



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

Federal Highway Administration
6111 SW 29th Street, Suite 100
Topeka, KS 66614-4271
785-273-2600
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U.S. Department of Transportation

August 3, 2022

Burt Morey, P.E.
Deputy Secretary and State Transportation Engineer
Kansas Department of Transportation
Topeka, KS 66603

Subject: FHWA Approval of Amendment #8 of the
FY 2022-2025 Kansas STIP

Dear Mr. Morey:

As requested by your August 2, 2022 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #8 to the FY 2022-2025 Kansas Statewide Transportation Improvement Program (STIP), which includes updates to transportation projects within the Kansas City and Topeka metropolitan areas.

Based on our review, we find that this STIP Amendment is compliant with a statewide transportation planning process that satisfies the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450. Therefore, this STIP Amendment is hereby approved.

If you have any questions or need additional information, please contact Ms. Eva Steinman of FTA at (816) 329-3931 or Ms. Cecelie Cochran of FHWA at (785) 273-2636.

Sincerely yours,

Mokhtee Ahmad
Regional Administrator
Federal Transit Administration

Richard E. Backlund, AICP
Division Administrator
Federal Highway Administration

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



Phone: 785-296-3461
Fax: 785-368-7415
kdot#publicinfo@ks.gov
http://www.ksdot.org
Laura Kelly, Governor

August 2, 2022

Mr. Richard Backlund
Federal Highway Administration
6111 SW 29th St., Suite 100
Topeka, KS 66614

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

RE: Amendment #8 to the 2022-2025 State Transportation Improvement Program (STIP)

Dear Messrs. Ahmad and Backlund,

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2022-2025 STIP which includes projects within the Kansas City and Topeka metropolitan areas. These items are enclosed for your review.

We are requesting your concurrence and approval of this amendment to the 2022-2025 STIP.

The public involvement activities conducted by the Mid-America Regional Council (MARC) and the Metropolitan Topeka Planning Organization (MTPO) for their Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.326. Public comments applicable to MARC's TIP Amendment were received and are enclosed for your reference.

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

Sincerely,

Burt Morey, P.E.
Deputy Secretary and
State Transportation Engineer

Enclosures:

MARC FFY 2022-2026 3rd Quarter TIP Amendment Approval Request Letter & Related Documents
MTPO FFY 2021-2024 TIP Amendment #9 Approval Request Letter & Related Documents

Messrs. Backlund and Ahmad

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August 2, 2022

cc: Matt McDonald, FHWA-KS
Cecelie Cochran, FHWA-KS
Cathy Monroe, FTA Region VII
Eva Steinman, FTA Region VII
Cory Davis, KDOT Transportation Planning
Allison Smith, KDOT Transportation Planning
Rene Hart, KDOT Transportation Planning
Matt Messina, KDOT Transportation Planning
Ryne Dowling, KDOT Transportation Planning
Tod Salfrank, KDOT Local Projects
Kimberly Marotta, KDOT Local Projects
Susie Lovelady, KDOT Program and Project Management
Linda Fritton, KDOT Program and Project Management
Lisa Roth, KDOT Program and Project Management
Marcy Anderson, KDOT Program and Project Management

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Kansas City, Missouri 64105-1659

816-474-4240
816-421-7758 FAX
marcinfo@marc.org
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August 1, 2022

To: KDOT, MoDOT, and Federal Offices

Subject: 2022 3rd Quarter Amendment to the *FFY 2022-2026 Transportation Improvement Program (TIP)*

On July 27, 2022, acting on authority granted by the MARC Board of Directors, the Executive Director of the Mid-America Regional Council amended the FFY 2022-2026 Transportation Improvement Program for the Kansas City metropolitan region. This 2022 3rd Quarter Amendment consists of 164 projects: 14 Kansas and 150 Missouri.

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 <https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program> 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. Twenty eight comments were received during the comment period. The comments and responses from MARC are attached for your reference.

This amendment is financially constrained and maintains the financial feasibility of the *FFY 2022-2026 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 be "RA" with a long horizontal stroke extending to the right.

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

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

1st Vice Chair
Carson Ross
Mayor
Blue Springs,
Missouri

2nd Vice Chair
Janeé Hanzlick
Commissioner
Johnson County,
Kansas

Treasurer
Eileen Weir
Mayor
Independence,
Missouri

Secretary
Beto Lopez
Mayor Pro Tem
Lee's Summit,
Missouri

Executive Director
David A. Warm

Comments about CKC2050 amendment #4, applicable to TIP amendment

Name: Michael Montague Jr.

Comments. Please stop spending money on projects that contribute to the suburban sprawl of the metro. This 1960's mentality has emptied out of cities, created automobile dependency (at \$4.75 a gallon no less) and leads to more traffic that will one day require these roads to all be widened again at the cost of \$350 million more tax dollars someday. I'm sick of us building our region like this, and wish you all were too. Please stop!

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

MARC shares concerns about any project's potential impacts of induced traffic demand and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance. MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

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Name: Raymart Dinglas

Comments: Highway widening will not help at all. Please research induced demand. This is a short-sighted approach as we need to look to Europe on how to reduce car dependency. As evident throughout the entire US, highway widening will only increase the cars on the road and maintenance. Focus on other transportation options. Build regional rail, increase connectivity, create density, reduce car dependency for a future that is not only environmentally friendly but people friendly. We cannot rely on cars to be the main mode of transport and we have to change the culture that is setting the region and the rest of the US back. I do not support this amendment.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

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Name: Allen Knowles

Comments: We already have sufficient lane miles. Funding should be spent on improving alternative transit means, not widening lanes on already large highways.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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Name: Dayna Meyer

Comments: I am disheartened that you are seeking to add travel lanes on K-10, I-35, and I-49. Due to induced demand, adding travel lanes will do nothing to reduce travel times on these highways, adding absolutely no benefit to the motorist experience. The additional lanes further the tax burden of our citizens to care for these roadways. And most importantly, adding more lanes is environmentally disastrous. Adding travel lanes will have massive negative environmental impacts, everything from the increased driving due to induced demand negatively effecting air (car emissions) and water quality (due to tire particulate matter entering run-off). As our climate warms due to human activities, many of them related to the burning of fossil fuels, adding more lanes to these highways and interstates is absolutely unconscionable. Please spend our taxpayer dollars on projects that improve our lives, and maintain what already exists.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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Name: Andrea Harden

Comments: Evidence shows that the addition of travel lanes to existing roads increases the number of cars on the roads and the amount of traffic. For the sake of the climate and the environment, our area needs to invest in plans that decrease car use. I am opposed to the expansion of these roads with additional lanes.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate. MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

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Name: Alex Webber

Comments: I am vehemently opposed to all three highway widening plans. Adding lanes to these highways will not improve traffic, in fact it will do the opposite. It will encourage more people to drive and to live further away, which will put more cars on the highway thus increasing traffic. This is known as induced demand, and it has been studied and confirmed extensively, it is frankly

embarrassing that we are still making the same mistake over and over again. We need to focus on creating a region that gets people out of cars not into them. This means we need to prioritize increased public transportation and safe, pleasant modes of micro mobility. Adding lanes to any highway in the KC area would be a gigantic step back from all the progress this region has been making.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include land use, public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network.

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Name: James Molloy

Comments: We shouldn't be planning for or funding highway expansions, especially when time and time again it is shown that expansion doesn't relieve congestion and only worsens issues with climate change. These expansions also shouldn't be planned or funded without any sort of provisions for transit.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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Name: Josh Thede

Comments: Opposed to wasting our money on extra car traffic lanes and adding more deferred maintenance costs for future generations. This does not align with reducing VMT which is a climate action goal. It also doesn't align with the equity and environmental goals of the region. Significant past harm has been caused by these large highways and interstates. Car focused, auto-centric infrastructure is not a worthy 2050 vision. Invest in public transit, active transportation, rail, transit oriented development, and connecting great places with fewer parking lots.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

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Name: Trevor Acorn

Comments: I do not support adding lanes to K-10 from the Douglas/Johnson county line east to the K-10 and I-435 interchange, I-35 from old U.S. 56 to 119th Street in Johnson County, or I-49 from 155th Street to North Cass Parkway. Additional lanes will induce more demand for far flung suburban and exurban land which increases traffic and total miles travel within the city and inner ring suburbs. This additional traffic is not welcome in our neighborhoods. I would support alternative means of transportation with these monies including, for example, building out a protected bike lane network throughout the KC metro much like they have done in the Netherlands. Bike usage is incredible low in KC due to lack of safe options for people of all ages. Only extreme cyclists risk riding in KC which is very sad. Many short trips could be done on bike if a proper network existed. A

bike network would also reduce pressure on the current car network and increase the perceived need for increasing the capacity via new lanes and similar measures.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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Name: Hayden Woods

Comments: I am against the Connected KC 2050 amendment. Adding lanes will enable more sprawl which will add more congestion. Widening highways is not the answer for solving congestion. KC as a region needs to embrace other modes of transportation and stop allowing the suburbs to sprawl. Fix the roads and bridges we do have and give people the freedom to get places without driving.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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Name: Laurie Chipman

