



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

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

U.S. Department of Transportation

September 15, 2023

Mr. Greg Schieber
Deputy Secretary of Transportation & State Transportation Engineer
Kansas Department of Transportation
Topeka, KS 66603

Subject: FHWA Approval of Amendment #9 of the
FY 2023-2026 Kansas STIP

Dear Deputy Secretary Schieber:

As requested by your September 7, 2023 letter, the Federal Highway Administration (FHWA) has reviewed the proposed Amendment #9 to the FY 2023-2026 Kansas Statewide Transportation Improvement Program (STIP), which includes projects within the Lawrence, Manhattan, and Wichita metropolitan areas, along with projects outside the 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 Mr. Matt McDonald of FHWA at (785) 273-2643 or Mr. Daniel Nguyen of FTA at (816) 329-3938.

Sincerely yours,

Mokhtee Ahmad
Regional Administrator
Federal Transit Administration

Richard E. Backlund, AICP
Division Administrator
Federal Highway Administration

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

Calvin E. Reed, P.E., Secretary
Greg M. Schieber, P.E., Deputy Secretary and
State Transportation Engineer



Phone: 785-296-3285
Fax: 785-368-7415
kdot#publicinfo@ks.gov
<http://www.ksdot.gov>
Laura Kelly, Governor

September 7, 2023

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 #9 to the 2023-2026 State Transportation Improvement Program (STIP)

Dear Messrs. Ahmad and Backlund,

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2023-2026 STIP which includes projects within the Lawrence, Manhattan, and Wichita metropolitan areas, along with projects outside the metropolitan areas. These items are enclosed for your review.

We are requesting your concurrence and approval of this amendment to the 2023-2026 STIP.

The public involvement activities conducted by the Lawrence-Douglas County Metropolitan Planning Organization (L-DCMPO), Flint Hills Metropolitan Planning Organization (FHMPO), and the Wichita Area Metropolitan Planning Organization (WAMPO) for their Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.326. Multiple public comments were received by MPOs and are included for your reference.

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

Sincerely,

Greg M. Schieber, P.E.
Deputy Secretary of Transportation and
State Transportation Engineer

Enclosures: September 2023 STIP Amendment List of Projects
June 2023 STIP Amendment Cash Flow
L-DCMPO FFY 2023-2026 TIP Amendment #3 Approval Request Letter &
Related Documents
FHMPO FFY 2024-2027 TIP Approval Request Letter & Related Documents
WAMPO FFY 2023-2026 TIP Amendment #4 Approval Request Letter & Related
Documents

Mr. Backlund

Page 2

September 7, 2023

cc: Matt McDonald, FHWA-KS
Cathy Monroe, FTA Region VII
Mike Moriarty, KDOT Transportation Planning
Allison Smith, KDOT Transportation Planning
Ryne Dowling, KDOT Transportation Planning
Eleanor Matheis, KDOT Transportation Planning
Cory Davis, KDOT Multimodal and Innovation
Matt Messina, KDOT Multimodal and Innovation
Rene Hart, KDOT Multimodal and Innovation
Tod Salfrank, KDOT Local Projects
Kimberly Marotta, KDOT Local Projects
Cara Hodges, KDOT Local Projects
Susie Lovelady, KDOT Program and Project Management
Lisa Roth, KDOT Program and Project Management
Marcy Anderson, KDOT Program and Project Management

KDOT Cash-Flow Worksheet

as of June 2023

KDOT - All Agency Funds

(\$000)	2023	2024	2025	2026	FY 2023-2026
	1,296,222	1,012,514	801,071	794,862	1,296,222
Resources					
Motor Fuel Taxes	459,968	459,968	459,968	459,968	1,839,872
Sales & Compensating Tax	710,752	741,222	758,248	783,354	2,993,576
Registration Fees	229,700	229,700	229,700	229,700	918,800
Drivers Licenses Fees	7,563	7,563	7,563	7,563	30,252
Special Vehicle Permits	5,592	5,592	5,592	5,592	22,368
Interest on Funds	21,543	12,299	9,732	4,468	48,042
Misc. Revenues	43,600	13,525	13,425	13,375	83,925
Transfers:	1,425	1,425	1,425	1,425	5,700
Motor Carrier Property Tax	-	-	-	-	-
Transfers Out	(121,416)	(128,846)	(124,253)	(126,605)	(501,120)
Subtotal	1,358,727	1,342,448	1,361,400	1,378,840	5,441,415
Federal and Local Construction Reimbursement					
Federal Reimbursement - SHF	433,384	492,000	428,000	435,400	1,788,784
Local Construction - Federal	85,503	80,303	72,905	80,240	318,951
Local Construction - Local	15,410	25,282	29,852	31,594	102,138
Miscellaneous Federal Aid	29,136	48,108	48,108	48,108	173,460
Subtotal Federal & Local	563,433	645,693	578,865	595,342	2,383,333
Total before Bonding	1,922,160	1,988,141	1,940,265	1,974,182	7,824,748
Bond Sales (par)	-	-	200,000	200,000	400,000
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	-	-	200,000	200,000	400,000
Net TRF Loan Transactions	1,725	1,724	1,666	1,344	6,459
TOTAL RECEIPTS	1,923,885	1,989,865	2,141,931	2,175,526	8,231,207
AVAILABLE RESOURCES	3,220,107	3,002,379	2,943,002	2,970,388	9,527,429

The following revenue estimates are currently being used:
 April 2023 State Consensus Revenue Estimating Group
 November 2022 Highway Revenue Estimating Group
 Debt Service updated August 2022

KDOT Cash-Flow Worksheet

as of June 2023

	2023	2024	2025	2026	FY 2023-2026
Maintenance					
Regular Maintenance	167,162	167,340	170,671	174,069	679,242
City Connecting Links	4,178	5,600	5,600	5,600	20,978
Total Maintenance	171,340	172,940	176,271	179,669	700,220
Construction					
Preservation	597,507	629,136	656,622	597,781	2,481,046
Modernization	145,796	143,017	164,225	224,439	677,477
Expansion & Enhancements	378,559	442,868	355,376	761,560	1,938,363
CE & PE	56,803	66,487	67,749	69,037	260,076
Local Federal Aid Projects	110,777	117,127	120,198	104,824	452,926
Buildings	19,000	19,475	19,962	15,000	73,437
Total Construction	1,308,442	1,418,110	1,384,132	1,772,641	5,883,325
Local Support					
Agency Operations	2,022	2,634	2,687	2,741	10,084
SC&CHF	154,734	154,687	154,687	154,687	618,795
Local Partnership Programs	37,180	54,090	38,205	48,453	177,928
Categorical Grants	26,245	24,000	24,000	24,000	98,245
Other					-
Total Local Support	220,181	235,411	219,579	229,881	905,052
Transportation Planning & Modal Support					
Agency Operations	25,268	30,205	30,809	31,425	117,707
Aviation	14,452	11,567	10,552	10,194	46,765
Public Transit	47,981	66,254	59,108	59,108	232,451
Rail	45,054	15,019	12,133	11,063	83,269
Short line Rail	5,000	-	-	-	
Other Planning	13,341	18,041	18,041	18,041	67,464
Total Planning & Modal Support	151,096	141,086	130,643	129,831	552,656
Administration					
	52,969	65,476	66,764	68,078	253,287
TOTAL before Debt Service	1,904,028	2,033,023	1,977,389	2,380,100	8,294,540
Debt Service					
	303,565	168,285	170,751	180,510	823,111
TOTAL EXPENDITURES					
	2,207,593	2,201,308	2,148,140	2,560,610	9,117,651
ENDING BALANCE					
	1,012,514	801,071	794,862	409,778	409,778
	2023	2024	2025	2026	FY 2023-2026

Required Ending Balances reflect:

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

STIP Amendment Disposition Key

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

How to read the STIP Amendments

STIP amendment information provides the same general project information and has the same format as the STIP project lists (Appendix A & C) with one addition- the disposition. The disposition information is provided to explain the change or changes being made to the project. Following this diagram is a list of the change dispositions abbreviations used in amendments with a brief description of each. Amendments to the STIP document are for significant changes to a project that require concurrence in the change from FHWA and/or FTA. Examples are the addition or deletion of a project, a major change in project cost, change in project/project phase initiation dates, a major change in design concept or design scope, and changes in funding. Below is a diagram that identifies the fields provided for projects listed in amendments. In addition, to meet FHWA requirements an amendment requires re-demonstration of fiscal constraint- this is achieved with the Cash Flow provided previous to this page.

FFY 20YY - 20YY State Transportation Improvement Program Amendment List- the title identifies the STIP being amended

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

Kansas STIP March Amendment The header identifies the amendment and the date of the information.

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering (CE)		Total Project Est Amt
		Disposition		Disposition		Disposition		Disposition		
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	

Identifies phase of work Reason for change
Acronym for the work being performed-list and definitions located in the STIP "Projects Administered by KDOT" section
Estimates the total expected cost of the work for that phase.
For federally funded projects the year that the work phase is anticipated to be obligated with FHWA; For projects without federal funds the year the work in that phase is expected to start
Total anticipated project cost includes ALL phases of work (even phases that may not be covered in the current STIP years) & ALL funding

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

Identifies project funding with one line per each fund type. The fund categories are provided in the Projects Administered by KDOT section of the STIP
Federal identification number used by FHWA to track federal funds on a project
Estimates portion of the total work phase cost attributed to each fund category
Indicates the percentage each fund category is of the total estimated work phase cost

Dickinson County where work is being performed; for projects that cover more than one county-this is the primary county where the majority of the work is being performed.

						Chg Cost	
X-0000-00	FLTSG	\$22	2015			#	2017
ACHSP*	X297401					#	100.00%
K		\$22	100.00%				
HSIP						#	2017

Project amended for change in Const/CE estimate

*The line in blue is present when a project is being Advance Constructed. Advance Constructed projects are those being funded with state funds with the eligibility for future federal funds. The AC designation reserves tie right to federal funds when apportionment and obligation authority are available. The year indicates the year of expected conversion. In the STIP this information is provided in Appendix C.

County: Dickinson Route: K047 Total Length (Miles): 0.0 Letting Type: NEGOT NHS N

County & Route: identify location of work being performed ; Length- distance project covers; Letting type: acronyms are described in the Project Administered by KDOT section of the STIP; NHS-indicates whether project is on the National Highway System; Program/Subcategory- indicates what KDOT program and subcategory the project belongs. Program /Subcategory Table is provided in the Projects Administered by KDOT section of the STIP & a description of each of Program & Subcategory is in the Project Selection Criteria narrative of the STIP.

Name: Rail/Highway Improvement in Dickinson County
Location: BNSF & 3400 Avenue at Manchester, Dickinson County
Scope: Rail-Highway Signals Flashing Light Straight Post Type w/Gates

Identifies what the projects is, where the project is located and what work is encompassed by the

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Allen County

		Add				Add			
KA-7153-01	UBAS	\$1	2023			\$2,518	2023		\$2,519
ACNHP	A715301					\$2,014	80.00%		
	K	\$1	100.00%			\$504	20.00%		
NHPP Future Conversion						\$2,014	2028		

County: Allen **Route:** U054 **Total Length (Miles):** 12.3 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-1RR
Name: US-54 surfacing in Allen county
Location: US-54 in Allen county from the end of the portland cement concrete pavement (PCCP) north of LaHarpe, east to the Allen/Bourbon county line
Scope: Ultra-thin bonded asphalt surfacing

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Atchison County

		Add				Add			
KA-7132-01	MILOV	\$1	2023			\$1,224	2024		\$1,225
ACSTP	A713201					\$979	80.00%		
	K	\$1	100.00%			\$245	20.00%		
STP Future Conversion						\$979	2028		

County: Atchison **Route:** K007 **Total Length (Miles):** 5.1 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: K-7 milling and overlay in Atchison county
Location: K-7 in Atchison county from the north city limits of Atchison, north to the Atchison/Doniphan county line
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Barton County

		Add				Add			
KA-7183-01	MILOV	\$1	2023			\$3,412	2024		\$3,413
ACSTP	A718301					\$2,729	80.00%		
	K	\$1	100.00%			\$682	20.00%		
STP Future Conversion						\$2,729	2028		

County: Barton **Route:** K096 **Total Length (Miles):** 13.6 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-1RR
Name: K-96 milling and overlay in Barton county
Location: K-96 in Barton County from the Rush/Barton county line to the west city limits of Great Bend
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Bourbon County

		Chg Cost			Add		
KA-6738-01	3.00L	\$612	2023		\$13,161	2024	\$13,773
ACNHP	A673801				\$10,529	80.00%	
	K	\$612	100.00%		\$2,632	20.00%	
NHPP Future Conversion					\$10,529	2028	
<p>County: Bourbon Route: U069 Total Length (Miles): 13.6 Letting Type: KDOT NHS Project: Y Program-Sub: SM-RIP</p> <p>Name: Overlay on US-69 in Bourbon County</p> <p>Location: US-69 Northbound Lanes in Bourbon County beginning at South Junction US-69/US-54, North to the Bourbon/Linn County Line</p> <p>Scope: Overlay</p>							

		Add					
KA-6738-02	3.00L	\$533	2023			\$533	
ACNHP	A673802						
	K	\$533	100.00%				
<p>County: Bourbon Route: U069 Total Length (Miles): 13.6 Letting Type: NONE NHS Project: Y Program-Sub: SM-RIP</p> <p>Name: Overlay on US-69 in Bourbon County</p> <p>Location: US-69 Southbound Lanes in Bourbon County beginning at South Junction US-69/US-54, North to the Bourbon/Linn County Line</p> <p>Scope: Overlay</p>							

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Add								
KA-7026-01	BRRPL	\$507	2023							\$507
ACBRF	A702601	\$406	79.99%							
	BRF Future Conversion	\$406	2029							
	K	\$101	20.00%							
County:	Bourbon	Route:	U054	Total Length (Miles):	0.0	Letting Type:	NONE	NHS Project:	Y	Program-Sub: SM-PBR
Name:	Replace bridge #002 on US-54 in Bourbon County									
Location:	US-54: bridge #002 over Turkey Creek located 1.19 miles east of the US-54/K-3 Junction									
Scope:	Bridge Replacement									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Brown County

		Chg Cost				Chg Cost				
KA-6450-01	GRSU	\$144	2023			\$2,183	2024		\$2,327	
ACNHP	A645001					\$1,746	79.99%			
	K	\$144	100.00%							
NHPP Future Conversion						\$1,746	2024			
	STATE					\$437	20.00%			
County:	Brown	Route:	U036	Total Length (Miles):	0.6	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: LC-K3R
Name:	Reconstruction in the City of Fairview									
Location:	1st Street from West City Limits to East City Limits									
Scope:	Narrow roadway to three lanes- two through lanes with a center two-way turn-lane									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Butler County

		Add				Add			
KA-7158-01	MILOV	\$1	2023			\$5,706	2023		\$5,707
ACNHP	A715801					\$4,565	80.00%		
	K	\$1	100.00%			\$1,141	20.00%		
NHPP Future Conversion						\$4,565	2028		

County: Butler **Route:** U054 **Total Length (Miles):** 8.3 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-1RR
Name: US-54 milling and overlay in Butler county
Location: US-54 in Butler county from the portland cement concrete pavement (PCCP)/hot mix asphalt transition, north to the 4 lane div/2 lane northbound lanes
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Chase County

		Add				Add			
KA-7166-01	MILOV	\$1	2023			\$3,461	2024		\$3,462
	ACNHP A716601					\$2,769	80.00%		
	K	\$1	100.00%			\$692	20.00%		
NHPP Future Conversion						\$2,769	2028		

County: Chase **Route:** U050 **Total Length (Miles):** 9.5 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-1RR
Name: Milling and overlay on US-50 in Chase county
Location: US-50 in Chase county from 0.9 miles east of the east city limits of Strong City, east to the portland cement concrete pavement (PCCP) by Saffordville
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Cherokee County

		Add						Add		
KA-7125-01	UBAS	\$1	2023					\$3,994	2024	\$3,995
ACSTP	A712501							\$3,195	80.00%	
	K	\$1	100.00%					\$799	20.00%	
STP Future Conversion								\$3,195	2028	
County:	Cherokee	Route:	U160	Total Length (Miles):	13.6	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-1RR
Name:	US-160 surfacing in Cherokee county									
Location:	US-160 in Cherokee county the Labette/Cherokee county line, east to junction US-166/K-7/US-69									
Scope:	Surfacing and milling									

		Add						Add		
KA-7135-01	MILOV	\$1	2023					\$4,527	2024	\$4,528
ACNHP	A713501							\$3,622	80.00%	
	K	\$1	100.00%					\$905	20.00%	
NHPP Future Conversion								\$3,622	2028	
County:	Cherokee	Route:	U400	Total Length (Miles):	13.4	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: SM-1RR
Name:	US-400 milling and overlay in Cherokee county									
Location:	US-400 in Cherokee county from the Labette/Cherokee county line, east to junction US-400/K-7									
Scope:	Milling and overlay									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Clark County

		Add								
KA-7035-01	BRRPL	\$1,022	2023							\$1,022
ACBRF	A703501	\$818	79.99%							
BRF Future Conversion		\$818	2029							
	K	\$204	20.00%							
<p>County: Clark Route: U160 Total Length (Miles): 0.0 Letting Type: NONE NHS Project: N Program-Sub: SM-PBR</p> <p>Name: Replace bridge #006 on US-160 in Clark County</p> <p>Location: US-160: bridge #001 over Keiger Creek located 3.58 miles east of the US-283/US-160 South Junction</p> <p>Scope: Bridge Replacement</p>										

		Add						Add		
KA-7095-01	MILOV	\$1	2023					\$1,217	2024	\$1,218
ACSTP	A709501							\$973	80.00%	
	K	\$1	100.00%					\$243	20.00%	
STP Future Conversion								\$973	2028	
<p>County: Clark Route: U160 Total Length (Miles): 5.0 Letting Type: KDOT NHS Project: N Program-Sub: SM-1RR</p> <p>Name: US-160 milling and overlay in Clark county</p> <p>Location: US-160 in Clark county from the Clark/Meade county line, east to north junction US-283/US-160</p> <p>Scope: Milling and overlay</p>										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Clay County

		Add								
KA-7011-01	BRRPL	\$408	2023							\$408
ACBRF	A701101	\$326	79.99%							
BRF Future Conversion		\$326	2029							
K		\$82	20.00%							

County: Clay **Route:** U024 **Total Length (Miles):** 0.0 **Letting Type:** NONE **NHS Project:** Y **Program-Sub:** SM-PBR
Name: Replace bridge #001 on US-24 in Clay County
Location: US-24: bridge #001 over Five Creek Drainage located 2.96 miles east of the Cloud/Clay county line
Scope: Bridge Replacement

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Cloud County

		Add						Add		
KA-7130-01	RCYLE	\$1	2023					\$1,510	2024	\$1,511
ACNHP	A713001							\$1,208	80.00%	
	K	\$1	100.00%					\$302	20.00%	
NHPP Future Conversion								\$1,208	2028	
<p>County: Cloud Route: U081 Total Length (Miles): 7.6 Letting Type: KDOT NHS Project: Y Program-Sub: SM-1RR</p> <p>Name: US-81 recycle and seal in Cloud county</p> <p>Location: US-81 in Cloud county from 5.085 miles north of the Cloud/Ottawa county line, north to 12.680 miles of the Cloud/Ottawa county line</p> <p>Scope: Recycle and seal</p>										

		Add						Add		
KA-7150-01	MILOV	\$1	2023					\$5,247	2023	\$5,248
ACSTP	A715001							\$4,198	80.00%	
	K	\$1	100.00%					\$1,049	20.00%	
STP Future Conversion								\$4,198	2028	
<p>County: Cloud Route: K009 Total Length (Miles): 19.4 Letting Type: KDOT NHS Project: N Program-Sub: SM-1RR</p> <p>Name: K-9 milling and overlay in Cloud county</p> <p>Location: K-9 in Cloud county from the Cloud/Mitchell county line, east to the west city limits of Concordia</p> <p>Scope: Milling and overlay</p>										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Coffey County

						Chg Cost		
KA-7090-01	MILOV	\$1	2023			\$1,267	2023	\$1,268
ACNHP	A709001					\$1,014	80.00%	
	K	\$1	100.00%			\$253	20.00%	
NHPP Future Conversion						\$1,014	2028	

County: Coffey **Route:** U075 **Total Length (Miles):** 4.0 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-1RR
Name: US-75 milling and overlay in Coffey county
Location: US-75 in Coffey county from the Woodson/Coffey county line, north to south edge wearing surface of bridge #056 (North Big Creek) located north of north junction K-58
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Cowley County

										Chg Cost
C-5155-01	BRRPL									\$2,713
	C0018									2023
	STP	C515501								\$2,713
										\$1,713
										63.14%
										\$1,000
										36.85%
County:	Cowley	Route:		Total Length (Miles):	0.5	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-RES
Name:	Bridge Replacement in Cowley County									
Location:	Bridge located on 222nd Road, 0.5 miles S of Hackney, over BNSF Railroad									
Scope:	Bridge Replacement									

										Chg Cost
KA-6766-01	BRRPR	\$292	2022							\$1,654
	ACNHP	A676601								2023
										\$1,946
										\$1,323
										80.00%
										\$331
										20.00%
STP Future Conversion		\$234	2023							\$1,323
										2023
County:	Cowley	Route:	U077	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: SM-BSR
Name:	Bridge Repair #102 on US-77 in Cowley County									
Location:	Bridge #102 (BNSF Railroad/F Street) on US-77 in Cowley County located 0.417 Miles North of South Junction US-77B/US-77									
Scope:	Patch Deck, Overlay, Expansion Joints and Rail Repair									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

Page 15

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Add						Chg Cost		
KA-7092-01	MILOV	\$1	2023					\$2,067	2023	\$2,068
	ACNHP A709201							\$1,654	80.00%	
	K	\$1	100.00%					\$413	20.00%	
NHPP Future Conversion								\$1,654	2028	
County: Cowley		Route: U166		Total Length (Miles): 5.0		Letting Type: KDOT		NHS Project: Y		Program-Sub: SM-1RR
Name: US-166 milling and overlay in Cowley county										
Location: US-166 in Cowley county from the Sumner/Cowley county line, east to the west city limits of Ark City										
Scope: Milling and overlay										
		Add						Add		
KA-7137-01	MILOV	\$1	2023					\$2,030	2024	\$2,031
	ACSTP A713701							\$1,624	80.00%	
	K	\$1	100.00%					\$406	20.00%	
STP Future Conversion								\$1,624	2028	
County: Cowley		Route: U160		Total Length (Miles): 7.6		Letting Type: KDOT		NHS Project: N		Program-Sub: SM-1RR
Name: US-160 milling and overlay in Cowley county										
Location: US-160 in Cowley county from the Sumner/Cowley county line, east to the west city limits of Winfield										
Scope: Milling and overlay										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Crawford County

		Add				Add			
KA-7122-01	MILOV	\$1	2023			\$4,327	2024		\$4,328
ACSTP	A712201					\$3,461	80.00%		
	K	\$1	100.00%			\$865	20.00%		
STP Future Conversion						\$3,461	2028		

County: Crawford **Route:** K126 **Total Length (Miles):** 17.9 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: K-126 milling and overlay in Crawford county
Location: K-126 in Crawford county from junction US-400/K-126, north to junction K-7/K-126 and from the east city limits of Pittsburg, east to the Kansas/Missouri state line
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Doniphan County

		Add				Add			
KA-7119-01	MILOV	\$1	2023			\$7,321	2024		\$7,322
	ACSTP A711901					\$5,857	80.00%		
	K	\$1	100.00%			\$1,464	20.00%		
STP Future Conversion						\$5,857	2028		

County: Doniphan **Route:** K007 **Total Length (Miles):** 28.4 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: K-7 milling and overlay in Doniphan county
Location: K-7 in Doniphan county from the Atchison/Doniphan county line, north to the Kansas/Nebraska state line
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Edwards County

		Add				Add				
KA-7159-01	MILOV	\$1	2023			\$6,730	2023		\$6,731	
	ACNHP A715901					\$5,384	80.00%			
	K	\$1	100.00%			\$1,346	20.00%			
NHPP Future Conversion						\$5,384	2028			

County: Edwards **Route:** U050 **Total Length (Miles):** 22.8 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-1RR
Name: US-50 milling and overlay in Edwards county
Location: US-50 in Edwards county from the west city limits of Kinsley, east to the Edwards/Stafford county line
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Ellsworth County

		Add									
KA-7014-01	BRRPL	\$189	2023								\$189
ACBRF	A701401	\$152	80.00%								
BRF Future Conversion		\$152	2029								
	K	\$38	20.00%								
County:		Ellsworth		Route:		K014		Total Length (Miles):		0.0	
Name:		Replace bridge #040 on K-14 in Ellsworth County									
Location:		K-14: bridge #040 over West Oak Creek located 3.32 miles north of K-140									
Scope:		Bridge Replacement									

		Add									
KA-7015-01	BRRPL	\$89	2023								\$89
ACBRF	A701501	\$71	79.99%								
BRF Future Conversion		\$71	2029								
	K	\$18	20.00%								
County:		Ellsworth		Route:		K140		Total Length (Miles):		0.0	
Name:		Replace bridge #047 on K-140 in Ellsworth County									
Location:		K-140: bridge #047 over Clear Creek Drainage located 3.21 miles east of K-111									
Scope:		Bridge Replacement									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

Page 20

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Chg Cost		
KA-7103-01	MILOV	\$1	2023					\$4,757	2023	\$4,758
	ACNHP A710301							\$3,805	80.00%	
	K	\$1	100.00%					\$951	20.00%	
	NHPP Future Conversion							\$3,805	2028	
County: Ellsworth		Route: K156		Total Length (Miles): 10.7		Letting Type: KDOT		NHS Project: Y		Program-Sub: SM-1RR
Name: K-156 milling and overlay in Ellsworth county										
Location: K-156 in Ellsworth county from the north city limits of Ellsworth, northeast to junction I-70/K-156										
Scope: Milling and overlay										
								Chg Cost		
TE-0492-01	PEDBI							\$829	2023	\$829
	TA T049201							\$663	80.00%	
	U0166							\$166	19.99%	
County: Ellsworth		Route:		Total Length (Miles): 0.5		Letting Type: KDOT		NHS Project: N		Program-Sub: LC-TEX
Name: Ellsworth Multi-Use Path										
Location: Good Samaritan Retirement Village to Smoky Hill River bridge										
Scope: Multi-use path										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Finney County

		Add				Add			
KA-7133-01	UBAS	\$1	2023			\$3,823	2024		\$3,824
ACNHP	A713301					\$3,058	80.00%		
	K	\$1	100.00%			\$765	20.00%		
NHPP Future Conversion						\$3,058	2028		

County: Finney **Route:** U083 **Total Length (Miles):** 17.8 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-1RR
Name: US-83 surfacing in Finney county
Location: US-83 in Finney county from 0.46 miles north of north junction US-50/US-400, north to the Finney/Scott county line
Scope: Surfacing

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Ford County

		Add				Add			
KA-7163-01	MILOV	\$1	2023			\$1,851	2023		\$1,852
ACNHP	A716301					\$1,481	80.00%		
	K	\$1	100.00%			\$370	20.00%		
NHPP Future Conversion						\$1,481	2028		

County: Ford **Route:** U050 **Total Length (Miles):** 7.6 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-1RR
Name: US-50 milling and overlay in Ford county
Location: US-50 in Ford county from east Spearville, east to the Ford/Edwards county line
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Gove County

		Add								
KA-7024-01	BRRPL	\$1,101	2023							\$1,101
ACBRF	A702401	\$991	89.99%							
BRF Future Conversion		\$991	2029							
K		\$110	10.00%							

County: Gove **Route:** I070 **Total Length (Miles):** 0.0 **Letting Type:** NONE **NHS Project:** Y **Program-Sub:** SM-PBR
Name: Replace bridges #010/#018/#020 on I-70 in Gove County
Location: I-70: bridges #010, #018, and #020 over local roads located 5.94 miles east of I-70/K-216 Junction, 2.32 miles east of K-212, and 4.62 miles east of K-212, respectively
Scope: Bridge Replacement

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Graham County

						Chg Cost			
KA-7105-01	SEAL	\$1	2023			\$3,189	2023		\$3,190
	ACSTP A710501					\$2,551	80.00%		
	K	\$1	100.00%			\$638	20.00%		
STP Future Conversion						\$2,551	2028		

County: Graham **Route:** U283 **Total Length (Miles):** 13.7 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: US-283 recycling and seal in Graham county
Location: US-283 in Graham county from 2.7 miles north of the Graham/Trego county line, north to junction US-24/US-283
Scope: Recycling and seal

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Gray County

		Chg Cost									
KA-6025-01	GRSU	\$3,786	2021								\$3,786
ACNHP	A602501	\$3,029	80.00%								
	K	\$757	20.00%								
NHPP Future Conversion		\$3,029	2029								
County:		Gray	Route:	U050	Total Length (Miles):	5.4	Letting Type:	NONE	NHS Project:	Y	Program-Sub: SE-RIC
Name:		US-50 Reconstruction in Gray County									
Location:		7 Road East to 12 Road (1.1 miles West of Main Street in Ingalls)									
Scope:		Reconstruct to 4-lane Expressway									

		Add									
KA-7031-01	BRRPL	\$248	2023								\$248
ACBRF	A703101	\$199	80.00%								
BRF Future Conversion		\$199	2029								
	K	\$50	19.99%								
County:		Gray	Route:	U056	Total Length (Miles):	0.0	Letting Type:	NONE	NHS Project:	N	Program-Sub: SM-PBR
Name:		Replace bridge #016 on US-56 in Gray County									
Location:		US-56: bridge #016 over Crooked Creek located 0.62 mile northeast of K-144									
Scope:		Bridge Replacement									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

Page 26

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Chg Cost		
TE-0487-01	LNDBT							\$2,075	2023	\$2,075
	TA T048701							\$1,660	80.00%	
	U0102							\$415	19.99%	
County:	Gray	Route:	K023	Total Length (Miles):	0.1	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-TEX
Name:	Cimarron Streetscapes									
Location:	Main Street from Avenue C to Egbert Street									
Scope:	Streetscape									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Greenwood County

		Add				Add				
KA-7154-01	RCYLE	\$1	2023			\$4,816	2023		\$4,817	
	ACNHP A715401					\$3,853	80.00%			
	K	\$1	100.00%			\$963	20.00%			
NHPP Future Conversion						\$3,853	2028			

County: Greenwood **Route:** U400 **Total Length (Miles):** 16.3 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-1RR
Name: US-400 surfacing in Greenwood county
Location: US-400 in Greenwood county from the Greenwood/Butler county line, east to east junction K-99/US-400
Scope: Ultra-thin bonded asphalt surfacing and recycle

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Harper County

						Chg Cost			
C-5148-01	BRRPL					\$503	2023	\$503	
	C0039					\$101	20.00%		
	STP C514801					\$402	79.99%		
County:	Harper	Route:		Total Length (Miles):	0.1	Letting Type:	KDOT	NHS Project: N	Program-Sub: LC-RES
Name:	Bridge Replacement in Harper County								
Location:	Bridge located on NW 80 Road, 1.0 miles S & 3.5 miles W of Harper, over Rush Creek								
Scope:	Bridge Replacement								

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Haskell County

						Cnvr AC					
KA-5997-01	PAVRC	\$52	2023			\$1,082	2022		\$1,134		
ACSTP	A599701					\$866	80.00%				
K		\$52	100.00%								
STATE						\$216	20.00%				
STP Future Conversion						\$866	2023				
County:	Haskell	Route:	U056	Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	LC-K2R
Name:	Reconstruction in the City of Sublette										
Location:	La Lande Avenue from Pike Street to Inman Street										
Scope:	Surfacing										

		Add				Add					
KA-7012-01	RCYLE	\$1	2023			\$3,673	2023		\$3,674		
ACSTP	A701201					\$2,938	80.00%				
K		\$1	100.00%			\$735	20.00%				
STP Future Conversion						\$2,938	2028				
County:	Haskell	Route:	U160	Total Length (Miles):	12.2	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	SM-1RR
Name:	US-160 recycle and surfacing in Haskell county										
Location:	US-160 in Haskell county from the Grant/Haskell county line, east to junction US-83/US-160										
Scope:	Recycle and surfacing										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

KA-7032-01	BRRPL	\$3,051	2023							\$3,051
ACBRF	A703201	\$2,441	79.99%							
BRF Future Conversion		\$2,441	2029							
K		\$610	20.00%							

County: Haskell **Route:** U056 **Total Length (Miles):** 0.0 **Letting Type:** NONE **NHS Project:** N **Program-Sub:** SM-PBR
Name: Replace bridge #001 on US-56 in Haskell County
Location: US-56: bridge #001 over Cimarron River located 0.62 mile northeast of the Seward/Haskell county line
Scope: Bridge Replacement

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Jackson County

		Add						Add		
KA-7116-01	MILOV	\$1	2023					\$1,768	2024	\$1,769
ACSTP	A711601							\$1,414	80.00%	
	K	\$1	100.00%					\$354	20.00%	
STP Future Conversion								\$1,414	2028	
County:	Jackson	Route:	K062	Total Length (Miles):	7.3	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-1RR
Name:	K-62 milling and overlay in Jackson county									
Location:	K-62 in Jackson county from junction K-16/K-62, north to the Jackson/Nemaha county line									
Scope:	Milling and overlay									

		Add						Add		
KA-7118-01	RCYLE	\$1	2023					\$1,938	2024	\$1,939
ACSTP	A711801							\$1,550	80.00%	
	K	\$1	100.00%					\$388	20.00%	
STP Future Conversion								\$1,550	2028	
County:	Jackson	Route:	K009	Total Length (Miles):	10.3	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-1RR
Name:	K-9 recycle and seal in Jackson county									
Location:	K-9 in Jackson county from junction US-75/K-9, east to the Jackson/Atchison county line									
Scope:	Recycle and seal									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

Page 32

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

Jefferson County

		Add								
KA-7010-01	BRRPL	\$653	2023							\$653
ACBRF	A701001	\$522	80.00%							
BRF Future Conversion		\$522	2029							
	K	\$131	19.99%							
County: Jefferson		Route: K004		Total Length (Miles): 0.0		Letting Type: NONE		NHS Project: Y		Program-Sub: SM-PBR
Name: Replace bridge #019 on K-4 in Jefferson County										
Location: K-4: bridge #019 over Rock Creek located 1.34 miles northeast of K-245										
Scope: Bridge Replacement										

						Chg Cost				
KA-7042-01	MILOV	\$1	2023					\$2,067	2023	\$2,068
ACSTP	A704201							\$1,654	80.00%	
	K	\$1	100.00%					\$413	20.00%	
STP Future Conversion								\$1,654	2028	
County: Jefferson		Route: K016		Total Length (Miles): 5.6		Letting Type: KDOT		NHS Project: N		Program-Sub: SM-1RR
Name: K-16 milling and overlay in Jefferson county										
Location: K-16 in Jefferson county from south junction US-59/K-16, east to the west city limits of McLouth										
Scope: Milling, overlay and patching										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Kingman County

