ENDING BALANCE | | | | | |
| | 750,026 | 603,710 | 488,787 | 321,697 | 321,697 |
| | 2019 | 2020 | 2021 | 2022 | FY 2019-2022 |

Required Ending Balances reflect:

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

STIP Amendment Disposition Key

| Disposition | Definition |
|--------------------|---|
| Add | The project/project phase is being added to the current year of the STIP. |
| Add AC | The state has elected to use the funding mechanism of 'Advance Construction' on the project/project phase. |
| Add FF | Federal Funds are being added to the project/project phase. |
| Cancel | The project/project phase has been cancelled. |
| Cnvrt AC | A project/project phase that was funded using the advance construction mechanism is being converted from Advance Construction to federal funding. In this way the project/ project phase becomes eligible for reimbursement with federal funds. |
| Chg AC Cnvrt Yr | A project/project phase funded using the advance construction mechanism has had a change in the anticipated conversion year to federal funding. |
| Chg Cost | The project/project phase estimate/cost is being revised. |
| Chg Cost 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). |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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

| | | Add | | | | Add | | | |
|------------------|---|---------------|---------|------------------------------|-----|----------------------|--------|---------------------|-------|
| KA-3255-02 | BRRPR | \$30 | 2018 | | | \$180 | 2019 | | \$210 |
| | K | \$30 | 100.00% | | | \$36 | 20.00% | | |
| | NHPP A325502 | | | | | \$144 | 80.00% | | |
| County: | Allen | Route: | U169 | Total Length (Miles): | 0.0 | Letting Type: | KDOT | NHS Project: | Y |
| Name: | Bridge #045 on US-169 in Allen County | | | | | | | | |
| Location: | Bridge #045 on US-169 Located at the Neosho/Allen County Line | | | | | | | | |
| Scope: | Bridge Repair | | | | | | | | |

| | | Chg Cost | | | | Chg Cost | | | |
|------------------|---|---------------|---------|------------------------------|-----|----------------------|-------------|---------------------|-------|
| KA-4982-01 | RCYLE | \$1 | 2018 | | | \$645 | 2018 | | \$646 |
| | ACSTP A498201 | | | | | \$516 | 80.00% | | |
| | K | \$1 | 100.00% | | | \$129 | 20.00% | | |
| | STP Future Conversion | | | | | \$516 | 2019 | | |
| County: | Allen | Route: | U059 | Total Length (Miles): | 8.1 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Surfacing on US-59 in Allen County | | | | | | | | |
| Location: | US-59 from US-54 (North City Limits of Moran) North to the Allen/Anderson Co Line | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |
| | | Cancel | | | | | | Cancel | | |

| | | | | | | | | | | |
|------------------|---|---------------|------|------------------------------|-----|----------------------|------|---------------------|---|-----|
| KA-4989-01 | BRDEC | | | | | | | | | \$0 |
| County: | Allen | Route: | U169 | Total Length (Miles): | 0.0 | Letting Type: | KDOT | NHS Project: | Y | |
| Name: | Bridge #045 on US-169 in Allen County | | | | | | | | | |
| Location: | Bridge #045 on US-169 Located at the Neosho/Allen County Line | | | | | | | | | |
| Scope: | Bridge Repair | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 Cost | | Chg Cost | | Chg Cost | | | |
|-------------------------------|---|----------------|-------------|------------------------------|---------|----------------------|-------------|---------------------|---------|
| KA-2380-01 | GRSU | \$1,337 | 2011 | \$1,218 | 2018 | \$1,600 | 2016 | | \$4,155 |
| ACNHP | A238001 | | | | | \$1,280 | 80.00% | | |
| ACNHS | A238001 | \$1,069 | 80.00% | | | | | | |
| K | | \$267 | 20.00% | \$1,218 | 100.00% | \$320 | 20.00% | | |
| NHPP Future Conversion | | \$1,069 | 2024 | | | \$1,280 | 2024 | | |
| County: | Anderson | Route: | U169 | Total Length (Miles): | 8.7 | Letting Type: | NONE | NHS Project: | Y |
| Name: | DELAYED: Roadway reconstruction in Anderson County | | | | | | | | |
| Location: | US-169: From 1.5 Miles South of Welda, North to North Junction US-169/US-59 | | | | | | | | |
| Scope: | Reconstruction | | | | | | | | |

| | | Chg Cost | | | | Chg Cost | | | |
|------------------------------|--|---------------|---------|------------------------------|------|----------------------|-------------|---------------------|---------|
| KA-4983-01 | RCYLE | \$1 | 2018 | | | \$1,188 | 2018 | | \$1,189 |
| ACSTP | A498301 | | | | | \$950 | 79.99% | | |
| K | | \$1 | 100.00% | | | \$238 | 20.00% | | |
| STP Future Conversion | | | | | | \$950 | 2019 | | |
| County: | Anderson | Route: | U059 | Total Length (Miles): | 15.2 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Surfacing on US-59 in Anderson County | | | | | | | | |
| Location: | US-59 from the Allen/Anderson Co Line North to South Junction US-169/US-59 | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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

| | | | | | | | | | | Chg Cost |
|------------------|--|---------------|--|------------------------------|-----|----------------------|------|---------------------|---|----------|
| C-4706-01 | BRRPL | | | | | | | | | \$840 |
| | C0003 | | | | | | | | | 2016 |
| | STP | C470601 | | | | | | | | \$840 |
| | | | | | | | | | | \$168 |
| | | | | | | | | | | 20.00% |
| | | | | | | | | | | \$672 |
| | | | | | | | | | | 80.00% |
| County: | Atchison | Route: | | Total Length (Miles): | 0.2 | Letting Type: | KDOT | NHS Project: | N | |
| Name: | Bridge Replacement in Atchison County | | | | | | | | | |
| Location: | 2.5 miles South and 0.5 miles East of Atchison | | | | | | | | | |
| Scope: | Bridge Replacement | | | | | | | | | |

| | | | | | | | | | | Move In |
|------------------|--|---------------|--|------------------------------|-----|----------------------|------|---------------------|---|---------|
| TE-0452-01 | LNDBT | | | | | | | | | \$906 |
| | K | | | | | | | | | 2019 |
| | TA | T045201 | | | | | | | | \$907 |
| | U0040 | | | | | | | | | \$525 |
| | | | | | | | | | | 57.95% |
| | | | | | | | | | | \$381 |
| | | | | | | | | | | 42.04% |
| County: | Atchison | Route: | | Total Length (Miles): | 0.7 | Letting Type: | KDOT | NHS Project: | N | |
| Name: | 2nd Street Corridor Project in Atchison | | | | | | | | | |
| Location: | Along 2nd St from Commercial St to Division St | | | | | | | | | |
| Scope: | Streetscape upgrades | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |
| | | | | | | | | Move In | | |
| U-2329-01 | PEDBI | | | | | | | \$626 | 2019 | \$626 |
| TA | U232901 | | | | | | | \$400 | 63.88% | |
| | U0040 | | | | | | | \$226 | 36.11% | |
| County: | Atchison | Route: | | Total Length (Miles): | 0.5 | Letting Type: | KDOT | NHS Project: | N | |
| Name: | SRTS Phase 2 near Atchison Middle School | | | | | | | | | |
| Location: | Atchison: 5th St from U St to Park St | | | | | | | | | |
| Scope: | Pedestrian enhancements | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Barton County

| | | | | | | | | | | Chg Cost |
|------------------------------|---|---------------|---------|------------------------------|-----|----------------------|------|---------------------|--------|----------|
| KA-5034-01 | MILOV | \$1 | 2018 | | | | | \$1,313 | 2018 | \$1,314 |
| ACSTP | A503401 | | | | | | | \$1,050 | 79.99% | |
| | K | \$1 | 100.00% | | | | | \$263 | 20.00% | |
| STP Future Conversion | | | | | | | | \$1,050 | 2019 | |
| County: | Barton | Route: | U281 | Total Length (Miles): | 8.9 | Letting Type: | KDOT | NHS Project: | N | |
| Name: | Mill & Overlay on US-281 in Barton County | | | | | | | | | |
| Location: | US-281 in Barton County Beginning from the North Edge Wearing Surface of Bridge #100 (Dry Walnut Creek) just North of Great Bend thence North to the Kansas and Oklahoma Rail | | | | | | | | | |
| Scope: | Surfacing | | | | | | | | | |

| | | | | | | | | | | Chg Cost and FF |
|-------------------------------|--|---------------|--|------------------------------|-----|----------------------|-------|---------------------|--------|-----------------|
| X-3048-01 | FLTSG | | | | | | | \$279 | 2019 | \$279 |
| ACHSP | X304801 | | | | | | | \$251 | 90.00% | |
| HSIP Future Conversion | | | | | | | | \$251 | 2019 | |
| | RR | | | | | | | \$28 | 10.00% | |
| County: | Barton | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N | |
| Name: | K&ORR & Lincoln Street in Great Bend | | | | | | | | | |
| Location: | K&ORR & Lincoln Street in Great Bend | | | | | | | | | |
| Scope: | Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | | | |
|------------------|---|---------------|---------|------------------------------|-----|----------------------|--------|---------------------|------|
| KA-5088-01 | MILOV | \$1 | 2018 | | | \$60 | 2019 | | \$61 |
| | K | \$1 | 100.00% | | | \$12 | 20.00% | | |
| | STP A508801 | | | | | \$48 | 80.00% | | |
| County: | Bourbon | Route: | K003 | Total Length (Miles): | 0.5 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Surfacing on K-3 in Bourbon County | | | | | | | | |
| Location: | K-3 from the East Junction K-39/K-3 thence West to the West Junction K-39/K-3 | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

| | | Chg Scope and Cost | | | | Chg Scope and Cost | | | |
|------------------|--|--------------------|---------|------------------------------|------|----------------------|--------|---------------------|---------|
| KA-5089-01 | MILOV | \$1 | 2018 | | | \$1,575 | 2019 | | \$1,576 |
| | K | \$1 | 100.00% | | | \$315 | 20.00% | | |
| | STP A508901 | | | | | \$1,260 | 79.99% | | |
| County: | Bourbon | Route: | K039 | Total Length (Miles): | 14.3 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Surfacing on K-39 in Bourbon County | | | | | | | | |
| Location: | K-39 from Neosho/Bourbon Co Line East to West Jct K-3/K-39 then from East Jct K-3/K-39 East to K-7 | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |
| | | Cancel | | | | | | Cancel | | |

| | | |
|---|---------------------------|----------------------------------|
| KA-5090-01 | MILOV | \$0 |
| County: Bourbon | Route: K039 | Total Length (Miles): 8.3 |
| Name: Surfacing on K-39 in Bourbon County | Letting Type: KDOT | NHS Project: N |
| Location: K-39 from the East Junction K-3/K-39 East to K-7 | | |
| Scope: Surfacing | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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

| | | | | | | Move In | | | |
|------------------|---|---------------|--|------------------------------|-----|----------------------|--------|---------------------|---------|
| TE-0455-01 | ROHTB | | | | | \$1,105 | 2019 | | \$1,105 |
| TA | T045501 | | | | | \$785 | 71.04% | | |
| U0310 | | | | | | \$320 | 28.95% | | |
| County: | Brown | Route: | | Total Length (Miles): | 0.1 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Hiawatha Historic Brick Street Rehab | | | | | | | | |
| Location: | Downtown Hiawatha/Courthouse Square | | | | | | | | |
| Scope: | Replace bricks on Utah St, add pedestrian/ADA safety enhancements | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 Cost | | | | Chg Cost | | | |
|------------------|--|---------------|---------|------------------------------|-----|----------------------|--------|---------------------|---------|
| KA-5092-01 | MILOV | \$1 | 2018 | | | \$1,297 | 2019 | | \$1,298 |
| | K | \$1 | 100.00% | | | \$259 | 20.00% | | |
| | NHPP A509201 | | | | | \$1,038 | 79.99% | | |
| County: | Butler | Route: | U054 | Total Length (Miles): | 1.2 | Letting Type: | KDOT | NHS Project: | Y |
| Name: | Surfacing on US-54 in Butler County | | | | | | | | |
| Location: | US-54 from the Junction US-54/K-77/US-400 North to Bridge #151 (Walnut River Bridge) | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

| | | | | | | Chg Cost | | | |
|------------------|------------------------------------|---------------|--|------------------------------|-----|----------------------|--------|---------------------|-------|
| TE-0453-01 | PEDBI | | | | | \$600 | 2019 | | \$600 |
| | TA T045301 | | | | | \$417 | 69.48% | | |
| | U0180 | | | | | \$183 | 30.51% | | |
| County: | Butler | Route: | | Total Length (Miles): | 0.8 | Letting Type: | KDOT | NHS Project: | N |
| Name: | El Dorado Bike Path Phase 3 | | | | | | | | |
| Location: | East Park in the City of El Dorado | | | | | | | | |
| Scope: | 10' wide concrete path | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | | |
| X-3058-01 | FLTSG | | | | | | | \$301 | 2019 | \$301 |
| | ACHSP X305801 | | | | | | | \$301 | 100.00% | |
| | HSIP Future Conversion | | | | | | | \$301 | 2019 | |
| <p> County: Butler Route: Total Length (Miles): 0.0 Letting Type: NEGOT NHS Project: N Name: UPRR & NW 100th Street north of Whitewater Location: UPRR & NW 100th Street north of Whitewater Scope: Rail-Highway Signals Flashing Light Straight Post Type w/Gates </p> | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Chase County

| | | | | | | Add | | | |
|-------------------------------|--|---------------|--|------------------------------|-----|----------------------|-------------|---------------------|-------|
| X-3055-01 | FLTSG | | | | | \$351 | 2019 | | \$351 |
| ACHSP | X305501 | | | | | \$351 | 100.00% | | |
| HSIP Future Conversion | | | | | | \$351 | 2019 | | |
| County: | Chase | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N |
| Name: | BNSF & UP Road 2.5 miles SE of Cottonwood Falls | | | | | | | | |
| Location: | BNSF & UP Road 2.5 miles SE of Cottonwood Falls | | | | | | | | |
| Scope: | Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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

| | | Add | | Add | | Add | | | | |
|-------------------------------|--|----------------|-------------|------------------------------|---------|----------------------|-------------|---------------------|---|---------|
| KA-3905-01 | BRRPL | \$1,259 | 2015 | \$252 | 2019 | \$126 | 2020 | | | \$1,637 |
| ACNHP | A390501 | \$1,007 | 80.00% | | | \$101 | 80.00% | | | |
| | K | \$252 | 20.00% | \$252 | 100.00% | \$25 | 20.00% | | | |
| NHPP Future Conversion | | \$1,007 | 2024 | | | \$101 | 2024 | | | |
| County: | Cherokee | Route: | U166 | Total Length (Miles): | 0.0 | Letting Type: | NONE | NHS Project: | Y | |
| Name: | Six Bridge Replacements in Cherokee County on US-166 | | | | | | | | | |
| Location: | US-166 (Neosho River Drainages): from 0.25 Miles to 2.25 Miles East of Labette County Line | | | | | | | | | |
| Scope: | Six Bridge Replacements | | | | | | | | | |

| | | Add | | | | | | | | |
|------------------|--|---------------|---------|------------------------------|-----|----------------------|------|---------------------|---|------|
| KA-3905-02 | BRRPL | \$30 | 2019 | | | | | | | \$30 |
| | K | \$30 | 100.00% | | | | | | | |
| County: | Cherokee | Route: | U166 | Total Length (Miles): | 0.0 | Letting Type: | NONE | NHS Project: | Y | |
| Name: | Grant Application for 6 Brgs in CK Cnty on U.S. 166 | | | | | | | | | |
| Location: | U.S. 166 Bridge Replacements (Neosho River Drainages) located from 0.25 mile to 2.25 miles east of Labette county line | | | | | | | | | |
| Scope: | Preparation of Grant Application for the FHWA Competitive Highway Bridge Program for Six Bridge Replacements | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | | | | | | Chg Cost | | |
| KA-5085-01 | MILOV | \$1 | 2018 | | | | | \$525 | 2019 | \$526 |
| | K | \$1 | 100.00% | | | | | \$105 | 20.00% | |
| | STP A508501 | | | | | | | \$420 | 79.99% | |
| County: Cherokee | | Route: K026 | | Total Length (Miles): 3.6 | | Letting Type: KDOT | | NHS Project: N | | |
| Name: Surfacing on K-26 in Cherokee County | | | | | | | | | | |
| Location: K-26 from US-166 North to K-66 | | | | | | | | | | |
| Scope: Surfacing | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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

| | | | | | | | | | | |
|------------------|---|---------------|------|------------------------------|-----|----------------------|-------|---------------------|---------|-------|
| | | | | | | | | Add | | |
| U-2359-01 | SU | | | | | | | \$596 | | \$596 |
| STATE | | | | | | | | \$596 | 100.00% | |
| County: | Clark | Route: | U160 | Total Length (Miles): | 1.4 | Letting Type: | LOCAL | NHS Project: | N | |
| Name: | Road Improvements in Ashland | | | | | | | | | |
| Location: | 4th Avenue (US-160) from West City Limits to East City Limits | | | | | | | | | |
| Scope: | Surfacing | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Clay County

| | | Chg Cost | | | | Chg Cost | | | | |
|---|---------------|----------|---------|--|--|--------------|-------------|--|-------|--|
| KA-4994-01 | SURCY | \$1 | 2018 | | | \$957 | 2018 | | \$958 | |
| | ACSTP A499401 | | | | | \$766 | 80.00% | | | |
| | K | \$1 | 100.00% | | | \$191 | 20.00% | | | |
| STP Future Conversion | | | | | | \$766 | 2019 | | | |
| <p>County: Clay Route: K082 Total Length (Miles): 9.2 Letting Type: KDOT NHS Project: N</p> <p>Name: K-82 in Clay County</p> <p>Location: K-82 from K-15 East to the Clay/Riley County Line</p> <p>Scope: Surfacing</p> | | | | | | | | | | |

| | | | | | | Add | | | | |
|---|-------|--|--|--|--|-------|--------|--|-------|--|
| U-2354-01 | MILOV | | | | | \$343 | | | \$343 | |
| | STATE | | | | | \$300 | 87.48% | | | |
| | U0120 | | | | | \$43 | 12.51% | | | |
| <p>County: Clay Route: U024 Total Length (Miles): 1.0 Letting Type: LOCAL NHS Project: Y</p> <p>Name: Road Improvements in Clay Center</p> <p>Location: Crawford Street (US-24) from Meadowlark Road to 2nd Street and from 10th Street to East City Limits</p> <p>Scope: Surfacing</p> | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Cloud County

| | | | | | | Add | | | |
|-------------------------------|--|---------------|--|------------------------------|-----|----------------------|-------------|---------------------|-------|
| X-3067-01 | FLTSG | | | | | \$291 | 2019 | | \$291 |
| ACHSP | X306701 | | | | | \$291 | 100.00% | | |
| HSIP Future Conversion | | | | | | \$291 | 2020 | | |
| County: | Cloud | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N |
| Name: | KYLE RR & Cedar Street in Concordia | | | | | | | | |
| Location: | KYLE RR & Cedar Street in Concordia | | | | | | | | |
| Scope: | Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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

| | | Add | | Add | | Add | | Add | | |
|-------------------------------|---|----------------|-------------|------------------------------|---------|----------------------|-------------|---------------------|-------------|----------|
| KA-1554-02 | GRBRS | \$4,000 | 2009 | \$950 | 2018 | \$440 | 2017 | \$32,127 | 2020 | \$37,517 |
| ACNHP | A155402 | | | | | \$352 | 80.00% | \$25,701 | 79.99% | |
| ACNHS | A155402 | \$1,836 | 45.90% | | | | | | | |
| HPD | A155402 | \$1,705 | 42.60% | | | | | | | |
| K | | \$459 | 11.47% | \$950 | 100.00% | \$88 | 20.00% | \$6,425 | 20.00% | |
| NHPP Future Conversion | | \$1,836 | 2021 | | | \$352 | 2021 | \$25,701 | 2021 | |
| County: | Crawford | Route: | U069 | Total Length (Miles): | 5.5 | Letting Type: | KDOT | NHS Project: | Y | |
| Name: | Construct upgradable expressway in Crawford Co | | | | | | | | | |
| Location: | 3 Miles North of Arma North City Limits, North to CR/BB County Line | | | | | | | | | |
| Scope: | Construct 4-Lane Upgradable Expressway | | | | | | | | | |

| | | Add | | Add | | Add | | Add | | |
|-------------------------------|--|---------------|---------|------------------------------|---------|----------------------|-------------|---------------------|-------------|----------|
| KA-1554-03 | GRBRS | \$1,460 | 2012 | \$346 | 2018 | \$50 | 2017 | \$24,725 | 2019 | \$26,581 |
| ACNHP | A155403 | | | | | \$40 | 80.00% | \$19,780 | 79.99% | |
| HPD | A155403 | \$1,460 | 100.00% | | | | | | | |
| K | | | | \$346 | 100.00% | \$10 | 20.00% | \$4,945 | 20.00% | |
| NHPP Future Conversion | | | | | | \$40 | 2020 | \$19,780 | 2020 | |
| County: | Crawford | Route: | U069 | Total Length (Miles): | 6.2 | Letting Type: | KDOT | NHS Project: | Y | |
| Name: | Road Improvements in Crawford County | | | | | | | | | |
| Location: | US-69: From US-69/K-47 Junction (620th Ave.), North to 3 Miles North of Arma North City Limits | | | | | | | | | |
| Scope: | Construct 4-Lane Expressway | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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

| | | Add | | Add | | Add | | | | |
|------------|-------------------------------|--------------|-------------|-------|---------|-------------|-------------|--|--|---------|
| KA-3954-01 | BRRPL | \$980 | 2015 | \$135 | 2019 | \$68 | 2019 | | | \$1,183 |
| | ACNHP 0704094 | \$882 | 90.00% | | | \$61 | 90.00% | | | |
| | K | \$98 | 10.00% | \$135 | 100.00% | \$7 | 10.00% | | | |
| | NHPP Future Conversion | \$882 | 2024 | | | \$61 | 2024 | | | |

County: Dickinson **Route:** I070 **Total Length (Miles):** 0.0 **Letting Type:** NONE **NHS Project:** Y
Name: Bridge Replacement in Dickinson County on I-70
Location: Bridge #030 on I-70 Located 0.29 Miles East of K-206 (West Bound)
Scope: Bridge Replacement

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Edwards County

| | | Chg Cost | | | | Chg Cost | | | |
|------------------------------|---------------|----------|---------|--|--|----------------|-------------|--|---------|
| KA-4991-01 | MILOV | \$1 | 2018 | | | \$1,536 | 2018 | | \$1,537 |
| | ACSTP A499101 | | | | | \$1,228 | 80.00% | | |
| | K | \$1 | 100.00% | | | \$307 | 20.00% | | |
| STP Future Conversion | | | | | | \$1,225 | 2019 | | |

County: Edwards **Route:** U183 **Total Length (Miles):** 16.1 **Letting Type:** KDOT **NHS Project:** N
Name: US-183 in Edwards County
Location: US-183 from the Kiowa/Edwards County Line North to the South City Limits of Kinsley
Scope: Surfacing

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Ellsworth County

| | | Chg Cost | | | | Chg Cost | | | |
|------------------|---|---------------|---------|------------------------------|------|----------------------|--------|---------------------|---------|
| KA-5083-01 | MILOV | \$1 | 2018 | | | \$3,108 | 2019 | | \$3,109 |
| | K | \$1 | 100.00% | | | \$622 | 20.00% | | |
| | STP A508301 | | | | | \$2,486 | 80.00% | | |
| County: | Ellsworth | Route: | K140 | Total Length (Miles): | 16.0 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Surfacing on K-140 in Ellsworth County | | | | | | | | |
| Location: | K-140 from K-156 East to the Ellsworth/Saline County Line | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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

| | | Chg Cost | | | | | | | | |
|-------------------------------|--|----------------|-------------|------------------------------|------|----------------------|------|---------------------|---|---------|
| KA-1008-04 | GRSU | \$3,120 | 2010 | | | | | | | \$3,120 |
| ACNHP | A100804 | | | | | | | | | |
| ACNHS | A100804 | \$2,496 | 80.00% | | | | | | | |
| K | | \$624 | 19.99% | | | | | | | |
| NHPP Future Conversion | | \$2,496 | 2024 | | | | | | | |
| County: | Finney | Route: | U083 | Total Length (Miles): | 12.7 | Letting Type: | NONE | NHS Project: | Y | |
| Name: | 2-Lane pavement reconstruct on US-83 in Finney County | | | | | | | | | |
| Location: | US-83: From 2.5 miles north of the Haskell/Finney county line, north to the bridge over the Arkansas River | | | | | | | | | |
| Scope: | Reconstruct roadway. | | | | | | | | | |

| | | Cancel | | | | | | | | |
|------------------|--|---------------|------|------------------------------|-----|----------------------|------|---------------------|---|-----|
| KA-4652-02 | GDFC | | | | | | | | | \$0 |
| County: | Finney | Route: | U050 | Total Length (Miles): | 3.0 | Letting Type: | KDOT | NHS Project: | Y | |
| Name: | US-50 & US-50B Finney County 1R Guardrail Upgrade | | | | | | | | | |
| Location: | US-50 from E Jct US-50/US-83 E to Towns Rd & US-50B from Campus Dr E to E Jct US-50/US-83/US-50B | | | | | | | | | |
| Scope: | Guardrail Upgrade | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

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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 |
| Fund Category | 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 | | | | | | Chg Cost | | |
| KA-5007-01 | MILOV | \$1 | 2018 | | | | | \$261 | 2018 | \$262 |
| | ACNHP A500701 | | | | | | | \$209 | 79.99% | |
| | K | \$1 | 100.00% | | | | | \$52 | 20.00% | |
| | NHPP Future Conversion | | | | | | | \$209 | 2019 | |
| County: Finney | | Route: U050B1 | | Total Length (Miles): 1.2 | | Letting Type: KDOT | | NHS Project: N | | |
| Name: Mill and Overlay on US-50 in Finney County | | | | | | | | | | |
| Location: US-50B from the Jct US-83/US-50/US-50B/US-83B East 1.226 miles | | | | | | | | | | |
| Scope: Surfacing | | | | | | | | | | |
| | | Chg Cost | | | | | | Chg Cost | | |
| KA-5054-01 | MILOV | \$1 | 2018 | | | | | \$3,101 | 2019 | \$3,102 |
| | K | \$1 | 100.00% | | | | | \$620 | 20.00% | |
| | STP A505401 | | | | | | | \$2,481 | 79.99% | |
| County: Finney | | Route: K156 | | Total Length (Miles): 21.5 | | Letting Type: KDOT | | NHS Project: N | | |
| Name: Mill and Overlay on K-156 in Finney County | | | | | | | | | | |
| Location: K-156 from 2.7 Miles East of US-50B East to West Junction K-23/K-156 | | | | | | | | | | |
| Scope: Surfacing | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 FF | | | | Add FF | | | |
|------------------|---|---------------|---------|------------------------------|-----|----------------------|--------|---------------------|-------|
| KA-3860-01 | BRRPR | \$60 | 2018 | | | \$762 | 2019 | | \$822 |
| | K | \$60 | 100.00% | | | \$152 | 20.00% | | |
| | NHPP A386001 | | | | | \$610 | 79.99% | | |
| County: | Ford | Route: | U400 | Total Length (Miles): | 0.0 | Letting Type: | KDOT | NHS Project: | Y |
| Name: | Bridge repair in Ford County | | | | | | | | |
| Location: | Bridge on US-400 (over Arkansas River), 14 miles southeast of the US-400/US-56 junction | | | | | | | | |
| Scope: | Bridge repair | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Grant County

| | | | | | | | | | | Add |
|-------------------------------|--------------------------------------|---------------|------|------------------------------|-----|----------------------|-------|---------------------|---------|-------|
| X-3070-01 | FLTSG | | | | | | | \$251 | 2019 | \$251 |
| ACHSP | X307001 | | | | | | | \$251 | 100.00% | |
| HSIP Future Conversion | | | | | | | | \$251 | 2019 | |
| County: | Grant | Route: | K025 | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N | |
| Name: | Cimarron Valley RR & K-25 in Ulysses | | | | | | | | | |
| Location: | Cimarron Valley RR & K-25 in Ulysses | | | | | | | | | |
| Scope: | Railroad crossing improvements | | | | | | | | | |

| | | | | | | | | | | Add |
|-------------------------------|--|---------------|------|------------------------------|-----|----------------------|-------|---------------------|---------|-------|
| X-3071-01 | FLTSG | | | | | | | \$301 | 2019 | \$301 |
| ACHSP | X307101 | | | | | | | \$301 | 100.00% | |
| HSIP Future Conversion | | | | | | | | \$301 | 2019 | |
| County: | Grant | Route: | U160 | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N | |
| Name: | Cimarron Valley RR & US-160 in Ulysses | | | | | | | | | |
| Location: | Cimarron Valley RR & US-160 in Ulysses | | | | | | | | | |
| Scope: | Railroad crossing improvements | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Gray County

| | | Add FF | | Add FF | | | | | |
|------------------|--|---------------|---------|------------------------------|--------|----------------------|------|---------------------|---|
| KA-3995-01 | BRRPR | \$108 | 2018 | \$525 | 2019 | \$632 | | | |
| | K | \$108 | 100.00% | \$105 | 19.99% | | | | |
| | STP A399501 | | | \$420 | 80.00% | | | | |
| County: | Gray | Route: | K023 | Total Length (Miles): | 0.0 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Bridge repair in Gray County | | | | | | | | |
| Location: | K-23: Bridge located approx. 1/2 mile south of the US-50/K-23 junction | | | | | | | | |
| Scope: | Bridge repair | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Greeley County

| | | Chg Scope and Cost | | | | Chg Scope and Cost | | | |
|------------------------------|---------------|--------------------|---------|--|--|--------------------|-------------|--|---------|
| KA-4769-01 | PAVRC | \$49 | 2018 | | | \$1,447 | 2020 | | \$1,496 |
| | ACSTP A476901 | | | | | \$1,157 | 80.00% | | |
| | STATE | \$49 | 100.00% | | | \$289 | 20.00% | | |
| STP Future Conversion | | | | | | \$1,157 | 2021 | | |

County: Greeley **Route:** K027 **Total Length (Miles):** 0.4 **Letting Type:** KDOT **NHS Project:** N
Name: Road Improvements in Tribune
Location: Broadway Avenue (K-27) from Harper Street to North City Limits
Scope: Surfacing

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 Cost | | | | Chg Cost | | | |
|------------------|--|---------------|---------|------------------------------|------|----------------------|---------|---------------------|-------|
| C-4931-01 | SG | \$41 | 2018 | | | \$240 | 2020 | | \$281 |
| HSIP | C493101 | \$41 | 100.00% | | | \$240 | 100.00% | | |
| County: | Greenwood | Route: | | Total Length (Miles): | 61.0 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Signing in Greenwood County | | | | | | | | |
| Location: | Major Collectors West of K-99 and South of US-54 in Greenwood County | | | | | | | | |
| Scope: | Signing | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Hamilton County

| | | Chg Cost | | Chg Cost | | Chg Cost | | | | |
|------------------|---|---------------|---------|------------------------------|---------|----------------------|---------|---------------------|---|-------|
| KA-3271-01 | PAVRC | \$310 | 2017 | \$50 | 2017 | \$500 | 2020 | | | \$860 |
| | ACSTP A327101 | | | | | | | | | |
| | K | \$310 | 100.00% | \$50 | 100.00% | \$500 | 100.00% | | | |
| County: | Hamilton | Route: | K027 | Total Length (Miles): | 0.6 | Letting Type: | NONE | NHS Project: | N | |
| Name: | Pavement reconstruction in Hamilton County | | | | | | | | | |
| Location: | K-27: Syracuse north to the East Junction of K-27/US-50 | | | | | | | | | |
| Scope: | Pavement reconstruction | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Harper County

| | | Add | | | | Add | | | |
|------------------------------|---------|------|---------|--|--|--------------|-------------|--|-------|
| KA-5155-01 | PAVRC | \$47 | 2019 | | | \$798 | 2021 | | \$845 |
| ACSTP | A515501 | | | | | \$638 | 79.99% | | |
| | K | \$47 | 100.00% | | | | | | |
| | STATE | | | | | \$160 | 20.00% | | |
| STP Future Conversion | | | | | | \$638 | 2022 | | |

County: Harper **Route:** K179 **Total Length (Miles):** 0.2 **Letting Type:** KDOT **NHS Project:** N
Name: Road Improvements in Anthony
Location: Jennings Avenue (K-179) from Hayes Street to Evans Street
Scope: Surfacing

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Harvey County

| | | Add | | | | Add | | | |
|------------------|--|---------------|---------|------------------------------|------|----------------------|--------|---------------------|---------|
| KA-5125-01 | PATCH | \$1 | 2018 | | | \$1,312 | 2019 | | \$1,313 |
| | K | \$1 | 100.00% | | | \$131 | 10.00% | | |
| | NHPP A512501 | | | | | \$1,181 | 90.00% | | |
| County: | Harvey | Route: | I135 | Total Length (Miles): | 13.1 | Letting Type: | KDOT | NHS Project: | Y |
| Name: | Patching on I-135 in Harvey County | | | | | | | | |
| Location: | I-135 from the South Junction I-135/K-15 North to the Harvey/McPherson Co Line | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

| | | | | | | Chg Cost and FF | | | |
|------------------|--|---------------|--|------------------------------|-----|----------------------|-------------|---------------------|-------|
| X-3053-01 | FLTSG | | | | | \$446 | 2019 | | \$446 |
| | ACHSP X305301 | | | | | \$401 | 90.00% | | |
| | HSIP Future Conversion | | | | | \$401 | 2019 | | |
| | RR | | | | | \$45 | 10.00% | | |
| County: | Harvey | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N |
| Name: | K&ORR & 8th Street in Newton | | | | | | | | |
| Location: | K&ORR & 8th Street in Newton | | | | | | | | |
| Scope: | Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

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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 |
| Fund Category | 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 | | |
| X-3059-01 | FLTSG | | | | | | | \$401 | 2019 | \$401 |
| | ACHSP X305901 | | | | | | | \$401 | 100.00% | |
| | HSIP Future Conversion | | | | | | | \$401 | 2019 | |
| <p>County: Harvey Route: Total Length (Miles): 0.0 Letting Type: NEGOT NHS Project: N</p> <p>Name: UPRR & Harvest Hill Road 1.5 miles south of Whitewater</p> <p>Location: UPRR & Harvest Hill Road 1.5 miles south of Whitewater</p> <p>Scope: Rail-Highway Signals Flashing Light Straight Post Type w/Gates</p> | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Jackson County

| | | Chg Cost | | | | Chg Cost | | | |
|------------------|---------------------------|---------------|---------|------------------------------|-------|----------------------|---------|---------------------|-------|
| C-4897-01 | SG | \$37 | 2017 | | | \$352 | 2019 | | \$388 |
| HSIP | C489701 | \$37 | 100.00% | | | \$352 | 100.00% | | |
| County: | Jackson | Route: | | Total Length (Miles): | 131.0 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Signing in Jackson County | | | | | | | | |
| Location: | Local Roads | | | | | | | | |
| Scope: | Signing | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 Cost | | | | Chg Cost | | | |
|--|-------------|--------------------|---------|-----------------------------------|--|---------------------------|--------|-----------------------|---------|
| KA-5082-01 | SURCY | \$1 | 2018 | | | \$1,277 | 2019 | | \$1,278 |
| | K | \$1 | 100.00% | | | \$255 | 20.00% | | |
| | STP A508201 | | | | | \$1,022 | 79.99% | | |
| County: Jefferson | | Route: K092 | | Total Length (Miles): 12.7 | | Letting Type: KDOT | | NHS Project: N | |
| Name: Surfacing on K-92 in Jefferson County | | | | | | | | | |
| Location: K-92 from K-4 East to US-59 | | | | | | | | | |
| Scope: Surfacing | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Kearny County

| | | Add | | | | Add | | | |
|------------------------------|---------|------|---------|--|--|--------------|-------------|--|-------|
| KA-5156-01 | PAVRC | \$55 | 2019 | | | \$931 | 2021 | | \$986 |
| ACSTP | A515601 | | | | | \$745 | 79.99% | | |
| K | | \$55 | 100.00% | | | | | | |
| STATE | | | | | | \$186 | 20.00% | | |
| STP Future Conversion | | | | | | \$745 | 2022 | | |

County: Kearny **Route:** K025 **Total Length (Miles):** 0.2 **Letting Type:** KDOT **NHS Project:** N
Name: Road Improvements in Lakin
Location: South Main Street (K-25) from south of Santa Fe Avenue to C Avenue (South City Limits)
Scope: Surfacing

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 Cost | | | | Chg Cost | | | |
|------------------|---|---------------|---------|------------------------------|-----|----------------------|---------|---------------------|------|
| C-4937-01 | SG | \$7 | 2018 | | | \$18 | 2020 | | \$25 |
| HSIP | C493701 | \$7 | 100.00% | | | \$18 | 100.00% | | |
| County: | Kingman | Route: | | Total Length (Miles): | 0.3 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Safety Improvements in Kingman County | | | | | | | | |
| Location: | Intersection of SE 20th St and SE 100th Ave | | | | | | | | |
| Scope: | Signing and Pavement Marking | | | | | | | | |

| | | Chg Cost | | | | Chg Cost | | | |
|-------------------------------|---|---------------|---------|------------------------------|-----|----------------------|-------------|---------------------|---------|
| KA-5010-01 | MILOV | \$1 | 2018 | | | \$2,530 | 2018 | | \$2,531 |
| ACNHP | A501001 | | | | | \$2,024 | 79.99% | | |
| K | | \$1 | 100.00% | | | \$506 | 20.00% | | |
| NHPP Future Conversion | | | | | | \$2,024 | 2019 | | |
| County: | Kingman | Route: | U054 | Total Length (Miles): | 9.0 | Letting Type: | KDOT | NHS Project: | Y |
| Name: | Mill and Overlay on US-54 in Kingman County | | | | | | | | |
| Location: | US-54 from the East City Limits of Kingman East to East Junction K-14/US-54 | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | | |
| U-2325-01 | MILOV | | | | | | | \$711 | 2020 | \$711 |
| | STATE | | | | | | | \$600 | 84.43% | |
| | U0400 | | | | | | | \$111 | 15.56% | |
| County: Kingman | | Route: U054 | | Total Length (Miles): 0.9 | | Letting Type: LOCAL | | NHS Project: Y | | |
| Name: Road Improvements in Kingman | | | | | | | | | | |
| Location: US-54 from west of Chariton Street to East City Limits | | | | | | | | | | |
| Scope: Surfacing | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | | | |
|-------------------------------|--|---------------|--|------------------------------|-----|----------------------|-------------|---------------------|-------|
| X-3061-01 | FLTSG | | | | | \$301 | 2019 | | \$301 |
| ACHSP | X306101 | | | | | \$301 | 100.00% | | |
| HSIP Future Conversion | | | | | | \$301 | 2019 | | |
| County: | Kiowa | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N |
| Name: | UPRR & Wichita Street in Haviland | | | | | | | | |
| Location: | UPRR & Wichita Street in Haviland | | | | | | | | |
| Scope: | Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 Cost | | | | Chg Cost | | | |
|------------------|---|---------------|---------|------------------------------|-----|----------------------|--------|---------------------|---------|
| KA-5102-01 | 3.00L | \$1 | 2018 | | | \$6,056 | 2019 | | \$6,057 |
| | K | \$1 | 100.00% | | | \$1,211 | 20.00% | | |
| | NHPP A510201 | | | | | \$4,845 | 79.99% | | |
| County: | Linn | Route: | U069 | Total Length (Miles): | 8.0 | Letting Type: | KDOT | NHS Project: | Y |
| Name: | Surfacing on US-69 in Linn County | | | | | | | | |
| Location: | US-69 from 3.5 Miles North of South Junction K-52/US-69 North to North Sugar Creek Bridge | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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

| | | Add | | | | Add | | | |
|------------------|---|---------------|---------|------------------------------|-----|----------------------|--------|---------------------|-------|
| KA-5165-01 | SURCY | \$1 | 2019 | | | \$533 | 2019 | | \$534 |
| | K | \$1 | 100.00% | | | \$107 | 20.00% | | |
| | STP A516501 | | | | | \$427 | 80.00% | | |
| County: | Lyon | Route: | K099 | Total Length (Miles): | 6.1 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Surfacing on K-99 in Lyon County | | | | | | | | |
| Location: | K-99 in Lyon County Beginning at Junction US-56/K-99 thence North to the Lyon/Wabaunsee County Line | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

| | | | | | | Add | | | |
|------------------|--|---------------|--|------------------------------|-----|----------------------|-------------|---------------------|-------|
| X-3054-01 | FLTSG | | | | | \$251 | 2019 | | \$251 |
| | ACHSP X305401 | | | | | \$251 | 100.00% | | |
| | HSIP Future Conversion | | | | | \$251 | 2019 | | |
| County: | Lyon | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N |
| Name: | BNSF & 190 Road 2 miles NE of Emporia | | | | | | | | |
| Location: | BNSF & 190 Road 2 miles NE of Emporia | | | | | | | | |
| Scope: | Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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

| | | | | | | | | | | |
|------------------|--|---------------|------|------------------------------|-----|----------------------|-------|---------------------|--------|-------|
| Add | | | | | | | | | | |
| U-2352-01 | SU | | | | | | | \$332 | | \$332 |
| STATE | | | | | | | | \$300 | 90.25% | |
| U0346 | | | | | | | | \$32 | 9.74% | |
| County: | Marion | Route: | K256 | Total Length (Miles): | 0.6 | Letting Type: | LOCAL | NHS Project: | N | |
| Name: | Road Improvements in Marion | | | | | | | | | |
| Location: | West Main Street (K-256) from 1st Street to West City Limits | | | | | | | | | |
| Scope: | Surfacing | | | | | | | | | |

| | | | | | | | | | | |
|-------------------------------|--|---------------|--|------------------------------|-----|----------------------|-------|---------------------|---------|-------|
| Add | | | | | | | | | | |
| X-3056-01 | FLTSG | | | | | | | \$351 | 2019 | \$351 |
| ACHSP | X305601 | | | | | | | \$351 | 100.00% | |
| HSIP Future Conversion | | | | | | | | \$351 | 2019 | |
| County: | Marion | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N | |
| Name: | BNSF & 80th Road 3 miles NE of Peabody | | | | | | | | | |
| Location: | BNSF & 80th Road 3 miles NE of Peabody | | | | | | | | | |
| Scope: | Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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

| | | | | | | | | Move In | | |
|------------------------------|---------|--------------|-------------|------|---------|-------------|-------------|----------------|-------------|---------|
| KA-2101-01 | BRRPL | \$300 | 2011 | \$41 | 2018 | \$41 | 2014 | \$2,817 | 2019 | \$3,199 |
| ACBRF | A210101 | \$240 | 80.00% | | | | | | | |
| ACSTP | A210101 | | | | | \$33 | 80.00% | \$2,254 | 80.00% | |
| K | | \$60 | 20.00% | \$41 | 100.00% | \$8 | 19.99% | \$563 | 19.99% | |
| STP Future Conversion | | \$240 | 2020 | | | \$33 | 2020 | \$2,254 | 2020 | |

County: Marshall **Route:** K009 **Total Length (Miles):** 0.0 **Letting Type:** KDOT **NHS Project:** N
Name: Replace Bridge in Marshall County
Location: K-9: 2 miles east of the county line
Scope: Bridge Replacement

FFY 2019 - 2022 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-16-2018

| 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 | |
| Fund Category | 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

| | | Remove FF | | | | Remove FF | | | | |
|---|------|-----------|---------|--|--|-----------|---------|--|-------|--|
| KA-5030-01 | UBAS | \$1 | 2018 | | | \$106 | 2018 | | \$107 | |
| | K | \$1 | 100.00% | | | \$106 | 100.00% | | | |
| <p>County: McPherson Route: K061 Total Length (Miles): 0.4 Letting Type: KDOT NHS Project: Y</p> <p>Name: Surfacing on K-61 in McPherson County</p> <p>Location: K-61 from the Concrete/Asphalt Junction West of South Junction K-153/K-61 East to US-81B</p> <p>Scope: Surfacing</p> | | | | | | | | | | |

| | | Remove FF | | | | Remove FF | | | | |
|---|------|-----------|---------|--|--|-----------|---------|--|-------|--|
| KA-5031-01 | UBAS | \$1 | 2018 | | | \$691 | 2018 | | \$692 | |
| | K | \$1 | 100.00% | | | \$691 | 100.00% | | | |
| <p>County: McPherson Route: U081B1 Total Length (Miles): 2.6 Letting Type: KDOT NHS Project: Y</p> <p>Name: Surfacing on US-81B in McPherson County</p> <p>Location: US-81Business from K-61 North to I-135</p> <p>Scope: Surfacing</p> | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | | |
| KA-5127-01 | MILOV | \$1 | 2018 | | | | | \$7,485 | 2019 | \$7,486 |
| | K | \$1 | 100.00% | | | | | \$748 | 9.99% | |
| | NHPP A512701 | | | | | | | \$6,736 | 90.00% | |
| County: McPherson | | Route: I135 | | Total Length (Miles): 19.6 | | Letting Type: KDOT | | NHS Project: Y | | |
| Name: Surfacing on I-135 in McPherson County | | | | | | | | | | |
| Location: I-135 from 1 Mile South of US-81Alt North to the McPherson/Saline County Line | | | | | | | | | | |
| Scope: Surfacing | | | | | | | | | | |
| | | | | | | | | Chg Cost | | |
| U-2336-01 | PEDBI | | | | | | | \$813 | 2019 | \$813 |
| | TA U233601 | | | | | | | \$400 | 49.19% | |
| | U0480 | | | | | | | \$413 | 50.80% | |
| County: McPherson | | Route: | | Total Length (Miles): 2.0 | | Letting Type: KDOT | | NHS Project: N | | |
| Name: SRTS Phase 2: McPherson | | | | | | | | | | |
| Location: City of McPherson: multiple locations | | | | | | | | | | |
| Scope: Sidewalks, crosswalks, and striping improvements | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

Page 45

| | | 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 |
| Fund Category | 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 and FF | | |
| X-3049-01 | FLTSG | | | | | | | \$557 | 2019 | \$557 |
| | ACHSP X304901 | | | | | | | \$501 | 90.00% | |
| | HSIP Future Conversion | | | | | | | \$501 | 2019 | |
| | RR | | | | | | | \$56 | 10.00% | |
| County: McPherson | | Route: | | Total Length (Miles): 0.0 | | Letting Type: NEGOT | | NHS Project: N | | |
| Name: K&ORR & E. 1st Street in McPherson | | | | | | | | | | |
| Location: K&ORR & E. 1st Street in McPherson | | | | | | | | | | |
| Scope: Rail-Highway Signals Flashing Light Cantilever Type w/Gates | | | | | | | | | | |
| | | | | | | | | Chg Cost and FF | | |
| X-3050-01 | FLTSG | | | | | | | \$279 | 2019 | \$279 |
| | ACHSP X305001 | | | | | | | \$251 | 90.00% | |
| | HSIP Future Conversion | | | | | | | \$251 | 2019 | |
| | RR | | | | | | | \$28 | 10.00% | |
| County: McPherson | | Route: | | Total Length (Miles): 0.0 | | Letting Type: NEGOT | | NHS Project: N | | |
| Name: K&ORR & Hartup Street in McPherson | | | | | | | | | | |
| Location: K&ORR & Hartup Street in McPherson | | | | | | | | | | |
| Scope: Rail-Highway Signals Flashing Light Cantilever Type w/Gates | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 and FF | | |
| X-3052-01 | FLTSG | | | | | | | \$279 | 2019 | \$279 |
| | ACHSP X305201 | | | | | | | \$251 | 90.00% | |
| | HSIP Future Conversion | | | | | | | \$251 | 2019 | |
| | RR | | | | | | | \$28 | 10.00% | |
| County: McPherson | | Route: | | Total Length (Miles): 0.0 | | Letting Type: NEGOT | | NHS Project: N | | |
| Name: K&ORR & Centennial Drive east edge of McPherson | | | | | | | | | | |
| Location: K&ORR & Centennial Drive east edge of McPherson | | | | | | | | | | |
| Scope: Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | | | |
| | | | | | | | | Add | | |
| X-3063-01 | FLTSG | | | | | | | \$351 | 2019 | \$351 |
| | ACHSP X306301 | | | | | | | \$351 | 100.00% | |
| | HSIP Future Conversion | | | | | | | \$351 | 2019 | |
| County: McPherson | | Route: | | Total Length (Miles): 0.0 | | Letting Type: NEGOT | | NHS Project: N | | |
| Name: UPRR & 18th Avenue 1.5 miles east of McPherson | | | | | | | | | | |
| Location: UPRR & 18th Avenue 1.5 miles east of McPherson | | | | | | | | | | |
| Scope: Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | | | |

FFY 2019 - 2022 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Meade County

| | | Chg Cost | | | | Chg Cost | | | |
|------------------|----------------------------------|---------------|--------|------------------------------|-----|----------------------|--------|---------------------|-------|
| C-4927-01 | GDFC | \$15 | 2018 | | | \$146 | 2019 | | \$161 |
| | C0060 | \$3 | 20.00% | | | \$29 | 20.00% | | |
| | ER C492701 | \$12 | 80.00% | | | \$117 | 80.00% | | |
| County: | Meade | Route: | | Total Length (Miles): | 0.2 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Emergency Relief in Meade County | | | | | | | | |
| Location: | Multiple Locations SE of Meade | | | | | | | | |
| Scope: | Guardrail replacement | | | | | | | | |

FFY 2019 - 2022 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-16-2018

| 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 | |
| Fund Category | 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 Cost | | Chg Cost | | Chg Cost | | Chg Cost | | |
|-------------------------------|---|---------------|-------------|------------------------------|---------|----------------------|-------------|---------------------|-------------|---------|
| KA-3949-01 | BRRPL | \$374 | 2015 | \$50 | 2018 | \$25 | 2018 | \$2,037 | 2019 | \$2,486 |
| ACNHP | A394901 | \$299 | 80.00% | | | \$20 | 80.00% | \$1,630 | 79.99% | |
| | K | \$75 | 20.00% | \$50 | 100.00% | \$5 | 20.00% | \$407 | 20.00% | |
| NHPP Future Conversion | | \$299 | 2020 | | | \$20 | 2020 | \$1,630 | 2020 | |
| County: | Mitchell | Route: | U024 | Total Length (Miles): | 0.0 | Letting Type: | KDOT | NHS Project: | Y | |
| Name: | Bridge Replacement in Mitchell County on US-24 | | | | | | | | | |
| Location: | Bridge #018 on US-24 Located 8.49 Miles South East of K-9 | | | | | | | | | |
| Scope: | Bridge Replacement and Detour (shoofly) | | | | | | | | | |

| | | Add | | Add | | Add | | | | |
|------------------|--|---------------|---------|------------------------------|---------|----------------------|---------|---------------------|---|-------|
| KA-3950-01 | BRRPL | \$292 | 2017 | \$59 | 2020 | \$29 | 2020 | | | \$380 |
| ACNHP | A395001 | | | | | | | | | |
| | K | \$292 | 100.00% | \$59 | 100.00% | \$29 | 100.00% | | | |
| County: | Mitchell | Route: | U024 | Total Length (Miles): | 0.0 | Letting Type: | NONE | NHS Project: | Y | |
| Name: | Bridge Replacement in Mitchell County on US-24 | | | | | | | | | |
| Location: | Bridge #012 Located 7.61 Miles East of K-128 on US-24 in Mitchell County | | | | | | | | | |
| Scope: | Bridge Replacement | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | | Add | | | | |
| KA-3963-01 | BRRPL | \$161 | 2018 | \$32 | 2020 | \$16 | 2020 | | | \$209 |
| | ACNHP | | | | | | | | | |
| | A396301 | | | | | | | | | |
| | K | \$161 | 100.00% | \$32 | 100.00% | \$16 | 100.00% | | | |
| County: | Mitchell | Route: | U024 | Total Length (Miles): | 0.0 | Letting Type: | NONE | NHS Project: | Y | |
| Name: | Bridge Replacement in Mitchell County on US-24 | | | | | | | | | |
| Location: | Bridge #014 Located 11.15 Miles East of K-128 on US-24 in Mitchell County | | | | | | | | | |
| Scope: | Bridge Replacement | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 Cost | | | | Chg Cost | | | |
|------------------|---|---------------|--------|------------------------------|-----|----------------------|--------|---------------------|-------|
| C-4898-01 | GRSU | \$44 | 2017 | | | \$856 | 2019 | | \$900 |
| | C0063 | \$4 | 10.00% | | | \$86 | 10.00% | | |
| | HRRR C489801 | \$39 | 90.00% | | | \$770 | 89.99% | | |
| County: | Montgomery | Route: | | Total Length (Miles): | 0.3 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Intersection improvements in Montgomery County | | | | | | | | |
| Location: | Intersection of County Road 3900 and County Road 3400 | | | | | | | | |
| Scope: | Intersection Safety Improvements | | | | | | | | |

| | | | | | | Move In | | | |
|------------------|--|---------------|--|------------------------------|-----|----------------------|--------|---------------------|-------|
| U-2331-01 | PEDBI | | | | | \$623 | 2019 | | \$623 |
| | TA U233101 | | | | | \$400 | 64.18% | | |
| | U0130 | | | | | \$223 | 35.81% | | |
| County: | Montgomery | Route: | | Total Length (Miles): | 1.4 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Coffeyville SRTS Phase 2 | | | | | | | | |
| Location: | Coffeyville, Community Elementary School | | | | | | | | |
| Scope: | Pedestrian enhancements | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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

| | | | | | | Add | | | |
|-------------------------------|--|---------------|--|------------------------------|-----|----------------------|-------------|---------------------|-------|
| X-3064-01 | FLTSG | | | | | \$385 | 2019 | | \$385 |
| ACHSP | X306401 | | | | | \$385 | 100.00% | | |
| HSIP Future Conversion | | | | | | \$385 | 2019 | | |
| County: | Morris | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N |
| Name: | UPRR & J Avenue 2 miles SW of White City | | | | | | | | |
| Location: | UPRR & J Avenue 2 miles SW of White City | | | | | | | | |
| Scope: | Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Nemaha County

| | | | | | | Chg Cost | | | |
|------------------|---|---------------|--|------------------------------|-----|----------------------|--------|---------------------|-------|
| TE-0463-01 | ROHTB | | | | | \$792 | 2019 | | \$792 |
| TA | T046301 | | | | | \$556 | 70.19% | | |
| U0506 | | | | | | \$236 | 29.80% | | |
| County: | Nemaha | Route: | | Total Length (Miles): | 0.0 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Seneca: Historic Brick Street Restoration | | | | | | | | |
| Location: | Downtown Seneca | | | | | | | | |
| Scope: | Historic Brick Street Restoration | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Norton County

| | | Cnvr AC | | Chg Cost | | |
|------------------|--|---------------|--|------------------------------|--------|---------------------------|
| C-4920-01 | BRRPL | | | \$377 | 2019 | \$377 |
| C0069 | | | | \$75 | 20.00% | |
| STP | C492001 | | | \$301 | 80.00% | |
| County: | Norton | Route: | | Total Length (Miles): | 0.1 | Letting Type: KDOT |
| Name: | Bridge Replacement in Norton County | | | | | NHS Project: N |
| Location: | Bridge located .5 miles S & 2.0 Miles W of New Almelo on Road W14 over Solomon River | | | | | |
| Scope: | Bridge Replacement | | | | | |

| | | Cnvr AC | | Cnvr AC | | |
|------------------|--|---------------|--------|------------------------------|--------|---------------------------|
| KA-4550-09 | FLOOD | \$67 | 2018 | \$255 | 2018 | \$322 |
| ACSTP | A455009 | \$53 | 80.00% | | | |
| ER | A455009 | | | \$204 | 80.00% | |
| K | | \$13 | 20.00% | \$51 | 20.00% | |
| County: | Norton | Route: | U283 | Total Length (Miles): | 0.0 | Letting Type: KDOT |
| Name: | US-283 Bridge #075 (North Fork Solomon River Drainage) | | | | | NHS Project: N |
| Location: | Structure #075 US-283 in Norton County | | | | | |
| Scope: | Flood Repair Damage | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | | | | | | Chg Cost | | |

| | | | | | | | | | | |
|------------------------------|---------|-----|---------|--|--|--|--|--------------|-------------|---------|
| KA-5029-01 | SURCY | \$1 | 2018 | | | | | \$1,055 | 2018 | \$1,056 |
| ACSTP | A502901 | | | | | | | \$844 | 80.00% | |
| | K | \$1 | 100.00% | | | | | \$211 | 20.00% | |
| STP Future Conversion | | | | | | | | \$844 | 2019 | |

County: Norton **Route:** K009 **Total Length (Miles):** 12.7 **Letting Type:** KDOT **NHS Project:** N
Name: Surfacing on K-9 in Norton County
Location: K-9 from the East Junction US-283/K-9 East to the Phillips/Norton County Line
Scope: Surfacing

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Osborne County

| | | Chg Cost | | | | Chg Cost | |
|------------------------------|---------|----------|---------|--|--|--------------|-------------|
| KA-5023-01 | UBAS | \$1 | 2018 | | | \$342 | 2018 |
| ACSTP | A502301 | | | | | \$274 | 80.00% |
| | K | \$1 | 100.00% | | | \$68 | 20.00% |
| STP Future Conversion | | | | | | \$274 | 2019 |

County: Osborne **Route:** U024 **Total Length (Miles):** 4.0 **Letting Type:** KDOT **NHS Project:** N
Name: Surfacing on US-24 in Osborne County
Location: US-24 from the South Junction US-24/US-281 North to North Junction US-24/US-281
Scope: Surfacing

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Pawnee County

| | | Add | | | | Add | | | |
|-------------------------------|---------|------|--------|--|--|--------------|-------------|--|-------|
| KA-5152-01 | PAVRC | \$50 | 2018 | | | \$763 | 2019 | | \$813 |
| ACNHP | A515201 | | | | | \$591 | 77.46% | | |
| | K | \$48 | 95.00% | | | | | | |
| NHPP Future Conversion | | | | | | \$591 | 2020 | | |
| | STATE | | | | | \$107 | 13.97% | | |
| | U0410 | \$3 | 5.00% | | | \$65 | 8.56% | | |

County: Pawnee **Route:** U056 **Total Length (Miles):** 0.2 **Letting Type:** KDOT **NHS Project:** Y
Name: Road Improvements in Larned
Location: Trail Street (US-56) from West City Limits thence east approx. 890 ft
Scope: Surfacing

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 Cost | | |
|------------------|---|---------------|--|------------------------------|-----|----------------------|------|---------------------|--------|-------|
| C-4922-01 | BRRPL | | | | | | | \$780 | 2019 | \$780 |
| | C0075 | | | | | | | \$156 | 19.99% | |
| | STP C492201 | | | | | | | \$624 | 80.00% | |
| County: | Pottawatomie | Route: | | Total Length (Miles): | 0.1 | Letting Type: | KDOT | NHS Project: | N | |
| Name: | Bridge Replacement in Pottawatomie County | | | | | | | | | |
| Location: | Bridge located 3.0 miles N of Duluth on Parallel Road over tributary of Mud Creek | | | | | | | | | |
| Scope: | Bridge Replacement | | | | | | | | | |

| | | Add | | Add | | Add | | Add | | |
|------------------|---|---------------|---------|------------------------------|---------|----------------------|---------|---------------------|---------|-------|
| KA-4594-01 | SPECL | \$10 | 2017 | \$10 | 2017 | \$10 | 2017 | \$185 | 2019 | \$215 |
| | K | \$10 | 100.00% | \$10 | 100.00% | \$10 | 100.00% | \$185 | 100.00% | |
| County: | Pottawatomie | Route: | K013 | Total Length (Miles): | 0.1 | Letting Type: | FORCE | NHS Project: | N | |
| Name: | Bank stabilization in Pottawatomie County | | | | | | | | | |
| Location: | Located approximately 0.123 miles south of Bridge #020 (Cedar Creek) on K-13 in Pottawatomie County | | | | | | | | | |
| Scope: | Bank stabilization | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | | |
| U-2328-01 | MILOV | | | | | | | \$731 | 2019 | \$731 |
| | STATE | | | | | | | \$600 | 82.10% | |
| | U0492 | | | | | | | \$131 | 17.89% | |
| County: | Pottawatomie | Route: | U024 | Total Length (Miles): | 0.6 | Letting Type: | LOCAL | NHS Project: | Y | |
| Name: | Road Improvements in St. Marys | | | | | | | | | |
| Location: | West Bertrand Street from west city limits through North 3rd Street | | | | | | | | | |
| Scope: | Surfacing | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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

| | | Chg Cost | | | | Chg Cost | | | |
|------------------|--|---------------|---------|------------------------------|-----|----------------------|---------|---------------------|-------|
| KA-4687-02 | GDFC | \$5 | 2018 | | | \$104 | 2019 | | \$109 |
| NHPP | A468702 | \$5 | 100.00% | | | \$104 | 100.00% | | |
| County: | Reno | Route: | U050 | Total Length (Miles): | 0.0 | Letting Type: | KDOT | NHS Project: | Y |
| Name: | Guardrail reconstruction on US-50 in Reno county | | | | | | | | |
| Location: | Guardrail on Bridge #007 on US-50 in Reno county | | | | | | | | |
| Scope: | Guardrail reconstruction | | | | | | | | |

| | | | | | | Move In | | | |
|------------------|--|---------------|--|------------------------------|-----|----------------------|--------|---------------------|-------|
| TE-0447-01 | PEDBI | | | | | \$601 | 2019 | | \$601 |
| TA | T044701 | | | | | \$455 | 75.80% | | |
| U0350 | | | | | | \$145 | 24.19% | | |
| 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 2019 - 2022 State Transportation Improvement Program Amendment List

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Kansas STIP November Amendment -as of 10-16-2018

| | | 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 |
| Fund Category | 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 | | | | | | Chg Cost | | |
| TE-0457-01 | PEDBI | \$37 | 2019 | | | | | \$469 | 2019 | \$506 |
| TA | T045701 | | | | | | | \$363 | 77.38% | |
| U0350 | | \$37 | 100.00% | | | | | \$106 | 22.61% | |
| County: Reno | | Route: | | Total Length (Miles): 0.5 | | Letting Type: LOCAL | | NHS Project: N | | |
| Name: Hutchinson: Washington St Bicycle Blvd | | | | | | | | | | |
| Location: Washington St from N 17th Ave to N 23rd Ave | | | | | | | | | | |
| Scope: Conversion of Washington St to a Bicycle Blvd | | | | | | | | | | |
| | | | | | | | | Chg FF | | |
| U-2333-01 | PEDBI | | | | | | | \$229 | 2019 | \$229 |
| TA | U233301 | | | | | | | \$183 | 80.00% | |
| U0241 | | | | | | | | \$46 | 19.99% | |
| County: Reno | | Route: | | Total Length (Miles): 0.8 | | Letting Type: KDOT | | NHS Project: N | | |
| Name: Haven SRTS Phase 2 | | | | | | | | | | |
| Location: Haven: vicinity of Middle School and Main St. | | | | | | | | | | |
| Scope: Pedestrian walkways | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | | |
| X-3062-01 | FLTSG | | | | | | | \$321 | 2019 | \$321 |
| | ACHSP X306201 | | | | | | | \$321 | 100.00% | |
| | HSIP Future Conversion | | | | | | | \$321 | 2019 | |
| <p>County: Reno Route: Total Length (Miles): 0.0 Letting Type: NEGOT NHS Project: N</p> <p>Name: UPRR & Salt Marsh Road 2 miles SW of Turon</p> <p>Location: UPRR & Salt Marsh Road 2 miles SW of Turon</p> <p>Scope: Rail-Highway Signals Flashing Light Straight Post Type w/Gates</p> | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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

| | | Add | | | | Add | | | | |
|------------------|---|---------------|---------|------------------------------|------|----------------------|--------|---------------------|---|---------|
| KA-5108-01 | 3.00L | \$1 | 2018 | | | \$7,708 | 2019 | | | \$7,709 |
| | K | \$1 | 100.00% | | | \$1,542 | 20.00% | | | |
| | NHPP A510801 | | | | | \$6,166 | 79.99% | | | |
| County: | Republic | Route: | U081 | Total Length (Miles): | 19.9 | Letting Type: | KDOT | NHS Project: | Y | |
| Name: | Surfacing on US-81 in Republic County | | | | | | | | | |
| Location: | Various Locations on US-81 in Republic County | | | | | | | | | |
| Scope: | Surfacing | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 Cost | | | | Chg Cost | | | |
|------------------------------|---------------|----------|---------|--|--|--------------|-------------|--|-------|
| KA-4995-01 | SURCY | \$1 | 2018 | | | \$186 | 2018 | | \$187 |
| | ACSTP A499501 | | | | | \$149 | 80.00% | | |
| | K | \$1 | 100.00% | | | \$37 | 20.00% | | |
| STP Future Conversion | | | | | | \$142 | 2019 | | |