Comments: Thank you for letting me comment. I vote NO on the freeway expansions outlined above. I don't want our region turned into a wasteful freeway jungle. These options in the plan continue with bad transportation decisions of the past, that don't consider the environment, safety, and how to best spend tax dollars. The DOTs are falling back on old ideas that have been proven not to work, ie. widening roads creates more traffic. I can support maintaining our current roads and road diets in urban settings. Widening the roads is a thoughtless waste of money when we could have expanded transit, rail, bike lanes, sidewalks and road maintenance. June 27 we had a train derailment because of a RR crossing without even a warning light. Pedestrian deaths are up in KCMO this year. Our transit systems are woefully underfunded and inadequate. Our sidewalks are broken and many crosswalks need repainting or even painted for the first time. So my understanding is that this is state money, so be it. They could also decide to share it with the cities or improve state funded amenities such as rail instead of adding unnecessary lanes to the freeway. These comments extend to the TIP or any other DOT or city plans that you manage.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

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Name: David Dye

Comments: All three of those projects are not only a waste of taxpayer money, but also will make our communities worse. Induced demand is a real thing; adding travel lanes will only increase traffic, at a time when we need to be discouraging personal car use as much as possible.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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Name: Michael Kelley

Comments: I am strongly opposed to this amendment. We shouldn't be expanding lane capacity at all because it not only runs counter to our stated goals to lower transportation emissions and improve safety (especially for vulnerable road users), but also because it adds to the overall capacity of the system which means more money we have to spend maintaining those systems. A better use of those funds would be to invest in multimodal (i.e walking, transit, cycling) infrastructure and services along these routes instead. Doing so would not only stretch limited funds further and limit traffic congestion, but would better align with sustainability and safety goals MARC has set.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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Name: Will Riley

Comments: Please stop spending money building new road. This is absolutely ridiculous that it has even come up as a topic, when we can not even fund the maintenance for the current roads. This is a downward spiral and needs to stop. Focus these dollars on making sure bridges in the area to collapse there are no pothole or bad road conditions on the existing roads, cleanup of debris and trash along the highway. Helping reconnect neighborhoods that were split in half by the highway. Better regional public transit so we can use our existing roads at a high capacity.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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Name: Justin Klinger

Comments: Can we please not fall into the one-more-lane trap? These funds would be better invested in creating or expanding public transportation service along the corridors. The K-10 and I-49 projects especially will simply encourage more sprawl until the new lanes are saturated. Let's please think about the future of the region and encourage smart densification and infill rather than increased sprawl. Also, we have plenty of infrastructure that we already struggle to maintain properly. It's extremely irresponsible to add to the maintenance bill when we already have more infrastructure than we can handle. Expanding public transportation is a much better way to utilize the sizable investments we've already made into these highways than encouraging more SOV traffic. Even leaving it alone would be better than completing these unnecessary projects.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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Name: Andrew Mechler

Comments: The lack of consideration for public transit in these projects is inexcusable in light of the climate crisis. More is needed to support non-private vehicle use.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

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Name: Johnathan Turner

Comments: NO MORE LANES! If more capacity is, indeed, needed, then build actual rail transit or build BRT. Adding more lanes NEVER helps smooth traffic flow. Trust me, I know. I'm from the city

of CONSTANT lane construction, Atlanta. Those extra lanes will just mean more lanes to get stuck in.

Build transit, instead.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

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

Name: Barbara Bradhurst

Comments: As someone that commutes using the k-10 twice a week for work, I would love nothing more than more public transit options. The drive is stressful and expanding lanes would make it more so. The opportunity to commute on public transit would allow me to work while I ride as well as do my part to help with congestion.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

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area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Name: Melissa Cheatham

Comments: The KC regional Climate Action Plan, which has been endorsed by MARC, calls for our region to be net zero carbon by 2050. To achieve this goal, the plan targets an 83% reduction in transportation sector emissions, which can only be achieved through a combination of four strategies

1. Fuel switching (electrification)
2. Shifting trips to bus, bike, walking or shared mobility
3. Fuel efficiency
4. Low carbon/sustainable urban development

Rather than focusing the amendment on adding travel lanes that encourage additional driving, I believe this MARC plan should align with the MARC-endorsed climate plan and focus regional investments on the transportation strategies identified above.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

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

Name: Mason A Kilpatrick

Comments: NO MORE LANES! This is a huge waste of our taxpayer funds.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include roadway operational and capacity strategies. MARC shares concerns about the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

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Name: Brian Kaltenbach

Comments: Neither of those stretches need more lanes. More lanes just brings more traffic. Look at the Katy freeway in Houston. It's 20 lanes wide and was done to "alleviate" traffic, but it's just as bad, if not worse than before. What is needed is more/better public transportation. That will help traffic. If you can get 40 people on a bus, or a 100 on a train, that's 40-100 less cars on the road. That's how you decrease traffic.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

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Name: David Johnson

Comments: Continued investment and expansion of our surface transportation system remains imbalanced – only highways see this level of taxpayer investment while limited public transportation systems continue weighing the regional economy down. If the region must continue expanding capacity, all future projects must provide equal capacity for public transportation operations to ensure the Kansas City region and both states remain economically competitive.

I support the three capacity expansion projects in Amendment #4 with the caveat that the states *must* increase operational support for public transportation in these same corridors to ensure there

is equitable job access. If the states cannot commit to increasing their support for transit operations in these corridors, then the projects should not advance.

We are well aware of the restrictions on motor fuels tax proceeds in the State of Missouri, but that does not obligate the Kansas City region to advance projects that continue feeding transportation inequity. Again, if Missouri is unable to muster additional operational support for transit in the I-49 corridor then we should rethink our regional transportation priorities. Since the burden of highway expansion does not fall on the local communities that are impacted, neither should the solution for transportation equity.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

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Name: Hillary Thomas

Comments: Connected KC 2050 and the Climate Action Plan have adopted goals to prioritize investments that reduce greenhouse gas emissions and preserve our environment. These plans reference strategies which reduce single-occupant vehicle travel and increase opportunity for healthier, greener means of travel.

Please consider the existing strategies in MARC-approved plans rather than leaning on additional travel lanes.

Respectfully,
Hillary Parker Thomas
Chair of Climate Action KC Policy Committee and Mission City Councilmember

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a

reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network.

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Comments about TIP amendment, applicable to CKC 2050 amendment #4

Name: Shawn Tolivar

Comments: Adding more highway lanes is like adding more gas to a bonfire. Like adding fuel to a fire makes it hotter, adding lanes just makes traffic increase. With increased traffic comes increased pollution, and crashes which injury millions and kills 42K+ a year. Study after study has proven the Jevons Paradox which states if you make something better or more efficient, more will use it until the increased usage offsets the increased efficiency. We have more than enough highways to sustain this nation well into the future. What we need is not more, but to maintain the ones we have, and invest in passenger rail to address the increases in demand seen on our highways.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

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Name: Derek Washam

Comments: This plan does not improve public transportation options and will likely result in induced demand that will only accelerate our current climate emergency.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

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Name: Heather Wood

Comments: Are any of these amendments going to include provisions for mass transit or bike infrastructure, even the easements? Why are we projecting for more private vehicle lanes all the way into 2050? Please consider setting aside something to accommodate future needs and transportation alternatives. This seems very backward looking.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

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Name: Michael Czerniewski

Comments: If we as a region are going to get serious about climate change, we must address improved public transit throughout the KC metro area. Expanding freeways isn't the way to go about it.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

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(Continued on next page)

VICKY HARTZLER
4TH DISTRICT, MISSOURI
COMMITTEE ON ARMED SERVICES
RANKING MEMBER, SUBCOMMITTEE ON
TACTICAL AIR AND LAND FORCES
COMMITTEE ON AGRICULTURE
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June 22, 2022

The Honorable Robert Brinkmann
Chairman
Missouri Highways and Transportation Commission
P.O. Box 270
Jefferson City, Missouri 65102

Dear Chairman Brinkmann,

I am writing to express support for approving the distribution of funds for the I-49 Capacity Project. Growing economic and urban development in North Cass County has greatly increased traffic on Interstate 49 (I-49) in Jackson and Cass Counties. Allocating funds towards this project will extend a third lane between Grandview and North Cass Parkway to alleviate congestion points in the corridor; improving the flow of traffic will enhance highway safety and create a transportation network more suited to fit the needs of emerging industries in Cass County.

Development in North Cass County has brought more than 2,000 jobs to Missouri's Fourth Congressional District. The 2020 census reported that the population of Cass County has risen by over 8 percent. More companies, such as Chewy, Inc, are recognizing the advantages of moving operations to the central location of the United States in the Kansas City Metro area. Industry benefits from the region's geographic location and the talented workforce. It's no surprise that this region is growing.

To accommodate the rapid growth of these two counties, the Missouri Department of Transportation (MODOT), along with the support of the commission, should prioritize supporting the I-49 Capacity Project. MODOT has long recognized this section of I-49 as particularly hazardous from its higher rates of vehicle accidents; extending a third lane will help prevent commuter bottlenecks and mitigate hazardous road conditions.

I applaud the efforts of the Cass County Commission, the cities of Belton and Raymore, and the Mid-America Regional Council (MARC) for their effort to implement this project to encourage highway safety and economic development. These bodies have acknowledged the importance of I-49 roadway safety improvements for the residents of South Kansas City and North Cass County. I believe the I-49 Capacity Project deserves full consideration for the allocation of this funding.