								Add		
C-5241-01	O-LAY							\$1,848	2023	\$1,848
	C0048							\$554		
	K							\$1,294		
County:	Kingman	Route:		Total Length (Miles):	2.0	Letting Type:	LOCAL	NHS Project:	N	Program-Sub: SE-CSP
Name:	Kingman County Road Improvements									
Location:	County Road RS 363 in Kingman County from RS 359 (Cunningham Road) to RS 296 (Zenda Road)									
Scope:	Overlay with hot mix asphalt									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Kiowa County

								Chg Cost		
KA-5785-01	GRSU	\$627	2020	\$30	2023	\$30	2022	\$10,227	2023	\$10,914
	ACNHP A578501	\$502	80.00%			\$24	80.00%	\$8,182	79.99%	
	K	\$125	19.99%	\$30	100.00%	\$6	20.00%	\$2,045	20.00%	
	NHPP Future Conversion	\$502	2025			\$24	2025	\$8,182	2025	

County: Kiowa **Route:** U054 **Total Length (Miles):** 2.0 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SE-RIC
Name: Passing Lane on US-54 in Kiowa County
Location: US-54 in Kiowa County from 1 mile East of the Ford/Kiowa County Line East for 1.95 miles
Scope: Passing lanes and pavement rehab

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Labette County

		Chg Cost		Chg Cost		Chg Cost				
KA-3901-01	BRRPL	\$500	2023	\$249	2023	\$124	2023	\$8,911	2025	\$9,784
	ACSTP A390101					\$99	79.99%	\$7,128	80.00%	
	BRF Future Conversion					\$99	2025	\$7,128	2025	
	K	\$500	100.00%	\$249	100.00%	\$25	20.00%	\$1,782	19.99%	
County:	Labette	Route:	U059	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-PBR
Name:	Bridge Replacement in Labette County on U.S. 59									
Location:	Bridge #015 on U.S. 59 located 1.1 miles north of US-400/Main Street									
Scope:	Bridge Replacement									

		Add				Add				
KA-7152-01	MILOV	\$1	2023					\$5,812	2023	\$5,813
	ACSTP A715201							\$4,650	80.00%	
	K	\$1	100.00%					\$1,162	20.00%	
	STP Future Conversion							\$4,650	2028	
County:	Labette	Route:	K101	Total Length (Miles):	24.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-1RR
Name:	US-160 and K-101 milling and overlay in Labette county									
Location:	US-160 in Labette county from the Montgomery/Labette county line, east to west junction US-160/US-59. K-101 in Labette county from junction US-166/K-101, north to junction U									
Scope:	Milling and overlay									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Lincoln County

		Add								
KA-7017-01	BRRPL	\$801	2023							\$801
ACBRF	A701701	\$641	80.00%							
BRF Future Conversion		\$641	2029							
K		\$160	20.00%							

County: Lincoln **Route:** K018 **Total Length (Miles):** 0.0 **Letting Type:** NONE **NHS Project:** N **Program-Sub:** SM-PBR
Name: Replace bridge #020 on K-18 in Lincoln County
Location: K-18: bridge #020 over Spillman Creek located 8.89 miles east of K-181
Scope: Bridge Replacement

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Linn County

		Chg Cost				Add				
KA-6791-01	3.00L	\$540	2023			\$11,610	2024	\$12,150		
ACNHP	A679101					\$9,288	80.00%			
	K	\$540	100.00%			\$2,322	20.00%			
NHPP Future Conversion						\$9,288	2028			
<p>County: Linn Route: U069 Total Length (Miles): 12.0 Letting Type: KDOT NHS Project: Y Program-Sub: SM-RIP</p> <p>Name: Overlay on US-69 in Linn County</p> <p>Location: US-69 Northbound Lanes in Linn County beginning at the Bourbon/Linn County Line, North 12 Miles</p> <p>Scope: Overlay</p>										

		Add								
KA-6791-02	3.00L	\$470	2023					\$470		
ACNHP	A679102									
	K	\$470	100.00%							
<p>County: Linn Route: U069 Total Length (Miles): 12.0 Letting Type: NONE NHS Project: Y Program-Sub: SM-RIP</p> <p>Name: Overlay on US-69 in Linn County</p> <p>Location: US-69 Southbound Lanes in Linn County beginning at the Bourbon/Linn County Line, North 12 Miles</p> <p>Scope: Overlay</p>										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering				
		Disposition		Disposition		Disposition		Disposition				
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt		
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata			
		Add						Add				
KA-7156-01	UBAS	\$1	2023					\$3,137	2023	\$3,138		
	ACNHP A715601							\$2,509	80.00%			
	K	\$1	100.00%					\$627	20.00%			
	NHPP Future Conversion							\$2,509	2028			
County:		Linn	Route:	U069	Total Length (Miles):	6.3	Letting Type:	KDOT	NHS Project:	Y	Program-Sub:	SM-1RR
Name:		US-69 surfacing in Linn county										
Location:		US-69 in Linn county from 0.1 mile south of sugar creek bridge, north to the Linn/Miami county line										
Scope:		Ultra-thin bonded asphalt surfacing										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Logan County

						Chg AC Cnvt Yr		
KA-6209-01	MILOV	\$1	2021			\$4,012	2021	\$4,013
ACSTP	A620901					\$3,210	80.00%	
	K	\$1	100.00%			\$802	20.00%	
RDF Future Conversion						\$3,210	2023	

County: Logan **Route:** U040 **Total Length (Miles):** 25.9 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: Mill & Overlay on US-40 in Logan County (1R Project)
Location: US-40 in Logan County beginning at the Wallace/Logan County Line thence East to 0.09 Miles East of East Junction K-25/US-40
Scope: Mill and Overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Lyon County

						Move Out				
TE-0516-01	PEDBI					\$868	2024		\$868	
TA	T051601					\$695	80.00%			
U0190						\$174	20.00%			
County:	Lyon	Route:		Total Length (Miles):	1.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-TEX
Name:	Sidewalk Improvements Project									
Location:	24th Avenue from Prairie Street to Lincoln Street, 12th Avenue just west of Whittier Street to Rescue Mission just east of I-35 interchange, and Burlingame Road from 12th Av									
Scope:	Construct sidewalks and ramps, install signage, transit stop and shelter									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Marion County

		Add				Add			
KA-7164-01	MILOV	\$1	2023			\$8,937	2024		\$8,938
ACNHP	A716401					\$7,150	80.00%		
	K	\$1	100.00%			\$1,787	20.00%		
NHPP Future Conversion						\$7,150	2028		

County: Marion **Route:** **Total Length (Miles):** 28.3 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-1RR
Name: Milling and overlay on multiple routes in Marion county
Location: US-50: from 0.25 mi east of the Harvey/Marion co ln, east to the west city limits of Florence. US-56: from 0.17 mi north of jct US-77/K-150, north 0.07 mi south of the south
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Marshall County

		Chg Cost				Chg Cost			
KA-7038-01	MILOV	\$1	2023			\$1,232	2023		\$1,233
	ACSTP A703801					\$985	80.00%		
	K	\$1	100.00%			\$246	20.00%		
STP Future Conversion						\$985	2028		

County: Marshall **Route:** K009 **Total Length (Miles):** 4.5 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: K-9 milling and overlay in Marshall county
Location: K-9 in Marshall county from north junction K-99/K-9, east to junction K-87/K-9
Scope: Milling and Overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

McPherson County

						Chg Cost			
TE-0493-02	PEDBI					\$1,847	2024	\$1,847	
TA	T049302					\$1,478	80.00%		
U0480						\$369	20.00%		
County:	McPherson	Route:		Total Length (Miles):	0.7	Letting Type:	KDOT	NHS Project: N	Program-Sub: LC-TEX
Name:	Northview Trail Phase 2								
Location:	Northview Road from Main Street to E. Veranda Circle in the City of McPherson								
Scope:	Construct 10 feet multi use path, 5 feet sidewalk, and 2 box culvert extensions								

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Meade County

								Chg Cost		
KA-5781-01	GRSU	\$366	2020	\$30	2023	\$30	2022	\$8,015	2023	\$8,441
ACNHP	A578101	\$293	79.99%			\$24	80.00%	\$3,412	42.56%	
DE	A578101							\$3,000	37.43%	
K		\$73	20.00%	\$30	100.00%	\$6	20.00%	\$1,603	19.99%	
NHPP Future Conversion		\$293	2024			\$24	2024	\$3,412	2024	
County:	Meade	Route:	U054	Total Length (Miles):	1.8	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: SE-RIC
Name:	Passing Lane on US-54 in Meade County									
Location:	US-54 in Meade County from the Meade/Seward County Line, East for 1.8 miles									
Scope:	Passing Lanes									

		Add								
KA-7033-01	BRRPL	\$1,195	2023							\$1,195
ACBRF	A703301	\$956	79.99%							
BRF Future Conversion		\$956	2029							
K		\$239	20.00%							
County:	Meade	Route:	K098	Total Length (Miles):	0.0	Letting Type:	NONE	NHS Project:	N	Program-Sub: SM-PBR
Name:	Replace bridges #030/#029 on K-98 in Meade County									
Location:	K-98: bridge #030 over Crooked Creek located 7.24 miles east of K-23 and bridge #29 over Crooked Creek Overflow located 7.65 miles east of K-23									
Scope:	Bridge Replacement									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

KA-7096-01	MILOV	\$1	2023					\$2,987	2024	\$2,988
ACSTP	A709601							\$2,390	80.00%	
	K	\$1	100.00%					\$597	20.00%	
STP Future Conversion								\$2,390	2028	

County: Meade **Route:** U160 **Total Length (Miles):** 12.3 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: US-160 milling and overlay in Meade county
Location: US-160 in Meade county from east junction US-54/US-160, east to the Clark/Meade county line
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Mitchell County

		Chg Cost						Chg Cost		
KA-6437-01	GRSU	\$90	2023	\$6	2023	\$6	2023	\$923	2024	\$1,026
	ACNHP A643701							\$739	80.00%	
	K	\$90	100.00%	\$6	100.00%	\$6	100.00%			
	NHPP Future Conversion							\$739	2024	
	STATE							\$185	19.99%	
County:	Mitchell	Route:	U024	Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: LC-K3R
Name:	Reconstruction in the City of Cawker City									
Location:	Wisconsin Street from Oak Street to Locust Street									
Scope:	Storm sewer and pedestrian improvements									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Montgomery County

						Chg AC Cnvt Yr					
KA-5989-01	PAVRC	\$97	2023			\$1,417	2023		\$1,513		
ACNHP	A598901					\$1,134	80.00%				
K		\$87	90.00%								
STATE						\$269	18.95%				
STP Future Conversion						\$1,134	2023				
U0130		\$10	10.00%			\$15	1.04%				
County:	Montgomery	Route:	U169	Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	Y	Program-Sub:	LC-K2R
Name:	Reconstruction in the City of Coffeyville										
Location:	Walnut Street between 15th Street and Eldridge Street										
Scope:	Surfacing										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Morris County

						Chg AC Cnvt Yr		
KA-6221-01	O-LAY	\$1	2021			\$2,546	2021	\$2,547
ACSTP	A622101					\$2,037	80.00%	
	K	\$1	100.00%			\$509	20.00%	
RDF Future Conversion						\$2,037	2023	

County: Morris **Route:** **Total Length (Miles):** 11.3 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: Overlay on K-177 & US-56 in Morris County (1R Project)
Location: K-177 in Morris County beginning at the North City Limits of Council Grove to Junction K-177/L Avenue. US-56 in Morris County beginning at the East City Limits of Council Gr
Scope: Overlay, Rumble Strips and Edge Wedge on Shoulders

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Nemaha County

		Chg Cost		Chg Cost		Chg Cost		Chg Cost		
KA-3880-01	BRRPL	\$422	2023	\$144	2023	\$72	2022	\$5,148	2023	\$5,786
	ACNHP A388001					\$57	80.00%	\$4,118	79.99%	
	BRF Future Conversion					\$33	2024	\$4,118	2024	
	K	\$422	100.00%	\$144	100.00%	\$14	20.00%	\$1,030	20.00%	
County: Nemaha		Route: U036		Total Length (Miles): 0.0		Letting Type: KDOT		NHS Project: Y		Program-Sub: SM-PBR
Name: Bridge replacement in Nemaha County										
Location: US-36: Bridge #001 located 1 mile east of the County Line (over North Fork Black Vermillion River)										
Scope: Bridge replacement and access road										

		Add						Add		
KA-7117-01	MILOV	\$1	2023					\$1,459	2024	\$1,460
	ACSTP A711701							\$1,167	80.00%	
	K	\$1	100.00%					\$292	20.00%	
	STP Future Conversion							\$1,167	2028	
County: Nemaha		Route: K062		Total Length (Miles): 6.0		Letting Type: KDOT		NHS Project: N		Program-Sub: SM-1RR
Name: K-62 milling and overlay in Nemaha county										
Location: K-62 in Nemaha county from the Jackson/Nemaha county line, north to junction K-9/K-62										
Scope: Milling and overlay										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Ness County

		Add				Add				
C-5225-01	BRRPL					\$585	2024		\$585	
STATE						\$117	20.00%			
STP	C522501					\$468	80.00%			
County:	Ness	Route:		Total Length (Miles):	0.1	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-RES
Name:	Bridge Replacement in Ness County									
Location:	Bridge over Tributary to South Fork of Walnut Creek on G Road located 2.0 miles N and 4.0 miles E of Beeler									
Scope:	Bridge Replacement									
		Add				Add				
KA-7107-01	MILOV	\$1	2023			\$4,431	2024		\$4,432	
ACSTP	A710701					\$3,545	80.00%			
K		\$1	100.00%			\$886	20.00%			
STP Future Conversion						\$3,545	2028			
County:	Ness	Route:	K096	Total Length (Miles):	18.3	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-1RR
Name:	K-96 milling and overlay in Ness county									
Location:	K-96 in Ness county from the Ness/Lane county line, east to the west city limits of Ness City									
Scope:	Milling and overlay									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Norton County

		Add				Add			
KA-7151-01	MILOV	\$1	2023			\$3,212	2023		\$3,213
ACSTP	A715101					\$2,570	80.00%		
	K	\$1	100.00%			\$642	20.00%		
STP Future Conversion						\$2,570	2028		

County: Norton **Route:** U283 **Total Length (Miles):** 11.5 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: US-283 milling and overlay in Norton county
Location: US-283 in Norton county from Washington Street, north 0.231 miles and from junction US-36/US-283, north to the Kansas/Nebraska state line
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Pawnee County

						Chg Cost		
KA-7093-01	MILOV	\$1	2023			\$2,495	2023	\$2,496
ACSTP	A709301					\$1,996	80.00%	
	K	\$1	100.00%			\$499	20.00%	
STP Future Conversion						\$1,996	2028	

County: Pawnee **Route:** K019 **Total Length (Miles):** 10.6 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: K-19 and K-19S milling and overlay in Pawnee county
Location: K-19Spur in Pawnee county from junction K-19/K-19Spur, north to junction US-56/K-19Spur. K-19 in Pawnee county from junction K-19/K-19Spur, east to the Pawnee/Stafford count
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Phillips County

		Add								
KA-7023-01	BRRPL	\$1,028	2023							\$1,028
ACBRF	A702301	\$822	80.00%							
BRF Future Conversion		\$822	2029							
	K	\$206	19.99%							
<p>County: Phillips Route: U036 Total Length (Miles): 0.0 Letting Type: NONE NHS Project: Y Program-Sub: SM-PBR</p> <p>Name: Replace bridges #001/#002 on US-36 in Phillips County</p> <p>Location: US-36: bridge #001 and #002 over Deer Creek located 1.82 miles east and 2.72 miles east of the Norton/Phillips county line, respectively</p> <p>Scope: Bridge Replacement</p>										

		Add						Add		
KA-7169-01	MILOV	\$1	2023					\$4,369	2024	\$4,370
ACNHP	A716901							\$3,495	80.00%	
	K	\$1	100.00%					\$874	20.00%	
NHPP Future Conversion								\$3,495	2028	
<p>County: Phillips Route: U183 Total Length (Miles): 13.2 Letting Type: KDOT NHS Project: Y Program-Sub: SM-1RR</p> <p>Name: Milling and overlay on US-183 in Phillips county</p> <p>Location: US-183 in Phillips county from the Rooks/Phillips county line, north to east junction US-183/US-36</p> <p>Scope: Milling and overlay</p>										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Rawlins County

						Add			
KA-6737-01	MILOV	\$330	2023			\$7,092	2023		\$7,422
ACSTP	A673701					\$5,674	80.00%		
	K	\$330	100.00%			\$1,418	20.00%		
STP Future Conversion						\$5,674	2028		

County: Rawlins **Route:** K025 **Total Length (Miles):** 13.2 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-RIP
Name: Mill & Overlay on K-25 in Rawlins County
Location: K-25 in Rawlins County beginning at Junction US-36/K-25, North to the Kansas/Nebraska State Line
Scope: Mill and Overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Reno County

		Add						Add		
KA-7120-01	PATCH	\$1	2023					\$6,154	2024	\$6,155
ACNHP	A712001							\$4,923	80.00%	
	K	\$1	100.00%					\$1,231	20.00%	
NHPP Future Conversion								\$4,923	2028	
<p>County: Reno Route: K096 Total Length (Miles): 14.9 Letting Type: KDOT NHS Project: Y Program-Sub: SM-1RR</p> <p>Name: K-96 patching in Reno county</p> <p>Location: K-96 in Reno county from junction K-14/K-96, east to the Reno/Sedgwick county line</p> <p>Scope: Portland Cement Concrete Pavement (PCCP) patch and grind</p>										

		Add						Add		
KA-7128-01	PATCH	\$1	2023					\$2,071	2024	\$2,072
ACNHP	A712801							\$1,657	80.00%	
	K	\$1	100.00%					\$414	20.00%	
NHPP Future Conversion								\$1,657	2028	
<p>County: Reno Route: K014 Total Length (Miles): 7.7 Letting Type: KDOT NHS Project: Y Program-Sub: SM-1RR</p> <p>Name: K-14 patching in Reno county</p> <p>Location: K-14 in Reno county from west junction US-50/K-14 to 3.9 miles east of the east city limits of Nickerson</p> <p>Scope: Portland Cement Concrete Pavement (PCCP) patch</p>										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Republic County

						Chg Cost			
C-5150-01	BRRPL					\$920	2023	\$920	
	C0079					\$184	20.00%		
	STP C515001					\$736	79.99%		
County:	Republic	Route:		Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project: N	Program-Sub: LC-RES
Name:	Bridge Replacement in Republic County								
Location:	Bridge located on Xavier Road, 10.0 miles S & 2.1 miles E of Belleville, over Riley Creek								
Scope:	Bridge Replacement								

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Rush County

		Add				Add			
KA-7108-01	MILOV	\$1	2023			\$4,849	2024		\$4,850
ACNHP	A710801					\$3,879	80.00%		
	K	\$1	100.00%			\$970	20.00%		
NHPP Future Conversion						\$3,789	2028		

County: Rush **Route:** K096 **Total Length (Miles):** 14.9 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-1RR
Name: K-96 milling and overlay in Rush county
Location: K-96 in Rush county from 0.13 miles east of junction US-183/K-96, east to the Rush/Barton county line
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Saline County

						Chg AC Cnvt Yr		
KA-6222-01	MILOV	\$1	2021			\$2,696	2021	\$2,697
ACSTP	A622201					\$2,157	80.00%	
	K	\$1	100.00%			\$539	20.00%	
RDF Future Conversion						\$2,157	2023	

County: Saline **Route:** **Total Length (Miles):** 15.5 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: Mill & Overlay on K-4 & K-104 in Saline Co (1R Project)
Location: K-4 in Saline County beginning at North Junction I-135/K-4 to South City Limits of Gypsum. K-104 in Saline County beginning at Junction K-4/K-104 to Junction I-135/K-104
Scope: Mill and Overlay, Rumble Strips and Edge Wedge on Shoulders and Sidewalks in Gypsum

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Scott County

		Add						Add		
KA-7076-01	MILOV	\$1	2023					\$3,670	2024	\$3,671
ACSTP	A707601							\$2,936	80.00%	
	K	\$1	100.00%					\$734	20.00%	
STP Future Conversion								\$2,936	2028	
<p>County: Scott Route: K096 Total Length (Miles): 11.5 Letting Type: KDOT NHS Project: N Program-Sub: SM-1RR</p> <p>Name: K-96 milling and overlay in Scott county</p> <p>Location: K-96 in Scott county from the Wichita/Scott county line, east to the west city limits of Scott City</p> <p>Scope: Milling and overlay</p>										

		Add						Add		
KA-7134-01	UBAS	\$1	2023					\$2,855	2024	\$2,856
ACNHP	A713401							\$2,284	80.00%	
	K	\$1	100.00%					\$571	20.00%	
NHPP Future Conversion								\$2,284	2028	
<p>County: Scott Route: U083 Total Length (Miles): 14.3 Letting Type: KDOT NHS Project: Y Program-Sub: SM-1RR</p> <p>Name: US-83 surfacing in Scott county</p> <p>Location: US-83 in Scott county from the Finney/Scott county line, north to the south city limits of Scott City</p> <p>Scope: Surfacing</p>										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Seward County

		Chg Cost				Chg Cost		Chg Cost		
KA-6280-01	TRSGN	\$42	2023			\$21	2024	\$459	2024	\$522
	HSIP A628001							\$413	90.00%	
	K	\$42	100.00%			\$21	100.00%	\$46	9.99%	
County:	Seward	Route:	U054	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: LC-HES
Name:	Signal & Turn Lane Improvements on US-54 Seward County									
Location:	US-54 in Seward County in the City of Liberal at US-54 & Western									
Scope:	Signal Improvements with Left Turn Lanes									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Sheridan County

		Add				Add			
KA-7167-01	MILOV	\$1	2023			\$1,334	2024		\$1,335
ACSTP	A716701					\$1,067	80.00%		
	K	\$1	100.00%			\$267	20.00%		
STP Future Conversion						\$1,067	2028		

County: Sheridan **Route:** K009 **Total Length (Miles):** 6.4 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: K-9 milling and overlay in Sheridan county
Location: K-9 in Sheridan county from junction K-123/K-9, east to the Sheridan/Decatur county line
Scope: Milling and overlay

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Stafford County

		Add				Add					
KA-7037-01	MILOV	\$1	2023			\$5,657	2024		\$5,658		
ACNHP	A703701					\$4,526	80.00%				
K		\$1	100.00%			\$1,131	20.00%				
NHPP Future Conversion						\$4,526	2028				
County:	Stafford	Route:	U050	Total Length (Miles):	15.0	Letting Type:	KDOT	NHS Project:	Y	Program-Sub:	SM-1RR
Name:	US-50 Milling and Overlay in Stafford county										
Location:	US-50 in Stafford county from the Edwards/Stafford county line, east to junction US-281/US-50										
Scope:	Milling and overlay										

						Chg Cost					
KA-7094-01	MILOV	\$1	2023			\$1,964	2023		\$1,965		
ACSTP	A709401					\$1,571	80.00%				
K		\$1	100.00%			\$393	20.00%				
STP Future Conversion						\$1,571	2028				
County:	Stafford	Route:	K019	Total Length (Miles):	9.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	SM-1RR
Name:	K-19 milling and overlay in Stafford county										
Location:	K-19 in Stafford county from the Pawnee/Stafford county line, east to junction US-281/K-19										
Scope:	Milling and overlay										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Sumner County

						Chg Cost					
KA-7091-01	MILOV	\$1	2023			\$1,938	2023		\$1,939		
ACNHP	A709101					\$1,550	80.00%				
K		\$1	100.00%			\$388	20.00%				
NHPP Future Conversion						\$1,550	2028				
County:	Sumner	Route:	U166	Total Length (Miles):	5.0	Letting Type:	KDOT	NHS Project:	Y	Program-Sub:	SM-1RR
Name:	US-166 milling and overlay in Sumner county										
Location:	US-166 in Sumner county from mile marker 9, east to the Sumner/Cowley county line										
Scope:	Milling and overlay										

		Add				Add					
KA-7138-01	MILOV	\$1	2023			\$6,351	2024		\$6,352		
ACSTP	A713801					\$5,081	80.00%				
K		\$1	100.00%			\$1,270	20.00%				
STP Future Conversion						\$5,081	2028				
County:	Sumner	Route:	U160	Total Length (Miles):	21.5	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	SM-1RR
Name:	US-160 milling and overlay in Sumner county										
Location:	US-160 in Sumner county from the Sumner/Harper county line, east to the west city limits of Wellington										
Scope:	Milling and overlay										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Thomas County

		Chg Cost		Chg Cost		Chg Cost		Add		
KA-5746-01	BRRPL	\$575	2020	\$172	2023	\$86	2025	\$6,321	2026	\$7,154
ACNHP	A574601	\$517	89.99%			\$78	89.99%	\$5,689	89.99%	
BRF Future Conversion						\$78	2027	\$5,689	2027	
	K	\$57	10.00%	\$172	100.00%	\$9	10.00%	\$632	10.00%	
NHPP Future Conversion		\$517	2027							
County:	Thomas	Route:	I070	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: SM-PBR
Name:	Replace Bridge #030 on I-70 in Thomas County									
Location:	Bridge #030 (North Fork Saline River) on I-70 in Thomas County located 0.50 miles Southeast of junction US-83/I-70									
Scope:	Bridge Replacement									

		Chg Cost		Chg Cost		Chg Cost		Add		
KA-5747-01	BRRPL	\$505	2020	\$202	2023	\$101	2024	\$7,241	2026	\$8,049
ACNHP	A574701	\$455	90.00%			\$91	89.99%	\$6,517	90.00%	
BRF Future Conversion						\$91	2027	\$6,517	2027	
	K	\$51	10.00%	\$202	100.00%	\$10	10.00%	\$724	10.00%	
NHPP Future Conversion		\$455	2027							
County:	Thomas	Route:	I070	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: SM-PBR
Name:	Replace Bridge #032 on I-70 in Thomas County									
Location:	Bridge #032 (South Fork Saline River) on I-70 in Thomas County located 3.74 miles Southeast of junction US-83/I-70									
Scope:	Bridge Replacement									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata		
		Add		Add		Add		Add			
KA-6824-01	BRRPL	\$414	2023	\$28	2024	\$14	2025	\$3,171	2026	\$3,626	
	ACBRF A682401	\$372	89.99%			\$12	90.00%	\$2,854	89.99%		
	BRF Future Conversion	\$372	2027			\$12	2027	\$2,854	2027		
	K	\$41	10.00%	\$28	100.00%	\$1	10.00%	\$317	10.00%		
County:		Thomas		Route: I070		Total Length (Miles): 0.0		Letting Type: KDOT		NHS Project: Y Program-Sub: SM-PBR	
Name:		Replace bridge #027 on I-70 in Thomas County									
Location:		I-70: bridge #027 over South Fork Solomon River located 9.94 miles southeast of the I-70/K-25 junction									
Scope:		Bridge Replacement									

		Add						Add			
KA-7170-01	MILOV	\$1	2023					\$2,470	2024	\$2,471	
	ACSTP A717001							\$1,976	80.00%		
	K	\$1	100.00%					\$494	20.00%		
	STP Future Conversion							\$1,976	2028		
County:		Thomas		Route: U024		Total Length (Miles): 8.6		Letting Type: KDOT		NHS Project: N Program-Sub: SM-1RR	
Name:		Milling and overlay on US-24 in Thomas county									
Location:		US-24 in Thomas county from the east city limits of Colby, east 0.038 miles east of junction US-83/US-24									
Scope:		Milling and overlay									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Trego County

		Add				Add			
KA-7171-01	UBAS	\$1	2023			\$4,038	2024		\$4,039
ACSTP	A717101					\$3,230	80.00%		
	K	\$1	100.00%			\$808	20.00%		
STP Future Conversion						\$3,230	2028		

County: Trego **Route:** U283 **Total Length (Miles):** 22.0 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-1RR
Name: Surfacing on US-283 in Trego county
Location: US-283 in Trego county from the Ness/Trego county line, north to junction I-70/US-283
Scope: Surfacing

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Wallace County

		Add								
KA-7025-01	BRRPL	\$481	2023							\$481
ACBRF	A702501	\$385	80.00%							
BRF Future Conversion		\$385	2029							
	K	\$96	19.99%							
County: Wallace		Route: U040		Total Length (Miles): 0.0		Letting Type: NONE		NHS Project: N		Program-Sub: SM-PBR
Name: Replace bridge #005 on US-40 in Wallace County										
Location: US-40: bridge #005 over Pond Creek located 6.54 miles east of the US-40/K-27 East Junction										
Scope: Bridge Replacement										

		Add						Add		
KA-7073-01	MILOV	\$1	2023					\$4,259	2024	\$4,260
ACSTP	A707301							\$3,407	80.00%	
	K	\$1	100.00%					\$852	20.00%	
STP Future Conversion								\$3,407	2028	
County: Wallace		Route: K027		Total Length (Miles): 16.2		Letting Type: KDOT		NHS Project: N		Program-Sub: SM-1RR
Name: K-27 milling and overlay in Wallace county										
Location: K-27 in Wallace county from junction US-40/K-27, north to the Wallace/Sherman county line										
Scope: Milling and Overlay										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Wichita County

		Chg Cost				Chg Cost					
KA-6444-01	PAVRC	\$42	2023			\$521	2023		\$564		
ACSTP	A644401					\$417	80.00%				
K		\$42	100.00%								
STATE						\$104	20.00%				
STP Future Conversion						\$417	2024				
County:	Wichita	Route:	K025	Total Length (Miles):	0.1	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	LC-K2R
Name:	Road Improvements in Leoti										
Location:	4th Street from 160 feet North of Broadway Street to I Street										
Scope:	Pavement reconstruction										

		Add				Add					
KA-7054-01	1.5OL	\$1	2023			\$6,950	2024		\$6,951		
ACSTP	A705401					\$5,560	80.00%				
K		\$1	100.00%			\$1,390	20.00%				
STP Future Conversion						\$5,560	2028				
County:	Wichita	Route:	K096	Total Length (Miles):	11.9	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	MM-1RS
Name:	K-96 overlay in Wichita county										
Location:	K-96 in Wichita county from the east city limits of Leoti, east to the Wichita/Scott county line										
Scope:	Overlay										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Add						Add		
KA-7121-01	MILOV	\$1	2023					\$2,917	2024	\$2,918
	ACSTP A712101							\$2,334	80.00%	
	K	\$1	100.00%					\$583	20.00%	
	STP Future Conversion							\$2,334	2028	
County: Wichita		Route: K096		Total Length (Miles): 10.9		Letting Type: KDOT		NHS Project: N		Program-Sub: SM-1RR
Name: K-96 milling and overlay in Wichita county										
Location: K-96 in Wichita county from the Greeley/Wichita county line, east to the west city limits of Leoti										
Scope: Milling and overlay										

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

Page 70

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

Woodson County

										Chg Cost
C-5154-01	BRRPL									\$1,199
C0104										2023
										\$1,199
STP	C515401									\$240
										20.00%
										\$960
										80.00%
County:	Woodson	Route:		Total Length (Miles):	0.1	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-RES
Name:	Bridge Replacement in Woodson County									
Location:	Bridge located on 165th Road, 7.0 miles W & 5.5 miles N JCT US-75 & US-54, over Turkey Creek									
Scope:	Bridge Replacement									

										Chg Cost
KA-7089-01	MILOV	\$1	2023							\$3,489
ACNHP	A708901									2023
										\$3,490
										\$2,791
										80.00%
		\$1	100.00%							\$698
										20.00%
NHPP Future Conversion										\$2,791
										2028
County:	Woodson	Route:	U075	Total Length (Miles):	10.5	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: SM-1RR
Name:	US-75 milling and overlay in Woodson county									
Location:	US-75 in Woodson county from the north city limits of Yates Center, north to the Woodson/Coffey county line									
Scope:	Milling and overlay									

FFY 2023 - 2026 State Transportation Improvement Program Amendment List

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

Kansas STIP September Amendment -as of 08-22-2023

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

Statewide County

	Cancel										
KA-4417-23	SPECL						\$0				
County:	Statewide	Route:		Total Length (Miles):	0.0	Letting Type:	NONE	NHS Project:	N	Program-Sub:	OP-KLM
Name:	2023 Summer Transportation Institute Program										
Location:	2023 Summer Transportation Institute Program										
Scope:	2023 NSTI Program - concerning transportation related careers										



City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

1 Riverfront Plaza, Suite 320
P.O. Box 708
Lawrence, KS 66044

www.lawrenceks.org/pds

Phone 785-832-7700
Tdd 785-832-3205
Fax 785-832-3110

August 18, 2023

Mike Moriarty
Bureau Chief
Kansas Department of Transportation
Bureau of Transportation Planning
700 SW Harrison
Topeka, KS 66603

Dear Mr. Moriarty:

On August 17, 2023, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) approved Amendment #3 to the 2023-2026 Transportation Improvement Program. These TIP changes were recommended for approval by the L-DC MPO Technical Advisory Committee on August 3, 2023. This amendment includes the addition and updates to projects from the city of Lecompton and KDOT. One public comment was received during the 15-day public comment period from KDOT regarding a correction to project cost.

The MPO approved amended TIP and a summary of amendment changes is enclosed with this letter. They can also be found at: <https://lawrenceks.org/mpo/tip>.

I would appreciate if you could review and approve this TIP Amendment and forward a copy of this document to the Federal Transit Administration and Federal Highway Administration for their approval. If you have any questions concerning this revised TIP please call me at (785) 832-3155.

Sincerely,

Paul Hornbeck

Paul Hornbeck, AICP
Transportation Planner

Enclosures: 2023-2026 TIP Amendment #3
Summary of Amendment Changes

cc: Daniel Nguyen, FTA
Matt McDonald, FHWA



G | Summary of TIP Changes

APPENDIX G

Costs in 1,000s



FFY 2023 - 2026 L-DC MPO Transportation Improvement Program (TIP)

Revision Summary: Amendment 3

TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
236	KA-3634-02	SLT/K-10 West Leg in Douglas County	KDOT	Revision	Delete 2024 Local CONST \$7,000, Revise 2028 NHP to 2029 and 2028 Credit to 2029, revise total estimated cost from \$96,122 to \$106,179	\$106,179
237	KA-3634-03	SLT/K-10 West Leg in Douglas County	KDOT	Revision	'21 StatePE 2160 to 2600, '21 StateAC PE 8640 to 10,400, '22 StateROW to '23, '23 StateUTIL to '24, '23 StateAC UTIL to '24, '24 StateCONST 26,733 to 34,661, '24 StateAC CONST 106,932 to 138,643, '28 Credit 128,372 to 161,843, Total Est 164,466 to 206,304	\$206,304
515*	TE-0500-01	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	Lecompton	Revision	Program 2023 CRP CONST \$473; resvise 2023 Local CONST from \$261 to \$300	\$1,614

*Revised 7/25 in response to public comment received from KDOT during public comment period

Public Comment Period: 7/6/2023 to 7/21/2023

MPO Policy Board Approval: 8/17/2023



Amendment 3
Lawrence-Douglas County MPO

FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

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

Length (mi): 1.20

Project Type: Road/Interchange

Date Added: 1/2016 **Last Revised:** 8/2023

Description:
Add 2-lanes to the existing 2-lanes for a 4-Lane Freeway section. This will include reconstruction of existing interchange at I-70(KTA). Includes Bridges #200 (New), #201 (New), #202 (New), #203 (Replace Br #095), #204 (New), #205 (New), #086 (Repair).