County: Riley **Route:** K082 **Total Length (Miles):** 1.5 **Letting Type:** KDOT **NHS Project:** N
Name: K-82 in Riley County
Location: K-82 from the Clay/Riley County Line East to US-77
Scope: Surfacing

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Russell County

| | | Chg Cost | | | | Chg Cost | | | |
|------------------------------|---|---------------|---------|------------------------------|------|----------------------|-------------|---------------------|---------|
| KA-4998-01 | UBAS | \$1 | 2018 | | | \$1,147 | 2018 | | \$1,148 |
| ACSTP | A499801 | | | | | \$918 | 79.99% | | |
| | K | \$1 | 100.00% | | | \$229 | 20.00% | | |
| STP Future Conversion | | | | | | \$914 | 2019 | | |
| County: | Russell | Route: | K018 | Total Length (Miles): | 13.3 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Surfacing on K-18 in Russell County | | | | | | | | |
| Location: | K-18 from the East Junction K-18/US-281 East to the Russell/Lincoln Co Line | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

| | | Chg Cost | | | | Chg Cost | | | |
|------------------------------|--|---------------|---------|------------------------------|-----|----------------------|-------------|---------------------|------|
| KA-4999-01 | UBAS | \$1 | 2018 | | | \$77 | 2018 | | \$78 |
| ACSTP | A499901 | | | | | \$61 | 80.00% | | |
| | K | \$1 | 100.00% | | | \$15 | 20.00% | | |
| STP Future Conversion | | | | | | \$61 | 2019 | | |
| County: | Russell | Route: | U281 | Total Length (Miles): | 1.0 | Letting Type: | KDOT | NHS Project: | N |
| Name: | Surfacing on US-281 in Russell County | | | | | | | | |
| Location: | US-281 from the East Junction K-18/US-281 North to the Russell/Osborne Co Line | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 Cost | | | | Chg Cost | | | |
|------------|-------------|----------|---------|--|--|----------|--------|--|---------|
| KA-5084-01 | MILOV | \$1 | 2018 | | | \$3,292 | 2019 | | \$3,293 |
| | K | \$1 | 100.00% | | | \$658 | 20.00% | | |
| | STP A508401 | | | | | \$2,633 | 80.00% | | |

County: Saline **Route:** K140 **Total Length (Miles):** 16.8 **Letting Type:** KDOT **NHS Project:** N
Name: Surfacing on K-140 in Saline County
Location: K-140 from the Ellsworth/Saline County Line East to I-135
Scope: Surfacing

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Scott County

| | | Chg Cost | | | | Chg Cost | | | |
|-------------------------------|---------------|----------|---------|--|--|----------------|-------------|--|---------|
| KA-5006-01 | MILOV | \$1 | 2018 | | | \$1,790 | 2018 | | \$1,791 |
| | ACNHP A500601 | | | | | \$1,432 | 79.99% | | |
| | K | \$1 | 100.00% | | | \$358 | 20.00% | | |
| NHPP Future Conversion | | | | | | \$1,428 | 2019 | | |

County: Scott **Route:** U083 **Total Length (Miles):** 15.0 **Letting Type:** KDOT **NHS Project:** Y
Name: Mill and Overlay on US-83 in Scott County
Location: US-83 from the Finney/Scott Co Line North to 8th Street in Scott City
Scope: Surfacing

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Sheridan County

| | | | | | | Add | | | |
|-------------------------------|-------------------------------------|---------------|------|------------------------------|-----|----------------------|-------------|---------------------|-------|
| X-3068-01 | FLTSG | | | | | \$281 | 2019 | | \$281 |
| ACHSP | X306801 | | | | | \$281 | 100.00% | | |
| HSIP Future Conversion | | | | | | \$281 | 2019 | | |
| County: | Sheridan | Route: | U083 | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | Y |
| Name: | KYLE RR & US-83 northeast of Selden | | | | | | | | |
| Location: | KYLE RR & US-83 northeast of Selden | | | | | | | | |
| Scope: | Railroad crossing improvements | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Sherman County

| | | Chg Cost | | | | Chg Cost | | |
|------------------|---|---------------|--|------------------------------|-----|----------------------|--------|-----------------------|
| TE-0454-01 | ROHTB | | | | | \$813 | 2018 | \$813 |
| TA | T045401 | | | | | \$538 | 66.13% | |
| U0270 | | | | | | \$275 | 33.86% | |
| County: | Sherman | Route: | | Total Length (Miles): | 0.1 | Letting Type: | KDOT | NHS Project: N |
| Name: | Goodland Historic Brick Street Rehabilitation | | | | | | | |
| Location: | Downtown Goodland | | | | | | | |
| Scope: | Replacement brick pavement | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Sumner County

| | | | | | | Add | | | | |
|-------------------------------|--|---------------|--|------------------------------|-----|----------------------|-------|---------------------|-------------|-------|
| X-3060-01 | FLTSG | | | | | | | \$301 | 2019 | \$301 |
| ACHSP | X306001 | | | | | | | \$301 | 100.00% | |
| HSIP Future Conversion | | | | | | | | \$301 | 2019 | |
| County: | Sumner | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N | |
| Name: | UPRR & W 110th Street S at Corbin | | | | | | | | | |
| Location: | UPRR & W 110th Street S at Corbin | | | | | | | | | |
| Scope: | Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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

| | | Add | | | | Add | | | |
|------------------|--|---------------|---------|------------------------------|------|----------------------|--------|---------------------|---------|
| KA-5123-01 | MILOV | \$1 | 2018 | | | \$6,209 | 2019 | | \$6,210 |
| | K | \$1 | 100.00% | | | \$621 | 10.00% | | |
| | NHPP A512301 | | | | | \$5,588 | 90.00% | | |
| County: | Thomas | Route: | I070 | Total Length (Miles): | 10.3 | Letting Type: | KDOT | NHS Project: | Y |
| Name: | Surfacing on I-70 in Thomas County | | | | | | | | |
| Location: | I-70 from 0.45 Mile East of the Sherman/Thomas Co Line East to Exit 45 | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

| | | | | | | Add | | | |
|------------------|--------------------------------|---------------|------|------------------------------|-----|----------------------|-------------|---------------------|-------|
| X-3069-01 | FLTSG | | | | | \$276 | 2019 | | \$276 |
| | ACHSP X306901 | | | | | \$276 | 100.00% | | |
| | HSIP Future Conversion | | | | | \$276 | 2020 | | |
| County: | Thomas | Route: | K184 | Total Length (Miles): | 0.0 | Letting Type: | NEGOT | NHS Project: | N |
| Name: | KYLE RR & K-184 at Brewster | | | | | | | | |
| Location: | KYLE RR & K-184 at Brewster | | | | | | | | |
| Scope: | Railroad crossing improvements | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Trego County

| | | Add | | | | Add | | | |
|------------------|--|---------------|---------|------------------------------|------|----------------------|--------|---------------------|----------|
| KA-5122-01 | MILOV | \$1 | 2018 | | | \$10,018 | 2019 | | \$10,019 |
| | K | \$1 | 100.00% | | | \$1,002 | 10.00% | | |
| | NHPP A512201 | | | | | \$9,016 | 90.00% | | |
| County: | Trego | Route: | I070 | Total Length (Miles): | 16.6 | Letting Type: | KDOT | NHS Project: | Y |
| Name: | Surfacing on I-70 in Trego County | | | | | | | | |
| Location: | I-70 from Exit 127 East to the Trego/Ellis Co Line | | | | | | | | |
| Scope: | Surfacing | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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 | |

Wabaunsee County

| | | | | | | | | Add | | |
|--|---------|--------------------|-------------|----------------------------------|---------|---------------------------|-------------|-----------------------|-------------|----------|
| KA-2603-04 | GRSU | \$1,317 | 2018 | \$941 | 2018 | \$470 | 2020 | \$20,221 | 2020 | \$22,948 |
| ACSTP | A260304 | \$1,053 | 79.99% | | | \$376 | 80.00% | \$16,177 | 79.99% | |
| | K | \$263 | 20.00% | \$941 | 100.00% | \$94 | 19.99% | \$4,044 | 20.00% | |
| STP Future Conversion | | \$1,053 | 2021 | | | \$376 | 2021 | \$16,177 | 2021 | |
| County: Wabaunsee | | Route: K099 | | Total Length (Miles): 4.0 | | Letting Type: KDOT | | NHS Project: N | | |
| Name: Roadway improvements in Wabaunsee County | | | | | | | | | | |
| Location: K-99: From 2 miles north of the K-99/I-70 junction, north 4 miles | | | | | | | | | | |
| Scope: Construct 2-lane 44 ft. roadway | | | | | | | | | | |

| | | | | | | | | Add | | |
|---|---------|--------------------|---------|----------------------------------|--|---------------------------|--|-----------------------|--------|-------|
| KA-5076-01 | BRRPR | \$30 | 2018 | | | | | \$325 | 2019 | \$355 |
| | K | \$30 | 100.00% | | | | | \$32 | 10.00% | |
| | NHPP | | | | | | | \$292 | 90.00% | |
| | A507601 | | | | | | | | | |
| County: Wabaunsee | | Route: I070 | | Total Length (Miles): 0.0 | | Letting Type: KDOT | | NHS Project: Y | | |
| Name: Bridge Repair on I-70 in Wabaunsee County | | | | | | | | | | |
| Location: Bridge #098 and #099 (Keene Rd) on I-70 Located 1.0 Miles East of K-30 | | | | | | | | | | |
| Scope: Bridge Repair | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

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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 |
| Fund Category | 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 Dscrp | | | | | | Chg Dscrp | | |
| KA-5103-01 | SURCY | \$1 | 2018 | | | | | \$671 | 2019 | \$672 |
| | K | \$1 | 100.00% | | | | | \$134 | 20.00% | |
| | STP A510301 | | | | | | | \$536 | 79.99% | |
| County: Wabaunsee | | Route: K099 | | Total Length (Miles): 8.3 | | Letting Type: KDOT | | NHS Project: N | | |
| Name: Surfacing on K-99 in Wabaunsee County | | | | | | | | | | |
| Location: K-99 from South County Line thence North to the South City Limits of Eskridge | | | | | | | | | | |
| Scope: Surfacing | | | | | | | | | | |
| | | | | | | | | Add | | |
| X-3065-01 | FLTSG | | | | | | | \$321 | 2019 | \$321 |
| | ACHSP X306501 | | | | | | | \$321 | 100.00% | |
| HSIP Future Conversion | | | | | | | | \$321 | 2019 | |
| County: Wabaunsee | | Route: | | Total Length (Miles): 0.0 | | Letting Type: NEGOT | | NHS Project: N | | |
| Name: UPRR & Cowboy Road east of Maple Hill | | | | | | | | | | |
| Location: UPRR & Cowboy Road east of Maple Hill | | | | | | | | | | |
| Scope: Rail-Highway Signals Flashing Light Straight Post Type w/Gates | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | |

Washington County

| | | Chg Cost | | | | Chg Cost | | | |
|--|-------------|----------|---------|--|--|----------|--------|--|---------|
| KA-5059-01 | SURCY | \$1 | 2018 | | | \$1,358 | 2019 | | \$1,359 |
| | K | \$1 | 100.00% | | | \$272 | 20.00% | | |
| | STP A505901 | | | | | \$1,086 | 79.99% | | |
| <p>County: Washington Route: K015 Total Length (Miles): 13.2 Letting Type: KDOT NHS Project: N</p> <p>Name: Surfacing on K-15 in Washington County</p> <p>Location: K-15 from the West Junction US-36/K-15 North to the Kansas/Nebraska State Line</p> <p>Scope: Surfacing</p> | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| 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 | |
| Fund Category | 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

| | | Add | | | | | | | | | |
|------------------|---|---------------|---------|------------------------------|-----|----------------------|------|---------------------|---|--|-------|
| C-4855-19 | STUDY | \$200 | 2019 | | | | | | | | \$200 |
| HSIP | C485519 | \$200 | 100.00% | | | | | | | | |
| County: | Statewide | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NONE | NHS Project: | N | | |
| Name: | TEAP Consultants | | | | | | | | | | |
| Location: | Statewide | | | | | | | | | | |
| Scope: | Traffic Engineering Studies for LPAs | | | | | | | | | | |
| | | Add | | | | | | | | | |
| K-2686-19 | SPECL | \$175 | 2019 | | | | | | | | \$175 |
| DBE | K268619 | \$175 | 100.00% | | | | | | | | |
| County: | Statewide | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NONE | NHS Project: | N | | |
| Name: | Disadvantaged Business Enterprise Program | | | | | | | | | | |
| Location: | Statewide Calendar Year 2019 | | | | | | | | | | |
| Scope: | Statewide Support Services | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 | | |
| Fund Category | 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 | | | | | | | | | | |
| K-5645-20 | PE | \$1,443 | 2019 | | | | | | | \$1,443 | | |
| | CMQ | \$1,154 | 80.00% | | | | | | | | | |
| | OTHER | \$289 | 20.00% | | | | | | | | | |
| County: | Statewide | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NONE | NHS Project: | N | | | |
| Name: | Motorist Assistance Program Fiscal Year 2020 | | | | | | | | | | | |
| Location: | Kansas City, Topeka, Wichita and Salina metro areas | | | | | | | | | | | |
| Scope: | Assist stranded motorists | | | | | | | | | | | |
| | | | | | | | | Chg Cost | | | | |
| KA-0431-19 | PAVMK | | | | | | | \$6,500 | 2019 | \$6,500 | | |
| | HSIP | A043119 | | | | | | \$6,500 | 100.00% | | | |
| 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 2019 | | | | | | | | | | | |
| | | Add | | | | | | Add | | | | |
| KA-0432-16 | LT | \$80 | 2016 | | | | | | | \$880 | 2016 | \$960 |
| | HSIP | A043216 | | | | | | \$880 | 100.00% | | | |
| County: | Statewide | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NONE | NHS Project: | N | | | |
| Name: | Highway Lighting Projects | | | | | | | | | | | |
| Location: | Statewide Highway Lighting Master Projects | | | | | | | | | | | |
| Scope: | Master Lighting Project for Federal Fiscal Year 2016 | | | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

| | | 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 |
| Fund Category | 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 | | | | | | Chg Cost | | |
| KA-0432-19 | LT | \$368 | 2019 | | | | | \$4,968 | 2019 | \$5,336 |
| HSIP | A043219 | \$368 | 100.00% | | | | | \$4,968 | 100.00% | |
| County: | Statewide | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NONE | NHS Project: | N | |
| Name: | Highway Lighting Projects | | | | | | | | | |
| Location: | Statewide Highway Lighting Master Project | | | | | | | | | |
| Scope: | Master Lighting Project for Federal Fiscal Year 2019 | | | | | | | | | |
| | | Add | | | | | | Add | | |
| KA-0433-18 | SG | \$2,290 | | | | | | \$6,510 | | \$8,800 |
| HSIP | A043318 | \$2,290 | 100.00% | | | | | \$6,510 | 100.00% | |
| County: | Statewide | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NONE | NHS Project: | N | |
| Name: | Master for Signing Projects | | | | | | | | | |
| Location: | Statewide | | | | | | | | | |
| Scope: | Master for Statewide signing projects for Fiscal Year 2018 | | | | | | | | | |
| | | Add | | | | | | | | |
| KA-1169-19 | SPECL | \$175 | 2019 | | | | | | | \$175 |
| OJT | A116919 | \$150 | 85.71% | | | | | | | |
| STP | A116919 | \$25 | 14.28% | | | | | | | |
| County: | Statewide | Route: | | Total Length (Miles): | 0.0 | Letting Type: | NONE | NHS Project: | N | |
| Name: | Annual Training for Women & Minorities | | | | | | | | | |
| Location: | Central Kansas: for Calendar Year 2019 | | | | | | | | | |
| Scope: | 7-week skill training sessions for women and minorities in highway construction | | | | | | | | | |

FFY 2019 - 2022 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 10-16-2018

Page 78

| | | 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 |
| Fund Category | 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 | | | | | | | | |
| KA-5162-01 | ITS | \$2,000 | 2018 | | | | | | | \$2,000 |
| | K | \$2,000 | 100.00% | | | | | | | |
| County: | | Statewide | | Route: | | Total Length (Miles): 0.0 | | Letting Type: NEGOT | | NHS Project: |
| Name: | | Advanced Traffic Management Software Acquisition | | | | | | | | |
| Location: | | For Managing Traffic in the Wichita and WICHway and Rural Regions of Kansas | | | | | | | | |
| Scope: | | Acquire Software Used by Regional Traffic Management Centers to Manage Traffic | | | | | | | | |
| | | | | | | | | Add | | |
| TE-0402-05 | SPECL | | | | | | | \$6,129 | 2019 | \$6,129 |
| | OTHER | | | | | | | \$2,195 | 35.81% | |
| | TA T040205 | | | | | | | \$3,934 | 64.18% | |
| County: | | Statewide | | Route: | | Total Length (Miles): 18.7 | | Letting Type: KDOT | | NHS Project: N |
| Name: | | Ped/bike path-Flint Hills Nature Trail | | | | | | | | |
| Location: | | Flint Hills Nature Trail | | | | | | | | |
| Scope: | | Construction of multiuse path | | | | | | | | |

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

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



October 25, 2018

To: KDOT, MoDOT and Federal Offices

Subject: 2018 4th Quarter Amendment to the *FFY 2018-2022 Transportation Improvement Program (TIP)*

On October 23, 2018, the Mid-America Regional Council amended the *FFY 2018-2022 Transportation Improvement Program* for the Kansas City Metropolitan Region. This 2018 4th Quarter Amendment consists of 77 projects: 32 Kansas, 28 Missouri, 5 Regional and 12 Transit. Details of specific funding and other information are included in the project listing of the amendment and the project index list specifies the project by type (new, modified or deleted), state, and TIP number. The amendment and index list are posted on the MARC website at www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive and are printable for filing.

MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption by the MARC Board of Directors. No comments from the public were received.

This amendment is financially constrained and maintains the financial feasibility of the *FFY 2018-2022 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 & Environment

Chair
Carol Suter
Councilmember
Gladstone, Missouri

1st Vice Chair
Rob Roberts
Commissioner
Miami County, Kansas

2nd Vice Chair
Jimmy Odom
Commissioner
Cass County, Missouri

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Unified Government
of Wyandotte County/
Kansas City, Kansas

Secretary
Randy Rhoads
Mayor
Lee's Summit, Missouri

Executive Director
David A. Warm

How to Read the TIP Amendment Project Listings

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

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

SAMPLE TIP AMENDMENT PROJECT LISTING

| Missouri | | DRAFT 2011 2nd Quarter Amendment | | | |
|---|--|---|------------------|----------------------------|---|
| 1 TIP #: 590161 | 2 Juris: CLAY COUNTY | 3 Location/Improvement: SMITHVILLE LAKE TRAIL (HWY W TO 188TH ST.) | | | |
| 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 2018-2022
2018 4th Quarter Amendment

Kansas

| | | | | | | | |
|-----------------------|---------------------------|---------------------------|---|---|---|-------------------------------|---|
| TIP #: 343108 | | Juris: GARDNER | | Location/Improvement: GARDNER ROAD & I-35 INTERCHANGE IMPROVEMENTS | | | Length (mi): 0.1 |
| State #: | Fed #: | Co: JOHNSON | Project Type: Interchange Improvements | | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | | |
| Construction | 2021 | Non-Federal | LOCAL (AC) | \$1,953.0 | The project will design a replacement bridge and approach pavement to tie into the ramp improvements currently being designed. It will also include other interchange improvements that do not end up being included in the current project. The bridge will be designed to carry pedestrian, bicycle, and bus traffic across I-35 which is significant because Nike Elementary school and the school bus storage lot are located south of I-35. It also will provide improved access for freight movement to the intermodal facility and to the interstate. Design for this project will be done as part of KDOT project KA-5060-01. | | |
| Construction | 2021 | Non-Federal | LOCAL | \$1,500.0 | | | |
| Construction | 2021 | Federal | STPM-KS | \$4,047.0 | | | |
| Conversion | 2022 | Federal | STPM-KS | \$1,953.0 | | | |
| Other | 2022 | Non-Federal | CREDIT | (\$1,953.0) | | | |
| Federal Total: | \$6,000.0 | Non-Federal Total: | \$1,500.0 | Total: | \$7,500.0 | 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 |

| | | | | | | | |
|-----------------------|---------------------------|---------------------------|---|--|---|-------------------------------|---|
| TIP #: 343109 | | Juris: GARDNER | | Location/Improvement: CENTER STREET SIDEWALK IMPROVEMENTS | | | Length (mi): 0.25 |
| State #: | Fed #: | Co: JOHNSON | Project Type: Pedestrian and/or Bikeways | | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | | |
| Construction | 2022 | Federal | TA-KS | \$252.0 | The project will include the construction of a new sidewalk on the west side of Center St from Shawnee to McKinley and widening of the existing sidewalk on the Center St bridge over BNSF railroad. The bridge sidewalk was recommended in the recent Main Street Planning for Sustainable Places Study. | | |
| Construction | 2022 | Non-Federal | LOCAL | \$83.0 | | | |
| Engineering | 2021 | Non-Federal | LOCAL | \$34.0 | | | |
| Other | 2022 | Non-Federal | LOCAL | \$10.0 | | | |
| Right-of-Way | 2022 | Non-Federal | LOCAL | \$10.0 | | | |
| Federal Total: | \$252.0 | Non-Federal Total: | \$137.0 | Total: | \$389.0 | 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 #: 356106 | | Juris: JOHNSON COUNTY | | Location/Improvement: COMPREHENSIVE SAFE ROUTES TO SCHOOL PROGRAM IN JOHNSON COUNTY | | | | | | |
| State #: | Fed #: | Co: JOHNSON | | Project Type: Safety | | Length (mi): N/A | | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | The Comprehensive Safe Routes to School (SRTS) Program at the Johnson County Department of Health and Environment (DHE) will include bicycle and pedestrian safety education and encouragement efforts. In partnership with a contractor who can deliver the technical aspects of bike programming, DHE will focus on communities most in need of safe active transportation options and physical activity. The contractor's technical expertise in programming and DHE's focus on population health and equity will empower youth to bike and walk to school and improve their neighborhoods. Components include: bicycle and pedestrian safety education; walking school bus activation; SRTS technical assistance; arrival/dismissal evaluations; programs to teach middle and high school students to be ambassadors for bike-friendly communities; and public engagement. Built environment assessments will weave into much of this programming and inform where classes are held and how they are implemented. | | | | |
| Other | 2022 | Non-Federal | LOCAL | \$25.0 | | | | | | |
| Other | 2021 | Non-Federal | LOCAL | \$25.0 | | | | | | |
| Other | 2021 | Federal | TA-KS | \$100.0 | | | | | | |
| Other | 2022 | Federal | TA-KS | \$100.0 | | | | | | |
| Federal Total: | \$200.0 | Non-Federal Total: | \$50.0 | Total: | \$250.0 | | | | | |
| | | | | | 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 |

| | | | | | | | | | | | |
|----------------------------|---------------------------|---------------------------|------------------|---|-------------------------------|---|----------------------------------|--|--|-------------------------------------|---|
| TIP #: 380144 | | Juris: KDOT | | Location/Improvement: I-35: BRIDGE #007 (199TH ST. OVER I-35) LOCATED 4.2 MILES NORTHEAST OF THE JOHNSON/MIAMI COUNTY LINE | | | | | | | |
| State #: KA-3929-01 | Fed #: | Co: JOHNSON | | Project Type: Bridge Replacement | | Length (mi): 0 | | | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | Bridge replacement- Preliminary Engineering will be using Advance Construction with conversion of \$846.9 K to NHPP-KS funds in 2020. Construction will be using Advance Construction with conversion of \$954K to NHPP-KS funds in 2020. | | | | | |
| Construction | 2020 | Federal | STATE-KS | \$752.5 | | | | | | | |
| Construction | 2020 | Federal | NHPP-KS | \$6,772.5 | | | | | | | |
| Conversion | 2020 | Federal | NHPP-KS | \$954.0 | | | | | | | |
| Conversion | 2020 | Federal | NHPP-KS | \$846.9 | | | | | | | |
| Engineering | 2015 | Non-Federal | STATE-KS (AC) | \$846.9 | Amendment Description: | Revise scope to include construction. Update budget and schedule to reflect the latest estimates. | | | | | |
| Engineering | 2015 | Non-Federal | STATE-KS | \$94.1 | | | | | | | |
| Other | 2020 | Non-Federal | CREDIT | (\$954.0) | | | | | | | |
| Other | 2019 | Non-Federal | STATE-KS | \$106.0 | | | | | | | |
| Other | 2019 | Non-Federal | STATE-KS (AC) | \$954.0 | | | | | | | |
| Other | 2020 | Non-Federal | CREDIT | (\$846.9) | | | | | | | |
| Right-of-Way | 2018 | Non-Federal | STATE-KS | \$1,332.3 | | | | | | | |
| Federal Total: | \$9,325.9 | Non-Federal Total: | \$1,532.4 | Total: | \$10,858.3 | | | | | | |
| | | | | | <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 |

Kansas

| | | | | | |
|----------------------------|---------------------------|---------------------------|----------------------------------|--|--|
| TIP #: 380165 | | Juris: KDOT | | Location/Improvement: I-35: BEGINNING AT 135TH STREET THENCE NORTH TO 0.5 MILES NORTH OF 95TH STREET BRIDGE | |
| State #: KA-5126-01 | Fed #: | Co: JOHNSON | Project Type: Resurfacing | Length (mi): 6 | |
| Phase | Year of Obligation | Type | Source | Cost(\$1,000's) | Description: 4 Inch Overlay and 4.5 Inch Overlay on Shoulders |
| Construction | 2019 | Non-Federal | STATE-KS | \$1,097.3 | Amendment New Project Description: <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 |
| Construction | 2019 | Federal | NHPP-KS | \$9,875.3 | |
| Engineering | 2018 | Non-Federal | STATE-KS | \$1.0 | |
| Federal Total: | \$9,875.3 | Non-Federal Total: | \$1,098.3 | Total: | \$10,973.6 |

| | | | | | | |
|----------------------------|---------------------------|---------------------------|--|---|--|------------------|
| TIP #: 380166 | | Juris: KDOT | | Location/Improvement: I-35: BRIDGE #009 LOCATED AT I-35 AND GARDNER ROAD IN JOHNSON COUNTY | | |
| State #: KA-5060-01 | Fed #: | Co: JOHNSON | Project Type: Interchange Improvement | Length (mi): 0.1 | | |
| Phase | Year of Obligation | Type | Source | Cost(\$1,000's) | Description: Bridge Replacement with diverging diamond (DDI) configuration. Coordination of access management. Project is authorized for PE ONLY | |
| Engineering | 2018 | Non-Federal | STATE-KS | \$3,000.0 | Amendment New Project Description: <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 | |
| Federal Total: | | Non-Federal Total: | \$3,000.0 | Total: | | \$3,000.0 |

| | | | | | |
|----------------------------|---------------------------|---------------------------|----------------------------------|--|--|
| TIP #: 380167 | | Juris: KDOT | | Location/Improvement: K-10: BEGINNING AT THE DOUGLAS/JOHNSON COUNTY LINE THENCE EAST TO JUNCTION K-7/K-10 (INCLUDING RAMPS) | |
| State #: KA-5000-01 | Fed #: | Co: JOHNSON | Project Type: Resurfacing | Length (mi): 12 | |
| Phase | Year of Obligation | Type | Source | Cost(\$1,000's) | Description: 2 Inch Cold Mill, 2 Inch Overlay and Chip Seal on Shoulders |
| Construction | 2019 | Non-Federal | STATE-KS | \$1,327.7 | Amendment New Project Description: <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 |
| Construction | 2019 | Federal | NHPP-KS | \$5,311.0 | |
| Engineering | 2018 | Non-Federal | STATE-KS | \$1.0 | |
| Federal Total: | \$5,311.0 | Non-Federal Total: | \$1,328.7 | Total: | \$6,639.7 |

Kansas

| | | | | | | | |
|-------------------------------|---------------------------|-----------------------------------|---------------|--|--|-------------------------------------|--|
| TIP #: 380168 | | Juris: KDOT | | Location/Improvement: US-69: OVERLAND PARK-BEGINNING AT 167TH STREET THENCE NORTH TO 151ST STREET (PLUS RAMP FROM 199TH STREET TO COLLEGE STREET) | | Length (mi): 2 | |
| State #: KA-5002-01 | | Fed #: | | Co: JOHNSON | | Project Type: Resurfacing | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | 2 Inch Cold Mill and 2 Inch Overlay | |
| Construction | 2019 | Non-Federal | STATE-KS | \$219.5 | Amendment Description: <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 | New Project | |
| Construction | 2019 | Federal | NHPP-KS | \$877.8 | | | |
| Engineering | 2018 | Non-Federal | STATE-KS | \$1.0 | | | |
| Federal Total: \$877.8 | | Non-Federal Total: \$220.5 | | Total: \$1,098.3 | | | |

| | | | | | | | |
|---------------------------------|---------------------------|-----------------------------------|---------------|--|--|---|--|
| TIP #: 380169 | | Juris: KDOT | | Location/Improvement: US-69: BEGINNING 1.381 MILES SOUTH OF 119TH STREET (BLUE VALLEY SPLIT) THENCE NORTH TO JUNCTION I-435/US-69 | | Length (mi): 3 | |
| State #: KA-5001-01 | | Fed #: | | Co: JOHNSON | | Project Type: Resurfacing | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | 1.5 Inch Cold Mill, 1.5 Inch Overlay and Ultrathin Bonded Asphalt Surfacing | |
| Construction | 2019 | Non-Federal | STATE-KS | \$434.5 | Amendment Description: <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 | New Project | |
| Construction | 2019 | Federal | NHPP-KS | \$1,738.1 | | | |
| Engineering | 2018 | Non-Federal | STATE-KS | \$1.0 | | | |
| Federal Total: \$1,738.1 | | Non-Federal Total: \$435.5 | | Total: \$2,173.6 | | | |

| | | | | | | | |
|-------------------------------|---------------------------|---------------------------|---------------|---|--|-----------------------------|--|
| TIP #: 380170 | | Juris: KDOT | | Location/Improvement: I-35: BEGINNING AT 135TH STREET THENCE NORTH TO 0.5 MILE NORTH OF 95TH STREET BRIDGE | | Length (mi): 6 | |
| State #: KA-5126-02 | | Fed #: | | Co: JOHNSON | | Project Type: Safety | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | Guardrail Upgrade | |
| Construction | 2020 | Federal | NHPP-KS | \$109.5 | Amendment Description: <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 | New Project | |
| Engineering | 2018 | Federal | NHPP-KS | \$45.0 | | | |
| Federal Total: \$154.5 | | Non-Federal Total: | | Total: \$154.5 | | | |

Kansas

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|-------------------------------|---------------------------|---------------------------|-------------------|--|--|---|
| TIP #: 344033 | | Juris: LEAWOOD | | Location/Improvement: MISSION ROAD (133RD ST TO 143RD ST) | | Length (mi): 1.08 |
| State #: | | Fed #: | | Co: JOHNSON | Project Type: Reconstruction | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | |
| Construction | 2022 | Non-Federal | LOCAL | \$5,697.0 | Reconstruct Mission Road from an unimproved two-lane roadway to a four lane divided roadway between 135th St and 137th St and a four lane undivided roadway from 137th St to 143rd St. The project consists of curb and gutter, storm sewer, LED street lights, intersection improvements at 135th St, installation of a traffic signal at 137th St, 6 foot wide sidewalk on the west side, 10 foot mixed use trail on the east side, bike lanes, sodding and landscaping. Improve intersection capacity and pedestrian use of 135th St & Mission Rd by constructing dual northbound/southbound left turn lanes, reconstruct eastbound/westbound left turn lanes to allow for a flashing yellow arrow. | |
| Construction | 2022 | Federal | STPM-KS | \$1,353.0 | | |
| Engineering | 2020 | Non-Federal | LOCAL | \$950.0 | | |
| Other | 2021 | Non-Federal | LOCAL | \$1,595.0 | | |
| Right-of-Way | 2021 | Non-Federal | LOCAL | \$2,000.0 | | |
| Federal Total: | \$1,353.0 | Non-Federal Total: | \$10,242.0 | Total: | \$11,595.0 | |
| 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 |

| | | | | | | |
|-------------------------------|---------------------------|---------------------------|------------------|---|---|---|
| TIP #: 345128 | | Juris: LENEXA | | Location/Improvement: 87TH STREET AND I-435 INTERCHANGE IMPROVEMENTS | | Length (mi): .38 |
| State #: | | Fed #: | | Co: JOHNSON | Project Type: Reconstruction | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | |
| Construction | 2021 | Non-Federal | LOCAL | \$2,788.0 | Provide capacity and operational improvements to the interchange connecting roadway improvement projects that have been completed on both sides of the interchange. The project will provide much needed vehicular capacity along with reconstruction of existing mixed-use trails on the both sides of 87th Street. Project limits are from Renner Blvd to Maurer Road, a total length of 2,010 linear feet. | |
| Construction | 2021 | Federal | STPM-KS | \$3,200.0 | | |
| Engineering | 2019 | Non-Federal | LOCAL | \$552.0 | | |
| Other | 2020 | Non-Federal | LOCAL | \$90.0 | | |
| Right-of-Way | 2020 | Non-Federal | LOCAL | \$50.0 | | |
| Federal Total: | \$3,200.0 | Non-Federal Total: | \$3,480.0 | Total: | \$6,680.0 | |
| 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 |

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|-------------------------------|---------------------------|---------------------------|----------------|--|--|---|
| TIP #: 345129 | | Juris: LENEXA | | Location/Improvement: LACKMAN MIXED-USE TRAIL | | Length (mi): .90 |
| State #: | | Fed #: | | Co: JOHNSON | Project Type: Pedestrian and/or Bikeways | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | |
| Construction | 2019 | Non-Federal | LOCAL | \$787.5 | Mixed-use trail for pedestrians and bicyclists on Lackman Road between Sar-Ko-Par Trails Park and 95th Street. Length of project is 4,758 linear feet. Project will utilize advance construction with conversion to CMAQ-KS in 2021. | |
| Construction | 2019 | Non-Federal | LOCAL (AC) | \$750.0 | | |
| Conversion | 2021 | Federal | CMAQ-KS | \$750.0 | | |
| Engineering | 2018 | Non-Federal | LOCAL | \$20.0 | | |
| Other | 2021 | Non-Federal | CREDIT | (\$750.0) | | |
| Right-of-Way | 2019 | Non-Federal | LOCAL | \$30.0 | | |
| Federal Total: | \$750.0 | Non-Federal Total: | \$837.5 | Total: | | \$1,587.5 |
| 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 #: 349247 | | Juris: OLATHE | | Location/Improvement: I-35 AND 119TH STREET INTERCHANGE | | Length (mi): 1 | | |
|-----------------------|--------------------|---------------------------|-------------------------------------|---|---|-------------------|--|--|
| State #: | Fed #: | Co: JOHNSON | Project Type: Engineering (Roadway) | | | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | | | |
| Construction | 2026 | Non-Federal | LOCAL | \$5,500.0 | construction of a Diverging Diamond Interchange at 119th Street and I-35. Also included in the project will be widening of the bridge over BNSF railroad and roadway widening on 119th Street between Renner Blvd and Strang Line Road. | | | |
| Construction | 2025 | Non-Federal | LOCAL | \$10,000.0 | | | | |
| Engineering | 2024 | Non-Federal | LOCAL | \$300.0 | Amendment Description: Programming of additional funding for design, right-of-way, utility relocation and construction. <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 | | | |
| Engineering | 2018 | Non-Federal | LOCAL | \$700.0 | | | | |
| Engineering | 2017 | Non-Federal | LOCAL | \$1,500.0 | | | | |
| Other | 2026 | Non-Federal | LOCAL | \$2,460.0 | | | | |
| Other | 2025 | Non-Federal | LOCAL | \$7,000.0 | | | | |
| Other | 2024 | Non-Federal | LOCAL | \$368.0 | | | | |
| Other | 2018 | Non-Federal | LOCAL | \$95.0 | | | | |
| Other | 2024 | Non-Federal | LOCAL | \$50.0 | | | | |
| Right-of-Way | 2024 | Non-Federal | LOCAL | \$50.0 | | | | |
| Federal Total: | | Non-Federal Total: | \$28,023.0 | Total: | | \$28,023.0 | | |

| TIP #: 349248 | | Juris: OLATHE | | Location/Improvement: 135TH & PFLUMM GEOMETRIC IMPROVEMENTS | | Length (mi): .23 | |
|-----------------------|--------------------|---------------------------|----------------------------------|---|--|------------------|--|
| State #: | Fed #: | Co: JOHNSON | Project Type: Traffic Management | | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | | |
| Construction | 2022 | Federal | CMAQ-KS | \$1,200.0 | This project will include dual left turn lanes in all directions and right turn lanes in the eastbound, northbound and southbound directions. Also included in this project will be the replacement of the existing traffic signal, median modifications, storm sewer replacement (as needed) and all other work necessary to complete the project. There is currently pedestrian access at the intersection and the ADA facilities in the area will be updated. | | |
| Construction | 2022 | Non-Federal | LOCAL | \$300.0 | | | |
| Engineering | 2020 | Non-Federal | LOCAL | \$180.0 | | | |
| Other | 2021 | Non-Federal | LOCAL | \$715.0 | | | |
| Right-of-Way | 2020 | Non-Federal | LOCAL | \$50.0 | | | |
| Federal Total: | \$1,200.0 | Non-Federal Total: | \$1,245.0 | Total: | | \$2,445.0 | |

Kansas

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|-------------------------------|---------------------------|---------------------------|---|--|---------------------|--|
| TIP #: 349249 | | Juris: OLATHE | | Location/Improvement: SIDEWALK MISSING LINK PROJECT | | Length (mi): 2.84 |
| State #: | Fed #: | Co: 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 walking routes. The City of Olathe maintains walking maps for all the elementary schools. Our goal is to have a sidewalk from each house to each school. The city reviewed all the school walking maps and noted the missing links and prioritized based on percent free lunch, number of students, type of roadway and meeting with the school district. Based on need and not taking in to account areas that have already been addressed, the next school to be focused on is Clearwater Creek Elementary. While the main focus is students, the project will also be beneficial to all residents including mobility users and transit riders. It is approximated that 15,000 linear feet of sidewalk and an update to the Old 56 and Robinson Traffic Signal (to add pedestrian access) will be needed. |
| Construction | 2022 | Federal | TA-KS | \$300.0 | | |
| Construction | 2022 | Non-Federal | LOCAL | \$75.0 | | |
| Engineering | 2021 | Non-Federal | LOCAL | \$50.0 | | |
| Right-of-Way | 2022 | Non-Federal | LOCAL | \$20.0 | | |
| Federal Total: | \$300.0 | Non-Federal Total: | \$145.0 | Total: | \$445.0 | |
| Amendment Description: | | | | | | New Project |
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|-------------------------------|---------------------------|---------------------------|--|--|---------------------|--|
| TIP #: 349250 | | Juris: OLATHE | | Location/Improvement: CITY OF OLATHE 2021-2022 FLEET EMISSION REDUCTION PROJECT | | Length (mi): N/A |
| State #: | Fed #: | Co: JOHNSON | Project Type: Environmental, Scenic, Historic | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | The City of Olathe 2021-2022 Fleet Emissions Reduction Project: CNG Replacement project seeks to improve regional air quality by replacing 6 diesel powered Solid Waste heavy trucks with cleaner burning and more environmentally sensitive CNG heavy trucks. |
| Other | 2021 | Non-Federal | LOCAL | \$42.0 | | |
| Other | 2021 | Federal | CMAQ-KS | \$168.0 | | |
| Federal Total: | \$168.0 | Non-Federal Total: | \$42.0 | Total: | \$210.0 | |
| 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 |

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|-------------------------------|---------------------------|---------------------------|-------------------------------------|--|---------------------|---|
| TIP #: 349251 | | Juris: OLATHE | | Location/Improvement: PFLUMM ROAD, 143RD TO 151ST | | Length (mi): 1.0 |
| State #: | Fed #: | Co: JOHNSON | Project Type: Reconstruction | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | This project will include widening Pflumm Road from a 2-lane section to a 4-lane divided arterial from 143rd Street to 151st Street. Improvements will include medians, turn lanes, new traffic signal at 151st and Pflumm, on-street bike lanes, sidewalks, storm sewer, street lighting and other improvements to the corridor. |
| Construction | 2022 | Non-Federal | LOCAL | \$10,500.0 | | |
| Construction | 2022 | Federal | STPM-KS | \$1,500.0 | | |
| Engineering | 2020 | Non-Federal | LOCAL | \$1,500.0 | | |
| Other | 2021 | Non-Federal | LOCAL | \$4,715.0 | | |
| Right-of-Way | 2020 | Non-Federal | LOCAL | \$500.0 | | |
| Federal Total: | \$1,500.0 | Non-Federal Total: | \$17,215.0 | Total: | \$18,715.0 | |
| 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 |

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| TIP #: 350231 | | Juris: OVERLAND PARK | | Location/Improvement: SWITZER ROAD, 159TH STREET TO 167TH STREET | | |
| State #: | Fed #: | Co: JOHNSON | Project Type: Reconstruction | | Length (mi): 1.0 | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: Reconstruction of Switzer Road from an unimproved two-lane roadway to an improved two-lane roadway with shoulders, turn lanes and storm sewers throughout the corridor. The project also includes a 10-foot multi-use path along the east side of Switzer and a roundabout at the intersection of 167th Street and Switzer Road. Bicyclists will be able to utilize the multi-use path to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the multi-use path to negotiate the entire corridor along with sidewalk connections at intersections. The project goal is to increase capacity for vehicles along the corridor and at the intersections while maximizing access and improving safety for multiple modes of transportation. | |
| Construction | 2022 | Non-Federal | LOCAL | \$4,300.0 | | |
| Construction | 2022 | Federal | STPM-KS | \$5,000.0 | | |
| Engineering | 2020 | Non-Federal | LOCAL | \$1,262.0 | | |
| Other | 2021 | Non-Federal | LOCAL | \$1,800.0 | | |
| Right-of-Way | 2021 | Non-Federal | LOCAL | \$1,200.0 | | |
| Federal Total: | \$5,000.0 | Non-Federal Total: | \$8,562.0 | Total: | \$13,562.0 | |
| 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 | |

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|-------------------------------|---------------------------|-----------------------------|---|--|--|----------------|
| TIP #: 350232 | | Juris: OVERLAND PARK | | Location/Improvement: TRAFFIC SIGNAL FLASHING YELLOW ARROW (FYA) CONVERSION | | |
| State #: | Fed #: | Co: JOHNSON | Project Type: Traffic Management | | Length (mi): N/A | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: Convert existing traffic signals which operate protected only left turn phases to flashing yellow arrow (FYA) configurations to protected-permissive left turn phases. There are 17 intersections which will be modified with a total of 39 approaches being converted. The rationale is to reduce delay at intersections when gaps are available for drivers to make left turns. At some intersections, the permissive phase may only be operational during off-peak times. | |
| Other | 2021 | Federal | CMAQ-KS | \$84.0 | | |
| Other | 2021 | Non-Federal | LOCAL | \$21.0 | | |
| Federal Total: | \$84.0 | Non-Federal Total: | \$21.0 | Total: | | \$105.0 |
| 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 | |

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|-------------------------------|---------------------------|-----------------------------|---|---|--|--|
| TIP #: 350233 | | Juris: OVERLAND PARK | | Location/Improvement: 91ST STREET BIKE PEDESTRIAN TRAIL IMPROVEMENTS | | |
| State #: | Fed #: | Co: JOHNSON | Project Type: Pedestrian and/or Bikeways | | Length (mi): 1.5 | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: The project is for a trail to be constructed as 10' wide concrete surface to accommodate a mixed use of bicycles and pedestrians, with an approximate total length of 1.5 miles. This trail will be constructed either in street right-of-way, or land that will be acquired by the City as park land. It will run from Nall & 91st street on the east boundary to Lowell Avenue on the west. At Lowell, it will join the existing trail segment that leads to Cherokee Park | |
| Construction | 2021 | Federal | TA-KS | \$475.0 | | |
| Construction | 2021 | Non-Federal | LOCAL | \$785.4 | | |
| Engineering | 2020 | Non-Federal | LOCAL | \$120.0 | | |
| Other | 2021 | Non-Federal | LOCAL | \$50.0 | | |
| Federal Total: | \$475.0 | Non-Federal Total: | \$955.4 | Total: | \$1,430.4 | |
| 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

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|-----------------------|---------------------------|---------------------------|----------------|---|--|--|--|
| TIP #: 353087 | | Juris: SHAWNEE | | Location/Improvement: SIGNAL AND SIDEWALK ADA IMPROVEMENTS | | Length (mi): N/A | |
| State #: | | Fed #: | | Co: JOHNSON | | Project Type: Safety | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | This project will provide funding to reconstruct signal equipment, curb ramps, and sidewalks to correct ADA deficiencies at and near signalized intersections. These improvements will enhance transportation options for both able-bodied and disabled pedestrians, as well as bicyclists. Transit riders will also have improved access to stops via these improvements. | |
| Construction | 2021 | Federal | TA-KS | \$475.0 | Amendment Description: <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 | New Project | |
| Construction | 2021 | Non-Federal | LOCAL | \$25.0 | | | |
| Engineering | 2020 | Non-Federal | LOCAL | \$90.0 | | | |
| Other | 2020 | Non-Federal | LOCAL | \$10.0 | | | |
| Federal Total: | \$475.0 | Non-Federal Total: | \$125.0 | Total: | | | |

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|-----------------------|---------------------------|---------------------------|------------------|--|--|--|--|
| TIP #: 353088 | | Juris: SHAWNEE | | Location/Improvement: MONTICELLO ROAD IMPROVEMENTS (PHASE 1) - SHAWNEE MISSION PARKWAY TO 71ST STREET | | Length (mi): 0.56 | |
| State #: | | Fed #: | | Co: JOHNSON | | Project Type: Reconstruction | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | The existing Monticello Road is a narrow 2-lane ditch section road that traverses through a residential neighborhood. The entire project will provide reconstruction of Monticello Road, from Shawnee Mission Parkway to the 7900 block. Monticello Road (phase 1), from Shawnee Mission Parkway to 71st Street, will include on-street bicycle lanes, a recreational trail on one side and a sidewalk on the other. | |
| Construction | 2021 | Non-Federal | LOCAL | \$950.0 | Amendment Description: <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 | New Project | |
| Construction | 2021 | Federal | STPM-KS | \$3,000.0 | | | |
| Engineering | 2020 | Non-Federal | LOCAL | \$160.0 | | | |
| Other | 2021 | Non-Federal | LOCAL | \$1,000.0 | | | |
| Right-of-Way | 2021 | Non-Federal | LOCAL | \$100.0 | | | |
| Federal Total: | \$3,000.0 | Non-Federal Total: | \$2,210.0 | Total: | \$5,210.0 | | |

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|-----------------------|---------------------------|---------------------------|----------------|---|--|--|--|------------------|--|--|
| TIP #: 354002 | | Juris: WESTWOOD | | Location/Improvement: 47TH COMPLETE STREET PROJECT | | Length (mi): 0.5 | | | | |
| State #: | | Fed #: | | Co: JOHNSON | | Project Type: Traffic Management | | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | This is the implementation of a Complete Street Action Plan for the 47th Street corridor from Rainbow Blvd to just west of Mission Road, that was built upon two separate Master Planning process completed by the City of Westwood, Kansas and the UG of KCK with the Rosedale Master Plan. The final project concept plan is based on a completed Planning Sustainable Places (PSP) project. The project proposes a new street design and layout of the corridor by utilizing the principles of complete streets. The plan emphasizes sustainable green street practices while balancing the needs and desires of a mix of users (vehicular, on-street parking, transit, pedestrian, and bicycle lanes), and identify capital and utility improvements in the project area. | | | | |
| Construction | 2022 | Non-Federal | LOCAL | \$500.0 | Amendment Description: <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 | New Project | | | | |
| Construction | 2022 | Federal | STPM-KS | \$1,047.0 | | | | | | |
| Engineering | 2020 | Non-Federal | LOCAL | \$250.0 | | | | | | |
| Federal Total: | \$1,047.0 | Non-Federal Total: | \$750.0 | Total: | | | | \$1,797.0 | | |

Kansas

| TIP #: 867004 | | Juris: LOUISBURG | | Location/Improvement: AMITY STREET BUFFERED LANE PED/BIKE - BROADWAY TO CRESTVIEW DRIVE | | |
|-------------------------------|--------------------|---------------------------|----------------|--|--|---|
| State #: | | Fed #: | | Co: MIAMI | | Project Type: Pedestrian and/or Bikeways |
| | | | | | | Length (mi): 0.5 |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | |
| Construction | 2021 | Federal | TA-KS | \$350.0 | Louisburg has completed the Broadway Complete Street project, a PSP project. City representatives hope to take this project momentum and add a shared-use buffered sidewalk from downtown Broadway to Crestview Drive along Amity Street/KS Hwy 68. This area, about a half mile west of Broadway, is a significant commercial center with the town's only grocery store, four restaurants, a day care, medical facilities and other service-oriented businesses. There are residents without vehicles that walk or bike to this area to get to jobs or buy groceries. There are no sidewalks from downtown to this area, which makes this a difficult place to navigate as it parallels Amity Street. Extending the sidewalk from Broadway to this hub will allow mobility for many of the residents, both young and old, pedestrians as well as cyclists and those who use mobility devices to assist in their travels. In a town with limited general public transportation options, this is a vital need for the entire community. | |
| Construction | 2021 | Non-Federal | LOCAL | \$87.5 | | |
| Engineering | 2020 | Non-Federal | LOCAL | \$50.0 | | |
| Right-of-Way | 2020 | Non-Federal | LOCAL | \$20.0 | | |
| Federal Total: | \$350.0 | Non-Federal Total: | \$157.5 | Total: | | \$507.5 |
| 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 |

| TIP #: 867005 | | Juris: MIAMI COUNTY | | Location/Improvement: METCALF 2.0 - COMPLETE STREETS IMPROVEMENT | | |
|-------------------------------|--------------------|----------------------------|------------------|---|---|---|
| State #: | | Fed #: | | Co: MIAMI | | Project Type: Reconstruction |
| | | | | | | Length (mi): 1.0 |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | |
| Construction | 2022 | Non-Federal | LOCAL | \$1,259.0 | Metcalf Road is a crucial corridor as a major collector street in Louisburg which is currently maintained by Miami County. The current activity center includes Broadmoor Elementary School, Louisburg Middle School, Louisburg Athletic Club, pharmacy, church, cafe, convenience store, police station, fire station, shopping districts, businesses as well as residential neighborhoods. The planned work includes roadway curb and gutter upgrade as well as new integrated trail east along Metcalf Road from S. 2nd to W. 287th Street and sidewalk west along Metcalf Road from S. 2nd Street to S. 10th Street. Also included are upgrades to two crossings at S. 5th Street and Thomas Drive. This integrated trail will connect to the existing integrated trail around Louisburg Lake. The roadway upgrades include curb and gutter design with vegetated buffers which is planned to tie in at the recently improved intersection at Amity Street (K-68) intersection south to W. 287th. | |
| Construction | 2022 | Federal | STPM-KS | \$3,100.0 | | |
| Engineering | 2019 | Non-Federal | LOCAL | \$325.0 | | |
| Right-of-Way | 2021 | Non-Federal | LOCAL | \$10.0 | | |
| Federal Total: | \$3,100.0 | Non-Federal Total: | \$1,594.0 | Total: | | \$4,694.0 |
| 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

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| TIP #: 258004 | | Juris: EDWARDSVILLE | | Location/Improvement: RIVERVIEW CROSSROADS | | Length (mi): .54 |
| State #: | Fed #: | Co: WYANDOTTE | Project Type: Reconstruction | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | |
| Construction | 2020 | Non-Federal | LOCAL | \$1,200.0 | Roadway and pedestrian improvements for 110th Street and Riverview Avenue south of I-70 to support current and anticipated commercial, industrial, and residential development activity in both Edwardville and Bonner Springs. Project will improve intersection operations to accommodate significant truck traffic. 110th Street will be widened to 4 lanes with a median to improve aesthetics and implement access management. Sidewalk and multi-use path will be included and tie into existing pedestrian facilities near I-70. | |
| Construction | 2021 | Federal | STPM-KS | \$3,000.0 | | |
| Engineering | 2019 | Non-Federal | LOCAL | \$550.0 | | |
| Other | 2020 | Non-Federal | LOCAL | \$60.0 | | |
| Right-of-Way | 2020 | Non-Federal | LOCAL | \$246.9 | | |
| Federal Total: | \$3,000.0 | Non-Federal Total: | \$2,056.9 | Total: | \$5,056.9 | |
| Amendment Description: | | | | | | |
| <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 | | | | | | |

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| TIP #: 280148 | | Juris: KDOT | | Location/Improvement: I-70: BEGINNING AT 18TH STREET THENCE EAST TO JUNCTION I-70/I-670 | | Length (mi): 1 |
| State #: KA-5124-01 | Fed #: | Co: WYANDOTTE | Project Type: Resurfacing | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | |
| Construction | 2019 | Non-Federal | STATE-KS | \$219.5 | 1.5 Inch Cold Mill, 1.5 Inch Overlay and 1.5 Inch Cold Mill and 1.5 Inch Overlay on Shoulders | |
| Construction | 2019 | Federal | NHPP-KS | \$1,975.0 | | |
| Engineering | 2018 | Non-Federal | STATE-KS | \$1.0 | | |
| Federal Total: | \$1,975.0 | Non-Federal Total: | \$220.5 | Total: | \$2,195.5 | |
| Amendment Description: | | | | | | |
| <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 | | | | | | |

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|---|---------------------------|---------------------------|-------------------------------------|--|--|-----------------------|
| TIP #: 280149 | | Juris: KDOT | | Location/Improvement: I-635 NEAR MILE MARKER 7.66 SOUTH IN WYANDOTTE COUNTY | | Length (mi): 0 |
| State #: KA-5118-01 | Fed #: | Co: WYANDOTTE | Project Type: Other(Roadway) | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | |
| Construction | 2019 | Non-Federal | STATE-KS | \$102.3 | Replace the overhead truss span, couplers and add DTI's to anchor rods | |
| Engineering | 2018 | Non-Federal | STATE-KS | \$9.3 | | |
| Federal Total: | | Non-Federal Total: | \$111.6 | Total: | \$111.6 | |
| Amendment Description: | | | | | | |
| <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

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| TIP #: 970106 | | Juris: MARC | | Location/Improvement: OPERATION GREEN LIGHT TRAFFIC SIGNAL ADVANCEMENTS KS | | |
| State #: | Fed #: | Co: WYANDOTTE | Project Type: Traffic Management | | Length (mi): N/A | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | Enhances the OGL communications system with fiber optics in Leawood that will provide more robust communications and reliability and additional redundancy. Upgraded controllers in KCK and Leavenworth that are not up to date and capable of providing a high level of reliability. Also adds CCTV's in KCK, Merriam and Leawood on high volumes routes in areas that currently do not have coverage to allow better observing of traffic patterns as well as enhanced ability to diagnose traffic signal malfunctions. Also is the advancement of HERE data acquisition for the Johnson County that will provide arterial performance measures |
| Construction | 2021 | Federal | CMAQ-KS | \$570.0 | | |
| Construction | 2021 | Non-Federal | LOCAL | \$142.0 | | |
| Engineering | 2020 | Non-Federal | LOCAL | \$71.2 | | |
| Federal Total: | \$570.0 | Non-Federal Total: | \$213.2 | Total: | \$783.2 | |
| 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 | |

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|-------------------------------|---------------------------|----------------------------------|-----------------------------|---|---|---|
| TIP #: 259207 | | Juris: UNIFIED GOVERNMENT | | Location/Improvement: SAFE ROUTES TO SCHOOL PHASE G – NORTHWEST MIDDLE AND B. CARUTHERS SCHOOLS, SIDEWALK IMPROVEMENTS | | |
| State #: | Fed #: | Co: WYANDOTTE | Project Type: Safety | | Length (mi): 1.6 | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | Construction of approx. 1.6 miles of sidewalks along the following routes: Cleveland Ave, Waverly Ave between 18th St and 11th St and north-south connectors between Cleveland and Parallel Pkwy. Sidewalk construction will include reconstruction of sidewalks in disrepair and building gaps between existing sidewalks. This project is part of the UG SRTS Program that has the objective to provide safe paths for pedestrians, reduce congestion, and rehabilitate neighborhoods. This project will serve a disadvantaged neighborhood with a population of all ages, provide pedestrian access between two schools, transit routes, Jersey Creek Trail, and other activity centers. The sidewalk improvements are being coordinated with the reconstruction of a new middle school building by USD 500, SRTS Outreach & Education Program, and UG SOAR (Stabilization, Occupation, and Revitalization) programs in the Historic Northeast Neighborhood. |
| Construction | 2021 | Federal | TA-KS | \$500.0 | | |
| Construction | 2021 | Non-Federal | LOCAL | \$700.0 | | |
| Construction | 2021 | Federal | STPM-KS | \$1,200.0 | | |
| Engineering | 2020 | Non-Federal | LOCAL | \$240.0 | | |
| Federal Total: | \$1,700.0 | Non-Federal Total: | \$940.0 | Total: | \$2,640.0 | |
| 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

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|-----------------------|---------------------------|----------------------------------|-----------------------------|---|--|--|
| TIP #: 259208 | | Juris: UNIFIED GOVERNMENT | | Location/Improvement: UNIFIED GOVERNMENT COMPREHENSIVE SRTS OUTREACH & EDUCATION PROGRAM | | |
| State #: | Fed #: | Co: WYANDOTTE | Project Type: Safety | | Length (mi): N/A | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | |
| Other | 2021 | Federal | TA-KS | \$150.0 | The Comprehensive Safe Routes to School (SRTS) Outreach & Education Program in Unified Government (UG) Wyandotte County, Kansas City, Kansas (KCK) includes both bicycle and pedestrian safety education and encouragement efforts. These programs empower youth to bike and walk to school and improve their neighborhood. This program also links infrastructure investments with non-infrastructure programs to improve engineering, education, encouragement, enforcement, evaluation, and equity to create vibrant, connected, sustainable communities around school areas with emphasis on walking and biking as the main modes of transportation. Components: -Bicycle Safety Education -Pedestrian Safety Education - Walking School Bus -Active Ambassador Training -Public Engagement. Arrival/dismissal evaluations, SRTS technical assistance, and built environment assessments will inform programmatic need and implementation stage. | |
| Other | 2021 | Non-Federal | LOCAL | \$37.5 | | |
| Federal Total: | \$150.0 | Non-Federal Total: | \$37.5 | Total: | | |

Amendment New Project

Description:

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

Regional

| TIP #: 970039 | | Juris: MARC | | Location/Improvement: REGIONAL AIR QUALITY PUBLIC EDUCATION | | Length (mi): N/A | | | | | |
|------------------------|--------------------|----------------------|---------------------------|---|---|---|--|----------------|---------------|--|------------------|
| State #: N-0435-18/19/ | | Fed #: CMQ-N034(502) | | Co: REGIONAL | | Project Type: Environmental, Scenic, Historic | | | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | Amendment Description: | | | | | |
| Other | 2022 | Federal | CMAQ-MO | \$250.0 | 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. | Added 2021 & 2022 CMAQ funding. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope | | | | | |
| Other | 2022 | Federal | CMAQ-KS | \$250.0 | | | | | | | |
| Other | 2022 | Non-Federal | LOCAL | \$125.0 | | | | | | | |
| Other | 2021 | Federal | CMAQ-MO | \$250.0 | | | | | | | |
| Other | 2021 | Federal | CMAQ-KS | \$250.0 | | | | | | | |
| Other | 2021 | Non-Federal | LOCAL | \$125.0 | | | | | | | |
| Other | 2020 | Federal | CMAQ-MO | \$232.8 | | | | | | | |
| Other | 2020 | Federal | CMAQ-KS | \$232.8 | | | | | | | |
| Other | 2020 | Non-Federal | LOCAL | \$116.4 | | | | | | | |
| Other | 2019 | Federal | CMAQ-MO | \$232.8 | | | | | | | |
| Other | 2019 | Federal | CMAQ-KS | \$232.8 | | | | | | | |
| Other | 2019 | Non-Federal | LOCAL | \$116.4 | | | | | | | |
| Other | 2018 | Federal | CMAQ-KS | \$232.8 | | | | | | | |
| Other | 2018 | Non-Federal | LOCAL | \$116.4 | | | | | | | |
| Other | 2017 | Non-Federal | LOCAL | \$58.2 | | | | | | | |
| Federal Total: | | \$2,163.8 | Non-Federal Total: | | | | | \$657.3 | Total: | | \$2,821.1 |

Regional

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|-------------------------------|--|-----------------------------|--|--|--|---|
| TIP #: 970040 | | Juris: MARC | | Location/Improvement: ACTIVE TRANSPORTATION PROGRAM | | |
| State #: N-0318-18/19/ | | Fed #: CMQ-3301(464) | | Co: REGIONAL | | Project Type: Pedestrian and/or Bikeways |
| | | | | | | Length (mi): N/A |

| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: |
|-------------------------------|--------------------|----------------------------------|---------|-----------------------|--|
| Other | 2022 | Federal | CMAQ-MO | \$36.0 | 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 project will utilize up to \$7,200 in toll credits as much for the FFY 2018 CMAQ-KS funds. |
| Other | 2022 | Federal | CMAQ-KS | \$36.0 | |
| Other | 2022 | Non-Federal | LOCAL | \$18.0 | |
| Other | 2021 | Federal | CMAQ-MO | \$36.0 | |
| Other | 2021 | Federal | CMAQ-KS | \$36.0 | |
| Other | 2021 | Non-Federal | LOCAL | \$18.0 | |
| Other | 2020 | Federal | CMAQ-MO | \$36.0 | |
| Other | 2020 | Federal | CMAQ-KS | \$36.0 | |
| Other | 2020 | Non-Federal | LOCAL | \$18.0 | |
| Other | 2019 | Federal | CMAQ-MO | \$36.0 | |
| Other | 2019 | Federal | CMAQ-KS | \$36.0 | |
| Other | 2019 | Non-Federal | LOCAL | \$18.0 | |
| Other | 2018 | Federal | CMAQ-KS | \$36.0 | |
| Federal Total: \$324.0 | | Non-Federal Total: \$72.0 | | Total: \$396.0 | |

Amendment Description:
 New Deleted Schedule Budget AirQuality Scope

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|-------------------------------|--|-----------------------------|--|---|--|-------------------------------------|
| TIP #: 970041 | | Juris: MARC | | Location/Improvement: REGIONAL RIDESHARE PROGRAM | | |
| State #: N-0436-18/19/ | | Fed #: CMQ-NO34(602) | | Co: REGIONAL | | Project Type: Outreach/Other |
| | | | | | | Length (mi): N/A |

| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | |
|---------------------------------|--------------------|---------------------------|---------|-------------------------|--|--|
| Other | 2022 | Federal | CMAQ-KS | \$125.0 | 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. This project is funded at 100% federal share per 23 U.S.C. 120(c). | |
| Other | 2022 | Federal | CMAQ-MO | \$125.0 | | |
| Other | 2021 | Federal | CMAQ-KS | \$125.0 | | |
| Other | 2021 | Federal | CMAQ-MO | \$125.0 | | |
| Other | 2020 | Federal | CMAQ-KS | \$125.0 | | |
| Other | 2020 | Federal | CMAQ-MO | \$125.0 | | |
| Other | 2019 | Federal | CMAQ-KS | \$125.0 | | |
| Other | 2019 | Federal | CMAQ-MO | \$125.0 | | |
| Other | 2018 | Federal | CMAQ-KS | \$125.0 | | |
| Federal Total: \$1,125.0 | | Non-Federal Total: | | Total: \$1,125.0 | | |