Respectfully,

Vicky Hartzler
Member of Hartzler

Proposed response:

Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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					

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

KANSAS CITY METROPOLITAN REGION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2022-2026
2022 3rd Quarter Amendment

Kansas

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
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Interim Configuration 4-lane bridge with diamond interchange; with 12-foot wide sidewalk on the bridge and 5-foot wide sidewalk off bridge within the limits of the project. Coordination of access management. The UTIL phase will utilize AC in the amount of \$ 1,800 K with conversion to NHPP in 2024. The CONST phase will utilize AC in the amount of \$ 16,113.6 K with conversion to NHPP in 2024. Amendment Description: Construction phase added. Scope, schedule and budget updated to reflect the latest estimates		
Engineering	2021	Non-Federal	STATE-KS	\$3,000.0				
Right-of-Way	2022	Non-Federal	STATE-KS	\$800.0				
Other	2023	Non-Federal	STATE-KS	\$200.0				
Other	2023	Non-Federal	STATE-KS (AC)	\$1,800.0				
Construction	2023	Non-Federal	LOCAL	\$1,500.0				
Construction	2023	Non-Federal	STATE-KS	\$1,790.4				
Construction	2023	Non-Federal	STATE-KS (AC)	\$16,113.6				
Conversion	2024	Federal	NHPP-KS	\$17,913.6				
Credit	2024	Non-Federal	CREDIT	(\$17,913.6)				
Federal Total: \$17,913.6		Non-Federal Total: \$7,290.4		Total: \$25,204.0				

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TIP #: 380200		Juris: KDOT		Location/Improvement: K-10: BRIDGE #176 (WESTBOUND) OVER LEXINGTON AVENUE LOCATED 4.45 MILES EAST OF THE DOUGLAS/JOHNSON COUNTY LINE AND BRIDGES #178 AND #179 (WESTBOUND/EASTBOUND) OVER KILL CREEK LOCATED 5.12 MILES EAST OF THE DOUGLAS/JOHNSON COUNTY LINE				
State #: KA-6085-01		Fed #:		Co: JOHNSON		Project Type: Bridge Rehabilitation		Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Bridge redeck (#176); patching and asphalt overlay (#178); and raise bridge rail height (#179) Amendment Description: Revise budget to reflect the latest estimates		
Engineering	2022	Non-Federal	STATE-KS	\$542.0				
Construction	2022	Non-Federal	STATE-KS (AC)	\$3,006.3				
Construction	2022	Non-Federal	STATE-KS	\$751.6				
Conversion	2023	Federal	NHPP-KS	\$3,006.3				
Credit	2023	Non-Federal	CREDIT	(\$3,006.3)				
Federal Total: \$3,006.3		Non-Federal Total: \$1,293.6		Total: \$4,299.9				

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

Kansas

TIP #: 380207		Juris: KDOT		Location/Improvement: I-435:FROM THE I-435/METCALF AVENUE INTERCHANGE EAST APPROXIMATELY 3.26 MILES TO THE KANSAS/MISSOURI STATE LINE		
State #: KA-6400-01		Fed #:		Co: JOHNSON		Project Type: Resurfacing
						Length (mi): 3
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	Portland Cement Concrete Pavement (PCCP) patching with grinding as needed.
Engineering	2022	Non-Federal	STATE-KS	\$13.5	Amendment Description:	Remove federal funds from project and update budget to reflect the latest estimates.
Construction	2022	Non-Federal	STATE-KS	\$2,902.5		
Federal Total:		Non-Federal Total: \$2,916.0		Total: \$2,916.0		
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

TIP #: 380208		Juris: KDOT		Location/Improvement: US-69 FROM 151ST STREET NORTH TO 103RD STREET AND 167TH STREET INTERCHANGE IN OVERLAND PARK IN JOHNSON COUNTY		
State #: KA-5700-03		Fed #:		Co: JOHNSON		Project Type: Reconstruction
						Length (mi): 7
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	US-69 from 151st Street North to 103rd Street and Reconstruction of the 167th Street Interchange and addition of Noise Walls along the corridor. The PE phase will utilize AC in the amount of \$ 4,600 K with conversion to NHPP in 2024. The PE phase will utilize AC in the amount of \$ 4,600 K with conversion to NHPP in 2025. The PE phase will utilize AC in the amount of \$ 4,600 K with conversion to NHPP in 2026. The PE phase will utilize AC in the amount of \$ 4,600 K with conversion to NHPP in 2027. The CONST phase will utilize AC in the amount of \$ 70,325 K with conversion to NHPP in 2024. The CONST phase will utilize AC in the amount of \$ 70,325 K with conversion to NHPP in 2025. The CONST phase will utilize AC in the amount of \$ 70,343 K with conversion to NHPP in 2026. The CONST phase will utilize AC in the amount of \$ 70,325 K with conversion to NHPP in 2027.
Engineering	2022	Non-Federal	STATE-KS (AC)	\$18,400.0		
Engineering	2022	Non-Federal	STATE-KS	\$4,600.0		
Construction	2022	Non-Federal	STATE-KS (AC)	\$281,318.0		
Construction	2022	Non-Federal	STATE-KS	\$25,329.1		
Construction	2022	Non-Federal	LOCAL	\$45,000.0		
Construction	2022	Non-Federal	STATE-KS	\$6,865.0		
Construction	2022	Federal	NHPP-KS	\$27,462.0		
Conversion	2024	Federal	NHPP-KS	\$74,925.0		
Credit	2024	Non-Federal	CREDIT	(\$74,925.0)		
Conversion	2025	Federal	NHPP-KS	\$74,925.0		
Credit	2025	Non-Federal	CREDIT	(\$74,925.0)		
Conversion	2026	Federal	NHPP-KS	\$74,943.0		
Credit	2026	Non-Federal	CREDIT	(\$74,943.0)		
Conversion	2027	Federal	NHPP-KS	\$74,925.0		
Credit	2027	Non-Federal	CREDIT	(\$74,925.0)		
Federal Total: \$327,180.0		Non-Federal Total: \$81,794.1		Total: \$408,974.1		
<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 #: 380216		Juris: KDOT		Location/Improvement: K-10: FROM THE DOUGLAS/JOHNSON COUNTY LINE EAST TO THE K-10/I-435 INTERCHANGE IN LENEXA		
State #: KA-6549-01		Fed #:		Co: JOHNSON		Project Type: Other(Roadway)
						Length (mi): 17
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	Discovery Phase to evaluate capacity improvements on the K-10 corridor from the Douglas/Johnson County line east to I-435 in Lenexa including a NEPA evaluation for the entire corridor, public involvement, and a Level I Toll Feasibility Study
Engineering	2022	Non-Federal	STATE-KS	\$1,000.0	Amendment Description:	New Project
Federal Total:		Non-Federal Total: \$1,000.0		Total: \$1,000.0		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

Kansas

TIP #: 380217	Juris: KDOT	Location/Improvement: JOHNSON CO: I-35--FROM 0.5 MILES SOUTH OF EAST OLD U.S. 56/I-35 JUNCTION NORTH (APPROXIMATELY 3.8 MILES) TO APPROXIMATELY 0.26 MILES NORTH OF THE W. 119TH STREET/I-35 INTERCHANGE IN OLATHE			
State #: KA-6540-01	Fed #:	Co: JOHNSON	Project Type: Reconstruction	Length (mi): 4	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description: Discovery phase for I-35 reconstruction and capacity improvements for the location, for NEPA, and to review and develop a coordination plan with the locally sponsored planned project at the interchange of I-35 and Santa Fe in Olathe. This project is authorized for PE only. Total project cost is estimated to be \$105,039.9 K and should be used for planning purposes only.
Engineering	2022	Non-Federal	STATE-KS	\$8,205.6	
Federal Total:	Non-Federal Total: \$8,205.6		Total: \$8,205.6	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 #: 380218	Juris: KDOT	Location/Improvement: K-10: BRIDGES #178 AND #179 OVER KILL CREEK (WESTBOUND AND EASTBOUND) LOCATED 5.12 MILES EAST OF THE DOUGLAS/JOHNSON COUNTY LINE			
State #: KA-6651-01	Fed #:	Co: JOHNSON	Project Type: Other (Bridge)	Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description: Redeck, approaches, paint girders, steel repair, reset bearings for both bridges. The CONST phase will utilize AC in the amount of \$3,475.2 K with conversion to NHPP in 2028.
Engineering	2022	Non-Federal	STATE-KS	\$790.0	
Other	2023	Non-Federal	STATE-KS	\$39.5	Amendment Description: New Project
Construction	2023	Non-Federal	STATE-KS	\$868.8	
Construction	2023	Non-Federal	STATE-KS (AC)	\$3,475.2	
Conversion	2028	Federal	NHPP-KS	\$3,475.2	
Credit	2028	Non-Federal	CREDIT	(\$3,475.2)	
Federal Total: \$3,475.2	Non-Federal Total: \$1,698.3		Total: \$5,173.5	<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope	

TIP #: 880006	Juris: KDOT	Location/Improvement: K-68: FROM US-169, EAST TO US-69 AT LOUISBURG			
State #: KA-2373-03	Fed #: STP-A237(303)	Co: MIAMI	Project Type: Reconstruction	Length (mi): 3	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description: Construct 4-lane expressway from Spring Valley Rd. east to US-69. Add turn lanes to K-68 and access roads at various locations on K-68. This facility is utilized by freight. There are no known transit routes along the facility. The UTIL phase will utilize AC in the amount of \$2,342.9 K with conversion to STP in 2023. The CONST phase will utilize AC in the amount of \$14,913 K with conversion to STP in 2023.
Engineering	2021	Non-Federal	STATE-KS	\$915.2	
Other	2021	Non-Federal	STATE-KS (AC)	\$2,342.9	Amendment Description: Update budget to reflect the latest estimates.
Other	2021	Non-Federal	STATE-KS	\$585.7	
Right-of-Way	2021	Non-Federal	STATE-KS	\$5,544.7	
Construction	2022	Non-Federal	STATE-KS (AC)	\$14,913.0	
Construction	2022	Non-Federal	STATE-KS	\$3,701.0	
Conversion	2023	Federal	STP-KS	\$17,255.9	
Credit	2023	Non-Federal	CREDIT	(\$17,255.9)	
Federal Total: \$17,255.9	Non-Federal Total: \$10,746.6		Total: \$28,002.5	<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope	