Project Name: SLT/K-10 West Leg in Douglas County
Location: I-70/K10 Junction South to 3500 ft N of K-10/US-40 Junction

Work Type: Interchange/Reconstruction

Revision History: FFY23 A3

Comments:
PE uses \$3,360K of AC & UTIL uses \$1,600 of AC with conversion to NHPP in 2029. The total project cost, including all work phases, is estimated at \$106,179. This estimate should be used for planning purposes only. Authorized for PE, ROW, UTIL only.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$840	\$0
2021	State-AC	PE	\$0	\$3,360	\$0
2022	State	ROW	\$0	\$2,000	\$0
2024	State	UTIL	\$0	\$400	\$0
2024	State-AC	UTIL	\$0	\$1,600	\$0
2029	NHPP	CONVERSION	\$4,960	\$0	\$0
2029	Credit	OTHER	\$0	(\$4,960)	\$0

Federal Total: \$4,960 **Non-Federal Total:** \$3,240 **Grand Total:** \$8,200

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

Length (mi): 7.00

Project Type: Road/Interchange

Date Added: 1/2016 **Last Revised:** 8/2023

Description:
Add 2-lanes to existing 2-lanes for a 4-Lane Freeway section. Existing interchanges at US-40 (6th St.), Bob Billings Pkwy, Clinton Pkwy, US-59 (Iowa St.) A new interchange for the Wakarusa/27th intersection, including replacing/repairing bridges.

Project Name: SLT/K-10 West Leg in Douglas County
Location: 3500 ft N of K-10/US-40 Junction, to K-10 US-59/Iowa St Junction

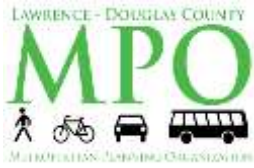
Work Type: Interchange/Reconstruction

Revision History: FFY23 A3

Comments:
Total est. cost of \$206,304. Revised cost estimate to reflect the March bi-annual estimates. Post-Field Check ROW activities adjusted to reflect requested dates from ROW. Letting date of 6/19/2024 remains the same.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$2,600	\$0
2021	State-AC	PE	\$0	\$10,400	\$0
2023	State	ROW	\$0	\$4,000	\$0
2024	State	UTIL	\$0	\$3,200	\$0
2024	State-AC	UTIL	\$0	\$12,800	\$0
2024	State	CONST	\$0	\$34,661	\$0
2024	State-AC	CONST	\$0	\$138,643	\$0
2028	Credit	OTHER	\$0	(\$161,843)	\$0
2028	NHPP	CONVERSION	\$161,843	\$0	\$0

Federal Total: \$161,843 **Non-Federal Total:** \$44,461 **Grand Total:** \$206,304



Lawrence-Douglas County MPO

FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lecompton
TIP #: 515 **KDOT #:** TE-0500-01

Length (mi): 1.75

Project Type: Transportation Alternatives

Date Added: 4/2021 **Last Revised:** 8/2023

Description:
Construct 5' wide concrete sidewalk and install sharrows.

Project Name: Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity

Location: Connecting 2nd, 3rd, Elmore, Halderman, 7th, and Boone Streets

Work Type: Pedestrian & Bicycle Work

Revision History: FFY23 A3

Comments:
KDOT TA Project; FY23; \$727,200

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$114
2023	Local	CONST	\$0	\$0	\$300
2023	TA	CONST	\$727	\$0	\$0
2023	CRP	CONST	\$473	\$0	\$0

Federal Total:	\$1,200	Non-Federal Total:	\$414	Grand Total:	\$1,614
-----------------------	---------	---------------------------	-------	---------------------	---------

Table 9: Funding Summary (in \$1,000s)

Anticipated Funding (in thousands)						
Funding Source		FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Transit	Federal	\$ 7,617	\$ 10,603	\$ 4,105	\$ 7,805	\$ 30,130
	State	\$ 6,620	\$ 1,721	\$ 3,222	\$ 1,722	\$ 13,284
	Local	\$ 23,979	\$ 10,691	\$ 11,891	\$ 11,234	\$ 57,794
Non-Transit	Federal	\$ 5,079	\$ 1,788	\$ 2,795	\$ 1,803	\$ 11,465
	State	\$ 37,847	\$ 35,559	\$ 212,442	\$ 38,733	\$ 324,580
	Local	\$ 36,235	\$ 37,865	\$ 34,043	\$ 25,937	\$ 134,080
Transit Total		\$ 38,215	\$ 23,014	\$ 19,218	\$ 20,761	\$ 101,208
Non-Transit Total		\$ 79,161	\$ 75,212	\$ 249,280	\$ 66,473	\$ 470,126
Grand Total		\$ 117,376	\$ 98,225	\$ 268,498	\$ 87,235	\$ 571,334

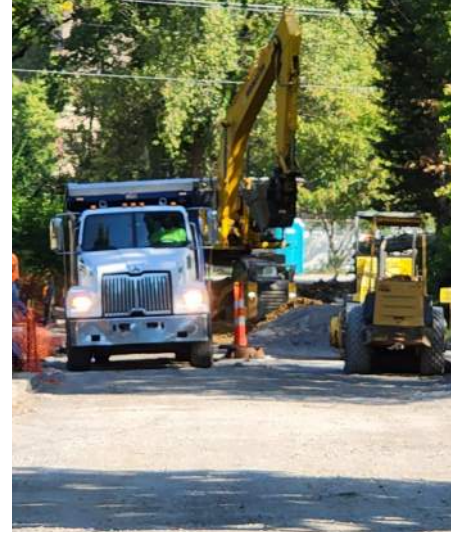
Anticipated funding is based on the revenue assumptions being prepared for Transportation 2050 and information provided by jurisdictions. Local transit funds include KU on Wheels funding. 1.5% growth is applied to the funding and the 2017 Lawrence sales tax referendum (funds roads/infrastructure and transit service) is assumed to be renewed thru 2050 for these projections. Advanced Construction Conversion converts state funding to federal funding.

Estimated Expenditures by Year and Funding Source (in thousands)							
Funding Source		FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total	
Transit	Federal Funds	FTA 5307	\$ 7,176	\$ 4,606	\$ 5,067	\$ 5,574	\$ 22,423
		FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5339	\$ 1,624	\$ -	\$ -	\$ -	\$ 1,624
	State-PT		\$ 1,155	\$ 1,155	\$ 1,155	\$ 1,155	\$ 4,620
	Local		\$ 10,526	\$ 4,590	\$ 5,261	\$ 5,340	\$ 25,717
Non-Transit	Federal Funds	CDBG	\$ 300	\$ 300	\$ -	\$ -	\$ 600
		HRRR	\$ -	\$ -	\$ -	\$ -	\$ -
		HSIP	\$ 1,500	\$ 500	\$ -	\$ -	\$ 2,000
		NHPP	\$ -	\$ -	\$ 13,739	\$ -	\$ 13,739
		STP	\$ -	\$ -	\$ -	\$ -	\$ -
		TA	\$ 1,500	\$ 2,558	\$ -	\$ -	\$ 4,058
	State		\$ 8,604	\$ 40,705	\$ (13,739)	\$ 3,000	\$ 38,570
	State AC Conversion*			\$ (500)	\$ (13,739)	\$ -	\$ (14,239)
	Local		\$ 14,580	\$ 15,306	\$ 5,400	\$ 6,000	\$ 41,286
Transit Total		\$ 20,481	\$ 10,351	\$ 11,483	\$ 12,069	\$ 54,384	
Non-Transit Total		\$ 26,484	\$ 58,869	\$ (8,339)	\$ 9,000	\$ 86,014	
Grand Total		\$ 46,965	\$ 69,220	\$ 3,144	\$ 21,069	\$ 140,398	

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

** While CDBG funding is not required to be in this TIP, it is part of #507 which includes various bike/sidewalk/ADA ramps projects in Lawrence.

FFY 2023-2026 Transportation Improvement Program



LAWRENCE - DOUGLAS COUNTY

MPO



METROPOLITAN PLANNING ORGANIZATION

**MPO Policy Board Approval
October 27, 2022**

**Amendment 1: April 20, 2023
Amendment 2: June 15, 2023
Amendment 3: August 17, 2023**

MPO SELF-CERTIFICATION

The Kansas Department of Transportation (KDOT) and the Lawrence - Douglas County Metropolitan Planning Organization (MPO) certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; All core documents are current:
2. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity;
5. Section 1101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts,
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.



Courtney Shipley, Chair

Lawrence-Douglas County MPO



Michael J Moriarty

Bureau Chief of Transportation Planning

Kansas Department of Transportation

DEFINITIONS

ADA	ADA- Americans with Disabilities Act of 1990 (P.L. 101-336) and ADA Amendment Act of 2008 (P.L. 110-325)
CAPITAL	Purchase of equipment
CDBG	Community Development Block Grant
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CONST	Construction
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act (P.L. 114-94) (Signed by President Obama on December 4, 2015)
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ITS	Intelligent Transportation Systems
KDOT	Kansas Department of Transportation
KTA	Kansas Turnpike Authority
KU	University of Kansas, Lawrence
KUOW	KU on Wheels Transit Service
MPO	Metropolitan Planning Organization, such as the Lawrence-Douglas County Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
O&M	Operation and Maintenance
OPERATING	Operation of transit
PE	Preliminary Engineering
PPP	Public Participation Plan
ROW	Right-of-Way
RTAC	Regional Transit Advisory Committee
STBG	Surface Transportation Block Grant Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
T2040	Transportation 2040 - the Long Range Transportation Plan for the Lawrence-Douglas County region
TAC	Technical Advisory Committee
TA	Transportation Alternatives (federal grant administered by KDOT)
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USC	United States Code
UTIL	Utilities

Table of Contents

MPO SELF-CERTIFICATION	ii
DEFINITIONS	iii
INTRODUCTION	5
What is the TIP?	7
TIP Public Involvement Process	8
PROGRAMMING PROCESS	9
Legislative Requirement	9
Process for Including Projects in the TIP	9
Revisions to the TIP	10
FISCAL CONSTRAINT	12
Project Funding	12
PERFORMANCE MEASURES	21
Safety Targets	22
Pavement & Bridge Targets	26
System Performance Targets	28
Transit Targets	28
Progress Towards Targets	29
Evaluating Performance Over Time	29
Methodology for Identifying EJ Populations	30
ENVIRONMENTAL JUSTICE REVIEW & EQUITY	30
Methodology for Calculating EJ	30
Transportation Disadvantage	31
APPENDICES	
A PLANNING AND ENGINEERING FACTORS FOR LOCAL PROJECT CONSIDERATION	A-1
B DEFINITIONS OF MAJOR PROJECTS AND SIGNIFICANT DELAY	B-1
C PROGRESS ON PREVIOUS TIP PROJECTS	C-1
D LATEST FEDERAL FISCAL YEAR - LIST OF OBLIGATED PROJECTS	D-1
E TIP PUBLIC PARTICIPATION	E-1
F SUMMARY OF TIP AMENDMENTS & ADMINISTRATIVE REVISIONS	G-1
G TIP PROJECT LISTINGS	H-1

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

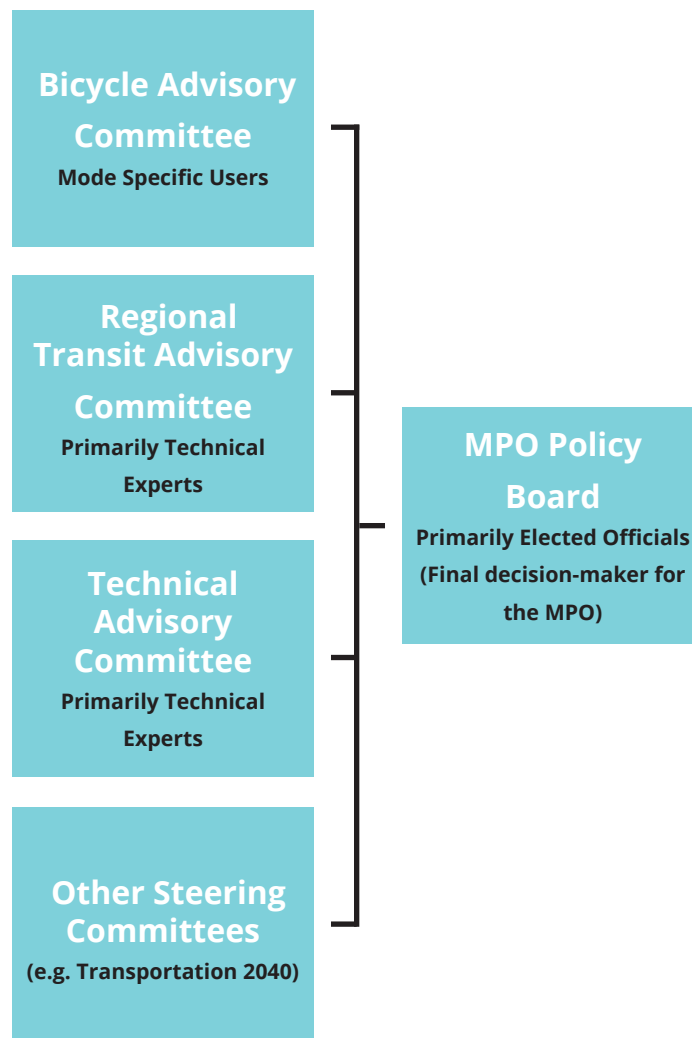
Title VI Note: The L-DC MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the L-DC MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the L-DC MPO. Any such complaint must be in writing and filed with the L-DC MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at <https://lawrenceks.org/mpo/title6>.

INTRODUCTION

...WHAT IS AN MPO?

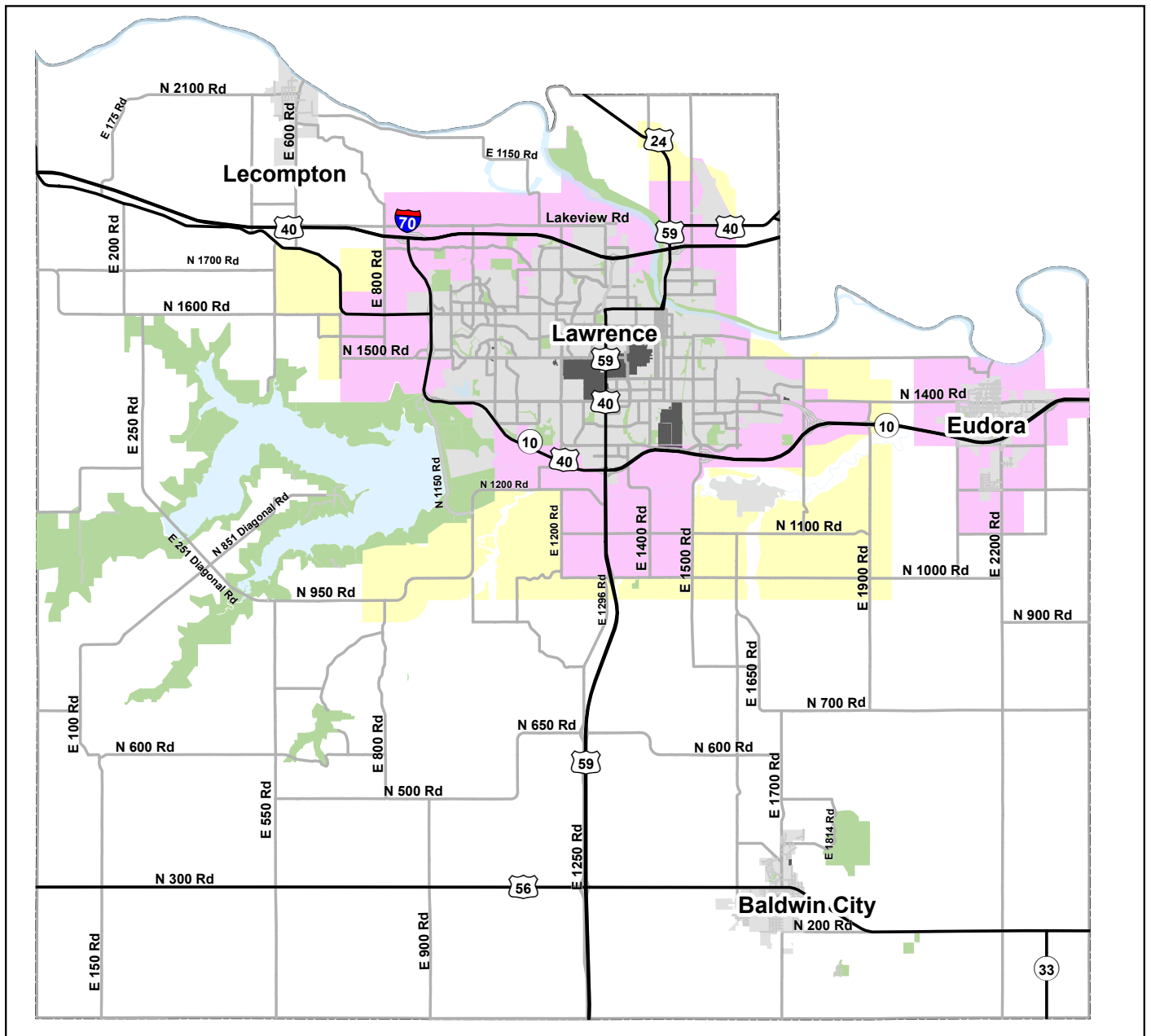
A Metropolitan Planning Organization (MPO) is a regional decision making body charged with developing a transportation plan and related policy and programming documents. The MPO is a group that is composed of representatives from many local governments that collectively discusses the transportation issues facing the metropolitan area and then makes decisions about how to address those issues. The Lawrence-Douglas County MPO is comprised of a Policy Board mainly composed of elected officials, a Technical Advisory Committee (TAC) made up of transportation and engineering professionals, the MPO Staff, and various other advisory groups that the MPO forms. Figure 1 displays the MPO structure. The MPO develops four core documents that create a regional vision for how the multimodal transportation system will function and grow – now and into the future. The MPO’s core documents are the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP).

Figure 1: MPO Structure



The Lawrence-Douglas County Metropolitan Planning Organization (MPO) serves all of Douglas County, Kansas including Baldwin City, Eudora, Lawrence, and Lecompton (see Figure 2).

Figure 2: Lawrence-Douglas County Metropolitan Planning Area (MPA)




- Parks
- Water
- FHWA Adjusted Urban Area Boundary (UAB)
- County Limits
- University
- City Limits
- Plan 2040 Growth Tier

DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

0 3.5 7 Miles

Date Exported: 8/20/2020
 Source: Lawrence-Douglas County MPO
 Produced: Lawrence-Douglas County MPO



What is the TIP?





The Transportation Improvement Program (TIP) documents how the region prioritizes the limited transportation resources available among the various needs of the region.

The TIP is a short-range, multi-year listing of federally funded and/or regionally significant improvements to the region’s multimodal transportation system. Projects in the TIP are designed to implement the Metropolitan Transportation Plan (MTP). The TIP must be fiscally constrained and include only projects for which funding has been identified using existing or reasonably available revenue sources. The TIP must be updated at least once every four years. The Lawrence-Douglas County TIP is updated every two years.

The TIP and Transportation 2040

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

Table 1: Transportation 2040 Goals and Objectives

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

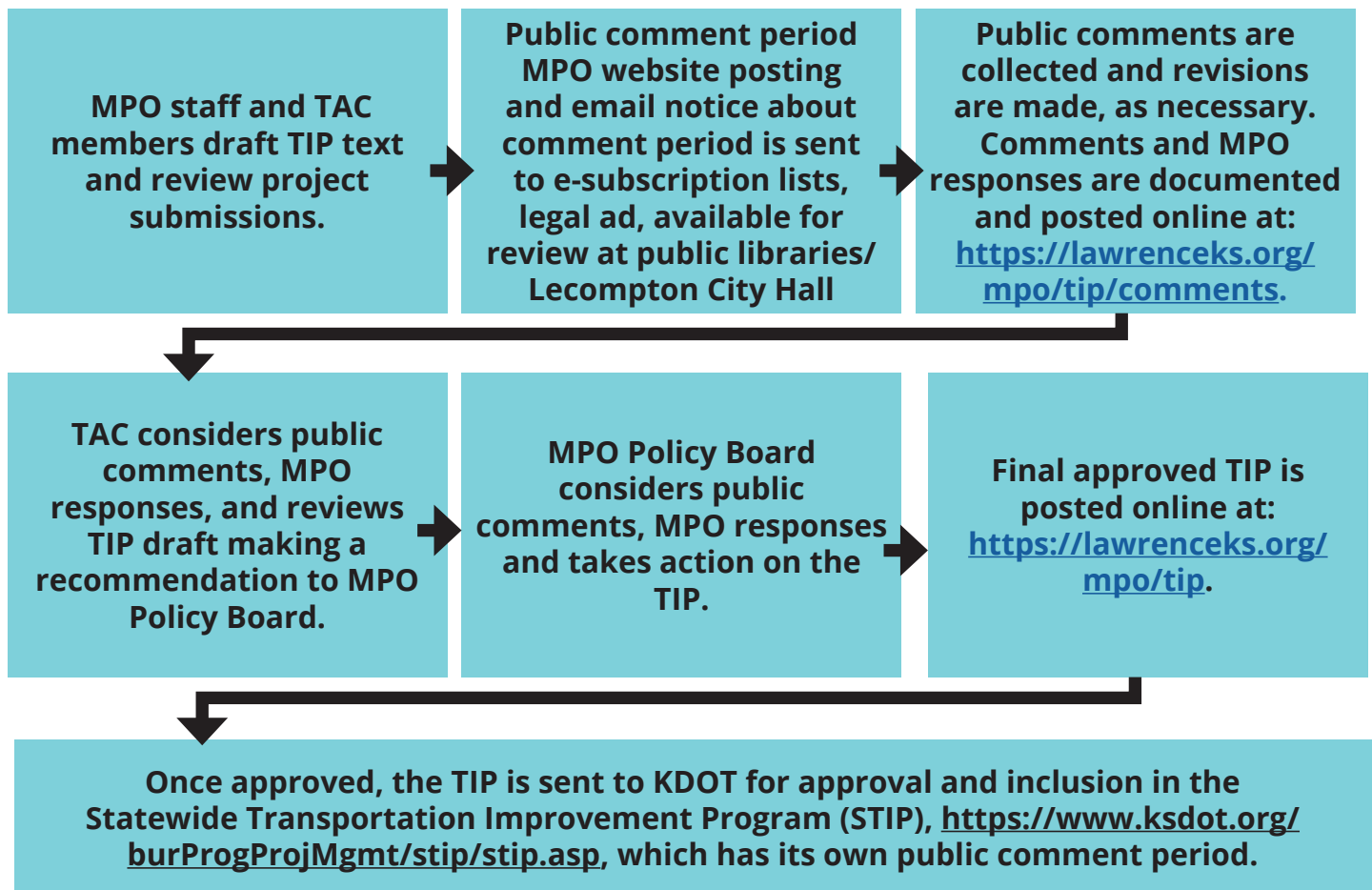
¹ <https://lawrenceks.org/mpo/t2040>

TIP Public Involvement Process

The MPO's Public Participation Plan (PPP) requires a new TIP to undergo a 30-day comment period and amendments require a 15-day public comment period.¹ The full draft TIP is available on the MPO website (www.lawrenceks.org/mpo/tip) and a printed copy is available at Lawrence City Hall, Lawrence Public Library, Eudora Public Library, Baldwin City Public Library, and Lecompton City Hall. The public is notified of the opportunities to review the draft TIP through a local newspaper advertisement, notification by email, and by staff announcements that the draft TIP is available for comment at MPO meetings. These strategies are consistent with the PPP, which addresses how everyone will be engaged in the planning process.

Public comments are posted online at www.lawrenceks.org/mpo/tip/comments and are shared with TAC and the MPO Policy Board. MPO staff reviews the comments and responds to the comment submitter and posts the MPO response in conjunction with the comment online. If comments have direct, applicable action these changes are discussed with the project sponsor (if relevant) and are incorporated into the final draft document sent to the MPO Policy Board for approval. Appendix E contains the public involvement process utilized to develop this TIP. Figure 3 displays the process.

Figure 3: TIP Public Involvement Process



¹ Details about the public participation process for the approval and amendment of the TIP can be found at www.lawrenceks.org/mpo/public_participation.

PROGRAMMING PROCESS

...HOW DO PROJECTS GET IN THE TIP?

Legislative Requirement

The current federal surface transportation legislation is called the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). It is a five year (FFY 2022-2026) transportation program signed into law by President Biden on November 15, 2021.¹ MPOs are required to develop a TIP that is fiscally constrained and contain all capital and non-capital surface transportation projects within the MPO area that will receive federal funding, as well as other regionally significant transportation projects.²

Process for Including Projects in the TIP

The projects included in the TIP are drawn from the area's Metropolitan Transportation Plan (MTP), County and City governments' Capital Improvement Plans (CIP), as well as the State's Transportation Program known as IKE (formally called the Eisenhower Legacy Transportation Program). The MPO encourages Project Sponsors to use the factors in Appendix A to determine which projects should be prioritized for funding and inclusion in the TIP. Project Sponsors submit projects to the MPO staff for inclusion in the TIP and MPO staff work with TAC members to ensure that the projects are regionally significant and are consistent with the MTP. Figure 4 displays the process for including projects in the TIP.

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

Figure 4: TIP Project Listing Submission Process



This TIP document contains projects for Lawrence Transit that collectively constitutes the Program of Projects (POP) for Lawrence Transit. This list of transit items is a prioritized list of projects used by the Lawrence Transit staff and reviewed by FTA officials. Approval of the TIP includes the approval of the POP for Lawrence Transit. The public involvement procedures used for TIP development and amendments are used to satisfy the POP requirements for FTA Section 5307 funding.

¹ IIJA was created as Public Law 117-58. The official legislation can be accessed at <https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf>

² In accordance with United States Code Titles 23 and 49, the TIP document must outline at least a four-year program of: 1) All federally funded priority transportation projects, and 2) All regionally significant priority projects, regardless of funding source.

Revisions to the TIP

There are times when information about projects needs to be adjusted. Minor changes to project information are called revisions and are administrative actions with no public involvement required. Major changes are called amendments and require public involvement. Figure 5 displays the TIP amendment process.

Formal Amendments

Amendments to the TIP often consist of major changes to total project cost. Those types of fiscal changes may have impacts on the ability of the TIP and/or the MTP to remain fiscally constrained. The following types of project changes are always handled as TIP amendments:

- Addition or deletion of a project within the first four (4) years of the TIP (federal regulations require this part of the TIP to show fiscal constraint)
- Total costs of a project and/or funding amounts for a project listed in the TIP increase by more than 20% of the total project cost (in the existing TIP);
- Change to a funding source (such as changing from state funding to federal)
- Change to a project scope and/or location (project limits)

Administrative Revisions

Administrative revisions include all revisions that are not formal amendments. These revisions usually involve, but are not limited to:

- Obvious minor data entry errors or editing corrections to text, map, and/or other graphics
- Splitting or combining projects (project scopes and costs cannot change)
- Changes or clarifying elements of a project description (with no major changes in scope)
- Change in funding program or category (such as changing from STP to HSIP funding)
- Change of program year of project within the four-year fiscally constrained TIP
- Minor change of less than 20% of total project cost

In processing administrative revisions MPO staff will:

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

Administrative Revisions require no public comment.

Figure 5: Amendment Process



Amendment Public Process

TIP amendments must be posted for public review and comment, the MPO staff must collect and review any public comments and share those comments with the TAC and MPO Policy Board to address and/or incorporate them, as necessary, before TIP approval.¹

A minimum 15-day public comment period is required for the proposed amendments, which are posted on the MPO web page. The MPO staff also places a paper copy of all TIP amendments in a binder kept at the front counter of the MPO Office for public review and comments. In addition, all TIP amendment announcements, including the printed advertisement in the newspaper, have the phone number, mailing address, and email address of the MPO staff listed on them so that anyone with questions or comments about the amendment can contact the staff to discuss it. Following the required 15-day public comment period, all comments will receive a response, either individually or in a summary form. The comments and responses will be posted at www.lawrenceks.org/mpo/tip/comments prior to distributing the TAC agenda packet (one week before the TAC meeting). The MPO staff presents these public comments and the staff response to the TAC and the MPO Policy Board before they discuss approving the amendment. There is no requirement for a public hearing.

Amendment Schedule

In order to facilitate the process of making TIP amendments, the MPO has a TIP amendment item on the TAC and Policy Board meeting agenda once each quarter (Table 2). These dates to consider TIP amendments will be coordinated with the KDOT calendar for making changes to the Statewide Transportation Improvement Program (STIP). A similar schedule will be followed for the other years covered by this TIP.

Table 2: Quarterly Schedule for TIP Amendments

TIP Amendment Request Made to MPO Staff	Public Review Period	TAC Approval	MPO Approval	STIP Approval
September 11, 2022	9/16/2022 to 10/15/2022	October 4, 2022	October 28, 2022	November 3, 2022
March 3, 2023	3/9/2023 to 3/24/2023	April 4, 2023	April 20, 2023	May 4, 2023
May 5, 2023	5/11/2023 to 5/26/2023	June 6, 2023	June 15, 2023	July 6, 2023
June 30, 2023	7/6/2023 to 7/21/2023	August 1, 2023	August 17, 2023	September 7, 2023

These dates are approximate and subject to change following discussions between MPO and KDOT staffs and/or discussions at the Technical Advisory Committee (TAC) meetings.

¹ An appropriate level of public involvement activities are outlined in the latest MPO approved Public Participation Plan found online at www.lawrenceks.org/mpo/public_participation.

FISCAL CONSTRAINT

...HOW ARE THE PROJECTS PAID FOR?

Project Funding

Projects are funded from several sources. Street and highway projects can be financed entirely by State and/or local funds or by any combination of federal, state, and local funds. The Infrastructure Investment and Jobs Act (IIJA) provides federal-aid to state and local units of government for surface transportation projects.

The use of Federal Transit Administration (FTA) funds are allocated to transit operators by formulas through the FTA Region 7 Office in Kansas City and through the KDOT Public Transportation Programs Office of Public Transit in Topeka. State transit funds from the Eisenhower Legacy Transportation (IKE) Program flows through KDOT. These funds are utilized for the operations of Lawrence Transit and various paratransit operations in the region.

KDOT administers Federal Highway Administration (FHWA) funding to local governments. The Surface Transportation Block Grant (STBG) Program and Highway Safety Improvement Program (HSIP) categories are the main federal categories or programs that cities receive through KDOT. The STBG Program combines the long-standing Surface Transportation Program and the Transportation Alternatives Program, now known as TA Set-Aside. Some of these funds provide annual allocations to cities while others require local governments to apply for project specific funding. The TA Set-Aside funds have helped build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements. They provide funding for former Transportation Alternatives (TA) program and the Safe Routes to Schools (SRTS) programs.

All of the estimated amounts of transportation project funds are included in Table 10: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter). The estimates of reasonably expected funding levels based on financial information compiled for development of Transportation 2050 historic averages are compared to the levels of federal, state, and local funding for transportation facilities and services that are requested by KDOT and local governments for inclusion in the TIP. Comparing these expected funding levels and funding request levels allows the MPO to determine if the TIP is fiscally constrained.

Federal Funds

The federal funding for road and bridge projects in the region is generally limited to formula funding levels set by the USDOT and KDOT. Those levels have been relatively steady over the last few years with Douglas County receiving about \$440,000 and the City of Lawrence receiving about \$1.2 million annually in federal aid for roads and bridges. The three smaller cities in Douglas County (Lecompton, Eudora, and Baldwin City) have small public works departments, thus large road or bridge projects are often managed by Douglas County or KDOT.

Discretionary funding for TA Set-Aside program projects is also available on a more sporadic competitive basis. This funding is not guaranteed in any given year, but our region has received some funding and expects to receive more in the foreseeable future. These funding levels have more uncertainty and therefore, projects must have awarded funding to be included in the TIP. If and when local governments in Douglas County are awarded funding from these discretionary programs the MPO

will amend the TIP to add that funding and those projects in a timely manner.

Competitive federal transit funds are available. Lawrence Transit was awarded Low or No-Emission (Low-No) Bus funding in 2020 (\$3.76 million), 2021 (\$1.82 million), and 2023 (\$3.3 million) to purchase electric buses.

State Funds

State funds used in Douglas County for road and bridge projects are mostly limited to KDOT facilities and projects. The level of KDOT funding expended in the region varies greatly by year due largely to how much work KDOT does on the area’s major highways. Recently KDOT spent large amounts of funding to build the South Lawrence Trafficway (new K-10 alignment), and to build a new interchange along K-10 at Bob Billings Parkway/N 1500 Road. All of those projects are KDOT administered projects on KDOT routes, which typically do not significantly impact the local governments’ budgets for transportation improvements (although the City of Lawrence/Douglas County contributed \$1,000,000 for pedestrian and bicycle facility improvements to the K-10/Bob Billings Parkway interchange). Some other smaller amounts of State funding are used for local projects, such as the occasional purchase of a paratransit van with state money or a state contribution to a local bridge project.

For most local governments in the region the main KDOT funding role has been to provide federal aid to local projects, not to provide large amounts of state aid to local transportation improvements. However, the one example in the region where the state funding of a local project does make a routine and significant difference in the local budget process is state transit operating assistance. Lawrence Transit receives about \$1.3 million in state operating and capital assistance annually which is an important part of their budget.

Lawrence Transit was awarded Access Innovation and Collaboration (AIC) funding of \$677,000 for Bus Technology, Accessibility, and Branding Enhancements in 2022; \$1.6 million for construction of a Multimodal Transfer Facility in 2023, \$122,000 for construction of equitable and accessible bus stop amenities in 2023.

KDOT does not program projects in their budget documents or ask for projects to be added to the TIP unless a specific identified and reasonable funding source is identified. Therefore, KDOT requests for TIP actions represent a fiscally constrained condition for state funded and/or managed projects.

Local Funds

City of Lawrence

Local funds are comprised of the general fund, gas tax, and the ten year sales tax to improve roads/ infrastructure and transit service, which was approved in November 2008, was reapproved by Lawrence voters in November 2017. This continuation of sale taxes included 0.3% dedicated to roads/ infrastructure and fire equipment and 0.2% dedicated to funding transit service. The fire equipment portion of the 0.3% tax cannot be separated for our analysis (Table 3).