Amendment Description:
 New Deleted Schedule Budget AirQuality Scope

Regional

| TIP #: 970087 | | Juris: MARC | | Location/Improvement: PLANNING SUSTAINABLE PLACES PROGRAM | | | | |
|-----------------------|--------------------|----------------------|---------|---|---|------------------------------|------------------|--|
| State #: N-0572-02/03 | | Fed #: STP-3301(459) | | Co: REGIONAL | | Project Type: Outreach/Other | | |
| Length (mi): | | N/A | | | | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | | | |
| Other | 2021 | Federal | STPM-KS | \$600.0 | 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 2021 STPM-MO & STPM-KS funding <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope | | | |
| Other | 2021 | Non-Federal | LOCAL | \$150.0 | | | | |
| Other | 2021 | Non-Federal | LOCAL | \$81.3 | | | | |
| Other | 2021 | Federal | STPM-MO | \$325.0 | | | | |
| 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 | | | | |
| Other | 2017 | Federal | STPM-KS | \$1,200.0 | | | | |
| Other | 2017 | Non-Federal | LOCAL | \$300.0 | | | | |
| Federal Total: | | \$3,080.0 | | Non-Federal Total: | | | \$770.0 | |
| | | | | Total: | | | \$3,850.0 | |

| TIP #: 970097 | | Juris: MARC | | Location/Improvement: OPERATION GREEN LIGHT ARTERIAL TRAFFIC MANAGEMENT SYSTEM OPERATIONS | | |
|-----------------------|--------------------|----------------------|---------|---|--|----------------------------------|
| State #: K-9218-16 | | Fed #: STP-K921(816) | | Co: REGIONAL | | Project Type: Traffic Management |
| Length (mi): | | N/A | | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | |
| Operations | 2022 | Non-Federal | LOCAL | \$600.0 | 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 2021-22 STPM-MO & STPM-KS funding <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope | |
| Operations | 2022 | Federal | STPM-KS | \$180.0 | | |
| Operations | 2022 | Federal | STPM-MO | \$420.0 | | |
| Operations | 2021 | Federal | STPM-KS | \$180.0 | | |
| Operations | 2021 | Non-Federal | LOCAL | \$600.0 | | |
| Operations | 2021 | Federal | STPM-MO | \$420.0 | | |
| Operations | 2020 | Federal | STPM-MO | \$490.0 | | |
| Operations | 2020 | Federal | STPM-KS | \$210.0 | | |
| Operations | 2020 | Non-Federal | LOCAL | \$700.0 | | |
| Operations | 2019 | Federal | STPM-MO | \$490.0 | | |
| Operations | 2019 | Federal | STPM-KS | \$210.0 | | |
| Operations | 2019 | Non-Federal | LOCAL | \$700.0 | | |
| Federal Total: | | \$2,600.0 | | Non-Federal Total: | | |
| | | | | Total: | | \$5,200.0 |

Transit

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|-----------------------|---------------------------|-----------------------------------|---------------|--|--|---|--|
| TIP #: 995200 | | Juris: MODOT | | Location/Improvement: TRANSIT OPERATING ASSISTANCE (MEHTAP) | | Length (mi): N/A | |
| State #: | | Fed #: | | Co: CASS | | Project Type: Other (Transit) | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | MEHTAP – Operating assistance for transportation services for elderly and individuals with disabilities. For a detailed project listing please see: http://www.modot.org/plansandprojects/construction_program/STIP2019-2023/documents/Sec07Multimodal.pdf | |
| Operations | 2019 | Non-Federal | LOCAL | \$350.4 | Amendment Description: <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 | | |
| Operations | 2019 | Non-Federal | STATE-MO | \$350.4 | | | |
| Federal Total: | | Non-Federal Total: \$700.7 | | Total: \$700.7 | | | |

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|-------------------------------|---------------------------|-----------------------------------|---------------|--|--|---|--|
| TIP #: 995201 | | Juris: MODOT | | Location/Improvement: 5311 - OPERATING ASSISTANCE FOR RURAL PUBLIC TRANSPORTATION | | Length (mi): N/A | |
| State #: | | Fed #: | | Co: CLAY | | Project Type: Other (Transit) | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | Transit Operating Assistance for Rural Public Transportation in the City of Excelsior Springs | |
| Operations | 2022 | Non-Federal | LOCAL | \$96.0 | Amendment Description: <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 | | |
| Operations | 2022 | Federal | 5311 | \$96.0 | | | |
| Operations | 2021 | Non-Federal | LOCAL | \$96.0 | | | |
| Operations | 2021 | Federal | 5311 | \$96.0 | | | |
| Operations | 2020 | Non-Federal | LOCAL | \$96.0 | | | |
| Operations | 2020 | Federal | 5311 | \$96.0 | | | |
| Operations | 2019 | Non-Federal | LOCAL | \$96.0 | | | |
| Operations | 2019 | Federal | 5311 | \$96.0 | | | |
| Federal Total: \$384.0 | | Non-Federal Total: \$384.0 | | Total: \$768.0 | | | |

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|-----------------------|---------------------------|---------------------------------|---------------|---|--|--|--|
| TIP #: 995205 | | Juris: MODOT | | Location/Improvement: STATE TRANSIT OPERATING ASSISTANCE | | Length (mi): N/A | |
| State #: | | Fed #: | | Co: CLAY | | Project Type: Other (Transit) | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | State Transit Operating Assistance - operating assistance for public transportation services for the City of Excelsior Springs | |
| Operations | 2019 | Non-Federal | LOCAL | \$2.0 | Amendment Description: <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 | | |
| Operations | 2019 | Non-Federal | STATE-MO | \$2.0 | | | |
| Federal Total: | | Non-Federal Total: \$4.0 | | Total: \$4.0 | | | |

Transit

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|-------------------------------|---------------------------|-----------------------------------|---------------|---|---|--|
| TIP #: 995198 | | Juris: KCATA | | Location/Improvement: PROSPECT MAX ENHANCED TRANSIT SERVICE (BRT) OPERATING ASSISTANCE | | |
| State #: | | Fed #: | | Co: JACKSON | | Project Type: Vehicle Operations |
| | | | | | | Length (mi): N/A |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | The project will support operating expenses of the new Prospect MAX Bus Rapid Transit (BRT) service. |
| Other | 2022 | Non-Federal | LOCAL | \$96.9 | 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 | |
| Other | 2022 | Federal | CMAQ-MO | \$387.5 | | |
| Other | 2021 | Non-Federal | LOCAL | \$150.0 | | |
| Other | 2021 | Federal | CMAQ-MO | \$600.0 | | |
| Federal Total: \$987.5 | | Non-Federal Total: \$246.9 | | Total: \$1,234.4 | | |

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|-------------------------------|---------------------------|-----------------------------------|---------------|---|---|---|
| TIP #: 995208 | | Juris: KCATA | | Location/Improvement: NEW REGIONAL JOB ACCESS SERVICES | | |
| State #: | | Fed #: | | Co: JACKSON | | Project Type: Vehicle Operations |
| | | | | | | Length (mi): N/A |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | Implement new connecting transit service in selected areas that will focus on improving regional access to jobs. Supportive governments, businesses and organizations may each contribute funding in a variety of ways. |
| Other | 2021 | Non-Federal | LOCAL | \$150.0 | 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 | |
| Other | 2021 | Federal | CMAQ-KS | \$300.0 | | |
| Other | 2021 | Federal | CMAQ-MO | \$300.0 | | |
| Federal Total: \$600.0 | | Non-Federal Total: \$150.0 | | Total: \$750.0 | | |

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|-----------------------|---------------------------|-----------------------------------|---------------|---|--|--|
| TIP #: 995202 | | Juris: MODOT | | Location/Improvement: STATE TRANSIT OPERATING ASSISTANCE | | |
| State #: | | Fed #: | | Co: JACKSON | | Project Type: Other (Transit) |
| | | | | | | Length (mi): N/A |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | State Transit Operating Assistance - operating assistance for public transportation services for KCATA |
| Operations | 2019 | Non-Federal | LOCAL | \$329.5 | Amendment Description: New Project <input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope | |
| Operations | 2019 | Non-Federal | STATE-MO | \$329.5 | | |
| Federal Total: | | Non-Federal Total: \$659.0 | | Total: \$659.0 | | |

Transit

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|-----------------------|---------------------------|-----------------------------------|--------------------------------------|---|--|--|
| TIP #: 995203 | | Juris: MODOT | | Location/Improvement: STATE TRANSIT OPERATING ASSISTANCE | | |
| State #: | Fed #: | Co: JACKSON | Project Type: Other (Transit) | | Length (mi): N/A | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: State Transit Operating Assistance - operating assistance for public transportation services for the Kansas City Streetcar Authority | |
| Operations | 2019 | Non-Federal | LOCAL | \$67.7 | Amendment Description: <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 | |
| Operations | 2019 | Non-Federal | STATE-MO | \$67.7 | | |
| Federal Total: | | Non-Federal Total: \$135.4 | Total: | \$135.4 | | |

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|-----------------------|---------------------------|----------------------------------|--------------------------------------|---|--|--|
| TIP #: 995204 | | Juris: MODOT | | Location/Improvement: STATE TRANSIT OPERATING ASSISTANCE | | |
| State #: | Fed #: | Co: JACKSON | Project Type: Other (Transit) | | Length (mi): N/A | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: State Transit Operating Assistance - operating assistance for public transportation services for the City of Independence | |
| Operations | 2019 | Non-Federal | LOCAL | \$16.7 | Amendment Description: <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 | |
| Operations | 2019 | Non-Federal | STATE-MO | \$16.7 | | |
| Federal Total: | | Non-Federal Total: \$33.4 | Total: | \$33.4 | | |

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|-------------------------------|---------------------------|----------------------------------|--------------------------------------|--|--|--|
| TIP #: 995206 | | Juris: MODOT | | Location/Improvement: SECTION 5339 - STATEWIDE ALLOCATION | | |
| State #: | Fed #: | Co: JACKSON | Project Type: Other (Transit) | | Length (mi): N/A | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: Section 5339 - Statewide allocation transferred to KCATA 5307 program. | |
| Operations | 2022 | Non-Federal | LOCAL | \$12.5 | Amendment Description: <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 | |
| Operations | 2022 | Federal | 5307 | \$50.0 | | |
| Operations | 2021 | Non-Federal | LOCAL | \$12.5 | | |
| Operations | 2021 | Federal | 5307 | \$50.0 | | |
| Operations | 2020 | Non-Federal | LOCAL | \$12.5 | | |
| Operations | 2020 | Federal | 5307 | \$50.0 | | |
| Operations | 2019 | Non-Federal | LOCAL | \$12.5 | | |
| Operations | 2019 | Federal | 5307 | \$50.0 | | |
| Federal Total: \$200.0 | | Non-Federal Total: \$50.0 | Total: | \$250.0 | | |

Transit

| TIP #: 995207 | | Juris: MODOT | | Location/Improvement: SECTION 5339 - STATEWIDE ALLOCATION | | Length (mi): N/A | |
|-----------------------|--------------------|---------------------------|-------------------------------|---|--|------------------|--|
| State #: | Fed #: | Co: JACKSON | Project Type: Other (Transit) | | | | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | | |
| Operations | 2022 | Non-Federal | LOCAL | \$49.3 | Section 5339 - Small urban and statewide allocation transferred to City of Lee's Summit 5307 program | | |
| Operations | 2022 | Federal | 5307 | \$197.1 | | | |
| Operations | 2021 | Non-Federal | LOCAL | \$49.3 | | | |
| Operations | 2021 | Federal | 5307 | \$197.1 | | | |
| Operations | 2020 | Non-Federal | LOCAL | \$49.3 | | | |
| Operations | 2020 | Federal | 5307 | \$197.1 | | | |
| Operations | 2019 | Non-Federal | LOCAL | \$49.3 | | | |
| Operations | 2019 | Federal | 5307 | \$197.1 | | | |
| Federal Total: | \$788.5 | Non-Federal Total: | \$197.1 | Total: | | \$985.6 | |

Amendment Description: New Project
 New Deleted Schedule Budget AirQuality Scope

Transit

| TIP #: 995188 | | Juris: KCATA | | Location/Improvement: REGIONAL CLEAN VEHICLE BUS PURCHASE | | Length (mi): N/A | |
|-----------------------|--------------------|---------------------------|------------------|---|--|---|--|
| State #: N-0626-18 | | Fed #: CMQ-N062(618) | | Co: REGIONAL | | Project Type: Transit (Capital) | |
| Phase | Year of Obligation | Type | Source | Cost (\$1,000's) | Description: | Amendment Description: | |
| Other | 2018 | Non-Federal | LOCAL | \$1,050.4 | 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). | Added 2021-22 CMAQ and STPM funds <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope | |
| Other | 2015 | Federal | STPM-MO | \$4,230.0 | | | |
| Other | 2015 | Federal | CMAQ-MO | \$1,154.0 | | | |
| Other | 2015 | Federal | CMAQ-KS | \$854.0 | | | |
| Other | 2016 | Federal | CMAQ-KS | \$528.9 | | | |
| Other | 2016 | Federal | CMAQ-MO | \$1,018.0 | | | |
| Other | 2016 | Federal | STPM-KS | \$988.3 | | | |
| Other | 2016 | Federal | CMAQ-KS | \$911.0 | | | |
| Other | 2016 | Non-Federal | LOCAL | \$861.6 | | | |
| Other | 2017 | Non-Federal | LOCAL | \$1,399.0 | | | |
| Other | 2017 | Federal | CMAQ-MO | \$2,294.0 | | | |
| Other | 2017 | Federal | STPM-KS | \$2,191.7 | | | |
| Other | 2015 | Non-Federal | LOCAL | \$1,559.5 | | | |
| Other | 2018 | Federal | STPM-KS | \$3,180.0 | | | |
| Other | 2022 | Non-Federal | LOCAL | \$423.8 | | | |
| Other | 2018 | Federal | CMAQ-KS | \$1,022.1 | | | |
| Other | 2019 | Non-Federal | LOCAL | \$56.4 | | | |
| Other | 2019 | Federal | CMAQ-KS | \$227.0 | | | |
| Other | 2020 | Federal | CMAQ-KS | \$400.0 | | | |
| Other | 2020 | Non-Federal | LOCAL | \$100.0 | | | |
| Other | 2021 | Federal | CMAQ-KS | \$650.0 | | | |
| Other | 2022 | Federal | CMAQ-MO | \$400.0 | | | |
| Other | 2021 | Federal | STPM-KS | \$1,500.0 | | | |
| Other | 2021 | Federal | STPM-MO | \$1,175.0 | | | |
| Other | 2022 | Federal | CMAQ-KS | \$1,295.0 | | | |
| Other | 2021 | Non-Federal | LOCAL | \$831.3 | | | |
| Other | 2017 | Federal | CMAQ-KS | \$1,110.4 | | | |
| Federal Total: | \$25,129.4 | Non-Federal Total: | \$6,281.8 | Total: | \$31,411.2 | | |

Transit

TIP #: 995199

Juris: KCATA

Location/Improvement: ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (FTA SECTION 5310) FUNDING

| State #: | Fed #: | Co: REGIONAL | Project Type: Transit (Capital) | Length (mi): | N/A |
|-----------------------|--------------------|---------------------------|---------------------------------|-----------------|--|
| Phase | Year of Obligation | Type | Source | Cost(\$1,000's) | Description: |
| Other | 2019 | Non-Federal | LOCAL | \$286.0 | 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. The program of projects to be funded is available at: http://www.marc.org/Transportation/Committees/Transportation-Committees/Mobility-Advisory-Committee |
| Other | 2019 | Federal | 5310 | \$2,280.9 | |
| Federal Total: | \$2,280.9 | Non-Federal Total: | \$286.0 | Total: | |

Amendment Description: New Project

New Deleted Schedule Budget AirQuality Scope

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Updates

Approval of the 2018 4th Quarter Amendment to the 2018–2022 Transportation Improvement Program (TIP) will require the modification of the tables from the financial plan of the 2018–2022 TIP, adopted on October 24, 2017 and amended on January 23, 2018, April 24, 2018, May 15, 2018, July 24, 2018, August 28, 2018 and October 30, 2018 to be modified as shown in Tables 1 – 3. The tables from the July 24, 2018 amendment are provided for comparison in Tables 4 – 6.

Table 1

| Estimated Revenues by Year and Funding Source (\$1,000s) | | | | | | |
|--|---------------|----------------|---------------|---------------|--------------|---------------|
| State | Source | 2018 | 2019 | 2020 | 2021 | 2022 |
| Kansas | CMAQ-KS | \$1,109.00 | \$1,472.50 | \$2,134.00 | \$1,572.00 | \$1,200.00 |
| | CREDIT | (\$15,081.50) | (\$28,558.30) | (\$72,642.40) | (\$1,500.00) | (\$5,691.00) |
| | FRP-KS | \$2,079.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | HP-KS | \$1,272.06 | \$732.08 | \$0.00 | \$0.00 | \$0.00 |
| | HSIP-KS | \$950.00 | \$3,273.46 | \$750.00 | \$750.00 | \$750.00 |
| | LOCAL | \$298,905.17 | \$304,839.70 | \$308,855.85 | \$314,099.30 | \$319,768.30 |
| | LOCAL (AC) | \$500.00 | \$750.00 | \$0.00 | \$1,953.00 | \$0.00 |
| | NFP-KS | \$5,633.00 | \$11,685.00 | \$15,556.00 | \$0.00 | \$0.00 |
| | NHPP-KS | \$4,391.50 | \$39,366.60 | \$62,888.40 | \$0.00 | \$988.00 |
| | STATE-KS | \$51,759.40 | \$6,903.80 | \$1,152.50 | \$9,088.00 | \$0.00 |
| | STATE-KS (AC) | \$17,393.30 | \$19,991.50 | \$750.00 | \$798.00 | \$750.00 |
| | STP-KS | \$673.41 | \$0.00 | \$0.00 | \$0.00 | \$2,000.00 |
| | STPM-KS | \$17,350.00 | \$8,602.50 | \$15,512.50 | \$14,447.00 | \$13,953.00 |
| | TA-KS | \$2,117.68 | \$1,138.00 | \$1,138.00 | \$2,050.00 | \$652.00 |
| Missouri | BRO-MO | \$5,792.50 | \$752.00 | \$0.00 | \$0.00 | \$0.00 |
| | CMAQ-MO | \$1,511.36 | \$1,912.10 | \$1,846.00 | \$1,528.00 | \$1,612.00 |
| | CREDIT | \$0.00 | (\$21,235.00) | (\$4,453.00) | (\$9,535.00) | (\$14,736.40) |
| | HSIP-MO | \$1,443.00 | \$2,144.60 | \$10,349.00 | \$10,166.00 | \$2,138.00 |
| | LOCAL | \$1,606,291.43 | \$312,372.61 | \$316,488.00 | \$321,861.01 | \$327,670.10 |
| | LOCAL (AC) | \$0.00 | \$965.00 | \$0.00 | \$0.00 | \$0.00 |
| | NHPP-MO | \$156,082.80 | \$96,742.60 | \$99,447.80 | \$107,531.00 | \$20,961.30 |
| | STATE-KS | \$1,705.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | STATE-MO | \$29,133.00 | \$27,568.40 | \$24,903.40 | \$24,219.40 | \$4,309.50 |
| | STATE-MO (AC) | \$1.00 | \$11,907.00 | \$6,046.00 | \$12,069.60 | \$14,702.80 |
| | STPM-MO | \$25,876.87 | \$16,367.00 | \$22,050.00 | \$18,150.00 | \$16,350.00 |
| | STP-MO | \$10,491.57 | \$16,369.16 | \$2,229.98 | \$9,741.00 | \$4,216.80 |
| | TA-MO | \$6,545.00 | \$2,179.72 | \$1,652.21 | \$2,078.57 | \$1,378.57 |
| | TCSP-MO | \$179.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Regional | CMAQ-KS | \$570.67 | \$393.75 | \$393.75 | \$411.00 | \$411.00 |
| | CMAQ-MO | \$0.00 | \$393.75 | \$393.75 | \$411.00 | \$411.00 |

| | | | | | | |
|---------|----------|--------------|--------------|--------------|--------------|--------------|
| | LOCAL | \$160.70 | \$1,073.13 | \$834.38 | \$974.25 | \$743.00 |
| | STPM-KS | \$0.00 | \$565.00 | \$210.00 | \$780.00 | \$180.00 |
| | STPM-MO | \$0.00 | \$1,090.00 | \$490.00 | \$745.00 | \$420.00 |
| Transit | 5307 | \$29,098.10 | \$24,408.52 | \$25,296.92 | \$25,031.12 | \$25,987.12 |
| | 5309 | \$9,000.00 | \$0.00 | \$0.00 | \$12,000.00 | \$0.00 |
| | 5310 | \$0.00 | \$2,280.89 | \$1,256.00 | \$1,256.00 | \$1,256.00 |
| | 5311 | \$115.43 | \$214.89 | \$218.46 | \$222.13 | \$225.92 |
| | 5337 | \$3,082.00 | \$1,125.00 | \$1,170.00 | \$1,500.00 | \$1,500.00 |
| | 5339 | \$8,650.00 | \$2,250.00 | \$2,500.00 | \$7,000.00 | \$8,000.00 |
| | CMAQ-KS | \$1,332.15 | \$226.95 | \$688.00 | \$950.00 | \$1,295.00 |
| | CMAQ-MO | \$0.00 | \$0.00 | \$0.00 | \$900.00 | \$787.50 |
| | LOCAL | \$130,661.35 | \$133,136.98 | \$135,665.25 | \$138,241.53 | \$140,866.74 |
| | STATE-KS | \$24.36 | \$25.09 | \$25.84 | \$26.62 | \$27.41 |
| | STATE-MO | \$0.00 | \$766.25 | \$0.00 | \$0.00 | \$0.00 |
| | STPM-KS | \$3,180.00 | \$735.00 | \$0.00 | \$1,500.00 | \$0.00 |
| | STPM-MO | \$0.00 | \$0.00 | \$0.00 | \$1,175.00 | \$0.00 |

| | | | | | | |
|--|-------------------|----------------|--------------|--------------|--------------|--------------|
| | Kansas Subtotal | \$389,052.02 | \$370,196.84 | \$336,094.85 | \$343,257.30 | \$334,370.30 |
| | Missouri Subtotal | \$1,845,052.53 | \$468,045.19 | \$480,559.39 | \$497,809.58 | \$378,602.67 |
| | Regional Subtotal | \$731.37 | \$3,515.63 | \$2,321.88 | \$3,321.25 | \$2,165.00 |
| | Transit | \$185,143.39 | \$165,169.57 | \$166,820.47 | \$189,802.40 | \$179,945.69 |

| | | | | | | |
|--|------------------|----------------|----------------|--------------|----------------|--------------|
| | Subtotal by Year | \$2,419,979.30 | \$1,006,927.23 | \$985,796.59 | \$1,034,190.53 | \$895,083.66 |
| | Total | \$6,341,977.31 | | | | |

Table 2

| Estimated Expenditures by Year and Funding Source (\$1,000s) | | | | | | |
|--|---------------|-------------|-------------|-------------|-------------|-------------|
| State | Source | 2018 | 2019 | 2020 | 2021 | 2022 |
| Kansas | CMAQ-KS | \$586.00 | \$1,472.50 | \$2,134.00 | \$822.00 | \$1,200.00 |
| | FRP-KS | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | HP-KS | \$1,272.06 | \$732.08 | \$0.00 | \$0.00 | \$0.00 |
| | HSIP-KS | \$200.00 | \$2,523.46 | \$0.00 | \$0.00 | \$0.00 |
| | LOCAL | \$61,539.77 | \$33,888.87 | \$41,809.60 | \$22,616.41 | \$22,779.00 |
| | LOCAL (AC) | \$500.00 | \$750.00 | \$0.00 | \$1,953.00 | \$0.00 |
| | NFP-KS | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | NHPP-KS | \$45.00 | \$23,413.30 | \$6,882.00 | \$0.00 | \$0.00 |
| | STATE-KS | \$51,759.40 | \$6,903.80 | \$1,152.50 | \$9,088.00 | \$0.00 |
| | STATE-KS (AC) | \$17,393.30 | \$19,991.50 | \$750.00 | \$798.00 | \$750.00 |

| | | | | | | |
|----------|---------------|----------------|-------------|--------------|--------------|--------------|
| Missouri | STP-KS | \$673.41 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | STPM-KS | \$15,600.00 | \$8,602.50 | \$15,512.50 | \$14,447.00 | \$12,000.00 |
| | TA-KS | \$2,117.68 | \$968.00 | \$808.00 | \$2,050.00 | \$652.00 |
| | BRO-MO | \$5,792.50 | \$752.00 | \$0.00 | \$0.00 | \$0.00 |
| | CMAQ-MO | \$1,511.36 | \$1,912.10 | \$1,549.00 | \$1,528.00 | \$1,612.00 |
| | HSIP-MO | \$1,443.00 | \$2,144.60 | \$10,349.00 | \$10,166.00 | \$2,138.00 |
| | LOCAL | \$1,339,352.62 | \$39,446.20 | \$47,567.12 | \$21,866.39 | \$14,076.62 |
| | LOCAL (AC) | \$0.00 | \$965.00 | \$0.00 | \$0.00 | \$0.00 |
| | NHPP-MO | \$156,082.80 | \$93,672.60 | \$94,994.80 | \$102,339.00 | \$3,530.02 |
| | STATE-KS | \$1,705.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | STATE-MO | \$29,133.30 | \$27,568.40 | \$24,903.40 | \$24,219.40 | \$4,309.50 |
| | STATE-MO (AC) | \$1.00 | \$11,907.00 | \$6,046.00 | \$12,069.60 | \$14,702.80 |
| | STPM-MO | \$25,876.87 | \$16,367.00 | \$21,382.00 | \$18,150.00 | \$16,350.00 |
| | STP-MO | \$10,491.57 | \$3,566.16 | \$2,229.98 | \$1,001.00 | \$27.00 |
| | TA-MO | \$6,545.00 | \$2,179.72 | \$1,652.21 | \$2,078.57 | \$1,378.57 |
| | TCSP-MO | \$179.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Regional | CMAQ-KS | \$570.67 | \$393.75 | \$393.75 | \$411.00 | \$411.00 |
| | CMAQ-MO | \$0.00 | \$393.75 | \$393.75 | \$411.00 | \$411.00 |
| | LOCAL | \$160.70 | \$1,073.13 | \$834.38 | \$974.25 | \$743.00 |
| | STPM-KS | \$0.00 | \$565.00 | \$210.00 | \$780.00 | \$180.00 |
| | STPM-MO | \$0.00 | \$1,090.00 | \$490.00 | \$745.00 | \$420.00 |
| Transit | 5307 | \$29,098.10 | \$24,408.52 | \$25,296.92 | \$25,031.12 | \$25,987.12 |
| | 5309 | \$9,000.00 | \$0.00 | \$0.00 | \$12,000.00 | \$0.00 |
| | 5310 | \$0.00 | \$2,280.89 | \$0.00 | \$0.00 | \$0.00 |
| | 5311 | \$115.43 | \$214.89 | \$218.46 | \$222.13 | \$225.92 |
| | 5337 | \$3,082.00 | \$1,125.00 | \$1,170.00 | \$1,500.00 | \$1,500.00 |
| | 5339 | \$8,650.00 | \$2,250.00 | \$2,500.00 | \$7,000.00 | \$8,000.00 |
| | CMAQ-KS | \$1,332.15 | \$226.95 | \$688.00 | \$950.00 | \$1,295.00 |
| | CMAQ-MO | \$0.00 | \$0.00 | \$0.00 | \$900.00 | \$787.50 |
| | LOCAL | \$104,249.94 | \$99,250.37 | \$102,049.85 | \$110,550.05 | \$111,308.92 |
| | STATE-KS | \$24.36 | \$25.09 | \$25.84 | \$26.62 | \$27.41 |
| | STPM-KS | \$3,180.00 | \$735.00 | \$0.00 | \$1,500.00 | \$0.00 |
| | STPM-MO | \$0.00 | \$0.00 | \$0.00 | \$1,175.00 | \$0.00 |

| | | | | | | |
|--|-------------------|----------------|--------------|--------------|--------------|--------------|
| | Kansas Subtotal | \$151,686.62 | \$99,246.01 | \$69,048.60 | \$51,774.41 | \$37,381.00 |
| | Missouri Subtotal | \$1,578,114.02 | \$200,480.78 | \$210,673.51 | \$193,417.96 | \$58,124.51 |
| | Regional Subtotal | \$731.37 | \$3,515.63 | \$2,321.88 | \$3,321.25 | \$2,165.00 |
| | Transit | \$158,731.98 | \$130,516.71 | \$131,949.07 | \$160,854.92 | \$149,131.87 |

| | | | | | | |
|--|------------------|----------------|--------------|--------------|--------------|--------------|
| | Subtotal by Year | \$1,889,263.98 | \$433,759.13 | \$413,993.06 | \$409,368.54 | \$246,802.38 |
| | Total | \$3,393,187.08 | | | | |

Table 3

| Estimated Revenues vs. Expenditures (\$1,000's) | | | | | |
|---|----------------|----------------|--------------|----------------|--------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 |
| Kansas Revenue | \$389,052.02 | \$370,196.84 | \$336,094.85 | \$343,257.30 | \$334,370.30 |
| Kansas O&M Expenditure | \$38,330.46 | \$39,480.38 | \$40,664.78 | \$41,884.73 | \$43,141.27 |
| Kansas Project Expenditure | \$151,686.62 | \$99,246.01 | \$69,048.60 | \$51,774.41 | \$37,381.00 |
| Difference | \$199,034.94 | \$231,470.46 | \$226,381.47 | \$249,598.16 | \$253,848.03 |
| Missouri Revenue | \$1,845,052.53 | \$468,045.19 | \$480,559.39 | \$497,809.58 | \$378,602.67 |
| Missouri O&M Expenditure | \$59,361.00 | \$61,141.83 | \$62,976.08 | \$64,865.37 | \$66,811.33 |
| Missouri Project Expenditure | \$1,578,114.02 | \$200,480.78 | \$210,673.51 | \$193,417.96 | \$58,124.51 |
| Difference | \$207,577.51 | \$206,422.58 | \$206,909.79 | \$239,526.26 | \$253,666.83 |
| Transit Revenue | \$185,143.39 | \$165,169.57 | \$166,820.47 | \$189,802.40 | \$179,945.69 |
| Transit O&M Expenditure | \$98,983.50 | \$101,953.00 | \$105,011.59 | \$108,161.94 | \$111,406.80 |
| Transit O&M TIP Project Expenditure | \$118,801.06 | \$107,854.76 | \$112,296.87 | \$123,237.77 | \$128,911.85 |
| Remaining Transit O&M | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Transit Project Expenditure (Non O&M) | \$39,930.92 | \$22,661.95 | \$19,652.20 | \$37,617.15 | \$20,220.02 |
| Difference | \$26,411.41 | \$34,652.86 | \$34,871.40 | \$28,947.48 | \$30,813.82 |
| Regional Revenue | \$731.37 | \$3,515.63 | \$2,321.88 | \$3,321.25 | \$2,165.00 |
| Regional Expenditure | \$731.37 | \$3,515.63 | \$2,321.88 | \$3,321.25 | \$2,165.00 |
| Difference | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Total Revenue | \$2,419,979.30 | \$1,006,927.23 | \$985,796.59 | \$1,034,190.53 | \$895,083.66 |
| Total Expenditure | \$1,986,955.44 | \$534,381.33 | \$517,633.92 | \$516,118.64 | \$356,754.98 |
| Difference | \$433,023.86 | \$472,545.89 | \$468,162.66 | \$518,071.89 | \$538,328.68 |

Table 4

| Estimated Revenues by Year and Funding Source (\$1,000s) | | | | | | |
|--|---------------|---------------|---------------|---------------|--------------|--------------|
| State | Source | 2018 | 2019 | 2020 | 2021 | 2022 |
| Kansas | CMAQ-KS | \$1,109.00 | \$1,222.50 | \$2,134.00 | \$2,788.95 | \$2,788.95 |
| | CREDIT | (\$15,081.50) | (\$29,170.70) | (\$69,691.80) | (\$2,710.00) | (\$4,584.90) |
| | FRP-KS | \$2,079.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | HP-KS | \$1,272.06 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | HSIP-KS | \$950.00 | \$3,273.46 | \$750.00 | \$750.00 | \$750.00 |
| | LOCAL | \$298,905.17 | \$304,839.70 | \$308,855.85 | \$314,099.30 | \$319,768.30 |
| | LOCAL (AC) | \$500.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | NFP-KS | \$5,633.00 | \$11,685.00 | \$15,556.00 | \$0.00 | \$0.00 |
| | NHPP-KS | \$4,346.50 | \$17,088.20 | \$53,055.80 | \$1,960.00 | \$1,834.90 |
| | STATE-KS | \$14,569.00 | \$2,338.00 | \$890.00 | \$9,088.00 | \$0.00 |
| | STATE-KS (AC) | \$18,005.70 | \$17,832.80 | \$2,710.00 | \$798.00 | \$750.00 |

| | | | | | | |
|----------|---------------|----------------|---------------|--------------|--------------|---------------|
| Missouri | STP-KS | \$673.41 | \$0.00 | \$0.00 | \$0.00 | \$2,000.00 |
| | STPM-KS | \$15,350.00 | \$10,602.50 | \$15,512.50 | \$13,418.45 | \$13,418.45 |
| | TA-KS | \$2,117.68 | \$1,138.00 | \$1,138.00 | \$1,090.83 | \$1,090.83 |
| | BRO-MO | \$5,792.50 | \$752.00 | \$0.00 | \$0.00 | \$0.00 |
| | CMAQ-MO | \$1,511.36 | \$1,912.10 | \$1,846.00 | \$2,735.00 | \$2,735.00 |
| | CREDIT | \$0.00 | (\$21,235.00) | -\$4,453.00 | (\$9,535.00) | (\$14,736.40) |
| | HSIP-MO | \$1,443.00 | \$2,144.60 | \$10,349.00 | \$10,166.00 | \$2,138.00 |
| | LOCAL | \$1,606,291.43 | \$312,372.61 | \$316,488.00 | \$321,861.01 | \$327,670.10 |
| | LOCAL (AC) | \$0.00 | \$965.00 | \$0.00 | \$0.00 | \$0.00 |
| | NHPP-MO | \$156,082.80 | \$96,582.60 | \$100,198.80 | \$105,095.00 | \$20,961.30 |
| | STATE-KS | \$1,705.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | STATE-MO | \$29,128.00 | \$27,475.60 | \$24,624.80 | \$23,600.40 | \$4,302.50 |
| | STATE-MO (AC) | \$1.00 | \$11,907.00 | \$6,046.00 | \$12,069.60 | \$14,702.80 |
| | STPM-MO | \$25,075.14 | \$16,367.00 | \$22,050.00 | \$19,212.90 | \$19,212.90 |
| | STP-MO | \$10,422.97 | \$15,783.96 | \$2,161.58 | \$9,701.00 | \$4,189.80 |
| | TA-MO | \$5,545.00 | \$2,179.72 | \$1,652.21 | \$1,698.04 | \$1,698.04 |
| | TCSP-MO | \$179.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | Regional | CMAQ-KS | \$570.67 | \$393.75 | \$393.75 | \$0.00 |
| CMAQ-MO | | \$0.00 | \$393.75 | \$393.75 | \$0.00 | \$0.00 |
| LOCAL | | \$160.70 | \$1,073.13 | \$834.38 | \$834.38 | \$834.38 |
| STPM-KS | | \$0.00 | \$565.00 | \$210.00 | \$0.00 | \$0.00 |
| STPM-MO | | \$0.00 | \$1,090.00 | \$490.00 | \$0.00 | \$0.00 |
| Transit | 5307 | \$29,098.10 | \$24,161.40 | \$25,049.80 | \$24,784.00 | \$25,740.00 |
| | 5309 | \$9,000.00 | \$0.00 | \$0.00 | \$12,000.00 | \$0.00 |
| | 5310 | \$1,256.00 | \$1,256.00 | \$1,256.00 | \$1,256.00 | \$1,256.00 |
| | 5311 | \$115.43 | \$118.89 | \$122.46 | \$126.13 | \$129.92 |
| | 5337 | \$3,082.00 | \$1,125.00 | \$1,170.00 | \$1,500.00 | \$1,500.00 |
| | 5339 | \$8,650.00 | \$2,250.00 | \$2,500.00 | \$7,000.00 | \$8,000.00 |
| | CMAQ-KS | \$624.06 | \$935.04 | \$688.00 | \$0.00 | \$0.00 |
| | LOCAL | \$130,661.35 | \$133,136.98 | \$135,665.25 | \$138,241.53 | \$140,866.74 |
| | STATE-KS | \$24.36 | \$25.09 | \$25.84 | \$26.62 | \$27.41 |
| | STPM-KS | \$3,180.00 | \$735.00 | \$0.00 | \$0.00 | \$0.00 |

| | | | | | | |
|--|-------------------|----------------|--------------|--------------|--------------|--------------|
| | Kansas Subtotal | \$350,429.02 | \$340,849.46 | \$330,910.35 | \$341,283.52 | \$337,816.53 |
| | Missouri Subtotal | \$1,843,177.20 | \$467,207.19 | \$480,963.39 | \$496,603.95 | \$382,874.04 |
| | Regional Subtotal | \$731.37 | \$3,515.63 | \$2,321.88 | \$834.38 | \$834.38 |
| | Transit | \$185,691.30 | \$163,743.40 | \$166,477.35 | \$184,934.28 | \$177,520.07 |

| | | | | | | |
|--|------------------|----------------|--------------|--------------|----------------|--------------|
| | Subtotal by Year | \$2,380,028.88 | \$975,315.68 | \$980,672.97 | \$1,023,656.14 | \$899,045.01 |
| | Total | \$6,258,718.67 | | | | |

Table 5

| Estimated Expenditures by Year and Funding Source (\$1,000s) | | | | | | |
|---|---------------|----------------|-------------|-------------|-------------|-------------|
| State | Source | 2018 | 2019 | 2020 | 2021 | 2022 |
| Kansas | CMAQ-KS | \$586.00 | \$1,222.50 | \$2,134.00 | \$0.00 | \$0.00 |
| | FRP-KS | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | HP-KS | \$1,272.06 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | HSIP-KS | \$200.00 | \$2,523.46 | \$0.00 | \$0.00 | \$0.00 |
| | LOCAL | \$56,524.49 | \$31,518.85 | \$34,709.50 | \$2,244.00 | \$0.00 |
| | LOCAL (AC) | \$500.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | NFP-KS | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | NHPP-KS | \$0.00 | \$522.50 | \$0.00 | \$0.00 | \$0.00 |
| | STATE-KS | \$14,569.00 | \$2,338.00 | \$890.00 | \$9,088.00 | \$0.00 |
| | STATE-KS (AC) | \$18,005.70 | \$17,832.80 | \$2,710.00 | \$798.00 | \$750.00 |
| | STP-KS | \$673.41 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | STPM-KS | \$13,600.00 | \$10,602.50 | \$15,512.50 | \$0.00 | \$0.00 |
| | TA-KS | \$2,117.68 | \$968.00 | \$808.00 | \$0.00 | \$0.00 |
| Missouri | BRO-MO | \$5,792.50 | \$752.00 | \$0.00 | \$0.00 | \$0.00 |
| | CMAQ-MO | \$1,511.36 | \$1,912.10 | \$1,549.00 | \$0.00 | \$0.00 |
| | HSIP-MO | \$1,443.00 | \$2,144.60 | \$10,349.00 | \$10,166.00 | \$2,138.00 |
| | LOCAL | \$1,339,352.62 | \$39,529.08 | \$43,907.28 | \$3,310.00 | \$1,935.00 |
| | LOCAL (AC) | \$0.00 | \$965.00 | \$0.00 | \$0.00 | \$0.00 |
| | NHPP-MO | \$156,082.80 | \$93,512.60 | \$95,745.80 | \$99,903.00 | \$10,414.70 |
| | STATE-KS | \$1,705.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | STATE-MO | \$29,128.00 | \$27,475.60 | \$24,624.80 | \$23,600.40 | \$4,302.50 |
| | STATE-MO (AC) | \$1.00 | \$11,907.00 | \$6,046.00 | \$12,069.60 | \$14,702.80 |
| | STPM-MO | \$25,075.14 | \$16,367.00 | \$21,382.00 | \$19,212.90 | \$19,212.90 |
| | STP-MO | \$10,422.97 | \$2,890.96 | \$2,161.58 | \$961.00 | \$0.00 |
| | TA-MO | \$5,545.00 | \$2,179.72 | \$1,652.21 | \$1,698.04 | \$1,698.04 |
| | TCSP-MO | \$179.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Regional | CMAQ-KS | \$570.67 | \$393.75 | \$393.75 | \$0.00 | \$0.00 |
| | CMAQ-MO | \$0.00 | \$393.75 | \$393.75 | \$0.00 | \$0.00 |
| | LOCAL | \$160.70 | \$1,073.13 | \$834.38 | \$834.38 | \$834.38 |
| | STPM-KS | \$0.00 | \$565.00 | \$210.00 | \$0.00 | \$0.00 |
| | STPM-MO | \$0.00 | \$1,090.00 | \$490.00 | \$0.00 | \$0.00 |
| Transit | 5307 | \$29,098.10 | \$24,161.40 | \$25,049.80 | \$24,784.00 | \$25,740.00 |
| | 5309 | \$9,000.00 | \$0.00 | \$0.00 | \$12,000.00 | \$0.00 |
| | 5310 | \$1,256.00 | \$1,256.00 | \$1,256.00 | \$1,256.00 | \$1,256.00 |
| | 5311 | \$115.43 | \$118.89 | \$122.46 | \$126.13 | \$129.92 |
| | 5337 | \$3,082.00 | \$1,125.00 | \$1,170.00 | \$1,500.00 | \$1,500.00 |

| | | | | | | |
|--|----------|--------------|-------------|--------------|--------------|--------------|
| | 5339 | \$8,650.00 | \$2,250.00 | \$2,500.00 | \$7,000.00 | \$8,000.00 |
| | CMAQ-KS | \$624.06 | \$935.04 | \$688.00 | \$0.00 | \$0.00 |
| | LOCAL | \$104,073.08 | \$98,320.19 | \$101,892.07 | \$109,261.02 | \$110,630.52 |
| | STATE-KS | \$24.36 | \$25.09 | \$25.84 | \$26.62 | \$27.41 |
| | STPM-KS | \$3,180.00 | \$735.00 | \$0.00 | \$0.00 | \$0.00 |

| | | | | | | |
|--|-------------------|----------------|--------------|--------------|--------------|--------------|
| | Kansas Subtotal | \$108,048.34 | \$67,528.61 | \$56,764.00 | \$12,130.00 | \$750.00 |
| | Missouri Subtotal | \$1,576,238.39 | \$199,635.66 | \$207,417.67 | \$170,920.94 | \$54,403.94 |
| | Regional Subtotal | \$731.37 | \$3,515.63 | \$2,321.88 | \$834.38 | \$834.38 |
| | Transit | \$159,103.03 | \$128,926.61 | \$132,704.17 | \$155,953.77 | \$147,283.85 |

| | | | | | | |
|--|------------------|----------------|--------------|--------------|--------------|--------------|
| | Subtotal by Year | \$1,844,121.12 | \$399,606.51 | \$399,207.72 | \$339,839.09 | \$203,272.17 |
| | Total | \$3,186,046.59 | | | | |

Table 6

| Estimated Revenues vs. Expenditures (\$1,000's) | | | | | |
|--|----------------|--------------|--------------|----------------|--------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 |
| Kansas Revenue | \$350,429.02 | \$340,849.46 | \$330,910.35 | \$341,283.52 | \$337,816.53 |
| Kansas O&M Expenditure | \$38,330.46 | \$39,480.38 | \$40,664.78 | \$41,884.73 | \$43,141.27 |
| Kansas Project Expenditure | \$108,203.34 | \$67,528.61 | \$56,764.00 | \$12,130.00 | \$750.00 |
| Difference | \$203,895.22 | \$233,840.48 | \$233,481.57 | \$287,268.79 | \$293,925.26 |
| | | | | | |
| Missouri Revenue | \$1,843,177.20 | \$467,207.19 | \$480,963.39 | \$496,603.95 | \$382,874.04 |
| Missouri O&M Expenditure | \$59,361.00 | \$61,141.83 | \$62,976.08 | \$64,865.37 | \$66,811.33 |
| Missouri Project Expenditure | \$1,576,238.39 | \$199,635.66 | \$207,417.67 | \$170,920.94 | \$54,403.94 |
| Difference | \$207,577.81 | \$206,429.70 | \$210,569.63 | \$260,817.65 | \$261,658.77 |
| | | | | | |
| Transit Revenue | \$185,691.30 | \$163,743.40 | \$166,477.35 | \$184,934.28 | \$177,520.07 |
| Transit O&M Expenditure | \$98,983.50 | \$101,953.00 | \$105,011.59 | \$108,161.94 | \$111,406.80 |
| Transit O&M TIP Project Expenditure | \$118,801.06 | \$107,854.76 | \$112,296.87 | \$123,237.77 | \$128,911.85 |
| Remaining Transit O&M | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Transit Project Expenditure (Non O&M) | \$40,301.97 | \$19,815.85 | \$19,151.30 | \$31,460.00 | \$17,116.00 |
| Difference | \$26,588.27 | \$36,072.79 | \$35,029.18 | \$30,236.51 | \$31,492.22 |
| | | | | | |
| Regional Revenue | \$731.37 | \$3,515.63 | \$2,321.88 | \$834.38 | \$834.38 |
| Regional Expenditure | \$731.37 | \$3,515.63 | \$2,321.88 | \$834.38 | \$834.38 |
| Difference | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | | | | | |
| Total Revenue | \$2,380,028.88 | \$975,315.68 | \$980,672.97 | \$1,023,656.14 | \$899,045.01 |
| Total Expenditure | \$1,941,967.58 | \$498,972.71 | \$501,592.58 | \$445,333.18 | \$311,968.77 |
| Difference | \$438,061.30 | \$476,342.96 | \$479,080.38 | \$578,322.95 | \$587,076.25 |



City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

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October 23, 2018

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 on October 18, 2018 the Lawrence-Douglas County Metropolitan Planning Organization Policy Board (L-DC MPO) approved a new Transportation Improvement Program for the years 2019 through 2022. This document replaces the previous 2017-2020 TIP Amendment 5. The MPO approved TIP includes the list of projects for the Lawrence Transit System.

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

Sincerely,

Ashley Myers
Transportation Planner

Enclosure: FFY 2019-2022 TIP

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



FFY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM



**MPO Policy Board Approval
October 18, 2018**

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.



Cory Davis, 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 |
| CAPITAL | Purchase of equipment |
| CDBG | Community Development Block Grant |
| 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 |
| 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 |
| OPERATING | Operation of transit |
| 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 |
| TA | Transportation Alternatives |
| 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 |

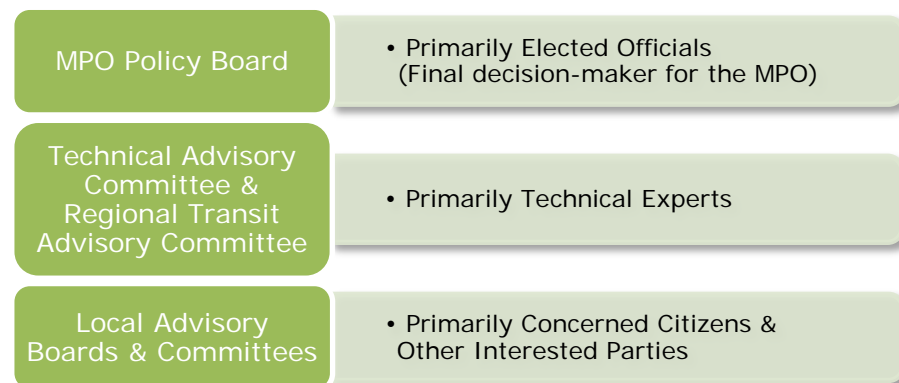
INTRODUCTION

What is an MPO?

A Metropolitan Planning Organization (MPO) is a regional decision making body charged with developing 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).

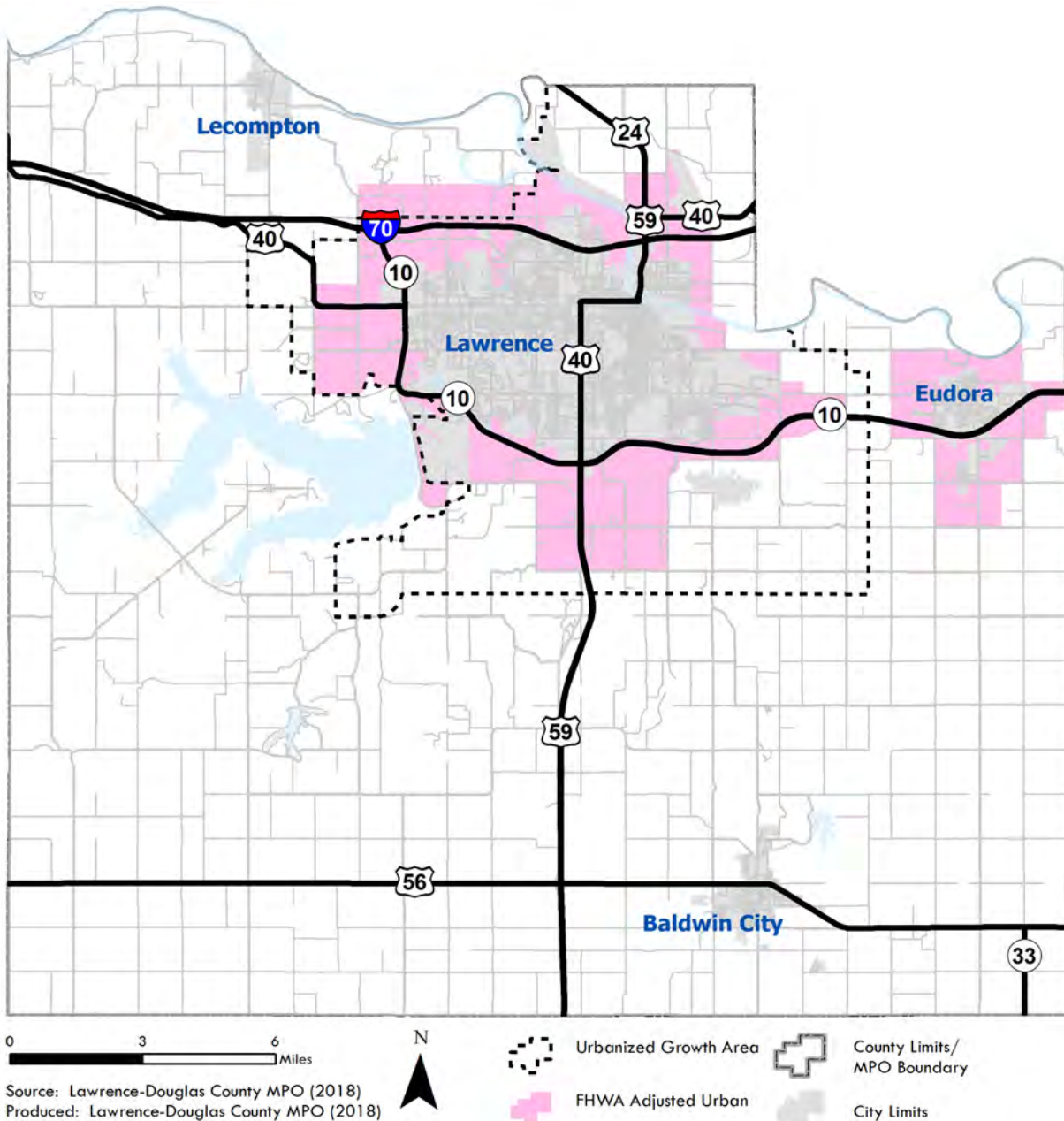
The MPO is a group that is composed of representatives from many local governments that collectively discusses the transportation issues facing the metropolitan area and then makes decisions about how to address those issues.

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.

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 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.

The TIP and T2040

The TIP and Transportation 2040 (the region's Metropolitan Transportation Plan (MTP)) are linked.¹ Transportation 2040 (T2040) is the long range transportation vision; while the TIP is the short range implementation list. For projects to be included in the TIP, they must be consistent with T2040. This ensures projects are implementing the MPO's vision for a healthy, safe, and efficient transportation system, which adequately serves Lawrence, Eudora, Baldwin City, Lecompton, and unincorporated areas of Douglas County. Community input led to the development of the T2040 vision, goals, priorities, and objectives (Table 1). These goals are implemented by the TIP. The Tracking Performance Measures section provides further details on how the two documents are linked.

Table 1: Transportation 2040 Goals and Objectives

| | | Goals | Objectives |
|----------------------------------|---|--|---|
| Access & Choices |  | Enhance Transportation options and choices for improved system performance | Improve regional connectivity (urban/rural) of all modes of the transportation networks including access to desired destinations. |
| | | | Enhance transit service, amenities and facilities. |
| Mobility & Prosperity |  | Efficient movement of people, goods, and freight | Implement strategies that address system performance & improve reliability, capacity and competitiveness for regional freight. |
| Preservation, Safety, & Security |  | Prioritize preservation, safety, and security of the transportation network | Support projects and policies that improve safety and security. |
| | | | Preserve and enhance transportation infrastructure and assets. |
| Sustain & Enhance |  | Minimize adverse social, economic, and environmental impacts created by transportation | Promote density to reduce transportation costs & reduce environmental impacts of transportation. |
| | | | Reduce single occupancy vehicle trips. |

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.² 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

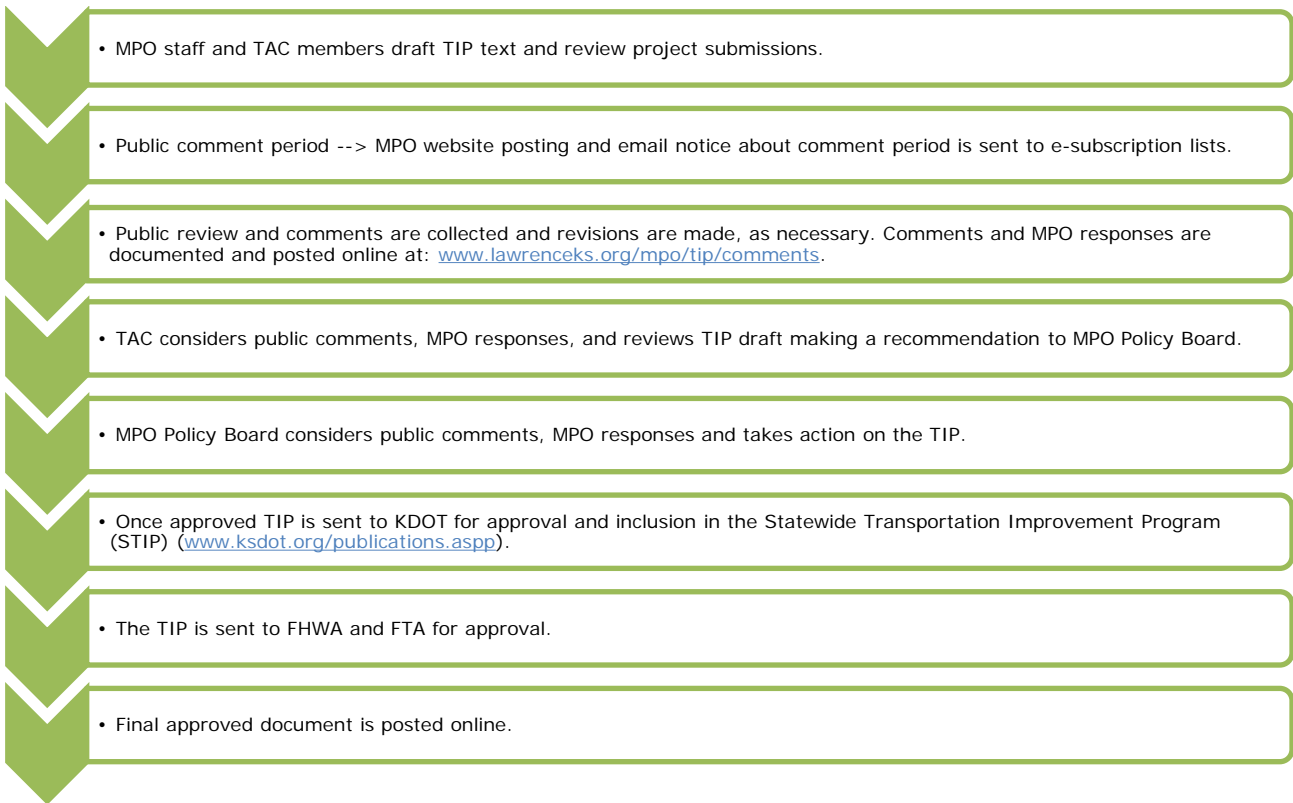
¹ <https://lawrenceks.org/mpo/t2040>

² Details about the public participation process for the approval and amendment of the TIP can be found at www.lawrenceks.org/mpo/public_participation.

staff announcements that the draft TIP is available for comment at MPO meetings. These strategies are consistent with the PPP, which addresses how everyone will be engaged in the planning process.

Public comments are posted online at www.lawrenceks.org/mpo/tip/comments and are shared with TAC and the MPO Policy Board. MPO staff reviews the comments and responds to the comment submitter and posts the MPO response in conjunction with the comment online. If comments have direct, applicable action these changes are discussed with the project sponsor (if relevant) and 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



PROGRAMMING PROCESS

Legislative Requirement

The current federal surface transportation legislation is called the Fixing America's Surface Transportation (FAST) Act.³ 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.⁴

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.⁵ Figure 4 displays the process for including projects in the TIP.

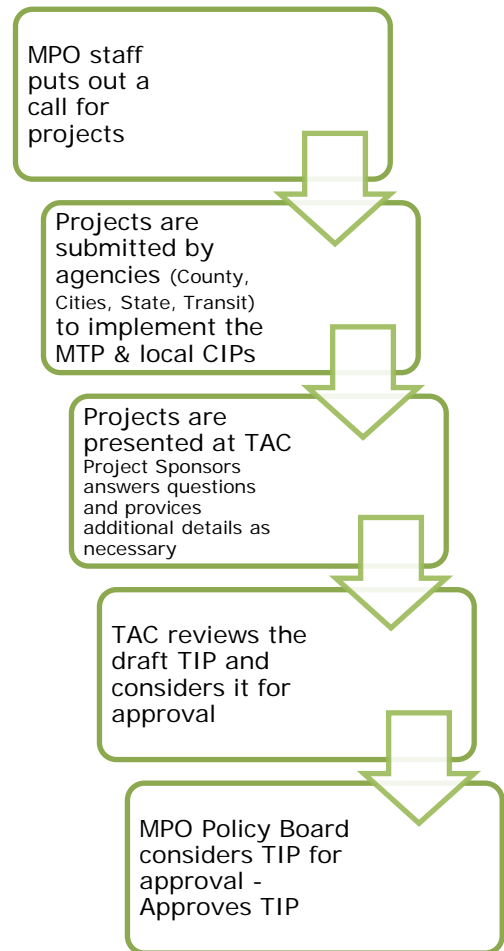
The transit and paratransit projects programmed in the TIP also go through a project selection process. Lawrence Transit staff works with the MPO, FTA, KDOT, and University of Kansas - KU On Wheels (KUOW) staffs to plan and program projects in the TIP that address transit needs and issues identified 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.

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.

Figure 4: TIP Project Listing Submission Process



³ 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>.

⁴ 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.

⁵ An electronic TIP submission form was developed as part of the FFY19 TIP development process. It can be accessed at: <https://lawrenceks.org/mpo/tip/submit>

Formal Amendments

Amendments to the TIP often consist of major changes to total project cost. 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 of a project 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 (such as changing from state funding to federal)
- Change to a project scope and/or location (project limits)

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
- Change of program year of project within the four-year fiscally constrained TIP
- Minor change of less than 20% of total project cost

In processing administrative revisions MPO staff will:

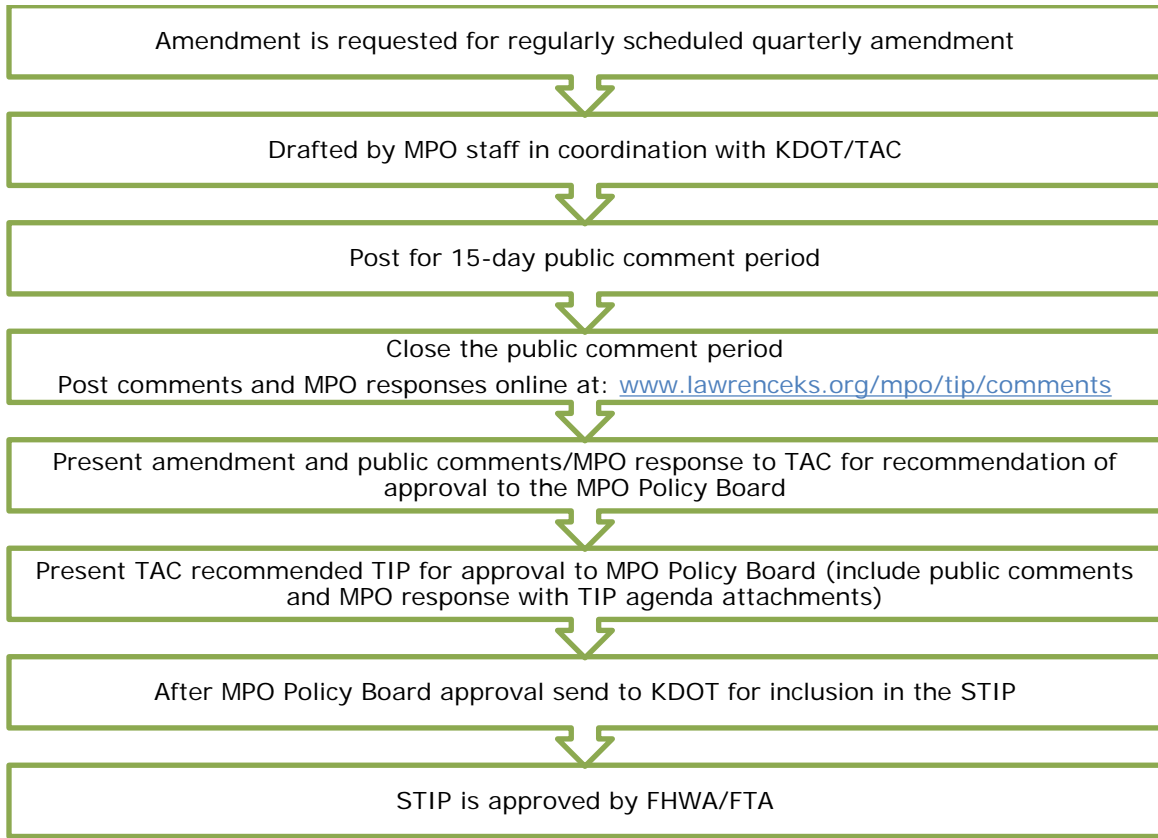
- Enter the requested revision into the project database.
- Prepare and publish an updated TIP and post it online.
- Notify the Kansas Department of Transportation of the modifications revisions.
- Prepare a summary of the revision to be presented at the next scheduled MPO Technical Advisory Committee and Policy Board meetings (no formal action required).

Administrative Revisions require no public comment.

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.⁶

A minimum 15-day public comment period is required for the proposed amendments are which is 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 3). 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.

⁶ 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.

Table 3: FFY2019 Quarterly Schedule for TIP Amendments

| TIP Amendment Request Made to MPO Staff | Public Review Period | TAC Approval | MPO Approval | STIP Approval |
|---|----------------------|------------------|-------------------|---------------|
| August-31 | 9/6/18 to 9/21/18 | October 2, 2018 | October 18, 2018 | November 2018 |
| January-04 | 1/10/19 to 1/25/19 | February 5, 2019 | February 21, 2019 | March 2019 |
| March-01 | 3/7/19 to 3/22/19 | April 2, 2019 | April 18, 2019 | May 2019 |
| July-05 | 7/11/19 to 7/26/19 | August 6, 2019 | August 15, 2019 | August 2019 |

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.