Kansas

TIP #: 880011	Juris: KDOT	Location/Improvement: K-68: FROM U.S.169 EAST APPROXIMATELY 6.8 MILES TO 0.8 MILE WEST OF U.S. 69 AT LOUISBURG			
State #: KA-2373-04	Fed #:	Co: MIAMI	Project Type: New Construction	Length (mi): 7	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:
Engineering	2021	Non-Federal	STATE-KS	\$630.4	Construct 4-lane expressway from U.S.169 east to 0.8 mile west of US-69. Authorized for PE Only. The PE phase will utilize AC in the amount of \$ 2,521.8 K with conversion to STP in 2025. This project is authorized for PE only. Total project cost is estimated to be \$ 53,594 K and should be used for planning purposes only.
Engineering	2021	Non-Federal	STATE-KS (AC)	\$2,521.8	
Conversion	2025	Federal	STP-KS	\$2,521.8	
Credit	2025	Non-Federal	CREDIT	(\$2,521.8)	
Federal Total:	\$2,521.8	Non-Federal Total:	\$630.4	Total:	\$3,152.2
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

TIP #: 980033	Juris: KDOT	Location/Improvement: KC SCOUT ITS YEARLY OPERATING AND MAINTENANCE BUDGET			
State #: KA-1831-23	Fed #:	Co: REGION-WIDE	Project Type: Traffic Management	Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:
Engineering	2022	Non-Federal	STATE-KS	\$2,000.0	Yearly Operating and Maintenance Budget
Federal Total:		Non-Federal Total:	\$2,000.0	Total:	\$2,000.0
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

TIP #: 258005	Juris: EDWARDSVILLE	Location/Improvement: 98TH STREET CORRIDOR (KANSAS AVE TO CITY LIMITS SEGMENT)			
State #: N-0728-01	Fed #: STP-N072(801)	Co: WYANDOTTE	Project Type: Reconstruction	Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:
Engineering	2022	Non-Federal	LOCAL	\$710.0	This project will improve the portion of the 98th Street corridor from Kansas Ave to the north City Limit to meet the City's current standard for collectors. The street will provide two 12' travel lanes, dedicated bike lanes and/or multi-purpose trail to support the Regional Bikeway Plan, and sidewalk. Provisions for sensors and/or cameras to monitor traffic and allow for passive/active traffic management in case of special events or incidents on nearby I-435 or I-70.
Other	2023	Non-Federal	LOCAL	\$100.0	
Right-of-Way	2023	Non-Federal	LOCAL	\$200.0	
Construction	2023	Non-Federal	LOCAL	\$4,162.0	
Construction	2023	Federal	STBGM-KS	\$3,797.4	
Construction	2023	Federal	CRRSAA-KS	\$1,002.6	
Federal Total:	\$4,800.0	Non-Federal Total:	\$5,172.0	Total:	\$9,972.0
<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					

Kansas

TIP #: 280125		Juris: KDOT		Location/Improvement: BRIDGES #104 & #105 ON K-32 IN WYANDOTTE COUNTY, LOCATED AT THE K-32/TURNER DIAGONAL/KAW DRIVE INTERSECTION (K-32 EASTBOUND AND WESTBOUND LANES)		
State #: KA-3079-01		Fed #: ACNHS-A307(901)		Co: WYANDOTTE		Project Type: Bridge Replacement Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	Amendment Description:
Engineering	2013	Non-Federal	LOCAL	\$25.0	Bridge replacements The PE phase will utilize AC in the amount of \$1,156 K with conversion to NHPP in 2024. The UTIL phase will utilize AC in the amount of \$ 48 K with conversion to NHPP in 2024. The CONST phase will utilize AC in the amount of \$19,333.7 K with conversion to NHPP in 2024.	Update budget and scope to reflect the latest estimates
Engineering	2013	Non-Federal	STATE-KS (AC)	\$1,156.0		
Engineering	2013	Non-Federal	STATE-KS	\$289.0		
Other	2020	Non-Federal	STATE-KS (AC)	\$48.0		
Other	2020	Non-Federal	STATE-KS	\$12.0		
Right-of-Way	2022	Non-Federal	STATE-KS	\$60.0		
Construction	2022	Non-Federal	STATE-KS	\$4,833.4		
Construction	2022	Non-Federal	STATE-KS (AC)	\$19,333.7		
Conversion	2024	Federal	NHPP-KS	\$20,537.7		
Credit	2024	Non-Federal	CREDIT	(\$20,537.7)		
Federal Total: \$20,537.7		Non-Federal Total: \$5,219.4		Total: \$25,757.1		

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TIP #: 280168		Juris: KDOT		Location/Improvement: I-635: BRIDGE #036 OVER I-635 (METROPOLITAN AVENUE) LOCATED 1.11 MILES SOUTH OF OLD K-132		
State #: KA-5717-01		Fed #:		Co: WYANDOTTE		Project Type: Bridge Rehabilitation Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	Amendment Description:
Engineering	2021	Non-Federal	STATE-KS	\$67.0	The PE phase will utilize AC in the amount of \$ 694.0 K with conversion to NHPP in 2028. The UTIL phase will utilize AC in the amount of \$ 90.5 K with conversion to NHPP in 2028. This project is authorized for PE, ROW, and UTIL only. Total project cost is estimated to be \$ 8,348 K and should be used for planning purposes only.	Revise budget to reflect the latest estimates
Engineering	2021	Non-Federal	STATE-KS (AC)	\$603.5		
Right-of-Way	2022	Non-Federal	STATE-KS	\$201.2		
Other	2023	Non-Federal	STATE-KS (AC)	\$90.5		
Other	2023	Non-Federal	STATE-KS	\$10.1		
Conversion	2028	Federal	NHPP-KS	\$694.0		
Credit	2028	Non-Federal	CREDIT	(\$694.0)		
Federal Total: \$694.0		Non-Federal Total: \$278.3		Total: \$972.3		

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

Kansas

TIP #: 280173

Juris: KDOT

Location/Improvement: I-70: FROM S. 78TH ST. EAST 4 MILES TO THE WEST I-70/ I-635 INTERCHANGE APPROACH;
FROM 0.5 MILE EAST OF THE I-70 BRIDGE OVER KAW DRIVE EAST TO THE WEST S.18TH ST.
BRIDGE APPROACH; & FROM THE I-70/I-670 SPLIT EAST TO THE WEST LEWIS & CLARK
VIADUCT BRIDGE

State #: KA-6369-01

Fed #:

Co: WYANDOTTE

Project Type: Resurfacing

Length (mi): 6

Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	
Engineering	2022	Non-Federal	STATE-KS	\$65.8	
Construction	2022	Non-Federal	STATE-KS (AC)	\$12,734.2	
Construction	2022	Non-Federal	STATE-KS	\$1,414.9	
Conversion	2024	Federal	NHPP-KS	\$12,734.2	
Credit	2024	Non-Federal	CREDIT	(\$12,734.2)	
Federal Total:	\$12,734.2	Non-Federal Total:	\$1,480.7	Total:	\$14,214.9

Description: 2-inch cold mill with 2-inch overlay at 2 locations includes ramps at 18th St. and at the I-70/I-670 split location a 3-inch overlay with patching and 3-inch shoulder overlay with inlet adjustment and edge wedge includes ramps at 7th St., Pacific Av., Central Av., and James St. The CONST phase will utilize AC in the amount of \$ 12,734.2 K with conversion to NHPP in 2024.

Amendment Description: Revise budget to reflect the latest estimates

New Deleted Schedule Budget AirQuality Scope

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Updates

Approval of the 2022 3rd Quarter Amendment to the 2022–2026 Transportation Improvement Program (TIP) will require tables from the financial plan of the 2022–2026 TIP, adopted on October 26, 2021 and amended on January 25, 2022, April 25, 2022, May 24, 2022, and July 26, 2022 (scheduled) to be modified as shown in Tables 1 – 4. The tables from the approved 2022 Special Amendment #1 are provided for comparison in Tables 5 – 8.