Table 3: Lawrence Sales Tax for Improvement of Roads and Transit Service Projections (Shown in \$1,000s)

Source	Tax	Actual Collection		Projected Collection			
	Percentage	2021	2022	2023	2024	2025	2026
Roads/Infrastructure & Fire Equipment	0.30%	\$6,354	\$6,989	\$7,338	\$7,485	\$7,635	\$7,785
Transit	0.20%	\$4,236	\$4,660	\$4,893	\$4,990	\$5,090	\$5,192
Total		\$10,590	\$11,649	\$12,231	\$12,475	\$12,725	\$12,977

Source: City of Lawrence Finance Department. 2022-2026 are projected. The fire equipment portion of the .30% sales tax can't be removed from the roads/infrastructure.

These sales taxes will expire in April of 2029; new referendums will need to be approved to ensure this funding is available in the future. With the addition of those taxes the City has a local dedicated funding source for road and transit improvements that has made funding more predictable. The City is utilizing the sales tax revenue to design and program some large road projects that were not financially feasible prior to the tax. Some projects are now funded with this sales tax revenue and some are still funded with a combination of federal aid and local matching funds.

The City also receives obligation authority for STP funds from KDOT. Lawrence has elected to exchange their available obligation authority of federal funds for state funds at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority, per KDOT policy. On average over the last four years, the City has received \$1.1 million in KDOT's federal funds exchange program.

City of Eudora, Baldwin City, and City of Lecompton

The City of Eudora became a second class city under Kansas statutes in 2010. With the designation, Eudora now receives an annual distribution of STP funding through KDOT. Similar to the City of Lawrence, the City of Eudora County receives obligation authority for STP funds from KDOT at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority. This amount of federal funding is typically small (\$75,000 on average).

Baldwin City, Eudora and Lecompton have used federal funding sporadically and worked with Douglas County staff to administer major road and bridge projects using federal aid. This cooperation between the small cities and the County for the use of federal aid is expected to continue through the life of this TIP.

Douglas County

Just like Lawrence and Eudora, Douglas County receives obligation authority for STP funds from KDOT at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority. On average over the last four years, the County received \$442,000 in KDOT's federal funds exchange program, and \$50,000 in federal sources such as U.S. Fish and Wildlife Service funding.

The County can also apply for TA Set-Aside funds if it chooses to do so. The County does not operate transit service and does not receive federal or state transit funding.

Douglas County has a CIP that is updated on a regular basis and other sources of local funds. Over the last five years, local funding averages \$9.3 million a year. Due to mental health initiatives and expansion of the jail, the Board of County Commissioners reduced the annual CIP allocations for roads and bridges by \$1 million for 2019. This annual reduction is anticipated to continue through 2023. The County programs its projects in their CIP and as needed the County staff coordinates its capital planning with the MPO staff for TIP development and changes.

Transit and Paratransit Funds

The public transit operations in Lawrence are composed of a mix of services operated by the Lawrence Transit and the University of Kansas service called KU on Wheels (KUOW). KUOW transit operations are primarily supported by student fees. The City transit service uses state operating assistance, state capital assistance, federal capital assistance, and federal operating assistance to keep buses running. Lawrence also uses local sales taxes to pay for transit. Lawrence Transit is projecting to receive \$3.8 - \$4.0 million annually over the next five years in flexible federal formula Section 5307 subsidies to provide transit services. This annually allocated funding can be used for capital projects (e.g., buying new buses), but most of it has been used for operations. Due to the COVID-19 pandemic

the U.S. Congress authorized the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which is providing \$3.9 million in operating funds over four years and \$3 million in capital funds currently programmed in 2025. Lawrence Transit was awarded Low or No-Emission (Low-No) Bus funding in 2020 (\$3.76 million), 2021 (\$1.82 million), and 2023 (\$3.3 million) to purchase electric buses. Lawrence Transit was awarded Access Innovation and Collaboration (AIC) funding of \$677,000 for Bus Technology, Accessibility, and Branding Enhancements in 2022; \$1.6 million for construction of a Multimodal Transfer Facility in 2023, \$122,000 for construction of equitable and accessible bus stop amenities in 2023.

Capital assistance levels are typically much more unpredictable than operating assistance, but when the transit capital funding will be needed is fairly predictable because it is based on the life span of buses. That creates a dilemma for transit operators who in the past relied heavily on large discretionary grants from the FTA for bus fleet replacements. Now those large grants are gone and our transit operators are adjusting to buying only a few new buses at a time when funding is available instead of buying many buses on one large grant funded order.

Lawrence Transit uses a relatively constant mix of federal and local funds for operations. Under the State Eisenhower Legacy Transportation (IKE) Program some state operating assistance is received each year.

The paratransit providers in the region provide all or most of their own funds to operate their services, and in some cases they use FTA or state grants for vehicle purchases. As part of these vehicle purchases the agency requesting the federal funds is required to provide a local match, and those vehicles are programmed in the TIP.

Operation and Maintenance (O&M) Funding

The fiscal constraint analysis looks primarily at capital projects (e.g., building roads and bridges, buying buses, etc.); however, that is not a complete picture of funding for the region's multimodal transportation system. The funds needed for operating and maintaining transport facilities and services also has to be reviewed. An adequate level of Operations & Maintenance (O&M) funding needs to be budgeted to maintain the federal-aid highways and local roads in the region. Short-changing the O&M budgets to make the road improvement projects fiscally feasible is not appropriate. This funding is divided into Roads/Bridges and Transit.

Road and Bridge Operations and Maintenance Funding Estimates

The expenses for O&M work items are usually paid for by the local government that owns and operates the road and the utility providers that use the road rights-of-ways.

O&M consists of routine things such as pothole patching, minor repairs to pavements and curbs, snow removal, striping and marking, utility work and patching, electrical repairs, tree trimming, mowing, signal repairs, sign replacement, bridge maintenance, and other minor work tasks.

In the case of major highways, KDOT is the owner of the road and maintains those facilities.

The major exception to this is the Kansas

Turnpike/I-70 which is owned and operated by the Kansas Turnpike Authority. Some of the state highway mileage in Lawrence is provided on City streets through a city connecting link agreement between KDOT and the City. That agreement includes quarterly payments from KDOT to the City to pay a share of the maintenance costs for those route segments carrying a state highway. KDOT plays a role in the maintenance of some major roads in the region, but major highway mileage comprises a small percentage of total roadway mileage. Most of the road mileage in Douglas County is owned by the

County, City or Township Governments that levy local property taxes and sometimes other taxes to pay for road maintenance and operations.

The cities and county also receive a portion of the state gas tax collected in Douglas County. This amount of funding is anticipated to continue during the years covered by this TIP. The state supplied pass through gas tax funding is supplemented by local government funds to make up the bulk of Lawrence and Douglas County roadway O&M budgets.

The City of Lawrence has a 2023 O&M budget for its road system of \$14.2 million paid with by state gas tax funds, local infrastructure sales tax, general fund, and federal sources. Douglas County had a 2023 O&M budget of \$3.9 million paid with a mixture of state gas tax, Capital Improvement Program allocation, Federal Funds Exchange with the State, and local and federal sources. The City of Eudora has a 2023 O&M budget of \$1.0 million which is funded by Federal Funds Exchange with the State, motor fuel Tax, general fund, and other fees and funds. The cities of Baldwin City and Lecompton did not provide 2023 O&M figures but their 2021 budgets were \$460,000 and \$7,000, respectively. It is expected that the local governments in the region will continue to fund their O&M budgets in order to adequately maintain their transportation infrastructure during this TIP period. Table 4 shows the KDOT, Douglas County, the City of Lawrence, Eudora, Baldwin City, and Lecompton O&M expected cost per lane mile.

Table 4: Road and Bridge O&M (Shown in \$1,000s)

	KDOT	County*	Lawrence	Eudora	Baldwin City***	Lecompton	Total
Anticipated funding per lane mile	\$ 2.89	\$ 8.38	\$ 16.29	\$ 14.19	\$ -	\$ 2.36	
Lane Miles**	204	464	891	73	61	13	1,707
2023	\$ 590	\$ 3,888	\$ 14,197	\$ 1,042	\$ -	\$ 32	\$ 19,748
2024	\$ 611	\$ 4,024	\$ 12,146	\$ 1,079	\$ -	\$ 33	\$ 17,892
2025	\$ 632	\$ 4,165	\$ 12,348	\$ 1,116	\$ -	\$ 34	\$ 18,296
2026	\$ 654	\$ 4,311	\$ 14,017	\$ 1,156	\$ -	\$ 35	\$ 20,173
Total	\$ 2,487	\$ 16,388	\$ 52,708	\$ 4,393	\$ -	\$ 133	\$ 76,109

*Does not include Township roads or road maintenance funds, but County maintenance costs does include bridges and large culverts on township roads that are maintained by the County.

**Lawrence and KDOT lane miles calculated in 2022. County, Eudora, Baldwin City, and Lecompton lane miles from 2020 TIP

***No data provided

Transit Operations and Maintenance Funding Estimates

Transit operations are funded with a mix of local, state, and federal funds. The transit system in Douglas County is a coordination of services owned and operated by the City of Lawrence, the University of Kansas, social service agencies that run paratransit vehicles, and Johnson County Transit that operates a commuter bus service called the K-10 Connector, which traverses between Lawrence and locations in Johnson County. K-10 Connector funding is programmed in the TIP produced by the Mid-America Regional Council (MARC), which is the MPO for the Kansas City area.

Transit O&M is the cost of operating transit service and maintaining the transit fleet. For example, this includes fuel, driver salaries, and purchasing transit vehicles.

Lawrence Transit

Lawrence Transit service uses federal, state, and local funds for operating and routine maintenance expenses for their fixed-route and complementary paratransit services. Lawrence Transit needs to pay for its services when they are rendered (i.e., when the buses are rolling, burning fuel and labor costs are incurred) by maintaining a cash flow to pay for its vendors and staff as they work. Unlike a road or a bridge that can be bonded for twenty years and paid for over time, transit operations are typically not paid for with debt service. For 2023, Lawrence Transit has an O&M budget of approximately \$17.7 million which is funded with a mixture of federal aid, state aid, and local funds. Due to the COVID-19 pandemic the U.S. Congress authorized the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which is providing \$3.9 million in operating funds over four years. Table 5 displays the Lawrence Transit O&M. The levels of O&M expenses and revenues shown in Table 5 are anticipated to continue through the four-year fiscally constrained period (2023-2026) since the CARES act funding is being spread out over 2020-2025).

Operations and maintenance funding for Lawrence Transit is shown in Table 9: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter).

The O&M costs are deducted from the estimated revenues; therefore, funding for O&M projects are not available for other projects and the TIP is fiscally constrained.

Table 5: Lawrence Transit O&M (Shown in \$1,000s)

FFY	2023	2024	2025	2026	Total
Total O&M	\$ 10,534	\$ 10,692	\$ 10,853	\$ 11,016	\$ 43,095

*Based on information provided by Lawrence Transit

University of Kansas (KU on Wheels) Transit Funding

The University of Kansas also provides transit services that are available to the general population as well as KU students and staff. Funding for the KU on Wheels system includes a considerable amount of funding that supports fixed route transit in Lawrence. The KU transit funding information listed in Table 6 gives a more complete and realistic account of the size and costs of the transit system in Lawrence.

The KU on Wheels (KUOW) and the Lawrence Transit services are integrated into one route and schedule system and both of these operations accept each other's bus passes. Even though these two services are coordinated into one route map and schedule book, only Lawrence Transit receives FTA funding. The KUOW part of the public transit system in Lawrence is fiscally constrained by the revenues provided by fees that support it.

Table 6: KU on Wheels (KUOW) O&M (Shown in \$1,000s)

	2023	2024	2025	2026	Total
Total O&M	\$ 2,526	\$ 2,526	\$ 2,526	\$ 2,526	\$ 10,103

*Based on information provided by KU on Wheels

Paratransit

The paratransit providers in the region mostly provide their own funds to operate their services, but in some cases receive a small amount of state operating subsidy from KDOT. Typically, this state operating assistance is only a few thousand dollars per year for each operator. Most of the federal and state aid to paratransit is for vehicle purchases. During the COVID 19 pandemic, additional funds were provided to agencies in 2020-2022. No pandemic related funding is budgeted for 2023 or beyond.

The MPO staff works closely with the KDOT transit staff, the Regional Transit Advisory Committee (RTAC), and the Urban Corridor Coordinated Transit Council members to keep informed about the status of paratransit operations and funding issues. Those paratransit issues are discussed in more detail in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP).¹

The combined O&M budget in the region, including Lawrence Transit, KU on Wheels, and the various paratransit providers, is \$30.3 million in 2023 (Table 7).

Table 7: Regional Transit O&M (Shown in \$1,000s)

FFY	2023	2024	2025	2026	Total
Total O&M	\$ 30.25	\$ 28.47	\$ 28.95	\$ 30.89	\$ 119

*Based on information provided by transit providers

Year of Expenditure (YOE) Inflation Factor

In addition to having a clearly identified source of funding for each roadway, bridge, transit, and enhancement project listed in the TIP, the project sponsor must also present their project costs in year of expenditure (YOE) dollars. This allows the project estimates to take into account inflation and should make them more realistic than using constant dollars. This fiscal analysis uses an annual inflation factor of 1.5% (which matches the Inflation Factor planned for T2050) for all TIP projects to determine the estimated costs in the year of expenditure. This inflation factor has been used since 2012 when it was developed by KDOT for use with federal aid projects. TAC and MPO Policy Board members agreed to the YOE inflation rate.

Demonstration of Fiscal Constraint

TIPs are required to have a four year fiscally constrained program of projects. Fiscally constrained means enough financial resources are available to fund projects listed in the TIP. Fiscal constraint also makes good sense.

The MPO accounts for O&M expenditures "Off the Top" from available funding before projects are programmed (Table 8). This ensures there is enough funding to operate, maintain, and preserve the existing transportation system (including roads, bridges, and transit services), which is a high priority of T2040.

¹ Access this plan at <https://www.lawrenceks.org/mpo/transit>.

Table 8: Funding Available for Projects after Accounting for all O&M Expenditures (in \$1,000s)

Subtracting O&M "Off the Top" (in thousands)					
	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Anticipated Funding	\$ 99,406	\$ 197,882	\$ 74,672	\$ 47,073	\$ 419,033
Anticipated O&M Expenditures	\$ 32,830	\$ 30,438	\$ 31,667	\$ 33,373	\$ 128,307
Funding Available for Projects	\$ 66,576	\$ 167,444	\$ 43,006	\$ 13,700	\$ 290,726

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2023 and 2024). Predicting the revenues which will be available and costs for projects in the second half of that period (2025 and 2026) are a more speculative exercise.

Financial data was collected as part of development of Transportation 2050. The Funding Summary in Table 9 shows the level of projected funding from reasonable sources and the total level of project funding programmed in this TIP are balanced and this TIP is fiscally constrained. The fiscal breakdown by funding source for all roadway and transit projects listed in the 2023-2026 TIP are shown in the table. The projects are shown by year and funding source.

Table 9: Funding Summary (in \$1,000s)

Anticipated Funding (in thousands)						
Funding Source		FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Transit	Federal	\$ 7,617	\$ 10,603	\$ 4,105	\$ 7,805	\$ 30,130
	State	\$ 6,620	\$ 1,721	\$ 3,222	\$ 1,722	\$ 13,284
	Local	\$ 23,979	\$ 10,691	\$ 11,891	\$ 11,234	\$ 57,794
Non-Transit	Federal	\$ 5,079	\$ 1,788	\$ 2,795	\$ 1,803	\$ 11,465
	State	\$ 37,847	\$ 35,559	\$ 212,442	\$ 38,733	\$ 324,580
	Local	\$ 36,235	\$ 37,865	\$ 34,043	\$ 25,937	\$ 134,080
Transit Total		\$ 38,215	\$ 23,014	\$ 19,218	\$ 20,761	\$ 101,208
Non-Transit Total		\$ 79,161	\$ 75,212	\$ 249,280	\$ 66,473	\$ 470,126
Grand Total		\$ 117,376	\$ 98,225	\$ 268,498	\$ 87,235	\$ 571,334

Anticipated funding is based on the revenue assumptions being prepared for Transportation 2050 and information provided by jurisdictions. Local transit funds include KU on Wheels funding. 1.5% growth is applied to the funding and the 2017 Lawrence sales tax referendum (funds roads/infrastructure and transit service) is assumed to be renewed thru 2050 for these projections. Advanced Construction Conversion converts state funding to federal funding.

Estimated Expenditures by Year and Funding Source (in thousands)							
Funding Source		FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total	
Transit	Federal Funds	FTA 5307	\$ 7,176	\$ 4,606	\$ 5,067	\$ 5,574	\$ 22,423
		FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5339	\$ 1,624	\$ -	\$ -	\$ -	\$ 1,624
	State-PT		\$ 1,155	\$ 1,155	\$ 1,155	\$ 1,155	\$ 4,620
	Local		\$ 10,526	\$ 4,590	\$ 5,261	\$ 5,340	\$ 25,717
Non-Transit	Federal Funds	CDBG	\$ 300	\$ 300	\$ -	\$ -	\$ 600
		HRRR	\$ -	\$ -	\$ -	\$ -	\$ -
		HSIP	\$ 1,500	\$ 500	\$ -	\$ -	\$ 2,000
		NHPP	\$ -	\$ -	\$ 13,739	\$ -	\$ 13,739
		STP	\$ -	\$ -	\$ -	\$ -	\$ -
		TA	\$ 1,500	\$ 2,558	\$ -	\$ -	\$ 4,058
	State		\$ 8,604	\$ 40,705	\$ (13,739)	\$ 3,000	\$ 38,570
	State AC Conversion*			\$ (500)	\$ (13,739)	\$ -	\$ (14,239)
	Local		\$ 14,580	\$ 15,306	\$ 5,400	\$ 6,000	\$ 41,286
Transit Total		\$ 20,481	\$ 10,351	\$ 11,483	\$ 12,069	\$ 54,384	
Non-Transit Total		\$ 26,484	\$ 58,869	\$ (8,339)	\$ 9,000	\$ 86,014	
Grand Total		\$ 46,965	\$ 69,220	\$ 3,144	\$ 21,069	\$ 140,398	

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

** While CDBG funding is not required to be in this TIP, it is part of #507 which includes various bike/sidewalk/ADA ramps projects in Lawrence.

4 | PERFORMANCE MEASURES ...HOW ARE WE DOING?

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act requires Performance-Based Planning and Programming (PBPP) in the development of the MTP and TIP. Transportation 2040 (T2040) is the region’s MTP. The TIP acts as the implementation arm of T2040. T2040 has 26 performance measures: 12 federally mandated and 14 community established. The T2040 performance measures promote the overarching goals shown below. Table 10 illustrates which T2040 goals the TIP’s projects are implementing.

Table 10: Projects addressing Transportation 2040 Goals

#	Project	Enhance transportation options & choices for improved system performance	Efficient movement of people, goods, & freight	Prioritize preservation, safety & security of the transportation system	Minimize adverse social, economic & environmental impacts created by transportation
106	Wakarusa Drive Extension	x	x	x	
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	x	x	x	
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)	x	x	x	
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.			x	
144	South Iowa St. Traffic Signal Improvement Project	x	x		
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	x		x	
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	x	x	x	
148	Bob Billings - Kasold to Wakarusa Dr.	x	x		
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	x	x		
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	x	x	x	
219	Rte 458/1055 Improvements: E 1500 thru E 1600			x	
230	Queens Road: 6th to North City Limits	x	x	x	x
234	23rd Street Reconstruction: Haskell to East City Limits	x	x	x	x
236	SLT/K-10 West Leg in Douglas County	x	x	x	x
237	SLT/K-10 West Leg in Douglas County	x	x	x	x
243	US-56 Improvements: Eisenhower St to 1st St		x	x	
248	Bridge 0964-1000 replacement			x	
249	Repair bridge #071 on K-10 in Douglas County			x	
300	6th and Massachusetts St Traffic Signal Improvement Project		x		
401	Independence Inc., FTA 5311 Operating & Capital	x		x	x
403	Lawrence Transit Capital Assistance	x	x	x	x
410	Lawrence Transit Central Station	x	x	x	x
412	Lawrence Transit Operating Funds	x	x	x	x
416	Lawrence Transit Electric Buses Phase 1	x			x
417	CARES Act Operating Funds	x	x	x	x
419	American Rescue Plan (ARP) Operating Assistance	x	x	x	x
420	Lawrence Transit Electric Buses Phase II	x			x
421	Zero-Emissions Transition Plan				x
422	Equitable and Accessible Bus Stop Amenities	x	x	x	x
423	AIC - Multimodal Transfer Facility Elements	x	x	x	x
424	AIC - Bus Technology, Accessibility, and Branding Enhancements	x			
425	Electric Buses Phase III	x	x		x
426	Microtransit Pilot	x	x		
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	x	x	x	x
509	West Baldwin Pedestrian/Bike Connectivity Project	x	x		x
513	Lawrence Safe Routes to School Phase 2 (2021)	x	x	x	x
514	Naismith Drive Mobility Enhancement	x	x		x
515	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	x	x	x	x
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	x	x	x	x
517	Baldwin City Sidewalk Gap Project	x	x	x	x
518	Eudora 10th St. Sidewalk Expansion	x	x	x	x
520	Lawrence Loop - Iowa Crossing	x		x	
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	x			
522	Lawrence Loop Trail from Queens Rd to Kasold	x			
600	Various Railroad Safety Projects in the Region		x	x	
605	DGCO: High Friction Surface Treatment			x	
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	x	x	x	x
608	Signal Improvement at US24/US40/US59 near Lawrence			x	

PBPP is accomplished by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet the targets. The federal performance measures include:

- Safety
- Pavement & Bridge
- System Performance
- Transit

Each federal measure has target setting requirements, which provides the MPO guidance for how our region is doing to achieve the measures. The MPO developed a rolling schedule to update performance measure data based on data availability and when targets are to be reported to KDOT. The most up-to-date data and targets can be found at <https://lawrenceks.org/mpo/t2040/pm>. Through the TIP development process, project sponsors were asked a series of questions to determine if the project would assist the MPO in reaching the region’s desired targets. For this discussion it is important to note, there are thirty (30) projects included in the fiscally constrained TIP.

Safety Targets

Safety targets are based on a five-year rolling average and annual targets are set. Table 11 displays the current safety targets for 2022. Safety data is obtained from KDOT each August and targets are determined for the next target year in October. Safety performance measures reflect data for all public roads including the number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries.

Table 11: L-DC MPO T2040 Safety Targets - 2022

Safety		2022
9)	Number of fatalities	14.9
10)	Rate of fatalities per 100 million VMT	1.1
11)	Number of serious injuries	24.1
12)	Rate of fatalities per 100 million VMT	2.4
13)	Number of non-motorized fatalities & serious injuries	3.3

TIP Projects Working Towards Safety Goals

All but one of the non-transit projects have some component to address safety concerns. They are categorized as intersection projects, railroad projects, standalone bicycle/pedestrian projects, roadway projects including bicycle and pedestrian elements, and roadway projects. Table 12 displays the projects per category and describes the safety impact of the improvement. Further, common improvements which improve safety and corresponding projects are listed below.

Common Improvements That Impact Safety

Separated or dedicated facilities for pedestrians and bicyclists

According to a report from the Office of the New York City Mayor, when protected bike lanes are installed, injury crashes for all road users (motorists, pedestrians, and bicyclists) typically drop by 40% and by more than 50% in some locations.¹ (Example: Project #512: Lawrence Loop Shared Use Path)

Dedicated vehicle turning movements lanes

By creating two way left turn lanes, vehicles are separated from through traffic improving traffic flow and reduce the potential risk of rear end crashes. (Example: Project #214: Wakarusa Dr. Reconstruction, Research Pkway to 23rd St)

Access management

¹ Howard Wolfson Memo on March 21, 2011 regarding Bike Lanes - http://www.nyc.gov/html/om/pdf/bike_lanes_memo.pdf

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

Roundabouts

According to AASHTO Highway Safety Manual, installing roundabouts reduce the types of crashes where people are seriously hurt or killed by 78-82% when compared to conventional stop-controlled and signalized intersections.¹ (Example: Project #230: Queens Road: 6th St to North City Limits)

Meeting design standards

The safety of the roadway can be improved by flattening roadside slopes and making geometric improvements to bring roadways up to design standards. (Example: Project #219: Route 458 Improvements, E 1500 to E 1600 & Route 1055, N940 to N1000)

Table 12: Projects addressing L-DC MPO Safety Targets

Roadway Projects that Improve Safety		
#	Project	Safety Improvement
106	Wakarusa Drive Extension	Remove arterial traffic from recreational areas, reduce fire and medical response time, and decrease vehicle use
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	Add bike facilities
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)	Geometric improvements
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.	Widen shoulders and acceleration/deceleration lanes
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	Reconstruction of pavement, sidewalks and bike improvements
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	Widen shoulders will allow for increased safety for bicyclists
148	Bob Billings - Kasold to Wakarusa Dr.	Separated ped/bike facility
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	Separated ped/bike facility
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	Sidewalks, bike facilities, two way left turn lanes
219	Rte 458/1055 Improvements: E 1500 thru E 1600	Provide paved shoulders and flatten roadside slopes
230	Queens Road: 6th to North City Limits	Geometric improvements to meet collector street standards, sidewalks, and bike facilities
234	23rd Street Reconstruction: Haskell to East City Limits	New sidewalks, bike facilities, turn lanes, and access management
236	SLT/K-10 West Leg in Douglas County	Additional through lanes, a new grade separated interchange and reconstructed interchanges, and a reduction of traffic conflicts and decision making points
237	SLT/K-10 West Leg in Douglas County	Additional through lanes, a new grade separated interchange and reconstructed interchanges, and a reduction of traffic conflicts and decision making points
243	US-56 Improvements: Eisenhower St to 1st St	Geometric Improvements
605	DGCO: High Friction Surface Treatment	Applying high-friction road surface treatment helps maintain pavement friction reducing crashes.

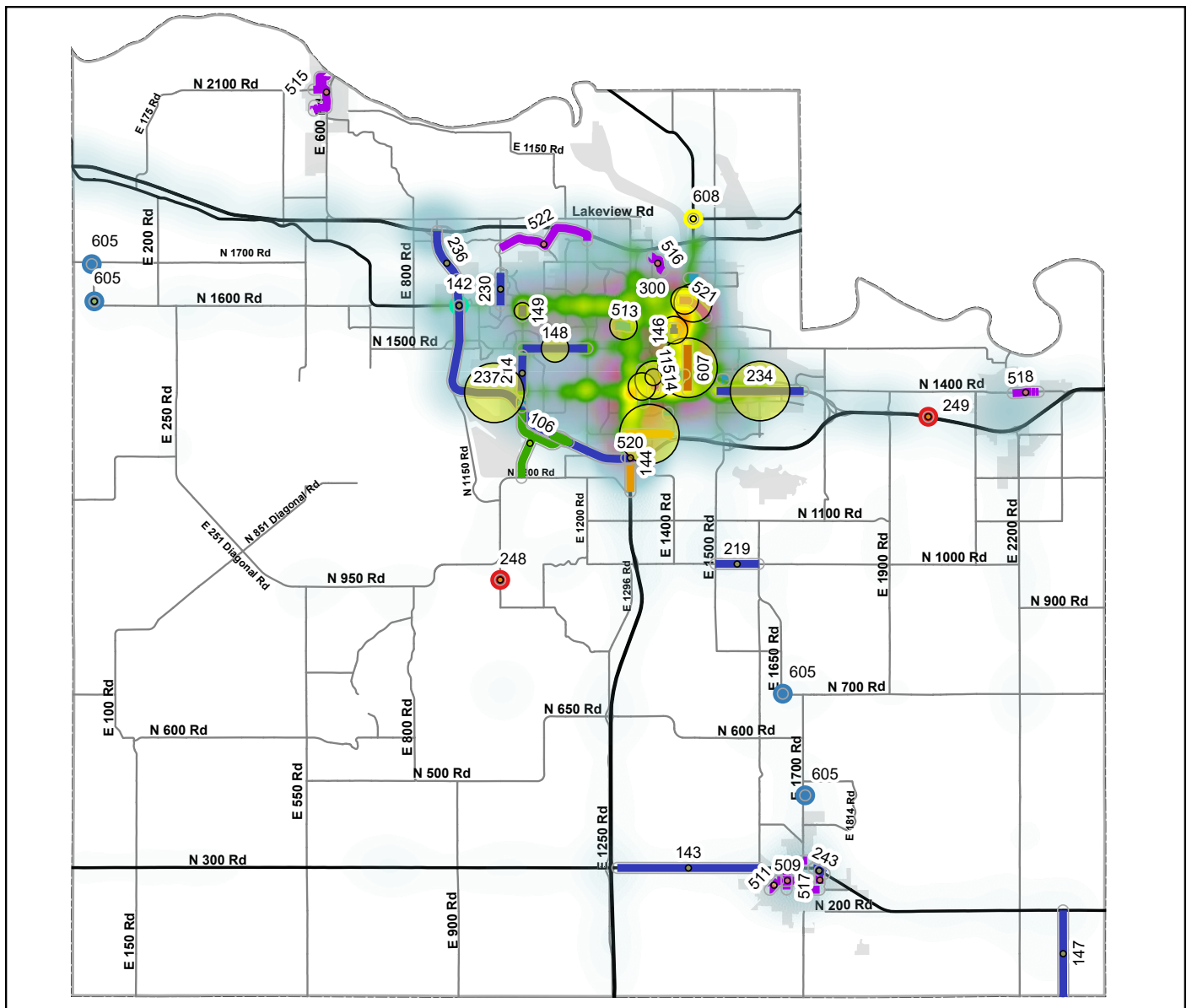
¹ FHWA's Office of Safety - <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts>

Table 12: Projects addressing L-DC MPO Safety Targets (Continued)

Bridge Projects that Improve Safety		
#	Project	Safety Improvement
248	Bridge 0964-1000 replacement	Replace with wider bridge
249	Repair bridge #071 on K-10 in Douglas County	Bridge repair
ITS Projects that Improve Safety		
#	Project	Safety Improvement
300	6th and Massachusetts St Traffic Signal Improvement	Pedestrian activation buttons and vehicle detection
144	South Iowa St. Traffic Signal Improvement Project	Improve traffic flow
608	Signal Improvement at US24/US40/US59 near Lawrence	Improve visibility
Bicycle & Pedestrian Projects that Improve Safety		
#	Project	Safety Improvement
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Provide dedicated space for pedestrians and bicyclists
509	West Baldwin Pedestrian/Bike Connectivity Project	ADA compliant sidewalks and separated ped/bike facility
513	Lawrence Safe Routes to School Phase 2 (2021)	Sidewalk
514	Naismith Drive Mobility Enhancement	Separated ped/bike facility
515	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	Sidewalk
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Separated ped/bike facility
517	Baldwin City Sidewalk Gap Project	Sidewalk
518	Eudora 10th St. Sidewalk Expansion	Sidewalk
520	Lawrence Loop - Iowa Crossing	Grade separated SUP crossing
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	Separated ped/bike facility
522	Lawrence Loop Trail from Queens Rd to Kasold	Separated ped/bike facility
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Ped/bike facility
Railroad Projects that Improve Safety		
#	Project	Safety Improvement
600	Various Railroad Safety Projects in the Region	This grouped project is for railroad safety projects that improve safety hazards at public railroad crossings. It targets known railroad safety issues throughout the region.

The MPO examined January 2012 to August 2022 crash data provided by KDOT to determine high crash locations. As shown in Figure 6, there were 18,613 crashes in this time frame within 1/8 mile of the TIP project locations, compared to a total of 28,576 total crashes in Douglas County.

Figure 6: TIP Projects at Crash Locations

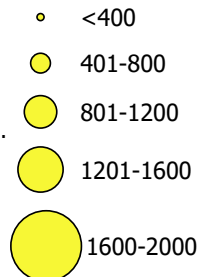


Overall Crash Heat Map



*The overall crash heat map includes pedestrian and bicycle crashes as well.

Vehicle Crashes within 1/8 Mile of TIP Project

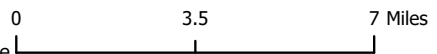


- Fiber
- Pedestrian/Bicycle
- Road
- Road, Bridge
- Safe Routes to School
- Safety

- Interchange
- Signal
- Surfacing
- Bridge
- City Limits
- County Limits

DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.



Date Exported: 09/13/2022
 Source: KDOT 2022
 Produced: Lawrence-Douglas County MPO



Pavement & Bridge Targets

Pavement data categorizes pavement as Good and Poor. Good condition suggests no major investment is needed, while poor condition suggests major reconstruction investment is needed. Pavement condition is evaluated by measuring International Roughness Index (IRI), Present Serviceability Index (PSR), Cracking Percent, Rutting, and Faulting (uneven slabs of concrete). Bridge data is based on deck area. Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. National Highway System (NHS) bridge condition and Interstate and Non-Interstate NHS pavement condition data is provided by KDOT. The bridge targets are shown in Table 13, while the pavement targets are in Table 14.