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 of Public Transit 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 Table 10: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter). The estimates of reasonably expected funding levels based on Transportation 2040 historic averages 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 \$1.2 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. This 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. 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 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 \$1.1 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 Surface Transportation Program (STP) or Highway Safety Improvement Program (HSIP) funding and has remained about the same each year at about \$1.2 million.

The ten year sales tax to improve roads/infrastructure and transit service which was approved in November 2008 was reapproved by Lawrence voters in November 2017. This continuation of sale taxes included 0.3% dedicated to roads and infrastructure and 0.2% dedicated to funding transit service (Table 4).

Table 4: Lawrence Sales Tax for Improvement of Roads and Transit Service Projections (Shown in \$1,000s)

| Source | Tax Percentage | Projected Collection in 2018 |
|----------------------|----------------|---------------------------------|
| Roads/Infrastructure | 0.30% | \$ 5,582 |
| Transit Service | 0.20% | \$ 3,514 |
| Total | | \$ 9,096 |

These sales taxes will expire in April of 2029; 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 typically small (less than \$60,000 on average).

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.

On average over the last five years, the County received \$485,000 in KDOT's federal funds exchange program, and \$523,000 in federal sources such as Federal Lands Access Program, U.S. Fish and Wildlife Service, and STP funding.

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 and other sources of local funds. Over the last five years, local funding averages \$8.5 million a year. However, due to planned mental health initiatives and expansion of the jail, the Board of County Commissioners has reduced the annual CIP allocations for roads and bridges by \$1 million for 2019. This annual reduction is anticipated to continue through 2023. 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 \$2.1 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.

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 quarterly 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 \$0.744 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.

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.

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.

On average between 2012-2016, the City of Lawrence had an O&M budget for its road system of approximately \$8.7 million. Those costs were paid for with \$2.6 million of state gas tax funds, \$1.2 million of local tax sources including the 2008 approved sales tax increase dedicated to infrastructure improvements, and \$4.9 million from the CIP and budget. For 2012-2016 on average, the roadway O&M budget for Douglas County was approximately \$5.6 million with approximately \$1.7 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)

| | KDOT | County* | Lawrence | Total |
|--------------------------------|-----------------|------------------|------------------|------------------|
| Base Cost Per Lane Mile | \$ 2.73 | \$ 12.03 | \$ 10.84 | |
| Lane Miles | 234 | 500 | 862 | 1,596 |
| 2019 | \$ 638 | \$ 6,018 | \$ 9,348 | \$ 16,003 |
| 2020 | \$ 660 | \$ 6,228 | \$ 9,675 | \$ 16,564 |
| 2021 | \$ 683 | \$ 6,446 | \$ 10,014 | \$ 17,143 |
| 2022 | \$ 707 | \$ 6,672 | \$ 10,364 | \$ 17,743 |
| Total | \$ 2,688 | \$ 25,364 | \$ 39,402 | \$ 67,453 |

*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 2018, Lawrence Transit had an O&M budget of approximately \$8.2 million which was funded with \$2.1 million of federal aid, \$1.7 million of state aid, \$4.4 million of local funds. Lawrence Transit programs \$1 million every other year to acquire rolling stock. Additionally, \$5 million of the local funds is programed towards a multimodal facility and will be utilized once a location is selected. These levels of O&M expenses and revenues (without the \$5 million multimodal facility) are anticipated to continue through the four-year fiscally constrained period (2020-2022), as shown in Table 6.

Table 6: Lawrence Transit O&M (Shown in \$1,000s)

| FFY | 2019 | 2020 | 2021 | 2022 | Total |
|----------------------|----------|----------|----------|----------|-----------|
| Total O&M | \$ 7,375 | \$ 8,467 | \$ 7,561 | \$ 8,656 | \$ 32,057 |

*Based on financial information from Transportation 2040

Operations and maintenance funding for Lawrence Transit is shown in Table 10: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter).

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.

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) O&M (Shown in \$1,000s)

| FFY | 2019 | 2020 | 2021 | 2022 | Total |
|----------------------|----------|----------|----------|----------|-----------|
| Total O&M | \$ 4,957 | \$ 5,031 | \$ 5,107 | \$ 5,184 | \$ 20,279 |

*Based on financial information from Transportation 2040

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).⁷

Taking into account all transit expenses in the region including Lawrence Transit, KU on Wheels, and the various paratransit providers the regional transit O&M is close to \$13 million in 2019 (Table 8).

Table 8: Regional Transit O&M (Shown in \$1,000s)

| FFY | 2019 | 2020 | 2021 | 2022 | Total |
|----------------------|-----------|-----------|-----------|-----------|-----------|
| Total O&M | \$ 12,820 | \$ 13,993 | \$ 13,170 | \$ 14,350 | \$ 54,333 |

*Based on financial information from Transportation 2040

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.

The MPO accounts for O&M expenditures “Off the Top” from available funding before projects are programmed (Table 9). This ensures there is enough funding to operate, maintain, and preserve the existing transportation system, which is a high priority of T2040.

Table 9: Funding Available for Projects after Accounting for all O&M Expenditures (in \$1,000s)

| | FFY 2019 | FFY 2020 | FFY 2021 | FFY 2022 | Total |
|---------------------------------------|------------------|------------------|------------------|------------------|-------------------|
| Anticipated Funding | \$ 71,298 | \$ 73,727 | \$ 74,389 | \$ 83,931 | \$ 303,345 |
| Anticipated O&M Expenditures | \$ 28,823 | \$ 30,557 | \$ 30,314 | \$ 32,093 | \$ 121,786 |
| Funding Available for Projects | \$ 42,475 | \$ 43,170 | \$ 44,076 | \$ 51,838 | \$ 181,559 |

⁷ Access this plan at <https://www.lawrenceks.org/mpo/transit>.

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2019 and 2020). Predicting the revenues which will be available and costs for projects in the second half of that period (2021 and 2022) are a more speculative exercise. The MPO utilized Transportation 2040's fiscal analysis to determine federal revenues. This was developed by creating a historic average based on funding levels from 2012–2016. A 1.5% inflation factor was applied to the average to determine future funding amounts. The MPO has assumed these funding levels for federal funding will remain in place through 2022. The Funding Summary in Table 10 show the level of projected funding from reasonable sources and the total level of project funding programmed in this TIP are balanced and this TIP is fiscally constrained. The fiscal breakdown by funding source for all roadway and transit projects listed in the 2019-2022 TIP are shown in the table. The projects are shown by year and funding source.

Table 10: Funding Summary (in \$1,000s)

| Anticipated Funding (in thousands) | | | | | | |
|------------------------------------|---------|-----------|-----------|-----------|-----------|------------|
| Funding Source | | FFY 2019 | FFY 2020 | FFY 2021 | FFY 2022 | Total |
| Transit | Federal | \$ 2,211 | \$ 2,212 | \$ 2,213 | \$ 2,215 | \$ 8,851 |
| | State | \$ 712 | \$ 713 | \$ 713 | \$ 714 | \$ 2,852 |
| | Local | \$ 10,274 | \$ 10,849 | \$ 11,027 | \$ 13,913 | \$ 46,063 |
| Non-Transit | Federal | \$ 1,961 | \$ 1,989 | \$ 2,018 | \$ 2,436 | \$ 8,405 |
| | State | \$ 4,416 | \$ 3,975 | \$ 4,035 | \$ 8,095 | \$ 20,521 |
| | Local | \$ 22,901 | \$ 23,432 | \$ 24,070 | \$ 24,465 | \$ 94,868 |
| Transit Total | | \$ 13,197 | \$ 13,774 | \$ 13,954 | \$ 16,842 | \$ 57,766 |
| Non-Transit Total | | \$ 29,278 | \$ 29,396 | \$ 30,122 | \$ 34,997 | \$ 123,793 |
| Grand Total | | \$ 42,475 | \$ 43,170 | \$ 44,076 | \$ 51,838 | \$ 181,559 |

Anticipated funding is based on the revenue assumptions in Transportation 2040. Local transit funds include KU on Wheels funding. 1.5% growth is applied to the funding and the 2017 Lawrence sales tax referendum (funds roads/infrastructure and transit service) passed, which provides local funding until 2028.

| Estimated Expenditures by Year and Funding Source (in thousands) | | | | | | | |
|--|----------------------|-----------|-----------|-----------|-----------|------------|-----------|
| Funding Source | | FFY 2019 | FFY 2020 | FFY 2021 | FFY 2022 | Total | |
| Transit | Federal Funds | FTA 5307 | \$ 2,350 | \$ 2,468 | \$ 2,591 | \$ 2,720 | \$ 10,129 |
| | | FTA 5310 | \$ 78 | \$ - | \$ - | \$ - | \$ 78 |
| | | FTA 5311 | \$ 55 | \$ - | \$ - | \$ - | \$ 55 |
| | State-PT | \$ 1,259 | \$ 1,259 | \$ 1,259 | \$ - | \$ 3,777 | |
| | Local | \$ 7,784 | \$ 8,895 | \$ 7,064 | \$ 7,239 | \$ 30,982 | |
| Non-Transit | Federal Funds | CDBG | \$ 303 | \$ - | \$ - | \$ - | \$ 303 |
| | | HRRR | \$ 36 | \$ - | \$ - | \$ - | \$ 36 |
| | | HSIP | \$ 500 | \$ 500 | \$ 500 | \$ 500 | \$ 2,000 |
| | | NHPP | \$ - | \$ 192 | \$ - | \$ - | \$ 192 |
| | | STP | \$ 54 | \$ - | \$ - | \$ - | \$ 54 |
| | | TA | \$ 394 | \$ - | \$ - | \$ - | \$ 394 |
| | State | \$ 551 | \$ 692 | \$ 2,500 | \$ 2,500 | \$ 6,243 | |
| | State AC Conversion* | \$ (500) | \$ (692) | \$ (500) | \$ (500) | \$ (2,192) | |
| | Local | \$ 7,310 | \$ 3,350 | \$ 13,025 | \$ 11,550 | \$ 35,235 | |
| Transit Total | | \$ 11,526 | \$ 12,622 | \$ 10,914 | \$ 9,959 | \$ 45,021 | |
| Non-Transit Total | | \$ 8,648 | \$ 4,042 | \$ 15,525 | \$ 14,050 | \$ 42,265 | |
| Grand Total | | \$ 20,174 | \$ 16,664 | \$ 26,439 | \$ 24,009 | \$ 87,286 | |

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

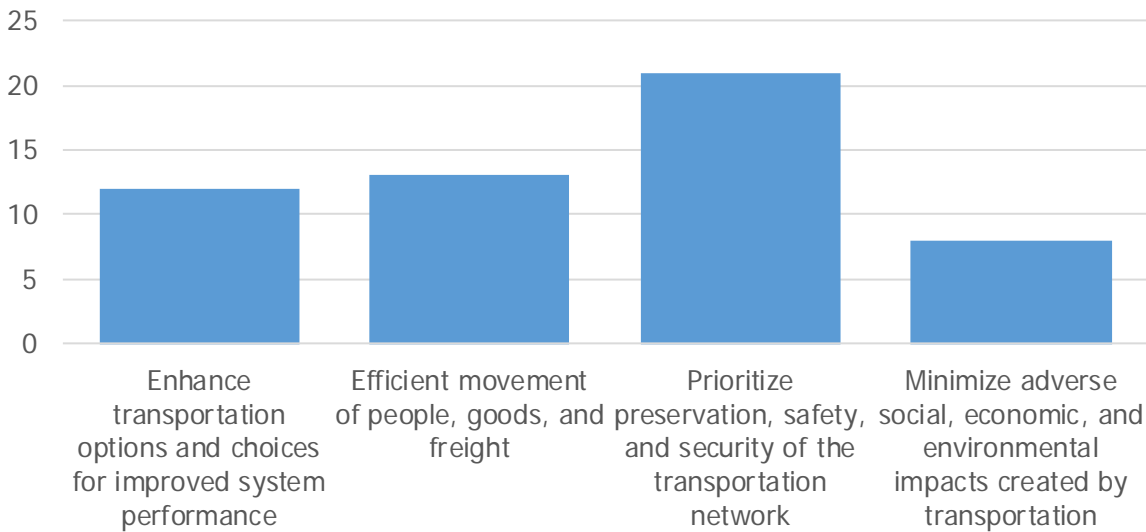
TRACKING FEDERAL PERFORMANCE MEASURES

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act requires Performance-Based Planning and Programming (PBPP) in the development of the MTP and TIP. According to MAP-21, “Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming.”⁸

Transportation 2040 (T2040) is the region’s MTP. The TIP acts as the implementation arm of T2040. T2040 has 26 performance measures: 12 federally mandated and 14 community established. To date, only the Safety and Transit State of Good Repair targets are set. The remaining federal performance measures have a desired trend included in T2040, but do not have targets. Targets will be established in accordance with timeframes set by FHWA.

The T2040 performance measures promote the overarching goals shown below. The MPO uses the best available information provided by TIP project sponsors to evaluate progress on plan goals and to track project implementation’s impacts on achieving performance measure targets. Figure 6 illustrates which T2040 goals TIP’s projects are implementing. As shown, “Prioritizing preservation, safety, and security of the transportation network” is the highest addressed T2040 goal by TIP projects.

Figure 6: TIP Projects addressing T2040 Goal Theme (Projects can support more than one goal)



PBPP is accomplished by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet the targets. To date, only the Safety (T2040 PM 9-13) and Transit State of Good Repair (T2040 PM 16-17) measures have MPO targets established and published in T2040 (Table 11 and 12). Safety performance measures reflect data for all public roads including the number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries. Transit State of Good Repair measures include the Useful Life Benchmark (ULB) for revenue and non-revenue vehicles by auto type including full-sized buses, cutaway buses, vans, minivans, SUVs, and automobile. The percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale is another federal performance measure, but there are no federally funded transit facilities in the MPO area.

⁸ §1203; 23 USC 150(a) found at <https://www.fhwa.dot.gov/map21/factsheets/pm.cfm>

Table 11: L-DC MPO T2040 Safety Targets

| Safety Performance Measures | L-DC MPO 5-Yr Rolling Avg Targets | | |
|---|-----------------------------------|------|------|
| | 2018 | 2019 | 2020 |
| 9) Number of fatalities | 6.2 | 5.8 | 5.6 |
| 10) Rate of fatalities per 100 million VMT | 0.8 | 0.8 | 0.8 |
| 11) Number of serious injuries | 26.2 | 25.0 | 25.7 |
| 12) Rate of serious injuries per 100 million VMT | 2.6 | 2.4 | 2.4 |
| 13) Number of non-motorized fatalities & serious injuries | 7.2 | 7.1 | 7.8 |

Table 12: L-DC MPO T2040 Transit State of Good Repair Targets (Useful Life Benchmark – ULB)

| Transit State of Good Repair Performance Measures | L-DC MPO | |
|--|--|--------|
| | Vehicle Type | Target |
| 16) Revenue Vehicles | Full-sized bus | 25% |
| | Cutaway bus | 25% |
| | Van | 25% |
| | Minivan | 25% |
| 16) Non-Revenue Vehicles (Equipment) | Minivan | 75% |
| | SUV | 75% |
| | Automobile | 75% |
| 17) Percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale | There are no federally funded facilities | |

Project Evaluation

Through the TIP development process, project sponsors were asked a series of questions to determine if the project would assist the MPO in reaching our desired targets. There are 5.18 miles of new sidewalk and 5.4 miles of new bikeway are associated with projects in the fiscally constrained portion of the TIP (2019-2022). However, there are additional local projects that improve sidewalk and/or bikeway that are not included in the TIP or have not currently determined how many miles of bikeway or sidewalk will be associated with projects. There are 20 (twenty) projects included in the fiscally constrained TIP. According to information provided by project sponsors, 25% of projects work to improve the useful service life of the combined transit fleet.

Four (4) out of five (5) transit projects will help address the transit useful life benchmark (Table 13). The projects include purchasing new transit vehicles and preventative maintenance on vehicles. By purchasing these new vehicles the overall percentage of vehicles at or exceeding the Useful Life Benchmark (ULB) will be reduced.

Table 13: Projects addressing L-DC MPO Transit Useful Life Benchmark Targets

| # | Project Name | How the Project Improves Transit ULB |
|-----|---|--|
| 401 | Independence Inc.: FTA 5311 Operating & Capital | Vehicle preventative maintenance |
| 403 | Lawrence Transit Capital Assistance | Purchase paratransit vehicles |
| 412 | Lawrence Transit Operating Funds | Vehicle preventative maintenance |
| 415 | Bert Nash: FTA 5310 Capital Funds | Purchase ramp mini-van & full size van |

Of the twenty (20) projects, all fifteen (15) non-transit projects have some component to address safety concerns. They are categorized as intersection projects, railroad projects, standalone bicycle/pedestrian projects, roadway projects including bicycle and pedestrian elements, and roadway projects. Table 14 displays the projects per category and describes the safety impact of the improvement.

Common Improvements That Impact Safety

Separated or dedicated facilities for pedestrians and bicyclists

According to a report from the Office of the New York City Mayor, when protected bike lanes are installed, injury crashes for all road users (motorists, pedestrians, and bicyclists) typically drop by 40% and by more than 50% in some locations.⁹ (Example: Project #506: Lawrence Safe Routes to School TA Phase 2)

Dedicated vehicle turning movements lanes

By creating two way left turn lanes, vehicles are separated from through traffic improving traffic flow and reduce the potential risk of rear end crashes. (Example: Project #110: 23rd St 2 way left turn lane)

Access management

Access management improves safety by separating access points so turning and cross movements occur at fewer locations. (Example: Project #234: 23rd Street Reconstruction: Haskell Ave to East City Limits)

Roundabouts

According to AASHTO Highway Safety Manual, installing roundabouts reduce the types of crashes where people are seriously hurt or killed by 78-82% when compared to conventional stop-controlled and signalized intersections.¹⁰ (Example: Project #229: 19th Street Reconstruction: O'Connell Rd to Harper St)

Meeting design standards

The safety of the roadway can be improved by flattening roadside slopes and making geometric improvements to bring roadways up to design standards. (Example: Project #230: Queens Road, 6th to North City Limits)

⁹ Howard Wolfson Memo on March 21, 2011 regarding Bike Lanes - http://www.nyc.gov/html/om/pdf/bike_lanes_memo.pdf

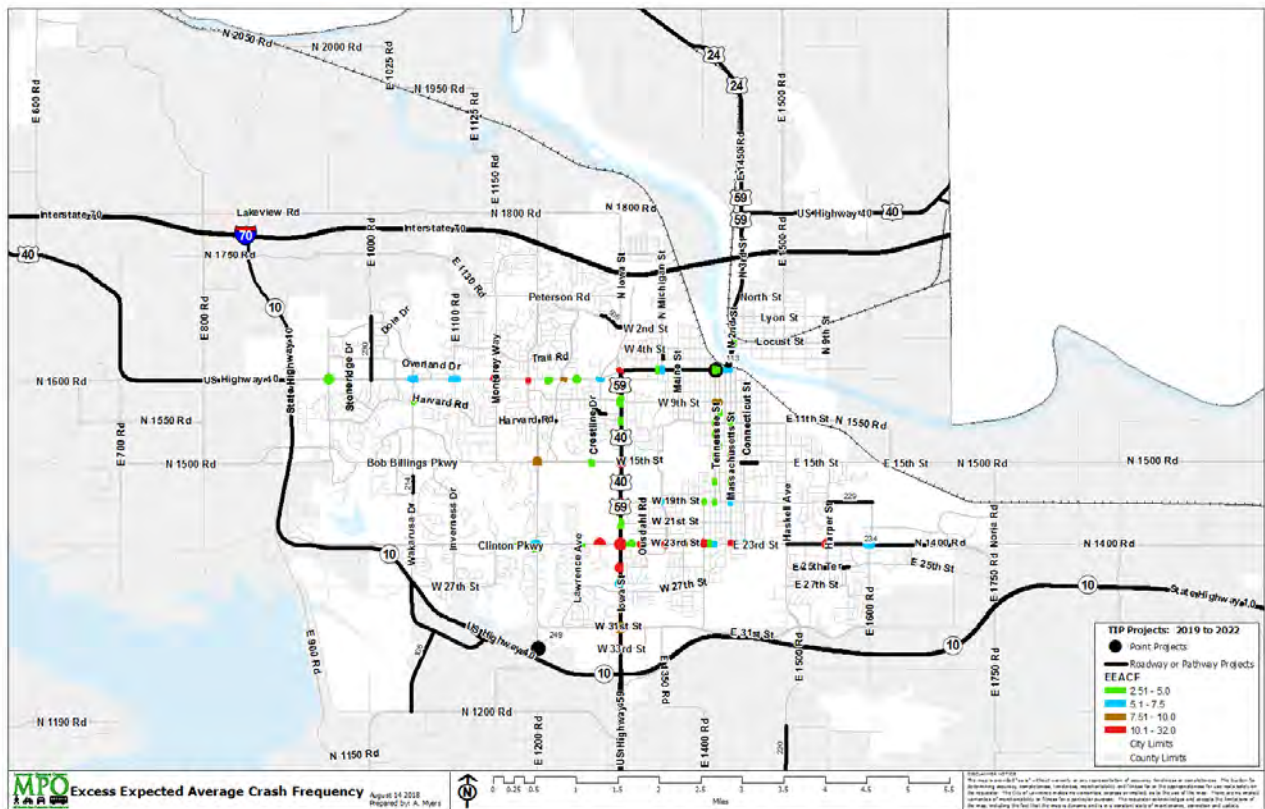
¹⁰ FHWA's Office of Safety - <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts>

Table 14: Projects addressing L-DC MPO Safety Targets

| Railroad | | |
|--|---|---|
| # | Project Name | Improvement with Safety Impact |
| 600 | Various Railroad Safety Projects in the Region | This grouped project is for railroad safety projects that improve safety hazards at public railroad crossings. It targets known railroad safety issues throughout the region. |
| Standalone Bicycle/Pedestrian | | |
| # | Project Name | Improvement with Safety Impact |
| 506 | Lawrence Safe Routes to School TA Phase 2 | Provides sidewalk for pedestrians along designated safe routes to school |
| 507 | Various Lawrence Sidewalk/Bike/Ped/ADA Ramps Projects | Provide dedicated space for pedestrians and bicyclists |
| Roadway | | |
| # | Project Name | Improvement with Safety Impact |
| 106 | Wakarusa Drive Extension | KDOT's construction of interchange |
| 110 | 23rd St 2 Way Left Turn Lane | Installation of center turn lane |
| 113 | Lawrence CCLIP: US-40/ Tennessee St. Intersection | Installation of turn lane |
| 134 | US-40 Mill/Overlay: SN/DG CO to 0.15 Miles W of E50thRd | Improving deteriorating road surface and shoulder work |
| 208 | Route 1055 at North 700 Curve | Replace 3 narrow drainage structures and flatten slopes near those structures |
| 219 | Rte 458 Improv., E1500 to E1600, & Rte 1055, N940 to N1000 | Provide paved shoulders and flatten roadside slopes |
| 220 | Route 1055 Improvements, N1000 to N1180 | Provide paved shoulders and flatten roadside slopes |
| 248 | Bridge 0964-1000 replacement | Replace with wider bridge |
| 249 | Bridge 1267-1200 replacement | Replaces narrow bridge |
| Roadways Including Bicycle/Pedestrian Elements | | |
| # | Project Name | Improvement with Safety Impact |
| 214 | Wakarusa Reconstruction: Research Pkwy to 18th St | Sidewalks and bike facilities |
| 229 | 19th Street Reconstruction: O'Connell Rd to Harper St | Sidewalk, bicycle facilities, access management, roundabout |
| 230 | Queens Road, 6th to North City Limits | Geometric improvements to meet collector street standards, sidewalks, and bike facilities |
| 234 | 23rd Street Reconstruction: Haskell Ave to East City Limits | New sidewalks, bike facilities, turn lanes, and access management |

In 2017, the MPO conducted a Crash Analysis and Countermeasure Identification Study to identify intersections with crash histories that exceed the average expected crashes, also known as the Excess Expected Average Crash Frequency (EEACF). The study evaluated countywide 2013-2016 crash data obtained from KDOT. Locations that had more than 2.51 crashes in excess of expected average crashes are shown in Figure 7. Of the 11,764 intersections evaluated, sixty-nine (69) exceed an average of 2.51 crashes. Fiscally constrained TIP projects address eight (8) of the sixty-nine (69) locations. Overall the project improvements are expected to improve safety.

Figure 7: Fiscally Constrained TIP Projects and Excess Expected Average Crash Frequency (EEACF)



Progress towards Targets

In summary, all non-transit projects have some component to improve safety. 12% of intersections that exceed an average of 2.51 crashes have projects in the fiscally constrained portion of the TIP working to achieve safety improvements. Eighty (80%) of transit projects are working towards improving the transit ULB. The MPO uses information provided by project sponsors to determine if projects are working towards improving individual targets. Based on information available, the projects appear to be helping the MPO meet the targets set in T2040.

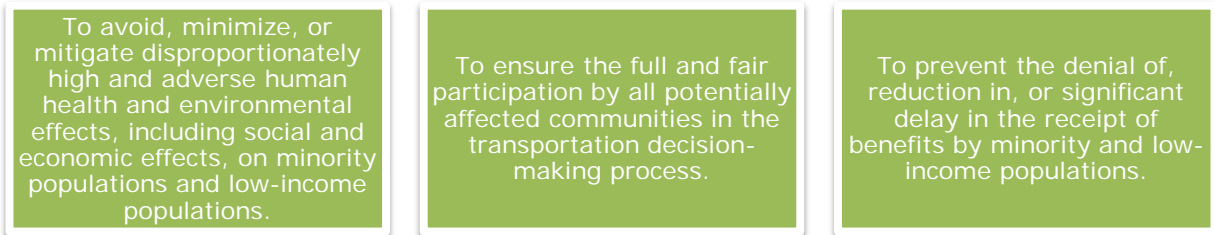
Evaluating Performance over Time

Federal performance measures will be tracked annually in the performance measure report – T2040 Appendix F: System Performance Report. Performance measures will be evaluated as part of the annual report process and may be altered as the MPO Policy Board deems necessary (based on the Public Participation Plan (PPP)). As the remaining federal performance measures targets are set; they will be amended into the TIP during a regular amendment cycle corresponding to the deadline schedule and will be incorporated into Appendix F of T2040 based on requirements listed in the Public Participation Plan. Targets will be set for pavement, bridge, system reliability, and truck travel time reliability measures in the fall of 2018. These performance measures will be incorporated into the FFY19 TIP, at a regular TIP amendment prior to May 20, 2019. Evaluating performance measures will be updated when a full TIP update is completed or if regulations have changed requiring an update.

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.¹¹ 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.¹²

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 block groups and 2012-2016 American Community Survey (ACS) 5-year estimate data. Block groups are determined to meet the EJ threshold if they meet either of the criteria listed below.

Low/Moderate Household Income Population, by 2010 Census Block Groups (vintage 2017 TIGER/Line Shapefiles)

The threshold for low/moderate household income was 51 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. This data is updated annually. Various housing rehabilitation program funds and Community Development Block Grant (CDBG) funds are targeted toward these areas.

¹¹ This policy is defined in Executive Order 12898 that was signed by President Clinton on February 11, 1994.

¹² 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 Block Groups (vintage 2017 TIGER/Line Shapefiles)

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 11.88%. The 99% confidence interval is ± 3.13%. Therefore, 11.88% + 3.13% equals 15.01%. So we are 99% sure that the minority population is under 15.01%.

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 2012-2016 American Community Survey 5 Year Estimates indicates the minority population within Douglas County represents 12.25% of the total population. In Lawrence, the minority population is slightly higher representing 13.9% 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 8 & 9. Approximately 69,723 people or 58% 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 south of Clinton Parkway and generally east of Kasold Drive.

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 stops and EJ population with zero vehicle households.

TIP Projects: Roadway, Bridge, Intersection, Enhancement, Access Management

Fiscally constrained 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, and projects that are not limited to a specific point on a map. Table 15 shows the total 2019-2022 TIP projects, the TIP projects that were able to be mapped, and the mapped TIP projects that are within the EJ zones.

Table 15: Fiscally Constrained TIP Projects (Shown in \$1,000s)

| | Number of Projects | Total Project Cost |
|---|--------------------|--------------------|
| TIP Projects (2019-2022) | 20 | \$ 75,544 |
| TIP Projects Mapped (2019-2022) | 13 | \$ 37,513 |
| TIP Projects Mapped in EJ Zones (2019-2022) | 9 | \$ 31,320 |

*Total project costs includes project phases outside of the TIP years (2019-2022)

**Various Lawrence Sidewalk/Bike/Ped/ADA Ramps Projects are not mapped, but EJ prioritization is included in the selection of locations process, thus this project was included in the projects mapped in EJ Zones

Thirteen (13) projects were mapped in this 2019-2022 TIP, for a combined total of \$37.5 million. Of the 13 mapped projects in the TIP, 9 are considered EJ projects for the purpose of this analysis for a total improvement cost of \$31.3 million (as shown in Table 16). Approximately 83% of the total funding for the 13 mapped projects will be invested in EJ zones. These projects are completely or partially, on a road that is in an EJ zone or along an EJ zone border.

Table 16: EJ Zone Projects (Shown in \$1,000s)

| Project # | Project Name | Project Type | Total Project Cost | Miles of New Bikeway | Miles of New Sidewalk |
|--|---|------------------------------|--------------------|----------------------|-----------------------|
| 106 | Wakarusa Drive Extension | Road, Bridge | \$ 9,300 | 0 | 0 |
| 110 | 23rd St 2 Way Left Turn Lane | Road | \$ 1,800 | 0 | 0.21 |
| 113 | Lawrence CCLIP, US-40/ Tennessee St. Intersection | Road | \$ 279 | 0 | 0 |
| 214 | Wakarusa Reconstruction, Research Pkwy to 18th St | Road | \$ 2,800 | 0.19 | 0 |
| 229 | 19th Street Reconstruction, O'Connell Rd to Harper St | Road | \$ 2,825 | 0.5 | 0.5 |
| 234 | 23rd Street Reconstruction, Haskell to East City Limits | Road | \$ 9,750 | TBD | TBD |
| 249 | Bridge 1267-1200 replacement | Bridge | \$ 357 | 0 | 0 |
| 506 | Lawrence Safe Routes to School TA Phase 2 | Safe Routes to School (SRTS) | \$ 559 | 0 | 1.68 |
| 507 | Various Lawrence Sidewalk/Bike/Ped/ADA Ramps Projects | Enhancement | \$ 3,650 | TBD | TBD |
| *Total project cost includes project phases outside of the TIP years (2019-2022) | | Totals | \$ 31,320 | 0.7 | 2.4 |

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, many of the projects include new bikeway and sidewalk facilities. The projects included in the EJ zones include at least 0.7 miles of new bikeway facilities and 2.4 miles of new sidewalks. These numbers do not take into account facilities on 23rd St. Reconstruction: Haskell Ave. to East City Limits (234) or the Various Lawrence Sidewalk/Bike/Ped/ADA Ramps (507) projects as the miles have not been determined.

Project 507 – Various Lawrence Sidewalk/Bike/Ped/ADA Ramps – is a grouped project for the first dedicated funding for non-motorized projects in Lawrence. Approximately \$600,000 of local funding is available in 2019, increasing to \$1 million annually in 2021. This funding utilizes the Non-Motorized Projects Prioritization Policy to select projects.¹³ Distribution of projects in EJ zones is part of the selection process; therefore, projects this locally funded project will be distributed in EJ zones. Also \$303,000 of Community Development Block Grant (CDBG) was awarded to the City of Lawrence to address sidewalk and ADA ramp issues in the low/moderate income areas (a portion of the EJ zones). CDBG funding is competitively awarded annually. The City of Lawrence will continue to pursue additional CDBG funding. All of the local and federal funding used to build new miles of bikeway and sidewalk will improve 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 these 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.

¹³ <https://assets.lawrenceks.org/assets/boards/transportation-commission/NonMotorizedPolicy.pdf>

Figure 8: MPO Fiscally Constrained Programmed Roadway Projects in Relation to EJ Zones (Douglas County)

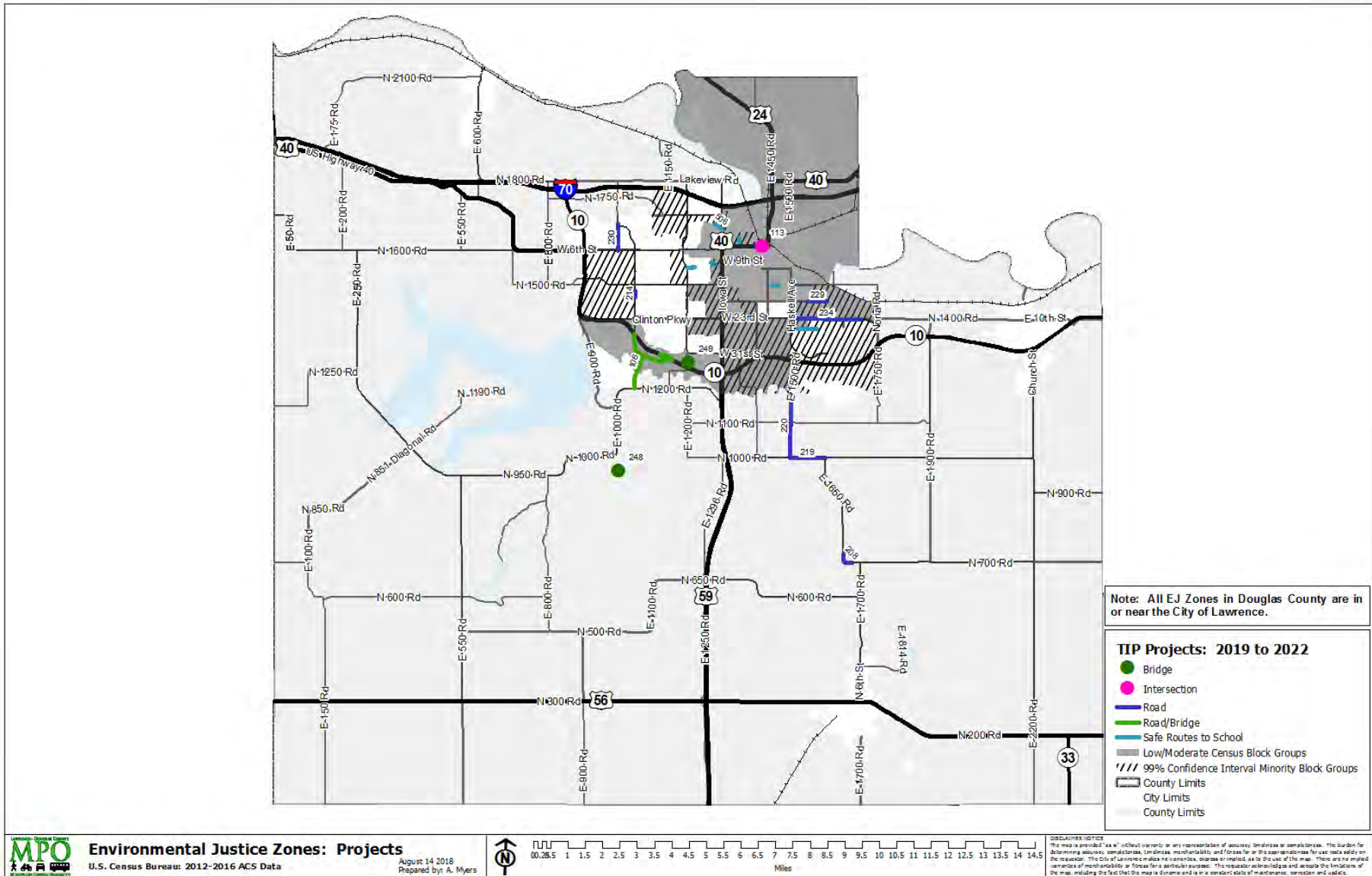
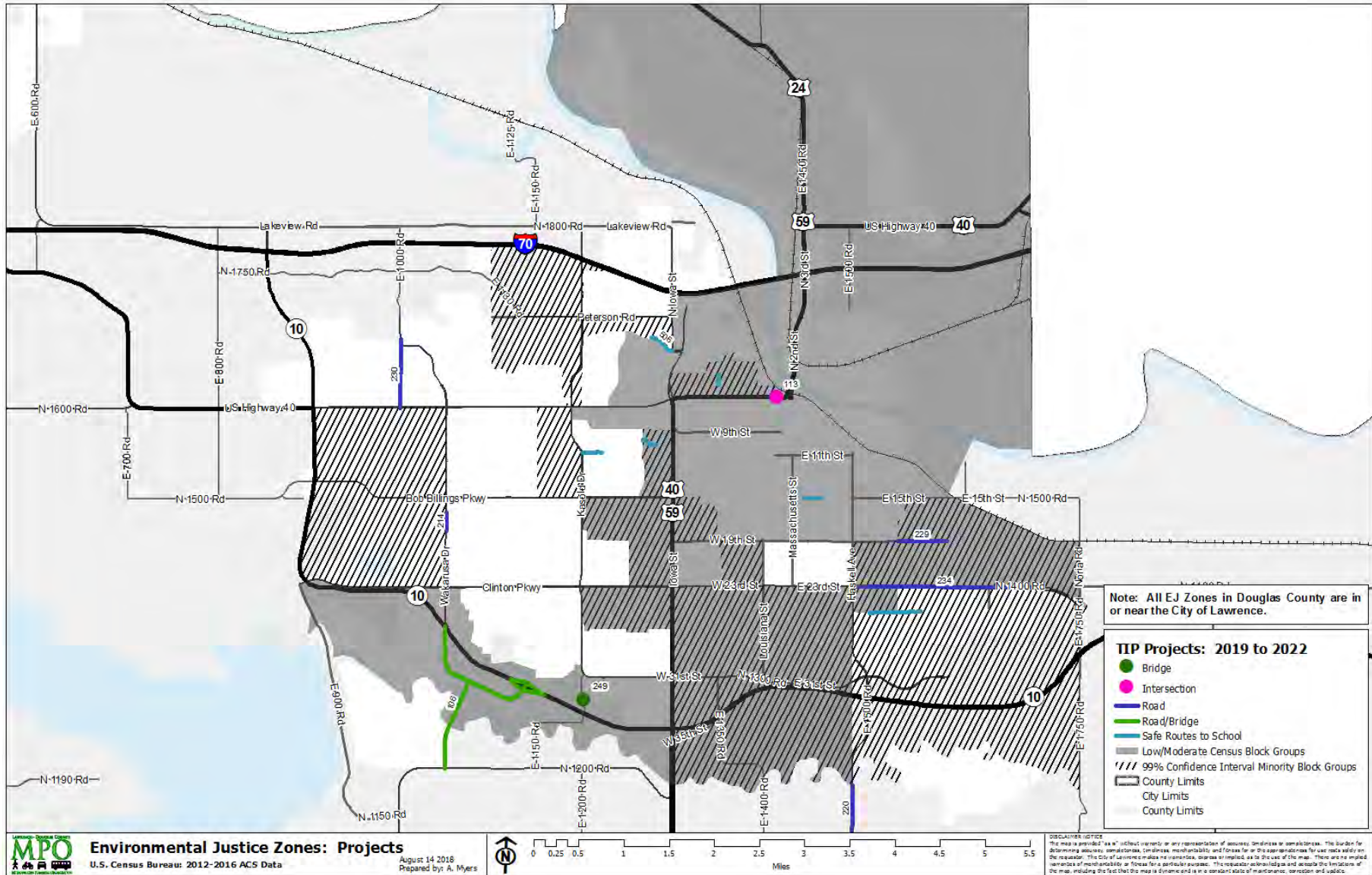


Figure 9: MPO Fiscally Constrained Programmed Roadway Projects in Relation to EJ Zones (Lawrence)



TIP Projects: Fixed Route Transit

Lawrence Transit & KU on Wheels 2018-2019 fixed routes are shown on Figure 10. Sixteen (16) or 84% of the current routes have 30 minute or less service during peak times. As resources becoming available, Lawrence Transit & KU on Wheels are transitioning all routes to 30 minute or less service during peak times. 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 because 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 stops 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 11, approximately 60,500 people or 87% of people who live within the EJ zones are within ¼ mile of a transit stop. A ¼ mile is generally the distance people are comfortable walking. Thus, 87% 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 12) indicates a high concentration of zero vehicle households. The highest concentration of zero vehicle households is located at the southwest corner of Clinton Parkway and US-59/Iowa Street, which is also part of the EJ zone. Transit service is provided in this area. Other higher concentration areas of zero vehicle households are also located in EJ zones. Transit service is offered in many of the higher concentrated zero vehicle households and EJ zones. This provides more mobility and promotes movement of residents throughout Lawrence.

Figure 10: Fixed Route Transit Routes 2018-2019 in Relation to EJ Zones

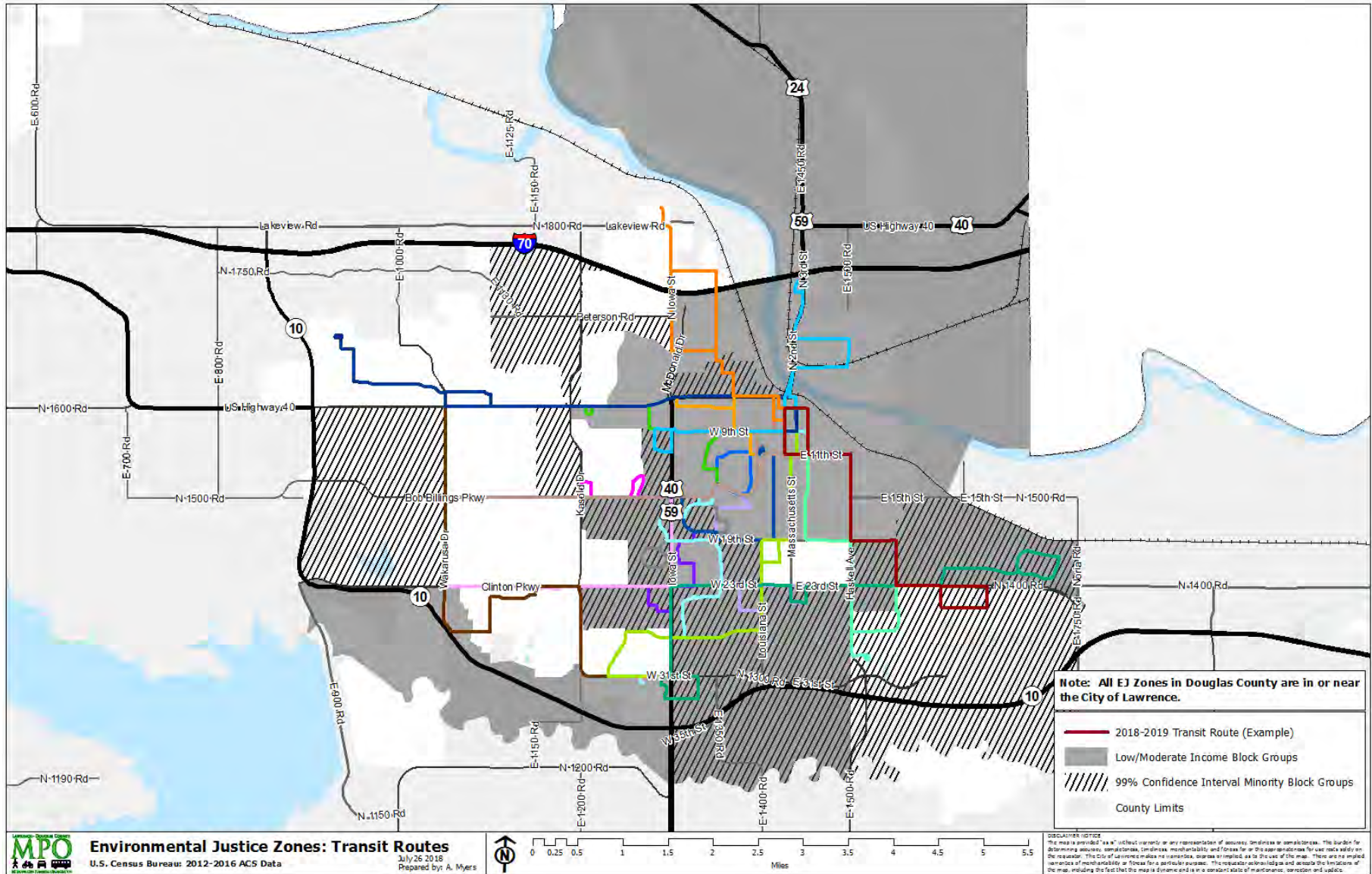


Figure 11: ¼ Mile Bus Stop Transit Sheds in Relation to EJ Zones

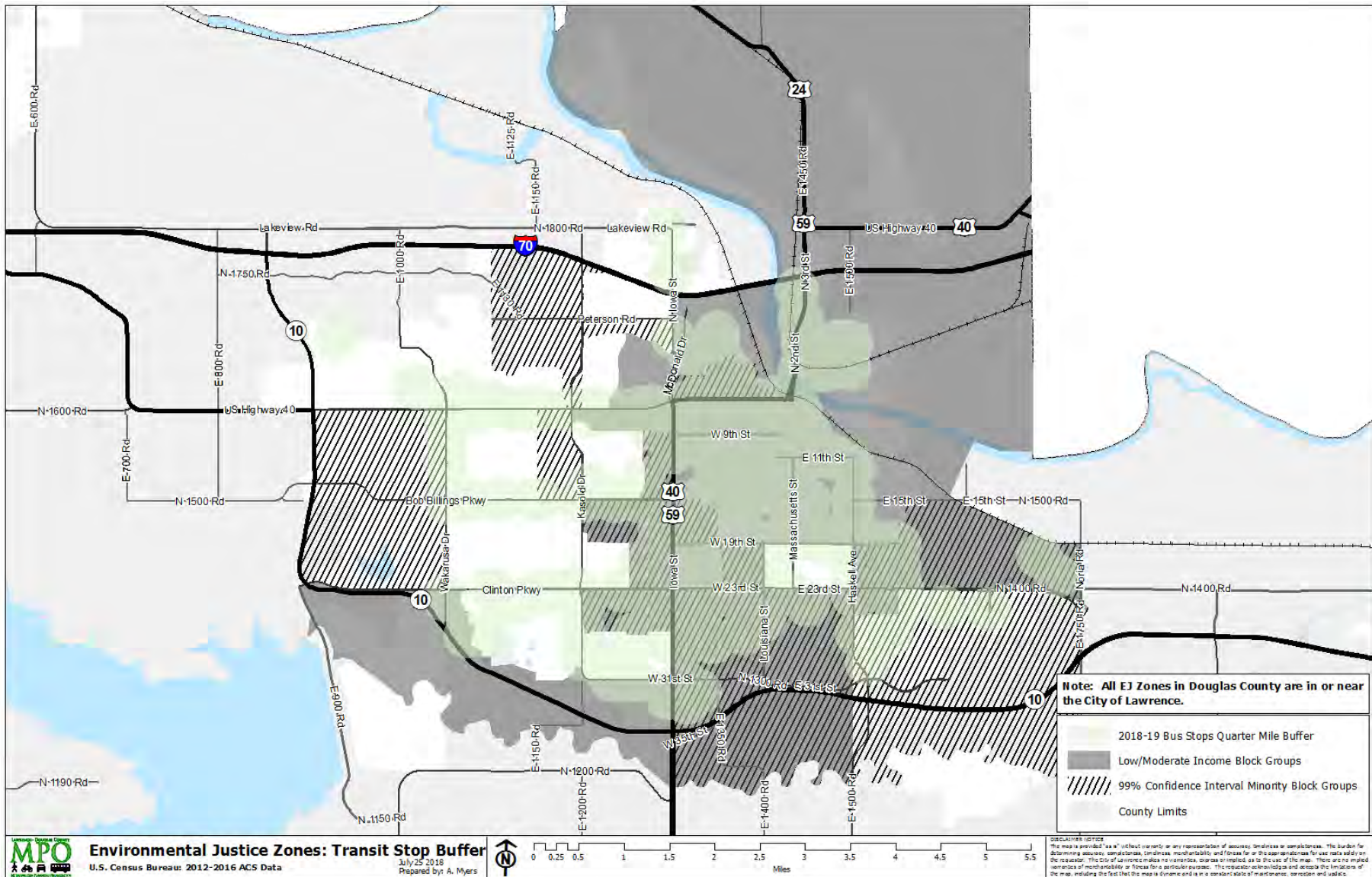
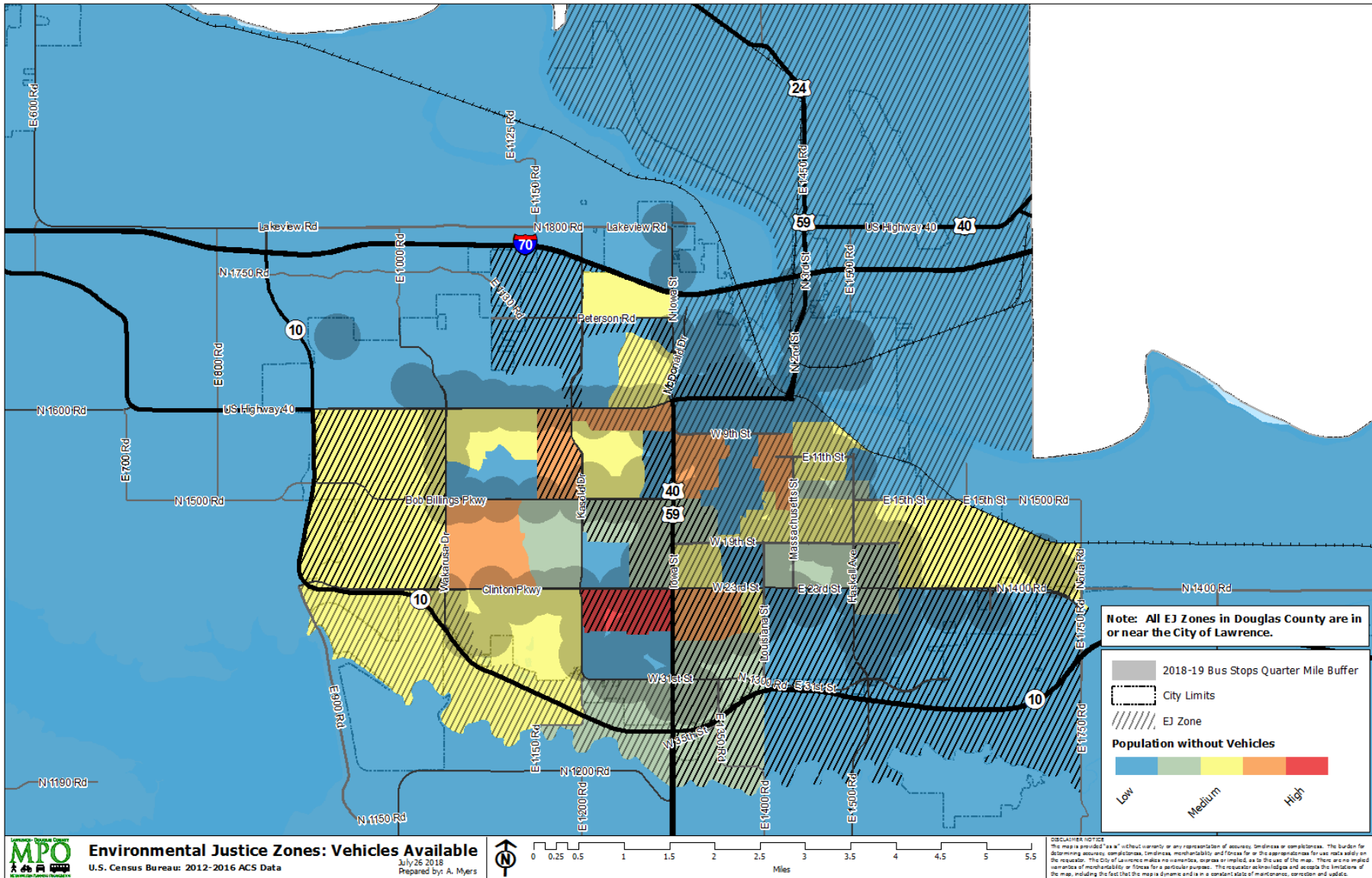


Figure 12: Zero Vehicle Households in Relation to EJ Zones



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 Local Project Consideration

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 2017-2020 TIP

Using the definitions listed above the following major projects from the previous 2017-2020 TIP were implemented between the start of 2017 and the approval date for this new 2019-2022 TIP. This current TIP covers 2019 to 2022 so some 2019 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 | Description | Year | Cost (in 1,000s) |
|-------|---------------------|--|-----------------------------|---|--|-----------|------------------|
| 103 | Bridge | US 56 Tauy Creek Drainage Bridge | KDOT | Bridge 1.95 miles east of US 59 & Tauy Creek Bridge 2.7 miles east of US-59 | Bridge Replacement | 2010-2013 | \$ 3,035 |
| 109 | Intersection | South Lawrence Trafficway/K-10 West Leg in DG Co. | KDOT | K-10: 2000 ft W of Junction K-10/E 1200 Rd to 1500 ft E of Junction of K-10/E 1200 Rd | Conversion of Standard Stop Controlled intersection to Right In - Right Out configuration. | 2016 | \$ 304 |
| 204 | Road | Kasold Reconstruction: 6th St to Bob Billings Pkwy | Lawrence | Kasold Drive: 6th St to Bob Billings Pkwy | Reconstruction of street will include subgrade treatment, concrete pavement, traffic signal at Kasold and Harvard, and multi-modal facilities. | 2014-2017 | \$ 6,500 |
| 205 | Road | 23rd Street (K-10) Access Point Consolidation | KDOT | 23rd St. (K-10) from US 59 (Iowa St.) E to O'Connell Rd. | Consolidation of Access Points. | 2016-2018 | \$ 316 |
| 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. | 2015-2018 | \$ 2,500 |
| 222 | Bridge | Bridge 1000-1638 Replacement | Douglas County | Rte 458 .38 mi east of Rte 1055 | Replace Rte 458 bridge over Coal Creek | 2013-2016 | \$ 938 |
| 224 | Bridge | Bridge 0064-0550 Replacement | Douglas County | Rte 1029 .6 mi north of N1 Rd | Replace bridge | 2016-2017 | \$ 686 |
| 225 | Culvert | Culvert 1500-1624 Replacement | Douglas County | N 1500 Rd/E 15th St. at E 1625 Rd intersection | Replace narrow culverts, channel improvements | 2016-2017 | \$ 500 |
| 226 | Intersection | Harvard & Wakarusa Roundabout | Lawrence | Harvard & Wakarusa Intersection | Convert All Way Stop controlled intersection to two lane roundabout/ | 2016 | \$ 2,214 |
| 232 | Intersection | 23rd & Ousdahl Storm Sewer Improvements | Lawrence | 23rd & Ousdahl Intersection | Geometric Improvements & Storm Sewer. | 2016-2017 | \$ 3,000 |
| 242 | Road | Access Consolidation on K-10 West of Ousdahl Rd | KDOT | K-10 W of Ousdahl Rd. | Access Improvements. | 2017 | \$ 80 |
| 243 | Road | US-56 Improvements from Eisenhower St to 1st St | KDOT | Eisenhower St to 1st St | Improvements to US-56 - Realign Eisenhower and construct 3 lane US-56 in Baldwin City. | 2017 | \$ 1,675 |
| 300 | Traffic Signal | Install Permanent Signal at K-10 at US-59/CR 458 | KDOT | K-10 at US-59/CR 458 | Installation of a permanent signal. | 2016-2017 | \$ 936 |
| 403 | Transit/Paratransit | Transit Capital Assistance | Lawrence Transit | Lawrence | Comprehensive Transportation Program. Purchase of replacement paratransit vehicles | 2015-2017 | \$ 3,363 |
| 409 | Transit/Paratransit | Cwood: FTA 5310 Capital Funds | Cottonwood Inc. | Lawrence | Purchase a Ramp Mini-Van. | 2018 | \$ 39 |
| 411 | Transit/Paratransit | Indep. Inc: FTA 5310 Capital Funds | Independence Inc. | | Full size van. | 2017 | \$ 59 |
| 413 | Transit/Paratransit | LPM: FTA 5310 Capital Funds | Lawrence Presbyterian Manor | Lawrence | Purchase a 14 Passenger Composite Small Transit Bus. | 2018 | \$ 65 |
| 414 | Transit/Paratransit | SRC DGCO: FTA 5310 Capital Funds | Resource Center for | Lawrence | Purchase a Ramp Mini-Van (\$38) and a Full Size Van (\$60). | 2018 | \$ 98 |

Table C-1: Completed Major Projects (Continued)

| TIP # | Project Type | Project Name | Project Sponsor | Location | Description | Year | Cost (in 1,000s) |
|-------|--------------|---|-----------------|--|---|-----------|------------------|
| 500 | Enhancement | Santa Fe Depot Restoration | Lawrence | 413 East 7th Street, Lawrence, KS | Revitalize the Santa Fe Depot site and building. | 2015-2018 | \$ 2,042 |
| 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. | 2015-2018 | \$ 285 |
| 503 | Enhancement | Eudora South Trail Phase 2 | Eudora | South Eudora from Eudora High School to Eudora Middle School | 10' wide shared use path that will have ADA ramps and create a safe access for residents of all ages. | 2016-2017 | \$ 354 |
| 504 | Enhancement | Lawrence Safe Routes to School TA | Lawrence | Various sidewalk in 2 locations, RRFB at approx. 9 locations | 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 | 2016-2018 | \$ 322 |
| 603 | Safety | 23rd St Access Management - 2246 Ohio St Driveway | Lawrence | 23rd Street & Ohio Street | Removal of driveway access to 23rd Street east of Ohio Street. | 2017 | \$ 9 |
| 703 | Other | Toll Feasibility Study for the SLT & K-10 Corridors | KDOT | I-10(KTA)/K-10 Junction to I-435/K-10 Junction | 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. | 2016 | \$ 188 |

Major Projects from the 2017-2020TIP That Were Significantly Delayed

Table C-2: Significantly Delayed Major Projects

| TIP # | Project Type | Project Name | Project Sponsor | Location | Description | Original Year | Currently Programmed Year in the TIP | Cost (in 1,000s) |
|-------|--------------|--|-----------------|--|--|---------------|--------------------------------------|------------------|
| 108 | Road | Wakarusa Reconstruction: Research Pkwy to 23rd St | Lawrence | Wakarusa: Research Pkwy to 23rd St | Reconstruction of street including pavement, storm sewer, sidewalks, bicycle facilities, and median. | 2020-2021 | 2022-2021 | \$ 6,500 |
| 208 | Road | Route 1055 at North 700 Curve | Douglas County | Route 1055 from 725 North to 1670 East | Roadside safety improvements, replace two bridges and one culvert. | 2017 | 2019-2020 | \$ 950 |
| 219 | Road | Rte 458 Improv., E1500 to E1600, & Rte 1055, N940 to N1000 | Douglas County | E1500 to E1600 & N940 to N1000 | Construct paved shoulders; replace narrow culvert; flatten roadside slope. | 2017-2019 | 2019-2021 | \$ 2,275 |
| 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 | 2018-2019 | \$ 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 available on the MPO website and is 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 2017 (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 2017 | Federal Funds Obligated To Date | Federal Funds Remaining | Bike &/or Ped Elements | Project Status |
| 414 | | SRC DGCO: FTA 5310 Capital Funds (Capital - Full Size Van) | Senior Resource Center for Douglas County, Inc. | Lawrence | Transit/Paratransit | Purchase a full size van | 5310 | 48 | 48 | 48 | 0 | No | Ordered |
| 414 | | SRC DGCO: FTA 5310 Capital Funds (Capital - Ramp Accessible Minivan) | Senior Resource Center for Douglas County, Inc. | Lawrence | Transit/Paratransit | Purchase a ramp minivan | 5310 | 30 | 30 | 30 | 0 | No | Ordered |
| 409 | | Cwood: FTA 510 Capital Funds (Capital - Ramp Accessible Minivan) | Cottonwood, Inc. | Lawrence | Transit/Paratransit | Purchase a ramp minivan | 5310 | 31 | 31 | 31 | 0 | No | Ordered |
| 413 | | LPM: FTA 5310 Capital Funds (Capital - 14 passenger lift equipped bus) | Presbyterian Manors, Inc. d/b/a Topeka Presbyterian Manor | Lawrence | Transit/Paratransit | Purchase a 14 passenger composite small transit bus | 5310 | 47 | 49 | 49 | (2) | No | Ordered |
| 412 | 5307 FTA | Operating Funds | Lawrence Transit | Lawrence | Transit/Paratransit | Operating and Preventative Maintenance activities | 5307 | 2,166 | 1,724 | 1,724 | 442 | No | Active |
| 202 | C-4640-01 | Douglas County: RS 210 between Route 12 & RS 1277 | 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 | (23) | 476 | 49 | No | Closed |
| 503 | TE-0437-01 | Eudora: Eudora South Trail - Phase 2 | Eudora | Eudora South Trail - Phase 2 | 10' wide shared use path that will have ADA ramps and create a safe access for residents of all ages. | Pedestrian & Bicycle | TA | 262 | 262 | 262 | 0 | Yes | Active |
| 103 | KA-0033-01 | Bridge Replacement: MF Tauy Creek Dr Br (011) and (012) | KDOT | MF Tauy Creek Drainage Bridge (011) 1.95 Miles East of US-59; MF Tauy Creek Bridge (012) 2.7 Miles East of US-59 | Bridge Replacement based on a 44 ft. roadway | Bridge Replacement | STP | 2,758 | 635 | 2,758 | 0 | No | Closed |
| 104 | KA-0032-01 | Bridge Replacement: EF Tauy Creek Bridge (014) | KDOT | East Fork Tauy Creek Bridge (014): 4.15 Miles East of US-59 | One bridge replacement on US 56 over East Fork Tauy Creek. | Bridge Replacement | BR | 2,687 | 3 | 1,644 | 1,043 | No | Closed |
| 200 | K-8392-04 | K-10 Connection, from South Jct US-59/K-10 East to K-10 | KDOT | K-10 Connection, from South Junction US-59/K-10 East to K-10, South Lawrence Trafficway (SLT) | K-10 Connection, from South Junction US-59/K-10 East to K-10, South Lawrence Trafficway (SLT); Construct a 4-Lane Freeway Section with Interchanges at US-59, Haskell Avenue and K-10. | Special work, right of way | STP/NHPP | 171,454 | 909 | 176,087 | (4,633) | Yes | Completed |
| NA* | KA-4562-01 | Pavement Marking Project In Douglas County | KDOT | Pavement Marking on US-59 | Remove all deteriorated and existing pavement markings and replace with multi-component pavement marking. | Pavement marking | HSIP | 132 | 54 | 54 | 78 | No | Active |
| NA* | KA-4570-01 | Pavement Marking Project In Douglas County | KDOT | Pavement Marking on US-24 | Remove all deteriorated and existing pavement markings and replace with multi-component pavement marking. | Pavement marking | HSIP | 214 | 116 | 116 | 98 | No | Active |
| STHWY 60A | K-8392-01 | K-10 Connection, from South Jct US-59/K-10 East to K-10 | KDOT | K-10 Connection, from South Junction US-59/K-10 East to K-10 | PE and ROW acquisition for a 4-Lane Freeway Section with Interchanges at US-59, Haskell Avenue and K-10. PE for this project includes Environmental Documentation, Environmental Mitigation and project litigation as needed. | Special work, right of way | STP | 2,250 | (909) | 1,270 | 980 | No | Closed |
| 221 | U-0161-01 | City of Lawrence: 9th and Kentucky Intersection Improvements | Lawrence | 9th and Tennessee St Intersection | Install new traffic signal system | Signal Intersection Improvement | HSIP | 190 | 11 | 155 | 35 | No | Closed |
| 226 | U-0561-01 | Lawrence: Harvard and Wakarusa roundabout | Lawrence | Harvard and Wakarusa | Create a hybrid roundabout at Harvard and Wakarusa with N/S legs as 2 lane and E/W legs as 1 lane | Geometric/Intersection Improvements | HSIP | 600 | 600 | 600 | 0 | Yes | Active |
| 228 | U-0162-01 | Lawrence: 9th Street from Avalon to Arkansas St | Lawrence | 9th Street from Emory to Michigan | M&O Overlay and restripe 9th Street to provide two way left turn lane, traffic signal replacement for the signal at Emory, bike lanes and sidewalk. | Signal Intersection Improvement, bike/ped | HSIP | 325 | 25 | 278 | 47 | Yes | Closed |
| 500 | TE-0373-01 | Preservation of Historic Santa Fe Station in Lawrence | Lawrence | Preservation of Santa Fe Station located at 413 E 7th Street, Lawrence | Revitalize the Santa Fe Depot site and building | Special work | TA | 1,200 | 1,201 | 1,201 | (1) | No | Active |
| 502 | TE-0390-01 | Ped/Bike Path in the City of Lawrence (Haskell Rail Trail) | Lawrence | 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 St to 29th St (10 ft concrete trail) | Pedestrian & Bicycle | TA | 182 | (5) | 164 | 18 | Yes | Closed |

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

BR - Bridge Replacement Funds
 HSIP - Highway Safety Improvement Program
 NHPP - National Highway Performance Program
 SFP - Surface Transportation Program
 SRTS - Safe Routes to School
 TE/TA - Transportation Enhancement/Transportation Alternative

Note - Projects with * are from a master project in the STIP and are not included in our region's TIP.

