The Kansas Department of Transportation (KDOT) received one comment on the FFY 2023-2026 STIP draft document during the 30-day comment period. Below is a summary of the edits in content made between the draft and this approved version of the FFY 2023-2026 STIP.

1) **One comment was received from a Kansas citizen concerning the maintenance on U.S. 400.**

   The comment did not concern a specific project in the STIP. However, the caller was provided the telephone number of the KDOT District 4 Engineer, who covers the region that includes U.S. 400, so they could visit about their concerns.

2) **Added the definition for a Transportation Management Area to the Glossary.**

   Since a Transportation Management Area (TMA) is referenced on page 77 of the STIP a definition for TMA has been added to the Glossary as follows: Transportation Management Area (TMA): an urbanized area with a population of 200,000 or more, as defined by the U.S. Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the U.S. Secretary of Transportation. As described in 49 U.S.C. 5303(k), and in recognition of the greater complexity of transportation issues in large urban areas, an MPO in a TMA has a stronger voice in setting priorities for implementing projects listed in the TIP and are responsible for additional planning products.

3) **Removed an outdated reference on page 8 in the Introduction narrative.**

   Page 8, in the discussion outlining the requirement Kansas has met for the STIP number 10 had an outdated reference that included Appendix A & B project lists. This was revised to just Appendix A as there is only a single project list in the document.
4) In the Project Selection Criteria narrative on page 26, the Signing (SOS) section was updated for the transition in funding for the program from federal funding to state funding.

Sentence revised to read as follows: Projects are selected annually, and while in the past were generally funded with 100 percent HSIP federal funds, going forward projects will be funded with either federal or state funds, transitioning to all state funds in the near future.

5) In the Project Selection Criteria narrative on page 34, the ‘Resurfacing with Improvements’ (1RS) section was repeated.

Removed the duplicate text.

6) Updated the information for the WAMPO Transportation Improvement Program (TIP) on page 117 to reflect the new TIP approved during the STIP comment period and displays when using the WAMPO TIP link provided.

Draft Information

*FFY 2021 - 2024*

*Transportation Improvement Program*

- Approval by WAMPO on June 9, 2020
- Approval by KDOT on November 05, 2020
- Approval by FHWA/FTA on November 06, 2020

Revised Information

*FFY 2023 - 2026*

*Transportation Improvement Program*

- Approval by WAMPO on August 09, 2022
- Approval by KDOT on September 08, 2022
- Approval by FHWA/FTA on September 09, 2022
7) Corrected the typo on page 117 in the Metropolitan Transportation Improvement Programs narrative for the St Joseph Area Transportation Study Organization (SJATSO), FFY 2022-2025 Transportation Improvement Program information.

The KDOT approval year was mistyped as 20212 and has been corrected to 2021.

8) In the Program Financing narrative on page 62, revised sentence in the HIF discussion.

Draft sentence:
In Appendix A, the project list, and in future amendments the fund category is also HIF for projects using this funding.

Revised sentence:
For projects using this funding in Appendix A, the project list, or in future amendments, the fund category is also HIF.

9) Corrected project number typos on page 122 in the Recreational Trails narrative.

RT23(001) and RT23(002) corrected to RT25(001) and RT25(002)

RT24(001) and RT24(002) corrected to RT26(001) and RT26(002)