Table 13: L-DC MPO T2040 NHS Bridges by Deck Area Targets - 2022

Bridge	2022
14) Percentage of NHS bridges by deck area classified as in GOOD condition	95.8%
14) Percentage of NHS bridges by deck area classified as in POOR condition	0.0%

Table 14: L-DC MPO T2040 Interstate and Non-Interstate NHS Pavement Condition Targets - 2022

Pavement	2022
18) Percentage of pavements of the Interstate System in GOOD condition	96%
18) Percentage of pavements of the Interstate System in POOR condition	0%
19) Percentage of pavements of the Non-Interstate NHS in GOOD condition	58%
19) Percentage of pavements of the Non-Interstate NHS in POOR condition	3%

TIP Projects Working Towards Pavement & Bridge Goals

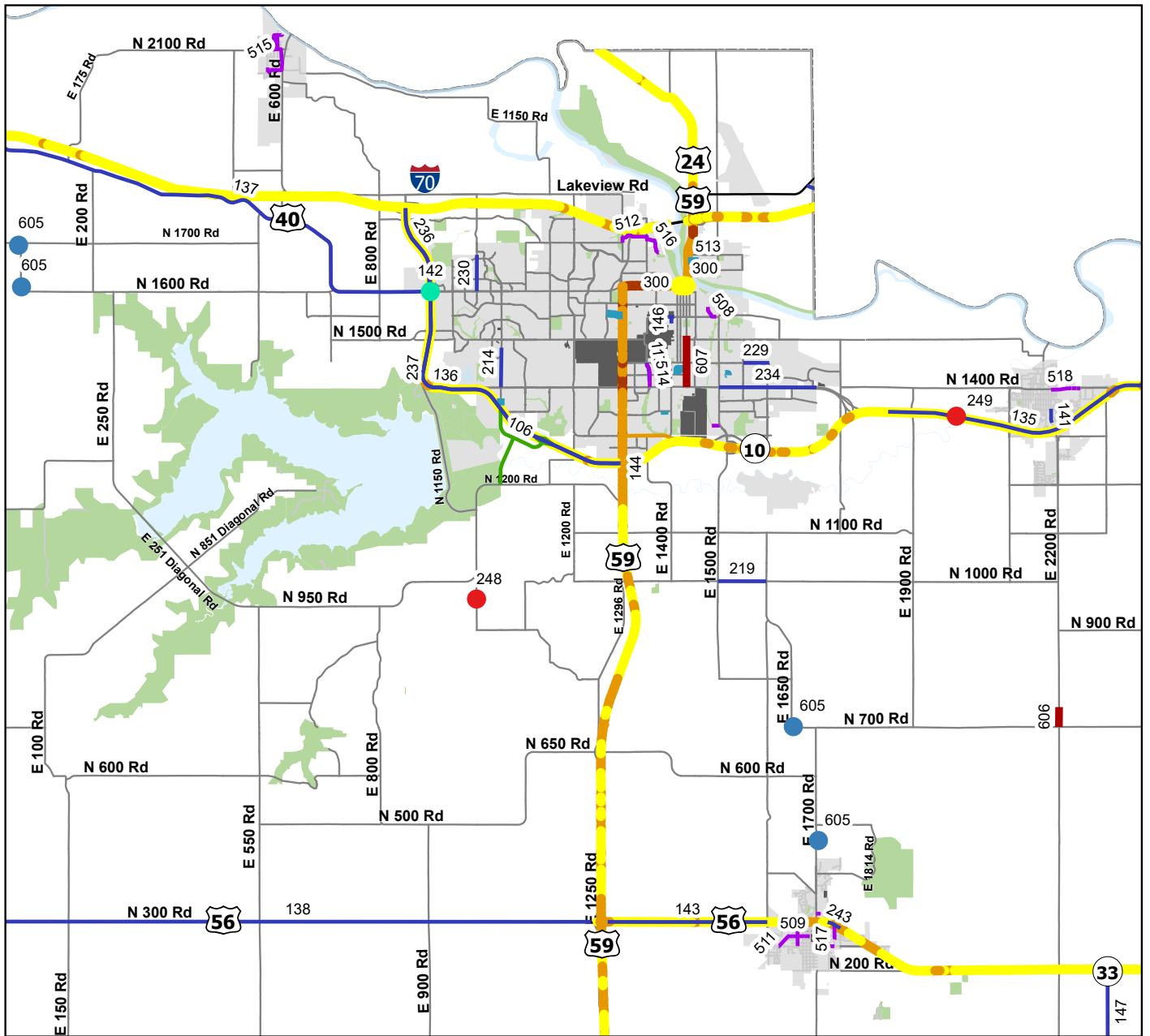
There are two bridge projects in the TIP. One is a NHS bridge - #249 the K-10 bridge over the Wakarusa River. Improving the overall quality of bridges in Douglas County will assist in achieving the local performance measures of improving non-NHS bridges. Table 15 displays the projects which improve pavement conditions.

Table 15: Projects Improving Pavement Conditions

#	Project	Year	Length	Cost
106	Wakarusa Drive Extension	2019-2025	2	\$ 12,750
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	2023-2024	0.5	\$ 4,300
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)*	2021-2025	0	\$ 16,556
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	2022-2023	1.47	\$ 7,300
219	Rte 458/1055 Improvements: E 1500 thru E 1600	2020-2021	1.6	\$ 3,609
230	Queens Road: 6th to North City Limits	2015-2022	0.75	\$ 3,800
234	23rd Street Reconstruction: Haskell to East City Limits	2020-2022	2.01	\$ 10,850
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.*	2021-2025	3.75	\$ 1,200
148	Bob Billings - Kasold to Wakarusa Dr.	2025-2026	1.5	\$ 13,100
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	2022-2023	0.25	\$ 1,750
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	2023-2024	1.1	\$ 1,600
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	2022	2.01	\$ 2,000
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	2024-2025	0.25	\$ 1,250
	* Project on NHS			

Figure 7 displays TIP projects and NHS pavement condition. It assists in determining if projects will assist in improving "poor" pavement and achieving our pavement condition targets. The other projects which are not on the NHS will help achieve the local performance measures of improving non-NHS major roads (collector and above) pavement condition.

Figure 7: Fiscally Constrained TIP Projects and Pavement Data



- | | | | |
|---------------------------|-------------------------|-----------------|-------------------------|
| 2021 Pavement Data | ● Signal | ■ Parks | — Pedestrian/Bicycle |
| — Good Pavement | ● Surfacing | ■ University | — Road |
| — Fair Pavement | — Pedestrian/Bicycle | ■ Water | — Road, Bridge |
| — Poor Pavement | — Road | ■ City Limits | — Safe Routes to School |
| ● Bridge | — Road/Bridge | ■ County Limits | — Safety |
| ● Interchange | — Safe Routes to School | — Fiber | |

DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a

0 3 6 Miles

Date Exported: 09/16/2022
 Source: KDOT 2021
 Produced: Lawrence-Douglas County MPO

System Performance Targets

Reliability performance measures relate to person-miles traveled on the Interstate and Non-Interstate NHS, as well as truck travel time reliability on the Interstate. This equates to consistency or dependability of travel times. This data all comes from National Performance Management Research Data Set (NPMRDS) RITIS. The Interstate (I70) is maintained by the Kansas Turnpike Authority (KTA). Table 16 displays the system performance reliability targets.

Table 16: L-DC MPO T2040 Reliability Targets - 2022

System Performance	2022
6) Percent of the Person-Miles Traveled on the Interstate That Are Reliable (LOTTR)	99%
6) Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (LOTTR)	99%
8) Truck Travel Time Reliability (TTTR) Index on the Interstate system	1.07

TIP Projects Working Towards System Performance Goals

There are no TIP projects that are part of the interstate system. Thus there are no specific projects working to achieve the person-miles traveled and truck travel time reliability targets pertaining to the interstate (T2040 PM 6 and 8). Furthermore, the data is provided as a set number by from NPMRDS RITIS and there is no way to determine which portion of the roadway is assigned a specific score. There are five (5) projects on the Non-Interstate NHS, but none of them improve the person-miles traveled reliability (LOTTR) as none of the projects are adding auto capacity.

Transit Targets

Transit State of Good Repair measures include the Useful Life Benchmark (ULB) for revenue and non-revenue vehicles by auto type including full-sized buses, cutaway buses, vans, minivans, SUVs, and automobile. The percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale is another federal performance measure, but there are no federally funded transit facilities in the MPO area. The MPO supports the State's target, but collected transit state of good repair information for local planning purposes only (Table 17).

Table 17: L-DC MPO T2040 Transit State of Good Repair Targets (Useful Life Benchmark – ULB)

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

The Useful Life Benchmark (ULB) is the expected service years for a vehicle class. For example, a minivan is expected to last for at least 8 years. The MPO supports the State's targets. Targets set in the State TAM Plan are used for federal reporting. The L-DC MPO Target are for local planning purposes only.

Table 18 displays the Lawrence Transit 2020 Safety Targets. Lawrence Transit accepted the State's targets for all of the measures except system reliability. Safety events are comprised of collisions, fires, hazardous material spills, act of nature (Act of God), evacuation, or [other safety occurrence not otherwise classified] occurring on transit right-of-way, in a transit revenue facility, or in a transit revenue vehicle and meeting established NTD thresholds. These measures will be updated yearly.

Table 18: Lawrence Transit Safety Targets - 2020

Mode of Transit Service	Fatalities (per 100 Thousand Vehicle Revenue Miles)		Injuries (per 100 Thousand Vehicle Revenue Miles)		Safety Events (per 100 Thousand Vehicle Revenue Miles)		System Reliability (Vehicle Revenue Miles/Failures)
	Fatalities (Total)	Vehicle Revenue Miles)	Injuries (Total)	Vehicle Revenue Miles)	Safety Events (Total)	Vehicle Revenue Miles)	
Fixed Route Bus Service	0	0	2	0.2	2	0.2	40,000
Demand Response Bus Service	0	0	2	0.2	2	0.2	40,000

Source: 2020-State Sponsored Agency Safety Plan Lawrence Transit and Kansas Department of Transportation. Lawrence City Commission 8/18/2020.

TIP Projects Working Towards Transit Goals

According to information provided by project sponsors, five (5) out of fourteen (14) transit projects will help address the transit useful life benchmark (shown in Table 19). The projects include purchasing new transit vehicles and preventative maintenance on vehicles. By purchasing these new vehicles the overall percentage of vehicles at or exceeding the Useful Life Benchmark (ULB) will be reduced (Table 19), Further, the Lawrence Transit Capital, Operating, and Electric Buses projects will work towards meeting the Lawrence Transit specific System Reliability Transit Safety target shown in Table 18 These projects are shown in Table 20.

Table 19: Projects addressing L-DC MPO Transit Useful Life Benchmark Targets

#	Project	How the Project Improves Transit ULB
401	Independence Inc., FTA 5311 Operating & Capital	Vehicle preventative maintenance/Purchase New Vehicle
403	Lawrence Transit Capital Assistance	Purchase paratransit vehicles
412	Lawrence Transit Operating Funds	Vehicle preventative maintenance
416	Lawrence Transit Electric Buses Phase 1	Replaces five diesel powered buses with electric buses
420	Lawrence Transit Electric Buses Phase II	Replaces two diesel powered buses with electric buses

Table 20: Projects addressing Lawrence Transit Safety Targets

Transit Projects that Improve Safety		
#	Project	Safety Improvement
419	American Rescue Plan (ARP) Operating Assistance	Transit safety

Progress towards Targets

In summary, based on information available, the MPO believes we are on track to meet the goals set in Transportation 2040.

Evaluating Performance over Time

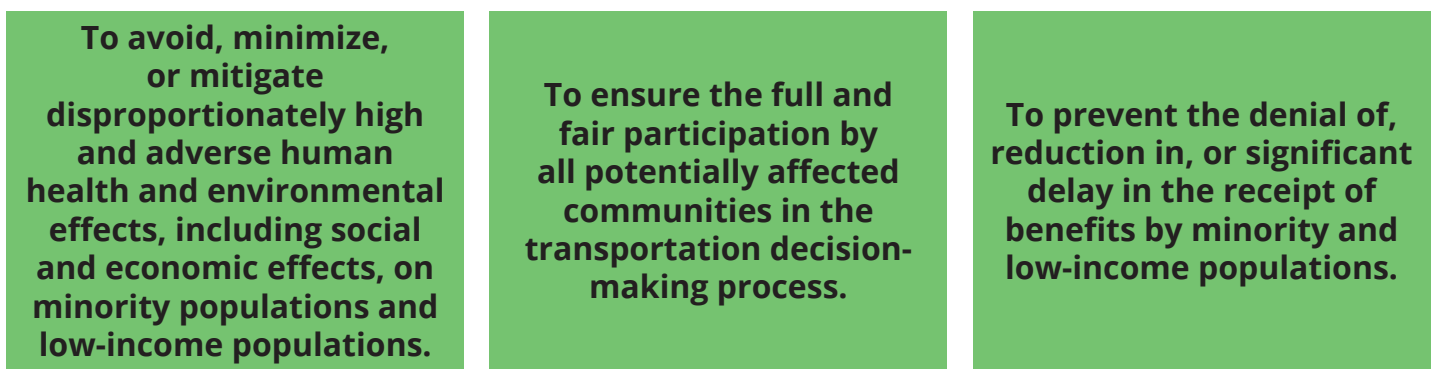
Federal performance measures will be tracked annually in the performance measure report – T2040 Appendix F: System Performance Report, which will be updated on a rolling basis based on when data is available. View the most current data at the performance measure website:

<https://lawrenceks.org/mpo/t2040/pm>. Performance measures will be evaluated as part of the annual report process and may be altered as the MPO Policy Board deems necessary (based on the Public Participation Plan (PPP)). Evaluating performance measures will be updated when a full TIP update is completed or if regulations have changed requiring an update.

ENVIRONMENTAL JUSTICE REVIEW & EQUITY ...HOW ARE WE ELEVATING EQUITY?

The Environmental Protection Agency (EPA) defines Environmental Justice as the “fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies.” Environmental Justice (EJ) is a federal requirement that projects using federal funds be selected and distributed fairly to all people regardless of income or race and that all people have equal access to the benefits afforded by federally funded projects as well as equal access to the decision-making process for the selection of those federal projects.¹ This concept is conveyed in the three Environmental Justice Principles shown in Figure 8.

Figure 8: U.S. DOT Environmental Justice Principles



Read about how the MPO is providing access to the transportation planning process at www.lawrenceks.org/mpo/public_participation.²

Methodology for Identifying EJ Populations

The MPO identifies minority and low income populations and evaluates their proximity to TIP projects at a regional scale. The MPO then examines the distribution of funds. However, ultimately project selection and scope are the responsibility of the project sponsor. Thus the MPO recommends project sponsors consider equity when selecting projects.

Define Target Populations and Thresholds

Low-income and minority populations were identified in the MPO area. This is done by utilizing Census block groups and 2011-2015 American Community Survey (ACS) 5-year estimate data. Block groups are determined to meet the EJ threshold if they meet either of the criteria listed below.

Low/Moderate Household Income Population, by 2010 Census Block Groups (and April 2019 income data)

The threshold for low/moderate household income was 51 percent or more of the population residing in households earning less than 80 percent of the area’s median income. The City of Lawrence Neighborhood Resources Division of the Planning and Development Services Department currently

¹ This policy is defined in Executive Order 12898 that was signed by President Clinton on February 11, 1994.

² Title VI Civil Rights and Environmental Justice Non-Discrimination issues can be found in the MPO’s Title VI Program Manual and the Public Participation Plan. More Environmental Justice information related to programs, including MPO operations which are funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), can be found at the following website: https://www.fhwa.dot.gov/environment/environmental_justice/

uses this information to identify areas within the community that have higher concentrations of low and moderate income residents. This data is updated every five years unless there is a change to the census tracts and block group boundaries. Various housing rehabilitation program funds and Community Development Block Grant (CDBG) funds are targeted toward these areas.

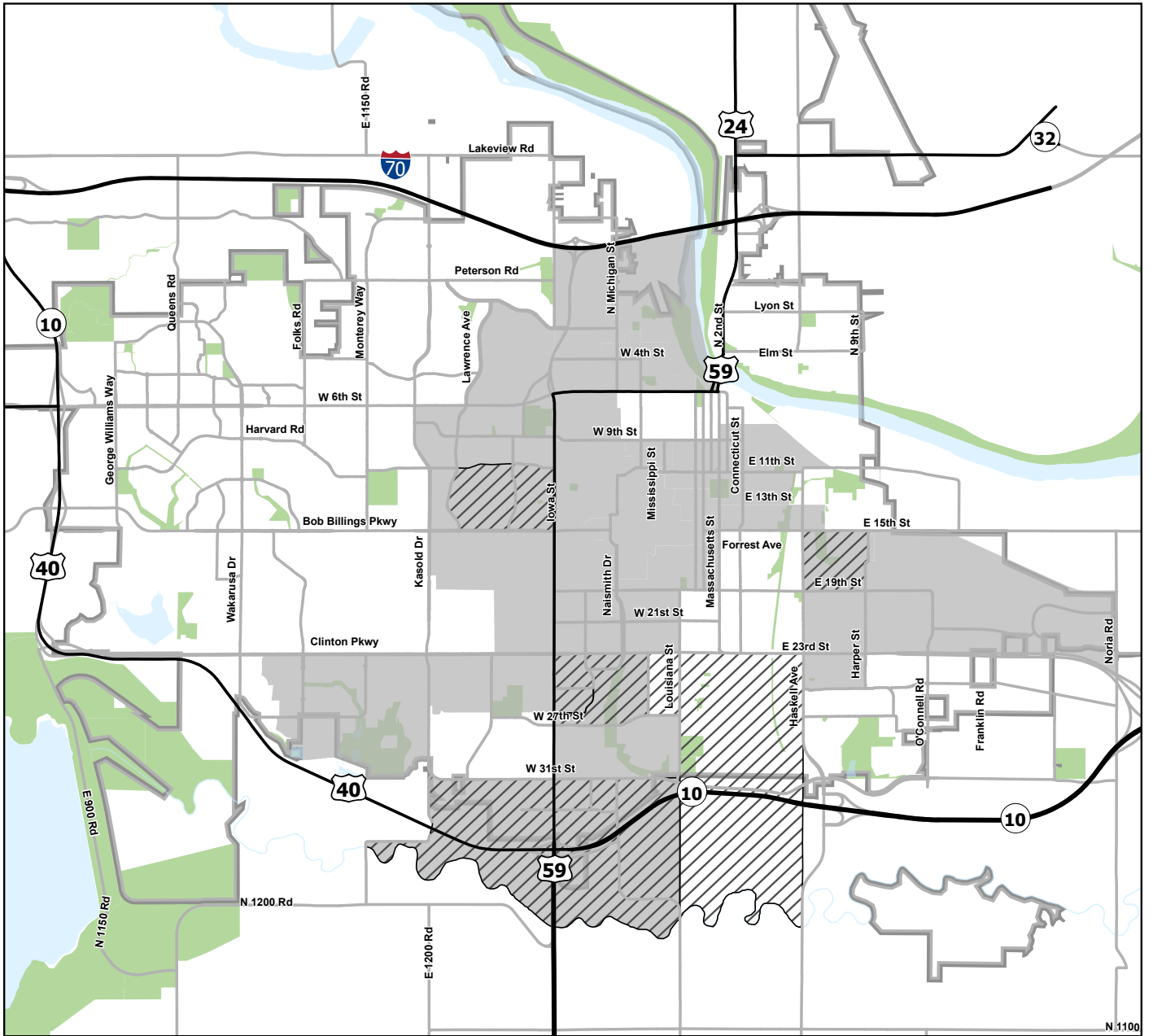
135% of Mean Minority Population, by 2020 Census Block Groups

The US Census Bureau collects demographic data for race and ethnicity. The majority race in this region is White/Caucasian and the other races, as well as those of Hispanic or Latino origin, collectively are considered as the minority group population for this EJ analysis. Census Block Group data indicates 22.6% of Douglas County belongs to a minority population. A threshold of 135% of the county average is used to assess Block Groups with high concentrations of minority populations. 135% of 22.6% is 30.5%, meaning Block Groups that exceed 30.5% minority population are classified as EJ zones. Figures 9 and 10 show these EJ zones.

Transportation Disadvantage

Similar to EJ review, evaluating transportation disadvantage provides a data driven approach to understanding distribution of transportation networks, services, and projects. Transportation disadvantage builds upon the approach of EJ but includes additional criteria. These criteria include: households with a person who has a disability, people who have less than a high school education, minorities, single parent households, zero vehicle households, population under 18 and over 65, and low-moderate income households. This TIP does not include analysis of transportation disadvantage but it is a tool that can be used for project selection. To view more information visit <https://lawrenceks.org/mpo/transportation-disadvantaged>.

Figure 9: EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- Parks
- City Limits
- Minority Block Groups
- Water

DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

0 1.25 2.5 Miles

N

Date Exported: 9/13/2022
 Source: 2016-2020 ACS 5-yr Est. & CDBG
 Produced: Lawrence-Douglas County MPO

Assess and Analyze Investments in the TIP

When assessing and analysing investments in the TIP and their effect on EJ populations and Transportation Disadvantaged Populations it is more than only the location of projects and how many are (or aren't) in EJ areas. Further, considerations for long and short term effects of projects must be considered. The term "Disproportionately High and Adverse Effects" is utilized in this analysis, which refers to interrelated social and economic effects which may include:

- Bodily impairment, infirmity, illness or death.
- Air, noise, water pollution and soil contamination.
- Destruction or disruption of man-made or natural resources.
- Destruction or diminution of aesthetic values.
- Destruction or disruption of community cohesion or a community's economic vitality.
- Destruction or disruption of the availability of public and private facilities and services.
- Vibration.
- Adverse employment effects.
- Displacement of persons, businesses, farms or nonprofit organizations.
- Increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community.
- The denial of, reduction in or significant delay in the receipt of benefits of Federal Highway Administration (FHWA)/Department of Transportation (DOT) programs, policies or activities.

Disproportionately high and adverse effects refer to effects that:

1. Are predominately borne by a minority population and/or low-income population.
2. Will be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Analysis of Road/Bridge & Bicycle/Pedestrian TIP Projects

The following pages present information about the TIP projects and their impact on EJ zones and Transportation Disadvantaged Populations. Although the MPO does not select projects, it is the MPO's duty to present data and information related to equity to assist project sponsors in selecting projects which will not disproportionately have high and adverse effects on low income, minority, or other transportation disadvantaged populations.

The fiscally constrained TIP projects were mapped to see where the projects intersect with EJ zones. Not all TIP projects could be mapped for the EJ analysis. This analysis does not include transit allocations, planning studies, and projects that are not limited to a specific point on a map. Table 22 shows the total 2021-2024 TIP projects, the TIP projects that were able to be mapped, and the mapped TIP projects that are within the EJ zones.

Thirty-three (33) projects were mapped in this 2023-2026 TIP, for a combined total of \$154.4 million. Of the 33 mapped projects in the TIP, 13 are considered EJ projects for the purpose of this analysis for a total improvement cost of \$66.6 million (as shown in Table 21). Approximately 43% of the total funding for the 33 mapped projects will be invested in EJ zones. These projects are within or intersect a road that is in an EJ zone or along an EJ zone border and are shown in Figure 10.

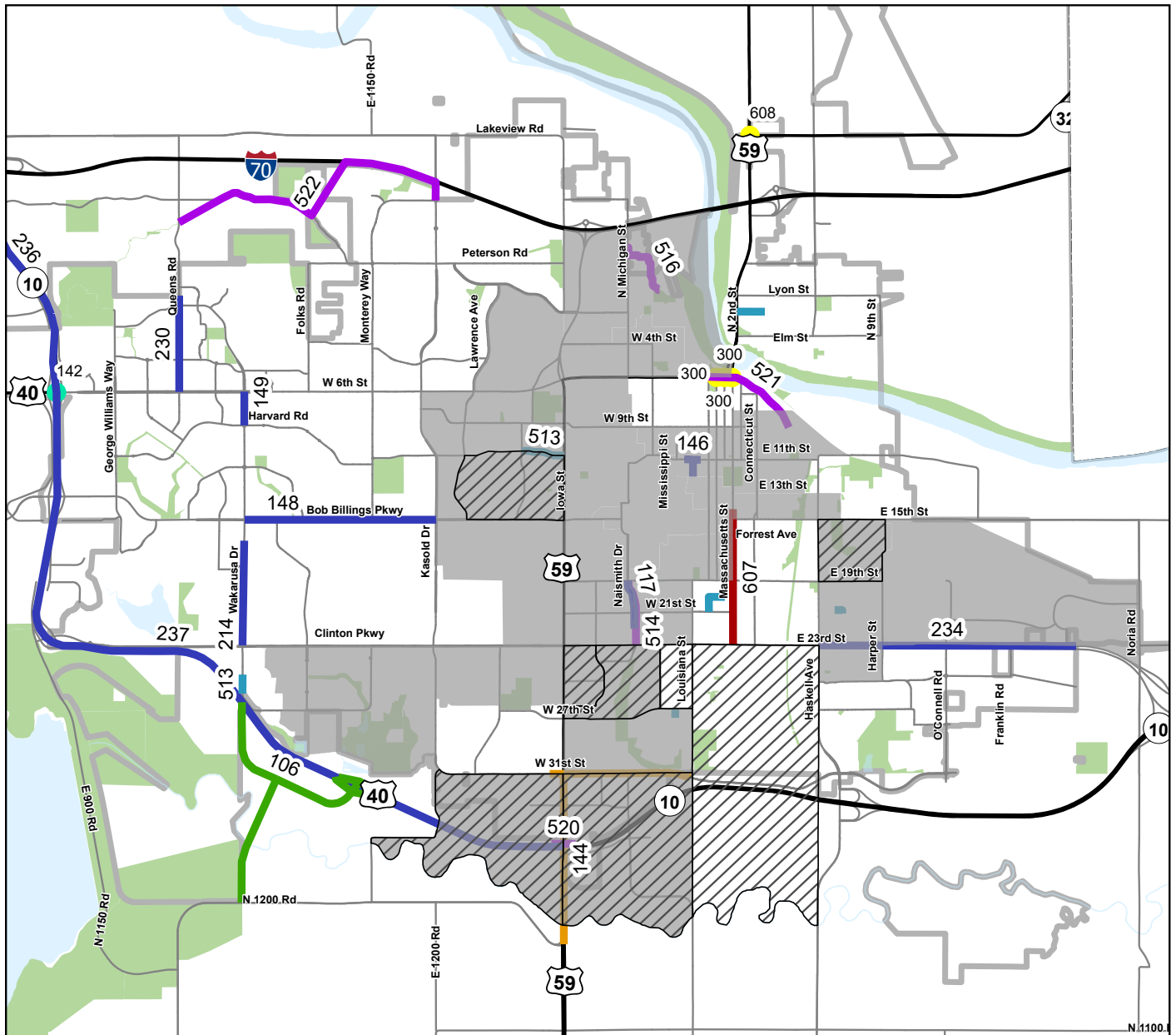
Table 21: Fiscally Constrained TIP Projects (shown in \$1,000s)

	Number of Projects	Total Project Costs*
TIP Projects (2023-2026)	48	\$ 221,025
TIP Projects Mapped (2023-2026)	33	\$ 154,433
TIP Projects Mapped In EJ Zones (2023-2026)	13	\$ 66,592
*Total project costs include project phases outside of the TIP years (2023-2026)		
Note: TIP Project 507 Various Lawrence Sidewalk/Bike/Ped/ADA Ramps Projects are not mapped but EJ prioritization is included in the process of project selection, thus this project was included in the projects mapped in EJ zones.		

Table 22: EJ Zone Projects (shown in \$1,000s)

#	Project Name	Project Type	Miles of New Bikeway	Miles of New Sidewalk	Total Project Cost
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	Road	0.5	0	\$ 4,300
144	South Iowa St. Traffic Signal Improvement Project	ITS	0	0	\$ 863
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	Road	0.25	0.05	\$ 1,750
234	23rd Street Reconstruction: Haskell to East City Limits	Road	TBD	TBD	\$ 10,850
237	SLT/K-10 West Leg in Douglas County	Road/Interchange	0	0	\$ 30,800
300	6th and Massachusetts St Traffic Signal Improvement Project	ITS	0	0	\$ 700
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Pedestrian/Bicycle	TBD	TBD	\$ 3,650
513	Lawrence Safe Routes to School Phase 2 (2021)	Transportation Alternatives	0	0.9	\$ 675
514	Naismith Drive Mobility Enhancement	Pedestrian/Bicycle	0.25	0.25	\$ 412
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Transportation Alternatives	0.47	NA	\$ 1,451
520	Lawrence Loop - Iowa Crossing	Pedestrian/Bicycle	0.03	0	\$ 1,898
521	Lawrence Loop Trail - Kaw River - 7th street to Constant Park	Pedestrian/Bicycle	0.5	0	\$ 9,905
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Safety	1.1	0.25	\$ 1,600
		Totals	3.1	1.45	\$ 68,854

Figure 10: MPO Fiscally Constrained Programmed Projects in Relation to EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- | | | | |
|---|-------------|--------------------|-----------------------|
| Low-Moderate Income Block Groups | Parks | Fiber | Safe Routes to School |
| 99% Confidence Interval Minority Block Groups | University | Pedestrian/Bicycle | Safety |
| | Water | Road | Signal |
| | City Limits | Road, Bridge | |

DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

0 1 2 Miles

Date Exported: 9/20/2022
 Source: 2016-2020 ACS 5-yr Est. & CDBG Income
 Produced: Lawrence-Douglas County MPO

EJ analysis is more than just the location of the projects and how many are (or aren't) in EJ areas. Therefore additional data was gathered on the projects and the EJ zones. Projects were evaluated to determine their contribution to meeting the region's performance measure goals. Information was gathered about the EJ zone versus the rest of the County. As shown in Table 23, 13% of the miles of road centerline are located in the EJ zone, while the EJ comprises 4% of the total square miles for the County and 53% of the total population. The EJ zone has a per capita spending on TIP projects of \$1,065 compared to \$1,510 in the non EJ zone. The geographic distribution of projects in relation to defined EJ zones indicated EJ areas are not being denied the benefit of federal transportation spending.

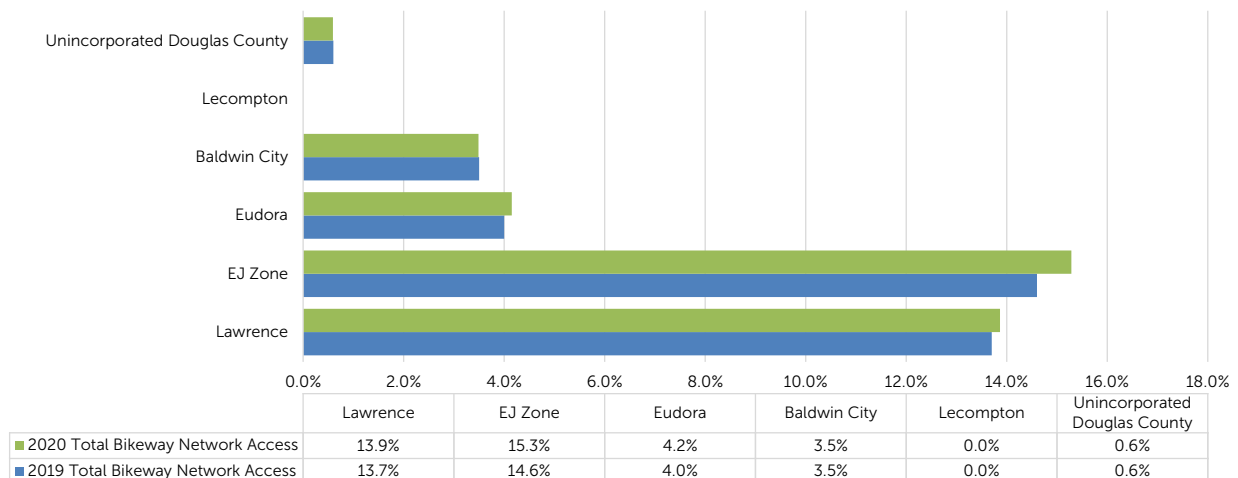
Table 23: EJ Zone Statistics v. Douglas County

	Total Douglas County	Non EJ Zone	EJ Zone	EJ Zone%
# of Road Centerline Miles	1451	1260	191	13%
Square Miles	475	456	19	4%
Population	121,304	56679	64,625	53%

Transportation 2040 has twenty-six (26) performance measures, a mixture of federally required and locally developed measures. Several of them address access and transportation barriers.¹ The analysis below delves into the measures and the anticipated impacts of the projects programmed in this TIP.

Access to the bicycle and pedestrian networks is also important when considering equity. Access is directly tied to health equity. Health inequities can refer to people having difficulties obtaining medical services, high transportation costs, and long commute times. Transportation 2040 Performance Measure #1 is the percentage of households who have access within a ¼ mile to the bikeway network (bicycle boulevard, bike lane, protected bike lanes, shared use path). Overall access to the bicycle network is slightly higher in EJ areas than non EJ areas.

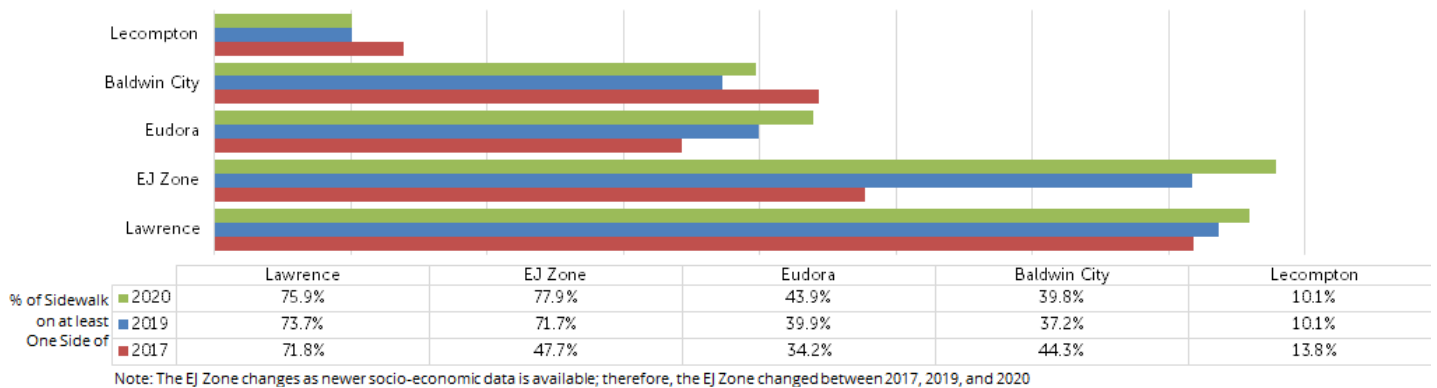
Figure 11: Percentage of Households who have Access within 1/4 mile to the Bikeway Network (T2040 PM1)



Note: The EJ Zone changes as newer socio-economic data is available; therefore, the EJ Zone changed between 2019 and 2020.

Another measure to measure access to bicycle and pedestrian facilities is Transportation 2040 Performance Measure #2 (Percentage of public streets with sidewalks on at least one side). Overall access to the pedestrian network is slightly higher in EJ areas than non EJ areas. Access provides mobility and opportunities to improve quality of life, thus projects should be prioritized in the EJ areas which provide transportation choices. There are thirteen (13) projects in the FFY2023 TIP which will add to the bicycle and pedestrian networks thereby increasing access. At least 2.5 miles of new sidewalks and 3.1 miles of new bikeways will be constructed in the EJ zone. These numbers do not take into account facilities on 23rd St. Reconstruction: Haskell Ave. to East City Limits (234) or the Various Lawrence Sidewalk/Bike/Ped/ADA Ramps (507) projects as the miles have not been determined. Project 514 – Naismith Mobility Enhancement – is installing sidewalk and transit connections and improvements in an EJ area. This project will pave the existing “goat path” where people have historically walked. Project 507 – Various Lawrence Sidewalk/Bike/Ped/ADA Ramps – is a grouped project for the dedicated funding for non-motorized projects and ADA Ramps in Lawrence. Approximately \$675,000 of local funding is available every year for dedicated bicycle and pedestrian projects and \$325,000 of local funding is programmed every year for improving ADA ramps. The dedicated bike/ped funding utilizes the Non-Motorized Projects Prioritization Policy to select projects. Consideration of equity in distribution of projects in EJ zones is part of the selection process. Also \$300,000 of Community Development Block Grant (CDBG) is budgeted to the City of Lawrence to address sidewalk and ADA ramp issues in the low/moderate income areas (a portion of the EJ zones). The City is allocated a percentage of CDBG funding each year so the \$300,000 is a place holder. All of the local and federal funding used to build new miles of bikeway and sidewalk will improve connectivity and mobility for all populations.