Appendix E – TIP Public Participation

| Task | Date | March | April | May | June | July | August | September | October | November |
|--|---------------------------------|-------|-------|-----|------|------|--------|-----------|---------|----------|
| Discuss TIP development with KDOT, FHWA, & FTA | 3/30/18 | - | | | | | | | | |
| Implement updates (TIP form and database) | April | | — | | | | | | | |
| Discuss TIP development & incorporation of PMs with TAC | TAC - 5/1/18 | | | — | | | | | | |
| TIP project submission deadline to MPO staff | 6/8/18 | | | | — | | | | | |
| Develop new TIP | 6/8/18 - 8/7/18 | | | | — | — | — | | | |
| Send draft to KDOT, FHWA, and FTA for review | 8/7/18 - 8/14/18 | | | | | | — | | | |
| 30 day public comment period* | 8/15/18 - 9/14/18 | | | | | | | — | — | |
| Incorporate public comments | 9/14/18 - 9/18/18 | | | | | | | — | | |
| Revised draft back to KDOT, FHWA, and FTA | 9/18/18 - 9/21/18 | | | | | | | | — | |
| TAC/MPO Policy Board consideration of incorporating public comments into final TIP | TAC - 10/2/18 MPO - 10/18/18 | | | | | | | | — | — |
| Pending Policy Board approval post online and send to KDOT, FHWA, and FTA | 10/18/18 | | | | | | | | — | |
| 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, Leocompton City Hall, and MPO Office, send to TAC and Policy Board for review

| | Public Comment Period | # of Public Comments | TAC Action | Policy Board Action |
|--------------------------|-----------------------|----------------------|-----------------|---------------------|
| Original Approval | 8/15/18 - 9/14/18 | 0 | October 2, 2018 | October 18, 2018 |

TIP public comments and MPO staff responses can be viewed at www.lawrenceks.org/mpo/tip/comments.

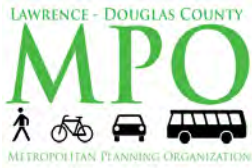
Appendix F – Summary of TIP Amendments & Administrative Revisions

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

Appendix G– TIP Project Listings

| | | | | | | | |
|---|--|-----------------------|--------------------|---------------------------|----------------|---------------------|----------------|
| 1 Project Sponsor: Douglas County | 7 Project Name: Wakarusa Drive Extension | 13 | 14 | 15 | 16 | | |
| 2 TIP #: 106 | 8 KDOT #: | FFY | Fund Source | Phase | Federal | State | Local |
| 3 Length (mi): 1.70 | 9 Location: Rte 458 to planned K-10 interchange at Wakarusa Dr | 2019 | Local | PE | \$0 | \$0 | \$700 |
| 4 Project Type: Road, Bridge | 10 Work Type: Grading, Bridge, Surfacing | 2020 | Local | ROW | \$0 | \$0 | \$300 |
| 5 Date Added: 10/2016 | 11 Last Revised: 10/2018 | 2020 | Local | UTIL | \$0 | \$0 | \$100 |
| 6 Description: New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River. *Alignment not finalized | 12 Comments: Construction contingent on KDOT construction of K-10 interchange at Wakarusa Drive. Changed TIP # from 100 to 106 in 2/2017 - Bridge const. 2021; road const. 2022; Douglas County & Lawrence would partner on project. | 2021 | Local | CONST | \$0 | \$0 | \$3,200 |
| | | 2022 | Local | CONST | \$0 | \$0 | \$5,000 |
| | | Federal Total: | \$0 | Non-Federal Total: | \$9,300 | Grand Total: | \$9,300 |

| | | | |
|---|---|---|--|
| 1 Project Sponsor: Agency responsible for project | - Access Management | - Planning | - Enhanced Mobility of Seniors and Individuals with Disabilities (5310) |
| 2 TIP #: MPO assigned number based on project type: - 100 – Roadway/Intersection - 200 – Bridges - 300 – ITS - 400 – Transit/Paratransit | - Bridge Rehabilitation - Bridge Replacement - Capital - Geometric Improvement - Grading - Mill/Overlay - Operating - Other - Pedestrian & Bicycle Work | - Reconstruction - Redeck Bridge - Safety - Seeding - Signage - Signal - Special Work - Surfacing - Vehicle Replacement | - 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 |
| 3 Length (mi): Measures the length or distance of the project | 11 Last Revised: Date of most recent project adjustment and amendment/revision number | 15 Phase: - CONST – Construction - PE – Preliminary Engineering - ROW – Right of Way | - UTIL - Utilities - CAPITAL – Transit Capital - OPERATING – Transit Operating |
| 4 Project Type: Classified into categories: - Bridge - Enhancement - Interchange - Intersection - ITS | 12 Comments: Include notes or observations about the project, not included in the other categories. | 16 Funding: Federal, State, or Local funding shown in 1,000s | |
| 5 Date Added: Date incorporated into the TIP | 13 FFY: Federal Fiscal Year – October 1 – September 30 | 17 Federal Total: Total federal funding | |
| 6 Description: Brief definition of the range of the project's work and tasks included | 14 Fund Source: - Community Development Block Grant (CDBG) - 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) | 18 Non-Federal Total: Total non-federal (state and local) funding | |
| 7 Project Name: General project name to identify the project | | 19 Grand Total: Total amount of funding for the project | |



Lawrence-Douglas County MPO FFY 2019 - 2022 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 #: 106

KDOT #:

Length (mi): 1.70

Location: Rte 458 to planned K-10 interchange at Wakarusa Dr

Project Type: Road, Bridge

Work Type: Grading, Bridge, Surfacing

Date Added: 10/2016

Last Revised: 10/2018

Description:

New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River. *Alignment not finalized

Comments:

Construction contingent on KDOT construction of K-10 interchange at Wakarusa Drive. Changed TIP # from 100 to 106 in 2/2017 - Bridge const. 2021; road const. 2022; Douglas County & Lawrence would partner on project.

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|---------|-------|---------|
| 2019 | Local | PE | \$0 | \$0 | \$700 |
| 2020 | Local | ROW | \$0 | \$0 | \$300 |
| 2020 | Local | UTIL | \$0 | \$0 | \$100 |
| 2021 | Local | CONST | \$0 | \$0 | \$3,200 |
| 2022 | Local | CONST | \$0 | \$0 | \$5,000 |
| Federal Total: | | | \$0 | | |
| Non-Federal Total: | | | \$9,300 | | |
| Grand Total: | | | | | \$9,300 |

Project Sponsor: Lawrence

Project Name: Kasold Reconstruction, Clinton Pkwy to HyVee

TIP #: 107

KDOT #:

Length (mi): 0.20

Location: Kasold from 22nd St to Clinton Pkwy

Project Type: Road

Work Type: Reconstruction

Date Added: 10/2016

Last Revised: 2/2017

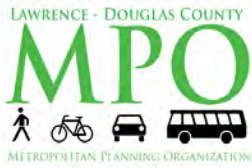
Description:

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

Comments:

Included in 2018 CIP. Changed TIP # from 101 to 107 in 2/2017 - this amendment makes no changes to scope or funding.

| 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 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT

Project Name: 23rd St 2 Way Left Turn Lane

TIP #: 110

KDOT #: KA-4473-04

Length (mi): 0.32

Location: 23rd St: Louisiana St to Massachusetts St

Project Type: Road

Work Type: Special Work

Date Added: 2/2017

Last Revised: 10/2018

Description:

Construction of a 2 way left turn lane on 23rd St from Louisiana St to Massachusetts St.

Comments:

This project is part of the 23rd St KDOT/City turn back agreement. Agreement #385-16 was executed 4/24/17.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2018 | State | CONST | \$0 | \$500 | \$0 |
| 2018 | Local | CONST | \$0 | \$0 | \$1,300 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$1,800 | Grand Total: | \$1,800 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|

Project Sponsor: KDOT

Project Name: Access Consolidation on 23rd St East of Naismith Dr.

TIP #: 112

KDOT #: K-9667-12

Length (mi): 0.12

Location: Approx. 450 ft east of Naismith Dr

Project Type: Road

Work Type: Access Management

Date Added: 2/2018

Last Revised: 10/2018

Description:

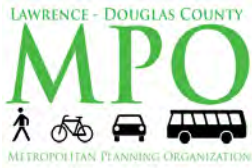
Consolidate two existing access points to one access approx. 450 ft east of Naismith Dr. Also constructing a right turn lane into a grocery store.

Comments:

Last access management project for 23rd St. KDOT to fund 100% of actual construction costs not to exceed \$103,513.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|-------|
| 2018 | State | CONST | \$0 | \$104 | \$0 |
| 2018 | Local | CONST | \$0 | \$0 | \$10 |

| | | | | | |
|-----------------------|-----|---------------------------|-------|---------------------|-------|
| Federal Total: | \$0 | Non-Federal Total: | \$114 | Grand Total: | \$114 |
|-----------------------|-----|---------------------------|-------|---------------------|-------|



Lawrence-Douglas County MPO FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 113
Length (mi): 0.10
Project Type: Road
Date Added: 8/2018
Description:
Construct new right turn lane eastbound to southbound

Project Name: Lawrence CCLIP, US-40/
Tennessee St. Intersection
KDOT #: KA-4767-01
Location: US-40/Tennessee St. Intersection
Work Type: Other
Last Revised:
Comments:
Program addition. The CONST phase will utilize AC in the amount of \$191.6k with conversion to NHPP in 2020.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|------------|---------|---------|-------|
| 2018 | State | PE | \$0 | \$16 | \$0 |
| 2018 | Local | PE | \$0 | \$0 | \$4 |
| 2019 | State | ROW | \$0 | \$8 | \$0 |
| 2019 | Local | ROW | \$0 | \$0 | \$2 |
| 2019 | State | UTIL | \$0 | \$8 | \$0 |
| 2019 | Local | UTIL | \$0 | \$0 | \$2 |
| 2019 | State-AC | CONST | \$0 | \$192 | \$0 |
| 2019 | Local | CONST | \$0 | \$0 | \$47 |
| 2020 | NHPP | CONVERSION | \$192 | \$0 | \$0 |
| 2020 | Credit | OTHER | \$0 | (\$192) | \$0 |

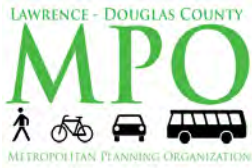
Federal Total: \$192 **Non-Federal Total:** \$87 **Grand Total:** \$279

Project Sponsor: KDOT
TIP #: 134
Length (mi): 0.53
Project Type: Road
Date Added: 10/2018
Description:
0.5 Inch Cold Mill, 1.5 Inch Overlay and Edge Wedge Rock on Shoulders

Project Name: US-40 Mill/Overlay, SN/DG CO to
0.15 Miles W of E50thRd
KDOT #: KA-05046-01
Location: Shawnee/Douglas County Line to 0.15
Miles West of County Road E50th Road
Work Type: Mill/Overlay, Surfacing
Last Revised:
Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|-------|
| 2018 | State | PE | \$0 | \$1 | \$0 |
| 2019 | STP | CONST | \$54 | \$0 | \$0 |
| 2019 | State | CONST | \$0 | \$13 | \$0 |

Federal Total: \$54 **Non-Federal Total:** \$14 **Grand Total:** \$68



Lawrence-Douglas County MPO FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT

Project Name: South Lawrence Trafficway

TIP #: 200

KDOT #: K-8392-04

Length (mi): 5.96

Location: SO Junct US 59/K10 E to K10

Project Type: Road

Work Type: Special Work, Right of Way

Date Added: 10/2014

Last Revised: 10/2018

Description:

Linked to Project L-8392-01.

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 | State | PE/R/U/C/CE | \$0 | \$37,123 | \$0 |
| 2016 | STP/NHPP | PE | \$7,337 | \$0 | \$0 |
| 2016 | STP/NHPP | UTIL | \$12,640 | \$0 | \$0 |
| 2016 | STP/NHPP | CONST/CE | \$129,000 | \$0 | \$0 |

| | | | | | |
|-----------------------|-----------|---------------------------|----------|---------------------|-----------|
| Federal Total: | \$148,977 | Non-Federal Total: | \$37,123 | Grand Total: | \$186,100 |
|-----------------------|-----------|---------------------------|----------|---------------------|-----------|

Project Sponsor: Lawrence

Project Name: 19th Street, Naismith to Iowa Reconstruction

TIP #: 203

KDOT #:

Length (mi): 0.50

Location: 19th St from Iowa St to Naismith Dr

Project Type: Road

Work Type: Grading, Surfacing

Date Added: 10/2014

Last Revised: 10/2018

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 | \$300 |
| 2018 | Local | CONST | \$0 | \$0 | \$3,475 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$3,775 | Grand Total: | \$3,775 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|



Lawrence-Douglas County MPO FFY 2019 - 2022 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 at North 700 Curve

TIP #: 208

KDOT #:

Length (mi): 0.75

Location: Route 1055 from 725 North to 1670 East

Project Type: Road

Work Type: Rehabilitation, Bridge Replacement

Date Added: 10/2014

Last Revised: 10/2018

Description:

Roadside safety improvements, replace two bridges and one culvert.

Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2020 | Local | ROW | \$0 | \$0 | \$25 |
| 2020 | Local | UTIL | \$0 | \$0 | \$100 |
| 2020 | Local | CONST | \$0 | \$0 | \$1,325 |

Federal Total: \$0 **Non-Federal Total:** \$1,450 **Grand Total:** \$1,450

Project Sponsor: Lawrence

Project Name: Wakarusa Reconstruction, Research Pkwy to 18th St

TIP #: 214

KDOT #:

Length (mi): 0.19

Location: Wakarusa: Research Pkwy to 18th St

Project Type: Road

Work Type: Reconstruction

Date Added: 10/2016

Last Revised: 10/2018

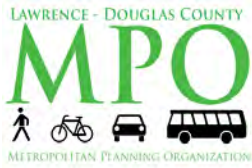
Description:

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

Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2022 | Local | PE | \$0 | \$0 | \$400 |
| 2022 | Local | CONST | \$0 | \$0 | \$2,400 |

Federal Total: \$0 **Non-Federal Total:** \$2,800 **Grand Total:** \$2,800



Lawrence-Douglas County MPO FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County
Project Name: Rte 458 Improv., E1500 to E1600, & Rte 1055, N940 to N1000
TIP #: 219
Length (mi): 1.60
Project Type: Road
Date Added: 8/2015
Description: Construct paved shoulders; replace narrow culvert; flatten roadside slope.

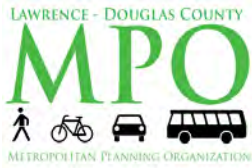
KDOT #:
Location: E1500 to E1600 & N940 to N1000
Work Type: Grading, Surfacing
Last Revised: 10/2018
Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|---------|---------|---------|
| 2020 | Local | ROW | \$0 | \$0 | \$125 |
| 2021 | Local | UTIL | \$0 | \$0 | \$250 |
| 2021 | Local | CONST | \$0 | \$0 | \$1,900 |
| Federal Total: | | | \$0 | | |
| Non-Federal Total: | | | | \$2,275 | |
| Grand Total: | | | | | \$2,275 |

Project Sponsor: Douglas County
Project Name: Route 1055 Improvements, N1000 to N1180
TIP #: 220
Length (mi): 1.80
Project Type: Road
Date Added: 8/2015
Description: Construct paved shoulders; replace narrow culvert; flatten roadside slope.

KDOT #:
Location: N1000 to N1180
Work Type: Grading, Surfacing
Last Revised: 10/2018
Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|---------|---------|---------|
| 2018 | Local | ROW | \$0 | \$0 | \$75 |
| 2019 | Local | UTIL | \$0 | \$0 | \$225 |
| 2019 | Local | CONST | \$0 | \$0 | \$1,950 |
| Federal Total: | | | \$0 | | |
| Non-Federal Total: | | | | \$2,250 | |
| Grand Total: | | | | | \$2,250 |



Lawrence-Douglas County MPO FFY 2019 - 2022 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 Rd to Harper St

KDOT #:

Location: O'Connell Rd to Harper St

Work Type: Reconstruction

Last Revised: 10/2018

Comments:

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

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2019 | Local | PE | \$0 | \$0 | \$275 |
| 2019 | Local | ROW | \$0 | \$0 | \$50 |
| 2021 | Local | CONST | \$0 | \$0 | \$2,500 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$2,825 | Grand Total: | \$2,825 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|

Project Sponsor: Lawrence

TIP #: 230

Length (mi): 0.75

Project Type: Road

Date Added: 8/2015

Description:

Construct Queens Road, roundabout at Overland Dr & Queens Rd, construct sidewalk & bike lanes.

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

KDOT #:

Location: 6th St to North City Limits

Work Type: Reconstruction

Last Revised: 10/2018

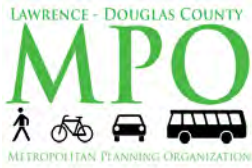
Comments:

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

Updated project description to include roundabout at Overland/Queens.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2015 | Local | ROW | \$0 | \$0 | \$600 |
| 2016 | Local | PE | \$0 | \$0 | \$200 |
| 2019 | Local | CONST | \$0 | \$0 | \$3,000 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$3,800 | Grand Total: | \$3,800 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|



Lawrence-Douglas County MPO FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 234

Length (mi): 2.01

Project Type: Road

Date Added: 8/2015

Description:
Reconstruction of street including pavement, storm sewer, geometric improvements and multimodal facilities.

Project Name: 23rd Street Reconstruction, Haskell to East City Limits

KDOT #: KA-4473-01

Location: Haskell Ave to East City Limits

Work Type: Reconstruction

Last Revised: 2/2017

Comments:
PE/ROW are each estimated at 10% of Construction Costs. Project is part of the 23rd St KDOT/City turn back agreement. This agreement, including final project(s) cost share, has not been finalized to date.

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|---------|---------|---------|
| 2020 | Local | PE | \$0 | \$0 | \$500 |
| 2021 | State | CONST | \$0 | \$2,000 | \$0 |
| 2021 | Local | CONST | \$0 | \$0 | \$2,500 |
| 2022 | State | CONST | \$0 | \$2,000 | \$0 |
| 2022 | Local | CONST | \$0 | \$0 | \$2,750 |
| Federal Total: | | | \$0 | | |
| Non-Federal Total: | | | \$9,750 | | |
| Grand Total: | | | | \$9,750 | |

Project Sponsor: KDOT

TIP #: 236

Length (mi): 1.20

Project Type: Road/Interchange

Date Added: 1/2016

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.

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

KDOT #: KA-3634-02

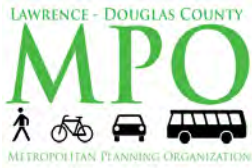
Location: I-70/K10 Junction South to 3500 ft N of K-10/US-40 Junction

Work Type: Interchange/Reconstruction

Last Revised: 10/2018

Comments:
Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$73,775K. 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 | |



Lawrence-Douglas County MPO FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 237
Length (mi): 7.00
Project Type: Road/Interchange
Date Added: 1/2016
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 #109]

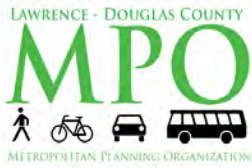
Project Name: SLT/K-10 West Leg in Douglas County
KDOT #: KA-3634-03
Location: 3500 ft N of K-10/US-40 Junction, to K-10 US-59/Iowa St Junction
Work Type: Interchange/Reconstruction
Last Revised: 10/2018
Comments:
Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$164,465K. This estimate should be used for planning purposes only.

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|---------|----------|-------|
| 2018 | State | PE | | \$10,800 | \$0 |
| Federal Total: | | | \$0 | | |
| Non-Federal Total: | | | | \$10,800 | |
| Grand Total: | | | | \$10,800 | \$0 |

Project Sponsor: Douglas County
TIP #: 248
Length (mi): 0.15
Project Type: Bridge
Date Added: 10/2018
Description:
Replace load posted, fracture critical bridge

Project Name: Bridge 0964-1000 replacement
KDOT #:
Location: E 1000 Road 0.4 mi. South of Route 458
Work Type: Bridge Replacement, Grading
Last Revised:
Comments:
Funding amounts assume all Local funding. Will apply for Off System bridge replacement Federal funding.

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|---------|---------|---------|
| 2020 | Local | PE | | \$0 | \$110 |
| 2020 | Local | ROW | | \$0 | \$15 |
| 2021 | Local | UTIL | | \$0 | \$75 |
| 2021 | Local | CONST | | \$0 | \$1,600 |
| Federal Total: | | | \$0 | | |
| Non-Federal Total: | | | | \$1,800 | |
| Grand Total: | | | | \$1,800 | \$0 |



Lawrence-Douglas County MPO FFY 2019 - 2022 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 1267-1200 replacement

TIP #: 249 **KDOT #:**

Length (mi): 0.10 **Location:** 0.3 mi. South of 31st & Kasold on E 1200 Rd

Project Type: Bridge **Work Type:** Bridge Replacement, Grading

Date Added: 10/2018 **Last Revised:**

Description: Replace existing bridge with structural stability concerns **Comments:** Bridge to be replaced with precast concrete structure. Virtually no road improvements.

| FFY | Fund Source | Phase | Federal | State | Local |
|-----------------------|-------------|-------|---------|---------------------------------|-------|
| 2018 | Local | PE | \$0 | \$0 | \$2 |
| 2019 | Local | CONST | \$0 | \$0 | \$355 |
| Federal Total: | | | \$0 | Non-Federal Total: \$357 | |
| | | | | Grand Total: | \$357 |

Project Sponsor: Independence Inc. **Project Name:** Independence Inc., FTA 5311 Operating & Capital

TIP #: 401 **KDOT #:**

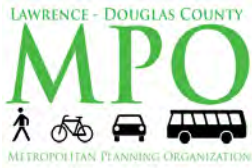
Length (mi): **Location:** Lawrence

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

Date Added: 10/2014 **Last Revised:** 8/2018

Description: Operating **Comments:** 2017 – 5311 Admin- \$25, Local Admin \$6; 2018 – 5311 Admin- \$32, Local Admin \$8; 2019 – 5311 Admin- \$32, Local Admin \$8

| FFY | Fund Source | Phase | Federal | State | Local |
|-----------------------|-------------|-----------|---------|---------------------------------|-------|
| 2017 | Local | OPERATING | \$0 | \$0 | \$23 |
| 2017 | State | OPERATING | \$0 | \$11 | \$0 |
| 2017 | 5311 | OPERATING | \$54 | \$0 | \$0 |
| 2018 | Local | OPERATING | \$0 | \$0 | \$34 |
| 2018 | State | OPERATING | \$0 | \$23 | \$0 |
| 2018 | 5311 | OPERATING | \$57 | \$0 | \$0 |
| 2019 | Local | OPERATING | \$0 | \$0 | \$33 |
| 2019 | State | OPERATING | \$0 | \$22 | \$0 |
| 2019 | 5311 | OPERATING | \$55 | \$0 | \$0 |
| Federal Total: | | | \$166 | Non-Federal Total: \$146 | |
| | | | | Grand Total: | \$312 |



Lawrence-Douglas County MPO FFY 2019 - 2022 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 Transit 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 | OPERATING | \$0 | \$0 | \$13 |
| 2012 | 5307 | OPERATING | \$50 | \$0 | \$0 |
| 2014 | Local | OPERATING | \$0 | \$0 | \$18 |
| 2014 | 5307 | OPERATING | \$100 | \$0 | \$0 |
| 2015 | Local | OPERATING | \$0 | \$0 | \$18 |
| 2015 | 5307 | OPERATING | \$100 | \$0 | \$0 |
| 2016 | Local | OPERATING | \$0 | \$0 | \$1,524 |
| 2016 | 5307 | OPERATING | \$2,135 | \$0 | \$0 |
| Federal Total: | | | \$2,385 | | |
| Non-Federal Total: | | | | \$1,573 | |
| Grand Total: | | | | | \$3,958 |

Project Sponsor: Lawrence Transit **Project Name:** Lawrence Transit Capital Assistance

TIP #: 403 **KDOT #:** PT-0701

Length (mi): **Location:** Lawrence

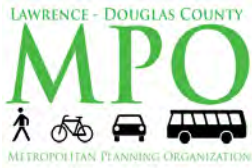
Project Type: Transit/Paratransit **Work Type:** Special Work

Date Added: 10/2014 **Last Revised:** 10/2018

Description:
Comprehensive Transportation Program. Purchase of replacement paratransit vehicles.

Comments:
StateCTP

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-----------|---------|---------|---------|
| 2018 | State-PT | CAPITAL | \$0 | \$500 | \$0 |
| 2018 | State-PT | OPERATING | \$0 | \$699 | \$0 |
| 2019 | State-PT | CAPITAL | \$0 | \$500 | \$0 |
| 2019 | State-PT | OPERATING | \$0 | \$759 | \$0 |
| 2020 | State-PT | CAPITAL | \$0 | \$500 | \$0 |
| 2020 | State-PT | OPERATING | \$0 | \$759 | \$0 |
| 2021 | State-PT | CAPITAL | \$0 | \$500 | \$0 |
| 2021 | State-PT | OPERATING | \$0 | \$759 | \$0 |
| Federal Total: | | | \$0 | | |
| Non-Federal Total: | | | | \$4,976 | |
| Grand Total: | | | | | \$4,976 |



Lawrence-Douglas County MPO FFY 2019 - 2022 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:** Lawrence

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

Date Added: 7/2016 **Last Revised:** 10/2018

Description:
Transit Facility **Comments:**

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|---------|-------|---------|
| 2018 | Local | PE | \$0 | \$0 | \$1,000 |
| 2019 | Local | CONST | \$0 | \$0 | \$1,000 |
| 2020 | Local | CONST | \$0 | \$0 | \$2,000 |
| Federal Total: | | | \$0 | | |
| Non-Federal Total: | | | \$4,000 | | |
| Grand Total: | | | | | \$4,000 |

Project Sponsor: Lawrence Transit **Project Name:** Lawrence Transit Operating Funds

TIP #: 412 **KDOT #:** 5307 FTA

Length (mi): **Location:** Lawrence

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

Date Added: 10/2014 **Last Revised:** 10/2018

Description:
Operating and Preventative Maintenance activities. **Comments:**
Federal Transit 5307 Funds. 2018-2022 amounts are projected. Linked with project #402.

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-----------|----------|-------|----------|
| 2017 | Local | OPERATING | \$0 | \$0 | \$1,524 |
| 2017 | 5307 | OPERATING | \$2,135 | \$0 | \$0 |
| 2018 | Local | OPERATING | \$0 | \$0 | \$1,690 |
| 2018 | 5307 | OPERATING | \$2,237 | \$0 | \$0 |
| 2019 | Local | OPERATING | \$0 | \$0 | \$1,775 |
| 2019 | 5307 | OPERATING | \$2,350 | \$0 | \$0 |
| 2020 | Local | OPERATING | \$0 | \$0 | \$1,864 |
| 2020 | 5307 | OPERATING | \$2,468 | \$0 | \$0 |
| 2021 | Local | OPERATING | \$0 | \$0 | \$1,957 |
| 2021 | 5307 | OPERATING | \$2,591 | \$0 | \$0 |
| 2022 | Local | OPERATING | \$0 | \$0 | \$2,055 |
| 2022 | 5307 | OPERATING | \$2,720 | \$0 | \$0 |
| Federal Total: | | | \$14,501 | | |
| Non-Federal Total: | | | \$10,865 | | |
| Grand Total: | | | | | \$25,366 |



Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Bert Nash
Community Mental Health Center

TIP #: 415

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 8/2018

Description: Purchase a Ramp Mini-Van (\$40) and a Full Size Van (\$57).

Project Name: Bert Nash, FTA 5310 Capital Funds

KDOT #:

Location: Lawrence

Work Type: Capital

Last Revised:

Comments: 80/20 federal/local split

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|---------|---------|-------|-------|
| 2019 | Local | CAPITAL | \$0 | \$0 | \$19 |
| 2019 | 5310 | CAPITAL | \$78 | \$0 | \$0 |

Federal Total: \$78 **Non-Federal Total:** \$19 **Grand Total:** \$97

Project Sponsor: Lawrence

TIP #: 505

Length (mi): 0.02

Project Type: Enhancement

Date Added: 12/2017

Description: Pedestrian/bicycle underpass

Project Name: 19th & Iowa St Ped/Bike Underpass

KDOT #: TE-0459-01

Location: 19th St & Iowa St (US-59) Intersection

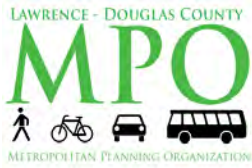
Work Type: Pedestrian & Bicycle Work

Last Revised: 8/2018

Comments: KDOT awarded Transportation Alternatives (TA) grant. Linked with project #203. Pending Advanced Construction.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2018 | Local | PE | \$0 | \$0 | \$120 |
| 2018 | Local | CONST | \$0 | \$0 | \$1,181 |
| 2018 | TA | CONST | \$1,868 | \$0 | \$0 |

Federal Total: \$1,868 **Non-Federal Total:** \$1,301 **Grand Total:** \$3,169



Lawrence-Douglas County MPO FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 506

Length (mi): 1.68

Project Type: Safe Routes to School (SRTS)

Date Added: 12/2017

Description:
New sidewalk construction along designated Safe Routes to School. Driveway and sidewalk ramp construction will be included for ADA compliance.

Project Name: Lawrence Safe Routes to School TA Phase 2

KDOT #: U-2334-01

Location: Various sidewalk along 6 streets in Lawrence

Work Type: Pedestrian & Bicycle Work

Last Revised: 10/2018

Comments:
This project will give a space for children to walk and/or bike to school along designated safe routes. The SRTS funding is an 80/20 (KDOT/City) cost share with KDOT contributing a max of \$394,128.

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|---------|-------|-------|
| 2018 | Local | PE | \$0 | \$0 | \$65 |
| 2019 | Local | CONST | \$0 | \$0 | \$100 |
| 2019 | TA | CONST | \$394 | \$0 | \$0 |
| Federal Total: | | | \$394 | | |
| Non-Federal Total: | | | | \$165 | |
| Grand Total: | | | | | \$559 |

Project Sponsor: Lawrence

TIP #: 507

Length (mi): 0.00

Project Type: Enhancement

Date Added: 10/2018

Description:
Pedestrian, Bicycle, and ADA ramp projects throughout Lawrence including EJ areas. Community Development Block Grant (CDBG) is a competitive HUD program administered by the Lawrence Development Services Department.

Project Name: Various Lawrence Sidewalk/Bike/Ped/ADA Ramps

KDOT #:

Location: Lawrence

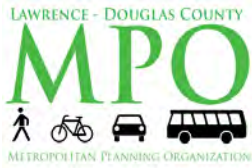
Work Type: Pedestrian & Bicycle Work

Last Revised:

Comments:
The grouped CDBG only includes awarded competitive funding. CONST funding may be used for additional work tasks. Local funding matching TA project specific funding will be listed separately.

Funding based on July 10, 2018 CIP.

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|---------|---------|---------|
| 2019 | Local | CONST | \$0 | \$0 | \$600 |
| 2019 | CDBG | CONST | \$303 | \$0 | \$0 |
| 2020 | Local | CONST | \$0 | \$0 | \$750 |
| 2021 | Local | CONST | \$0 | \$0 | \$1,000 |
| 2022 | Local | CONST | \$0 | \$0 | \$1,000 |
| Federal Total: | | | \$303 | | |
| Non-Federal Total: | | | | \$3,350 | |
| Grand Total: | | | | | \$3,653 |



Lawrence-Douglas County MPO FFY 2019 - 2022 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: 10/2018

Comments:
This is a master project that would include any safety projects selected in region. State funds (SF) Conversions: 2018 SF to 2019 HSIP, 2019 SF to 2020 HSIP, 2020 SF to 2021 HSIP, 2021 SF to 2022 HSIP.

| FFY | Fund Source | Phase | Federal | State | Local |
|-----------------------|-------------|---------------------------|---------|---------------------|---------|
| 2018 | State-AC | CONST | \$0 | \$500 | \$0 |
| 2019 | HSIP | CONVERSION | \$500 | \$0 | \$0 |
| 2019 | Credit | OTHER | \$0 | (\$500) | \$0 |
| 2019 | State-AC | CONST | \$0 | \$500 | \$0 |
| 2020 | HSIP | CONVERSION | \$500 | \$0 | \$0 |
| 2020 | Credit | OTHER | \$0 | (\$500) | \$0 |
| 2020 | State-AC | CONST | \$0 | \$500 | \$0 |
| 2021 | HSIP | CONVERSION | \$500 | \$0 | \$0 |
| 2021 | Credit | OTHER | \$0 | (\$500) | \$0 |
| 2021 | State-AC | CONST | \$0 | \$500 | \$0 |
| 2022 | HSIP | CONVERSION | \$500 | \$0 | \$0 |
| 2022 | Credit | OTHER | \$0 | (\$500) | \$0 |
| Federal Total: | \$2,000 | Non-Federal Total: | \$0 | Grand Total: | \$2,000 |

Project Sponsor: Douglas County

TIP #: 602

Length (mi):

Project Type: Safety

Date Added: 1/2016

Description:
Safety study of county road network (major collectors) to identify needed safety improvements.

Project Name: Local Road Safety Plan

KDOT #:

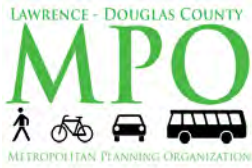
Location: County road network

Work Type: Safety

Last Revised: 10/2018

Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|-----------------------|-------------|---------------------------|---------|---------------------|-------|
| 2019 | Local | | \$0 | \$0 | \$4 |
| 2019 | HRRR | | \$36 | \$0 | \$0 |
| Federal Total: | \$36 | Non-Federal Total: | \$4 | Grand Total: | \$40 |



Lawrence-Douglas County MPO FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 604

Length (mi): 0.37

Project Type: Safety

Date Added: 8/2017

Description:
Reconfigure lanes for center turn lane and bike amenities.

Project Name: Massachusetts St, 11th to 14th St Reconfigure Lanes

KDOT #: U-0225-01

Location: Massachusetts St: 11th St to 14th St

Work Type: Mill/Overlay

Last Revised: 8/2018

Comments:
Revised so all phases are in 2018.

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|---------|-------|-------|
| 2018 | Local | PE | \$0 | \$0 | \$14 |
| 2018 | Local | CONST | \$0 | \$0 | \$50 |
| 2018 | HSIP | CONST | \$100 | \$0 | \$0 |
| Federal Total: | | | \$100 | | |
| Non-Federal Total: | | | | \$64 | |
| Grand Total: | | | | | \$164 |



October 10, 2018

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

RE: WAMPO Transportation Improvement Program (TIP) Update, FFY 2019 - 2022

Dear Mr. Davis,

The WAMPO Transportation Policy Body (TPB) approved the WAMPO TIP Update, FFY 2019 – 2022 at its October 9, 2018 meeting.

WAMPO's Public Involvement Plan requires that a proposed TIP Update be released for public review and comment prior to adoption by the WAMPO TPB. The public comment period was open for 30 days, and no comments were received.

The Update is fiscally constrained and includes financial reporting.

Since the WAMPO TIP is incorporated by reference, without modification, into the Statewide Transportation Improvement Program (STIP), the WAMPO TIP represents the most current listing of projects within the boundaries of the Wichita, Kansas metropolitan planning area. Please take the necessary steps to amend the STIP to include WAMPO's TIP Update, FFY 2019 - 2022.

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

Sincerely,

Phil Nelson
Executive Director

cc: Rene Hart, Allison Smith, Tod Salfrank, Ingrid Horton, and Susie Lovelady, KDOT
Paul Foundoukis, FHWA
Daniel Nguyen, FTA

Transportation Improvement Program



Federal Fiscal Years (FFY) 2019-2022

Adopted by the WAMPO Transportation Policy Body on October 9, 2018

271 W. 3rd Street, Ste. 208 - Wichita, KS 67202 | 316.268.4315 | wampo@wichita.gov | www.wampo.org

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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

271 W 3rd St, Second Floor, Wichita, KS 67202

Office: (316) 268-4315 | Fax: (316) 858-7765

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 visit 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 2019 through 2022. 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 2019 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 2019 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

The **TIP Project List** chapter contains a listing of programmed projects for the 2019 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. In addition, The WAMPO project tracker website at, <https://projecttracker.wampo.org/>, is the most up to date source to view and learn about the current TIP projects. It shows current project scopes, locations, cost estimates, and maps, as well as includes which governmental entity is implementing the project.

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.

The WAMPO Region

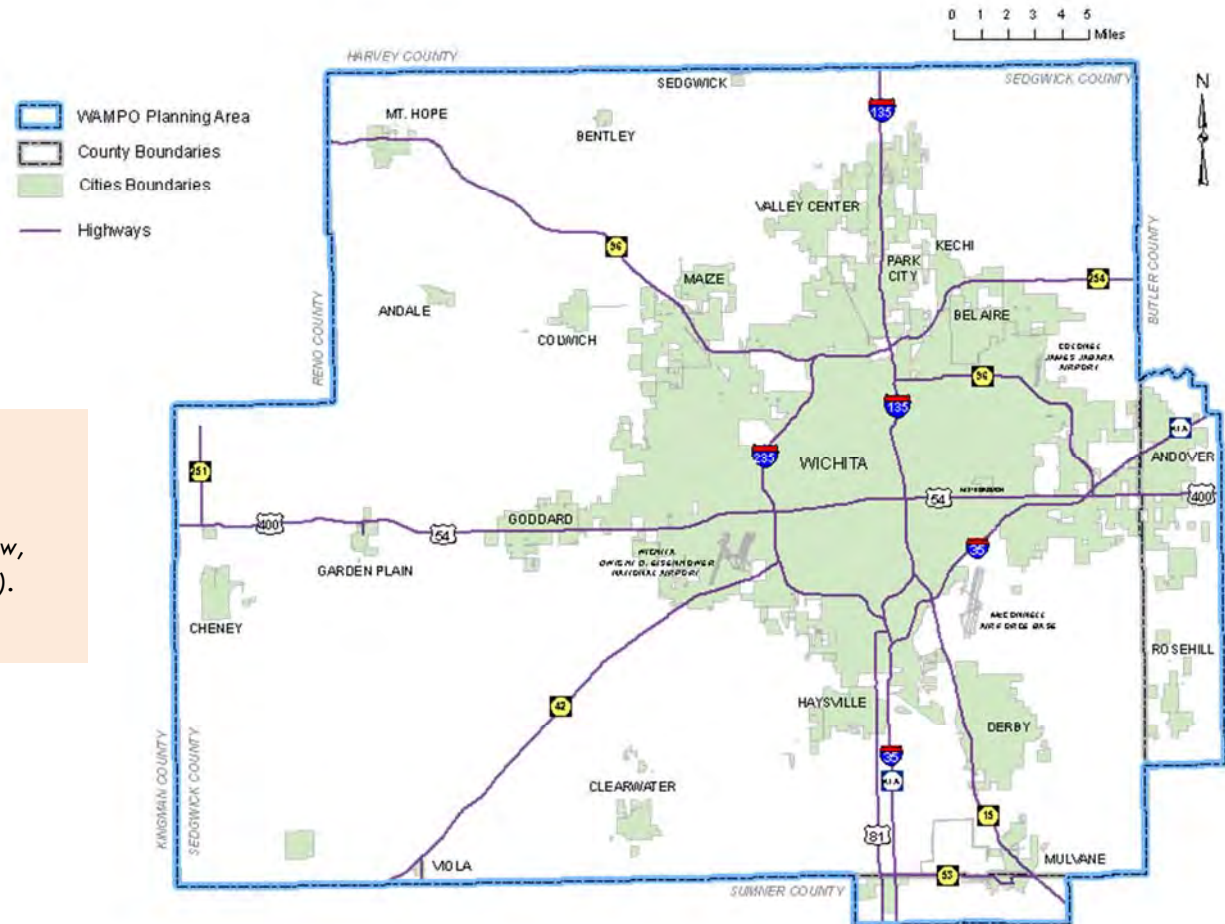
Regional Profile

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 2019 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

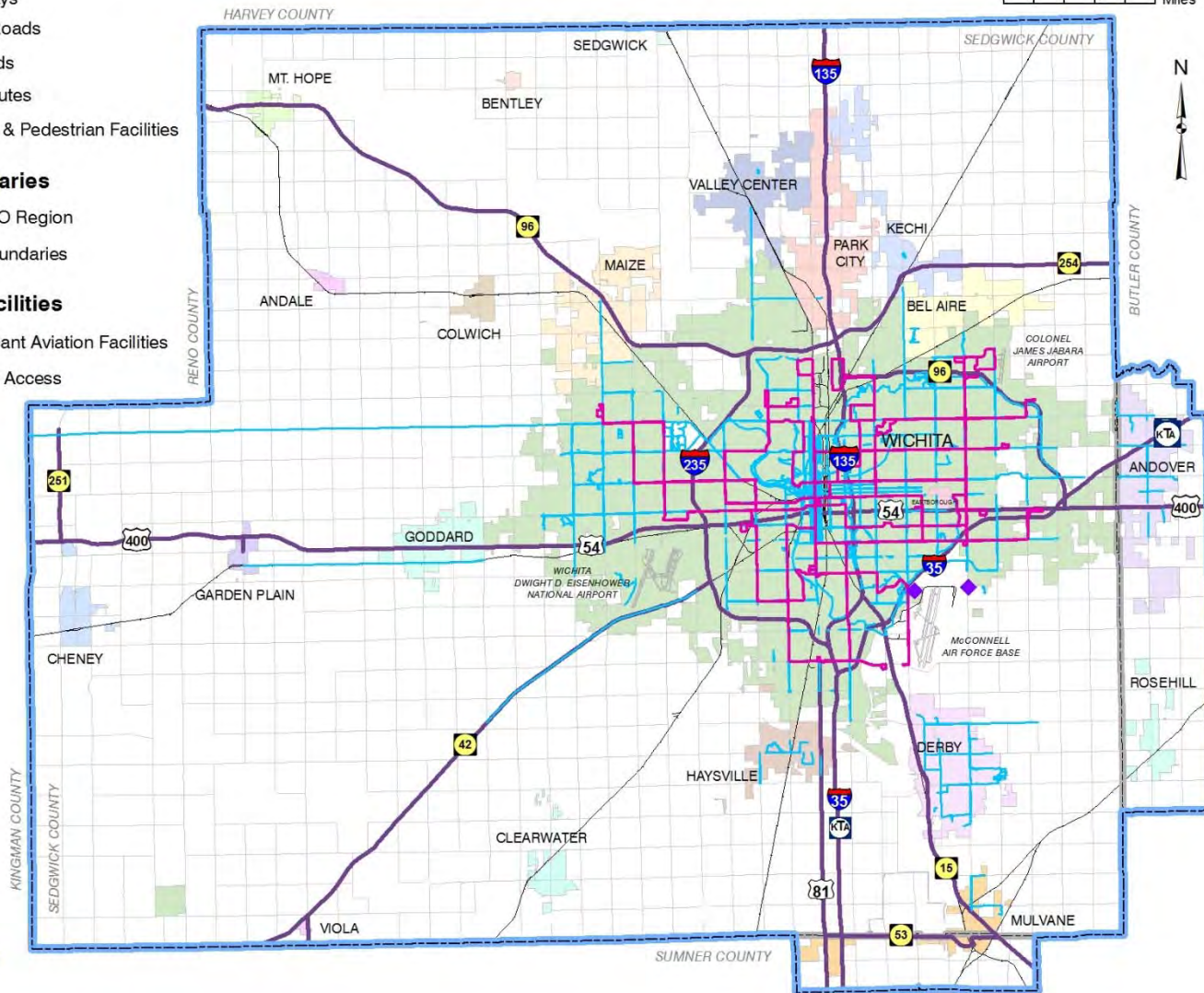
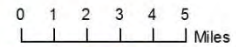
-  Highways
-  Major Roads
-  Railroads
-  Bus Routes
-  Bicycle & Pedestrian Facilities

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.



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 2019-2022 TIP is WAMPO’s second 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 2019-2022 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 2019-2022 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 2019-2022 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 2019 and 2020 were automatically rolled over into the 2019 TIP.

New WAMPO Funded Projects

To be considered for WAMPO funding in the 2019-2022 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 29 projects (totaling approximately \$59 million) that could be submitted to receive WAMPO funding in fiscal years 2021 and 2022.

New non-WAMPO Funded Projects

In order to be listed in the 2019 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.

2019 TIP Process Summary

Project Solicitation

WAMPO funded projects in the 2019 TIP for FY 2019 and 2020 were included automatically in the 2019 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 2020 were automatically be included in FY 2021.

Projects eligible for WAMPO funding included anything in the 2017-2020 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 2017-2020 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 April 16, 2018 through May 18, 2018.

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.

Project sponsors submitted a total of 91 projects for the 2019-2022 TIP.

15 of these projects were submitted for WAMPO funding, which totaled approximately \$24 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 25%. 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.

| TIP Development Timeline | |
|---|--------------------|
| TIP Development Phase | Timeline |
| Project Solicitation for WAMPO Funding | April - May |
| Project Screening for Potential WAMPO Funded Projects | May - June |
| Project Rating for Potential WAMPO Funded Projects | June |
| Public Comment | July |
| Project Selection for WAMPO Funded Projects | July - August |
| Non-WAMPO Funded Project Submission | August |
| Non-WAMPO Funded Project Assessment | August |
| Project Slate Evaluation | August |
| Prepare TIP Document | August - September |
| TIP Recommendation | September |
| Public Comment | September |

| | |
|-----------------|----------|
| TPB Approval | October |
| Include in STIP | November |
| STIP Approval | November |

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.

Project Selection: WAMPO Funded Projects

Project Selection Group

The Project Selection Group (PSG) for the 2019-2022 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 five individuals appointed by the Chair of the Transportation Policy Body (TPB). Membership includes representatives from the TPB, local member jurisdiction engineering and/or planning staff, and one Community representative focused on equity considerations. The PSG met three times in July and August of 2018. 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 2021 and 2022 was \$23,029,000.

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 2021 is already allocated towards completing the reimbursement of advance construction projects from fiscal year 2019 and 2020.

The table below shows the distribution of the funds available for new WAMPO funded projects between federal fiscal years 2021 and 2022, and among the various federal funding programs.



| FFY | STP | CMAQ | TA | Total |
|--------------|--------------|-------------|-------------|---------------------|
| 2021 | \$8,570,000 | \$1,900,000 | \$725,000 | \$11,195,000 |
| 2022 | \$9,170,000 | \$2,000,000 | \$725,000 | \$11,895,000 |
| Total | \$17,740,000 | \$3,900,000 | \$1,450,000 | \$23,029,000 |

Project Selection Criteria

The project selection criteria for the 2019-2022 TIP were divided into four “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 Appendix D.

Two new components were added to the rating process.

- Equity profiles were developed using data and maps generated from the EPAs web-based EJSCREEN tool. The equity profiles were designed to be used by the PSC to support decision making for the WAMPO Tier III project scoring criteria that reflect the goals of MOVE 2040.
- A new category of assessment was added to the Project Selection Criteria – Tier IV. This category was added to assess how well the candidate projects are meeting the issues posed by the socio-demographic trends taking place in the region.

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 | Type of Project | Investment Strategy |
|--|------------------------|------------------------|----------------------------|
| 159th Street East (US-54/400 to Central Ave in Andover) | Andover | Road - Other Road | Excellent |
| Bicycle & Pedestrian Path (Andover Rd from Central to US-54 in Andover) | Andover | Ped/Bike | Acceptable |
| North Main Street Reconstruction | Haysville | Road - Other Road | Good |
| Oliver and Kechi Road Intersection | Kechi | Intersection | Acceptable |
| 61st St North (Broadway to the Wichita-Valley Center Floodway) | Park City | Road - Other Road | Excellent |
| Meridian, from Ford (77th St. N.) to Seward (69th St. N.) in Valley Center | Valley Center | Road - Other Road | Good |
| Pawnee, Webb to Greenwich | Wichita | Road - Other Road | Acceptable |
| Pedestrian Bridge (Meridian over the Wichita-Valley Center Floodway) | Sedgwick Co. | Ped/Bike | Good |
| MTP Project Planning Assistance for Member Jurisdictions | WAMPO | Planning & Outreach | Good |
| Paratransit Replacement Vehicles | Wichita Transit | Transit | Good |

| | | | |
|---|------------|-------------------|------------|
| Bridge on 159th St. E. over the Kansas Turnpike | Andover | Road - Other Road | Acceptable |
| SW Butler Rd. / SW 150th St. (47th St. S.) Intersection | Butler Co. | Intersection | Good |
| 17th Street, I-135 to Broadway | Wichita | Road - Other Road | Excellent |
| Mt. Vernon, Broadway to Southeast Blvd | Wichita | Road - Other Road | Good |
| Redbud Path, K-96 to 159th St. E. | Wichita | Ped/Bike | Good |

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 | Type of Project | Regional Significance |
|---|------------------------|------------------------|------------------------------|
| 159th Street East (US-54/400 to Central Ave in Andover) | Andover | Road - Other Road | Good |
| Bicycle & Pedestrian Path (Andover Rd from Central to US-54 in Andover) | Andover | Ped/Bike | Acceptable |
| North Main Street Reconstruction | Haysville | Road - Other Road | Good |
| Oliver and Kechi Road Intersection | Kechi | Intersection | Excellent |
| 61st St North (Broadway to the Wichita-Valley Center Floodway) | Park City | Road - Other Road | Excellent |

| | | | |
|--|-----------------|---------------------|------------|
| Meridian, from Ford (77th St. N.) to Seward (69th St. N.) in Valley Center | Valley Center | Road - Other Road | Good |
| Pawnee, Webb to Greenwich | Wichita | Road - Other Road | Acceptable |
| Pedestrian Bridge (Meridian over the Wichita-Valley Center Floodway) | Sedgwick Co. | Ped/Bike | Excellent |
| MTP Project Planning Assistance for Member Jurisdictions | WAMPO | Planning & Outreach | Excellent |
| Paratransit Replacement Vehicles | Wichita Transit | Transit | Good |
| Bridge on 159th St. E. over the Kansas Turnpike | Andover | Road - Other Road | Good |
| SW Butler Rd. / SW 150th St. (47th St. S.) Intersection | Butler Co. | Intersection | Excellent |
| 17th Street, I-135 to Broadway | Wichita | Road - Other Road | Excellent |
| Mt. Vernon, Broadway to Southeast Blvd | Wichita | Road - Other Road | Acceptable |
| Redbud Path, K-96 to 159th St. E. | Wichita | Ped/Bike | Excellent |

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 Name | Project Sponsor | Type of Project | Choice & Connectivity | Economic Vitality & Quality of Life | Freight Movement | Infrastructure Condition | Safety | System Reliability & Bottlenecks |
|---|-----------------|-------------------|-----------------------|-------------------------------------|------------------|--------------------------|------------|----------------------------------|
| 159th Street East (US-54/400 to Central Ave in Andover) | Andover | Road - Other Road | Acceptable | Acceptable | Not Applicable | Good | Good | Not Applicable |
| Bicycle & Pedestrian Path (Andover Rd from Central to US-54 in Andover) | Andover | Ped/Bike | Good | Excellent | Not Applicable | Not Applicable | Good | Not Applicable |
| North Main Street Reconstruction | Haysville | Road - Other Road | Acceptable | Good | Not Applicable | Acceptable | Good | Not Applicable |
| Oliver and Kechi Road Intersection | Kechi | Intersection | Acceptable | Good | Not Applicable | Acceptable | Acceptable | Not Applicable |

| | | | | | | | | |
|--|-----------------|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 61st St North (Broadway to the Wichita-Valley Center Floodway) | Park City | Road - Other Road | Acceptable | Good | Excellent | Good | Excellent | Not Applicable |
| Meridian, from Ford (77th St. N.) to Seward (69th St. N.) in Valley Center | Valley Center | Road - Other Road | Acceptable | Not Applicable | Good | Acceptable | Acceptable | Not Applicable |
| Pawnee, Webb to Greenwich | Wichita | Road - Other Road | Excellent | Excellent | Not Applicable | Acceptable | Good | Acceptable |
| Pedestrian Bridge (Meridian over the Wichita-Valley Center Floodway) | Sedgwick Co. | Ped/Bike | Good | Excellent | Not Applicable | Not Applicable | Good | Not Applicable |
| MTP Project Planning Assistance for Member Jurisdictions | WAMPO | Planning & Outreach | Not Applicable | Not Applicable | Not Applicable | Not Applicable | Not Applicable | Not Applicable |
| Paratransit Replacement Vehicles | Wichita Transit | Transit | Not Applicable | Not Applicable | Not Applicable | Acceptable | Acceptable | Not Applicable |
| Bridge on 159th St. E. over the Kansas Turnpike | Andover | Road - Other Road | Acceptable | Acceptable | Acceptable | Acceptable | Good | Not Applicable |
| SW Butler Rd. / SW 150th St. (47th St. S.) Intersection | Butler Co. | Intersection | Acceptable | Not Applicable | Not Applicable | Acceptable | Excellent | Good |

| | | | | | | | | |
|--|---------|-------------------|-----------|-----------|----------------|----------------|------------|----------------|
| 17th Street, I-135 to Broadway | Wichita | Road - Other Road | Excellent | Excellent | Good | Excellent | Excellent | Acceptable |
| Mt. Vernon, Broadway to Southeast Blvd | Wichita | Road - Other Road | Good | Excellent | Not Applicable | Acceptable | Excellent | Acceptable |
| Redbud Path, K-96 to 159th St. E. | Wichita | Ped/Bike | Excellent | Excellent | Not Applicable | Not Applicable | Acceptable | Not Applicable |

The Tier IV criteria is Addressing Trends. The project selection group was provided with the applicant's response on how well the project would address the sociodemographic trends. The ratings on the regional significance for each project are in the table below.

| MOVE 2040 Project Name | Project Sponsor | Type of Project | Addressing Trends |
|--|-----------------|-------------------|-------------------|
| 159th Street East (US-54/400 to Central Ave in Andover) | Andover | Road - Other Road | Good |
| Bicycle & Pedestrian Path (Andover Rd from Central to US-54 in Andover) | Andover | Ped/Bike | Good |
| North Main Street Reconstruction | Haysville | Road - Other Road | Acceptable |
| Oliver and Kechi Road Intersection | Kechi | Intersection | Good |
| 61st St North (Broadway to the Wichita-Valley Center Floodway) | Park City | Road - Other Road | Not Applicable |
| Meridian, from Ford (77th St. N.) to Seward (69th St. N.) in Valley Center | Valley Center | Road - Other Road | Acceptable |

| | | | |
|--|-----------------|---------------------|----------------|
| Pawnee, Webb to Greenwich | Wichita | Road - Other Road | Good |
| Pedestrian Bridge (Meridian over the Wichita-Valley Center Floodway) | Sedgwick Co. | Ped/Bike | Good |
| MTP Project Planning Assistance for Member Jurisdictions | WAMPO | Planning & Outreach | Excellent |
| Paratransit Replacement Vehicles | Wichita Transit | Transit | Good |
| Bridge on 159th St. E. over the Kansas Turnpike | Andover | Road - Other Road | Acceptable |
| SW Butler Rd. / SW 150th St. (47th St. S.) Intersection | Butler Co. | Intersection | Not Applicable |
| 17th Street, I-135 to Broadway | Wichita | Road - Other Road | Not Applicable |
| Mt. Vernon, Broadway to Southeast Blvd | Wichita | Road - Other Road | Not Applicable |
| Redbud Path, K-96 to 159th St. E. | Wichita | Ped/Bike | Good |

Selected Projects

The project selection group ultimately selected fourteen projects to recommend for WAMPO funding in the 2019-2022 TIP. These projects were recommended to receive a total of \$23,195,400 in WAMPO funding in federal fiscal years 2019, 2020, 2021, or 2022. All of these projects received the full amount of WAMPO funding that they requested. The recommended projects are listed below.

| MOVE 2040 Project Name | Project Sponsor | Type of Project | WAMPO Funding Recommendation |
|--|-----------------|---------------------|------------------------------|
| 159th Street East (US-54/400 to Central Ave in Andover) | Andover | Road - Other Road | \$4,485,000 |
| Bicycle & Pedestrian Path (Andover Rd from Central to US-54 in Andover) | Andover | Ped/Bike | \$588,211 |
| North Main Street Reconstruction | Haysville | Road - Other Road | \$1,743,664 |
| Oliver and Kechi Road Intersection | Kechi | Intersection | \$1,524,224 |
| 61st St North (Broadway to the Wichita-Valley Center Floodway) | Park City | Road - Other Road | \$2,242,960 |
| Meridian, from Ford (77th St. N.) to Seward (69th St. N.) in Valley Center | Valley Center | Road - Other Road | \$3,418,131 |
| Pawnee, Webb to Greenwich | Wichita | Road - Other Road | \$3,593,000 |
| MTP Project Planning Assistance for Member Jurisdictions | WAMPO | Planning & Outreach | \$120,000 |
| Paratransit Replacement Vehicles | Wichita Transit | Transit | \$1,493,472 |
| Bridge on 159th St. E. over the Kansas Turnpike | Andover | Road - Other Road | \$395,874 |
| SW Butler Rd. / SW 150th St. (47th St. S.) Intersection | Butler Co. | Intersection | \$778,342 |

| | | | |
|--|---------|-------------------|-------------|
| 17th Street, I-135 to Broadway | Wichita | Road - Other Road | \$907,618 |
| Mt. Vernon, Broadway to Southeast Blvd | Wichita | Road - Other Road | \$747,291 |
| Redbud Path, K-96 to 159th St. E. | Wichita | Ped/Bike | \$1,157,613 |

Performance Based Planning

The Moving Ahead for Progress in the 21st Century Act (MAP-21) placed a large emphasis on performance based planning, an emphasis which has been carried over into the Fixing America's Surface Transportation Act (FAST Act). The United States Department of Transportation released final regulations implementing this aspect of the act in May 2016 and new Transportation Improvement Plans adopted after May 27, 2018 are required to comply with the updated rule.

WAMPO has adopted targets for the federally mandated safety performance measures and transit asset management. We will be required to adopt targets for the system performance and pavement and bridge performance measures by November 14, 2018.

In addition to the federally mandated performance measures, WAMPO has independently been implementing elements of performance based planning in our planning and programming processes. MOVE 2040 contains a set of performance measures. WAMPO has adopted targets for many of these measures, including measures related to safety, congestion, freight, and bridge condition. The MOVE 2040 performance measures influenced the development of the project selection criteria used in selecting WAMPO-funded projects for the 2019-2022 TIP.

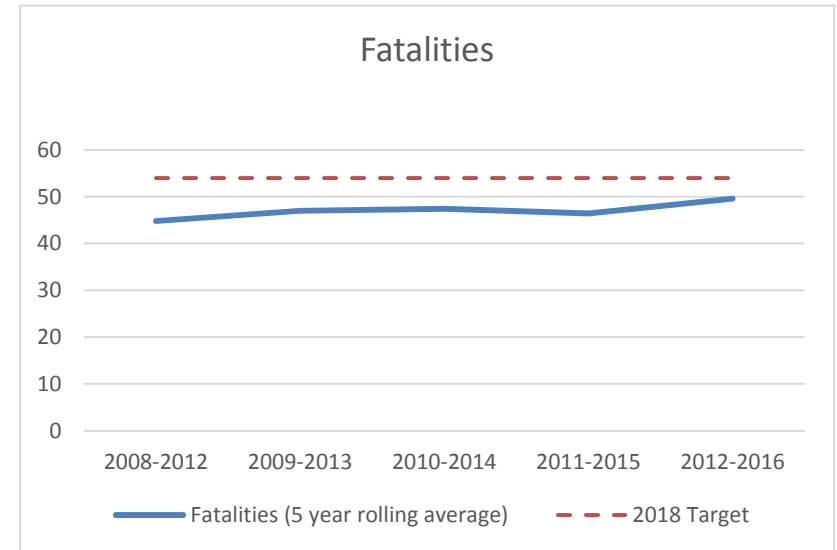
Federal Safety Performance Measures

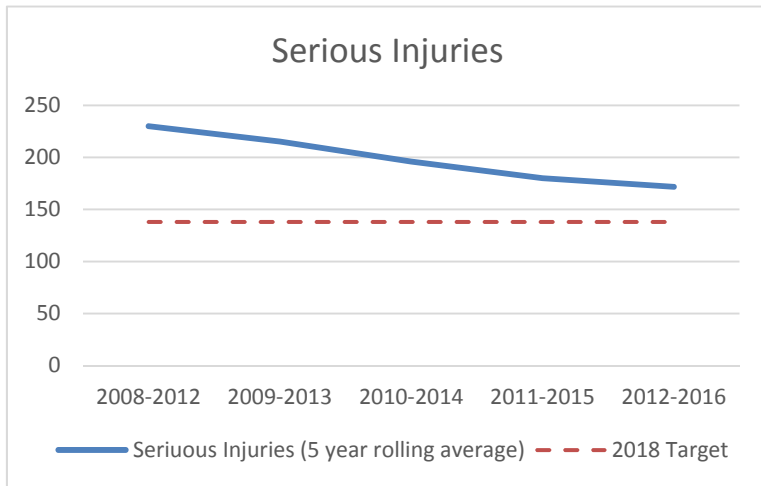
The Federal Highway Administration has established five safety performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21). These are fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. Each of these performance measures are tracked using a five-year rolling average. Based on safety trends in our region, the WAMPO Transportation Policy Body has adopted targets for these five measures for the five-year period from 2014-2018.

Fatalities and Fatality Rate

The number of fatalities in the WAMPO region has been climbing, from a low of 45.2 fatalities per year for the 2008-2012 period up to 49.6 fatalities per year for 2012-2016 (the most recent period for which data are available). The WAMPO target for the 2014-2018 period is no more than 54 fatalities per year.

The fatality rate per 100 million vehicle miles traveled has also been on the rise, though the increase has been less consistent. From 2012 to 2016 there were 1.07 fatalities per 100 million VMT per year. The WAMPO target for the 2014-2018 period is no more than 1.13 fatalities per 100 million VMT per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.