Table 1 – Revenue

State	Source	2022	2023	2024	2025	2026
Kansas	CMAQ-KS	\$1,710.44	\$1,020.00	\$1,144.00	\$2,930.90	\$2,930.90
	CREDIT	(\$46,256.00)	(\$46,551.30)	(\$145,055.70)	(\$102,605.60)	(\$84,253.00)
	CRRSAA-KS	\$0.00	\$5,316.68	\$0.00	\$0.00	\$0.00
	HIP-KS	\$856.16	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$2,342.19	\$13,347.46	\$750.00	\$750.00	\$750.00
	LOCAL	\$134,375.88	\$55,823.94	\$59,604.26	\$38,776.39	\$39,358.04
	NHPP-KS	\$70,103.60	\$15,317.40	\$141,557.70	\$96,351.00	\$83,503.00
	OTHER	\$0.00	\$450.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$110,084.80	\$9,023.06	\$5,777.54	\$5,875.76	\$5,976.64
	STATE-KS (AC)	\$392,281.70	\$23,943.50	\$750.00	\$750.00	\$750.00
	STBGM-KS	\$14,296.84	\$11,777.36	\$11,335.06	\$13,276.84	\$13,276.84
	STP-KS	\$911.40	\$19,838.90	\$2,748.00	\$5,504.60	\$0.00
	TA-KS	\$1,704.00	\$1,020.00	\$850.00	\$1,020.00	\$1,020.00
Missouri	BRO-MO	\$2,815.08	\$1,265.00	\$412.00	\$0.00	\$0.00
	CMAQ-MO	\$1,906.06	\$170.00	\$1,969.09	\$3,067.84	\$3,067.84
	CREDIT	(\$25,272.40)	(\$22,202.80)	(\$20,332.40)	(\$18,518.00)	(\$12,167.60)
	CRRSAA-MO	\$0.00	\$8,393.33	\$0.00	\$0.00	\$0.00
	HIP-MO	\$2,678.15	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$7,322.90	\$17,115.80	\$146,764.80	\$2,651.40	\$43.40
	LOCAL	\$103,470.49	\$52,827.47	\$51,131.06	\$38,571.30	\$39,149.87
	NHFP-MO	\$1,536.00	\$13,717.90	\$42,236.00	\$90.00	\$90.00
	NHPP-MO	\$56,038.50	\$115,528.10	\$92,288.20	\$184,893.20	\$59,230.20
	OTHER	\$0.00	\$0.00	\$60.00	\$0.00	\$0.00
	STATE-KS	\$2,470.00	\$2,470.00	\$2,496.00	\$0.00	\$0.00
	STATE-MO	\$50,509.75	\$50,755.31	\$51,004.55	\$51,257.53	\$51,514.30
	STATE-MO (AC)	\$23,588.00	\$23,525.90	\$20,845.30	\$21,624.60	\$12,098.00
	STBGM-MO	\$25,689.60	\$12,093.00	\$15,765.60	\$21,159.67	\$21,159.67
	STBG-MO	\$25,689.60	\$22,202.80	\$20,332.40	\$18,313.60	\$12,167.60
STP-MO	\$0.00	\$0.00	\$0.00	\$796.00	\$0.00	
TA-MO	\$9,250.49	\$3,299.77	\$1,573.66	\$1,623.63	\$1,623.63	
Regional	CMAQ-KS	\$411.00	\$766.19	\$463.50	\$0.00	\$0.00

	CMAQ-MO	\$411.00	\$818.19	\$463.50	\$0.00	\$0.00
	LOCAL	\$743.00	\$1,471.75	\$856.75	\$0.00	\$0.00
	STBGM-KS	\$180.00	\$910.00	\$210.00	\$0.00	\$0.00
	STPBGM-MO	\$420.00	\$1,592.62	\$490.00	\$0.00	\$0.00
Transit	5307	\$26,647.46	\$32,076.99	\$24,982.18	\$22,985.32	\$28,730.34
	5309	\$23,259.27	\$0.00	\$0.00	\$0.00	\$0.00
	5311	\$129.92	\$133.82	\$137.83	\$0.00	\$0.00
	5337	\$1,241.25	\$2,761.11	\$1,316.85	\$0.00	\$0.00
	5339	\$2,118.16	\$2,181.71	\$2,247.16	\$2,314.57	\$2,350.00
	ARP-MO	\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00
	BUILD-MO	\$0.00	\$14,200.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$1,295.00	\$542.51	\$1,669.80	\$0.00	\$0.00
	CMAQ-MO	\$787.50	\$1,319.51	\$523.72	\$0.00	\$0.00
	CRRSAA-MO	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$304,790.83	\$180,948.55	\$170,975.28	\$175,539.91	\$176,413.00
	STATE-KS	\$27.41	\$28.23	\$29.08	\$0.00	\$0.00
	STBGM-KS	\$0.00	\$800.00	\$800.00	\$0.00	\$0.00
	STBGM-MO	\$0.00	\$1,600.00	\$0.00	\$0.00	\$0.00
	TA-MO	\$0.00	\$400.00	\$0.00	\$0.00	\$0.00
	Kansas Subtotal	\$682,411.01	\$110,327.00	\$79,460.85	\$62,629.89	\$63,312.42
	Missouri Subtotal	\$287,692.22	\$301,161.58	\$426,546.26	\$325,530.77	\$187,976.91
	Regional Subtotal	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
	Transit	\$371,796.80	\$236,992.43	\$202,681.90	\$200,839.80	\$207,493.34
	Subtotal by Year	\$1,344,065.03	\$654,039.76	\$711,172.76	\$589,000.45	\$458,782.67
	Total	\$3,757,060.67				

Table 2 – Expenditure

State	Source	2022	2023	2024	2025	2026
Kansas	CMAQ-KS	\$1,710.44	\$1,020.00	\$1,144.00	\$0.00	\$0.00
	CRRSAA-KS	\$0.00	\$5,316.68	\$0.00	\$0.00	\$0.00
	HIP-KS	\$856.16	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$1,592.19	\$1,320.46	\$0.00	\$0.00	\$0.00
	LOCAL	\$104,480.24	\$29,616.46	\$37,689.60	\$0.00	\$0.00
	NHPP-KS	\$27,642.00	\$0.00	\$0.00	\$0.00	\$0.00
	OTHER	\$0.00	\$450.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$74,413.70	\$2,132.90	\$0.00	\$0.00	\$1.00
	STATE-KS (AC)	\$392,281.70	\$23,943.50	\$750.00	\$750.00	\$750.00

Missouri	STBGM-KS	\$12,343.84	\$11,777.36	\$11,335.06	\$0.00	\$0.00	
	STP-KS	\$0.00	\$632.00	\$0.00	\$0.00	\$0.00	
	TA-KS	\$1,704.00	\$1,020.00	\$850.00	\$0.00	\$0.00	
	BRO-MO	\$1,531.50	\$1,265.00	\$412.00	\$0.00	\$0.00	
	CMAQ-MO	\$1,906.06	\$170.00	\$1,969.09	\$0.00	\$0.00	
	CRRSAA-MO	\$0.00	\$8,393.33	\$0.00	\$0.00	\$0.00	
	HIP-MO	\$2,678.15	\$0.00	\$0.00	\$0.00	\$0.00	
	HSIP-MO	\$7,322.90	\$17,115.80	\$146,764.80	\$2,651.40	\$43.40	
	LOCAL	\$86,692.22	\$24,293.42	\$16,465.76	\$2,496.00	\$0.00	
	NHFP-MO	\$1,536.00	\$13,717.90	\$42,236.00	\$90.00	\$90.00	
	NHPP-MO	\$56,038.50	\$115,528.10	\$92,288.20	\$184,893.20	\$59,230.20	
	OTHER	\$0.00	\$0.00	\$60.00	\$0.00	\$0.00	
	STATE-KS	\$2,470.00	\$2,470.00	\$2,496.00	\$0.00	\$0.00	
	STATE-MO	\$33,680.50	\$26,361.10	\$36,536.80	\$5,381.60	\$4,628.50	
	STATE-MO (AC)	\$23,588.00	\$23,525.90	\$20,845.30	\$21,624.60	\$12,098.00	
	STBGM-MO	\$22,821.85	\$12,093.00	\$15,765.60	\$0.00	\$0.00	
	STBG-MO	\$417.20	\$0.00	\$0.00	\$0.00	\$0.00	
	TA-MO	\$9,250.49	\$3,299.77	\$1,573.66	\$0.00	\$0.00	
	Regional	CMAQ-KS	\$411.00	\$766.19	\$463.50	\$0.00	\$0.00
		CMAQ-MO	\$411.00	\$818.19	\$463.50	\$0.00	\$0.00
LOCAL		\$743.00	\$1,471.75	\$856.75	\$0.00	\$0.00	
STBGM-KS		\$180.00	\$910.00	\$210.00	\$0.00	\$0.00	
STBGM-MO		\$420.00	\$1,592.62	\$490.00	\$0.00	\$0.00	
Transit	5307	\$26,647.46	\$32,076.99	\$24,982.18	\$22,985.32	\$28,730.34	
	5309	\$23,259.27	\$0.00	\$0.00	\$0.00	\$0.00	
	5311	\$129.92	\$133.82	\$137.83	\$0.00	\$0.00	
	5337	\$1,241.25	\$2,761.11	\$1,316.85	\$0.00	\$0.00	
	5339	\$2,118.16	\$2,181.71	\$2,247.16	\$2,314.57	\$2,350.00	
	ARP-MO	\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00	
	BUILD-MO	\$0.00	\$14,200.00	\$0.00	\$0.00	\$0.00	
	CMAQ-KS	\$1,295.00	\$542.51	\$1,669.80	\$0.00	\$0.00	
	CMAQ-MO	\$787.50	\$1,319.51	\$523.72	\$0.00	\$0.00	
	CRRSAA-MO	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
	LOCAL	\$230,084.85	\$127,475.09	\$118,867.24	\$122,578.88	\$118,846.75	
	STATE-KS	\$27.41	\$28.23	\$29.08	\$0.00	\$0.00	
	STBGM-KS	\$0.00	\$800.00	\$800.00	\$0.00	\$0.00	
	STBGM-MO	\$0.00	\$1,600.00	\$0.00	\$0.00	\$0.00	
	TA-MO	\$0.00	\$400.00	\$0.00	\$0.00	\$0.00	
	Kansas Subtotal	\$617,024.27	\$77,229.36	\$51,768.66	\$750.00	\$751.00	

