



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

**Federal Highway Administration**  
6111 SW 29<sup>th</sup> Street, Suite 100  
Topeka, KS 66614-4271  
785-228-2544  
785-271-1797 (fax)

**U.S. Department of Transportation**

September 26, 2013

Jerome T. Younger, P.E.  
Deputy Secretary and  
State Transportation Engineer  
Kansas Department of Transportation  
Topeka, KS 66603

Subject: FHWA/FTA Approval of the  
FY 2014-2017 Kansas STIP

Dear Mr. Younger:


As requested by your September 25, 2013 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the FY 2014-2017 Kansas Statewide Transportation Improvement Program (STIP).


Based on our review, we find that the STIP 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 metropolitan Transportation Improvement Programs (TIPs) are consistent with the metropolitan transportation plans produced by the continuing, cooperative, and comprehensive transportation process carried out by the Metropolitan Planning Organizations, 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 finding is based on MPO and KDOT self-certifications, our regular involvement in the State and MPO transportation planning processes, formal certification reviews, as well as other activities.

The FY 2014-2017 STIP is hereby approved. This approval shall expire four years from the date of this letter.

If you have any questions or need additional information, please contact Paul Foundoukis of FHWA at (785) 271-2448 or Joni Roeseler of FTA at (816) 329-3936.

Sincerely yours,

  
Mokhtee Ahmad  
Regional Administrator  
Federal Transit Administration

  
J. Michael Bowen, P.E.  
Division Administrator  
Federal Highway Administration

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

Mike King, Secretary  
Jerome T. Younger, P.E.,  
Deputy Secretary and  
State Transportation Engineer



Phone: 785-296-3285  
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publicinfo@ksdot.org  
<http://www.ksdot.org>

Sam Brownback, Governor

September 25, 2013

Mr. J. Michael Bowen  
Federal Highway Administration  
6111 SW 29<sup>th</sup> Street, Suite 100  
Topeka, KS 66614-4271

Dear Mr. Bowen:

Subject: Request for Approval of the Statewide Transportation Improvement Program (STIP) for federal fiscal years 2014-2017

Federal law requires states to prepare a Statewide Transportation Improvement Program (STIP) and the law further requires that a draft STIP be available for public comment for a thirty-day period. September 13, 2013 concluded the comment period for the State of Kansas draft STIP for federal fiscal years 2014-2017.

Projects in the STIP are consistent with the Kansas Statewide Long Range Transportation Plan adopted on June 19, 2008, whose three guiding principles are preserving the highway system, improving the safety of travel in Kansas and supporting economic growth. The STIP is divided into two sections: the appendixes and the narrative. The project appendixes list projects in counties and cities as well as those on the State Highway System, regardless of funding source, that are administered by the Kansas Department of Transportation (KDOT) and that are anticipated to have funds obligated within the next four federal fiscal years and during the interim comment period of the STIP. The advanced construction appendix lists all projects including those in Metropolitan Planning Organization (MPO) areas that are being advanced constructed and provides the estimated conversion date(s) and the estimated conversion amount(s) for each. The narrative section briefly describes KDOT's public involvement process, project selection criteria, program financing (including the fiscal constraint for the years of the STIP) and public transportation program.

Additionally, within the STIP narrative are brief descriptions of programs administered by entities other than KDOT. These programs are the Federal Lands & Tribal Transportation programs administered by the Office of Federal Lands Highway and the Bureau of Indian Affairs; Recreational Trails, a set-aside program of the MAP-21 Transportation Alternatives program administered by the Kansas Department of Wildlife, Parks & Tourism; and the Transportation Improvement Programs (TIPs) administered by each of the MPOs for the six urbanized areas of Kansas. In addition to the printed document, the STIP is available for review

Mr. Bowen  
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September 25, 2013

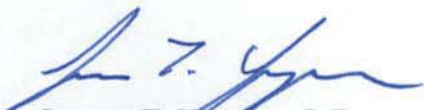
online at <http://www.ksdot.org/publications.asp> . For project changes or developments that occur after the STIP is prepared, KDOT will use the STIP amendment process.

To demonstrate fiscal constraint, the STIP provides program financing anticipated at both the state and federal levels. The state funding information is on a state fiscal year basis while the federal funding information is on a federal fiscal year basis as this is how the funding for each is distributed respectively. A Cash-Flow Worksheet based on the state fiscal year is provided that illustrates the anticipated revenues and expenditures for the state during the years of the STIP. In the Cash-Flow Worksheet, the anticipated revenues include all revenue sources (state, federal, local and other) and all expenditures, which include fixed and variable costs. Additionally, for federal funds, the table "Federal Fiscal Years 2014-2017 Estimated Apportionments and Obligations" is provided. The table estimates by fund category the federal funds that Kansas anticipates to be apportioned and obligated in the next four federal fiscal years. Included in the obligations are the conversion amounts for projects authorized with advance construction and expected to convert during the four federal fiscal years of the table. Each year of total expected obligation is either less than or equal to the total expected federal appropriations for that year. In general, when expected obligation for a year is less than the federal appropriation for that year, KDOT's intent is to convert projects authorized with advance construction to equal the difference. The conversion of advance construction will assure that expected obligation and expected appropriation are balanced. Additionally, for federal fiscal years 2016 and 2017, project selection and programming has not been completed, resulting in anticipated obligations being lower than anticipated apportionments. Under the new state transportation program, Transportation Works for Kansas (T-WORKS), projects are being selected on a rolling two-year basis. Therefore, the majority of the 2016 and 2017 projects have not been selected for construction at this time.

Enclosed are copies of the federal fiscal year 2014-2017 STIP, to which the current, signed Kansas State Self Certification has been inserted. By this letter, the State of Kansas requests approval of our federal fiscal year 2014-2017 STIP from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Please forward questions or comments concerning this letter or the STIP to Linda Fritton or Chuck Protasio, Bureau of Program and Project Management, at (785) 296-2252.

Sincerely,



Jerome T. Younger, P.E.  
Deputy Secretary and  
State Transportation Engineer

Enclosure

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

Mike King, Secretary  
Jerome T. Younger, P.E.,  
Deputy Secretary and  
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Sam Brownback, Governor

September 25, 2013

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

Dear Mr. Ahmad:

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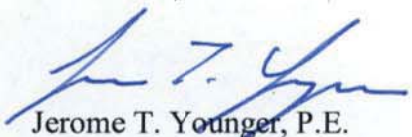
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Sincerely,



Jerome T. Younger, P.E.  
Deputy Secretary and  
State Transportation Engineer

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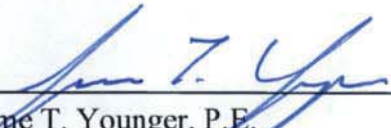
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Sam Brownback, Governor

### State Self-Certification

The Kansas Department of Transportation certifies that the statewide transportation planning process is being implemented in accordance with all applicable requirements including:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR Part 450;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the MAP-21 (P.L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 1210, *et seq.*) and 49 CFR Parts 27,37, and 38;
7. In States containing nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR Part 93;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

  
Jerome T. Younger, P.E.  
Deputy Secretary and  
State Transportation Engineer

9/10/13  
Date