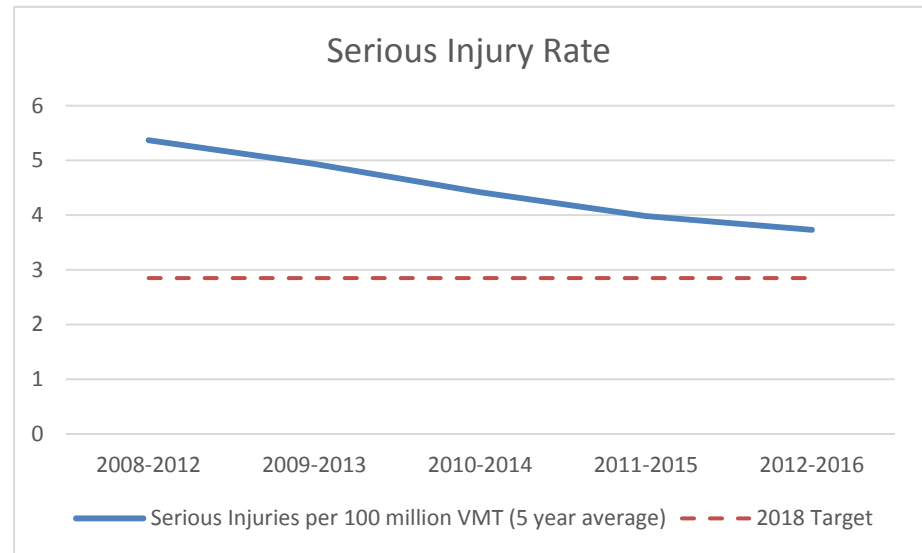


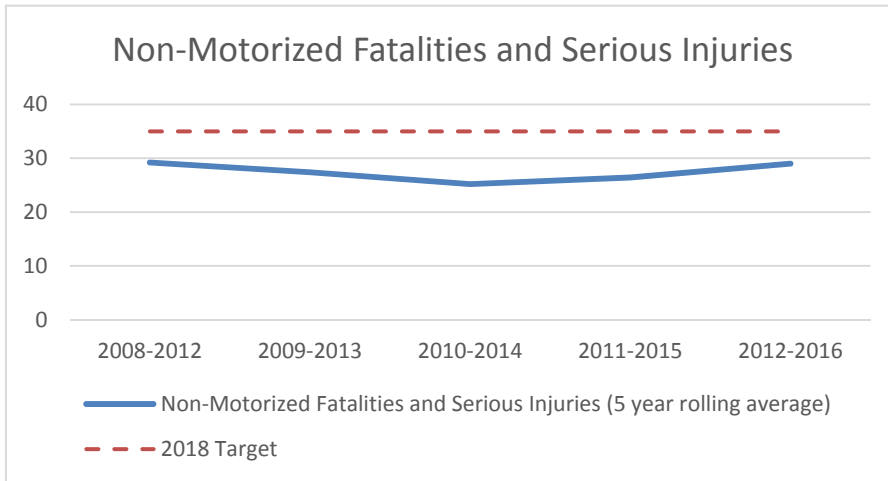
Serious Injuries

In contrast to fatalities, the number of serious injuries in the WAMPO region has been consistently declining in recent years, dropping from 230 per year in the 2008-2012 period to 171.8 per year for 2012-2016. The WAMPO target for the 2014-2018 period is no more than 138 serious injuries per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.

Serious Injury Rate

The serious injury rate per 100 million VMT has declined as well, dropping from 5.37 per 100 million VMT per year in the 2008-2012 period to 3.73 per 100 million VMT per year for 2012-2016. The WAMPO target for the 2014-2018 period is no more than 2.85 serious injuries per 100 million VMT per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.





Non-Motorized Fatalities and Serious Injuries

Non-motorized (bicycle and pedestrian) fatalities and serious injuries declined over the 2008-2012, 2009-2013, and 2010-2014 periods, but began to climb in 2011-2015, reaching 29 per year in 2012-2016. The WAMPO target for the 2014-2018 period is no more than 35 non-motorized fatalities and serious injuries per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.

The Effect of the TIP on Performance Measures

The TIP supports the achievement of WAMPO’s safety performance measure targets through projects that provide safety benefits. These projects, and the benefits they provide, can be grouped into several broad categories. Projects marked with a single asterisk (*) received “Good” rating on our safety project selection criteria during the 2019-2022 TIP project selection process. Projects marked with a double asterisk (**) received an “Excellent” rating, which mean these projects will incorporate meaningful safety improvements at locations where accidents have happened.

Safety Projects

We have one dedicated safety project in the current TIP:

- Railroad Safety Crossing Improvements

Intersection Reconstructions

Several projects will reconstruct intersections to make them safer, potentially lessening the chance of collisions:

- SW Butler Rd/SW 150th St Intersection (conversion to roundabout)**
- Oliver and Kechi Road Intersection*
- 45th St and Hillside

Bicycle Facilities

Many projects include bike lanes or multi-use paths to get bicyclists out of the stream of traffic and make accidents involving bicyclists less likely. These include projects dedicated solely to bike/ped infrastructure:

- Andover Rd Bicycle Pedestrian Path 13th St - 21st St.
- Aviation Pathway Phase 2
- Bicycle & Pedestrian Path (Andover Road from Central to US-54 in Andover)*
- Meridian Pedestrian Bridge*
- Redbud Path, K96 to 159th St E
- 17th and 18th St Bikeway
- Derby to Mulvane Pathway

Many of our roadway projects also include multi-use paths or bike lanes, including:

- KTA Bridge -159th St. East*
- Woodlawn: 45th St to 37th St. N
- Bridge over Chisholm Creek on 61st St North
- Mt. Vernon, Broadway to S.E. Blvd**
- 17th Street, I-135 to Broadway**
- 143rd St. E.: Kellogg to Central
- 17th St., Hillside to Oliver
- 13th, 119th-135th
- 159th St East (US54/400 to Central Ave in Andover)*
- North Main Street Reconstruction*
- 61st St North (Broadway to the Wichita-Valley Center Floodway)**
- Meridian, from Ford to Seward in Valley Center
- Pawnee, Webb to Greenwich*
- Andover Road.: Four Mile Creek Bridge to SW 120th St.
- Pawnee: Hydraulic to I-135
- 127th St. E.: 13th St. N. to 21st St. N.
- Greenwich: Pawnee to Harry

Technology / Intelligent Transportation System (ITS) Projects

Several Intelligent Transportation Systems projects will improve safety by decreasing clearance times and reducing secondary accidents:

- US-54 Fiber to Traffic Management Center and Downtown Wichita Signal Upgrades
- K15 Corridor ITS Deployment
- Wichita TMC Phase 4

Interchange Reconstruction

The reconstruction of a major interchange in the Wichita region will increase merge distances and eliminate tight ramps with low advisory speed limits:

1. I-235/US-54 & I-235 & Central - Phase I

TIP Project List

| R-13-001 (Ver 4) 19-00 FEDERAL | | | | | | | | | |
|--|----------------|--|----------------------|-----------------|---|--------------------|------------|--------------------------------|--|
| Title: 127th St. E.:13th St. N. to 21st St. N. (2016, 2017, 2018) | | | | | | | | | |
| Lead Agency: City of Wichita | | | | | Contact(s): Paul Gunzelman City of Wichita 3162684393 pgunzelman@wichita.gov | | | | |
| Scope: Construct a 3-lane facility including appropriate right turn decel lanes. Drainage improvements, including bridge extension at 127th & Edgewood to accommodate on-street bike lanes and sidewalk, will be included. 6' sidewalk will be constructed on each side of the road where space is available. Space is limited on the east side of 127th Street north of 13th Street. | | | | | | | | | |
| Infaltion Assumptions: Recent cost estimate provided by design consultant | | | | | | | | | |
| Explain Funding Source: 60% federal funding, 40% city-issued General Obligation bonds | | | | | | | | | |
| Primary Mode: Road - Other Road | | | Project Type: | | | Bike/Ped: Y | | KDOT ID: (087 N0615-01) | |
| 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 | |
| <2019 | Prior | \$0 | \$260,000 | \$50,000 | \$5,200,000 | \$500,000 | \$0 | \$6,010,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$260,000 | \$50,000 | \$5,200,000 | \$500,000 | \$0 | \$6,010,000 | |

| R-19-14 (Ver 2) 19-00 LOCAL | | | | | | | | | |
|--|----------------|---|----------------------|------------|--|--------------------|------------|-----------------------|--|
| Title: 143rd St. E., Kellogg-Harry (2022, 2023) | | | | | | | | | |
| Lead Agency: City of Wichita | | | | | Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov | | | | |
| Scope: Construct 5-lane roadway with sidewalk, ped/bike and drainage improvements | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | |
| Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018 | | | | | | | | | |
| Primary Mode: Road - Other Road | | | Project Type: | | | Bike/Ped: Y | | KDOT ID: (N/A) | |
| County: Sedgwick County | | Limits: 143rd St E from Kellogg to Harry | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 2022 | Local | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 | |
| >2022 | Future | \$0 | \$0 | \$0 | \$4,050,000 | \$450,000 | \$0 | \$4,500,000 | |
| 2019-2022 TOTAL | | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$300,000 | \$0 | \$4,050,000 | \$450,000 | \$0 | \$4,800,000 | |

R-19-05 (Ver 2) 19-00 **FEDERAL**

Title: 159th St. East, from US-54/400 to Central Ave. (2021, 2022)
Lead Agency: City of Andover **Contact(s):** Les Mangus City of Andover (316)733-1303 lmangus@andoverks.com
Scope: Improve the existing two-lane road with ditches to three-lane urban curb and gutter with adjacent 10' bicycle/pedestrian path from the intersection of US-54/400 to Central Avenue.
Infaltion Assumptions: 4% per year
Explain Funding Source:

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

County: Butler County, Sedgwic **Limits:** 159th St East from US-54/400 to Central Ave

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------------|------------------|------------------|--------------------|------------------|------------|--------------------|
| 2021 | Local | \$180,000 | \$487,500 | \$333,000 | \$0 | \$0 | \$0 | \$1,000,500 |
| 2022 | Local | \$0 | \$0 | \$0 | \$975,000 | \$146,250 | \$0 | \$1,121,250 |
| 2022 | MPO-STP | \$0 | \$0 | \$0 | \$3,900,000 | \$585,000 | \$0 | \$4,485,000 |
| 2019-2022 TOTAL | | \$180,000 | \$487,500 | \$333,000 | \$4,875,000 | \$731,250 | \$0 | \$6,606,750 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$180,000 | \$487,500 | \$333,000 | \$4,875,000 | \$731,250 | \$0 | \$6,606,750 |

R-19-04 (Ver 2) 19-00 **LOCAL**

Title: 159th St. East - KTA to Central
Lead Agency: City of Andover **Contact(s):** Les Mangus City of Andover (316)733-1303 lmangus@andoverks.com
Scope: Construct a three-lane concrete pavement section beginning at the south end of the 159th St. KTA Bridge Project 8 N-0655-01 with a 10-foot bicycle pedestrian path on the east side and a 5-foot pedestrian sidewalk on the west side of the street. The 10-foot bicycle pedestrian path on the east side of the street will be extended north from the north end of the bridge project to 13th St.
Infaltion Assumptions: 4% per year
Explain Funding Source:

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

County: Butler County, Sedgwic **Limits:** 159th Street East from Central to KTA Bridge (Central to 13th Street for 10 foot multiuse path)

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|-----------------|------------------|-----------------|--------------------|------------------|------------|--------------------|
| 2019 | Local | \$50,000 | \$140,000 | \$50,000 | \$2,175,000 | \$250,000 | \$0 | \$2,665,000 |
| 2019-2022 TOTAL | | \$50,000 | \$140,000 | \$50,000 | \$2,175,000 | \$250,000 | \$0 | \$2,665,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$50,000 | \$140,000 | \$50,000 | \$2,175,000 | \$250,000 | \$0 | \$2,665,000 |

R-17-03 (Ver 4) 19-00 **FEDERAL**

Title: 17th Street, I-135 to Broadway (2018, 2019, 2020, 2021, 2022)

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.

Inflation 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:

Bike/Ped: Y

KDOT ID: (087 N0662-01)

County: Sedgwick County **Limits:** 17th Street, I-135 to Broadway

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------------|--------------------|------------------|------------|--------------------|
| 2019 | Local | \$0 | \$0 | \$0 | \$3,237,382 | \$250,000 | \$0 | \$3,487,382 |
| 2019 | Local AC | \$0 | \$0 | \$0 | \$2,613,716 | \$0 | \$0 | \$2,613,716 |
| 2019 | MPO-STP | \$0 | \$0 | \$0 | \$1,668,902 | \$0 | \$0 | \$1,668,902 |
| 2020 | MPO-CMAQ ACCP | \$0 | \$0 | \$0 | \$793,665 | \$0 | \$0 | \$793,665 |
| 2020 | MPO-STP ACCP | \$0 | \$0 | \$0 | \$765,886 | \$0 | \$0 | \$765,886 |
| 2021 | MPO-CMAQ ACCP | \$0 | \$0 | \$0 | \$414,165 | \$0 | \$0 | \$414,165 |
| 2021 | MPO-STP ACCP | \$0 | \$0 | \$0 | \$380,000 | \$0 | \$0 | \$380,000 |
| 2022 | MPO-STP ACCP | \$0 | \$0 | \$0 | \$260,000 | \$0 | \$0 | \$260,000 |
| <2019 | Prior | \$0 | \$525,000 | \$200,000 | \$0 | \$0 | \$0 | \$725,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$7,520,000 | \$250,000 | \$0 | \$7,770,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$525,000 | \$200,000 | \$7,520,000 | \$250,000 | \$0 | \$8,495,000 |

*ACCP is not part of Total

R-19-10 (Ver 2) 19-00 **LOCAL**

Title: 2nd St., Main to Washington (2018, 2022, 2023)
Lead Agency: City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 PGunzelman@wichita.gov
Scope: Preservation project - curb extensions, streetscaping improvements
Infaltion Assumptions: 4% per year
Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018

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

County: Sedgwick County **Limits:** 2nd St., Main to Washington

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|--------------------|------------------|------------|--------------------|
| 2022 | Local | \$0 | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| <2019 | Prior | \$0 | \$0 | \$0 | \$2,250,000 | \$250,000 | \$0 | \$2,500,000 |
| >2022 | Future | \$0 | \$0 | \$0 | \$3,200,000 | \$375,000 | \$0 | \$3,575,000 |
| 2019-2022 TOTAL | | \$0 | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$350,000 | \$0 | \$5,450,000 | \$625,000 | \$0 | \$6,425,000 |

B-19-04 (Ver 2) 19-00 **LOCAL**

Title: 2nd Street N at Brookside bridge (2018, 2019)
Lead Agency: City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 PGunzelman@wichita.gov
Scope: Replace/Rehabilitate bridge
Infaltion Assumptions: 4% per year
Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018

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

County: Sedgwick County **Limits:** 2nd Street from Brookside St to Brookside St

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|------------------|-----------------|------------|------------------|
| 2019 | Local | \$0 | \$0 | \$0 | \$675,000 | \$75,000 | \$0 | \$750,000 |
| <2019 | Prior | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$675,000 | \$75,000 | \$0 | \$750,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$100,000 | \$0 | \$675,000 | \$75,000 | \$0 | \$850,000 |

| R-19-12 (Ver 2) 19-00 LOCAL | | | | | | | | | |
|--|----------------|---|----------------------|--|------------|--------------------|------------|-----------------------|--|
| Title: 37th St N., Hydraulic to Hillside (2022, 2023) | | | | | | | | | |
| Lead Agency: City of Wichita | | | | Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov | | | | | |
| Scope: Construct 30lane roadway with right turn decal lanes, improve drainage, sidewalk | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | |
| Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018 | | | | | | | | | |
| Primary Mode: Road - Other Road | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (N/A) | |
| County: Sedgwick County | | Limits: 37th St N from Hydraulic to Hillside | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 2022 | Local | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 | |
| >2022 | Future | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$500,000 | |
| 2019-2022 TOTAL | | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$300,000 | \$500,000 | \$0 | \$0 | \$0 | \$800,000 | |

| INT-14-001 (Ver 3) 19-00 FEDERAL | | | | | | | | | |
|---|----------------|--|----------------------|---|--------------------|--------------------|------------|--------------------------------|--|
| Title: 45th St. & Hillside (2016, 2017) | | | | | | | | | |
| Lead Agency: City of Wichita | | | | Contact(s): Paul Gunzelman 3162684393 pgunzelman@wichita.gov | | | | | |
| Scope: Improve the intersection to include left turn lanes and traffic signalization. The project limits will include the railroad crossing on the east and south legs of the intersection. The west leg will include the 254 & Hillside off ramp. | | | | | | | | | |
| Infaltion Assumptions: Recent cost estimate provided by design consultant | | | | | | | | | |
| Explain Funding Source: 50% federal funding, 50% City-issued General Obligation bonds. | | | | | | | | | |
| Primary Mode: Intersection | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (087 N0616-01) | |
| County: Sedgwick County | | Limits: 45th & Hillside - improvements on the east and south legs will include the railroad crossings | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| <2019 | Prior | \$0 | \$300,000 | \$50,000 | \$5,250,000 | \$350,000 | \$0 | \$5,950,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$300,000 | \$50,000 | \$5,250,000 | \$350,000 | \$0 | \$5,950,000 | |

| T-17-04 (Ver 3) 19-00 FEDERAL | | | | | | | | | |
|--|----------------|--|---------------------------|------------|---|------------------|------------------|-----------------------|------------------|
| Title: 5310 Capital (2017) | | | | | | | | | |
| Lead Agency: Wichita Transit | | | | | Contact(s): Michelle Stroot WichitaTransit (316)352-4808 mstroot@wichita.gov | | | | |
| Scope: Capital and Project Administration projects for 5310 program | | | | | | | | | |
| Infaltion Assumptions: | | | | | | | | | |
| Explain Funding Source: | | | | | | | | | |
| Primary Mode: Transit | | | Project Type: | | | Bike/Ped: | | KDOT ID: (N/A) | |
| County: Butler County, Sedgwic | | | Limits: WAMPO Area | | | | | | |
| FED FY | Revenue Source | | IMP | PE | ROW | CON | CAP | OP | TOTAL |
| <2019 | Prior | | \$0 | \$0 | \$0 | \$0 | \$771,400 | \$0 | \$771,400 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$0 | \$0 | \$0 | \$0 | \$771,400 | \$0 | \$771,400 |

| T-17-03 (Ver 3) 19-00 FEDERAL | | | | | | | | | |
|--|----------------|--|---------------------------|------------|--|--------------------|------------|-----------------------|------------------|
| Title: 5310 Operating (2017) | | | | | | | | | |
| Lead Agency: Wichita Transit | | | | | Contact(s): Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov | | | | |
| Scope: Operating activities for 5310 | | | | | | | | | |
| Infaltion Assumptions: | | | | | | | | | |
| Explain Funding Source: 5310 funding is apportioned | | | | | | | | | |
| Primary Mode: Transit | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (N/A) | |
| County: Butler County, Sedgwic | | | Limits: WAMPO Area | | | | | | |
| FED FY | Revenue Source | | IMP | PE | ROW | CON | CAP | OP | TOTAL |
| <2019 | Prior | | \$0 | \$0 | \$0 | \$0 | \$0 | \$241,146 | \$241,146 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$241,146 | \$241,146 |

R-13-005 (Ver 3) 19-00 **FEDERAL**

Title: 5th St.: Bridge over Floodway to Fiddler's Creek (2017, 2018)
Lead Agency: City of Valley Center **Contact(s):** Scott Hildebrand City of Valley Center (316)755-7310 SHildebrand@valleycenterks
Scope: Improvements to the road base, repaving the road, sidewalk, addition of turn lanes at Seneca intersection, and improvements to sight distance.
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:** **Bike/Ped:** **KDOT ID:** (087 N0650-01)
County: Sedgwick County **Limits:** Wichita-Valley Center Floodway Bridge to Fiddler's Creek on 5th St. (85th St.).

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------------|--------------------|------------------|------------|--------------------|
| <2019 | Prior | \$0 | \$200,000 | \$100,000 | \$2,035,000 | \$200,000 | \$0 | \$2,535,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$200,000 | \$100,000 | \$2,035,000 | \$200,000 | \$0 | \$2,535,000 |

R-19-06 (Ver 2) 19-00 **FEDERAL**

Title: 61st Street North, Broadway to the Wichita Valley Center Floodway Bridge (2020, 2021)
Lead Agency: City of Park City **Contact(s):** Jack Whitson City of Park City (316)744-2026 jwhitson@parkcityks.com
Scope: Construct an urban three lane road and intersection improvements to Broadway and 61st with additions of pedestrian/bike pathways.
Infaltion Assumptions: 4% per year
Explain Funding Source:

Primary Mode: Road - Other Road **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)
County: Sedgwick County **Limits:** 61st St N, from Broadway west 1/2 mile to the WVCF bridge

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------------|------------------|------------------|--------------------|------------------|------------|--------------------|
| 2020 | Local | \$100,000 | \$150,000 | \$100,000 | \$0 | \$0 | \$0 | \$350,000 |
| 2021 | Local | \$0 | \$0 | \$0 | \$487,600 | \$73,140 | \$0 | \$560,740 |
| 2021 | MPO-STP | \$0 | \$0 | \$0 | \$1,950,400 | \$292,560 | \$0 | \$2,242,960 |
| 2019-2022 TOTAL | | \$100,000 | \$150,000 | \$100,000 | \$2,438,000 | \$365,700 | \$0 | \$3,153,700 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$100,000 | \$150,000 | \$100,000 | \$2,438,000 | \$365,700 | \$0 | \$3,153,700 |

| BP-19-03 (Ver 2) 19-00 LOCAL | | | | | | | | | |
|---|----------------|---|--|------------|--------------------|------------|------------|-----------------------|--|
| Title: Academy Sidewalk (2019) | | | | | | | | | |
| Lead Agency: City of Maize | | | Contact(s): Jolene Graham City of Maize (316)722-7561 jgraham@cityofmaize.org | | | | | | |
| Scope: The project would construct a 8 foot sidewalk along Academy (formerly Central Ave) from Khedive St. to King Street to complete sidewalk previously constructed. The City of Maize will look at including this as part of the Academy Street repaving project in 2019. | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | |
| Explain Funding Source: | | | | | | | | | |
| Primary Mode: Ped/Bike | | Project Type: | | | Bike/Ped: Y | | | KDOT ID: (N/A) | |
| County: Sedgwick County | | Limits: Academy from Khedive St to King St | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 2019 | Local | \$0 | \$0 | \$0 | \$130,000 | \$0 | \$0 | \$130,000 | |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$130,000 | \$0 | \$0 | \$130,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$0 | \$130,000 | \$0 | \$0 | \$130,000 | |

| R-11-014 (Ver 2) 19-00 FEDERAL | | | | | | | | | |
|---|----------------|--|---|------------------|--------------------|------------------|------------|--------------------------------|--|
| Title: Andover Rd.: Four Mile Creek Bridge to SW 120th St. (2016, 2017) | | | | | | | | | |
| Lead Agency: City of Andover | | | Contact(s): Leslie E. Mangus City of Andover 3167331303 lmangus @andoverks.com | | | | | | |
| 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: | | | Bike/Ped: Y | | | KDOT ID: (008 N0635-01) | |
| 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 | |
| <2019 | Prior | \$0 | \$208,826 | \$182,228 | \$5,558,773 | \$495,882 | \$0 | \$6,445,709 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$208,826 | \$182,228 | \$5,558,773 | \$495,882 | \$0 | \$6,445,709 | |

BP-19-02 (Ver 2) 19-00 **FEDERAL**

Title: Andover Rd. Bicycle/Pedestrian Path, from Central to US-54 (2019, 2020)
Lead Agency: City of Andover **Contact(s):** Les Mangus City of Andover (316)733-1303 lmangus@andoverks.com
Scope: Remove existing 5' sidewalk and replace with 10' bicycle/pedestrian path to complete the north/south connection between Central Ave. and US-54
Infaltion Assumptions: 4% per year
Explain Funding Source:

Primary Mode: Ped/Bike **Project Type:** **Bike/Ped:** Y **KDOT ID:** (N/A)

County: Butler County **Limits:** Andover Road from Central to US-54

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|-----------------|------------------|------------------|-----------------|------------|------------------|
| 2019 | Local | \$0 | \$63,936 | \$172,800 | \$0 | \$0 | \$0 | \$236,736 |
| 2020 | Local | \$0 | \$0 | \$0 | \$127,872 | \$19,181 | \$0 | \$147,053 |
| 2020 | MPO-CMAQ | \$0 | \$0 | \$0 | \$102,655 | \$76,723 | \$0 | \$179,378 |
| 2020 | MPO-TA | \$0 | \$0 | \$0 | \$408,833 | \$0 | \$0 | \$408,833 |
| 2019-2022 TOTAL | | \$0 | \$63,936 | \$172,800 | \$639,360 | \$95,904 | \$0 | \$972,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$63,936 | \$172,800 | \$639,360 | \$95,904 | \$0 | \$972,000 |

TA-17-01 (Ver 2) 19-00 **FEDERAL**

Title: Andover Rd. Bicycle Pedestrian Path, from 13th St. - 21st St. (2020, 2022)
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:** **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 |
|---|----------------|------------|-----------------|------------------|------------------|------------------|------------|--------------------|
| 2020 | Local | \$0 | \$69,120 | \$144,000 | \$0 | \$0 | \$0 | \$213,120 |
| 2022 | Local | \$0 | \$0 | \$0 | \$138,240 | \$41,472 | \$0 | \$179,712 |
| 2022 | MPO-CMAQ | \$0 | \$0 | \$0 | \$552,960 | \$62,208 | \$0 | \$615,168 |
| 2019-2022 TOTAL | | \$0 | \$69,120 | \$144,000 | \$691,200 | \$103,680 | \$0 | \$1,008,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$69,120 | \$144,000 | \$691,200 | \$103,680 | \$0 | \$1,008,000 |

| P-18-01 (Ver 2) 19-00 FEDERAL | | | | | | | | | |
|--|----------------|------------------|----------------------|-----------------------------|--|------------------|------------|-----------------------|--|
| Title: Asset Management Phase 2 | | | | | | | | | |
| Lead Agency: WAMPO | | | | | Contact(s): Phil Nelson WAMPO (316)268-4408 pnelson@wichita.gov | | | | |
| Scope: Building on the Regional Asset Inventory, WAMPO will develop an approach to managing regionally significant transportation assets. The approach will be developed cooperatively with our planning partners and member jurisdictions; it may include a WAMPO program to conduct standardized condition assessments of regionally significant assets, making asset management software available to member jurisdictions to who are interested in using it to for their own decision making, and incorporating asset management practices into the WAMPO planning process. | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | |
| Explain Funding Source: | | | | | | | | | |
| Primary Mode: Planning & Outreach | | | Project Type: | | | Bike/Ped: | | KDOT ID: (N/A) | |
| County: Butler County, Sedgwic | | | | Limits: WAMPO region | | | | | |
| FED FY | Revenue Source | IMP | PE | ROW | CON | CE | OP | TOTAL | |
| 2021 | Local | \$55,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$55,000 | |
| 2021 | MPO-STP | \$220,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$220,000 | |
| 2019-2022 TOTAL | | \$275,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$275,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$275,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$275,000 | |

| TA-14-017 (Ver 5) 19-00 FEDERAL | | | | | | | | | |
|---|----------------|------------|----------------------|--|--|--------------------|------------|---------------------------------|--|
| Title: Aviation Pathway Phase 2 (2016, 2017, 2018) | | | | | | | | | |
| Lead Agency: Sedgwick County - Public Works | | | | | Contact(s): James Weber Sedgwick County Public Works (316)660-1773 jim.weber@sedgwick.gov | | | | |
| Scope: Construction of a 10 foot wide multi-use pathway, street crossings, railroad crossings, drainage structures and amenities. Begins on the southwest corner of 47th St. South and Oliver (terminus of phase 1) and extends west along 47th St. South to Clifton, north along Clifton to the intersection of Clifton and Cumberland Way and includes an extension south along Clifton from 47th St. South to serve the Oaklawn School. | | | | | | | | | |
| Infaltion Assumptions: Estimate based on 2016 dollars. Inflation factor of 3% for each succeeding year. | | | | | | | | | |
| Explain Funding Source: The local share of the project cost will be split by Sedgwick County and Derby. The local funds will come from local sales tax or general funds of each community. | | | | | | | | | |
| Primary Mode: Ped/Bike | | | Project Type: | | | Bike/Ped: Y | | KDOT ID: (087 TE0433-01) | |
| County: Sedgwick County | | | | Limits: Begins on the southwest corner of 47th St. South and Oliver (terminus of phase 1) and extends west along 47th, north along Clifton to Cumberland Way and includes an extension south along Clifton from 47th St. South to serve the Oaklawn School. | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| <2019 | Prior | \$0 | \$40,000 | \$40,000 | \$1,250,000 | \$125,000 | \$0 | \$1,455,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$40,000 | \$40,000 | \$1,250,000 | \$125,000 | \$0 | \$1,455,000 | |

BP-19-01 (Ver 2) 19-00 **LOCAL**

Title: Bike Enhancement Projects (2019, 2021, 2023)
Lead Agency: City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
Scope: Various bicycle improvements including those recommended by the Wichita Bicycle and pedestrian Advisory board.
Infaltion Assumptions: 4% per year
Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018

Primary Mode: Ped/Bike **Project Type:** **Bike/Ped:** Y **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** City of Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|--------------------|------------------|------------|--------------------|
| 2019 | Local | \$0 | \$200,000 | \$0 | \$1,400,000 | \$200,000 | \$0 | \$1,800,000 |
| 2021 | Local | \$0 | \$200,000 | \$0 | \$1,800,000 | \$200,000 | \$0 | \$2,200,000 |
| >2022 | Future | \$0 | \$200,000 | \$0 | \$1,800,000 | \$200,000 | \$0 | \$2,200,000 |
| 2019-2022 TOTAL | | \$0 | \$400,000 | \$0 | \$3,200,000 | \$400,000 | \$0 | \$4,000,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$600,000 | \$0 | \$5,000,000 | \$600,000 | \$0 | \$6,200,000 |

B-19-03 (Ver 1) 19-00 **FEDERAL**

Title: Bridge #012 on I-135 in Sedgwick County (2019)
Lead Agency: KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
Scope: Bridge Repair: Replace strip seals, concrete surface repair, substrate waterproofing at hinges, patch deck. concrete surface repair and barrier repair
Infaltion Assumptions: 4.5%
Explain Funding Source: NHPP and State

Primary Mode: Bridge - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (KA-5043-01)

County: Sedgwick County **Limits:** I-135: Bridge #012 located 0.02 miles North of K-15 (Northbound)

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|-----------------|------------|------------------|-----------------|------------|------------------|
| 2019 | NHPP | \$0 | \$0 | \$0 | \$517,500 | \$45,000 | \$0 | \$562,500 |
| 2019 | State | \$0 | \$60,000 | \$0 | \$57,500 | \$5,000 | \$0 | \$122,500 |
| 2019-2022 TOTAL | | \$0 | \$60,000 | \$0 | \$575,000 | \$50,000 | \$0 | \$685,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$60,000 | \$0 | \$575,000 | \$50,000 | \$0 | \$685,000 |

B-19-02 (Ver 1) 19-00 **FEDERAL**

Title: Bridge #290 on I-135 in Sedgwick County (2019, 2020)
Lead Agency: KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
Scope: Bridge Repair- Polymer Overlay repair with deck patching, replace strip seal joints, hinge repairs, concrete surface repair, clean and paint bearing and full TMP
Infaltion Assumptions: 4.5%
Explain Funding Source: ACNHPP and State Funds

Primary Mode: Bridge - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (KA-4910-02)

County: Sedgwick County **Limits:** Located at 19th St. North and I-135

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|--------------------|------------------|------------|--------------------|
| 2019 | State | \$0 | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$450,000 |
| 2019 | State AC | \$0 | \$0 | \$0 | \$4,100,000 | \$450,000 | \$0 | \$4,550,000 |
| 2020 | NHPP ACCP | \$0 | \$0 | \$0 | \$3,280,000 | \$360,000 | \$0 | \$3,640,000 |
| 2019-2022 TOTAL | | \$0 | \$450,000 | \$0 | \$4,100,000 | \$450,000 | \$0 | \$5,000,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$450,000 | \$0 | \$4,100,000 | \$450,000 | \$0 | \$5,000,000 |

*ACCP is not part of Total

B-17-04 (Ver 2) 19-00 **FEDERAL**

Title: Bridge #321 & #323 Repair on K-96 in Sedgwick County (2018, 2019)
Lead Agency: KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
Scope: Bridge Repair- Reset and paint bearings (#321), replace abutment bearings (#323), paint girder ends, replace the first segment of each approach slab, install abutment aggregate drains, patch deck and replace expansion joints.
Infaltion Assumptions: 0%
Explain Funding Source: Federal NHPP and State funds

Primary Mode: Bridge **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA-4868-01)

County: Sedgwick County **Limits:** Bridge #321 (K-96 EB exit ramp) on K-96 located 0.89 miles east of North West St, Bridge #323 on K-96 located 0.94 miles East of North West St.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|------------------|-----------------|------------|------------------|
| 2019 | NHPP ACCP | \$0 | \$0 | \$0 | \$589,600 | \$59,200 | \$0 | \$648,800 |
| <2019 | Prior | \$0 | \$148,000 | \$0 | \$737,000 | \$74,000 | \$0 | \$959,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$148,000 | \$0 | \$737,000 | \$74,000 | \$0 | \$959,000 |

*ACCP is not part of Total

| B-19-01 | | (Ver 1) 19-00 | | FEDERAL | | | | | |
|--|----------------|---------------|--|--|------------------|--------------------|------------|------------------------------|--|
| Title: Bridge #496 on US-54 in Sedgwick County (2019) | | | | | | | | | |
| Lead Agency: KDOT | | | | Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov | | | | | |
| Scope: Bridge Repair- Strip seal replacements, relief slot joint replacements and deck patching as needed | | | | | | | | | |
| Infaltion Assumptions: 4.5% | | | | | | | | | |
| Explain Funding Source: NHPP and State | | | | | | | | | |
| Primary Mode: Bridge - Highway | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (KA-5044-01) | |
| County: Sedgwick County | | | Limits: 2.362 miles west of junction US-54/I-235 over Tyler Rd in Wichita | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 2019 | NHPP | \$0 | \$0 | \$0 | \$180,000 | \$16,000 | \$0 | \$196,000 | |
| 2019 | State | \$0 | \$35,000 | \$0 | \$45,000 | \$4,000 | \$0 | \$84,000 | |
| 2019-2022 TOTAL | | \$0 | \$35,000 | \$0 | \$225,000 | \$20,000 | \$0 | \$280,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$35,000 | \$0 | \$225,000 | \$20,000 | \$0 | \$280,000 | |

| B-19-08 | | (Ver 2) 19-00 | | LOCAL | | | | | |
|---|----------------|---------------|--------------------------------|--|------------|--------------------|------------|-----------------------|--|
| Title: Bridge Inspections - Wichita (2019, 2021, 2023) | | | | | | | | | |
| Lead Agency: City of Wichita | | | | Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov | | | | | |
| Scope: Inspect bridges in Wichita. | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | |
| Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018 | | | | | | | | | |
| Primary Mode: Bridge - Other Road | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (N/A) | |
| County: Sedgwick County | | | Limits: City of Wichita | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 2019 | Local | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 | |
| 2021 | Local | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 | |
| >2022 | Future | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 | |
| 2019-2022 TOTAL | | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$450,000 | |

B-19-06 (Ver 2) 19-00 **LOCAL**

Title: Bridge Rehabilitation/Repair - Wichita (2021, 2022, 2023)
Lead Agency: City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
Scope: Bridge repair, if needed, for bridged identified in the biennial bridge inspection
Infaltion Assumptions: 4% per year
Explain Funding Source: Wichita 2018-2027 CIP, adopted August 2018

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

County: Sedgwick County **Limits:** City of Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|--------------------|------------------|------------|--------------------|
| 2021 | Local | \$0 | \$50,000 | \$0 | \$700,000 | \$50,000 | \$0 | \$800,000 |
| 2022 | Local | \$0 | \$100,000 | \$0 | \$900,000 | \$100,000 | \$0 | \$1,100,000 |
| >2022 | Future | \$0 | \$100,000 | \$0 | \$900,000 | \$100,000 | \$0 | \$1,100,000 |
| 2019-2022 TOTAL | | \$0 | \$150,000 | \$0 | \$1,600,000 | \$150,000 | \$0 | \$1,900,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$250,000 | \$0 | \$2,500,000 | \$250,000 | \$0 | \$3,000,000 |

B-18-01 (Ver 2) 19-00 **FEDERAL**

Title: Bridge Repair (#291) on I-135 in Sedgwick County (2018, 2020, 2021)
Lead Agency: KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
Scope: Overlay repair with deck patching, replace strip seal joints, hinge repairs, concrete surface repair, clean and paint bearings, replace bearings and full TMP
Infaltion Assumptions: 4.5%
Explain Funding Source: ACNHP and State

Primary Mode: Bridge - Highway **Project Type:** **Bike/Ped:** N **KDOT ID:** (KA-4910-03)

County: Sedgwick County **Limits:** Bridge #291 on I-135 in SG County located at 19th St N and I-135

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|--------------------|------------------|------------|--------------------|
| 2020 | State | \$0 | \$0 | \$0 | \$1,200,000 | \$120,000 | \$0 | \$1,320,000 |
| 2020 | State AC | \$0 | \$0 | \$0 | \$4,480,000 | \$480,000 | \$0 | \$4,960,000 |
| 2021 | NHPP ACCP | \$0 | \$0 | \$0 | \$4,480,000 | \$480,000 | \$0 | \$4,960,000 |
| <2019 | Prior | \$0 | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$5,680,000 | \$600,000 | \$0 | \$6,280,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$400,000 | \$0 | \$5,680,000 | \$600,000 | \$0 | \$6,680,000 |

*ACCP is not part of Total

B-17-03 (Ver 4) 19-00 **FEDERAL**

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

Primary Mode: Bridge - Highway **Project Type:** **Bike/Ped:** **KDOT ID:** (087 KA3895-01)

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

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|-----------------|------------------|------------------|--------------------|------------------|------------|---------------------|
| 2019 | NHPP | \$0 | \$0 | \$0 | \$7,912,615 | \$593,446 | \$0 | \$8,506,061 |
| 2019 | State | \$90,000 | \$0 | \$0 | \$879,179 | \$65,938 | \$0 | \$1,035,117 |
| <2019 | Prior | \$0 | \$902,000 | \$180,000 | \$0 | \$0 | \$0 | \$1,082,000 |
| 2019-2022 TOTAL | | \$90,000 | \$0 | \$0 | \$8,791,794 | \$659,384 | \$0 | \$9,541,178 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$90,000 | \$902,000 | \$180,000 | \$8,791,794 | \$659,384 | \$0 | \$10,623,178 |

B-17-01 (Ver 3) 19-00 **FEDERAL**

Title: Bridge on 159th St. E. over the Kansas Turnpike (I-35) (2017, 2018, 2019)
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 - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (008 N0655-01)

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 |
|---|----------------|-----------------|------------------|-----------------|--------------------|------------------|------------|--------------------|
| 2019 | EARMARK | \$0 | \$0 | \$0 | \$759,161 | \$0 | \$0 | \$759,161 |
| 2019 | Local | \$0 | \$0 | \$0 | \$884,573 | \$67,320 | \$0 | \$951,893 |
| 2019 | MPO-STP | \$0 | \$0 | \$0 | \$1,741,281 | \$269,280 | \$0 | \$2,010,561 |
| <2019 | Prior | \$50,000 | \$220,839 | \$50,000 | \$0 | \$0 | \$0 | \$320,839 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$3,385,015 | \$336,600 | \$0 | \$3,721,615 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$50,000 | \$220,839 | \$50,000 | \$3,385,015 | \$336,600 | \$0 | \$4,042,454 |

B-17-02 (Ver 2) 19-00 **FEDERAL**

Title: Bridge over Chisholm Creek on 61st Street North (2017, 2018, 2019)
Lead Agency: City of Park City **Contact(s):** Daniela Rivas 3167442026 cityclerk@parkcityks.com
Scope: Replace a deficient bridge, construct a new 300 foot bridge meeting all current standards. The bridge will have 10 foot sidewalks on both sides of the bridge.
Infaltion Assumptions: 3yrs @ 1.5%/Yr.=4.5%
Explain Funding Source: State/Federal 80%, Local 20%.

Primary Mode: Bridge - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 N0654-01)

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

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|-----------------|------------------|-----------------|--------------------|------------------|------------|--------------------|
| 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 |
| <2019 | Prior | \$50,000 | \$150,000 | \$50,000 | \$0 | \$0 | \$0 | \$250,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$5,000,000 | \$750,000 | \$0 | \$5,750,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$50,000 | \$150,000 | \$50,000 | \$5,000,000 | \$750,000 | \$0 | \$6,000,000 |

B-19-05 (Ver 2) 19-00 **LOCAL**

Title: Delano @ Westlink Bridge (2019, 2020)
Lead Agency: City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
Scope: Replace/Rehabilitate Bridge
Infaltion Assumptions: 4% per year
Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018

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

County: Sedgwick County **Limits:** Delano and Westlink

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|------------------|-----------------|------------|------------------|
| 2019 | Local | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| 2020 | Local | \$0 | \$0 | \$0 | \$751,500 | \$83,500 | \$0 | \$835,000 |
| 2019-2022 TOTAL | | \$0 | \$100,000 | \$0 | \$751,500 | \$83,500 | \$0 | \$935,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$100,000 | \$0 | \$751,500 | \$83,500 | \$0 | \$935,000 |

TA-15-002 (Ver 5) 19-00 **FEDERAL**

Title: Derby to Mulvane Pathway (2017, 2018, 2019, 2020, 2021)
Lead Agency: Sedgwick County - Public Works **Contact(s):** James Weber Sedgwick County Public Works (316)660-1773 jim.weber@sedgwick.gov
Scope: Construction of a 10 foot wide multi-use pathway and amenities along the west side of Rock Road from the existing pathway at Woodbrook and Rock in Derby to the existing pathways at 103rd St. S. and Rock Road in Mulvane.
Infaltion Assumptions: Estimate based on 2016 dollars. Inflation factor of 3% for each succeeding year.
Explain Funding Source: The local share will be split by Derby, Mulvane and Sedgwick County. The local funds will come from local sales tax or general funds of each community.

Primary Mode: Ped/Bike **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 TE0434-01)
County: Sedgwick County **Limits:** Running south along Rock Road from the intersection of Rock Road and Woodbrook in Derby to the intersection of Rock Road and 103rd St. S. in Mulvane.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|-----------------|-----------------|-----------------|------------------|-----------------|------------|--------------------|
| 2019 | Local | \$0 | \$0 | \$0 | \$190,962 | \$19,096 | \$0 | \$210,058 |
| 2019 | MPO-TA | \$0 | \$0 | \$0 | \$286,115 | \$76,385 | \$0 | \$362,500 |
| 2020 | MPO-TA ACCP | \$0 | \$0 | \$0 | \$16,167 | \$0 | \$0 | \$16,167 |
| 2021 | MPO-TA ACCP | \$0 | \$0 | \$0 | \$461,566 | \$0 | \$0 | \$461,566 |
| <2019 | Prior | \$60,000 | \$40,000 | \$60,000 | \$477,733 | \$0 | \$0 | \$637,733 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$477,077 | \$95,481 | \$0 | \$572,558 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$60,000 | \$40,000 | \$60,000 | \$954,810 | \$95,481 | \$0 | \$1,210,291 |

*ACCP is not part of Total

R-19-13 (Ver 2) 19-00 **LOCAL**

Title: Douglas, Washington to Grove (2022, 2023)
Lead Agency: City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
Scope: Preservation project - curb extensions, streetscaping improvements
Infaltion Assumptions: 4% per year
Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018

Primary Mode: Road - Other Road **Project Type:** **Bike/Ped:** Y **KDOT ID:** (N/A)
County: Sedgwick County **Limits:** Douglas from Washington to Grove

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|--------------------|------------------|------------|--------------------|
| 2022 | Local | \$0 | \$300,000 | \$0 | \$2,400,000 | \$300,000 | \$0 | \$3,000,000 |
| >2022 | Future | \$0 | \$0 | \$0 | \$3,000,000 | \$0 | \$0 | \$3,000,000 |
| 2019-2022 TOTAL | | \$0 | \$300,000 | \$0 | \$2,400,000 | \$300,000 | \$0 | \$3,000,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$300,000 | \$0 | \$5,400,000 | \$300,000 | \$0 | \$6,000,000 |

| B-19-07 (Ver 2) 19-00 LOCAL | | | | | | | | | |
|--|----------------|--|--------------------------------------|------------------|--|--------------------|-----------------|-----------------------|------------------|
| Title: Douglas at Brookside bridge (2018, 2019) | | | | | | | | | |
| Lead Agency: City of Wichita | | | | | Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov | | | | |
| Scope: Replace/Rehabilitate Bridge | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | |
| Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018 | | | | | | | | | |
| Primary Mode: Bridge - Other Road | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (N/A) | |
| County: Sedgwick County | | | Limits: Douglas and Brookside | | | | | | |
| FED FY | Revenue Source | | UT | PE | ROW | CON | CE | OP | TOTAL |
| 2019 | Local | | \$0 | \$0 | \$0 | \$675,000 | \$75,000 | \$0 | \$750,000 |
| <2019 | Prior | | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| 2019-2022 TOTAL | | | \$0 | \$0 | \$0 | \$675,000 | \$75,000 | \$0 | \$750,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$0 | \$100,000 | \$0 | \$675,000 | \$75,000 | \$0 | \$850,000 |

| ITS-18-04 (Ver 2) 19-00 STATE | | | | | | | | | |
|---|----------------|--|--|------------|--|--------------------|------------|-----------------------|------------------|
| Title: East Side DMS | | | | | | | | | |
| Lead Agency: KDOT | | | | | Contact(s): Tom Hein KDOT (316)660-4990 tom.hein@ks.gov | | | | |
| Scope: Install dual Dynamic Message Signs (DMS) at K96 and the Redbud Trail and on US-54 east of 143rd St E. | | | | | | | | | |
| MTP IDs: 40-113, 40-120 | | | | | | | | | |
| Infaltion Assumptions: 4% per year. | | | | | | | | | |
| Explain Funding Source: | | | | | | | | | |
| Primary Mode: Technology | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (N/A) | |
| County: Sedgwick County | | | Limits: K96 and the Redbud Trail and US-54 east of 143rd St E | | | | | | |
| FED FY | Revenue Source | | UT | PE | ROW | CON | CE | OP | TOTAL |
| <2019 | Prior | | \$0 | \$0 | \$0 | \$673,400 | \$0 | \$0 | \$673,400 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$0 | \$0 | \$0 | \$673,400 | \$0 | \$0 | \$673,400 |

T-19-01 (Ver 1) 19-00 **FEDERAL**

Title: FTA 5310 (FFY17 and FFY18) (2019)
Lead Agency: Wichita Transit **Contact(s):** Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov
Scope: Capital, operating and program administration dollars aimed at transportation services for the elderly and persons with disabilities.
Infaltion Assumptions:
Explain Funding Source: 5310 funds are apportioned to the urbanized area annually

Primary Mode: Transit **Project Type:** **Bike/Ped:** **KDOT ID:** (N/A)

County: Butler County, Sedgwick **Limits:** Urbanized area

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|----------------|------------|------------|------------|------------|------------------|------------------|--------------------|
| 2019 | FTA 5310 | \$0 | \$0 | \$0 | \$0 | \$514,516 | \$277,047 | \$791,563 |
| 2019 | Local | \$0 | \$0 | \$0 | \$0 | \$128,629 | \$277,047 | \$405,676 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$0 | \$643,145 | \$554,094 | \$1,197,239 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$0 | \$0 | \$643,145 | \$554,094 | \$1,197,239 |

R-15-003 (Ver 7) 19-00 **FEDERAL**

Title: Greenwich, Pawnee to Harry (2017, 2018, 2019)
Lead Agency: City of Wichita **Contact(s):** Paul Gunzelman Wichita Public Works 3162684393 pgunzelman@wichita.gov
Scope: Reconstruct current 2-lane roadway to a 3-lane roadway w/drainage improvements, sidewalk, and multi-use path. Right turn decel lanes will be constructed at appropriate side streets. The intersection of Pawnee & 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:** **Bike/Ped:** Y **KDOT ID:** (087 N0663-01)

County: Sedgwick County **Limits:** Greenwich, Pawnee to Harry

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------------|--------------------|------------------|------------|--------------------|
| 2019 | MPO-CMAQ ACCP | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| 2019 | MPO-STP ACCP | \$0 | \$0 | \$0 | \$380,416 | \$0 | \$0 | \$380,416 |
| <2019 | Prior | \$0 | \$150,000 | \$250,000 | \$4,821,742 | \$281,700 | \$0 | \$5,503,442 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$150,000 | \$250,000 | \$4,821,742 | \$281,700 | \$0 | \$5,503,442 |

*ACCP is not part of Total

B-13-008 (Ver 4) 19-00 **FEDERAL**

Title: I-235/I-135/K-254 Interchange (North Junction) Green Phase (KA-3110-01)

Lead Agency: ~~2019, 2020, 2017, 2019, 2021~~ (2019, 2020, 2017, 2019, 2021)

Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov

Scope: Green Phase of North Junction Project. Reconstruct I-235 from east of Meridian Avenue to west of I-135, replace bridges, add continuous auxiliary lanes, improve the interchange at Broadway Avenue, and construct a connector road from Seneca Street to Meridian Avenue north of I-235.

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

Explain Funding Source:

Primary Mode: Road - Highway Project Type: Bike/Ped: N KDOT ID: (087 KA3110-01)

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 |
|---|----------------|--------------------|--------------------|--------------------|---------------------|--------------------|------------|---------------------|
| 2019 | NHPP | \$0 | \$0 | \$0 | \$66,681,450 | \$4,785,750 | \$0 | \$71,467,200 |
| 2019 | State | \$0 | \$0 | \$0 | \$7,409,050 | \$531,750 | \$0 | \$7,940,800 |
| 2021 | NHPP ACCP | \$3,600,000 | \$2,520,000 | \$0 | \$0 | \$0 | \$0 | \$6,120,000 |
| <2019 | Prior | \$4,000,000 | \$2,800,000 | \$7,600,000 | \$0 | \$0 | \$0 | \$14,400,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$74,090,500 | \$5,317,500 | \$0 | \$79,408,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$4,000,000 | \$2,800,000 | \$7,600,000 | \$74,090,500 | \$5,317,500 | \$0 | \$93,808,000 |

*ACCP is not part of Total

ICH-12-008 (Ver 6) 19-00 **FEDERAL**

Title: I-235/US-54 & I-235/Central - Phase I (KA-0161-04) (2011, 2013, 2014, 2015, 2016, 2017, 2018)

Lead Agency: KDOT

Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov

Scope: Phase 1 reconstruction of the I-235/US-54 interchange includes construction of flyover ramps to replace the existing loop ramps for the NB I-235 to WB US-54 and SB I-235 to EB US-54 movements, construction of auxiliary lanes on I-235 from US-54 to the Central interchange, and reconstruction of the West Street interchange.

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

Explain Funding Source: Federal funds used by KDOT, state KDOT funds, and Sedgwick County

Primary Mode: Interchange Project Type: Bike/Ped: KDOT ID: (087 KA0161-04)

County: Sedgwick County Limits: I-235 and the interchanges at I-235/US-54 (Kellogg)

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|--------------------|--------------------|---------------------|----------------------|--------------------|------------|----------------------|
| <2019 | Prior | \$5,481,442 | \$8,850,795 | \$15,800,991 | \$104,448,147 | \$8,715,682 | \$0 | \$143,297,057 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$5,481,442 | \$8,850,795 | \$15,800,991 | \$104,448,147 | \$8,715,682 | \$0 | \$143,297,057 |

ITS-19-01 (Ver 2) 19-00 **LOCAL**

Title: Intelligent Transportation System (2019, 2020, 2021, 2022)
Lead Agency: City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
Scope: Updating traffic signals and install other related ITS equipment along selected corridors.
Infaltion Assumptions: 4% per year
Explain Funding Source: Wichita 2018 - 2027 CIP, adopted Aug 2018

Primary Mode: Technology **Project Type:** **Bike/Ped:** N **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** City of Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------|------------|--------------------|------------|------------|--------------------|
| 2019 | Local | \$0 | \$0 | \$0 | \$750,000 | \$0 | \$0 | \$750,000 |
| 2020 | Local | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |
| 2021 | Local | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |
| 2022 | Local | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$2,250,000 | \$0 | \$0 | \$2,250,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$0 | \$2,250,000 | \$0 | \$0 | \$2,250,000 |

INT-17-002 (Ver 5) 19-00 **STATE**

Title: Intersection Improvements at US-54 and Barber Dr. (2020)
Lead Agency: KDOT **Contact(s):** Nelda Buckley KDOT (785) 368-7099 nelda.buckley@ks.gov
Scope: Intersection Improvements in Goddard
Infaltion Assumptions: 4%
Explain Funding Source: State Corridor Management Funds

Primary Mode: Intersection **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA-4362-01)

County: Sedgwick County **Limits:** US-54 and Barber Dr. in Goddard

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------|------------|--------------------|------------|------------|--------------------|
| 2020 | State | \$0 | \$0 | \$0 | \$1,400,000 | \$0 | \$0 | \$1,400,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$1,400,000 | \$0 | \$0 | \$1,400,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$0 | \$1,400,000 | \$0 | \$0 | \$1,400,000 |

| S-18-02 | | (Ver 2) 19-00 | | FEDERAL | | | | | | |
|--|----------------|--|-----------------|--|--------------------|-----------------|------------------------------|------------------|--|--|
| Title: K-96 in Sedgwick County Guardrail Upgrade (2018, 2019) | | | | Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov | | | | | | |
| Lead Agency: KDOT | | | | | | | | | | |
| Scope: Guardrail Upgrade | | | | | | | | | | |
| Infaltion Assumptions: 4.5% | | | | | | | | | | |
| Explain Funding Source: NHPP | | | | | | | | | | |
| Primary Mode: Road - Highway | | Project Type: | | | Bike/Ped: N | | KDOT ID: (KA-4685-02) | | | |
| County: Sedgwick County | | Limits: From the East End of the Arkansas River Bridge East to K-96/I-235 | | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | | |
| 2019 | NHPP | \$0 | \$0 | \$0 | \$261,250 | \$13,063 | \$0 | \$274,313 | | |
| <2019 | Prior | \$0 | \$13,063 | \$0 | \$0 | \$0 | \$0 | \$13,063 | | |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$261,250 | \$13,063 | \$0 | \$274,313 | | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$13,063 | \$0 | \$261,250 | \$13,063 | \$0 | \$287,376 | | |

ITS-17-01

(Ver 2) 19-00

FEDERAL

Title: K15 Corridor ITS Deployment (2017)

Lead Agency: City of Wichita

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

Scope: K-15 Corridor

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

Intersections are expected to include:

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

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

Infaltion Assumptions: 4% per year

Explain Funding Source:

Primary Mode: Technology

Project Type:

Bike/Ped: Y

KDOT ID: (087 N0673-01)

County: Sedgwick County

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

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------|------------|------------------|------------|------------|------------------|
| <2019 | Prior | \$0 | \$0 | \$0 | \$645,000 | \$0 | \$0 | \$645,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$0 | \$645,000 | \$0 | \$0 | \$645,000 |

P-19-01

(Ver 1) 19-00

FEDERAL

Title: MTP Planning Assistance

Lead Agency: WAMPO

Contact(s): Chris Upchurch WAMPO (316)268-4457 cupchurch@wichita.gov

Scope: As part of the development of the next MTP, WAMPO will issue a call for projects to member jurisdictions and planning partners in mid-2019. These projects will be evaluated using project selection criteria that reflect the vision, goals, and investment strategy developed as part of the MTP process. During the call for projects, WAMPO would like to work more cooperatively with local and state transportation agencies to help identify and scope regional transportation projects so that they better align and are responsive to the project selection criteria (and ultimately, better reflect the MTP vision, goals, and investment strategy). However, there would not be sufficient time during the project solicitation period for WAMPO staff to work closely with every potential project sponsor. Therefore, WAMPO would like to augment its staff capacity with consultant assistance. WAMPO staff and consultants would assist project sponsors in identifying regionally significant projects that best fit with the goals and objectives of the 2020 Metropolitan Transportation Plan (MTP) for submission in response to the plan's call for projects. The end result will be the submittal of projects that have the best possible chance of being selected because they are responsive to selection criteria and line up with the MTP vision, goals, and investment strategy.

Potentially activities would include:

Reviewing member jurisdictions' comprehensive plans and CIPs for projects that align with the MTP's goals, objectives, and selection criteria

Brainstorming project ideas with sponsors that fit the goals and objectives of the MTP

Narrowing down project ideas to pursue

Scope development

Project limits

Cost estimates

Providing information in response to the project selection criteria

Infation Assumptions: None, project is in current year.

Explain Funding Source: WAMPO's cash account will provide the local match, it is composed of member dues and TIP fees.

Primary Mode: Planning & Outreach

Project Type:

Bike/Ped: N

KDOT ID: (N/A)

County: Butler County, Sedgwick

Limits: WAMPO region

| FED FY | Revenue Source | IMP | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------------|------------|------------|------------|------------|------------|------------------|
| 2019 | Local | \$30,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| 2019 | MPO-CMAQ | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| 2019-2022 TOTAL | | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 |

| R-19-15 (Ver 2) 19-00 LOCAL | | | | | | | | | |
|--|----------------|---|----------------------|--|------------|--------------------|------------|-----------------------|------------------|
| Title: Maple, 135th Street W to 151st Street W (2022) | | | | | | | | | |
| Lead Agency: City of Wichita | | | | Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov | | | | | |
| Scope: Construct 3-lane roadway with right turn decal lanes, improve drainage, sidewalk | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | |
| Explain Funding Source: Wichita 2018-2027 CIP, adopted August 2018 | | | | | | | | | |
| Primary Mode: Road - Other Road | | | Project Type: | | | Bike/Ped: Y | | KDOT ID: (N/A) | |
| County: Sedgwick County | | Limits: Maple St., from 135th St W to 151st St W | | | | | | | |
| FED FY | Revenue Source | | UT | PE | ROW | CON | CE | OP | TOTAL |
| 2022 | Local | | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| 2019-2022 TOTAL | | | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |

| R-19-07 (Ver 3) 19-00 FEDERAL | | | | | | | | | |
|---|----------------|--|----------------------|--|-----------------|--------------------|------------------|-----------------------|--------------------|
| Title: Meridian, from Ford (77th St. N.) to Seward (69th St. N.) (2021, 2022) | | | | | | | | | |
| Lead Agency: City of Valley Center | | | | Contact(s): Scott Hildebrand City of Valley Center (316)755-7310 SHildebrand@valleycenterks.org | | | | | |
| Scope: Reconstruct and pave Meridian from 0.25MI south of 69th Street to RR Tracks, just North of Ford Street. Project has a 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained. | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | |
| Explain Funding Source: | | | | | | | | | |
| Primary Mode: Road - Other Road | | | Project Type: | | | Bike/Ped: Y | | KDOT ID: (N/A) | |
| County: Sedgwick County | | Limits: Meridian, from 0.25-mi south of Seward (69th St N) to the railroad crossing north of Ford Street (77th St N). | | | | | | | |
| FED FY | Revenue Source | | UT | PE | ROW | CON | CE | OP | TOTAL |
| 2021 | Local | | \$0 | \$371,536 | \$50,000 | \$0 | \$0 | \$0 | \$421,536 |
| 2022 | Local | | \$0 | \$0 | \$0 | \$743,072 | \$111,461 | \$0 | \$854,533 |
| 2022 | MPO-STP | | \$0 | \$0 | \$0 | \$2,972,288 | \$445,843 | \$0 | \$3,418,131 |
| 2019-2022 TOTAL | | | \$0 | \$371,536 | \$50,000 | \$3,715,360 | \$557,304 | \$0 | \$4,694,200 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$0 | \$371,536 | \$50,000 | \$3,715,360 | \$557,304 | \$0 | \$4,694,200 |

TA-18-01 (Ver 2) 19-00 **FEDERAL**

Title: Meridian Pedestrian Bridge
Lead Agency: Sedgwick County - Public Works **Contact(s):** Jim Weber Sedgwick County (316)660-1777 jim.weber@sedgwick.gov
Scope: Construction of a 16 foot wide pedestrian bridge, 10 foot connecting pathways, lighting and amenities.
Infaltion Assumptions: None, project is taking place in current year.
Explain Funding Source: Segwick County

Primary Mode: Ped/Bike **Project Type:** **Bike/Ped:** Y **KDOT ID:** (087 TE-0432-01)
County: Sedgwick County **Limits:** Bridge over the Wichita-Valley Center Flood Control Project at Meridian

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|--------------------|------------------|------------|--------------------|
| <2019 | Prior | \$0 | \$200,000 | \$0 | \$3,300,000 | \$330,000 | \$0 | \$3,830,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$200,000 | \$0 | \$3,300,000 | \$330,000 | \$0 | \$3,830,000 |

R-17-05 (Ver 3) 19-00 **FEDERAL**

Title: Mt. Vernon, Broadway to S.E. Blvd (2017, 2018, 2019, 2020, 2021, 2022)
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:** **Bike/Ped:** Y **KDOT ID:** (087 N0660-01)
County: Sedgwick County **Limits:** Mt. Vernon, Broadway to S.E. Blvd

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------------|--------------------|------------------|------------|--------------------|
| 2019 | Local | \$0 | \$0 | \$0 | \$1,002,709 | \$250,000 | \$0 | \$1,252,709 |
| 2019 | Local AC | \$0 | \$0 | \$0 | \$1,967,291 | \$0 | \$0 | \$1,967,291 |
| 2019 | MPO-CMAQ | \$0 | \$0 | \$0 | \$1,780,000 | \$0 | \$0 | \$1,780,000 |
| 2020 | MPO-CMAQ ACCP | \$0 | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | \$1,000,000 |
| 2021 | MPO-CMAQ ACCP | \$0 | \$0 | \$0 | \$847,291 | \$0 | \$0 | \$847,291 |
| 2022 | MPO-CMAQ ACCP | \$0 | \$0 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| <2019 | Prior | \$0 | \$500,000 | \$200,000 | \$0 | \$0 | \$0 | \$700,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$4,750,000 | \$250,000 | \$0 | \$5,000,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$500,000 | \$200,000 | \$4,750,000 | \$250,000 | \$0 | \$5,700,000 |

*ACCP is not part of Total

INT-19-03 (Ver 2) 19-00 **LOCAL**

Title: Mt Vernon & Hillside Intersection (2018, 2019)
Lead Agency: City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
Scope: Provide left turn lanes on all approaches, bike/ped facilities, and upgrade traffic signals.
Infaltion Assumptions: 4% per year
Explain Funding Source: Wichita 2018-2027 CIP, adopted August 2018

Primary Mode: Intersection **Project Type:** **Bike/Ped:** Y **KDOT ID:** (N/A)

County: Sedgwick County **Limits:** Mt Vernon & Hillside

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|--------------------|------------------|------------|--------------------|
| 2019 | Local | \$0 | \$0 | \$0 | \$1,665,000 | \$185,000 | \$0 | \$1,850,000 |
| <2019 | Prior | \$0 | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$1,665,000 | \$185,000 | \$0 | \$1,850,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$400,000 | \$0 | \$1,665,000 | \$185,000 | \$0 | \$2,250,000 |

ICH-17-01A (Ver 1) 19-00 **LOCAL**

Title: North Junction Gold Phase Right of Way Acquisition (2019)
Lead Agency: City of Wichita/Sedgwick County **Contact(s):** Gary Janzen City of Wichita (316)268-4450 gjanzen@wichita.gov
Scope: Acquisition of strategic right of way for the Gold Phase of the North Junction project
Infaltion Assumptions: None, current year
Explain Funding Source: City of Wichita CIP (2018-2027) and Sedgwick County (Interlocal agmt authorized by BOCC 7/11/18)

Primary Mode: Interchange **Project Type:** **Bike/Ped:** **KDOT ID:** (N/A)

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 |
|---|----------------|------------|------------|--------------------|------------|------------|------------|--------------------|
| 2019 | Local | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 |

| ICH-17-01 (Ver 4) 19-00 STATE | | | | | | | | | |
|--|----------------|--|--------------------|---|--------------------|------------|------------|---------------------------------|--|
| Title: North Junction Preliminary Engineering Project (I-135, I-235, K-254, K-96) (KA-3232-01) (2016) | | | | | | | | | |
| Lead Agency: KDOT | | | | Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov | | | | | |
| Scope: Preliminary engineering for Gold, Orange and Purple Phases of the North Junction Project. This project will review specific lane configurations on all ramp movements, identify constructible segments for the ultimate interchange configuration and review their impacts of adjacent projects. PE also includes the necessary Break-in-Access study for the project. | | | | | | | | | |
| Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project | | | | | | | | | |
| Explain Funding Source: STP, NHPP, & State | | | | | | | | | |
| Primary Mode: Interchange | | Project Type: | | | Bike/Ped: N | | | KDOT ID: (087 KA3232-01) | |
| 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 | |
| <2019 | Prior | \$0 | \$6,000,000 | \$0 | \$0 | \$0 | \$0 | \$6,000,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$6,000,000 | \$0 | \$0 | \$0 | \$0 | \$6,000,000 | |

| R-19-08 (Ver 2) 19-00 FEDERAL | | | | | | | | | |
|--|----------------|--|------------------|---|--------------------|------------------|------------|-----------------------|--|
| Title: North Main Street Reconstruction (2020, 2021, 2022) | | | | | | | | | |
| Lead Agency: City of Haysville | | | | Contact(s): Zach McHatton City of Haysville (316)529-5900 zmchatton@haysville-ks.com | | | | | |
| Scope: Reconstruct and pave North Main Street in Haysville, maintain the existing 4-lane arterial roadway with curb and gutter from Grand Ave. to the Valley Center Floodway Bridge. This project includes a 10' sidewalk along the west side of North Main St and a signalized pedestrian crossing at Karla Ave. | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | |
| Explain Funding Source: | | | | | | | | | |
| Primary Mode: Road - Other Road | | Project Type: | | | Bike/Ped: Y | | | KDOT ID: (N/A) | |
| County: Sedgwick County | | Limits: North Main Street, from Grand Avenue to the Valley Center Floodway Bridge | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 2020 | Local | \$0 | \$172,900 | \$20,000 | \$0 | \$0 | \$0 | \$192,900 | |
| 2021 | Local | \$0 | \$0 | \$0 | \$379,057 | \$56,859 | \$0 | \$435,916 | |
| 2021 | Local AC | \$0 | \$0 | \$0 | \$272,899 | \$0 | \$0 | \$272,899 | |
| 2021 | MPO-STP | \$0 | \$0 | \$0 | \$1,243,331 | \$227,434 | \$0 | \$1,470,765 | |
| 2022 | MPO-STP ACCP | \$0 | \$0 | \$0 | \$272,899 | \$0 | \$0 | \$272,899 | |
| 2019-2022 TOTAL | | \$0 | \$172,900 | \$20,000 | \$1,895,287 | \$284,293 | \$0 | \$2,372,480 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$172,900 | \$20,000 | \$1,895,287 | \$284,293 | \$0 | \$2,372,480 | |

*ACCP is not part of Total

INT-19-01 (Ver 2) 19-00 **FEDERAL**

Title: Oliver and Kechi Rd. Intersection (2020, 2021)

Lead Agency: City of Kechi

Contact(s): Robert Conger City of Kechi (316)744-9287 cityadmin@kechiks.com

Scope: Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, dedicated turn lanes, traffic signals, curb and gutter, and storm sewer. Project includes a 10-foot wide multi-use path along the north side of Kechi Road and the west side of Oliver. It includes 6-foot wide sidewalk on the south side of Kechi Road and the east side of Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering.