	Missouri Subtotal	\$249,933.37	\$248,233.32	\$377,413.21	\$217,136.80	\$76,090.10
	Regional Subtotal	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
	Transit	\$297,090.82	\$183,518.97	\$150,573.86	\$147,878.77	\$149,927.09
	Subtotal by Year	\$1,166,213.46	\$514,540.40	\$582,239.48	\$365,765.57	\$226,768.19
	Total	\$2,855,527.10				

Table 3 – Summary

Highway Revenues vs. Expenditures					
	2022	2023	2024	2025	2026
Kansas Revenue	\$682,411.01	\$110,327.00	\$79,460.85	\$62,629.89	\$63,312.42
Kansas O&M Expenditure	\$25,124.67	\$25,512.72	\$25,906.65	\$26,306.89	\$26,713.18
Kansas Project Expenditure	\$617,024.27	\$77,229.36	\$51,768.66	\$750.00	\$751.00
Difference	\$40,262.07	\$7,584.92	\$1,785.54	\$35,573.00	\$35,848.24
Missouri Revenue	\$287,692.22	\$301,161.58	\$426,546.26	\$325,530.77	\$187,976.91
Missouri O&M Expenditure	\$28,345.14	\$28,770.31	\$29,201.87	\$29,639.90	\$30,084.49
Missouri Project Expenditure	\$249,933.37	\$248,233.32	\$377,413.21	\$217,136.80	\$76,090.10
Difference	\$9,413.71	\$24,157.95	\$19,931.18	\$78,754.07	\$81,802.31
Regional Revenue	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
Regional Expenditure	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$972,268.23	\$417,047.33	\$508,490.86	\$388,160.65	\$251,289.33
Total Expenditure	\$922,592.45	\$385,304.46	\$486,774.14	\$273,833.59	\$133,638.77
Difference	\$49,675.78	\$31,742.87	\$21,716.73	\$114,327.07	\$117,650.55

Table 4 – Transit Summary

Transit Revenues vs. Expenditures					
	2022	2023	2024	2025	2026
Transit Revenue	\$371,797	\$236,992	\$202,682	\$200,840	\$207,493
Transit O&M Expenditure	\$126,082	\$127,973	\$129,892	\$131,841	\$133,818
Transit O&M Programmed in the TIP	\$126,720	\$122,219	\$124,807	\$123,535	\$124,423
Remaining Transit O&M	\$0	\$5,753	\$5,085	\$8,305	\$9,395
Transit Revenue Remaining for Non O&M Expenditures	\$272,915	\$75,820	\$72,790	\$68,999	\$73,675
Transit Project Expenditure	\$195,571	\$28,100	\$25,767	\$24,343	\$25,004
Difference	\$77,344	\$47,720	\$47,023	\$44,656	\$48,671

Table 5 – Revenue

State	Source	2022	2023	2024	2025	2026
Kansas	CMAQ-KS	\$1,710.44	\$1,020.00	\$1,144.00	\$2,930.90	\$2,930.90
	CREDIT	(\$58,416.00)	(\$30,709.90)	(\$130,012.21)	(\$104,014.90)	(\$84,235.00)
	CRRSAA-KS	\$0.00	\$4,314.03	\$1,002.64	\$0.00	\$0.00
	HIP-KS	\$856.16	\$0.00	\$0.00	\$0.00	\$0.00
	HPD-KS	\$3,424.90	\$0.00	\$0.00	\$0.00	\$0.00

	HSIP-KS	\$2,342.19	\$13,347.46	\$750.00	\$750.00	\$750.00
	LOCAL	\$134,375.88	\$53,697.50	\$61,639.78	\$38,776.39	\$39,358.04
	NHPP-KS	\$42,641.60	\$14,694.30	\$127,077.50	\$96,682.10	\$83,485.00
	OTHER	\$0.00	\$0.00	\$450.00	\$0.00	\$0.00
	STATE-KS	\$83,540.55	\$7,813.86	\$5,777.54	\$5,875.76	\$5,976.64
	STATE-KS (AC)	\$360,198.50	\$17,760.00	\$750.00	\$750.00	\$750.00
	STBGM-KS	\$14,296.84	\$8,780.00	\$14,332.41	\$13,276.84	\$13,276.84
	STP-KS	\$9,646.50	\$4,620.60	\$2,184.70	\$6,582.80	\$0.00
	TA-KS	\$1,704.00	\$1,020.00	\$850.00	\$1,020.00	\$1,020.00
Missouri	BRO-MO	\$2,815.08	\$1,265.00	\$412.00	\$0.00	\$0.00
	CMAQ-MO	\$1,906.06	\$170.00	\$1,969.09	\$3,067.84	\$3,067.84
	CREDIT	(\$20,074.40)	(\$17,849.80)	(\$18,494.40)	(\$2,727.00)	(\$5,418.60)
	CRRSAA-MO	\$0.00	\$8,393.33	\$0.00	\$0.00	\$0.00
	HIP-MO	\$2,678.15	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$8,783.40	\$12,744.40	\$3,349.40	\$12.50	\$12.50
	LOCAL	\$103,470.49	\$52,827.47	\$51,131.06	\$38,571.30	\$39,149.87
	NHFP-MO	\$1,536.00	\$13,627.90	\$42,146.00	\$0.00	\$0.00
	NHPP-MO	\$56,401.50	\$78,164.00	\$86,674.00	\$18,689.10	\$13,443.00
	OTHER	\$0.00	\$0.00	\$60.00	\$0.00	\$0.00
	STATE-KS	\$2,470.00	\$2,470.00	\$2,496.00	\$0.00	\$0.00
	STATE-MO	\$50,050.85	\$42,977.01	\$53,401.95	\$22,499.73	\$22,003.40
	STATE-MO (AC)	\$18,760.60	\$18,077.60	\$18,376.80	\$2,834.80	\$5,057.00
	STBGM-MO	\$22,821.85	\$12,093.00	\$15,765.60	\$21,159.67	\$21,159.67
	STBG-MO	\$20,107.40	\$17,849.80	\$18,494.40	\$2,727.00	\$5,418.60
	TA-MO	\$9,250.49	\$3,299.77	\$1,573.66	\$1,623.63	\$1,623.63
	Regional	CMAQ-KS	\$411.00	\$766.19	\$463.50	\$0.00
CMAQ-MO		\$411.00	\$818.19	\$463.50	\$0.00	\$0.00
LOCAL		\$743.00	\$1,471.75	\$856.75	\$0.00	\$0.00
STBGM-KS		\$180.00	\$910.00	\$210.00	\$0.00	\$0.00
STPBGM-MO		\$420.00	\$1,592.62	\$490.00	\$0.00	\$0.00
Transit	5307	\$26,647.46	\$32,076.99	\$24,982.18	\$22,985.32	\$28,730.34
	5309	\$23,259.27	\$0.00	\$0.00	\$0.00	\$0.00
	5311	\$129.92	\$133.82	\$137.83	\$0.00	\$0.00
	5337	\$1,241.25	\$2,761.11	\$1,316.85	\$0.00	\$0.00
	5339	\$2,118.16	\$2,181.71	\$2,247.16	\$2,314.57	\$2,350.00
	ARP-MO	\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00
	BUILD-MO	\$0.00	\$14,200.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$1,295.00	\$542.51	\$1,669.80	\$0.00	\$0.00
	CMAQ-MO	\$787.50	\$1,319.51	\$523.72	\$0.00	\$0.00
	CRRSAA-MO	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$304,790.83	\$180,948.55	\$170,975.28	\$175,539.91	\$176,413.00
	STATE-KS	\$27.41	\$28.23	\$29.08	\$0.00	\$0.00

	STBGM-KS	\$0.00	\$800.00	\$800.00	\$0.00	\$0.00
	STBGM-MO	\$0.00	\$1,600.00	\$0.00	\$0.00	\$0.00
	TA-MO	\$0.00	\$400.00	\$0.00	\$0.00	\$0.00
	Kansas Subtotal	\$596,321.56	\$96,357.85	\$85,946.35	\$62,629.89	\$63,312.42
	Missouri Subtotal	\$280,977.47	\$246,109.48	\$277,355.56	\$108,458.56	\$105,516.90
	Regional Subtotal	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
	Transit	\$371,796.80	\$236,992.43	\$202,681.90	\$200,839.80	\$207,493.34
	Subtotal by Year	\$1,251,260.83	\$585,018.51	\$568,467.56	\$371,928.24	\$376,322.67
	Total	\$3,152,997.81				