Figure 12: Percentage of Public Streets with at Least Sidewalk on One Side of Streets (T2040 PM2)



The Center for Neighborhood Technology’s Total Driving Costs tool measures the costs of car ownership and use for jurisdictions.¹ It utilizes a variety of data points to determine if transportation costs are unaffordable, which are any costs that are higher than 15% of an aver

¹ Access the Center for Neighborhood Technology’s Total Driving Costs tool at: <https://htaindex.cnt.org/total-driving-costs/>

Table 24: Average Cost of Transportation per Household (T2040 PM22)

	Total Annual Transportation Costs	Annual Transportation Costs % Over Affordable
Lawrence	\$ 12,900	141%
Eudora	\$ 15,059	165%
Baldwin City	\$ 15,232	166%
Lecompton	\$ 16,868	184%
Douglas County	\$ 13,725	150%

Note: Annual Household Income: \$61,020

15% of Income for Transportation = Affordable: \$9,153

Transportation costs are considered affordable if they are 15% or less of household income; This calculation used gas priced at \$3.80 and Regional Typical Household Characteristics. Data was gathered in 2017, an update will be completed when the CNT has grant funding potentially in 2021.

Source: Center for Neighborhood Technology's Total Driving Costs Tool

<https://htaindex.cnt.org/total-driving-costs>

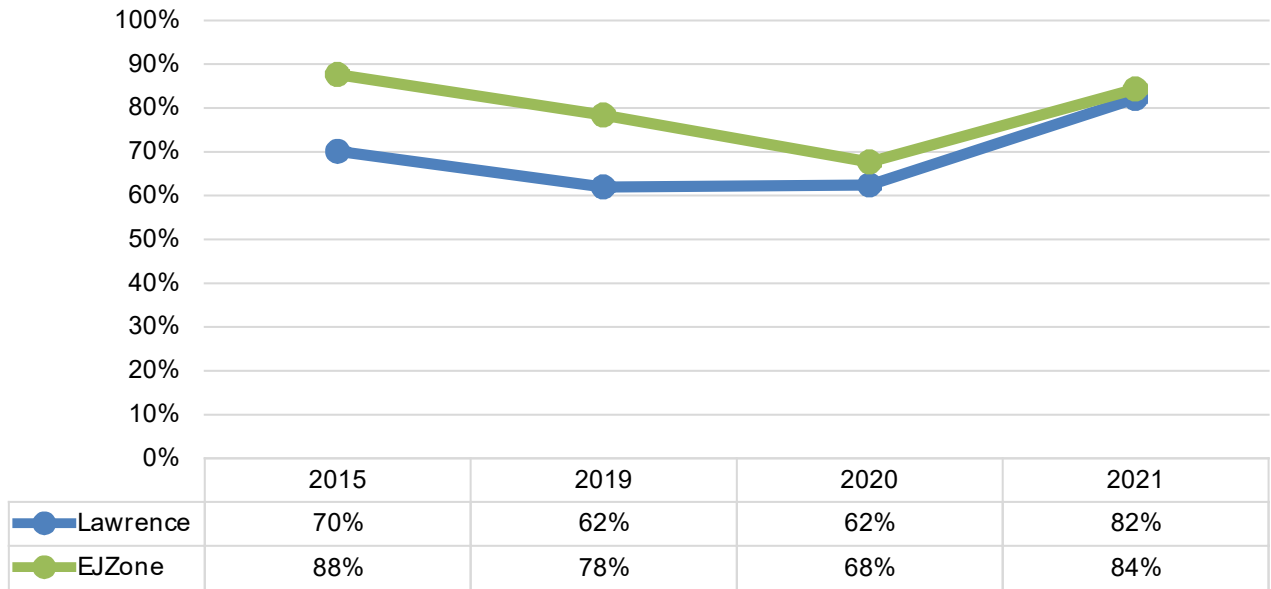
Another consideration is safety. Both vehicle and non-motorized (bicycle riders and pedestrian) crashes between 2017 and 2021 were mapped. A heat map showing the crashes and the number of crashes near TIP projects is found in Figure 6 (in the Performance Measure Chapter).

Analysis of Fixed Route Transit TIP Projects

Lawrence Transit & KU on Wheels 2022 fixed routes are shown on Figure 21. Sixteen (16) or 80% of the current routes have 30 minute or less service during peak times. As resources become available, Lawrence Transit & KU on Wheels are transitioning routes which warrant increased service to 30 minute or less service during peak times; however, KU on Wheels has seen recent service reductions due to budget constraints. Route information can be accessed at www.lawrencetransit.org/routes. None of the Lawrence Transit projects were mapped because transit service occurs throughout the community and is not located on one fixed point. Lawrence Transit projects include operating costs for fixed route and paratransit services, as well as the capital costs associated with vehicle acquisition.

Transportation 2040 Performance Measure #5 is the percentage of households with access within a 1/4 mile to a bus stop (Figure 13). Overall access to bus stops in EJ areas in comparison to Lawrence as a whole has increased since 2015. The Naismith Drive Mobility Enhancement (# 514) project will increase access by installing sidewalk leading to a bus stop. There are other unmapped bicycle and pedestrian projects (CDBG and Lawrence dedicated bicycle and pedestrian projects) which will likely improve access. Future analyses will evaluate the access added by these projects.

Figure 13: Percentage of Households with Access within a ¼ Mile to a Bus Stop (T2040 PM5)

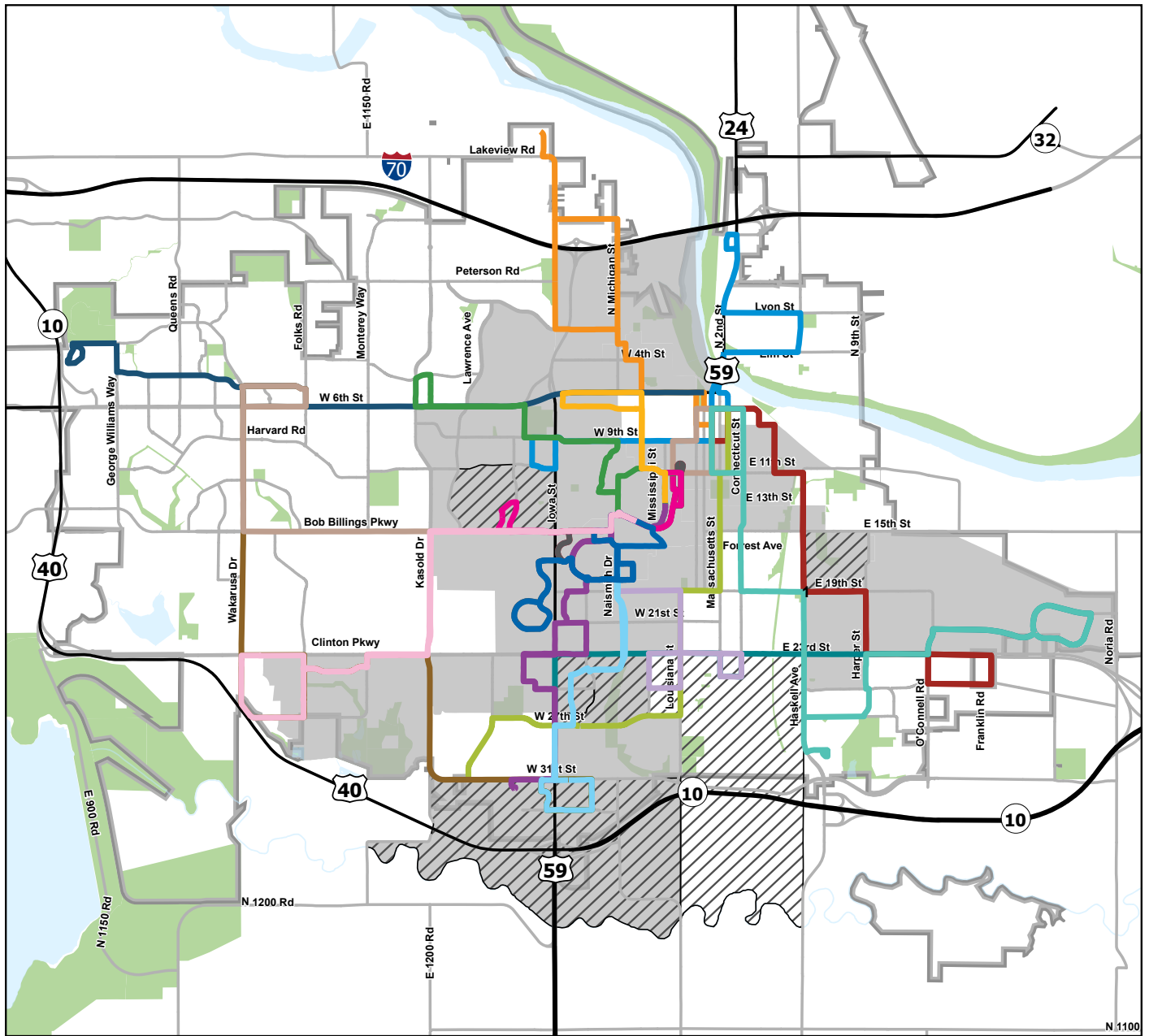


Note: Access was calculated for the EJ zone that existing in 2021 has not been calculated for the EJ area included in this TIP. The EJ Zone changes as newer socio-economic data is available, including in 2019 and 2020

For the case of federally supported transit services, both the fixed route system and paratransit service areas, cover parts of Douglas County with low-income and/or minority populations (Figure 14). Therefore, the TIP projects associated with these transit and paratransit services are all considered to serve EJ populations and to be located in EJ zones for the purpose of this analysis. If there is any difference with EJ zones it seems to be that some EJ zones receive greater choice and frequency of transit services because those areas coincide with the parts of the region with population densities high enough to support frequent fixed route transit (see the transit routes overlaid on population estimates in Figure 15).

Further, maps were created to determine the percentage of households within the EJ zones that are within a ¼ mile buffer of transit routes and the Transportation Disadvantaged Population overlaid with the fixed route transit routes. As shown in Figure 13, approximately 84% of households within the EJ zones are within ¼ mile of a transit route. A ¼ mile is generally the distance people are comfortable walking. Thus, 84% of households within EJ zones have easy to access transit service, thereby expanding their mobility.

Figure 14: Fixed Route Transit Routes 2022 in Relation to EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- 2022-2023 Transit Routes
- Water
- Minority Block Groups
- Parks
- City Limits

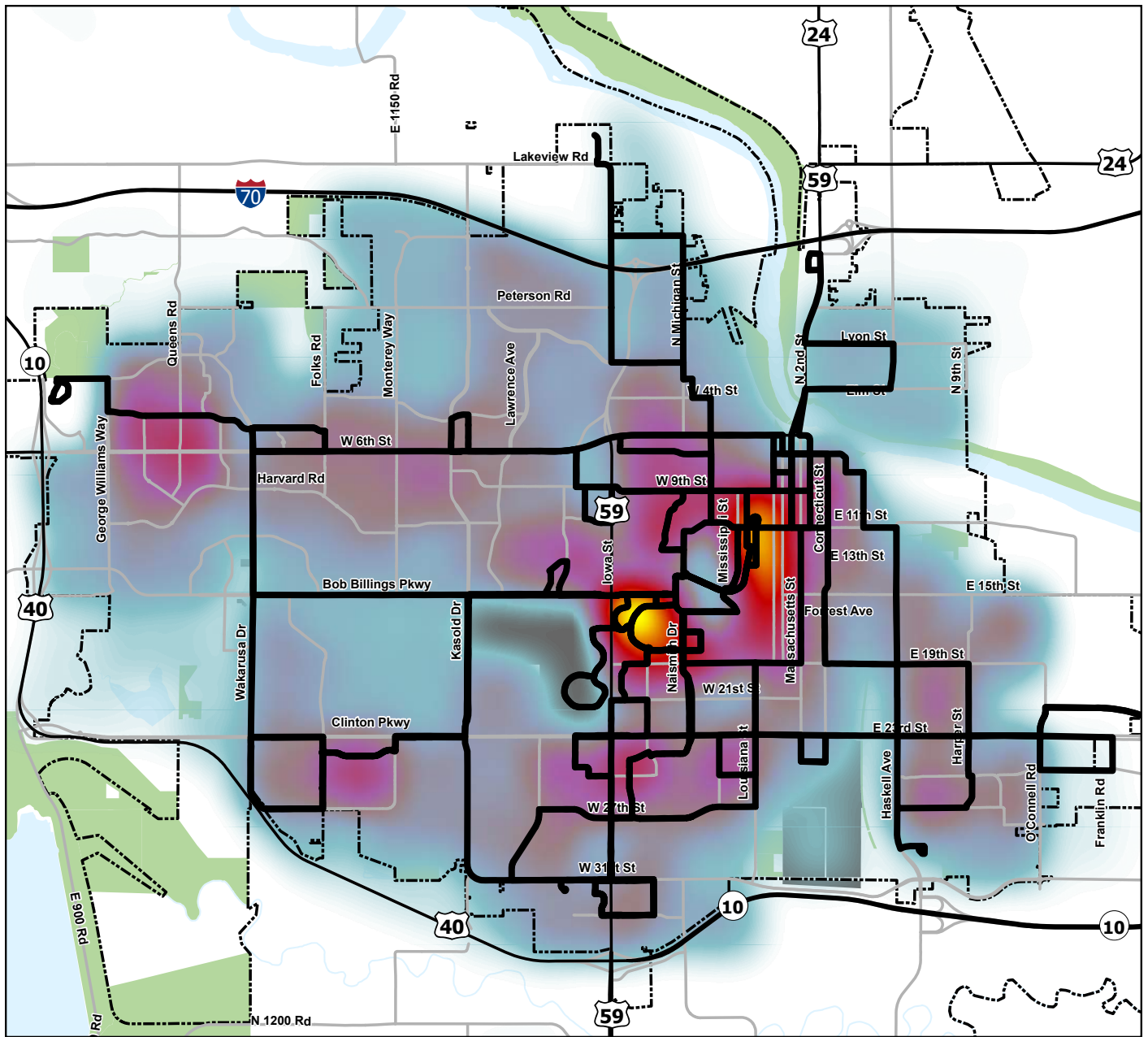
DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

N

0 1.25 2.5 Miles

Date Exported: 9/13/2022
 Source: Lawrence Transit, 2016-2020 ACS 5-yr Est. & CDBG Income
 Produced: Lawrence-Douglas County MPO

Figure 15: Lawrence Transit 2022 Routes and 2020 Population Estimate Densities



2020 Population Estimates	2022-2023 Transit Routes	University	City Limits
Least Dense	Parks	Water	
Most Dense			

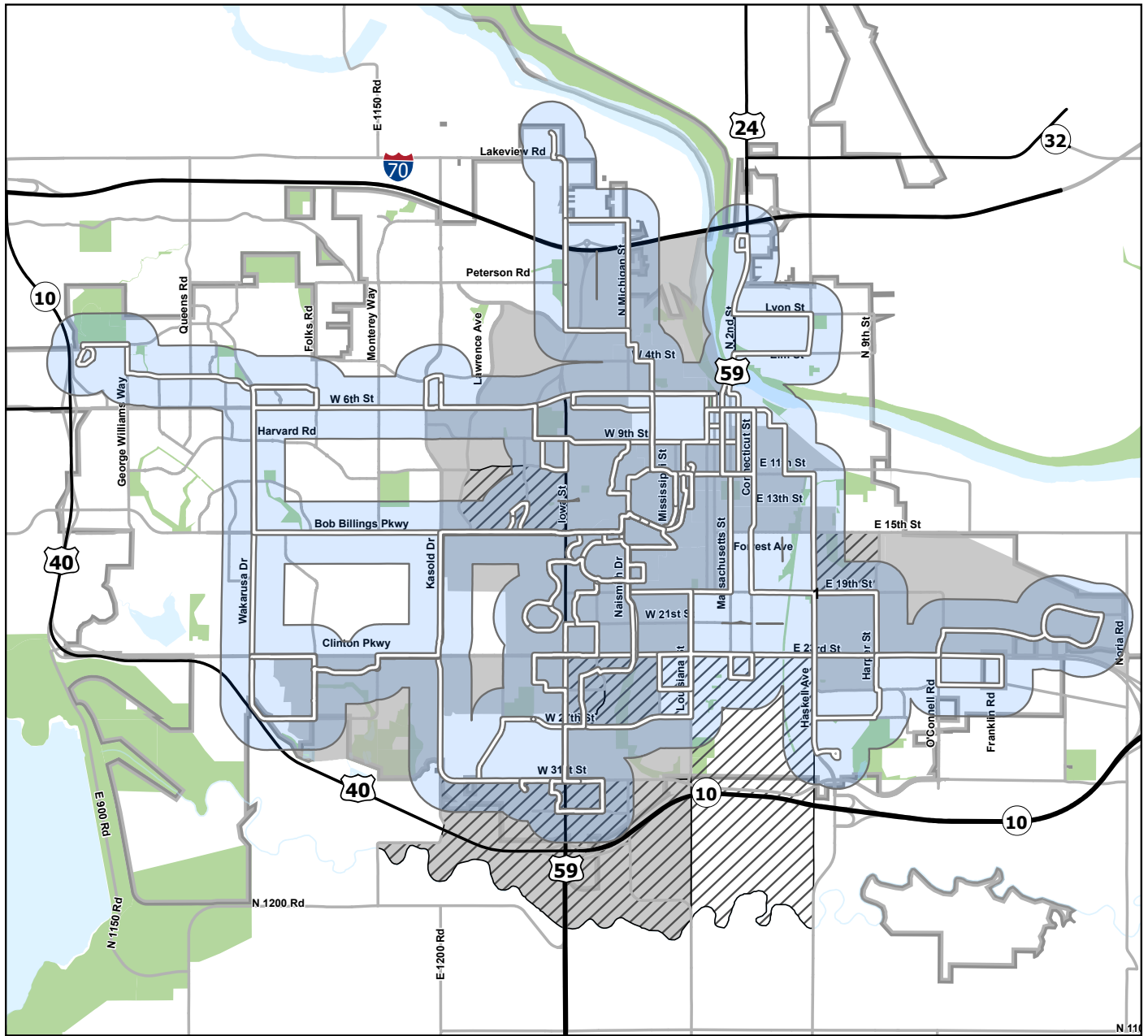
DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

0 1 2 Miles

Date Exported: 9/21/2022
 Source: Lawrence Transit & Plan 2040 Population Est.
 Produced: Lawrence-Douglas County MPO

Figure 16: Fixed Route Transit Route Buffers 2022 in Relation to EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- 1/4 Mile Bus Route Buffer 2022-2023
- Minority Block Groups
- Water
- Transit Routes 2022-2023
- City Limits

DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

N

Date Exported: 9/13/2022
 Source: Lawrence Transit, 2016-2020 ACS 5-yr Est. & CDBG Income
 Produced: Lawrence-Douglas County MPO

Conclusion

Reviewing the assessment and analysis in this chapter the MPO believes there are no significant EJ issues with the selection of roadway, bridge, pedestrian/bicycle, or transit projects in Douglas County. This TIP includes projects inside and outside of EJ zones. Although not covered under Executive Order 12898, populations that may be transportation disadvantaged – people who have a disability, people who have less than a high school education, single parent households, zero vehicle households, and population under 18 and over 65 – were spatially analyzed and appear to be served by federal transportation investments.

The region's transportation projects are selected based on the merit of the project and the need for improvements to the transport system without any intended bias towards impacting EJ areas any more than any other area in the region. However, paying particular attention to EJ and Transportation Disadvantaged Areas when project selection occurs by the local entities will ensure equitable outcomes can be achieved. The MPO should continue to encourage best practices by project sponsors through project prioritization measures, such as scoring for EJ considerations and quality public participation.

Furthermore, future performance measure reports will include an analysis about the Transportation Disadvantaged Population access to the bikeways (PM1), sidewalk (PM2), and transit stops (PM5).

PLANNING & ENGINEERING FACTORS FOR LOCAL PROJECT CONSIDERATION

APPENDIX A

Planning Factors

- Is the project consistent with the goals and objectives found in the Metropolitan Transportation Plan (MTP)?
- Is the project listed as a recommended transportation system improvement in the MTP?
- Is the project regionally significant as defined by federal regulations and the latest Regionally Significant Policy approved by the MPO?
- Is the project consistent with the latest MPO/FHWA approved Functional Classification Map?
- Is the project consistent with the latest locally approved comprehensive plan (including the land use plan, area plans, Safe Routes to School, and other comprehensive plan elements/chapters) covering the project location?
- Does the project include provisions for transit, bicycle, and pedestrian movements (including students and ADA accessibility) as needed to provide a regional multimodal transportation system?
- Has the project sponsor considered Title VI, Environmental Justice (EJ), and Transportation Disadvantage Populations impacts in the planning for this project, and if the project is in a minority and/or low-income area has the project sponsor considered and addressed the Title VI and EJ issues related to the project?
 - Federally required EJ characteristics include: minority and low-income populations
 - Transportation disadvantages populations include: households with a person who has a disability, people who have less than a high school education, minorities, single parent households, zero vehicle households, population under 18 and over 65, and low income households.
- Has the project sponsor received public comments about this project and if received considered those public comments in the planning and design of the project?
- Is the project eligible for the type of federal and/or state funding being proposed for it, and is there adequate funding available for the project in the year it is proposed?

Engineering Factors

- Does the Project address a facility that has (existing or projected) a high volume to capacity ratio indicating it or will experience significant congestion and lower levels of service?
- Does the project location have a traffic accident history marked by a higher than expected accident rate which, along with other accident attributes, indicates that an engineering change could reduce the number and/or severity of crashes?
- Does the project location have pavement conditions noting a deteriorated state showing that the facility is in need of improvements to maintain its function and/or that those improvements can be made economically now before more costly reconstruction is needed?
- Does the project site include geometric design that is inadequate by current standards and does the project sponsor have documentation that this design is hampering the facility's ability to handle the traffic loads and/or vehicle sizes using the facility in a safe and efficient manner, and does the project sponsor plan to address those geometric deficiencies as part of this project?
- Does the project site or facility have structural deficiencies indicating that the facility is near the end of its projected lifespan and that it will need frequent maintenance to function adequately, and does the project sponsor plan to address these structural deficiencies as part of this project?
- Have safety concerns involving motorists, bicyclists, pedestrians and/or transit users and transit operations been identified at the project location and does the project sponsor plan to address those concerns as part of this project?
- Has the project location met minimum engineering standards set by the project sponsor that indicate the facility is in need of improvement, rehabilitation or replacement?

*This list is not exhaustive. It is used at the discretion of local governments and project sponsors and may be changed in the future.

B

DEFINITIONS OF MAJOR PROJECTS & SIGNIFICANT DELAY

APPENDIX B

Roadways (including intersections and bridges)

The major roadway projects include projects located on a roadway classified by the MPO as a Major Collector or higher, with construction costs of at least \$2.0 million and that have at least one of the following attributes:

- Designed to increase roadway capacity and/or decrease traffic congestion
- Designed to improve safety
- Designed to replace aging infrastructure and bring it up to current standards
- Results in significant delay and/or detours during construction

Major projects do not include the following types of projects that are considered to be routine maintenance projects: mill & overlay, micro-abrasion, micro-surfacing, crack sealing, concrete rehabilitation, curb repairs, sweeping, mowing, spot repairs, and interim measures on detour routes.

Transit Facilities and Services

The major transit projects include projects that need to be listed in the TIP because they use federal funding and/or are regionally significant, have a total cost of at least \$1.0 million, and meet at least one of the following criteria:

- Acquisition of three or more new transit vehicles
- Addition or expansion operations and/or maintenance buildings
- Initiation of new transit service or expansion of transit services into territory not previously served

Major transit projects do not include the following types of projects that are considered to be routine: preventive maintenance on transit vehicles; purchase of spare parts, shop supplies and fuel; annually received formula based operating assistance; purchase of bus stop signs, shelters and related items; scheduled purchases of one or two transit vehicles; staff training and recruitment; and other routine operational activities.

Bikeway and Pedestrian Facilities

The major bikeway and pedestrian projects includes projects that need to be listed in the TIP because of federal funding and/or regional significance, and meet at least one of the following criteria:

- Total project cost of at least \$ 500,000
- Construction of bikeway or pedestrian facility (or extension of existing facility) into a location where a bicycle/pedestrian facility did not exist before

Major bikeway/pedestrian projects do not include the following types of projects that are considered to be routine maintenance projects: patching, crack sealing, curb repairs, sweeping, mowing, spot repairs, landscaping maintenance, sign replacements, and other routine operational activities.

Significant Delay

The term significant delay will be defined as two years or more from the year first listed for the project in the previous TIP.

C

PROGRESS ON PREVIOUS TIP PROJECTS

APPENDIX C

The following projects from the previous 2021-2024 TIP were implemented between the start of 2021 and the approval date for this new 2023-2026 TIP.

Table C-1: Completed Projects

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
107	Road	Kasold Drive Reconstruction: Clinton Pkwy to HyVee	Lawrence	Kasold from 22nd St to Clinton Pkwy	Reconstruction of street including pavement, storm sewer, sidewalks, bicycle facilities, and median.	2017-2020
135	Road	K-10: West of E1900 East to DG/JO County Line Surfacing	KDOT	Beginning 0.48 miles West of E1900 thence east to the Douglas/Johnson County line	Surfacing	2019-2021
136	Road	K-10: West Leg Surfacing	KDOT	Beginning at Junction I-70/KTA/K-10 thence east to Junction K-10/US-40/US-59	Surfacing	2020-2021
137	Road	US-40 in Douglas County (1R Project)	KDOT	US-40: 0.15 miles East of the DG/SH county line east to Junction US-40/K-10	Surfacing	2020-2021
138	Road	US-56 in Douglas County (1R Project)	KDOT	US-56: OS/DG county line East to 0.22 miles west of Junction US-59/US-56	Surfacing	2020-2021
141	Road	Church Street Improvements: 15th St. to 14th St.	Eudora	Approximately 1,550 feet of improvements to Church St. beginning 600' south of the 15th St. intersection, north through the 14th St. intersection.	Expand & add drive/turn lanes, traffic signal at 15th St, curb & gutter, improved stormwater facilities & drainage, pedestrian infrastructure (crosswalks, ADA ramps, sidewalks, multi-modal transportation stops).	2021
145	Road	US-24 Surfacing: Junction US-24/K-32 to the Douglas/Leavenworth County Line	KDOT	Junction of US-24/K-32 to the DG/LV County Line	Ultrathin Bonded Asphalt Surfacing (UBAS) and Rumble Strips on Centerline	2022
208	Road	Route 1055 at North 700 Curve	Douglas County	Route 1055 from 725 North to 1670 East	Roadside safety improvements, replace two bridges and one culvert.	2020
220	Road	Route 1055 Improvements: N1000 to N1180	Douglas County	N1000 to N1180	Construct paved shoulders; replace narrow culvert; flatten roadside slope.	2019-2020
229	Road	19th Street Reconstruction: O'Connell Rd to Harper St	Lawrence	O'Connell Rd to Harper St	Reconstruct & tie into venture park and construct sidewalk & shared use path.	2016-2021

Table C-1: Completed Projects (Continued)

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
506	Transportation Alternatives	Lawrence Safe Routes to School TA Phase 2	Lawrence	Various sidewalk along 6 streets in Lawrence	New sidewalk construction along designated Safe Routes to School. Driveway and sidewalk ramp construction will be included for ADA compliance.	2018-2019
508	Transportation Alternatives	Lawrence Loop Shared-Use Paths - 8th St to 11th St & 29th St	Lawrence	11th St to 9th St through Hobbs Park and along Delaware St & 29th St Haskell Rail Trail to Haskell Ave	Design and construction of 10' shared-use path	2019-2021
510	Transportation Alternatives	Bluejacket Trail: Phase II	Eudora	1201 Cedar St. to 1702 Cypress Ct. in Eudora	Design, engineer, and construct an ADA-compliant, approximately 7,050' long, 8' wide shared-use path.	2019-2020
512	Transportation Alternatives	Lawrence Loop Shared Use Path: Peterson Rd to Michigan St	Lawrence	Begins at the intersection of Peterson Rd and N Iowa St, ends at Michigan Rd 1/2 mile north of W 2nd St	Design and construction of 10' shared use path.	2020-2022
606	Safety	Rte 1061 / Rte 460 Intersection Safety Improvement	Douglas County	E 2200 RD from N 700 RD 0.3 miles north	Improvements to improve sight distance at the intersection of two county routes.	2022-2023
700	Other	South Lawrence Trafficway Widening Study	KDOT	K-10 West Leg in Douglas County US 59/K10/Iowa to I70/KTA/K10 Junction	Study K10 becoming a 4-lane freeway. This project will review project area issues, current transportation needs, impacts on current projects, interchange configurations and reevaluate the environmental documentation for the preferred improvements.	2015-2018
705	Other	K-10 (US-40) & 27th St/Waka. Intersection Improvements	KDOT	K-10 and 27th St/Wakarusa	Intersection improvement: add EB right turn lane on K-10, extend WB turn lane on K-10, add a NB right turn lane, revise pavement markings, mill & overlay north and south intersection legs & reconstruct sidewalk crossing. Permanent seeding & signage.	2019-2020
706	Intersection	Traffic Signal Coordination Study	Lawrence	Arterial streets	Provide a comprehensive update to the traffic signal system, optimize operations and development of a long-term city-wide traffic signal coordination and timing program.	2019

Major Projects from the 2019-2022 TIP That Were Significantly Delayed

Table C-2: Significantly Delayed Projects

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
106	Road, Bridge	Wakarusa Drive Extension	Douglas County/Lawrence	Clinton Parkway to N 1200 Rd	New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River. *Alignment not finalized	2019-2025
214	Road	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	Lawrence	Wakarusa: Research Pkwy to 23rd St	Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements, and multimodal facilities.	2022-2023
219	Road	Rte 458/1055 Improvements: E 1500 thru E 1600	Douglas County	E1500 to E1600 & N940 to N1000	Construct paved shoulders; replace narrow bridges and culvert; flatten roadside slope; and improve intersections.	2020-2021
230	Road	Queens Road: 6th to North City Limits	Lawrence	6th St to North City Limits	Construct Queens Road, roundabout at Overland Dr & Queens Rd, construct sidewalk & bike lanes.	2015-2022
234	Road	23rd Street Reconstruction: Haskell to East City Limits	Lawrence	Haskell Ave to East City Limits	Reconstruction of street including pavement, storm sewer, geometric improvements and multimodal facilities.	2020-2022
243	Road	US-56 Improvements: Eisenhower St to 1st St	KDOT	Eisenhower St to 1st St	Improvements to US-56 - Realign Eisenhower and construct 3 lane US-56 in Baldwin City.	2021

D

LATEST FEDERAL FISCAL YEAR - LIST OF OBLIGATED PROJECTS

APPENDIX D

The purpose of this listing is to illustrate the progress of federal aid transportation projects in the region as they move through the years in the TIP projects table and onto the recently obligated projects list. Projects are listed based on the year the federal funds were obligated, not necessarily the year the construction of the project began. The federal amount represents the federal funds spent on the project.

The table below describes projects listed in the TIP that were obligated in the previous Federal Fiscal Year (FFY). A listing of projects with federal aid obligated in the previous FFY are presented to the MPO each year for review either as part of a TIP approval or amendment or as a separate memo.

The listing will be available on the MPO website and is sent to the Kansas Department of Transportation who will then distribute the listing to the FHWA and the FTA for informational purposes.