Infaltion Assumptions: 4% per year

Explain Funding Source:

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

County: Sedgwick County Limits: Oliver and Kechi Road Intersection

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|-----------------|------------------|-----------------|--------------------|------------------|------------|--------------------|
| 2020 | Local | \$20,000 | \$175,000 | \$20,000 | \$0 | \$0 | \$0 | \$215,000 |
| 2021 | Local | \$0 | \$0 | \$0 | \$374,845 | \$239,291 | \$0 | \$614,136 |
| 2021 | MPO-STP | \$0 | \$0 | \$0 | \$1,499,379 | \$24,845 | \$0 | \$1,524,224 |
| 2019-2022 TOTAL | | \$20,000 | \$175,000 | \$20,000 | \$1,874,224 | \$264,136 | \$0 | \$2,353,360 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$20,000 | \$175,000 | \$20,000 | \$1,874,224 | \$264,136 | \$0 | \$2,353,360 |

R-19-02 (Ver 1) 19-00 **FEDERAL**

Title: Patching on I-135 in Sedgwick County (2019)

Lead Agency: KDOT

Contact(s): Rene Hart KDOT (785)296-8593 brian.rene@ks.gov

Scope: Patching

Infaltion Assumptions: 4.5%

Explain Funding Source: NHPP and State

Primary Mode: Road - Highway Project Type: Bike/Ped: N KDOT ID: (KA-5130-01)

County: Sedgwick County Limits: I-135 from the Viaduct Bridges north to the south end 37th St Bridges

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|----------------|------------|--------------------|-----------------|------------|--------------------|
| 2019 | NHPP | \$0 | \$0 | \$0 | \$1,309,458 | \$65,473 | \$0 | \$1,374,931 |
| 2019 | State | \$0 | \$1,000 | \$0 | \$145,495 | \$7,275 | \$0 | \$153,770 |
| 2019-2022 TOTAL | | \$0 | \$1,000 | \$0 | \$1,454,953 | \$72,748 | \$0 | \$1,528,701 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$1,000 | \$0 | \$1,454,953 | \$72,748 | \$0 | \$1,528,701 |

| INT-17-01 (Ver 2) 19-00 FEDERAL | | | | | | | | | |
|--|----------------|---|-----------------|---|--------------------|-----------------|------------|--------------------------------|--|
| Title: Patriot Ave.: WB Right Turn Lane to K15 NB (2017, 2019, 2020) | | | | | | | | | |
| Lead Agency: City of Derby | | | | Contact(s): Dan Squires 3167886632 dansquires@derbyweb.com | | | | | |
| Scope: Design, land acquisition, utility relocation, signal modifications and construction of a right turn lane from westbound Patriot Ave. (63rd St. S.) to northbound K-15 Highway. Turn Lane will extend from K-15 to Commerce Drive and will be constructed to an urban standard including curb & gutter. | | | | | | | | | |
| Infaltion Assumptions: 4% inflation annually for 5 years | | | | | | | | | |
| Explain Funding Source: The City will incorporate the project into the 5 year CIP upon award of funding. It is anticipated that the City portion of the project costs will be paid through the issuance of general obligation bonds. | | | | | | | | | |
| Primary Mode: Intersection | | Project Type: | | | Bike/Ped: N | | | KDOT ID: (087 N0674-01) | |
| 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 | |
| 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 | |
| <2019 | Prior | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 | |
| 2019-2022 TOTAL | | \$50,000 | \$0 | \$50,000 | \$276,000 | \$41,400 | \$0 | \$417,400 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$50,000 | \$50,000 | \$50,000 | \$276,000 | \$41,400 | \$0 | \$467,400 | |

| INT-19-02 (Ver 2) 19-00 LOCAL | | | | | | | | | |
|--|----------------|--------------------------------------|------------------|--|--------------------|------------|------------|-----------------------|--|
| Title: Pawnee & 127th Street intersection | | | | | | | | | |
| Lead Agency: City of Wichita | | | | Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov | | | | | |
| Scope: Geometric improvements to the intersection. Possible left turn lanes with signalization or roundabout. | | | | | | | | | |
| Infaltion Assumptions: 4% | | | | | | | | | |
| Explain Funding Source: 2018-2027 Wichita CIP, adopted Aug 2018 | | | | | | | | | |
| Primary Mode: Intersection | | Project Type: | | | Bike/Ped: | | | KDOT ID: (N/A) | |
| County: Sedgwick County | | Limits: Pawnee & 127th Street | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 2021 | Local | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 | |
| 2022 | Local | \$0 | \$0 | \$0 | \$1,200,000 | \$0 | \$0 | \$1,200,000 | |
| <2019 | Prior | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 | |
| 2019-2022 TOTAL | | \$0 | \$0 | \$150,000 | \$1,200,000 | \$0 | \$0 | \$1,350,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$200,000 | \$150,000 | \$1,200,000 | \$0 | \$0 | \$1,550,000 | |

R-19-09 (Ver 2) 19-00 **FEDERAL**

Title: Pawnee, Webb to Greenwich (2018, 2020, 2021, 2022)

Lead Agency: City of Wichita

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

Scope: Re-construct the existing 2-lane asphalt mat street with a 3/5 lane street with curb and gutter on Pawnee from Webb to Greenwich. Final lane configuration will be determined as initial concepts are developed and traffic data has been updated from the recent construction/opening of the Southeast High School located at Pawnee & 127th Street. The intersections of Webb and Greenwich will have been improved with left turn lanes on all approaches. However, ADA improvements may be needed at the intersection of Webb Road to be sure wheelchair ramps and pedestrian signals are compliant. The project will include drainage improvements and a minimum of a 6' sidewalk on each side of Pawnee. The Bicycle Master Plan will be reviewed to determine what bicycle facility is most appropriate to connect existing paths along Greenwich and Pawnee.

Infaltion Assumptions: 4% per year

Explain Funding Source:

Primary Mode: Road - Other Road

Project Type:

Bike/Ped: Y

KDOT ID: (N/A)

County: Sedgwick County

Limits: Pawnee from Webb to Greenwich

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------------|--------------------|------------------|------------|--------------------|
| 2020 | Local | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |
| 2021 | Local | \$0 | \$0 | \$0 | \$837,000 | \$70,000 | \$0 | \$907,000 |
| 2021 | Local AC | \$0 | \$0 | \$0 | \$260,949 | \$0 | \$0 | \$260,949 |
| 2021 | MPO-STP | \$0 | \$0 | \$0 | \$3,087,051 | \$245,000 | \$0 | \$3,332,051 |
| 2022 | MPO-STP ACCP | \$0 | \$0 | \$0 | \$260,949 | \$0 | \$0 | \$260,949 |
| <2019 | Prior | \$0 | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$150,000 | \$4,185,000 | \$315,000 | \$0 | \$4,650,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$350,000 | \$150,000 | \$4,185,000 | \$315,000 | \$0 | \$5,000,000 |

*ACCP is not part of Total

| P-17-03 | | (Ver 3) 19-00 | | FEDERAL | | | | | |
|--|----------------|-------------------------|------------|---|------------|--------------------------------|------------|--------------------|--|
| Title: Planning Walkable Places Program | | | | Contact(s): Kristen Zimmerman WAMPO (316)352-4862 kzimmerman@wichita.gov | | | | | |
| Lead Agency: WAMPO | | | | | | | | | |
| Scope: WAMPO oversees small walkability-focused planning projects in the region | | | | | | | | | |
| Infaltion Assumptions: 4% | | | | | | | | | |
| Explain Funding Source: Year-end balance funds | | | | | | | | | |
| Primary Mode: Planning & Outreach | | Project Type: | | Bike/Ped: Y | | KDOT ID: (087 N0671-17) | | | |
| County: Butler County, Sedgwic | | Limits: MPO Area | | | | | | | |
| FED FY | Revenue Source | IMP | PE | ROW | CON | CE | OP | TOTAL | |
| <2019 | Prior | \$1,664,081 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,664,081 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$1,664,081 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,664,081 | |

| S-17-01 | | (Ver 3) 19-00 | | FEDERAL | | | | | |
|--|----------------|---|------------|---|--------------------|-----------------------|------------|--------------------|--|
| Title: Railroad Safety Crossing Improvements (2016, 2017, 2018, 2019, 2020) | | | | Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov | | | | | |
| Lead Agency: KDOT | | | | | | | | | |
| Scope: Provide 3 railroad safety improvements in the WAMPO region per year. | | | | | | | | | |
| Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project | | | | | | | | | |
| Explain Funding Source: State Funds (AC-HSIP) | | | | | | | | | |
| Primary Mode: Safety | | Project Type: | | Bike/Ped: | | KDOT ID: (N/A) | | | |
| County: Sedgwick County | | Limits: Various locations to be determined | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 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 | |
| <2019 | Prior | \$0 | \$0 | \$0 | \$4,750,000 | \$0 | \$0 | \$4,750,000 | |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$3,000,000 | \$0 | \$0 | \$3,000,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$0 | \$7,750,000 | \$0 | \$0 | \$7,750,000 | |

*ACCP is not part of Total

TA-17-02 (Ver 5) 19-00 **FEDERAL**

Title: Redbud Path, K-96 to 159th (2018, 2019, 2020, 2021, 2022)

Lead Agency: City of Wichita

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

Scope: 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:

Bike/Ped: Y

KDOT ID: (087 TE0451-01)

County: Sedgwick County

Limits: Redbud Path, K-96 to 159th

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------------|------------|--------------------|------------------|------------|--------------------|
| 2019 | Local | \$0 | \$0 | \$0 | \$729,887 | \$200,000 | \$0 | \$929,887 |
| 2019 | Local AC | \$0 | \$0 | \$0 | \$1,457,613 | \$0 | \$0 | \$1,457,613 |
| 2019 | MPO-TA | \$0 | \$0 | \$0 | \$362,500 | \$0 | \$0 | \$362,500 |
| 2020 | MPO-TA ACCP | \$0 | \$0 | \$0 | \$300,000 | \$0 | \$0 | \$300,000 |
| 2021 | MPO-CMAQ ACCP | \$0 | \$0 | \$0 | \$169,179 | \$0 | \$0 | \$169,179 |
| 2021 | MPO-TA ACCP | \$0 | \$0 | \$0 | \$263,434 | \$0 | \$0 | \$263,434 |
| 2022 | MPO-TA ACCP | \$0 | \$0 | \$0 | \$725,000 | \$0 | \$0 | \$725,000 |
| <2019 | Prior | \$0 | \$329,000 | \$0 | \$0 | \$0 | \$0 | \$329,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$2,550,000 | \$200,000 | \$0 | \$2,750,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$329,000 | \$0 | \$2,550,000 | \$200,000 | \$0 | \$3,079,000 |

*ACCP is not part of Total

P-17-02 (Ver 5) 19-00 **FEDERAL**

Title: Regional Asset Inventory (2019)

Lead Agency: WAMPO

Contact(s): Phil Nelson (316)268-4408 pnelson@wichita.gov

Scope: WAMPO will develop a regional asset inventory showing the current condition of potentially regionally significant roads and bridges and the locations of ITS and bike/ped facilities in the WAMPO region. This will include developing a database and website that will make this information publicly accessible for the use of WAMPO planning partners, member jurisdictions and other stakeholders; populating the database with current condition and location information on these assets from our planning partners and member jurisdictions; and developing procedures for updating the database on an ongoing basis.

Infaltion Assumptions: 4% per year.

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

Primary Mode: Planning & Outreach

Project Type:

Bike/Ped: Y

KDOT ID: (N/A)

County: Sedgwick County

Limits: WAMPO Region

| FED FY | Revenue Source | IMP | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------------|------------|------------|------------|------------|------------|------------------|
| 2019 | Local | \$45,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,000 |
| 2019 | MPO-STP | \$180,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$180,000 |
| 2019-2022 TOTAL | | \$225,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$225,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$225,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$225,000 |

P-19-02 (Ver 1) 19-00 **FEDERAL**

Title: Regional Transit Plan / WAMPO Planning Assistance

Lead Agency: WAMPO

Contact(s): Phil Nelson WAMPO (316)268-4408 pnelson@wichita.gov

Scope: Consultant assistance to assess feasibility and develop options for providing public transit service across the WAMPO planning area and also provide general planning assistance to WAMPO staff.

Infaltion Assumptions: None, project is in current year.

Explain Funding Source: Local match source is the WAMPO's cash account, which is composed of member dues and TIP fees.

Primary Mode: Planning & Outreach

Project Type:

Bike/Ped:

KDOT ID: (N/A)

County: Butler County, Sedgwick

Limits: WAMPO region

| FED FY | Revenue Source | IMP | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------------|------------|------------|------------|------------|------------|------------------|
| 2019 | Local | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,000 |
| 2019 | MPO-STP | \$260,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$260,000 |
| 2019-2022 TOTAL | | \$325,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$325,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$325,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$325,000 |

| R-15-005 (Ver 4) 19-00 STATE | | | | | | | | | |
|--|----------------|--|--|------------------|--------------------|--------------------|------------|-----------------------|--------------------|
| Title: Right of Way Acquisition for Northwest Wichita Bypass - (K-8235-02, K-8234-03, K-8234-04) | | | | | | | | | |
| Lead Agency: (2016) KDOT Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov | | | | | | | | | |
| Scope: Right of Way Acquisition for a 4-Lane Freeway Section | | | | | | | | | |
| Infaltion Assumptions: All KDOT estimates are based on a 4.5% inflation factor per year extended to the letting date of the project | | | | | | | | | |
| Explain Funding Source: 11/4/15 Agreement between KDOT, Goddard, Maize, and SEdwick County, effective 2016-2020. | | | | | | | | | |
| Primary Mode: Road - Highway | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (N/A) | |
| County: Sedgwick County | | | Limits: Northwest Wichita Bypass: From approx. 3.5 miles north of US-54 northeast to K-96 near 45th St. | | | | | | |
| FED FY | Revenue Source | | UT | PE | ROW | CON | CE | OP | TOTAL |
| <2019 | Prior | | \$0 | \$120,000 | \$5,945,402 | \$0 | \$0 | \$0 | \$6,065,402 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$0 | \$120,000 | \$5,945,402 | \$0 | \$0 | \$0 | \$6,065,402 |

| R-17-01 (Ver 4) 19-00 FEDERAL | | | | | | | | | |
|--|----------------|--|---|------------------|------------------|--------------------|------------------|-----------------------|--------------------|
| Title: SW Butler Rd/SW 150th St Intersection (2018, 2019, 2020) | | | | | | | | | |
| Lead Agency: Butler County Contact(s): Darryl C. Lutz, P.E. 3163224101 dlutz@bucoks.com | | | | | | | | | |
| Scope: Reconstruct the SW Butler Rd/SW 150th St intersection and the SW Butler Rd approaches from SW 155th St. to SW 145th St from its existing rural 2-lane roadway with a 2-way STOP controlled intersection to a 2-lane roundabout intersection with roadway improvements of 4-lane arterial standard with curb & gutter, raised median to the north and no median south. Project will include geometry for a 10' wide multi-use path that will eventually connect to an existing path at SW 120th St. and in 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: | | | 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 |
| 2019 | Local | | \$300,000 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| 2020 | HIP | | \$0 | \$0 | \$0 | \$1,669,726 | \$0 | \$0 | \$1,669,726 |
| 2020 | Local | | \$0 | \$0 | \$0 | \$1,300,000 | \$100,000 | \$0 | \$1,400,000 |
| 2020 | MPO-STP | | \$0 | \$0 | \$0 | \$3,530,274 | \$400,000 | \$0 | \$3,930,274 |
| <2019 | Prior | | \$0 | \$165,000 | \$250,000 | \$0 | \$0 | \$0 | \$415,000 |
| 2019-2022 TOTAL | | | \$300,000 | \$100,000 | \$0 | \$6,500,000 | \$500,000 | \$0 | \$7,400,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$300,000 | \$265,000 | \$250,000 | \$6,500,000 | \$500,000 | \$0 | \$7,815,000 |

| R-19-01 | | (Ver 1) 19-00 | | FEDERAL | | | | | |
|---|----------------|---|----------------------|--|--------------------|--------------------|------------|------------------------------|--|
| Title: Surfacing on I-135 in Sedgwick County (2019) | | | | | | | | | |
| Lead Agency: KDOT | | | | Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov | | | | | |
| Scope: Patching/Grinding on I-135 in Sedgwick County | | | | | | | | | |
| Infaltion Assumptions: 4.5% | | | | | | | | | |
| Explain Funding Source: NHPP and State | | | | | | | | | |
| Primary Mode: Road - Highway | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (KA-5128-01) | |
| County: Sedgwick County | | Limits: I-135 Beginning at the South End of Route at KTA thence North to the South End of the Pawnee Avenue Overpass | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 2019 | NHPP | \$0 | \$0 | \$0 | \$1,645,875 | \$82,294 | \$0 | \$1,728,169 | |
| 2019 | State | \$0 | \$1,000 | \$0 | \$182,875 | \$9,144 | \$0 | \$193,019 | |
| 2019-2022 TOTAL | | \$0 | \$1,000 | \$0 | \$1,828,750 | \$91,438 | \$0 | \$1,921,188 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$1,000 | \$0 | \$1,828,750 | \$91,438 | \$0 | \$1,921,188 | |

| R-19-03 | | (Ver 1) 19-00 | | FEDERAL | | | | | |
|---|----------------|--|----------------------|--|--------------------|--------------------|------------|------------------------------|--|
| Title: Surfacing on I-135 in Sedgwick County (2019) | | | | | | | | | |
| Lead Agency: KDOT | | | | Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov | | | | | |
| Scope: 2" cold mill, 1.5"overlay and ultra thin bonded asphalt surfacing | | | | | | | | | |
| Infaltion Assumptions: 4.5% | | | | | | | | | |
| Explain Funding Source: NHPP and State | | | | | | | | | |
| Primary Mode: Road - Highway | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (KA-5129-01) | |
| County: Sedgwick County | | Limits: I-135 Beginning at the North End of the Pawnee Ave Overpass thence North to the South End Viaduct Bridges | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 2019 | NHPP | \$0 | \$0 | \$0 | \$1,309,458 | \$65,473 | \$0 | \$1,374,931 | |
| 2019 | State | \$0 | \$1,000 | \$0 | \$145,495 | \$7,275 | \$0 | \$153,770 | |
| 2019-2022 TOTAL | | \$0 | \$1,000 | \$0 | \$1,454,953 | \$72,748 | \$0 | \$1,528,701 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$1,000 | \$0 | \$1,454,953 | \$72,748 | \$0 | \$1,528,701 | |

| R-17-08 (Ver 4) 19-00 FEDERAL | | | | | | | | | |
|--|----------------|------------|--|------------|--|------------------|------------|---------------------------------|--|
| Title: Surfacing on K-96 in Sedgwick County | | | | | | | | | |
| Lead Agency: KDOT | | | | | Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov | | | | |
| Scope: Surfacing | | | | | | | | | |
| Infaltion Assumptions: 4% | | | | | | | | | |
| Explain Funding Source: Federal NHPP | | | | | | | | | |
| Primary Mode: Road - Highway | | | Project Type: | | | Bike/Ped: | | KDOT ID: (087 KA4685-02) | |
| County: Sedgwick County | | | Limits: From the East End of the Arkansas River Bridge East to K-96/I-235 | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 2019 | NHPP ACCP | \$0 | \$0 | \$0 | \$1,018,548 | \$50,927 | \$0 | \$1,069,475 | |
| <2019 | Prior | \$0 | \$2,005 | \$0 | \$1,273,200 | \$63,659 | \$0 | \$1,338,864 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$2,005 | \$0 | \$1,273,200 | \$63,659 | \$0 | \$1,338,864 | |
| *ACCP is not part of Total | | | | | | | | | |

| R-17-09 (Ver 2) 19-00 FEDERAL | | | | | | | | | |
|--|----------------|------------|--|------------|--|------------------|------------|---------------------------------|--|
| Title: Surfacing on US-81 in Sedgwick County | | | | | | | | | |
| Lead Agency: KDOT | | | | | Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov | | | | |
| Scope: UBAS & Asphalt Patching | | | | | | | | | |
| Infaltion Assumptions: 4% | | | | | | | | | |
| Explain Funding Source: Federal NHPP | | | | | | | | | |
| Primary Mode: Road - Highway | | | Project Type: | | | Bike/Ped: | | KDOT ID: (087 KA4689-01) | |
| County: Sedgwick County | | | Limits: US-81: from the Sumner /Sedgwick County Line North 5.91 Miles | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| 2019 | NHPP ACCP | \$0 | \$0 | \$0 | \$374,458 | \$18,723 | \$0 | \$393,181 | |
| <2019 | Prior | \$0 | \$1,000 | \$0 | \$468,072 | \$23,404 | \$0 | \$492,476 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$1,000 | \$0 | \$468,072 | \$23,404 | \$0 | \$492,476 | |
| *ACCP is not part of Total | | | | | | | | | |

| T-15-005 (Ver 5) 19-00 FEDERAL | | | | | | | | | |
|---|----------------|--|----------------------|------------|---|--------------------|--------------------|-----------------------|--------------------|
| Title: Transit: Bus Purchase (2017, 2018) | | | | | | | | | |
| Lead Agency: Wichita Transit | | | | | Contact(s): Michelle Stroot Wichita Transit 3163524808 mstroot@wichita.gov | | | | |
| Scope: Purchase 7 new all accessible electric buses to replace the downtown trolleys. | | | | | | | | | |
| 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 funds will be matched at 15%. | | | | | | | | | |
| Primary Mode: Transit | | | Project Type: | | | Bike/Ped: Y | | KDOT ID: (N/A) | |
| County: Sedgwick County | | | Limits: NA | | | | | | |
| FED FY | Revenue Source | | IMP | PE | ROW | CON | CAP | OP | TOTAL |
| <2019 | Prior | | \$0 | \$0 | \$0 | \$0 | \$5,207,687 | \$0 | \$5,207,687 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$0 | \$0 | \$0 | \$0 | \$5,207,687 | \$0 | \$5,207,687 |

| T-18-01 (Ver 2) 19-00 FEDERAL | | | | | | | | | |
|---|----------------|--|-----------------------------------|------------|--|--------------------|--------------------|-----------------------|--------------------|
| Title: Transit Vehicle Replacement | | | | | | | | | |
| Lead Agency: Wichita Transit | | | | | Contact(s): Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov | | | | |
| Scope: Replace six buses with electric buses. | | | | | | | | | |
| Infaltion Assumptions: | | | | | | | | | |
| Explain Funding Source: Wichita Transit plans to replace 13 buses with 13 electric buses. T-15-005 is part of funding mix. | | | | | | | | | |
| Primary Mode: Transit | | | Project Type: | | | Bike/Ped: Y | | KDOT ID: (N/A) | |
| County: Sedgwick County | | | Limits: Wichita Bus Routes | | | | | | |
| FED FY | Revenue Source | | IMP | PE | ROW | CON | CAP | OP | TOTAL |
| <2019 | Prior | | \$0 | \$0 | \$0 | \$0 | \$6,908,000 | \$0 | \$6,908,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$0 | \$0 | \$0 | \$0 | \$6,908,000 | \$0 | \$6,908,000 |

| R-17-07 | | (Ver 3) 19-00 | | STATE | | | | | |
|--|----------------|--------------------|--|--|---------------------|--------------------|------------|---------------------------------|--|
| Title: US-54/400/Kellogg & Greenwich Interchange (2017) | | | | | | | | | |
| Lead Agency: KDOT | | | | Contact(s): Rene Hart KDOT (785)296-8593 rene.hart@ks.gov | | | | | |
| Scope: Expand Kellogg to 6-lane freeway, grade-separate Kellogg & Greenwich and Kellogg & Zelta with new ramp connections to KTA (EB Kellogg to NB/SB KTA, SB KTA to WB Kellogg). (Project is administered by KTA.) | | | | | | | | | |
| Infaltion Assumptions: 4% | | | | | | | | | |
| Explain Funding Source: State, City of Wichita, KTA | | | | | | | | | |
| Primary Mode: Interchange | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (087 KA2389-01) | |
| County: Sedgwick County | | | Limits: US-54: just west of Greenwich Rd, east to 127th St. | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| <2019 | Prior | \$3,000,000 | \$12,680,500 | \$40,500,000 | \$90,447,465 | \$9,500,000 | \$0 | \$156,127,965 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$3,000,000 | \$12,680,500 | \$40,500,000 | \$90,447,465 | \$9,500,000 | \$0 | \$156,127,965 | |

| R-11-005 | | (Ver 4) 19-00 | | FEDERAL | | | | | |
|--|----------------|--------------------|---|---|---------------------|--------------------|------------|---------------------------------|--|
| Title: US-54/400/Kellogg & Webb Interchange (KA-2382-01) | | | | | | | | | |
| Lead Agency: KDOT (2011, 2016, 2017) | | | | Contact(s): Rene Hart KDOT 7852968593 rene.hart@ks.gov | | | | | |
| Scope: Expand Kellogg to 6-lane freeway, grade-separate Kellogg & Webb. Existing access to KTA will be modified to be local access to Webb via the south frontage road. | | | | | | | | | |
| 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: Interchange | | | Project Type: | | | Bike/Ped: N | | KDOT ID: (087 KA2382-01) | |
| County: Sedgwick County | | | Limits: Cypress East to Wiedemann, with interchange(s) at Webb Road and the Kansas Turnpike Authority (KTA). | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | |
| <2019 | Prior | \$6,515,000 | \$6,000,000 | \$21,000,000 | \$97,874,000 | \$8,500,000 | \$0 | \$139,889,000 | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$6,515,000 | \$6,000,000 | \$21,000,000 | \$97,874,000 | \$8,500,000 | \$0 | \$139,889,000 | |

ITS-18-01 (Ver 2) 19-00 **FEDERAL**

Title: US-54 Fiber to TMC and Downtown Wichita Signal Upgrades
Lead Agency: City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
Scope: Fiber optic installation in the central Wichita area to provide a redundant connection to the WICHway TMC, connections to Wichita City Hall and the Segwick County Courthouse, and provide connections for future fiber installation along US-54 going east from Hillside and west from Sycamore. Traffic signals along the fiber path through downtown will be upgraded with new controllers.

MTP IDs: 40-202, 40-205
Infaltion Assumptions: 4% per year.
Explain Funding Source:

Primary Mode: Technology **Project Type:** **Bike/Ped:** **KDOT ID:** (087 N0684-01)

County: Sedgwick County **Limits:** US-54 from West Street to Oliver, connecting link from US-54 to the WICHway Traffic Management Center through downtown Wichita.

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------|------------|--------------------|------------|------------|--------------------|
| <2019 | Prior | \$0 | \$0 | \$0 | \$1,564,192 | \$0 | \$0 | \$1,564,192 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$0 | \$1,564,192 | \$0 | \$0 | \$1,564,192 |

S-18-01 (Ver 3) 19-00 **FEDERAL**

Title: US-81 Sedgwick County Guardrail Upgrade (2018, 2019)
Lead Agency: KDOT **Contact(s):** Rene Hart KDOT (785)296-8593 rene.hart@ks.gov
Scope: Guardrail Upgrade
Infaltion Assumptions: 4.5%
Explain Funding Source: NHPP

Primary Mode: Safety **Project Type:** **Bike/Ped:** N **KDOT ID:** (087 KA4689-02)

County: Sedgwick County **Limits:** US-81 from the Sumner/Sedgwick Line North 5.91 miles

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|----------------|------------|------------------|----------------|------------|------------------|
| 2019 | KDOT-STP | \$0 | \$0 | \$0 | \$114,950 | \$5,748 | \$0 | \$120,698 |
| <2019 | Prior | \$0 | \$5,747 | \$0 | \$0 | \$0 | \$0 | \$5,747 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$114,950 | \$5,748 | \$0 | \$120,698 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$5,747 | \$0 | \$114,950 | \$5,748 | \$0 | \$126,445 |

| R-19-11 | | (Ver 2) 19-00 | | | | | | | | LOCAL |
|--|----------------|--|------------------|--|--------------------|------------------|------------|-----------------------|--|--------------|
| Title: West 47th-MacArthur (2020, 2021, 2023) | | | | | | | | | | |
| Lead Agency: City of Wichita | | | | Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov | | | | | | |
| Scope: Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements | | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | | |
| Explain Funding Source: Wichita 2018-2027 CIP, adopted August 2018 | | | | | | | | | | |
| Primary Mode: Road - Other Road | | Project Type: | | | Bike/Ped: N | | | KDOT ID: (N/A) | | |
| County: Sedgwick County | | Limits: West St from 47th St S to MacArthur | | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | | |
| 2020 | Local | \$0 | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 | | |
| 2021 | Local | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 | | |
| >2022 | Future | \$0 | \$0 | \$0 | \$3,600,000 | \$400,000 | \$0 | \$4,000,000 | | |
| 2019-2022 TOTAL | | \$0 | \$400,000 | \$150,000 | \$0 | \$0 | \$0 | \$550,000 | | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$400,000 | \$150,000 | \$3,600,000 | \$400,000 | \$0 | \$4,550,000 | | |

| R-19-17 | | (Ver 2) 19-00 | | | | | | | | LOCAL |
|--|----------------|--|------------------|--|--------------------|------------------|------------|-----------------------|--|--------------|
| Title: West I-235-MacArthur (2021, 2022, 2023) | | | | | | | | | | |
| Lead Agency: City of Wichita | | | | Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov | | | | | | |
| Scope: Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements | | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | | |
| Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018 | | | | | | | | | | |
| Primary Mode: Road - Other Road | | Project Type: | | | Bike/Ped: Y | | | KDOT ID: (N/A) | | |
| County: Sedgwick County | | Limits: West St from I-235 to MacArthur | | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | | |
| 2021 | Local | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 | | |
| 2022 | Local | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 | | |
| >2022 | Future | \$0 | \$0 | \$0 | \$3,600,000 | \$400,000 | \$0 | \$4,000,000 | | |
| 2019-2022 TOTAL | | \$0 | \$300,000 | \$150,000 | \$0 | \$0 | \$0 | \$450,000 | | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$300,000 | \$150,000 | \$3,600,000 | \$400,000 | \$0 | \$4,450,000 | | |

| R-19-16 | | (Ver 2) 19-00 | | | | | | | | LOCAL |
|--|----------------|---|------------------|--|--------------------|------------------|-----------------------|--------------------|--|--------------|
| Title: West St., Kellog to Pawnee (2018, 2019, 2020, 2021) | | | | | | | | | | |
| Lead Agency: City of Wichita | | | | Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov | | | | | | |
| Scope: Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements | | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | | |
| Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018 | | | | | | | | | | |
| Primary Mode: Road - Other Road | | Project Type: | | Bike/Ped: Y | | | KDOT ID: (N/A) | | | |
| County: Sedgwick County | | Limits: West Street from Kellogg to Pawnee | | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | | |
| 2019 | Local | \$0 | \$0 | \$0 | \$2,313,000 | \$257,000 | \$0 | \$2,570,000 | | |
| 2020 | Local | \$0 | \$0 | \$0 | \$1,350,000 | \$150,000 | \$0 | \$1,500,000 | | |
| 2021 | Local | \$0 | \$0 | \$0 | \$3,915,000 | \$435,000 | \$0 | \$4,350,000 | | |
| <2019 | Prior | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 | | |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$7,578,000 | \$842,000 | \$0 | \$8,420,000 | | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$600,000 | \$0 | \$7,578,000 | \$842,000 | \$0 | \$9,020,000 | | |

| S-19-01 | | (Ver 2) 19-00 | | | | | | | | LOCAL |
|---|----------------|--------------------------------|-----------------|--|------------------|-----------------|-----------------------|------------------|--|--------------|
| Title: Wichita Rail Crossing Improvements (2019, 2020, 2021, 2022) | | | | | | | | | | |
| Lead Agency: City of Wichita | | | | Contact(s): Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov | | | | | | |
| Scope: Various improvements to grade crossings | | | | | | | | | | |
| Infaltion Assumptions: 4% per year | | | | | | | | | | |
| Explain Funding Source: Wichita 2018-2027 CIP, adopted Aug 2018 | | | | | | | | | | |
| Primary Mode: Safety | | Project Type: | | Bike/Ped: N | | | KDOT ID: (N/A) | | | |
| County: Sedgwick County | | Limits: City of Wichita | | | | | | | | |
| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL | | |
| 2019 | Local | \$0 | \$15,000 | \$0 | \$120,000 | \$15,000 | \$0 | \$150,000 | | |
| 2020 | Local | \$0 | \$15,000 | \$0 | \$120,000 | \$15,000 | \$0 | \$150,000 | | |
| 2021 | Local | \$0 | \$15,000 | \$0 | \$120,000 | \$15,000 | \$0 | \$150,000 | | |
| 2022 | Local | \$0 | \$15,000 | \$0 | \$120,000 | \$15,000 | \$0 | \$150,000 | | |
| 2019-2022 TOTAL | | \$0 | \$60,000 | \$0 | \$480,000 | \$60,000 | \$0 | \$600,000 | | |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$60,000 | \$0 | \$480,000 | \$60,000 | \$0 | \$600,000 | | |

ITS-19-02 (Ver 2) 19-00 **LOCAL**

Title: Wichita Traffic Signalization (2019, 2020, 2021, 2022)
Lead Agency: City of Wichita **Contact(s):** Paul Gunzelman City of Wichita (316)268-4393 pgunzelman@wichita.gov
Scope: Install signals at intersections that meet warrants.
Infaltion Assumptions: 4% per year
Explain Funding Source: 2018-2027 Wichita CIP, adopted August 2018

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

County: Sedgwick County **Limits:** City of Wichita

| FED FY | Revenue Source | UT | PE | ROW | CON | CE | OP | TOTAL |
|---|----------------|------------|------------|------------|--------------------|------------|------------|--------------------|
| 2019 | Local | \$0 | \$0 | \$0 | \$525,000 | \$0 | \$0 | \$525,000 |
| 2020 | Local | \$0 | \$0 | \$0 | \$525,000 | \$0 | \$0 | \$525,000 |
| 2021 | Local | \$0 | \$0 | \$0 | \$525,000 | \$0 | \$0 | \$525,000 |
| 2022 | Local | \$0 | \$0 | \$0 | \$525,000 | \$0 | \$0 | \$525,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$2,100,000 | \$0 | \$0 | \$2,100,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$0 | \$2,100,000 | \$0 | \$0 | \$2,100,000 |

T-19-04 (Ver 1) 19-00 **FEDERAL**

Title: Wichita Transit 5339 Capital (2019, 2020) (2019, 2020)
Lead Agency: Wichita Transit **Contact(s):** Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov
Scope: Vehicle and non-vehicle capital purchased with 5339 formula funding.
Infaltion Assumptions:
Explain Funding Source: Section 5339 funding is formula funding apportioned to the urbanized area annually.

Primary Mode: Transit **Project Type:** **Bike/Ped:** **KDOT ID:** (N/A)

County: Butler County, Sedgwick **Limits:** NA

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|----------------|------------|------------|------------|------------|--------------------|------------|--------------------|
| 2019 | FTA 5339 | \$0 | \$0 | \$0 | \$0 | \$700,000 | \$0 | \$700,000 |
| 2019 | Local | \$0 | \$0 | \$0 | \$0 | \$175,000 | \$0 | \$175,000 |
| 2020 | FTA 5339 | \$0 | \$0 | \$0 | \$0 | \$700,000 | \$0 | \$700,000 |
| 2020 | Local | \$0 | \$0 | \$0 | \$0 | \$175,000 | \$0 | \$175,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$0 | \$1,750,000 | \$0 | \$1,750,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$0 | \$0 | \$1,750,000 | \$0 | \$1,750,000 |

| T-17-05 (Ver 3) 19-00 FEDERAL | | | | | | | | | |
|--|----------------|--|--|------------|--|--------------------|------------------|-----------------------|------------------|
| Title: Wichita Transit: Section 5339 Capital | | | | | | | | | |
| Lead Agency: Wichita Transit | | | | | Contact(s): Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov | | | | |
| Scope: Section 5339 is eligible for bus, bus related and bus facility purchases. The FFY 2017 Section 5339 funds will be used for bus purchase or farebox purchase. | | | | | | | | | |
| Infaltion Assumptions: | | | | | | | | | |
| Explain Funding Source: | | | | | | | | | |
| Primary Mode: Transit | | | Project Type: | | | Bike/Ped: Y | | KDOT ID: (N/A) | |
| County: Sedgwick County | | | Limits: City of Wichita generally | | | | | | |
| FED FY | Revenue Source | | IMP | PE | ROW | CON | CAP | OP | TOTAL |
| <2019 | Prior | | \$0 | \$0 | \$0 | \$0 | \$606,965 | \$0 | \$606,965 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$0 | \$0 | \$0 | \$0 | \$606,965 | \$0 | \$606,965 |

| T-19-02 (Ver 1) 19-00 FEDERAL | | | | | | | | | |
|--|----------------|--|-------------------------------|------------|--|------------------|------------|-----------------------|--------------------|
| Title: Wichita Transit Operating (2019, 2020) (2019, 2020) | | | | | | | | | |
| Lead Agency: Wichita Transit | | | | | Contact(s): Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov | | | | |
| Scope: Operating dollars to support ongoing operations | | | | | | | | | |
| Infaltion Assumptions: | | | | | | | | | |
| Explain Funding Source: Formula funds are from annual urabnized area apportionments | | | | | | | | | |
| Primary Mode: Transit | | | Project Type: | | | Bike/Ped: | | KDOT ID: (N/A) | |
| County: Butler County, Sedgwick | | | Limits: Urbanized area | | | | | | |
| FED FY | Revenue Source | | IMP | PE | ROW | CON | CAP | OP | TOTAL |
| 2019 | FTA 5307 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| 2019 | Local | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| 2020 | FTA 5307 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| 2020 | Local | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| 2019-2022 TOTAL | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,000,000 | \$8,000,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,000,000 | \$8,000,000 |

T-19-03 (Ver 1) 19-00 **FEDERAL**

Title: Wichita Transit Other Capital (2019, 2020) (2019, 2020)

Lead Agency: Wichita Transit

Contact(s): Michelle Stroot Wichita Transit (316)352-4808 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:

Explain Funding Source: Formula funds are annually apportioned to the urbanized area

Primary Mode: Transit Project Type: Bike/Ped: KDOT ID: (N/A)

County: Butler County, Sedgwic Limits: NA

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|----------------|------------|------------|------------|------------|--------------------|------------|--------------------|
| 2019 | FTA 5307 | \$0 | \$0 | \$0 | \$0 | \$3,600,000 | \$0 | \$3,600,000 |
| 2019 | Local | \$0 | \$0 | \$0 | \$0 | \$900,000 | \$0 | \$900,000 |
| 2020 | FTA 5307 | \$0 | \$0 | \$0 | \$0 | \$3,600,000 | \$0 | \$3,600,000 |
| 2020 | Local | \$0 | \$0 | \$0 | \$0 | \$900,000 | \$0 | \$900,000 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$0 | \$9,000,000 | \$0 | \$9,000,000 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$0 | \$0 | \$9,000,000 | \$0 | \$9,000,000 |

T-19-05 (Ver 1) 19-00 **FEDERAL**

Title: Wichita Transit Replacement Paratransit Vehicles

Lead Agency: Wichita Transit

Contact(s): Michelle Stroot Wichita Transit (316)352-4808 mstroot@wichita.gov

Scope: Replace paratransit vans that are beyond their useful life. Replacement vehicles would be 12-14 passenger paratransit vehicles with various seating configurations. The total amount, including local and federal funds, is expected to replace 22 or 23 of the 27 vehicle fleet.

Infaltion Assumptions:

Explain Funding Source:

Primary Mode: Transit Project Type: Bike/Ped: N KDOT ID: (N/A)

County: Sedgwick County Limits: Wichita Urbanized Area

| FED FY | Revenue Source | IMP | PE | ROW | CON | CAP | OP | TOTAL |
|---|----------------|------------|------------|------------|------------|--------------------|------------|--------------------|
| 2021 | Local | \$0 | \$0 | \$0 | \$0 | \$142,341 | \$0 | \$142,341 |
| 2021 | MPO-CMAQ | \$0 | \$0 | \$0 | \$0 | \$569,365 | \$0 | \$569,365 |
| 2022 | Local | \$0 | \$0 | \$0 | \$0 | \$231,027 | \$0 | \$231,027 |
| 2022 | MPO-CMAQ | \$0 | \$0 | \$0 | \$0 | \$924,107 | \$0 | \$924,107 |
| 2019-2022 TOTAL | | \$0 | \$0 | \$0 | \$0 | \$1,866,840 | \$0 | \$1,866,840 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$0 | \$0 | \$0 | \$0 | \$1,866,840 | \$0 | \$1,866,840 |

R-17-02 (Ver 2) 19-00 **FEDERAL**

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

Lead Agency: City of Bel Aire

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

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

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

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

Primary Mode: Road - Other Road

Project Type:

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 |
| 2019-2022 TOTAL | | \$570,000 | \$527,500 | \$20,000 | \$5,274,900 | \$791,200 | \$0 | \$7,183,600 |
| 2019-2022 + (Prior & Future Years) TOTAL | | \$570,000 | \$527,500 | \$20,000 | \$5,274,900 | \$791,200 | \$0 | \$7,183,600 |

Completed Projects

| TIP Listing | | | | 6 PROJECTS LISTED | | | | PRINTER FRIENDLY | | | | | | | | | | EXPORT TO EXCEL | | | |
|-------------|-------|--|-----------------|-------------------|-------------|--------------|-------------|------------------|------|------|------|------|--------------|-----|-----|-----|-----------|-----------------|-----------|--------------|-------------|
| WAMPO ID | TIP | PROJECT TITLE | LEAD AGENCY | TYPE | FED | STATE | LOC | 2019 | 2020 | 2021 | 2022 | 2023 | TOTAL YEAR | IMP | CAP | OP | UT | PE | ROW | CON | CE |
| R-13-004 | 19-00 | 143rd St. E.: Kellogg to Central (2016, 2017, 2018) - Completed | City of Wichita | Road - Other Road | \$2,836,971 | \$0 | \$2,873,029 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,710,000 | \$0 | \$0 | \$0 | \$0 | \$260,000 | \$50,000 | \$4,426,050 | \$973,950 |
| R-14-002 | 19-00 | 37th St.: Oliver to Woodlawn (2015, 2016, 2017) - Completed | City of Wichita | Road - Other Road | \$2,071,264 | \$0 | \$2,748,736 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,820,000 | \$0 | \$0 | \$0 | \$0 | \$270,000 | \$50,000 | \$3,835,593 | \$664,407 |
| R-11-015 | 19-00 | Pawnee: Hydraulic to I-135 (2015, 2016, 2017) - Completed | City of Wichita | Road - Other Road | \$3,068,000 | \$0 | \$2,932,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,000,000 | \$0 | \$0 | \$0 | \$300,000 | \$108,160 | \$50,000 | \$5,273,240 | \$268,600 |
| TA-14-016 | 19-00 | 17th and 18th St. Bikeway - Completed | City of Wichita | Ped/Bike | \$70,200 | \$0 | \$23,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$93,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$93,600 | \$0 |
| ITS-15-003 | 19-00 | Wichita TMC Phase 4 (KA-3602-01) (2016, 2018) - Completed | KDOT | Technology | \$0 | \$1,014,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,014,000 | \$0 | \$0 | \$0 | \$0 | \$180,000 | \$0 | \$770,000 | \$64,000 |
| B-13-007 | 19-00 | Bridge Replacements on I-235 (KA-3109-01) (2013, 2015, 2016, 2018) - Completed | KDOT | Bridge - Highway | \$0 | \$25,768,378 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,768,378 | \$0 | \$0 | \$0 | \$360,000 | \$2,000,000 | \$0 | \$21,775,236 | \$1,633,142 |
| | | | | | \$8,046,435 | \$26,782,378 | \$8,577,165 | \$0 | \$0 | \$0 | \$0 | \$0 | \$43,405,978 | \$0 | \$0 | \$0 | \$660,000 | \$2,818,160 | \$150,000 | \$36,173,719 | \$3,604,099 |

*ACCP is not part of the Total

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Congestion Management Process

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.

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.

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.



Photo Credit: Wichway.org



Photo Credit: Kansas.com



Photo Credit: Kansas.com

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 has adopted 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 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 1.05-1.13. To define the acceptable level of congestion for this metric WAMPO has adopted a target of no more than 1.2 (roughly equivalent to 55 mph). For the interchange bottlenecks, the Travel Time Index ranges from 1.05-1.19. The adopted target is no more than 1.4 (equivalent to 45 mph). Changes to the NPMRDS have resulted in the removal of the non-freeway portions of Kellogg/US-54 from the dataset, so no data is currently available for the two highway bottlenecks.

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.

For the time period from August 1, 2017 to July 31, 2018 (the most recent data available) the Planning Time Index for the WAMPO region's freeways is 1.40. This means on the worst day of the month congestion only adds about 4 minutes to the average 10 minute trip. WAMPO adopted a target Planning Time Index of no more than 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

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 and state 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 2019 and FFY 2022 equal **\$87.6 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.
- **Highway Infrastructure Program (HIP):** funds are used to construct capital road and bridge projects.
- **Earmark:** funds are set aside by Congress for specific projects.

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 | ✓*** | ✓ | |
| HIP | ✓ | ✓ | |
| FTA Section 5307 | | | ✓ |
| FTA Section 5310 | | | ✓ |
| FTA Section 5339 | ✓ | | ✓ |

*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.

State of Kansas Funding

Total projected state revenues expected to be available for spending on the regional transportation system between FFY 2019 and FFY 2022 equal **\$278 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. Since it was passed, the State Legislature has transferred tens of millions of dollars from this program to the State’s general fund for other purposes.

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 2019 and FFY 2022 equal **\$385 million**. 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.

Local governments fund transportation improvements through a wide mix of property taxes, sales and use taxes, and other local tax revenue. 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 \$19 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, four years of the 2019 – 2025 time band were added together to estimate the 2019 – 2022 revenue projection.

MOVE 2040 Financial Plan Revenue Projections

| | 2015 - 2018 | 2019 - 2025 | 2026- 2040 | 2015 - 2040 | 2019 - 2022* |
|---------------------------|------------------------|------------------------|------------------------|------------------------|----------------------|
| | MOVE 2040 | MOVE 2040 | MOVE 2040 | MOVE 2040 | MOVE 2040 Based |
| | Revenue Projection* | Revenue Projection* | Revenue Projection* | Revenue Projection* | Revenue Projection* |
| Federal | \$110,754,247 | \$153,329,862 | \$328,563,990 | \$592,648,099 | \$87,617,064 |
| State | \$434,000,000 | \$486,878,000 | \$1,043,310,000 | \$1,964,188,000 | \$278,216,000 |
| Local | \$366,794,624 | \$674,896,970 | \$1,542,128,090 | \$2,583,819,684 | \$385,655,411 |
| 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 | \$895,488,475 |

*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 **\$421 million**.

Estimated Expenditures* on the Regional Transportation System

| | 2019 | 2020 | 2021 | 2022 | 2019 - 2020 |
|--|----------------------|---------------------|---------------------|---------------------|----------------------|
| System Operations and Maintenance | \$44,071,036 | \$45,833,877 | \$47,667,232 | \$49,573,922 | \$187,146,067 |
| Projects Programmed in the TIP | \$153,668,427 | \$37,704,784 | \$23,305,382 | \$19,653,928 | \$234,332,521 |
| Total | \$197,739,463 | \$83,538,661 | \$70,972,614 | \$69,227,850 | \$421,478,588 |

*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? **\$187 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., 2019 – 2022). 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 2015 | Projected Expenditures* 2019 | Projected Expenditures* 2020 | Projected Expenditures* 2021 | Projected Expenditures* 2022 | Projected Expenditures* 2019 - 2022 |
|---|--------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-------------------------------------|
| Interstates & State Highways | \$3,511,529 | \$4,101,915 | \$4,265,992 | \$4,436,632 | \$4,614,097 | \$17,418,636 |
| Arterials & Collectors that are on the Federal Aid System | \$21,541,092 | \$25,162,752 | \$26,169,262 | \$27,216,033 | \$28,304,674 | \$106,852,722 |
| Public Transit System** | \$12,675,296 | \$14,806,368 | \$15,398,623 | \$16,014,568 | \$16,655,151 | \$62,874,709 |
| Total O & M Costs | \$37,727,917 | \$44,071,036 | \$45,833,877 | \$47,667,232 | \$49,573,922 | \$187,146,067 |

*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 **\$234 million** of projects is programmed in the TIP over the four year TIP period. 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.

| Year | TIP Years |
|--------------|----------------------|
| 2019 | \$153,668,427 |
| 2020 | \$37,704,784 |
| 2021 | \$23,305,382 |
| 2022 | \$19,653,928 |
| Total | \$234,332,521 |

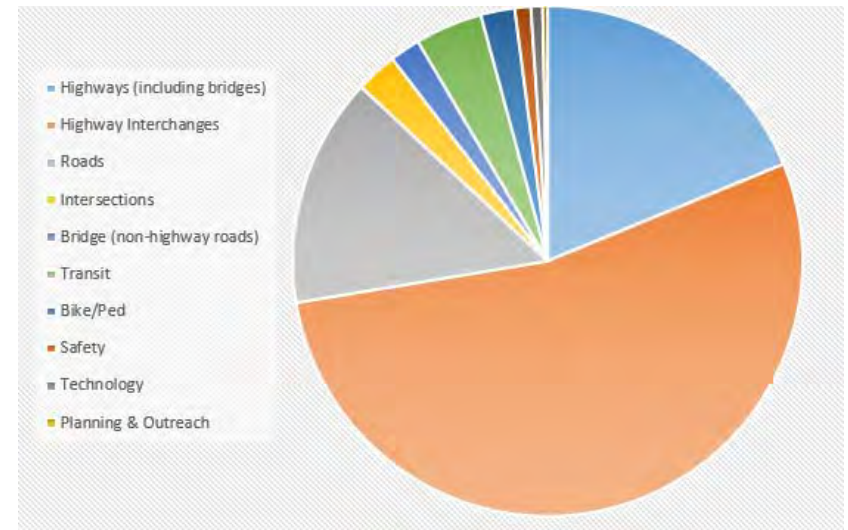
The first year of the TIP generally has the most funding programmed, with each subsequent year programmed less than the year before.

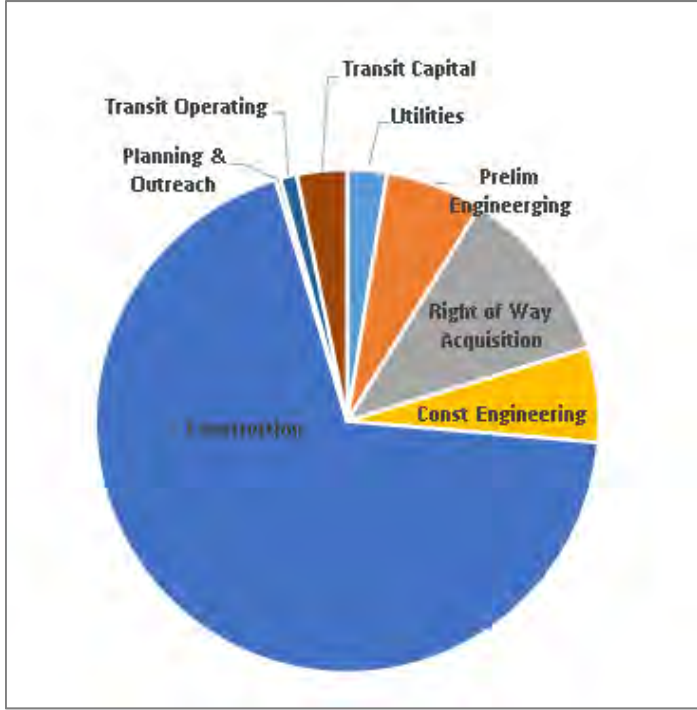
Although this TIP covers four years, many of the projects in the TIP have financial activity in previous years or projected for future years. For example, preliminary engineering and its associated costs may be incurred during this TIP period (e.g., FFY 2019 – 2022), however, construction isn’t scheduled until the year after this TIP period ends (e.g., FFY 2023). In other cases, the project is complete with construction, however the sponsoring agency is waiting on future year federal funds to convert. After accounting for all of the costs (both previously incurred and projected in the future), this TIP includes a total of **\$832 million** in project costs, with \$234 million expected during this TIP cycle (FFY 2019 – 2022). Below are some tables showing the breakdown of projects in the TIP.

| Project Type | Total TIP Commitment | % of Total |
|------------------------------|----------------------|------------|
| Highways (including bridges) | \$156,546,062 | 18.8% |
| Highway Interchanges | \$446,314,022 | 53.6% |
| Roads | \$121,289,881 | 14.6% |
| Intersections | \$21,785,760 | 2.6% |
| Bridge (non-highway roads) | \$16,127,454 | 1.9% |
| Transit | \$35,549,277 | 4.3% |
| Bike/Ped | \$17,977,891 | 2.2% |
| Safety | \$8,476,445 | 1.0% |
| Technology | \$6,146,592 | 0.7% |
| Planning & Outreach | \$2,639,081 | 0.3% |
| Total | \$832,852,465 | |

Projects by Type

Construction work at highway interchanges along US-54/400/Kellogg at Webb, Greenwich, and I-235 account for the largest share of committee costs (\$446 million).





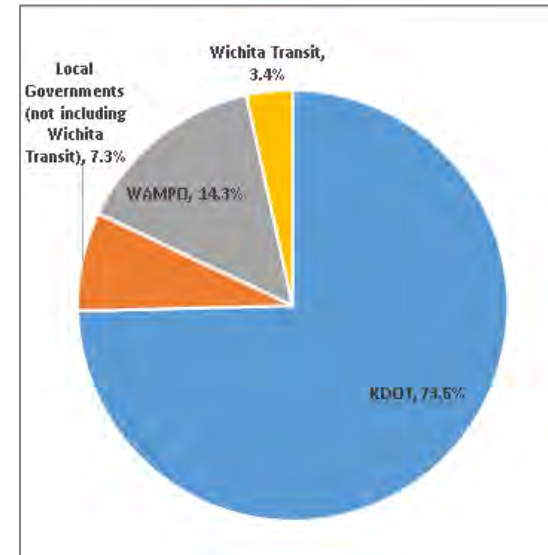
Projects by Work Phase
 Construction costs and right of way acquisition costs are the most expensive work phases.

| Project Development Phase | Total TIP Commitment | % of Total |
|---------------------------|----------------------|------------|
| Utilities | \$21,176,442 | 2.1% |
| Prelim Engineering | \$52,295,427 | 5.1% |
| Right of Way Acquisition | \$95,298,219 | 9.3% |
| Const Engineering | \$50,643,503 | 5.0% |
| Construction | \$575,250,516 | 56.4% |
| Planning & Outreach | \$2,639,081 | 0.3% |
| Transit Operating | \$8,795,240 | 0.9% |
| Transit Capital | \$26,754,037 | 2.6% |
| Total | \$832,852,465 | |

Projects by Awarding Entity

KDOT awards the most dollars in the region, by far.

| Awarding Agency | Total TIP Commitment | % of Total |
|---------------------------------|----------------------|------------|
| KDOT | \$612,917,529 | 73.6% |
| (not including Wichita Transit) | \$61,125,000 | 7.3% |
| WAMPO | \$119,177,499 | 14.3% |
| Wichita Transit | \$28,474,750 | 3.4% |
| Partnership | \$11,157,687 | 1.3% |
| Total | \$832,852,465 | |



Is the TIP Fiscally Constrained?

Yes. After accounting for the total projected revenues reasonably expected to be available for spending on the programmed projects between FFY 2019 and FFY 2022 (\$243 million), there is a balance of \$840,000 over the course of the TIP period after accounting for all of the programmed projects. The table below shows the dollar totals by funding program, revenues available, total programmed, and the balance by year and for the total TIP period.

⊕

| Fiscal Constraint Analysis Using TIP Programmed Revenues | | | | | | | | | | | | | | | | |
|--|----------------------|----------------------|----------------------|--------------|---------------------|---------------------|-----------------|---------------------|---------------------|------------|---------------------|---------------------|------------------|----------------------|----------------------|------------------|
| PROGRAM DESCRIPTION | Prior to 2019 | 2019 | | | 2020 | | | 2021 | | | 2022 | | | 2019 - 2022 | | |
| | | Revenues | Programmed | Balance | Revenues | Programmed | Balance | Revenues | Programmed | Balance | Revenues | Programmed | Balance | Revenues | Programmed | Balance |
| EARMARK | \$220,839 | \$759,161 | \$759,161 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$759,161 | \$759,161 | \$0 |
| FTA 5307 | \$0 | \$5,600,000 | \$5,600,000 | \$0 | \$5,600,000 | \$5,600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,200,000 | \$11,200,000 | \$0 |
| FTA 5310 | \$781,384 | \$791,563 | \$791,563 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$791,563 | \$791,563 | \$0 |
| FTA 5339 | \$9,347,754 | \$700,000 | \$700,000 | \$0 | \$700,000 | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,400,000 | \$1,400,000 | \$0 |
| HIP | \$0 | \$0 | \$0 | \$0 | \$1,669,726 | \$1,669,726 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,669,726 | \$1,669,726 | \$0 |
| HSIP | \$4,350,000 | \$1,500,000 | \$1,500,000 | \$0 | \$1,500,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,000,000 | \$3,000,000 | \$0 |
| MPO-CMAQ | \$4,950,162 | \$2,000,000 | \$2,000,000 | \$0 | \$2,000,000 | \$1,973,043 | \$26,957 | \$2,000,000 | \$2,000,000 | \$0 | \$2,000,000 | \$1,659,275 | \$340,725 | \$8,000,000 | \$7,632,318 | \$367,682 |
| MPO-STP | \$26,651,969 | \$9,170,000 | \$9,169,463 | \$537 | \$9,170,000 | \$9,170,000 | \$0 | \$9,170,000 | \$9,170,000 | \$0 | \$9,170,000 | \$8,696,979 | \$473,021 | \$36,680,000 | \$36,206,442 | \$473,558 |
| MPO-TA | \$2,804,017 | \$725,000 | \$725,000 | \$0 | \$725,000 | \$725,000 | \$0 | \$725,000 | \$725,000 | \$0 | \$725,000 | \$725,000 | \$0 | \$2,900,000 | \$2,900,000 | \$0 |
| NHPP | \$123,961,014 | \$87,716,259 | \$87,716,259 | \$0 | \$3,640,000 | \$3,640,000 | \$0 | \$11,080,000 | \$11,080,000 | \$0 | \$0 | \$0 | \$0 | \$102,436,259 | \$102,436,259 | \$0 |
| Fed SUBTOTAL | \$173,067,139 | \$108,961,983 | \$108,961,446 | \$537 | \$25,004,726 | \$24,977,769 | \$26,957 | \$22,975,000 | \$22,975,000 | \$0 | \$11,895,000 | \$11,081,254 | \$813,746 | \$168,836,709 | \$167,995,469 | \$841,240 |
| Local | \$149,619,412 | \$26,646,841 | \$26,646,841 | \$0 | \$11,562,733 | \$11,562,733 | \$0 | \$13,412,169 | \$13,412,169 | \$0 | \$10,211,522 | \$10,211,522 | \$0 | \$61,833,265 | \$61,833,265 | \$0 |
| Local SUBTOTAL | \$149,619,412 | \$26,646,841 | \$26,646,841 | \$0 | \$11,562,733 | \$11,562,733 | \$0 | \$13,412,169 | \$13,412,169 | \$0 | \$10,211,522 | \$10,211,522 | \$0 | \$61,833,265 | \$61,833,265 | \$0 |
| State | \$150,321,341 | \$10,132,976 | \$10,132,976 | \$0 | \$2,720,000 | \$2,720,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,852,976 | \$12,852,976 | \$0 |
| State SUBTOTAL | \$150,321,341 | \$10,132,976 | \$10,132,976 | \$0 | \$2,720,000 | \$2,720,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,852,976 | \$12,852,976 | \$0 |
| TOTAL | \$473,007,892 | \$145,741,800 | \$145,741,263 | \$537 | \$39,287,459 | \$39,260,502 | \$26,957 | \$36,387,169 | \$36,387,169 | \$0 | \$22,106,522 | \$21,292,776 | \$813,746 | \$243,522,950 | \$242,681,710 | \$841,240 |

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 (2019 – 2022) to pay for the projects in the TIP in total **AND** adequately maintain and operate the federal aid transportation system in this region?