Table 6 – Expenditure

State	Source	2022	2023	2024	2025	2026
Kansas	CMAQ-KS	\$1,710.44	\$1,020.00	\$1,144.00	\$0.00	\$0.00
	CRRSAA-KS	\$0.00	\$4,314.03	\$1,002.64	\$0.00	\$0.00
	HIP-KS	\$856.16	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$1,592.19	\$1,320.46	\$0.00	\$0.00	\$0.00
	LOCAL	\$105,111.88	\$24,934.54	\$40,245.09	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	OTHER	\$0.00	\$450.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$74,413.70	\$2,132.90	\$0.00	\$0.00	\$1.00
	STATE-KS (AC)	\$360,857.80	\$17,760.00	\$750.00	\$750.00	\$750.00
	STBGM-KS	\$12,343.84	\$8,780.00	\$14,332.41	\$0.00	\$0.00
	STP-KS	\$0.00	\$2,368.00	\$0.00	\$0.00	\$0.00
	TA-KS	\$1,704.00	\$1,020.00	\$850.00	\$0.00	\$0.00
Missouri	BRO-MO	\$2,815.08	\$1,265.00	\$412.00	\$0.00	\$0.00
	CMAQ-MO	\$1,906.06	\$170.00	\$1,969.09	\$0.00	\$0.00
	CRRSAA-MO	\$0.00	\$8,393.33	\$0.00	\$0.00	\$0.00
	HIP-MO	\$2,678.15	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$8,783.40	\$12,744.40	\$3,349.40	\$12.50	\$12.50
	LOCAL	\$86,692.22	\$24,293.42	\$16,465.76	\$0.00	\$0.00
	NHFP-MO	\$1,536.00	\$13,627.90	\$42,146.00	\$0.00	\$0.00
	NHPP-MO	\$56,401.50	\$78,164.00	\$86,674.00	\$18,689.10	\$13,443.00
	OTHER	\$0.00	\$0.00	\$60.00	\$0.00	\$0.00
	STATE-KS	\$2,470.00	\$2,470.00	\$2,496.00	\$0.00	\$0.00
	STATE-MO	\$33,680.50	\$26,361.10	\$36,536.80	\$5,381.60	\$4,628.50
	STATE-MO (AC)	\$18,760.60	\$18,077.60	\$18,376.80	\$2,834.80	\$5,057.00

	STBGM-MO	\$22,821.85	\$12,093.00	\$15,765.60	\$0.00	\$0.00	
	STBG-MO	\$33.00	\$0.00	\$0.00	\$0.00	\$0.00	
	TA-MO	\$9,250.49	\$3,299.77	\$1,573.66	\$0.00	\$0.00	
Regional	CMAQ-KS	\$411.00	\$766.19	\$463.50	\$0.00	\$0.00	
	CMAQ-MO	\$411.00	\$818.19	\$463.50	\$0.00	\$0.00	
	LOCAL	\$743.00	\$1,471.75	\$856.75	\$0.00	\$0.00	
	STBGM-KS	\$180.00	\$910.00	\$210.00	\$0.00	\$0.00	
	STBGM-MO	\$420.00	\$1,592.62	\$490.00	\$0.00	\$0.00	
	Transit	5307	\$26,647.46	\$32,076.99	\$24,982.18	\$22,985.32	\$28,730.34
		5309	\$23,259.27	\$0.00	\$0.00	\$0.00	\$0.00
5311		\$129.92	\$133.82	\$137.83	\$0.00	\$0.00	
5337		\$1,241.25	\$2,761.11	\$1,316.85	\$0.00	\$0.00	
5339		\$2,118.16	\$2,181.71	\$2,247.16	\$2,314.57	\$2,350.00	
ARP-MO		\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00	
BUILD-MO		\$0.00	\$14,200.00	\$0.00	\$0.00	\$0.00	
CMAQ-KS		\$1,295.00	\$542.51	\$1,669.80	\$0.00	\$0.00	
CMAQ-MO		\$787.50	\$1,319.51	\$523.72	\$0.00	\$0.00	
CRRSAA-MO		\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
LOCAL		\$228,584.85	\$127,475.09	\$118,867.24	\$122,578.88	\$118,846.75	
STATE-KS		\$27.41	\$28.23	\$29.08	\$0.00	\$0.00	
STBGM-KS		\$0.00	\$800.00	\$800.00	\$0.00	\$0.00	
STBGM-MO		\$0.00	\$1,600.00	\$0.00	\$0.00	\$0.00	
TA-MO		\$0.00	\$400.00	\$0.00	\$0.00	\$0.00	
		Kansas Subtotal	\$558,590.01	\$64,099.93	\$58,324.14	\$750.00	\$751.00
	Missouri Subtotal	\$247,828.85	\$200,959.52	\$225,825.11	\$26,918.00	\$23,141.00	
	Regional Subtotal	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00	
	Transit	\$295,590.82	\$183,518.97	\$150,573.86	\$147,878.77	\$149,927.09	
	Subtotal by Year	\$1,104,174.68	\$454,137.17	\$437,206.86	\$175,546.77	\$173,819.09	
	Total	\$2,344,884.57					

Table 7 – Summary

Highway Revenues vs. Expenditures					
	2022	2023	2024	2025	2026
Kansas Revenue	\$596,321.56	\$96,357.85	\$85,946.35	\$62,629.89	\$63,312.42
Kansas O&M Expenditure	\$25,124.67	\$25,512.72	\$25,906.65	\$26,306.89	\$26,713.18
Kansas Project Expenditure	\$558,590.01	\$64,099.93	\$58,324.14	\$750.00	\$751.00
Difference	\$12,606.88	\$6,745.20	\$1,715.56	\$35,573.00	\$35,848.24

Missouri Revenue	\$280,977.47	\$246,109.48	\$277,355.56	\$108,458.56	\$105,516.90
Missouri O&M Expenditure	\$28,345.14	\$28,770.31	\$29,201.87	\$29,639.90	\$30,084.49
Missouri Project Expenditure	\$247,828.85	\$200,959.52	\$225,825.11	\$26,918.00	\$23,141.00
Difference	\$4,803.48	\$16,379.65	\$22,328.58	\$51,900.66	\$52,291.41
Regional Revenue	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
Regional Expenditure	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$879,464.03	\$348,026.08	\$365,785.66	\$171,088.45	\$168,829.33
Total Expenditure	\$862,053.67	\$324,901.23	\$341,741.52	\$83,614.79	\$80,689.67
Difference	\$17,410.36	\$23,124.85	\$24,044.15	\$87,473.66	\$88,139.65

Table 8 – Transit Summary

Transit Revenues vs. Expenditures					
	2022	2023	2024	2025	2026
Transit Revenue	\$371,797	\$236,992	\$202,682	\$200,840	\$207,493
Transit O&M Expenditure	\$126,082	\$127,973	\$129,892	\$131,841	\$133,818
Transit O&M Programmed in the TIP	\$126,720	\$122,219	\$124,807	\$123,535	\$124,423
Remaining Transit O&M	\$0	\$5,753	\$5,085	\$8,305	\$9,395
Transit Revenue Remaining for Non O&M Expenditures	\$245,077	\$109,019	\$72,790	\$68,999	\$73,675
Transit Project Expenditure	\$168,871	\$55,546	\$25,767	\$24,343	\$25,004
Difference	\$76,206	\$53,473	\$47,023	\$44,656	\$48,671

MTPO

Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11

Topeka, Kansas 66607-1118

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Fax: (785) 368-2535

www.topeka.org

July 28th, 2022

Matt Messina

Comprehensive Transportation Planning Manager

Bureau of Transportation Planning

Kansas Department of Transportation

700 SW Harrison Street

Topeka, KS 66603

Dear Mr. Messina:

This letter is to inform you that on July 28, 2022 the Metropolitan Topeka Planning Organization (MTPO) approved the enclosed Amendment #9 to the 2021-2024 Transportation Improvement Plan (TIP). Following approval by the Technical Advisory Committee (TAC), and a 14-day public review period, the MTPO Policy Board recommended this updated TIP for approval. Enclosed with this letter are the Resolution and approved TIP amendment details.

I am submitting this amendment to the 2021-2024 TIP for OneDot approval. Please forward a copy of this amendment to the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) for approval and inclusion into the STIP. If you have any questions concerning this amendment, please contact me at (785) 368-3728.

Sincerely,



Bill Fiander
MTPO Secretary

Enclosure: Amendment #9 of the 2021-2024 Transportation Improvement Plan and accompanying Resolution.

MTPO

Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11
Topeka, Kansas 66607-1118
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RESOLUTION

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

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

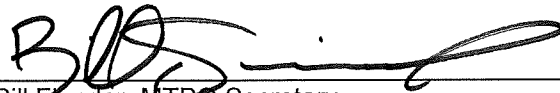
WHEREAS, a Transportation Improvement Program for the Topeka Area is required to be adopted at least once every four years, and must be amended when necessary, in accordance with the Bipartisan Infrastructure Law BIL FHWA & FTA Transportation funding apportionments and related laws and regulations, as well as with MTPO adopted policies.

NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.212(b), the Kansas Department of Transportation and the Metropolitan Topeka Planning Organization hereby agree that the public involvement activities carried out in response to the metropolitan planning requirements in 23 CFR 450.322(c) or 23 CFR 450.324(c) satisfy the public involvement requirements to add the projects in this Amendment #9 to the 2021-2024 TIP into the Statewide Transportation Improvement Program (STIP).


Enclosures: Amendment #9 to the MTPO 2021-2024 TIP, which includes two (2) amended projects, one (1) new project, and two (2) administrative revisions, the updated budget summary table, and the TIP 2021-2024 document.