Table D-1: Obligated Projects From FFY2022

Lawrence-Douglas County MPO Area - List of Project for Which Federal Funds Were Obligated in FFY 2022										
Transit Projects										
MPO #	KDOT #	Project Name/Location	Project Description	Federal Funding Source	Federal Funds Requested in TIP	Cost in \$1,000's			Bike &/or Ped Elements	Project Status
						Federal Funds Obligated in FFY 2022	Federal Funds Obligated To Date (Cumulative)	Federal Funds Remaining/Unliquidated Obligation		
412	FFY 2021 5307 FTA	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	5307	\$2,532	\$1,360	\$1,442	\$1,091	No	Active
412	FFY 2020 5307 FTA	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	5307	\$2,523	\$1,673	\$2,523	\$0	No	Active
417	FFY 2021 CARES Act	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	CARES Act	5307 ACTUAL \$2,429	\$2,429	\$5,440	\$1,686	No	Active
416	FFY2021 5339 FTA	Lawrence Transit Electric Buses	Procurement of five battery electric buses to replace five diesel powered buses, associated charging infrastructure, and project management.	5339	\$3,756	\$3,427	\$3,527	\$229	no	Active
Non-Transit Projects										
MPO #	KDOT #	Project Name/Location	Project Description	Federal Funding Source	Federal Funds Requested in TIP	Cost in \$1,000's			Bike &/or Ped Elements	Project Status
						Federal Funds Obligated in FFY 2022	Federal Funds Obligated To Date	Federal Funds Remaining		
605	C-5065-01	Douglas County: Horizontal Curves on RS-212 and RS-210 STIP project	Apply high-friction surface treatment - child project of a	HSIP	\$1,011	\$1,011	\$1,011	\$0	No	Active
705	KA-3634-08	US-40/K-10 at 27th Street Intersection Imp DG Co	Intersection Improvement adding eastbound right turn lane on US-40/K-10, extend westbound turn lane on US-40/K-10 and add a northbound right turn lane, revise pavement markings, mill and overlay north/south intersection legs and reconstruct sidewalk crossing. Permanent seeding and signing.	HSIP	\$768	\$36	\$768	\$0	No	Complete
509	TE-0472-02	West Baldwin Bike Ped Connectivity Phase 2	Construct 10' concrete shared-use path, add lighting, ADA improvements, fencing, benches, trash receptacles, etc.	TA	\$1,013	\$1,019	\$1,455	-\$442	Yes	Active
512	TE-0490-01	Lawrence Loop: N Iowa to Michigan	Construct a 10ft concrete shared-use path including a grade separated crossing of the KTA at McDonald Dr.	TA	\$1,070	\$1,070	\$1,070	\$0	Yes	Active
518	TE-0497-01	Eudora 10th Street Sidewalk Expansion	Construct 6' sidewalks and improve stormwater infrastructure	TA	\$1,781	\$1,450	\$1,450	\$331	Yes	Active
513	U-2372-01	Lawrence: Safe Routes to School Phase 2	Construct new sidewalks, ADA ramps and improved crosswalks	TA	\$500	\$146	\$500	\$0	Yes	Active
Legend			5317 - FTA Section 5317 - New Freedom	NHPP - National Highway Performance Program						
5307 - FTA Section 5307 - Operating Assistance, Preventive Maintenance, Program Administration, & Security and Capital			5339 - FTA Section 5339 - Bus and Bus Facilities	STP - Surface Transportation Program						
5309 - FTA Section 5309 - Capital Bus and Bus Facilities			BR - Bridge Replacement Funds	SRTS - Safe Routes to School						
5310 - FTA Section 5310 - Elderly and Disabled			HSIP - Highway Safety Improvement Program	TE/TA - Transportation Enhancement/Transportation Alternative						

E

TIP PUBLIC PARTICIPATION APPENDIX E

Figure E-1: TIP Development Timeline

Task	Date
Call for Projects Due	8/31/2022
Develop new TIP	9/1/22 - 9/16/22
Send draft to KDOT, FHWA, and FTA for review	9/16/2022
30 day public comment period*	9/23/22 - 10/22/22
TAC consideration of TIP	10/4/2022
Incorporate public comments	10/23/2022
MPO Policy Board consideration of TIP and public comments	10/27/2022
Send approved TIP to KDOT, FHWA, and FTA	10/28/2022
Inclusion in Kansas STIP	11/3/2022

Figure E-2: Public Comment and Approval Summary

TIP Amendment Request Made to MPO Staff	Public Review Period	# of Public Comments	TAC Action	Policy Board Action
Original Approval	9/16/2022 to 10/15/2022	0	October 4, 2022	October 28, 2022
Amendment 1	3/9/2023 to 3/24/2023		April 4, 2023	April 20, 2023
Amendment 2	5/11/2023 to 5/26/2023		June 6, 2023	June 15, 2023
Amendment 3	7/6/2023 to 7/21/2023		August 1, 2023	August 17, 2023
Amendment 4	to			
Amendment 5	to			
Amendment 6	to			

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

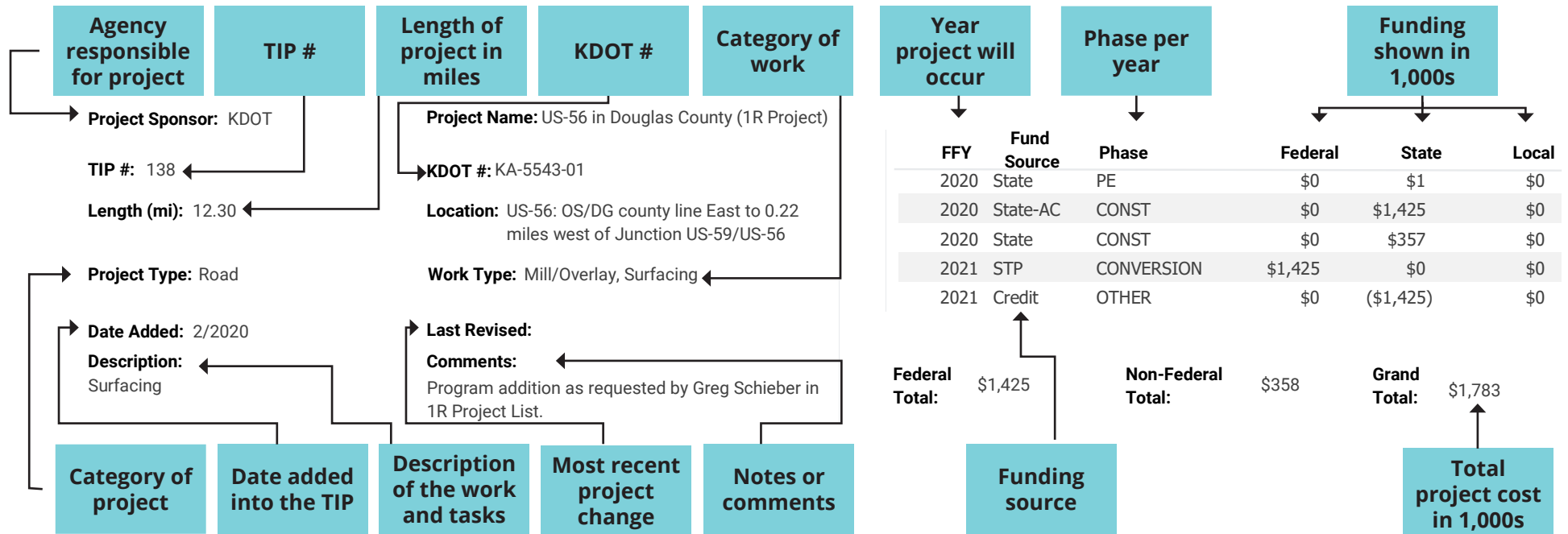
F SUMMARY OF TIP CHANGES APPENDIX G

Note: Future TIP Amendments will be summarized here

G

TIP PROJECT LISTINGS APPENDIX H

Example Listing



Decoding the TIP

TIP #: Assigned based on project type by MPO:

- 100 – Roadway/Intersection
- 200 – Bridges
- 300 – ITS
- 400 – Transit/Paratransit
- 500 – Enhancement (Bike/Ped)
- 600 – Safety
- 700 – Other – studies

Phase:

- CAPITAL – Transit Capital
- CONST – Construction - (includes Construction Engineering)
- OPERATING – Transit Operating
- PE – Preliminary Engineering
- ROW – Right of Way
- UTIL - Utilities

Project Type: Classified into categories:

- Bridge
- Enhancement
- Interchange
- Intersection
- ITS
- Road
- Safe Routes To Schools (SRTS)
- Safety
- Traffic Signal
- Transit/Paratransit

Federal Fiscal Year (FFY): October 1 - September 30

Work Type: Classified into categories:

- Access Management
- Bridge Rehabilitation
- Bridge Replacement
- Capital
- Geometric Improvement
- Grading
- Mill/Overlay
- Operating
- Other
- Pedestrian & Bicycle
- Planning
- Reconstruction
- Redeck Bridge
- Safety
- Seeding
- Signage
- Signal
- Special Work
- Surfacing
- Vehicle Replacement

Fund Source:

- Community Development Block Grant (CDBG)
- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Transportation Alternatives (TA) – includes Safe Routes To School funding
- Urban Area Formula Grants (5307)
- Rural Area Formula Grants (5311)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
- Bus and Bus Facilities (5339) Program
- State of Kansas Funding (State)
- Local Government Funding (Local) - County and City funds from local property and sales taxes



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County/Lawrence
TIP #: 106 **KDOT #**
Length (mi): 2.00
Project Type: Road, Bridge
Date Added: 10/2016 **Last Revised:** 10/2021
Description: New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River. *Alignment not finalized

Project Name: Wakarusa Drive Extension
Location: Clinton Parkway to N 1200 Rd
Work Type: Grading, Bridge, Surfacing
Revision History:
Comments: Construction contingent on KDOT construction of K-10 interchange at Wakarusa Drive. Changed TIP # from 100 to 106 in 2/2017. Douglas County to pay 60% of design and construction costs & Lawrence to pay 40%.

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$500
2022	Local - LAW	PE	\$0	\$0	\$166
2022	Local - LAW	ROW	\$0	\$0	\$167
2022	Local - LAW	UTIL	\$0	\$0	\$167
2023	Local	PE	\$0	\$0	\$250
2023	Local	ROW	\$0	\$0	\$150
2023	Local	UTIL	\$0	\$0	\$100
2024	Local	CONST	\$0	\$0	\$750
2024	Local - LAW	CONST	\$0	\$0	\$6,500
2025	Local	CONST	\$0	\$0	\$4,000

Federal Total:	\$0	Non-Federal Total:	\$12,750	Grand Total:	\$12,750
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 117 **KDOT #**

Length (mi): 0.50

Project Type: Road

Date Added: **Last Revised:**
6/2023

Description:
Reconstruction of Naismith from 19th to 23rd st including new pavement, curb and gutter, storm sewer, sidewalks and bike facilities.

Project Name: Naismith Drive Reconstruction: 19th St. to 23rd St.

Location: 19th & Naismith to 23rd & Naismith

Work Type: Reconstruction, Pedestrian/Bicycle

Revision History: FFY23A2

Comments:
The street is in failing condition and needs to be reconstruction (PCI <50). Naismith is on the bike plan for future improvements.

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	PE	\$0	\$0	\$400
2026	Local	CONST	\$0	\$0	\$5,000

Federal Total:	\$0	Non-Federal Total:	\$5,400	Grand Total:	\$5,400
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 142 **KDOT #** KA-2841-02

Length (mi): 0.00

Project Type: Interchange

Date Added: 2/2021 **Last Revised:** 4/2023

Description:
Construct a Diverging Diamond Interchange (DDI) includes bridge #088- for the addition of sidewalk with barriers for pedestrian protection down center of bridge.

Project Name: US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)

Location: US-40/K-10 Interchange Improvement (DDI) in Lawrence

Work Type: Reconstruction

Revision History: FFY23 A1

Comments:
PE Phase will utilize AC of \$1,240 with conversion to NHPP in 2025. The UTIL Phase will utilize AC of \$93 with conversion to NHPP in 2025. The CONST Phase will utilize AC of \$12,127 with conversion to NHPP in 2025.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$310	\$0
2021	State-AC	PE	\$0	\$1,240	\$0
2022	State	ROW	\$0	\$467	\$0
2022	State	UTIL	\$0	\$93	\$0
2022	State-AC	UTIL	\$0	\$372	\$0
2023	State-AC	CONST	\$0	\$12,127	\$0
2023	State	CONST	\$0	\$3,030	\$0
2023	Local	CONST	\$0	\$0	\$1,500
2025	Credit	OTHER	\$0	(\$13,739)	\$0
2025	NHPP	CONVERSION	\$13,739	\$0	\$0

Federal Total:	\$13,739	Non-Federal Total:	\$5,400	Grand Total:	\$19,139
-----------------------	----------	---------------------------	---------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 143 **KDOT #** KA-6015-01

Length (mi): 3.75

Project Type: Road

Date Added: 2/2021 **Last Revised:** 4/2022

Description:
Roadway reconstruction based on 44 ft. roadway with 10 ft. shoulders. Add acceleration/deceleration lanes as warranted.

Project Name: US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.
Location: US-56 in Douglas County: Beginning at East Junction US-56/US-59 Ramps thence East to 1600 Road

Work Type: Reconstruction

Revision History:

Comments:
Project is authorized for PE ONLY. The estimated total project cost is \$15,486 which shall be used for planning purposes only. The PE Phase will utilize AC in the amount of \$1,003 with conversion to NHPP in 2026.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$251	\$0
2021	State-AC	PE	\$0	\$1,003	\$0
2028	Credit	OTHER	\$0	(\$1,003)	\$0
2028	NHPP	CONVERSION	\$1,003	\$0	\$0

Federal Total:	\$1,003	Non-Federal Total:	\$251	Grand Total:	\$1,254
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 144 **KDOT #** KA-6350-01

Length (mi): 3.60

Project Type: ITS

Date Added: 4/2021 **Last Revised:** 4/2023

Description:
Fiber extension from 31st & Louisiana St. and 23rd & Iowa St. to existing traffic signals in the South Iowa Area. Will include a variety of traffic signals improvements for as many as 11 signals (ex. New CCTV cameras, signal heads, detection, & cabinets).

Project Name: South Iowa St. Traffic Signal Improvement Project

Location: 31st St. (Louisiana St. to Neider Road) and Iowa St./US59 (23rd St. to County Route 458)

Work Type: Signal

Revision History: FFY23 A1

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CONST	\$0	\$0	\$437
2023	State	CONST	\$0	\$420	\$0

Federal Total:	\$0	Non-Federal Total:	\$857	Grand Total:	\$857
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 146 **KDOT #**

Length (mi): 0.25

Project Type: Road

Date Added: 10/2021 **Last Revised:** 6/2023

Description:
11th St (Indiana to Ohio) including concrete pavement, storm sewer, bike/ped improvements & sanitary sewer improvements at 11th/Ohio.

Louisiana St (11th to 12th St) including concrete pavement, storm sewer, bike/ped improvements.

Project Name: 11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction

Location: 11th St. - Indiana St. to Ohio St. & Louisiana St. - 11th St. to 12th St.

Work Type: Reconstruction

Revision History: FFY23 A2

Comments:
Street is in failing condition (PCI = 27) and poor subgrade conditions require complete reconstruction. 11th Street is a collector street and on transit route.

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$150
2024	Local	CONST	\$0	\$0	\$2,000

Federal Total:	\$0	Non-Federal Total:	\$2,150	Grand Total:	\$2,150
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT

TIP #: 147 **KDOT #** KA-6550-01

Length (mi): 2.01

Project Type: Road

Date Added: 4/2022 **Last Revised:** 6/2022

Description:
A portion of this project is in Douglas County. Discovery Phase to determine the appropriate rehabilitation/reconstruction improvements for the location. It includes resurfacing and widening shoulders.

Project Name: K-33: Wellsville to U.S. 56 (N. 200th Road) junction

Location: 50 feet north of 6th Street in Wellsville north to the K-33/U.S. 56 (N. 200th Road) junction.

Work Type: Reconstruction

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2022	State	PE	\$0	\$400	\$0
Federal Total:			\$0		
Non-Federal Total:			\$400		
Grand Total:			\$400		



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence
TIP #: 148 **KDOT #**
Length (mi): 1.50
Project Type: Road
Date Added: 10/2022 **Last Revised:**
Description:
 Reconstruction of Bob Billings from Kasold to Wakarusa including new pavement, storm sewer, waterline, sidewalks and bike facility.

Project Name: Bob Billings - Kasold to Wakarusa Dr.
Location: Bob Billings - Kasold to Wakarusa Dr.
Work Type: Reconstruction
Revision History:
Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	PE	LOCAL	\$0	\$0	\$500
2026	PE	LOCAL	\$0	\$0	\$500
2026	ROW	LOCAL	\$0	\$0	\$100

Federal Total:	\$0	Non-Federal Total:	\$1,100	Grand Total:	\$1,100
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 149 **KDOT #**

Length (mi): 0.25

Project Type: Road

Date Added: 10/2022 **Last Revised:** 6/2023

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

Project Name: Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street

Location: Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street

Work Type: Reconstruction

Revision History: FFY23 A2

Comments:
Project will complete the reconstruction of the Wakarusa corridor from Clinton Parkway to 6th Street.

FFY	Fund Source	Phase	Federal	State	Local
2025	PE	LOCAL	\$0	\$0	\$300
2026	State	CONST	\$0	\$3,000	\$0

Federal Total:	\$0	Non-Federal Total:	\$3,300	Grand Total:	\$3,300
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 214 **KDOT #**

Length (mi): 1.47

Project Type: Road

Date Added: 10/2016 **Last Revised:** 10/2021

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

Project Name: Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St

Location: Wakarusa: Research Pkwy to 23rd St

Work Type: Reconstruction

Revision History:

Comments:
Extend project limits from 18th St to 23rd St.

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$400
2023	Local	CONST	\$0	\$0	\$7,600

Federal Total:	\$0	Non-Federal Total:	\$8,000	Grand Total:	\$8,000
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County

TIP #: 219 **KDOT #**

Length (mi): 1.60

Project Type: Road

Date Added: 8/2015 **Last Revised:** 8/2021

Description:
Construct paved shoulders; replace narrow bridges and culvert; flatten roadside slope; and improve intersections.

Project Name: Rte 458/1055 Improvements: E 1500 thru E 1600

Location: E1500 to E1600 & N940 to N1000

Work Type: Grading, Surfacing

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2020	Local	PE	\$0	\$0	\$2
2021	Local	PE	\$0	\$0	\$32
2021	Local	ROW	\$0	\$0	\$125
2021	Local	UTIL	\$0	\$0	\$250
2022	Local	CONST	\$0	\$0	\$3,200

Federal Total:	\$0	Non-Federal Total:	\$3,609	Grand Total:	\$3,609
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 230 **KDOT #**

Length (mi): 0.75

Project Type: Road

Date Added: 8/2015 **Last Revised:** 10/2021

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

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

Location: 6th St to North City Limits

Work Type: Reconstruction

Revision History:

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

Updated project description to include roundabout at Overland/Queens.

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	ROW	\$0	\$0	\$600
2016	Local	PE	\$0	\$0	\$200
2022	Local	CONST	\$0	\$0	\$6,900
2023	Local	CONST	\$0	\$0	\$4,900

Federal Total:	\$0	Non-Federal Total:	\$12,600	Grand Total:	\$12,600
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 234 **KDOT #** KA-4473-01

Length (mi): 2.01

Project Type: Road

Date Added: 8/2015 **Last Revised:** 4/2022

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

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

Location: Haskell Ave to East City Limits

Work Type: Reconstruction

Revision History:

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

FFY	Fund Source	Phase	Federal	State	Local
2020	Local	PE	\$0	\$0	\$500
2022	Local	CONST	\$0	\$0	\$2,250
2022	State	CONST	\$0	\$4,900	\$0
2023	Local	CONST	\$0	\$0	\$4,100

Federal Total:	\$0	Non-Federal Total:	\$11,750	Grand Total:	\$11,750
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT

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

Length (mi): 1.20

Project Type: Road/Interchange

Date Added: 1/2016 **Last Revised:** 8/2023

Description:
Add 2-lanes to the existing 2-lanes for a 4-Lane Freeway section. This will include reconstruction of existing interchange at I-70(KTA). Includes Bridges #200 (New), #201 (New), #202 (New), #203 (Replace Br #095), #204 (New), #205 (New), #086 (Repair).

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

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

Work Type: Interchange/Reconstruction

Revision History: FFY23 A3

Comments:
PE uses \$3,360K of AC & UTIL uses \$1,600 of AC with conversion to NHPP in 2029. The total project cost, including all work phases, is estimated at \$106,179. This estimate should be used for planning purposes only. Authorized for PE, ROW, UTIL only.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$840	\$0
2021	State-AC	PE	\$0	\$3,360	\$0
2022	State	ROW	\$0	\$2,000	\$0
2024	State	UTIL	\$0	\$400	\$0
2024	State-AC	UTIL	\$0	\$1,600	\$0
2029	NHPP	CONVERSION	\$4,960	\$0	\$0
2029	Credit	OTHER	\$0	(\$4,960)	\$0

Federal Total:	\$4,960	Non-Federal Total:	\$3,240	Grand Total:	\$8,200
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

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

Length (mi): 7.00

Project Type: Road/Interchange

Date Added: 1/2016 **Last Revised:** 8/2023

Description:
Add 2-lanes to existing 2-lanes for a 4-Lane Freeway section. Existing interchanges at US-40 (6th St.), Bob Billings Pkwy, Clinton Pkwy, US-59 (Iowa St.) A new interchange for the Wakarusa/27th intersection, including replacing/repairing bridges.

Project Name: SLT/K-10 West Leg in Douglas County
Location: 3500 ft N of K-10/US-40 Junction, to K-10 US-59/Iowa St Junction

Work Type: Interchange/Reconstruction

Revision History: FFY23 A3

Comments:
Total est. cost of \$206,304. Revised cost estimate to reflect the March bi-annual estimates. Post-Field Check ROW activities adjusted to reflect requested dates from ROW. Letting date of 6/19/2024 remains the same.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$2,600	\$0
2021	State-AC	PE	\$0	\$10,400	\$0
2023	State	ROW	\$0	\$4,000	\$0
2024	State	UTIL	\$0	\$3,200	\$0
2024	State-AC	UTIL	\$0	\$12,800	\$0
2024	State	CONST	\$0	\$34,661	\$0
2024	State-AC	CONST	\$0	\$138,643	\$0
2028	Credit	OTHER	\$0	(\$161,843)	\$0
2028	NHPP	CONVERSION	\$161,843	\$0	\$0

Federal Total:	\$161,843	Non-Federal Total:	\$44,461	Grand Total:	\$206,304
-----------------------	-----------	---------------------------	----------	---------------------	-----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 243 **KDOT #** KA-4365-01
Length (mi): 0.30

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

Project Type: Road

Work Type: Other/Reconstruction

Date Added: 7/2016 **Last Revised:** 4/2021

Revision History:

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

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	CONST	\$0	\$0	\$89
2021	State	CONST	\$0	\$1,675	\$0

Federal Total:	\$0	Non-Federal Total:	\$1,764	Grand Total:	\$1,764
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County

TIP #: 248 **KDOT #**

Length (mi): 0.15

Project Type: Bridge

Date Added: 10/2018 **Last Revised:** 8/2021

Description:
Replace load posted, fracture critical bridge

Project Name: Bridge 0964-1000 replacement

Location: E 1000 Road 0.4 mi. South of Route 458

Work Type: Bridge Replacement, Grading

Revision History:

Comments:
Funding amounts assume all Local funding.

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$110
2021	Local	ROW	\$0	\$0	\$15
2022	Local	UTIL	\$0	\$0	\$75
2022	Local	CONST	\$0	\$0	\$1,600

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



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 249 **KDOT #** KA-5683-01

Length (mi): 0.00

Project Type: Bridge

Date Added: 8/2020 **Last Revised:** 8/2021

Description:
Machine preparation, replace joints, patch deck, polymer overlay, pier repair and bridge painting

Project Name: Repair bridge #071 on K-10 in Douglas County

Location: K-10; Bridge #071 over the Wakarusa River located 7.05 miles east of the K-10/U.S. 59 junction in Douglas County

Work Type: Bridge Rehabilitation

Revision History:

Comments:
The PE Phase will utilize AC in the amount of \$183 K with conversion to NHPP in 2022. The CONST Phase will utilize AC in the amount of \$1,363 K with conversion to NHPP in 2022.

FFY	Fund Source	Phase	Federal	State	Local
2020	State	PE	\$0	\$46	\$0
2020	State-AC	PE	\$0	\$183	\$0
2021	State	CONST	\$0	\$311	\$0
2021	State-AC	CONST	\$0	\$1,244	\$0
2022	NHPP	CONVERSION	\$1,427	\$0	\$0
2022	Credit	OTHER	\$0	(\$1,427)	\$0

Federal Total:	\$1,427	Non-Federal Total:	\$357	Grand Total:	\$1,784
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 300 **KDOT #**

Length (mi): 0.12

Project Type: ITS

Date Added: 8/2021 **Last Revised:**

Description:
Project will replace the 3 signals on 6th (Massachusetts St, Vermont St, Kentucky St). Upgrades will include Accessible Pedestrian Signals and Detectors.

Project Name: 6th and Massachusetts St Traffic Signal Improvement Project

Location: 3 signals along 6th: Massachusetts St, Vermont St, and Kentucky St

Work Type: Signal

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	CONST	\$0	\$0	\$100
2023	Local	CONST	\$0	\$0	\$600

Federal Total:	\$0	Non-Federal Total:	\$700	Grand Total:	\$700
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Independence Inc.

TIP #: 401 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2014 **Last Revised:** 6/2020

Description:
Operating and Capital

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

Location: Lawrence

Work Type: Operating/Capital

Revision History:

Comments:
2019 – 5311 Admin- \$32, Local Admin- \$8; 2020 – 5311 Admin- \$31, Local Admin- \$8; 2021 – 5311 Admin- \$41, Local Admin- \$10.

Purchase Ramp Van in FY2020 & Ramp Minivan in FY2021.

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	OPERATING	\$0	\$0	\$50
2021	State	OPERATING	\$0	\$33	\$0
2021	5311	OPERATING	\$83	\$0	\$0
2021	Local	CAPITAL	\$0	\$0	\$8
2021	5311	CAPITAL	\$33	\$0	\$0

Federal Total:	\$116	Non-Federal Total:	\$91	Grand Total:	\$207
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

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

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2014 **Last Revised:** 6/2022

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

Project Name: Lawrence Transit Capital and Operating Assistance

Location: Lawrence

Work Type: Special Work

Revision History:

Comments:
State CTP/IKE Legacy

FFY	Fund Source	Phase	Federal	State	Local
2019	State-PT	CAPITAL	\$0	\$500	\$0
2019	State-PT	OPERATING	\$0	\$759	\$0
2020	State-PT	CAPITAL	\$0	\$1,000	\$0
2020	State-PT	OPERATING	\$0	\$297	\$0
2021	State-PT	CAPITAL	\$0	\$600	\$0
2021	State-PT	OPERATING	\$0	\$721	\$0
2022	State-PT	CAPITAL	\$0	\$500	\$0
2022	State-PT	OPERATING	\$0	\$788	\$0
2023	State-PT	CAPITAL	\$0	\$0	\$0
2023	State-PT	OPERATING	\$0	\$1,155	\$0
2024	State-PT	CAPITAL	\$0	\$500	\$0
2024	State-PT	OPERATING	\$0	\$655	\$0
2025	State-PT	CAPITAL	\$0	\$500	\$0
2025	State-PT	OPERATING	\$0	\$655	\$0
2026	State-PT	CAPITAL	\$0	\$500	\$0
2026	State-PT	OPERATING	\$0	\$655	\$0

Federal Total:	\$0	Non-Federal Total:	\$9,785	Grand Total:	\$9,785
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 410 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 7/2016 **Last Revised:** 6/2022

Description:
Transit Facility will have bus bays for local and regional transit services, amenities for transit passengers and operators, and bicycle and pedestrian amenities.

Project Name: Lawrence Transit Central Station

Location: Lawrence

Work Type: Capital

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$137
2022	Local	PE	\$0	\$0	\$855
2022	Local	CONST	\$0	\$0	\$3,208
2023	Local	CONST	\$0	\$0	\$5,800
2024	Local	CONST	\$0	\$0	\$406
2024	State	CONST	\$0	\$1,624	\$0

Federal Total:	\$0	Non-Federal Total:	\$12,030	Grand Total:	\$12,030
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

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

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2014 **Last Revised:** 5/5/2022

Description:
Operating, Preventative Maintenance, and Program Administration activities.

Project Name: Lawrence Transit Operating Funds

Location: Lawrence

Work Type: Operating

Revision History:

Comments:
Federal Transit 5307 Funds. 2021-2022 amounts are projected.

FFY	Fund Source	Phase	Federal	State	Local
2019	Local	OPERATING	\$0	\$0	\$1,860
2019	5307	OPERATING	\$2,447	\$0	\$0
2021	Local	OPERATING	\$0	\$0	\$2,533
2021	5307	OPERATING	\$2,533	\$0	\$0
2022	Local	OPERATING	\$0	\$0	\$3,808
2022	5307	OPERATING	\$3,808	\$0	\$0
2023	Local	OPERATING	\$0	\$0	\$4,188
2023	5307	OPERATING	\$4,188	\$0	\$0
2024	Local	OPERATING		\$0	\$4,606
2024	5307	OPERATING	\$4,606	\$0	\$0
2025	Local	OPERATING	\$0	\$0	\$5,067
2025	5307	OPERATING	\$5,067	\$0	\$0
2026	Local	OPERATING	\$0	\$0	\$5,574
2026	5307	OPERATING	\$5,574	\$0	\$0

Federal Total:	\$28,223	Non-Federal Total:	\$27,636	Grand Total:	\$55,859
-----------------------	----------	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 416 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 8/2020 **Last Revised:** 6/2022

Description:
Procurement of five battery electric buses to replace five diesel powered buses, associated charging infrastructure, and project management.

Project Name: Lawrence Transit Electric Buses Phase 1

Location: Lawrence

Work Type: Vehicle Replacement

Revision History:

Comments:
FTA Low-No grant for \$3.75 million awarded in June 2020.

FFY	Fund Source	Phase	Federal	State	Local
2021	5339	PE	\$367	\$0	\$0
2022	5339	CAPITAL	\$3,389	\$0	\$0
2022	Local	CAPITAL	\$0	\$0	\$2,234

Federal Total:	\$3,756	Non-Federal Total:	\$2,234	Grand Total:	\$5,990
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 417 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2020 **Last Revised:** 6/2021

Description:
 CARES Act funds were apportioned to Lawrence Transit, eligible for similar uses as 5307 funds in response to lost revenue and challenges due to COVID-19. In Lawrence, funding will be used for operating costs.

Project Name: CARES Act Operating Funds

Location: Lawrence

Work Type: Operating

Revision History:

Comments:
 Linked with CARES Act Capital Assistance project (#418). Project requires no local match.

FFY	Fund Source	Phase	Federal	State	Local
2021	5307	OPERATING	\$1,921	\$0	\$0
2022	5307	OPERATING	\$3,737	\$0	\$0

Federal Total:	\$5,658	Non-Federal Total:	\$0	Grand Total:	\$5,658
-----------------------	---------	---------------------------	-----	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 419 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 8/2021 **Last Revised:**

Description:
American Rescue Plan Act of 2021 (ARP) funds were apportioned to Lawrence Transit, eligible for similar uses as 5307 funds in response to lost revenues and challenges due to the COVID-19.

Project Name: American Rescue Plan (ARP) Operating Assistance

Location: City of Lawrence

Work Type: Operating

Revision History:

Comments:
In Lawrence, these funds will be used for salaries and operating costs as eligible under the 5307 program.

No local match required.

FFY	Fund Source	Phase	Federal	State	Local
2022	5307	OPERATING	\$1,524	\$0	\$0
2023	5307	OPERATING	\$2,988	\$0	\$0

Federal Total:	\$4,512	Non-Federal Total:	\$0	Grand Total:	\$4,512
-----------------------	---------	---------------------------	-----	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 420 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 8/2021 **Last Revised:**

Description:
Procurement of two battery electric buses to replace two diesel powered buses, associated charging infrastructure, and project management.

Project Name: Lawrence Transit Electric Buses Phase II

Location: City of Lawrence

Work Type: Vehicle Replacement

Revision History:

Comments:
FTA Low-No grant for \$1.8 million awarded in June 2021.

FFY	Fund Source	Phase	Federal	State	Local
2022	5339	PE	\$192	\$0	\$0
2022	Local	PE	\$0	\$0	\$48
2023	5339	CAPITAL	\$1,624	\$0	\$0
2023	Local	CAPITAL	\$0	\$0	\$619

Federal Total:	\$1,816	Non-Federal Total:	\$667	Grand Total:	\$2,483
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 421 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised:** 6/2022

Description:
This project will allow Lawrence Transit to plan for larger scale deployments of charging equipment and buses towards the goal of a fully electric fleet.

Project Name: Zero-Emissions Transition Plan

Location: Lawrence

Work Type: Planning

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$30
2022	Federal	PE	\$120	\$0	\$0

Federal Total:	\$120	Non-Federal Total:	\$30	Grand Total:	\$150
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 422 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised:**

Description:
This project will improve 25 bus stops in Environmental Justice zones. 16 sites will be improved with accessible boarding pads and solar lighting for visibility and safety, and 9 additional sites will gain shelters, benches, bike racks, and trash cans.

Project Name: Equitable and Accessible Bus Stop Amenities

Location: Lawrence

Work Type: Capital

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CONST	\$0	\$0	\$31
2023	Federal	CONST	\$122	\$0	\$0

Federal Total:	\$122	Non-Federal Total:	\$31	Grand Total:	\$153
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 423 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised:**

Description:
This project includes bicycle parking infrastructure and real-time bus arrival signage at both the Bob Billings and Downtown sites, as well as Downtown elements such as concrete, canopies, seating, shelters, and a restroom facility.

Project AIC - Multimodal Transfer Facility Elements Name:

Location: Lawrence

Work Type: Capital

Revision History:

Comments:
Access, Innovation, and Collaboration (AIC) Program

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CAP	\$0	\$0	\$406
2023	State	CONST	\$0	\$1,624	\$0

Federal Total:	\$0	Non-Federal Total:	\$2,030	Grand Total:	\$2,030
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 424 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised:**

Description:
Project includes real-time bus arrival information, automated vehicle annunciators, exterior rear destination signs on buses, interior digital signs on buses, flip-seat retrofits, and bus decals & wraps

Project AIC - Bus Technology, Accessibility, and Name: Branding Enhancements

Location: Lawrence

Work Type: Other

Revision History:

Comments:
Access, Innovation, and Collaboration (AIC) Program

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CAP	\$0	\$0	\$169
2023	Federal	CAP	\$677	\$0	\$0

Federal Total:	\$677	Non-Federal Total:	\$169	Grand Total:	\$846
-----------------------	-------	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 425 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised:**

Description:
Procurement of four battery electric buses to replace two diesel powered buses, two gasoline powered buses, associated charging infrastructure, and project management.

Project Name: Electric Buses Phase III

Location: Lawrence

Work Type: Vehicle Replacement

Revision History:

Comments:
FTA Low-No grant for \$3.3 million awarded in August 2022

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$8
2022	Federal	PE	\$31	\$0	\$0
2023	Local	CONST	\$0	\$0	\$220
2023	Local	PE	\$0	\$0	\$40
2023	Federal	PE	\$161	\$0	\$0
2024	Local	CAP	\$0	\$0	\$501
2024	Local	PE	\$0	\$0	\$40
2024	Federal	PE	\$160	\$0	\$0
2024	Local	CONST	\$0	\$0	\$330
2024	Federal	CAP	\$2,824	\$0	\$0
2025	Local	PE	\$0	\$0	\$26

Federal Total:	\$3,176	Non-Federal Total:	\$1,165	Grand Total:	\$4,341
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 426 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2022 **Last Revised:**

Description:
This project includes hardware, backend platform, and customer-facing app to support planned microtransit service that will go into effect in January 2023.

Project Name: Microtransit Pilot

Location: Lawrence

Work Type: Capital/ Operating

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CAP	\$124	\$0	\$0
2023	Local	CAP	\$0	\$0	\$31

Federal Total:	\$124	Non-Federal Total:	\$31	Grand Total:	\$155
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 507 **KDOT #**

Length (mi): 0.00

Project Type: Pedestrian & Bicycle

Date Added: 10/2018 **Last Revised:** 10/2020

Description:
Pedestrian, Bicycle, & ADA ramp projects throughout Lawrence including in EJ areas. Community Development Block Grant (CDBG) is a HUD program administered by the Lawrence Development Services Dept. The City is allocated a % of CDBG funding each year.

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

Location: Lawrence

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
The CDBG is an estimate of anticipated funding. CONST funding may be used for additional work tasks. Local funding for ADA ramps at \$325k/yr & Bike/Ped Program at \$675k/yr. Local funding matching TA project specific funding will be listed separately.

FFY	Fund Source	Phase	Federal	State	Local
2023	CDBG	CONST	\$300	\$0	\$0
2023	Local	CONST	\$0	\$0	\$675
2023	Local	CONST	\$0	\$0	\$325
2024	CDBG	CONST	\$300	\$0	\$0
2024	Local	CONST	\$0	\$0	\$675
2024	Local	CONST	\$0	\$0	\$325
2025	CDGB	Const	\$300	\$0	\$0
2025	Local	CONST	\$0	\$0	\$675
2025	Local	CONST	\$0	\$0	\$325
2026	CDGB	Const	\$300	\$0	\$0
2026	Local	CONST	\$0	\$0	\$675
2026	Local	CONST	\$0	\$0	\$325

Federal Total:	\$1,200	Non-Federal Total:	\$4,000	Grand Total:	\$5,200
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Baldwin City
TIP #: 509 **KDOT #** TE-0472-02

Length (mi): 0.78

Project Type: Transportation Alternative

Date Added: 4/2019 **Last Revised:** 8/2022

Description:
Construct sidewalk along the south side of Elm St from 8th St across existing Midland Railway Crossing connecting to existing sidewalk on USD 348 property with bulb out at 8th St. Construct shared use path along Elm St from Santa Fe Depot south of High St

Project Name: West Baldwin Pedestrian/Bike Connectivity Project

Location: Intersection of 8th Street/Elm St proceeding westerly to USD 348 property (+/- one-half mile) and East side of

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
ADA accessible sidewalks and shared use path to provide connectivity for community at-large, and more specifically, to provide elementary students with a safe route. KDOT TA Project; FY20; \$1,012,960 (max.)