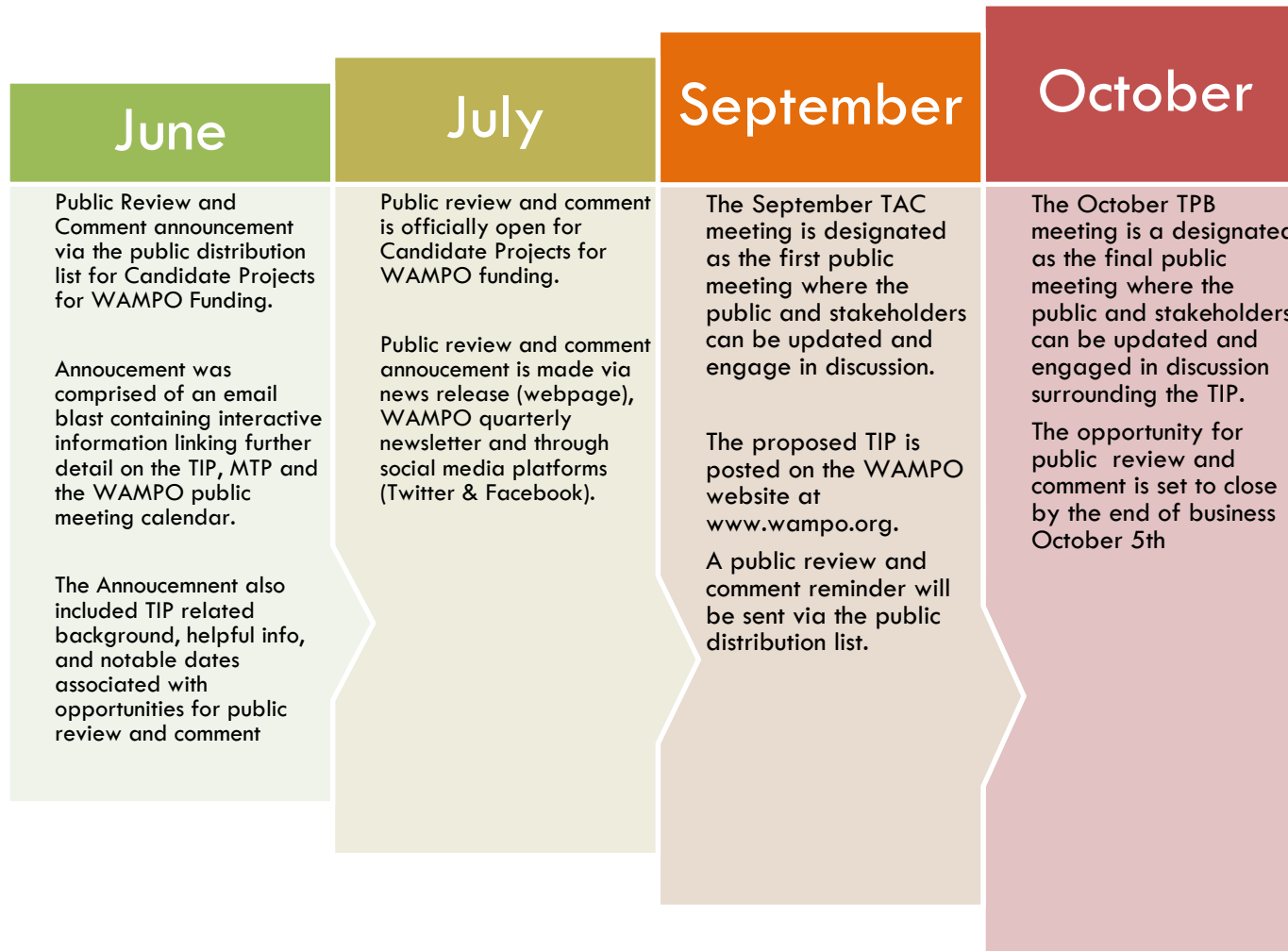
Yes. After accounting for the total projected revenues reasonably expected to be available for spending on the regional transportation system between FFY 2019 and FFY 2022 (\$895 million) and the amount estimated to be spent to adequately maintain the system (\$187 million), the amount available for programming in the TIP equals \$708 million, which is approximately \$474 million greater than the total amount programmed in this TIP.

Fiscal Constraint Analysis Using MOVE 2040 Revenue Projections

| | |
|---|----------------------|
| Years: 2019 - 2022 | |
| MOVE 2040 Based Revenue Projection | \$895,488,475 |
| Federal | \$87,617,064 |
| State | \$278,216,000 |
| Local | \$385,655,411 |
| Private / Non Profit | \$144,000,000 |
| <Estimated Expenses for System Operations and Maintenance> | <\$187,146,067> |
| Total Amount Projected to be Available for Programming | \$708,342,408 |
| Total Programmed | \$234,332,521 |

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.

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”.

An environmental justice analysis of all of the projects in MOVE 2040 was completed as part of the needs assessment phase of MOVE 2040. The projects were categorized as either preservation, modernization, or expansion type projects, and the analysis assessed the benefits and burdens of the planned projects on minority and low income population groups. Analysis of the project distribution by category in identified environmental justice (EJ) areas showed that they contained a larger share of the preservation and modernization categories when compared to the expansion project category. This difference was largely attributed to the geographic locations of the identified EJ areas, which tended to lie in older more developed sections of the region where expansion projects are less appropriate. Additionally, the percentage of the population living in EJ areas is not equal to the percentage of investments in the preservation and modernization categories. It is important to note that this indicator alone is not predictive of a potential EJ concern. In some cases increased investment has resulted in unintended consequences or EJ concerns for the area. It is the policy of this organization to use all indicators to enhance the information collected from other sources (including most importantly public involvement activities) in determining whether or not there is an EJ concern. Based on this examination there did not appear to be an EJ concern. 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 2019 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:

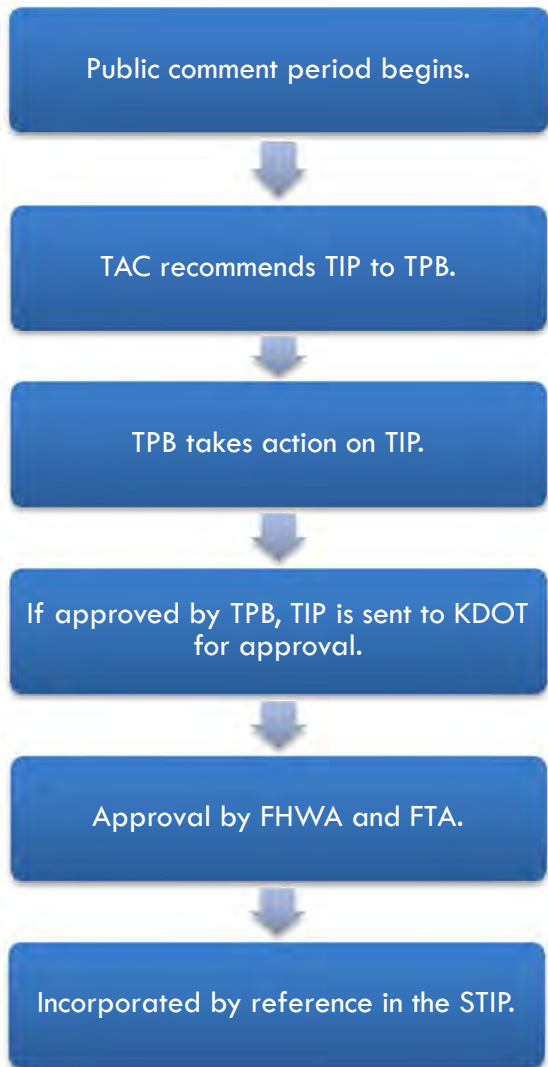
Means that the air quality in the region meets the National Ambient Air Quality Standards for a specific air pollutant such as ground level ozone.

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 |
| FTA Section 5307 | FTA — Capital and Operating |
| FTA Section 5309 | FTA — Fixed Guideway Modernization |
| FTA Section 5310 | FTA — Elderly and Disabled |
| FTA Section 5311 | FTA — Rural Capital and Operating |
| FTA Section 5316 | FTA — Job Access & Reverse Commute (JARC) |
| FTA Section 5317 | FTA — New Freedom |
| SIP | State Implementation Plan |
| SRTS | Safe Routes to Schools |
| STIP | Statewide Transportation Improvement Program |

| | |
|------------------|---|
| V/C Ratio | Volume over Capacity Ratio |
| WAMPO | Wichita Area Metropolitan Planning Organization |
| WT | Wichita Transit |
| STP | Surface Transportation Program |
| TAC | Technical Advisory Committee |
| TA | Transportation Alternatives |
| TIP | Transportation Improvement Program |

Appendix B: Self Certification

Concurrent with the submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the Wichita Area Metropolitan Planning Organization (WAMPO) and the Kansas Department of Transportation (KDOT) 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. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title IV of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 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 Fixing America's Surface Transportation Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises (DBE) 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 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 27, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Dan Woydziak, WAMPO Transportation Policy Body Chairperson

10/9/18
Date



Cory Davis, KDOT Comprehensive Transportation Planning Manager

9/26/18
Date

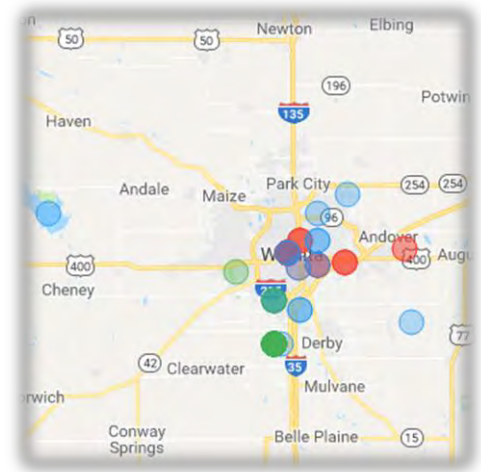
Appendix C: Public Comments



Public Review and Comment Results Candidate Projects

Outreach:

- Survey Information released to the public via the WAMPO Engagement Hub
 - Electronic surveys by project: released 6/26/18
 - Target: 735 person distribution list
 - 205 people opened notice
 - The map to the right highlights the geographic location of some of the survey *respondents.
- Partner Consultation Notice: 7/5/18
 - EPA (Region 7)
 - Sedgwick County Emergency Management
 - US Army Corps of Engineers
 - KDHE
 - MAPD
 - US Fish & Wildlife Service.



**Includes Coordinated Plan responses*

Results:

- Number of comments received: 192
- Projects generating the most attention:
 - Meridian Pedestrian Bridge over Big Ditch: 42% of comments
 - Oliver and Kechi Road Intersection in Kechi: 27%
 - North Main Street Reconstruction in Haysville: 21%

Findings:

The below summary gives a short overview of the comments and/or themes found within the survey comments. For further detail please review the attached results report.

City of Andover 159th Street Upgrade to Arterial Standards

- Number of Comments: 3
- Comment Themes/Summary: All respondents were generally supportive of this project. The majority also expressed interest in active transportation investment.

City of Andover Bike/Ped Path along Andover Road

- Number of Comments: 3
- Comment Themes/Summary: All comments were supportive. One respondent suggested that a phase 2 option should be to redesign Andover in order to give all modes space to travel.

City of Haysville North Main Street Reconstruction

- Number of Comments: 41
- Comment Themes/Summary: 40 out of 41 respondents supported this project. Themes associated with comments fell in 4 major areas. Please note the following number do not reflect individual comments, but rather the number of times the themes appeared within the comments:
 - 17 Flooding
 - 14 Active Transportation
 - 12 Maintenance & Repair
 - 7 Safety

City of Kechi Intersection at Oliver and Kechi Road

- Number of Comments: 52
- Comment Themes/Summary: Some concern expressed about potential negative impacts like gentrification and adversity to the Playhouse. Themes associated with comments fell in 3 major areas. Please note the following number do not reflect individual comments, but rather the number of times the themes appeared within the comments:
 - 54 Active Transportation
 - 15 Safety
 - 5 Students/Children

City of Park City: 61st Street North Lane, intersection and bike/ped pathways (Broadway to the Wichita Valley Center Floodway bridge)

- Number of Comments: 7
- Comment Themes/Summary: The majority of the comments were supportive of the project. Many requested and/or supported active transportation elements. One requested public transit considerations.

Sedgwick County Pedestrian Bridge on Meridian over the Big Ditch

- Number of Comments: 81
- Comment Themes/Summary: 79 out of 81 respondents were supportive. Themes associated with comments fell in 3 major areas. Please note the following number do not reflect individual comments, but rather the number of times the themes appeared within the comments:
 - 135 Active Transportation
 - 55 Safety
 - 45 Students/Children

City of Valley Center Reconstruct/Pave Meridian from Ford to Seward (69th St N)

- Number of Comments: 1
- Comment Themes/Summary: Neutral comment. Respondent requested how this project will support future transit systems.

WAMPO Planning Assistance

- Number of Comments: 0
- Comment Themes/Summary: N/A

City of Wichita Reconstruct Pawnee from Webb to Greenwich

- Number of Comments: 2
- Comment Themes/Summary: Mixed reviews. 1 respondent was not supportive of this project as is and suggested considerations related to future maintenance, safety, and active transportation. The other respondent was supportive and felt that it addressed safety concerns.

Wichita Transit Paratransit Van Replacements

- Number of Comments: 2
- Comment Themes/Summary: Both respondents were supportive of this project. One stated that a bigger priority would be the expansion of services and accessibility.

Survey results reports by project may be found on the following pages.

Andover - 159th Street East

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|-------|--------------|-----------|----------|
| 26 | 3 | 0 | 3 |

Please share any thoughts, comments or feedback you have related to the Andover project 159th Street.

3 Comments

I would be interested to see if the proposed implementation suggests giving cyclists their own designated space. If the 10 foot path to the side is intended as THE space for cyclists, then it will likely lead to conflicts for everyone involved. As a cyclist, if my only options are the street and a side path that is designed only as a 10 foot sidewalk, I will continue to use the street instead. So that I am not a problem for pedestrians, and to avoid the 4 way intersection at every curb cut.

Also would suggest not designing the traffic lanes to highway specs. 11 foot lanes would most likely be preferable to 14 foot+.

7 days ago

 Agree

Needed!

one month ago

 Agree

Brian Lindebak This project has been needed for a long time. I hope to seed cyclist needs integrating into the project.

one month ago

 Agree


Andover - Bicycle/Pedestrian Path

Digital Public Input Results


| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|-------|--------------|-----------|----------|
| 37 | 3 | 0 | 3 |


Please share any thoughts, comments or feedback you have related to the City of Andover Bicycle and Pedestrian project

3 Comments

Brian Lindebak Looking forward to seeing this much-needed improvement completed.
one month ago  1 Agree

Clayton Pearson Excellent start to a much needed redesign of Andover Road from Harry to 21st street.

Would suggest a phase 2 could be a redesign Andover Road itself in order to give cars, pedestrians, AND cyclists their own designated road space. In particular, suggest studying if the extra space in the 5 lanes could be reconfigured to provide a pair of bike lanes. Particularly space from the two outside lanes and center turn lane.
7 days ago  Agree

Kim Excited to have the final portion completed! I like to ride with friends from Wichita to Andover and have started seeing a lot more residents out walking and riding along this area.
13 days ago  Agree

Haysville - Main Street

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|-------|--------------|-----------|----------|
| 175 | 34 | 0 | 41 |

Please share any thoughts, comments or feedback you have related to the City of Haysville project

41 Comments

Debbie Coleman WAMPO, please give consideration to the north Main St. reconstruction in Haysville. Main St. is a much used artery in and out of town and gives access to Haysville's neighborhoods and businesses. When we experience heavy rain Main St. fills with water impeding traffic flow. We have a large youth and senior citizen population that utilizes both Main St. and the sidewalk on the east side. It would be wonderful to also have a sidewalk on the west side of Main St. to allow citizens easy access to the businesses and neighborhoods. We are a growing community and proud of our little town. This project would enable us to continue on our path to greatness! Thank you.
22 days ago 2 Agree

K Baldrige I think this is such a great idea! With the growing number of people that are using public transit and walking/biking in the area, this will be a safe way for people to get around.
23 days ago 2 Agree

Cathy Y. Hurley Businesses and the population are growing. This is one of the main arteries into town. The flooding cuts the lanes down to one lane each way. It makes it difficult for traffic, especially during rush hour.
23 days ago 2 Agree

Lori Coykendall This is a much needed project in an area that has been an issue for many years. This project is extremely important for the safety of residents and for proper drainage to prevent increased flooding and water damage. Having the fire station downtown has been wonderful. That alone has resulted in a great deal of additional "heavy weight " traffic, which the road is not able to handle in the current condition. In addition, the walkway is vital in protecting residents who are on foot or bike, as well as for wheelchair accessibility. Thank you for your attention to this much needed project!
23 days ago 2 Agree

I moved to Haysville 21 years ago and N Main Street has continuously flooded during moderate to heavy rainfall. This has reduced traffic lanes to two every time. The pot holes have been increasing and I know the City has tried to keep up with slurry seals but, it seems that this has reached a point where it is no longer effective.
23 days ago 2 Agree

The continued growth and increased traffic has had a burden on the road.
23 days ago 2 Agree

Loretta Scott WAMPO, please consider making these improvements to Main St in Haysville, it's a busy and important road, very heavily used.
22 days ago 1 Agree

Loretta Scott WAMPO. Please consider making these improvements to Main St in Haysville. It's a heavily used and important road in our community.
22 days ago 1 Agree

Dan Benner Please consider funding this improvement and maintenance project for North Main Street in Haysville.
22 days ago 1 Agree

Brandyn Ritthaler Money well spent, if we can get these roads fixed!
22 days ago 1 Agree

The infrastructure of this street is deteriorating. Without the proper drainage, it is only going to deteriorate more.
22 days ago 1 Agree

Shirley mcutchen This is badly needed! We are a growing city, with a lot of youth and elderly. We want to keep them safe as possible.
22 days ago 1 Agree

WM Much needed!!
22 days ago 1 Agree

Janet Parton This is a much needed project that would improve the road and improve drainage.
22 days ago 1 Agree

Thomas Gallegos As we continue to grow here in Haysville, the improvements of N. Main St. are imperative to helping us move forward. The nicer the city looks the more people will want to live and open businesses here.
22 days ago 1 Agree

I'm all for any improvements for this small town.

22 days ago

1 Agree

Lynette Brown This is a project that will improve the main north south street in Hays vile.

22 days ago

1 Agree

This will be a big improvement

3 days ago

Agree

OK Go for it!!

3 days ago

Agree

Great idea needed!

3 days ago

Agree

Great idea!

3 days ago

Agree

It does flood if we ever get any rain.

3 days ago

Agree

Michelle Price Thank you for reviewing the Haysville Main Street project. Our Main St. is thriving with new businesses and, as you've read in earlier comments, a new fire station. We have flooding issues that impact all of us in this community and complicates traffic for emergency vehicles. We are proud of our town and all are working hard to make it a safe, convenient place to live. Please consider Haysville Main St. project as the first choice.

4 days ago

Agree

Everett Price Dear WAMPO

Please consider Haysville a canadate for this new proposed construction project. The flooding on Main St. is an problematic issue. With our new fire station in place, Main street would benefit from the new construction due to the use of our heavy fire trucks. Our community is becoming bicycle friendly and could benefit from this project. We currently have bike and walk access to the south side of the floodway bridge. The proposed construction would help connect our community and make it safer for those on bicycles and walking to businesses and other functions. Thank you so much for your consideration in our community.

4 days ago

Agree

Not necessary at this time- no pedestrians It's always nice to have "new" roadways, but how many people walk across this bridge to warrant a side walk on the west side of the bridge. Heading north to 63rd- no one is repairing the "cracks" across Seneca/main currently. If proper maintenance can not be provided why add more projects? Very few people walk on the bridge.

10 days ago

Agree

Boyd & Vivi-Ann Hiveley Yes my husband and I agree that this project would be advantageous and create less of a problem area with water if the drainage issue is taken care of. Also the sidewalk would be a great addition to that area since it is limited access for crossing.

11 days ago

Agree

I know it is getting bad and it need to be done so I am in favor of it to be done. It needs to be done before the weather makes it worse.

14 days ago

Agree

Need better drainage. Road is in dire need of repair.

14 days ago

Agree

Heavy traffic- rain causes problems

14 days ago

Agree

I am a resident of Haysville and travel North Main Street. Main Street is heavily traveled and has poor drainage. I drive on this street everything. It is in need of being replaced.

15 days ago

Agree

I'm for improving Haysville. Hopefully, our taxes won't be raised.

17 days ago

Agree

Kristen McDaniel Main Street would benefit greatly to improve this roads. When we receive any substantial about of rain this road is affected highly. For the safety of our citizens this project needs to be done.

18 days ago

Agree

WAMPO this is a project that Haysville desperately needs !

20 days ago

 Agree

We need this before we start losing young people.

20 days ago

 Agree

Much needed improvement!

21 days ago

 Agree

JA Main Street is in need of repair to remain a safe means of travel. Morning and evening commuter traffic is heavy along this route, in addition to daily in-town travel, and cannot be sustained without upgrades to the failing state of the roadway. Adding a sidewalk would improve the safety of this route for children walking to and from school and pedestrians moving along the main retail corridor of the city. During even the slightest rain, water floods the outside lanes on Main Street, making travel by car unsafe at times, and causes water to splash onto the existing sidewalk. I've witnessed vehicles hydroplaning around the corner when turning onto Main Street from side roads due to the pooled water in the lane, causing near accidents with vehicles already on Main. There is a safety issue with the current state of the streets and lack of guttering and sidewalks.

22 days ago

 Agree

please pick

22 days ago

 Agree

Street in need of repair please help out.

22 days ago

 Agree

Comments Hidden by Filters or Admin:

Bernice Wray This is a great idea to replace road it is very rough.

3 days ago

 Agree

This needs to happen.

3 days ago

 Agree

Paul kinderknecht The street does need work badly, would also express that the biggest problem in my view is regular maintenance and curb cleanliness. We have Trees growing in our storm drains.(Fager and Main)

10 days ago

 Agree

Kechi

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|-------|--------------|-----------|----------|
| 203 | 52 | 0 | 52 |

Please share any thoughts, comments or feedback you have related to the City of Kechi project

52 Comments

Erin Sidewalks on all sides of the streets would vastly improve this intersection! I would be much more inclined to walk my dog around town if the sidewalks were improved. We're proud of our artistic community and giving our little town a much needed facelift would possibly attract more artists to the area!

12 days ago

4 Agree

Jen I think it would be a Wonderful improvement! I run Kechi daily and it's surprising I haven't spranged an ankle or gave my kid whiplash in the jogging stroller!

12 days ago

4 Agree

Matt Staub That would be an awesome opportunity for our little town. More foot traffic, safe places to walk to the local businesses, helps out everyone. Keeps kids, pedestrians, and cyclists safer on those two busy streets.

10 days ago

3 Agree

Pam and Todd. Much needed and very deserving. Kechi is a great community. Highlighting these necessary improvements will benefit people who call Kechi home and visitors checking out our artisans area.

12 days ago

3 Agree

In addition to improving the look of our main intersection, it would also make it safer for drivers, bikers and pedestrians.

12 days ago

3 Agree

Great! This project will provide needed parking to get people out of their cars to connect to places using actual sidewalks. Let's do this!

12 days ago

3 Agree

Jeff Boone While a great project and one that certainly fills a need, I hope this project is doable without adversely affecting the Playhouse.

one month ago

3 Agree

I think this is a critical project for the City of Kechi. The expansion and reworking of the intersection and addition of the wider sidewalks will really help not only the Kechi citizens, but others in the nearby areas.

one month ago

3 Agree

Patrick Wilson Please, Please! Don't gentrify this great little town! Don't make it look like an extension of Wichita! Keep it's nice, small town feel with only small businesses (no franchise or corporate owned stores or restaurants) that look like a small town in Kansas. So many places have tried this but ended up just a trendy suburb of it's big city neighbor. Please keep it small and down home.

8 days ago

2 Agree

ML Kechi is the spot to find the perfect "ungettable get" whether it be a handcrafted trinket or unique local treasure. Improving the intersection of Kechi Rd & Oliver will not only keep pedestrians safe, but also increase foot-traffic for the highly-sought local businesses. These local shops give visitors a rare peek at the vibrant and cozy lifestyle our town exudes and easy, welcoming pathways are a must to achieve return visits. A project like this can only improve the livability and growth of this wonderful town!

10 days ago

2 Agree

AP Kechi's undeniable charm and artisan draw continue to make it a wonderful place to call home, but there is a growing need for improvements at our main intersection of Oliver and Kechi Road that can no longer be ignored. From increased walkability for families during Kechi Fair days, to easy access to local businesses and shops, this grant would foster a greater sense of community for years to come. Please consider funding this. Our little town is long overdue for safe pathways that will connect our residents to the places they love most.

10 days ago

2 Agree

LB Awesome! Make Kechi unique. This city has potential and will be unique for Wichita area. Provide an art village where artists with low budget can exhibit and sell their art work. It will attract a lot of people to come to Kechi to buy art works or just to visit this unique small town. That will also affect other businesses like restaurants and shops.


12 days ago


2 Agree


Stephanie My husband and I walk with our dog and two small children along Kechi road, from the post office to the intersection of Kechi road and Oliver. From there we finish out our walk along Oliver street until we get to Kechi park. It would make our nightly walks so much safer and easier if there were improved sidewalks.


12 days ago


2 Agree


Doug and Michele The upgrade looks great. Perhaps it would attract some new businesses. When would it begin?
12 days ago  2 Agree


Amy Jane Miller I wish we could have a sidewalk that goes all the way to Park City. I would love for my kiddo to ride her bike to the Library.
7 days ago  1 Agree


Timber My wife and I would love to see sidewalks and bike lanes from Woodlawn to Park City and from Bel Aire to 69th street. This project sounds like a great start to someday having that.
8 days ago  1 Agree


Mary Trotter Andresen I don't live in Kechi, but have absolutely fallen in love with this quaint little town. I think sidewalks would be fabulous, but like Patrick ^^^^ please do your best to keep the quaint vacation esque feel to this precious little town.
8 days ago  1 Agree

Debra Gadbury Our small but growing town needs this so bad! The children need this worse! Please and Thank You!
12 days ago  1 Agree


Tammy I would love to see this improvement for Kechi. Our little town is very special and unique. This upgrade would help others to see the beauty of our town. It would also help with safety when walking around that area.
12 days ago  1 Agree


Angela LeSage Please consider Kechi for this very much needed project. Turning right off 61st to go north on Oliver is tricky, as the intersection is configured such that you must make an extremely tight turn or you end up in the southbound lane. I believe the angles are not correct for a safe turn. Additionally we use the sidewalks, but they are also in need of repair. Kechi has high traffic on both Oliver and 61st streets. This project would serve the community well. Thank you
12 days ago  1 Agree


J I am excited about the possibility of this project for Kechi. For someone who is starting to bike more, but is not comfortable riding on busier streets like Kechi Rd. or Oliver, (that don't really have a shoulder) a bike path is very appealing. While I say these streets are busier I don't think that it is so busy that the intersection warrants a traffic signal. Kechi is a great little community that I enjoy calling home.
12 days ago  1 Agree


Barbara Edminster Sideways would be nice in order to walk from business to business
6 days ago  Agree


Lynn Broz Was there last night ...love the park
6 days ago  Agree


Joe O. Removal of Soutern Flag, as Kansas fought for the north. If Kechi wants to look more like a modern town, then all people should feel welcome. That would be including minorities who were oppressed under the southern flag.
6 days ago  Agree


I think this idea or even a round a bout instead of stop lights seems great.
7 days ago  Agree


Mathew Johnson I don't live there, and try to avoid it as much as possible, but honestly I'd be trying to get off ramp/on ramp south of there built. Alot easier it would seem. Safer for the community as you wouldn't have that much high traffic going through. Maybe I'm wording it wrong. Good luck with whatever is chosen. The town will benefit I'm sure.
7 days ago  Agree


Peter I love living here because of the unique small town sort of feel you get here. I think this would be a wonderful improvement to the city.
8 days ago  Agree


Karen & Trent The improvements would make the corner so much more accessible for everyone and make the area look great!
8 days ago  Agree


Roy Riggs The city of Kechi has a great opportunity to grow and expand on the growth and add to the culture of surrounding communities and expand small business opportunities with this street Improvement project
8 days ago  Agree


Jeremy Ryan Johnson George Lay Signs Inc. could do the signage and would love the opportunity to. Looks like some great work for a great City
8 days ago 


Pattie Speer I think this project is GREATLY needed. Both for improvement of entrance & exiting Kechi, but also to increase safety for both bicyclers & pedestrians. Our main intersection isn't easy to navigate for either walking or bike riding. I think this project will be a huge improvement. Thank you for consideration of this project.
9 days ago 


Brian Cozine Please approve and move forward with this project. This intersection is in need of rehabilitation. New sidewalks and traffic controls will be a great improvement.
9 days ago 

This would be such a wonderful addition to the community for residents and visitors and is a much needed project.
10 days ago 

I agree this project is necessary for safety and aesthetics. It is also important to remember the high number of bicycles that use this intersection regularly. Since the bikers use the street rather than the sidewalks, has adequate lane width been included in the planning?
10 days ago 


For many years Kechi has been the go to spot for that special unique gift or artisan craft. Improving the intersection of Kechi Rd & Oliver would improve the overall walkability of the city. Funding for this large of a project would be hard to accomplish with ONLY money from the taxpayers. Partnering with WAMPO to accomplish this project is a win for everyone. I am excited about the designs concept for the artisan community and look forward to Kechi being the art & collectable niche for generations to come.
10 days ago 


Kechi is the gateway to Sedgwick County, enhancing this intersection will benefit commerce in Kechi and nearby cities.
10 days ago 


I am really encouraged by this grant for our city, Kechi. Sidewalks will assist in activities hosted by our town, and help keep pedestrians safe and off the 61st street. This also will help local business along the 61st street area, increased foot traffic to all businesses nestled along 61st, as well as Oliver. Please pick Kechi a great little town.
10 days ago 


Shabree Smalley I like this!
10 days ago 


Loretta Canlapan I love this idea!
10 days ago 


Beth Pettibone I think it's great. It's just frustrating that the route to every post office local will be under construction. Why is every road always under construction?
10 days ago 

Maggie Ortiz Sidewalks would be amazing! We moved here a few years ago and walk with our kids and our dog all over town almost every evening. Not only would it improve daily living, but it would also have a big impact for the Kechi Fair.
11 days ago 

CK Yes looks like a great idea ! I too enjoy yding the sidewalks we have to walk or bike in this town. And it will upgrade the area for future business.
11 days ago 

Gwen M. The city of Kechi needs improved parking and sidewalks, please! The current conditions are notorious and potentially dangerous for pedestrians!
11 days ago 

In addition to improving visually this would assist with day to day pedestrian, bicycle and vehicle flow.
11 days ago 

CDT Will be great for all the businesses to have sidewalks to reach them easier. Excited as a resident to have better sidewalks on all side for safer running/walking route. I grew up in Kechi and it's really exciting to hear a traffic light is going in. That is going to be excellent! Look at us getting fancy big city things ;)
11 days ago 

Kechi is such a wonderful place. My wife and I have lived in this small town for the past 3 years and are happy to call this place home. We love to take our dog and 5 month old daughter on walks throughout the city. This grant would do so much good not just for people are considering buying a home in kechi, but also for those who love this city so much and enjoy being out and about visiting stores, going to the park and even just walking through the neighborhoods. I hope kechi gets this grant and by doing so it will make kechi even a better place to call home.

11 days ago

 Agree

Maddie I think that this will help bring more business and patrons to our area. It will also be easier and more enjoyable to walk my dog in the area.

12 days ago

 Agree

Robert Cillessen This project would provide for a much safer intersection in the heart of Kechi. The intersection currently has line-of-sight issues and the addition of turn lanes and better sidewalks will help the City move towards it's goal of having a safe, walkable Arts & Business District.

12 days ago

 Agree

Charlotte Kechi needs this area improved greatly! Extra parking in addition to sidewalks. Please. Our growing artistic community is a great place to call home....and visit!

12 days ago

 Agree

We love our little town and this would greatly improve the look and safety! We have so many pedestrians and bicyclists. I won't let my kids ride their bikes out of our neighborhood area because of the high traffic on Oliver and kechi roads. This would give us that capability in a safer way!

12 days ago

 Agree

Lee Please consider Kechi street project. Kechi is a great small town with artaisan atmosphere. This project will improve the community and keep Kechi safe for all citizens. I run in th mornings, and have to use the street due to no sidewalks on 61st street.

12 days ago

 Agree

Direct access to the highways! Yay!

one month ago

 Agree

Park City

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|-------|--------------|-----------|----------|
| 54 | 7 | 0 | 7 |

Please share any thoughts or comments on the Park City Project.

7 Comments

Kim This project is definitely needed! Excited for the bike/pedestrian improvements. I like to ride from Wichita to Park City (and on to Newton) and this area is a big barrier. THANKS!
13 days ago 👍 1 Agree

Gina Add the walking bridge.
23 days ago 👍 1 Agree

Anita Saindon These are Badly needed upgrades...I'm glad they are being considered...I hope they get done!!! 🙏
25 days ago 👍 1 Agree

Bill Great idea! Thank you!
12 days ago 👍 Agree

Sheryl Yes please create/expand a pedestrian and bike lane. It would be nice to be able to commute safely by walking/biking to and from the residential areas to the businesses around 61st & Broadway.
13 days ago 👍 Agree

Millions of pounds of freight move on this road every day. Up grade is past due.
24 days ago 👍 Agree

B.R.

B.R.Will this upgrade help to make the street user-friendly for a future public transit system to utilize? The WTA (Wichita Transit Authority) has claimed that storm drainage systems on many major streets they might like to use is inadequate to support public transit busses. Employers today need employees to be able to use public transit to get to Park City, Valley Center, etc. This future goal needs to be kept in mind for the local economy.
one month ago 👍 Agree

Sedgwick County - Pedestrian Bridge

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|-------|--------------|-----------|----------|
| 352 | 73 | 0 | 81 |

Please share any thoughts, comments or feedback you have related to the Sedgwick County pedestrian bridge project

81 Comments

Tim Norton This project was scraped several years ago because of bids higher than estimates. Still a critical need for safety, connectivity, bike/ped usage and growth on the westside of Haysville.
22 days ago 11 Agree

Paige Crum This footbridge is absolutely essential to the safety of our students walking to and from Campus High School. With the current situation, people have to walk in the lanes of traffic to get across the bridge. As well, turning south on Meridian Ave from 63rd street south has a very poor visual path. It is far too easy to not see walkers in the road and cause injuries. We have sidewalks on both sides of the bridge, but our walkers have to step into the roadway at the most dangerous point. Haysville and southwest Sedgwick County need this footbridge. It is a priority one need for the safety of our students.
22 days ago 10 Agree

Mark Eastman Mark Eastman this is a crucial project for the safety of children going to and from Campus High on foot from Haysville. Many people walk or ride bikes along those paths and are then forced to do so on the bridge in order to cross the drainage ditch. This is hazardous and counter productive for those people/students who commute in that way. Being able to safely commute across the ditch is important in order to connect Haysville to South Wichita. It will extend significant benefits to those wanting to walk their dogs as well as bringing south wichita residents and Haysville residents closer together.
23 days ago 7 Agree

K Baldridge This idea is my favorite! I live off of 63rd and I have always pictured having more walkways around Haysville. People are becoming more active these days and it is a great appeal to others looking to move to the community.
23 days ago 5 Agree

Lori Coykendall This project is an absolute necessity for the safety of residents, and most directly for our Campus High students & faculty! The sidewalks that were installed along the east side of Meridian, were greatly needed. However, they did not fix the problem of connecting the areas on each side of the bridge. Many people walk or ride bikes along those paths and are then forced to do so on the bridge in order to cross the drainage ditch. This is hazardous and counter productive for those people/students who commute in that way. Being able to safely commute across the ditch is important in order to connect Haysville to South Wichita.
23 days ago 5 Agree

Amy Driskill I currently live off Meridian between 63rd and 71st. I travel this road every single day more than once. My husband and I teach at Ruth Clark, and I also coach cross country at Campus. This is an area that really needs a safe place to run/walk/ride bikes. No one can safely use this bridge without fear of being run over. It would be perfect for our cross country runners to run from school to the football fields/track instead of using a bus. I see kids everyday walking to school or riding their bikes over the bridge daily. Too many adults and teens are constantly staring at their phones instead of focusing on pedestrians. In my opinion this is a safety issue that needs attention. Thank you for your consideration.
22 days ago 4 Agree

Debbie Coleman WAMPO, please consider supporting the pedestrian bridge on south Meridian over the Floodway. Haysville School District Campus High School is located at the corner of south Meridian and 55th St. south - north of Haysville. High school students living in Haysville sometimes walk to and from school. With no pedestrian bridge the students have to walk alongside of vehicles traveling at least 40 mph (usually faster). For the safety of the students of USD 261 please approve the funding of the pedestrian bridge project. Thank you.
22 days ago 4 Agree

Kristen Bedell This is a must. The current situation is extremely dangerous to pedestrians (many of which are children on their way to and from school) who have to walk in the road to cross the bridge.
22 days ago 3 Agree

Cathy Y. Hurley This is a much needed project. There is no safe way to cross the floodway. Pedestrians run the risk of injury by traffic. It would also encourage a new hike/bike path.
23 days ago 3 Agree

Something needs to be done about this bridge to ensure the safety of our students!! It needs to be done soon. It has gone been this way for far too long.
22 days ago 2 Agree

Carolyn D Brown With the state becoming stricter with transportation reimbursement, more students are walking. When there was construction on the bridge driving without pedestrians was very dangerous. For the safety of pedestrians please fund this NOW
22 days ago 2 Agree

This bridge is clearly old. It used to be a two lane bridge with pedestrians and cyclists having the capabilities to cross it moderately safely. Ever since they changed it to a 4 lane bridge there has been no safe way for cyclists or pedestrians to cross the bridge. With students going to Campus or anyone trying to walk or cycle to Haysville this bridge is deadly mistake waiting to happen.

23 days ago

2 Agree

this needs to be done..safety issue

22 days ago

1 Agree

Tim Long A bridge of this sort should have been built a long time ago. This would connect a school back with its town for all ages.

22 days ago

1 Agree

Brian Townson The need for a footbridge at this location has been a safety concern for years. Please make this project a high priority for the safety of our community's youth along with drivers trying to avoid bicycles and pedestrians while driving on the bridge.

22 days ago

1 Agree

Shirley mcuttchen This has been needed for a long time. We have youth that have to walk around there, and very unsafe, no lights. This needs to be addressed quickly, so our citizens can be safe!

22 days ago

1 Agree

It would clearly be safer if students had a side walk that helped them get to the school, instead of worrying about getting hit by a car or walking through mud or ice after it rains or snows

22 days ago

1 Agree

This bridge/sidewalk is a much needed project for the safety of our children who only have this one option to get to Campus HS. Children use this bridge twelve months of the year to get to and from school and school activities. They bike and walk daily and it is not safe.

22 days ago

1 Agree

Audra and Ashlynn Key This is a MUST!!! Our children deserve a safe way to get to school at Campus. Our residents deserve the connection to Wichita without cars. Crossing that bridge is very very dangerous on foot/bicycle.

22 days ago

1 Agree

This would be a great project to complete for the community. It was be very beneficial to be able to provide a safe path for pedestrians to utilize the bridge. It would be great to connect the Haysville community to their High School.

22 days ago

1 Agree

Janet Parton This is essential for the safety of those who walk to and from Campus. Also for our students who run cross country. Also for those who would like to have a longer biking trail.

22 days ago

1 Agree

Thomas Gallegos Undoubtedly something that should have been done years ago. I understand there is a cost to everything but building this is a foregone conclusion. Safety of all in getting to the other side of the floodway without having to walk in traffic.

22 days ago

1 Agree

This bridge is much needed for safe pedestrian and cycling connectivity between the 2 cities and Haysville and its highschool.

22 days ago

1 Agree

Students use that bridge daily with no safe space to walk. There are longer routes from Haysville to Campus High, but they require walking a mile to Seneca Street and there is also no safe place to walk along 55th street. With a school sitting right at 55th and Meridan the county has done very little to provide a safe way for students to travel to and from school.

22 days ago

1 Agree

Brian Schremmer This sidewalk would be crucial for the safety of those traveling to and from Campus High School you go by there at some of the busiest times of the day and their students walking to and from school and there is no sidewalk that goes across that bridge so this project would be very very beneficial for the safety of those traveling to and from

22 days ago

1 Agree

Vicki Bazil Please make this the highest priority. This bridge is a much needed connection to Campus. Protect the walkers!, joggers, students! We have waited a long time for this,, please make this happen- before a tragedy! Thank you in adavance!

22 days ago

1 Agree

Terri Gray This project is desperately needed to keep our students safe. We have kids walking to and from school on a very dangerous road even during the summer for sports practice and other activities. It is a miracle none have been hit by cars yet. The walking and bike path would also be a great asset to Haysville Healthy Initiatives.
22 days ago 1 Agree

Lynette Brown This is a safety issue, not just infrastructure. Children cross over this bridge almost in the path of traffic between Campus High School and Haysville. The pedestrian bridge is needed.
22 days ago 1 Agree

Lena Heflin This has been needed for years!!!
22 days ago 1 Agree

We do need to join Haysville and Wichita.
3 days ago Agree

Don't know how many will use it.
3 days ago Agree

Do not know how much use it would get. Have we EVER considered assisted living so our long term Haysvilians don't have to move away from everyone and everything familiar!
3 days ago Agree

Great idea
3 days ago Agree

Needed with campus so close
3 days ago Agree

Danielle Blount As a teacher and runner in the Haysville community, I strongly believe this project being funded would provide numerous benefits to the community.

First off- there are many students that travel to Campus High School and choose to walk or bike to school. There is no safe path for these students to take that does not require them to travel on the street for part of the time. A pedestrian bridge would improve student safety and accessibility. Secondly, as a runner who advocates for healthy habits in a community, I believe that a bridge would provide more routes for those being active in the community. More routes for running, walking, and biking promotes better community health.

I feel this project would provide safety, more options for those that walk, run, and bike, and will connect the community and should be funded.
6 days ago Agree

Nicole Franken I think this project is absolutely necessary. While the Main Street bridge would also improve safety, this bridge would allow a direct connection for students to get to school without walking in the road near cars going +40 mph. Students coming from near Main St. and Grand Ave. would have to continue west anyways, while if only Main St. had a bridge, students living near Meridian would have to go east to the bridge crossing and the back west to get to Campus.
6 days ago Agree

Gary O'neal Agree with Tim Norton.
7 days ago Agree

Kim Awesome project to help improve connections between Wichita and Haysville! I love to ride and walk in this area and would appreciate the safety improvements.
10 days ago Agree

Not necessary at this time- no pedestrians This bridge was just recently reopened after being closed for over a year. Now what? More closures to put a pedestrian bridge? I drive that stretch every day when school is open and have not seen once bicycle in 2 years. NOT even a pedestrian. Totally unnecessary at this point. Kids drive up to Campus. We don't even have bus service.
10 days ago Agree

Boyd & Vivi-Ann Hiveley We think that this project is a good idea. That area needed some place safe for people to cross over either walking or by bike. You also have kids from the high school that may walk between the school up into Haysville and have to cross over some where that is safe. It would also be nice to have street lights instead of the 4 way stop at the intersection of Meridian and 55th by the high school too. Some people still haven't learned how a 4 way stop works!
11 days ago Agree

This is a good idea for pedestrians to have a bridge because drivers are sometimes distracted by using their cell phones and aren't concentrating on their driving.

14 days ago

Agree

Need a walkway for pedestrians and bicycles.

14 days ago

Agree

A safe bridge would be wonderful for walkers and bikers.

14 days ago

Agree

As a Haysville resident, Meridian street is used extensively. Pedestrians and bicycle users need a pedestrian bridge and pathways with lighting. Safety is very much needed for everyone.

15 days ago

Agree

I'm for improving Haysville. Hopefully, our taxes won't be raised.

17 days ago

Agree

Carl Bazil I drive over this bridge every day, and all I'm seeing is its only getting more and more kids walking and riding bikes daily. If you want to keep them safe there needs to be a pedestrian bridge for them.

17 days ago

Agree

It's only common sense to provide a safe route for pedestrians

17 days ago

Agree

Cheryl This is something that is desperately needed. After watching students, walkers, runners and a broken down bicycle rider try to get across safely, it was terrifying! The speed limit is 40 and the is nowhere for a pedestrian to go when both lanes have cars in them. The high school running club, and just the students like to walk. I will not allow my students because there is no safe way but in a vehicle to cross that area. I seen a elderly gentleman riding a bike about a month ago, he fell on the bridge, cars going across not even slowing down. I called the police and turned to try and block for him to get up and across. We had people blowing their horns and some other not nice jesters, I wondered what would of happened if I had not turned around. This is a major road to several other towns. Our community needs safe walking areas as we are growing.

18 days ago

Agree

Yes, please we need this!

18 days ago

Agree

I travel this bridge every morning during the school year. Numerous times I have seen students walking or riding their bikes across it. This simply isn't safe.

18 days ago

Agree

Yes! we need this bridge it would be so much safer for our high school students who walk to and from school.

18 days ago

Agree

Kristen McDaniel This project is crucial in protecting pedestrians going across this bridge. This project is absolutely essential in the safety of citizens walking and/or riding bikes in this area. Haysville would benefit highly from this project.

18 days ago

Agree

Dan Benner Please fund this project that should have been done years ago. It is a clear safety issue, and also in keeping with the long range WAMPO connectivity plans.

18 days ago

Agree

Ben Woodworth It really needs to be done before someone (probably a student) gets hurt. It is a safety concern. I have seen too many 'close calls' along that bridge of someone getting hit by a passing vehicle. In addition, it will provide everyone, who doesn't have a vehicle and can't make bus times due to activities, an alternative solution by SAFELY riding or walking to Campus High School.

19 days ago

Agree

Holly Easterby Campus High school does not have a safe route for students to bike or walk to school because of this road not having a pedestrian bridge. It is a HUGE concern to me and the community members to establish safe paths for our students, and the community. Please consider helping Haysville to connect to Wichita over the floodway off of Meridian for SAFETY.

19 days ago

Agree

Add the bridge please

20 days ago

Agree

Rhonda Miller Please make this project a reality! This is so needed.

20 days ago

Agree

This should have been done years ago! This is a big need for safety.

20 days ago

Agree

Tricia Robello As a parent and a former Campus High School Grad 1985, I remember running to the track by the middle school from Campus. It was two lane and we had nice road shoulders to run on when cars were coming, that included the bridge where there was not a traffic lane like there is now. Also living in Timberlane they would not bus us because we were to close to the school (less than 2 1/2 miles). I do believe more kids would walk, run or ride bicycles if they felt safe and their parents felt safe for them. This is a must do!

20 days ago

Agree

Let's not wait for an accident to happen before this is addressed. Please add this pedestrian bridge. It is truly needed.

20 days ago

Agree

I think this is a great idea.

20 days ago

Agree

Too many children try to walk or ride to campus and it's just not safe for them to share the bridge. Does someone have to die for this to be a real life issue?

20 days ago

Agree

Teresa Edwards A pedestrian bridge is definitely needed to keep our kids and everyone else safe. It's a major need with the traffic that runs daily on this road and the amount of space there currently is.

20 days ago

Agree

Yes Haysville needs this. This is the most direct root to the High School.

20 days ago

Agree

Michele Bazil Needs to happen! Campus is right down the street!

20 days ago

Agree

Sheryl Weldon YES PLEASE!! We need this to happen to keep the kids safe.

20 days ago

Agree

It would be so beneficial for so many. As mine ran Cross Country for a couple years it would have been nice to have them to be able to run safe on all of their team runs. And I've seen so many more walking and it's not safe.

21 days ago

Agree

Carolyn D Brown One year ago today (7-12) I experienced the worse day of my life. While returning from volunteering, I drove through Park Estates Mobile Home Park on Kay (a through street). 3 girls on bike ages 8,10 and 2 pulled out into the road and collided with my car. The 8 year old was standing on the pegs was thrown off and critically hurt. The insurance company found NO Negligence on my part. To this day I have panic attacks when I see pedestrians or people on bikes. I could not eat for 4 days and cried for a week straight. I NEVER WANT ANY DRIVER to go through that experience. I have attempted to imagine what the parents went through.. I imagined it was worse for them than me. I remember seeing the girl lying unconscious and repeated to myself "Just keep breathing" and continued to watch for the rise and fall of her chest. I cannot fathom what the 10 yr old driving the bike has experience emotionally. Safety of our citizens and drivers is IMPERATIVE. I Ure you to approve this project for the safety of Campus students, and all citizens using this route.

21 days ago

Agree

This project is badly needed!

21 days ago

Agree

I would encourage anyone that thinks this is not an immediate necessity to load up your most precious cargo - beloved pets, kids, family members - and go for a lovely walk together during the school year from 3:30-5:00 across the bridge in question. If that doesn't help you see the need for this then perhaps camp out all day near the bridge and have your precious cargo walk repeatedly back and forth and watch the cars traveling at 40 MPH so close to them that you feel the anxiety and horror that those of us that deal with this daily are faced with. This is not rocket science people. There is LITERALLY NOT ONE safe way for a kid to walk from Campus to Haysville, NOT ONE!!! I sincerely hope someone does something before we have a tragedy on our hands and anyone who decided that this was not a priority will have to live with the knowledge that they had the power to prevent it and didn't.

21 days ago

Agree

JA Due to the high traffic that passes through this area for commuters and Campus High School students, and poor visibility at the 63rd Street intersection, traveling over this bridge on foot or bicycle is exceptionally dangerous. It is terrifying to witness a pedestrian on the bridge any time of day due to cars zooming past in both directions, not always moving entirely out of the lane to pass. Adding a walkway to this bridge is critical before there is a deadly pedestrian accident.

21 days ago

 Agree

Lacey Shoeneman We really need the bridge to have a walking area for the safety of our kids! Many don't yet drive and have working parents and have to walk daily home from after school activities! It's not safe and taking an alternate route takes much longer!

22 days ago

 Agree

This is a way past due project that needs to happen. With the high school being on the north side of the bridge, a lot of students live to the south of the bridge. I have witnessed kids (and even adults) try to walk/bike across it and it is extremely unsafe, especially when it is dark. I feel it is CRUCIAL to make this a priority.. it is a major safety concern and needs to be dealt with before someone gets hurt!!

22 days ago

 Agree

Kim Cooley This pedestrian bridge is needed for the safety of our children that walk and bicycle to Campus HS

22 days ago

 Agree

This is important for our students. I see students walking home after practice on the bridge with no path.

22 days ago

 Agree

Dawn We need a safe way for the children who have to walk to and from campus. Currently they have to share the road with vehicles and that is dangerous. A sidewalk would be ideal.

22 days ago

 Agree

Loretta Scott This is such a necessary project! Right now there is no safe path from Haysville proper to Campus High School. Walking or riding a bike is extremely dangerous!

22 days ago

 Agree

Sean Girard Kids need a safe way to walk and ride bikes to Campus high school. This is very important for the kids of Haysville.

22 days ago

 Agree

TJ Blount Do this. It is very much needed. Without it those walking or biking run the risk of being hit.

22 days ago

 Agree

Dan Benner Please give highest consideration to the construction of the pedestrian/bicycle bridge over the floodway on south Meridian. In addition to addressing the hazardous conditions noted here by others, the addition of the footbridge would support the future transportation and connectivity goals of the surrounding area, not just Haysville. The bridge as it is now is extremely dangerous for anyone walking or biking, and with Campus High school immediately to the north, it is practically impossible for students in Haysville who would like to walk or bike to school safely.

22 days ago

 Agree

Something needs to be done about this bridge to ensure the safety of our students. Something needs to be done soon. It has been this way far too long.

22 days ago

 Agree

Valley Center - Meridian

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|-------|--------------|-----------|----------|
| 30 | 1 | 0 | 1 |

Please share any thoughts or comments on the Valley Center project

1 Comment

B.R. Will this upgrade help to make the street user-friendly for a future public transit system to utilize? The WTA (Wichita Transit Authority) has claimed that storm drainage systems on many major streets they might like to use is inadequate to support public transit busses.

one month ago

 Agree

Wichita - Pawnee

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|-------|--------------|-----------|----------|
| 27 | 2 | 0 | 2 |

Please share any thoughts, comments or feedback you have related to the City of Wichita Pawnee project

2 Comments

Clayton This stretch of road has low density housing and relatively low traffic. This seems like a project to accommodating speculative housing developments. Before I would approve of this, I would like to see a study done to demonstrate how the homes and businesses in the 1 mile area surrounding the project would be able to pay for construction and maintenance costs of road expansion within a 30 year life span.

The main problem I see with the existing stretch of road is that is a car-only design, with a priority of making the cars move as fast as possible. It is not safe for cyclists or pedestrians, because it was never designed for them.

I feel it would be better to correct the original design by narrowing up the lanes and use the remaining existing asphalt as a safety shoulder. Then add something to accommodate cyclists and pedestrians. And to do so in a way that the existing tax base using the road could reasonably expect to pay for themselves.

7 days ago

 Agree

Kim These projects are extremely important for improving safety! I see students walking and riding their bikes to and from school, dodging fast traffic. Improvements need to help slow down traffic, not just move it through the area. Traffic is moving way too fast!

13 days ago

 Agree

Wichita Transit Vehicles

Digital Public Input Results

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|-------|--------------|-----------|----------|
| 28 | 2 | 0 | 2 |

Please share any thoughts, comments or feedback you have related to the Wichita Transit project

2 Comments

Sharon Ailsieger I think this a great idea. Wichita's rapid transit system is minimal--at best. Anything that can be done to improve it is going in the right direction. As the outgoing Co-President of the League of Women Voters Wichita-Metro, i have spoken in favor of a stronger and more efficient bus system in Wichita. Studies show that a strong transportation system is an economical plus for a community. There needs to be a push for a dedicated financial source of funding for the Wichita bus system or it is going to die!!

one month ago

 2 Agree

I would support this but what I would support more is the expansion of services to outlying areas, better service hours, and accessibility. Transportation is a big barrier to people looking to better themselves.

25 days ago

 Agree

Appendix D: Project Scoring

WAMPO Funding Project Selection Criteria

2018 WAMPO Funding Award Cycle

WAMPO TPB Approved, 4/10/18

Tier 1 -- Consistency with the MOVE 2040 Investment Strategy

The MOVE 2040 Investment Strategy is:

“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.”

As part of this strategy, three transportation components were selected to best identify the primary focus areas:

- 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 time band by focusing on improving service in the urban core, and in the long term expand service to provide for service between urban centers.
- Address air quality, bottlenecks, choice, connectivity, functionality, and user safety.¹

Selection Criteria Rating

Excellent – The project is entirely dedicated to preserving and maintaining condition and functionality, stabilizing transit service, addressing system reliability, expanding mode choices, and/or safety.

Good – Preserving and maintaining condition and functionality, stabilizing transit service, addressing system reliability, expanding mode choices, and/or safety represent a substantial portion of the project.

Acceptable – The project includes elements preserving and maintaining condition and functionality, stabilizing transit service, addressing system reliability, expanding mode choices, and/or safety.

Unacceptable – The project does not address preserving and maintaining condition and functionality, stabilizing transit service, addressing system reliability, expanding mode choices, and/or safety.

¹ Ordered alphabetically.

Tier II - Regional Significance

The Transportation Policy Body adopted the following definition of Regional Significance in August 2016:

Road Facilities

A project on a road which is functionally classified as a major collector or higher is presumed to be regionally significant. This may also include establishment or use of “single purpose buckets” for some project types, e.g. safety, ITS, special programs.

A minor collector may be regionally significant if it serves a major activity center (such as a large concentration of employment, retail, a large sports facility, a higher education institution or a transportation terminal). A project on a minor collector serving major activity centers is presumed to be regionally significant.

A project on a minor collector that does not serve a major activity center is presumed *not* to be regionally significant.

A project to build a new road or which upgrades a road to the point where it would be in a higher functional classification should be evaluated using the functional classification the project will have when completed.

Maintenance activities, up to and including 2” mill and overlay, are not considered to be regionally significant, even if they are on a regionally significant roadway.

Bridge projects on regionally significant roads are considered regionally significant.

Bicycle/Pedestrian Facilities

A project that includes a minimum of a 10’ off-street path or a dedicated on-street bicycle facility that has demonstrated impacts on the region’s economic activity (access to employment centers, higher education institution, entertainment or retail activity hubs, or government service centers), population concentrations and connectivity between communities will be presumed to be regionally significant.

Freight/Cargo/Goods Movement Facilities

Projects that would not otherwise meet the definition of regional significance may be regionally significant if they provide significant benefits to freight movement, as described below:

As noted in a previous section, a minor collector may be regionally significant if it serves a major activity center. Freight-related major activity centers include goods production and collection/distribution facilities (e.g. Spirit plant, Cargill facility, grain elevator, warehousing, aviation operation facility or intermodal freight facility). Minor collectors that serve such facilities are presumed to be regionally significant.

In addition, projects to improve freight movement by doing any of the following would be presumed to be regionally significant:

- Build or upgrade rail access to a freight-related major activity center.
- Improve safety at a grade crossing on a regionally significant road.

- Provide grade separation along a major rail line in order to improve the flow of freight traffic on that rail line.
- Build or upgrade an intermodal freight facility.
- Build or upgrade a road to provide operational improvements that result in greater system operational velocity or resiliency for freight operations.
- Introduce intelligent/smart technology within freight corridors or improve or upgrade existing technology.

Transit

A project that supports, expands, or enhances overall existing transit services or introduces new service(s) within the WAMPO region is presumed to be regionally significant.

Facility/Terminal

A project is presumed to be regionally significant if it constructs, rehabilitates or replaces existing structures; is used for intercity transportation of goods or people; is an intermodal transfer facility; or supports expansion of transportation services.

Selection Criteria Rating

Excellent – The project meets the definition of regional significance and is of major importance to the transportation system of the WAMPO region as a whole.

Good – The project meets the definition of regional significance and is of significant importance to the transportation system of the WAMPO region as a whole or is of major importance to a significant subset of the WAMPO region.

Acceptable – The project meets the definition of regional significance.

Unacceptable – The project does not meet the definition of regional significance.

Tier III – MOVE 2040 Goals

Choice and connectivity

Excellent – The project provides a major increase in the population within 1 mile of a bicycle facility or 1/4 mile of a transit line or fills a major gap in the bicycle or pedestrian network.

Good – The project provides a significant increase in the population within 1 mile of a bicycle facility or 1/4 mile of a transit line or fills a gap in the bicycle or pedestrian network.

Acceptable – The project includes bicycle, pedestrian, or transit features.

Unacceptable – The project substantially diminishes the extent or connectivity of the transit, bicycle, or pedestrian networks.

Not applicable – The project does not include any change in transit service, bicycle, or pedestrian features.

Economic vitality and Quality of Place*

*Note: MOVE 2040 goal refers to “Quality of Life;” the wording change is not meant to deviate from the original intent. .

Excellent – The project provides connectivity to or enhances the quality of the connection to a major employment center, health care facility, or school to the roadway, transit, bicycle, or pedestrian network.

Good – The project provides connectivity to or enhances the quality of the connection to a significant employment center, health care facility, or school to the roadway, transit, bicycle, or pedestrian network.

Acceptable – The project provides connectivity to or enhances the quality of the connection to an employment center or a freight shipper, receiver, or intermodal transfer facility to the roadway, transit, bicycle, or pedestrian network.

Unacceptable – The project disconnects or substantially diminishes the quality of the connection to a significant employment center, health care facility, or school to the roadway, transit, bicycle, or pedestrian network.

Not applicable – The project does not affect connectivity to or the quality of the connection to an employment center, health care facility, or school to the roadway, transit, bicycle, or pedestrian network.

Freight movement

Excellent – The project provides connectivity to or enhances the quality of the connection to a major freight shipper, receiver, or intermodal transfer facility or makes a major improvement to the condition or suitability for freight traffic on the WAMPO Multimodal Freight Network (see the WAMPO Freight Plan, page 19).

Good – The project provides connectivity to or enhances the quality of the connection to a significant freight shipper, receiver, or intermodal transfer or makes a significant improvement to the condition or suitability for freight traffic on the WAMPO Multimodal Freight Network.

Acceptable – The project provides connectivity to or enhances the quality of the connection to a freight shipper, receiver, or intermodal transfer facility or makes an improvement to the condition or suitability for freight traffic on the WAMPO Multimodal Freight Network.

Unacceptable – The project disconnects or substantially diminishes the quality of the connection to a major or significant freight shipper, receiver, or intermodal transfer facility or substantially diminishes the condition or suitability for freight traffic on the WAMPO Multimodal Freight Network.

Not applicable – The project does not affect connectivity to or the quality of the connection to a freight shipper, receiver, or intermodal transfer facility and is not on the WAMPO freight network.

Infrastructure condition

For highway/road projects:

Excellent – The project will bring an existing roadway which is in poor condition **and** does not meet current design standards up to good condition and into compliance with modern standards.

Good – The project will bring an existing roadway which is in poor condition **or** does not meet current design standards up to good condition or into compliance with modern standards.

Acceptable – The project will prevent an existing roadway which is in fair condition from deteriorating into poor condition.

Not applicable – The project does not involve an existing roadway or it does not affect the condition or design standards of that roadway.

For bridge projects:

Excellent – The project will repair or replace an existing bridge which is structurally deficient (per the National Bridge Inventory).

Good – The project will repair or replace an existing bridge which is functionally obsolete (per the NBI).

Acceptable – The project will prevent an existing bridge in danger of deteriorating to the point where it is structurally deficient or it will repair or replace the deck of a bridge with a deck in poor condition.

Not applicable – The project does not involve an existing bridge or it does not affect the condition or functionality of the bridge.

For bus replacement projects:

Excellent – The project will replace a bus which will be at least three years beyond its useful life as defined by the FTA at the time of replacement and is required for the operation of the existing transit route network.

Good – The project will replace a bus which will be at least 18 months beyond its useful life as defined by the FTA at the time of replacement and is required for the operation of the existing transit route network.

Acceptable – The project will replace a bus which will exceed its useful life as defined by the FTA at the time of replacement and is required for the operation of the existing transit route network.

Unacceptable – The project will replace a bus which will not yet have exceed its useful life as defined by the FTA at the time of replacement or is not required for the operation of the existing transit route network.

Not applicable – The project is intended to increase the bus fleet to allow for expanded service (see Choice and connectivity and Quality of life).

For other projects:

Not applicable – This is not a road, bridge, or bus replacement project.

Safety

Excellent – The project incorporates safety improvements at a location that has been the site of a significant number of fatality or serious injury crashes.

Good – The project incorporates safety improvements at a location that has been the site of a significant number of fatality or serious injury crashes.

Acceptable – The project incorporates safety improvements.

Unacceptable – The project would increase the risk of fatality or serious injury crashes.

Not applicable – The project does not include any safety improvements.

System reliability and bottlenecks

Excellent – The project is completely dedicated to increasing system reliability through appropriate design or technological features.

Good – Design or technological features intended to increase system reliability represent a significant portion of the project.

Acceptable – The project incorporates design or technological features intended to increase system reliability.

Unacceptable – The project will result in a substantial decrease in system reliability.

Not applicable – The project has no features that will affect system reliability.

Tier IV – Addressing Trends

How does this project help address one or more of the trends following that the Wichita metro area will face in the coming years?

- Aging population
- Increasing proportion of millennials and Generation Z
- Low population growth
- More single person and childless households
- Out-migration of people ages, 18 - 54

Selection Criteria Rating

Excellent – The project will make a significant impact on one or more of the listed trends.

Good – The project will help address one or more of the listed trends.

Acceptable – The project has some elements that address one or more of the listed trends.

Not Applicable – The project does not address any of the listed trends.

WAMPO Funding Grading Rubric

Tier III – MOVE 2040 Goals

2018 WAMPO Funding Award Cycle

WAMPO TPB Approved, 4/10/18

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, 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 bike/ped 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 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, 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**.

For projects which do not change the fixed route transit network or have any bike/ped elements:

Rate it as **Not Applicable**.

Economic vitality and Quality of Life

If the project provides connectivity to or enhances the quality of the connection via the road, transit, bicycle, or pedestrian network to an employment center of 750 or more employees, a listed hospital, or a school with more than 700 students, rate it as **Excellent**.

If the project provides connectivity to or enhances the quality of the connection via the road, transit, bicycle, or pedestrian network to a health care facility, an employment center of 350 or more employees, or a school with more than 350 students, rate it as **Good**.

If the project provides connectivity to or enhances the quality of the connection via the road, transit, bicycle, or pedestrian network to an employment center of 50 or more employees, or a school with more than 50 students, rate it as **Acceptable**.

If the project disconnects or substantially diminishes the quality of the connection via the road, transit, bicycle, or pedestrian network to an employment center of 350 or more employees, or a school with more than 350 students, rate it as **Unacceptable**.

If the project does not affect the connectivity or quality of connection via the road, transit, bicycle, or pedestrian network to an employment center, rate it as **Not Applicable**

Freight Movement

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 with traffic of 25 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 with traffic of 10 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 25 or more truckloads per day, rate it **Not Applicable**.

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 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 will prevent an existing bridge in danger of deteriorating to the point where it is structurally deficient, rate it as **Acceptable**.

If the project will repair or replace the deck of a bridge where the deck is in poor condition, 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**.

Safety

For Road Projects

If the project incorporates meaningful safety improvements and is at a location with 30 or more accidents from 2008 to 2014, rate it as **Excellent**.

If the project incorporates meaningful safety improvements and is at a location with 10 or more accidents 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**.

For Bike/Ped Projects

If the project incorporates meaningful safety improvements and is at a location with 1 or more bike/ped fatalities or serious injuries from 2008 to 2016, rate it as **Excellent**.

If the project incorporates meaningful safety improvements and is at a location with 10 or more bike/ped accidents 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**.

For all projects

If a project begins or ends at an intersection, but does not incorporate any meaningful safety improvements to that intersection, crashes at the intersection will not be considered in the analysis.

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**.