Matt Messina, MTPO Policy Board Chairperson



Bill Flander, MTPO Secretary



TRANSPORTATION
IN MOTION

TIP
2021-2024
AMENDMENT

Amendment #9 2021-2024

Policy Board Date: 7/28/22

Projects Included:

- 1) **KA-6232-02:** New Project. Construction phase of project KA-6232-02, Culvert #512 repair. Located @ I-70 (Kansas River Drainage) 0.58 mi. E. of US-75. (KDOT)
- 2) **TE-0505-02:** Amended Project. Topeka Bikeways trail connections (various). Revised let date, from 10/22 to 4/23. (Topeka)
- 3) **TE-0505-03:** Amended Project. Topeka Bikeways infrastructure along Tyler St., construct 10' paths. Revised let date, from 10/22 to 4/23. (Topeka)
- 4) **TE-0505-01:** Administrative Revision. Bikeways, Kansas Ave Bridge & Roadway from SW 3rd St. to NE Laurent St., Changed let date from Sept. to Dec.
- 5) **TMTA Operating Funding:** Administrative Revision. 2022-2024 Operating expenses. (TMTA)



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PROJECT DATA SHEET

New Project **2021-2024 TIP**
TIP #: 1-23-01-7 **KDOT#:** KA-6232-02
Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Culvert Repair
Fiscal Year(s): 2023
Location: 1-70 Culvert #512 (Kansas River Drainage) located 0.58 mi. E. of US-75

Total Project Cost: \$455,000

PROJECT TYPES:
Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Culvert Repair. TIP Addition.

REASON FOR CHANGE: New project

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Obligation Year (FFY)	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Fed. Source	AC Conv. Yr.
PE	2023		\$ 70,000.0			\$ 70,000.0		
ROW	2023		\$ 5,000.0			\$ 5,000.0		
UTIL						\$ -		
CONT	2023		\$ 34,500.0			\$ 34,500.0		
CE	2023		\$ 3,500.0			\$ 3,500.0		
PE						\$ -		
ROW						\$ -		
UTIL						\$ -		
CONST		\$310,500.0		Y		\$310,500.0		2027
CE		\$ 31,500.0		Y		\$ 31,500.0		2027
TOTAL		\$342,000.0	\$113,000.0		\$ -	\$455,000.0		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



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PROJECT DATA SHEET

Amendment **2021-2024 TIP**

TIP #: 3-21-11-6 KDOT#: TE-0505-02

Project Type: Transportation Alternative

Jurisdiction: KDOT

**Project: Topeka: Topeka: Bikeways Trail
Connections**

Fiscal Year(s): 2023

**Location: Topeka: 10 locations connecting to
Landon, Shunga and North Levee Trails**

Total Project Cost: \$433,300

**PROJECT
TYPES:**

Transportation
Alternative
Roadways & Bridges;
Transit/Paratransit

**PROJECT Description and Justification: Construct 10' paths and separated bike lanes; install
signage and sharrows**

REASON FOR CHANGE: Revised the let date from 10/22 to 4/23

EXPENSE SUMMARY (x1,000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
CONT	2023	333.2		X	83.3	416.5		
CE	2023	13.4		X	3.4	16.8		
TOTAL		346.6			86.7	433.3		

***Note: Please use KDOT phases: PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Please include a location map where applicable.**



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PROJECT DATA SHEET

Amendment **2021-2024 TIP**
TIP #: 3-21-12-6 KDOT#: TE-0505-03

Project Type: Transportation
Alternative
Jurisdiction: KDOT

**PROJECT
TYPES:**
Transportation
Alternative
Roadways & Bridges;
Transit/Paratransit

Project: Topeka: Bikeways North
Topeka

Fiscal Year(s): 2023

Location: Topeka: Tyler St from
Paramore St to Lyman Rd and
Waddell St from Tyler St to
Soldier Creek

Total Project Cost: \$585,700

PROJECT Description and Justification: Construct 10' paths

REASON FOR CHANGE: Revised the let date from 10/22 to 4/23

EXPENSE SUMMARY (x1,000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
CONT	2023	448.7		X	112.2	560.9		
CE	2023	19.8		X	5.0	24.8		
TOTAL		468.5			117.2	585.7		

***Note: Please use KDOT phases: PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering)**

Please include a location map where applicable.



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TIP

PROJECT DATA SHEET

Amendment	2021-2024 TIP
	TIP #: 3-21-10-6 KDOT#: TE-0505-01
Project Type:	Roadways & Bridges
Jurisdiction:	KDOT
Project:	Topeka: Bikeways Kansas Avenue Bridge
Fiscal Year(s):	2021-2024
Location:	Topeka: Kansas Ave Bridge and Roadway from SW 3rd St to NE Laurent St
Total Project Cost:	\$267,800

**PROJECT
TYPES:**

Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Reduce one southbound vehicle lane and install interim bi-directional separated bicycle facilities

REASON FOR CHANGE: Scope revised at the request of KDOT and the City of Topeka due to planning for future Polk-Quincy Viaduct reconstruction. Revised estimate and project location to reflect scope change. Changed PE work phase to active for any KDOT PE costs. Removed federal TA funds, project will use State funds at 100%. Revised the let date from 9/22 to 12/22.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2022		1	X				
CONST	2023		261.3	X				
CE	2023		5.5	X				
TOTAL			267.8					

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other

TIP Transit and Paratransit Projects

TIP#: 7-21-01-5 Location: TMTA Location/Improvement: Operating
 State #: Federal #: County: SN Type:

Grant	Year of Obligation	Mill Levy	FTA (5307)	KDOT	Other	Fares	Total
							(x1,000)
FTA(5307)	2021	5100.000	2500.000	800.000	400.000	1300.000	10100.000
FTA(5307)	2022	5500.000	3200.000	900.000	400.000	800.000	10800.000
FTA(5307)	2023	6000.000	3600.000	900.000	400.000	800.000	11700.000
FTA(5307)	2024	6500.000	4000.000	900.000	400.000	800.000	12600.000

TOTAL COST: \$23,100.000 \$13,300.000 \$3,500.000 \$1,600.000 \$3,700.000 \$45,200.000

Status:

Descrp.
2021-2024 Estimated Revenues

TIP#: 7-16-01-4 Location: TMTA Location/Improvement: Various/ Copnstruction of 100 bus stop.
 State #: Federal #: County: SN Type: Construction of Bus Stops

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total
						(x1,000)
TA	2016	\$ 62.4	\$ 249.7	\$ -	\$ -	\$ 312.2
	2017	\$ 62.4	\$ 249.7	\$ -	\$ -	\$ 312.2
	2018	\$ 53.5	\$ 214.1	\$ -	\$ -	\$ 267.6
TOTAL		\$ 713.5	\$ -	\$ -	\$ -	\$ 891.9

Descrp.
Bus stop integration project, to be completed in several phases. The first three phases of the project are complete, in which 37 new bus shelters which are all ADA-accessible were placed. This phase of the project will continue to place bus stops throughout the fixed route designated stop system. Some stops will have shelters; others will have benches or standing surfaces. All bus stops will meet

Status:

Active

Funding Summary Table 2021 through 2024							Amendment #9
Metropolitan Topeka Planning Organization							
MTPO Metropolitan Planning Area							
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority							
	2021	2022	2023	2024	Totals	Anticipated Minus Programmed	
Anticipated Funding							
Road and Bridge							
Local	\$ 57,171,025	\$ 50,728,054	\$ 49,602,018	\$ 37,862,322	\$ 195,363,418	\$ 141,267,518	
State	\$ 11,921,500	\$ 46,579,700	\$ 47,278,396	\$ 240,800,000	\$ 346,579,596	\$ 6,471,296	
Federal	\$ 5,815,866	\$ 5,903,104	\$ 39,232,000	\$ 6,081,525	\$ 57,032,495	\$ 1,100,295	
Sub-Totals	\$ 74,908,391	\$ 103,210,858	\$ 136,112,413	\$ 284,743,847	\$ 598,975,509	\$ 148,839,109	
Transit							
Local	\$ 6,800,000	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 27,800,000	\$ 6,758,000	
State	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 3,200,000	\$ 800,000	
Federal	\$ 2,500,000	\$ 3,200,000	\$ 3,600,000	\$ 4,000,000	\$ 10,600,000	\$ 8,694,500	
Sub-Totals	\$ 10,100,000	\$ 10,900,000	\$ 11,400,000	\$ 11,900,000	\$ 44,300,000	\$ 18,952,500	
Totals	\$ 85,008,391	\$ 114,110,858	\$ 147,512,413	\$ 296,643,847	\$ 643,275,509		
Programmed Expenditures							
Road and Bridge							
Local	\$ 23,848,600	\$ 14,228,100	\$ 8,726,700	\$ 7,292,500	\$ 54,095,900		
State	\$ 11,888,600	\$ 47,231,100	\$ 40,188,600	\$ 240,800,000	\$ 340,108,300		
Federal	\$ 7,077,100	\$ 5,744,500	\$ 39,232,000	\$ 3,878,600	\$ 55,932,200		
Sub-Totals	\$ 42,814,300	\$ 67,203,700	\$ 88,147,300	\$ 251,971,100	\$ 450,136,400		
Transit							
Local	\$ 42,000	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 21,042,000		
State	\$ -	\$ 800,000	\$ 800,000	\$ 800,000	\$ 2,400,000		
Federal	\$ 167,700	\$ 1,737,800	\$ -	\$ -	\$ 1,905,500		
Sub-Totals	\$ 209,700	\$ 9,437,800	\$ 7,800,000	\$ 7,900,000	\$ 25,347,500		
Totals	\$ 43,024,000	\$ 76,641,500	\$ 95,947,300	\$ 259,871,100	\$ 475,483,900		
Notes for Funding Programmed in the TIP							
1 This table includes all of the forms of anticipated funding listed herein including local funds in excess of what is needed to match federal and state funding sources.							
2 Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.							
3 State Funding includes funds anticipated to be converted to Federal Funds at a later date.							
4 This table includes Active Project Work Phases ONLY							