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$149
2021	Local	UTIL	\$0	\$0	\$10
2022	Local	CONST	\$0	\$0	\$253
2022	TA	CONST	\$1,013	\$0	\$0

Federal Total:	\$1,013	Non-Federal Total:	\$412	Grand Total:	\$1,425
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Baldwin City
TIP #: 510 **KDOT #** TE-0472-03
Length (mi): 0.60

Project Name: Maple Leaf Trail - Phase 2
Location: Santa Fe Depot on High Street to
 Southwest City Limits of Baldwin City

Project Type: Transportation Alternative **Work Type:** Pedestrian & Bicycle Work

Date Added: 4/2023 **Last Revised:** 4/2023 **Revision History:** FFY23 A1

Description: Construction of a 10' trail in southwest Baldwin City, extending southwest from the historic Santa Fe Depot

Comments: KDOT TA funded and is the 2nd phase of creation of the Maple Leaf Trail. The ultimate goal is to extend the trail all the way to Ottawa to interconnect with the Prairie Spirit Rail Trail and the Flint Hills Nature Trail.

FFY	Fund Source	Phase	Federal	State	Local
2024	TA	CONST	\$732	\$0	\$0

Federal Total:	\$732	Non-Federal Total:	\$0	Grand Total:	\$732
-----------------------	-------	---------------------------	-----	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence
TIP #: 513 **KDOT #** U-2372-01

Length (mi): 0.90

Project Type: Transportation Alternative

Date Added: 6/2020
Last Revised: 11/2021

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

Project Name: Lawrence Safe Routes to School Phase 2 (2021)

Location: Various sidewalk along 6 streets & 1 crossing improvement

Work Type: Pedestrian & Bicycle Work, Safety

Revision History:

Comments:
This project will give a space for children to walk and/or bike to school along designated safe routes. The SRTS funding is an 80/20 (KDOT/City) cost share with KDOT contributing a max of \$500,000.

FFY	Fund Source	Phase	Federal	State	Local
2020	Local	PE	\$0	\$0	\$50
2021	TA	CONST	\$500	\$0	\$0
2022	Local	CONST	\$0	\$0	\$125

Federal Total:	\$500	Non-Federal Total:	\$175	Grand Total:	\$675
-----------------------	-------	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence
TIP #: 514 **KDOT #** TBD
Length (mi): 0.50

Project Type: Pedestrian/Bicycle

Date Added: 10/2020 **Last Revised:**

Description:
Construct sidewalk on east side of Naismith Dr. with focus on Transit connection and improvements.

Project Name: Naismith Drive Mobility Enhancement
Location: Naismith Drive from 23rd St. to 19th St. (east side)

Work Type: Pedestrian & Bicycle Work, Other

Revision History:

Comments:
2020 Access, Innovation, and Collaboration Grant Award

FFY	Fund Source	Phase	Federal	State	Local
2022	State	PE	\$0	\$36	\$0
2022	Local	PE	\$0	\$0	\$4
2022	State	CONST	\$0	\$290	\$0
2022	Local	CONST	\$0	\$0	\$82

Federal Total:	\$0	Non-Federal Total:	\$412	Grand Total:	\$412
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lecompton
TIP #: 515 **KDOT #** TE-0500-01
Length (mi): 1.75

Project Name: Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity
Location: Connecting 2nd, 3rd, Elmore, Halderman, 7th, and Boone Streets

Project Type: Transportation Alternative **Work Type:** Pedestrian & Bicycle Work

Date Added: 4/2021 **Last Revised:** 8/2023 **Revision History:** FFY23 A3

Description: Construct 5' wide concrete sidewalk and install sharrows.
Comments: KDOT TA Project; FY23; \$727,200

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$114
2023	Local	CONST	\$0	\$0	\$300
2023	TA	CONST	\$727	\$0	\$0
2023	CRP	CONST	\$468	\$0	\$0

Federal Total:	\$1,195	Non-Federal Total:	\$414	Grand Total:	\$1,609
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence
TIP #: 516 **KDOT #** TE-0499-01

Length (mi): 0.47

Project Type: Transportation Alternative

Date Added: 4/2021
Last Revised: 8/2022

Description:
Design and construction of 10' shared use path.

Project Name: Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park

Location: Begins at Michigan St., 1/2 mile north of W 2nd St., ends at Sandra Shaw Park

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
KDOT TA project, FY23:80% construction match

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$150
2022	Local	ROW	\$0	\$0	\$525
2023	Local	CONST	\$0	\$0	\$193
2023	TA	CONST	\$773	\$0	\$0

Federal Total:	\$773	Non-Federal Total:	\$868	Grand Total:	\$1,641
-----------------------	-------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Baldwin City
TIP #: 517 **KDOT #** TE-0496-01

Length (mi): 1.10

Project Type: Transportation Alternative

Date Added: 4/2021 **Last Revised:** 8/2021

Description:
Construct 5' wide sidewalks in four sidewalk segments to fill in missing sidewalk gaps identified on the Safe Routes to School network.

Project Name: Baldwin City Sidewalk Gap Project
Location: 11th St., Hwy 56 to High St.; High St., 4th St. to 2nd St; 2nd St., Hwy 56 to Fremont St; & Quayle St., Middle School to 6th St.

Work Type: Pedestrian & Bicycle Work

Revision History:
Comments:
KDOT TA Project; FY22; \$620,000 (max)

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$106
2022	Local	CONST	\$0	\$0	\$155
2022	TA	CONST	\$620	\$0	\$0

Federal Total:	\$620	Non-Federal Total:	\$261	Grand Total:	\$881
-----------------------	-------	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Eudora
TIP #: 518 **KDOT #** TE-0497-01
Length (mi): 0.61

Project Name: Eudora 10th St. Sidewalk Expansion
Location: Corner of 10th & Church St. to corner of Peach St. & 10th St.

Project Type: Transportation Alternative **Work Type:** Pedestrian & Bicycle Work

Date Added: 4/2021 **Last Revised:** 8/2022
Revision History:

Description:
Construct 6' wide sidewalks to replace existing deteriorated sidewalk or install new sidewalk. Also will expand the reinforced concrete box culvert under 10th st. to improve stormwater/flood management. This sidewalk is in the Safe Routes to School Plan.

Comments:
KDOT TA Project; FY22; \$1,111,074 (max)

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$135
2022	Local	UTIL	\$0	\$0	\$250
2022	Local	CONST	\$0	\$0	\$356
2022	TA	CONST	\$1,781	\$0	\$0

Federal Total:	\$1,781	Non-Federal Total:	\$741	Grand Total:	\$2,522
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

TIP #: 519 **KDOT #** TE-0523-01

Length (mi): 0.00

Project Type: Pedestrian/Bicycle

Date Added: 4/2023 **Last Revised:** 4/2023

Description:
Construct approx 5500 linear feet of sidewalk and sidewalk ramps along identified Safe Routes on Ousdahl Rd from 26th St to 19th St and on W 25th St from Cedarwood Ave to Ousdahl Rd; install ped-activated crossing improvements at 22nd St if warranted

Project Name: 2024 Safe Routes to School

Location: Ousdahl Road from 26th to 19th & 25th from Cedarwood to Ousdahl

Work Type: Transportation Alternatives

Revision History: FFY23 A1

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$100
2023	Local	ROW	\$0	\$0	\$15
2024	TA	CONST	\$955	\$0	\$0
2024	Local	CONST	\$0	\$0	\$423

Federal Total:	\$955	Non-Federal Total:	\$538	Grand Total:	\$1,493
-----------------------	-------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 520 **KDOT #**

Length (mi): 0.03

Project Type: Pedestrian/Bicycle

Date Added: 10/2022 **Last Revised:**

Description:
Construct a grade-separated crossing for the Lawrence Loop Trail at Iowa Street. Currently, non-motorized users of the Lawrence Loop cross five lanes of vehicular traffic on Iowa Street (US Highway 59) to continue on the trail.

Project Name: Lawrence Loop - Iowa Crossing

Location: Iowa Street at K10

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
This project is the third highest scoring bike project in the Non-motorized Projects Prioritization Policy and would significantly improve safety at this highly utilized trail crossing.

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$248
2024	Local	CONST	\$0	\$0	\$330
2024	State	CONST	\$0	\$1,320	\$0

Federal Total:	\$0	Non-Federal Total:	\$1,898	Grand Total:	\$1,898
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 521 **KDOT #**

Length (mi): 0.50

Project Type: Pedestrian/Bicycle

Date Added: 10/2022 **Last Revised:**

Description:
Complete the downtown section of the Lawrence Loop Trail from the Santa Fe Depot on 7th Street to Constant Park.

Project Name: Lawrence Loop Trail - Kaw River -7th street to Constant Park

Location: Lawrence Loop Trail - Kaw River -7th street to Constant Park

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
Project would move us closer to completing a loop trail around Lawrence. Through public input and administrative review, this project was identified as a priority project in the recently completed Parks & Recreation Master Plan (2017).

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	OTHER	\$0	\$0	\$275
2024	Local	PE	\$0	\$0	\$530
2025	Local	CONST	\$0	\$0	\$600
2026	Local	CONST	\$0	\$0	\$800

Federal Total:	\$0	Non-Federal Total:	\$2,205	Grand Total:	\$2,205
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 522 **KDOT #**

Length (mi): 1.75

Project Type: Pedestrian/Bicycle

Date Added: 10/2022 **Last Revised:**

Description:
Construct a 10ft a concrete shared use path that connects the Baldwin Creek Trail at Queens Road, to E 1130 Road to help complete the Lawrence Loop Trail.

Project Name: Lawrence Loop Trail from Queens Rd to Kasold

Location: Lawrence Loop Trail from Queens Rd to Kasold

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
Project would move us closer to completing a loop trail around Lawrence. Through public input and administrative review, this project was identified as a priority project in the recently completed Parks & Recreation Master Plan (2017)

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	ROW	\$0	\$0	\$2,000
2026	Local	PE	\$0	\$0	\$100

Federal Total:	\$0	Non-Federal Total:	\$2,100	Grand Total:	\$2,100
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Eudora

TIP #: 523 **KDOT #**

Length (mi): 0.49

Project Type: Pedestrian/Bicycle

Date Added: 6/2023 **Last Revised:** 6/2023

Description:
The construction of an 8-foot wide concrete Shared Use Path (SUP) along Church Street from 20th to 15th Street, including RRFBs at the crossings and a concrete protection barrier on the bridge over K-10 Hwy.

Project Name: Church Street Shared Use Path

Location: Church Street from 20th to 15th Street

Work Type: Pedestrian & Bicycle Work

Revision History: FFY23 A2

Comments:
This SUP will connect the City's sidewalk network north of K-10 Hwy with an existing SUP that extends from 20th to 27th Street.

FFY	Fund Source	Phase	Federal	State	Local
2024	Local	CONST	\$0	\$0	\$218
2024	TA	CONST	\$871	\$0	\$0

Federal Total:	\$871	Non-Federal Total:	\$218	Grand Total:	\$1,089
-----------------------	-------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT

TIP #: 600 **KDOT #**

Length (mi):

Project Type: Safety

Date Added: 10/2014 **Last Revised:** 10/2020

Description:
Safety improvements along railroads in region as identified by KDOT. These funds may be used to benefit the region by working to correct or improve identified safety hazards at public railway-highway crossing in a proactive manner.

Project Name: Various Railroad Safety Projects in the Region

Location:

Work Type:

Revision History:

Comments:
This is a master project that would include any safety projects selected in region. State funds (SF) Conversions: 2020 SF to 2021 HSIP, 2021 SF to 2022 HSIP, 2022 SF to 2023 HSIP, 2023 SF to 2024 HSIP.

FFY	Fund Source	Phase	Federal	State	Local
2020	State-AC	CONST	\$0	\$500	\$0
2021	Credit	OTHER	\$0	(\$500)	\$0
2021	State-AC	CONST	\$0	\$500	\$0
2022	Credit	OTHER	\$0	(\$500)	\$0
2022	State-AC	CONST	\$0	\$500	\$0
2023	HSIP	CONVERSION	\$500	\$0	\$0
2023	HSIP	CONVERSION	\$500	\$0	\$0
2023	Credit	OTHER	\$0	(\$500)	\$0
2023	State-AC	CONST	\$0	\$500	\$0
2024	HSIP	CONVERSION	\$500	\$0	\$0
2024	Credit	OTHER	\$0	(\$500)	\$0

Federal Total:	\$2,000	Non-Federal Total:	\$0	Grand Total:	\$2,000
-----------------------	---------	---------------------------	-----	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County
TIP #: 605 **KDOT #** C-5065-01
Length (mi): 1.46

Project Name: DGCO: High Friction Surface Treatment
Location: Routes 442 and 1055

Project Type: Road

Work Type: Surfacing

Date Added: 10/2020 **Last Revised:** 10/2021

Revision History:

Description:
 Apply high-friction surface treatment to Horizontal Curves on RS-212 and RS-210

Comments:
 Safety Improvements in Douglas County

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	CONST	\$0	\$0	\$112
2022	HSIP	CONST	\$1,011	\$0	\$0

Federal Total:	\$1,011	Non-Federal Total:	\$112	Grand Total:	\$1,123
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 607 **KDOT #**

Length (mi): 1.10

Project Type: Safety

Date Added: 10/2021 **Last Revised:** 8/2022

Description:
2014 AARP report recommended bike/ped facilities on Mass. St. and intersection improvements at 19th/Mass. Construction of project anticipated in 2024 with street maintenance project. Project pending state grant funds (HSIP or TA).

Project Name: Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements

Location: Massachusetts St. - 14th St. to 23rd St.

Work Type: Pedestrian & Bicycle Work, Mill/Overlay, Safety

Revision History:

Comments:
Mass. St. (11th-14th) reconfigured using 2018 KDOT safety funds. Mass. St. (14th-21st) is a gap in future primary network in T2040 & Lawrence Bikes. Connect to 21st St. Bike Blvd providing access to Iowa St. Complete a gap & provide multimodal downtown.

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$150
2024	Local	CONST	\$0	\$0	\$1,650

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



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 608 **KDOT #** KA-6282-01
Length (mi): 0.00

Project Name: Signal Improvement at US24/US40/US59 near Lawrence
Location: US24/US40/US59 intersection 394.324 - 394.325

Project Type: ITS

Work Type: Signal

Date Added: 10/2022 **Last Revised:**

Revision History:

Description:
 Upgrade traffic signals to LED with battery backup, adding flashing yellow arrow to permissive lefts and install retro-reflective backplates

Comments:
 Revised letting date from October 2022 to May 2023. U.S. 24/ U.S. 40/U.S. 59 intersection located north of Lawrence

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$13	\$0	\$0
2023	State	CONST	\$173	\$0	\$0

Federal Total:	\$186	Non-Federal Total:	\$0	Grand Total:	\$186
-----------------------	-------	---------------------------	-----	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

TIP #: 700 **KDOT #**

Length (mi): 0.00

Project Type: Safety

Date Added: 4/2023 **Last Revised:** 4/2023

Description:
Development of a Vision Zero Safety Action Plan for Lawrence, Eudora, and Baldwin City

Project Name: Safe Streets and Roads for All

Location: Lawrence, Eudora, and Baldwin City

Work Type: Safety Planning

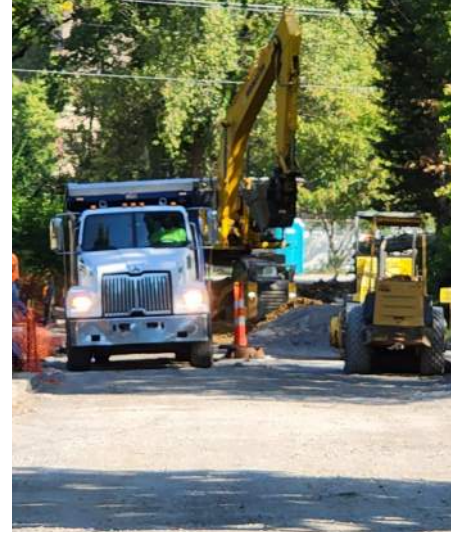
Revision History: FFY23 A1

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	OTHER	\$0	\$0	\$10
2023	State	OTHER	\$0	\$30	\$0
2023	SS4A	OTHER	\$160	\$0	\$0

Federal Total:	\$160	Non-Federal Total:	\$40	Grand Total:	\$200
-----------------------	-------	---------------------------	------	---------------------	-------

FFY 2023-2026 Transportation Improvement Program



LAWRENCE - DOUGLAS COUNTY

MPO



METROPOLITAN PLANNING ORGANIZATION

**MPO Policy Board Approval
October 27, 2022**

**Amendment 1: April 20, 2023
Amendment 2: June 15, 2023
Amendment 3: August 17, 2023**

MPO SELF-CERTIFICATION

The Kansas Department of Transportation (KDOT) and the Lawrence - Douglas County Metropolitan Planning Organization (MPO) certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; All core documents are current:
2. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity;
5. Section 1101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts,
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.



Courtney Shipley, Chair

Lawrence-Douglas County MPO



Michael J Moriarty

Bureau Chief of Transportation Planning

Kansas Department of Transportation

DEFINITIONS

ADA	ADA- Americans with Disabilities Act of 1990 (P.L. 101-336) and ADA Amendment Act of 2008 (P.L. 110-325)
CAPITAL	Purchase of equipment
CDBG	Community Development Block Grant
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CONST	Construction
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act (P.L. 114-94) (Signed by President Obama on December 4, 2015)
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ITS	Intelligent Transportation Systems
KDOT	Kansas Department of Transportation
KTA	Kansas Turnpike Authority
KU	University of Kansas, Lawrence
KUOW	KU on Wheels Transit Service
MPO	Metropolitan Planning Organization, such as the Lawrence-Douglas County Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
O&M	Operation and Maintenance
OPERATING	Operation of transit
PE	Preliminary Engineering
PPP	Public Participation Plan
ROW	Right-of-Way
RTAC	Regional Transit Advisory Committee
STBG	Surface Transportation Block Grant Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
T2040	Transportation 2040 - the Long Range Transportation Plan for the Lawrence-Douglas County region
TAC	Technical Advisory Committee
TA	Transportation Alternatives (federal grant administered by KDOT)
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USC	United States Code
UTIL	Utilities

Table of Contents

MPO SELF-CERTIFICATION	ii
DEFINITIONS	iii
INTRODUCTION	5
What is the TIP?	7
TIP Public Involvement Process	8
PROGRAMMING PROCESS	9
Legislative Requirement	9
Process for Including Projects in the TIP	9
Revisions to the TIP	10
FISCAL CONSTRAINT	12
Project Funding	12
PERFORMANCE MEASURES	21
Safety Targets	22
Pavement & Bridge Targets	26
System Performance Targets	28
Transit Targets	28
Progress Towards Targets	29
Evaluating Performance Over Time	29
Methodology for Identifying EJ Populations	30
ENVIRONMENTAL JUSTICE REVIEW & EQUITY	30
Methodology for Calculating EJ	30
Transportation Disadvantage	31
APPENDICES	
A PLANNING AND ENGINEERING FACTORS FOR LOCAL PROJECT CONSIDERATION	A-1
B DEFINITIONS OF MAJOR PROJECTS AND SIGNIFICANT DELAY	B-1
C PROGRESS ON PREVIOUS TIP PROJECTS	C-1
D LATEST FEDERAL FISCAL YEAR - LIST OF OBLIGATED PROJECTS	D-1
E TIP PUBLIC PARTICIPATION	E-1
F SUMMARY OF TIP AMENDMENTS & ADMINISTRATIVE REVISIONS	G-1
G TIP PROJECT LISTINGS	H-1

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

Title VI Note: The L-DC MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the L-DC MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the L-DC MPO. Any such complaint must be in writing and filed with the L-DC MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at <https://lawrenceks.org/mpo/title6>.

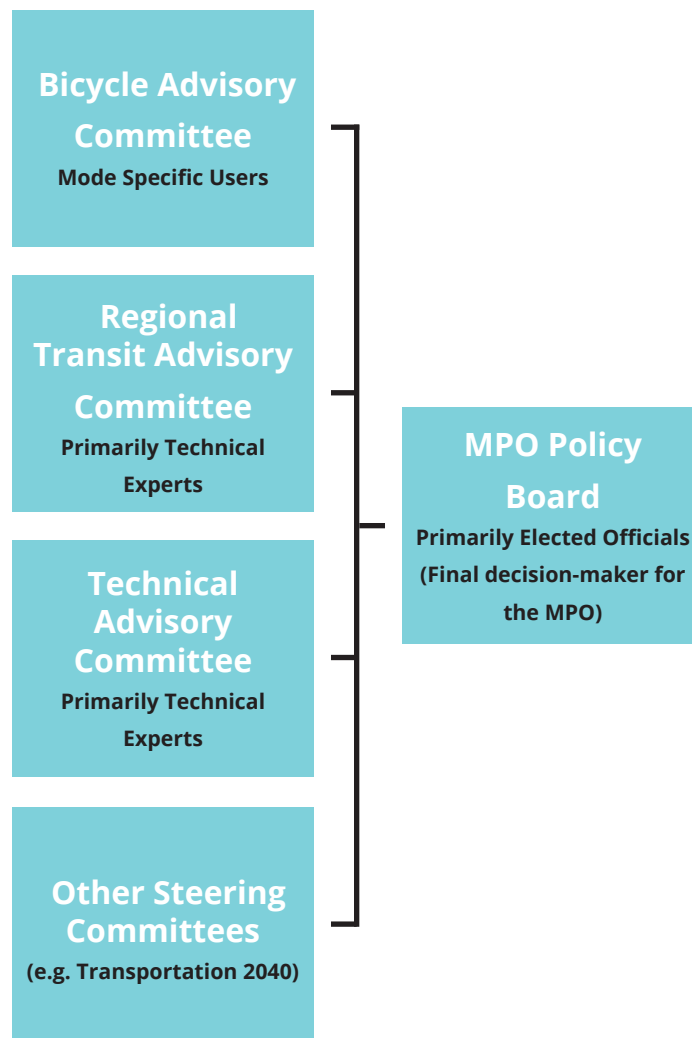
1

INTRODUCTION

...WHAT IS AN MPO?

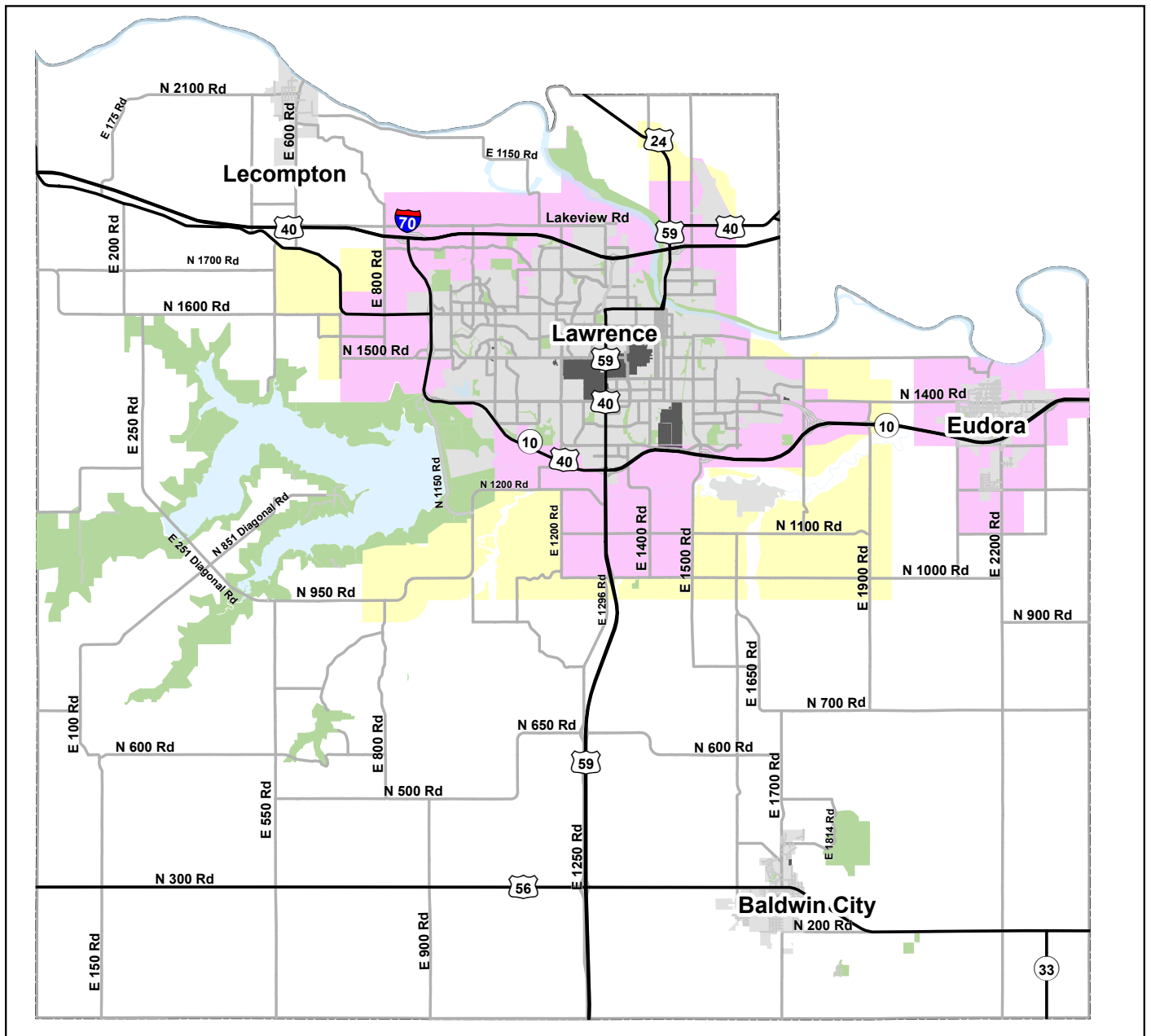
A Metropolitan Planning Organization (MPO) is a regional decision making body charged with developing a transportation plan and related policy and programming documents. The MPO is a group that is composed of representatives from many local governments that collectively discusses the transportation issues facing the metropolitan area and then makes decisions about how to address those issues. The Lawrence-Douglas County MPO is comprised of a Policy Board mainly composed of elected officials, a Technical Advisory Committee (TAC) made up of transportation and engineering professionals, the MPO Staff, and various other advisory groups that the MPO forms. Figure 1 displays the MPO structure. The MPO develops four core documents that create a regional vision for how the multimodal transportation system will function and grow – now and into the future. The MPO’s core documents are the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP).

Figure 1: MPO Structure



The Lawrence-Douglas County Metropolitan Planning Organization (MPO) serves all of Douglas County, Kansas including Baldwin City, Eudora, Lawrence, and Lecompton (see Figure 2).

Figure 2: Lawrence-Douglas County Metropolitan Planning Area (MPA)




- Parks
- Water
- FHWA Adjusted Urban Area Boundary (UAB)
- County Limits
- University
- City Limits
- Plan 2040 Growth Tier

DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

0 3.5 7 Miles

Date Exported: 8/20/2020
 Source: Lawrence-Douglas County MPO
 Produced: Lawrence-Douglas County MPO



What is the TIP?





The Transportation Improvement Program (TIP) documents how the region prioritizes the limited transportation resources available among the various needs of the region.

The TIP is a short-range, multi-year listing of federally funded and/or regionally significant improvements to the region’s multimodal transportation system. Projects in the TIP are designed to implement the Metropolitan Transportation Plan (MTP). The TIP must be fiscally constrained and include only projects for which funding has been identified using existing or reasonably available revenue sources. The TIP must be updated at least once every four years. The Lawrence-Douglas County TIP is updated every two years.

The TIP and Transportation 2040

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

Table 1: Transportation 2040 Goals and Objectives

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

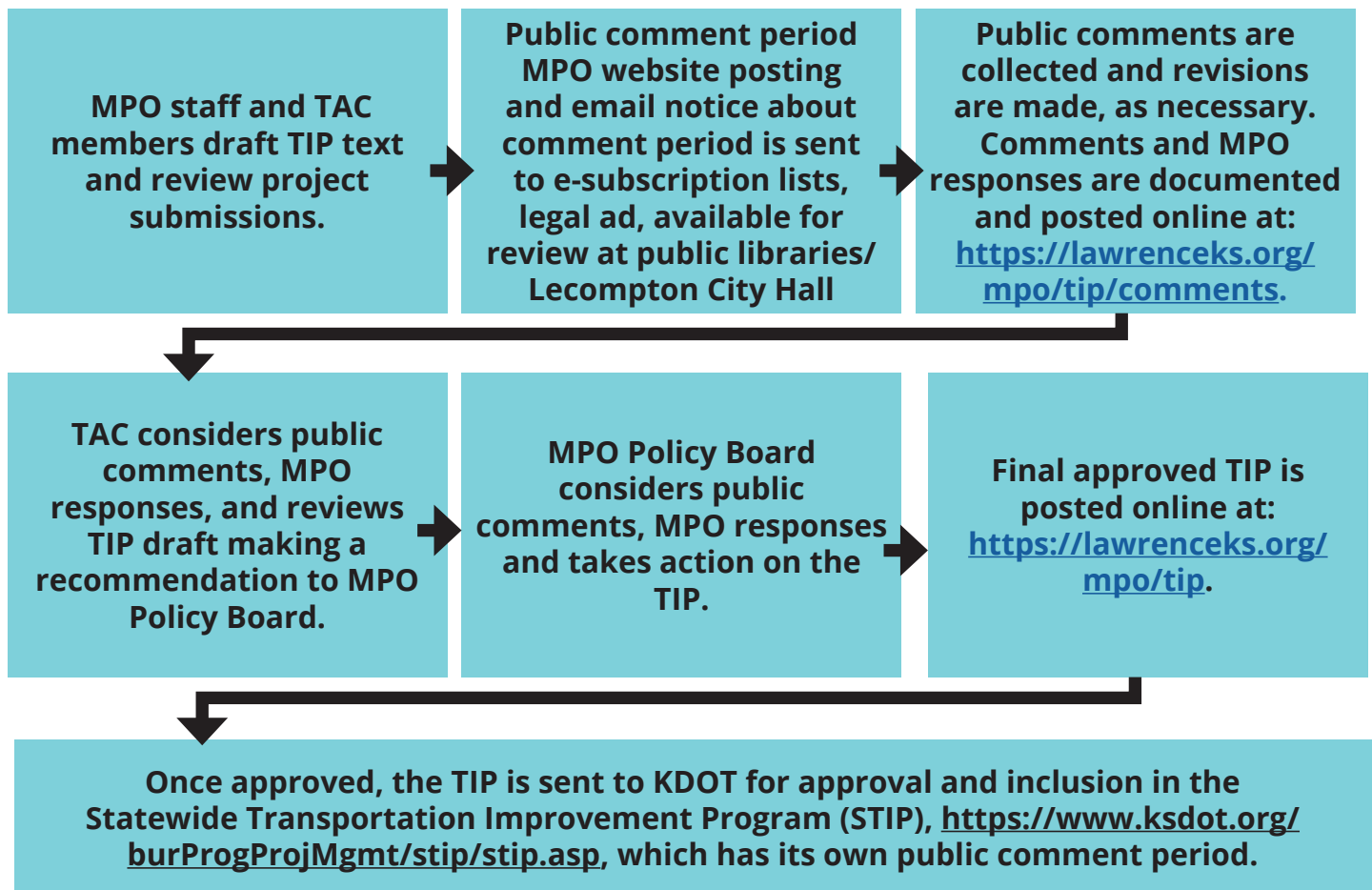
¹ <https://lawrencecks.org/mpo/t2040>

TIP Public Involvement Process

The MPO's Public Participation Plan (PPP) requires a new TIP to undergo a 30-day comment period and amendments require a 15-day public comment period.¹ The full draft TIP is available on the MPO website (www.lawrenceks.org/mpo/tip) and a printed copy is available at Lawrence City Hall, Lawrence Public Library, Eudora Public Library, Baldwin City Public Library, and Lecompton City Hall. The public is notified of the opportunities to review the draft TIP through a local newspaper advertisement, notification by email, and by staff announcements that the draft TIP is available for comment at MPO meetings. These strategies are consistent with the PPP, which addresses how everyone will be engaged in the planning process.

Public comments are posted online at www.lawrenceks.org/mpo/tip/comments and are shared with TAC and the MPO Policy Board. MPO staff reviews the comments and responds to the comment submitter and posts the MPO response in conjunction with the comment online. If comments have direct, applicable action these changes are discussed with the project sponsor (if relevant) and are incorporated into the final draft document sent to the MPO Policy Board for approval. Appendix E contains the public involvement process utilized to develop this TIP. Figure 3 displays the process.

Figure 3: TIP Public Involvement Process



¹ Details about the public participation process for the approval and amendment of the TIP can be found at www.lawrenceks.org/mpo/public_participation.

PROGRAMMING PROCESS

...HOW DO PROJECTS GET IN THE TIP?

Legislative Requirement

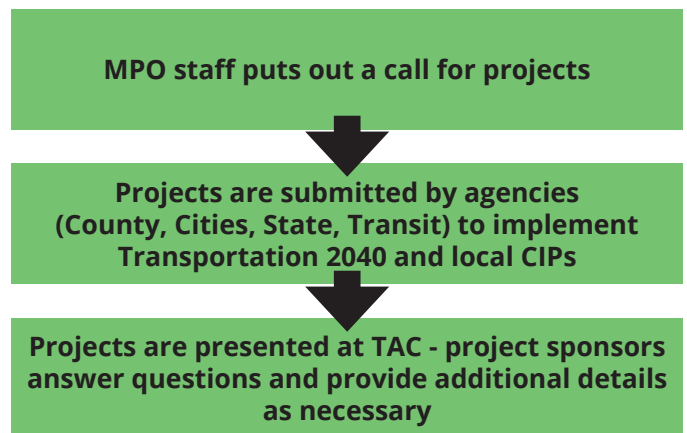
The current federal surface transportation legislation is called the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). It is a five year (FFY 2022-2026) transportation program signed into law by President Biden on November 15, 2021.¹ MPOs are required to develop a TIP that is fiscally constrained and contain all capital and non-capital surface transportation projects within the MPO area that will receive federal funding, as well as other regionally significant transportation projects.²

Process for Including Projects in the TIP

The projects included in the TIP are drawn from the area's Metropolitan Transportation Plan (MTP), County and City governments' Capital Improvement Plans (CIP), as well as the State's Transportation Program known as IKE (formally called the Eisenhower Legacy Transportation Program). The MPO encourages Project Sponsors to use the factors in Appendix A to determine which projects should be prioritized for funding and inclusion in the TIP. Project Sponsors submit projects to the MPO staff for inclusion in the TIP and MPO staff work with TAC members to ensure that the projects are regionally significant and are consistent with the MTP. Figure 4 displays the process for including projects in the TIP.

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

Figure 4: TIP Project Listing Submission Process



This TIP document contains projects for Lawrence Transit that collectively constitutes the Program of Projects (POP) for Lawrence Transit. This list of transit items is a prioritized list of projects used by the Lawrence Transit staff and reviewed by FTA officials. Approval of the TIP includes the approval of the POP for Lawrence Transit. The public involvement procedures used for TIP development and amendments are used to satisfy the POP requirements for FTA Section 5307 funding.

¹ IIJA was created as Public Law 117-58. The official legislation can be accessed at <https://www.congress.gov/117/plaws/publ58/PLAW-117-publ58.pdf>

² In accordance with United States Code Titles 23 and 49, the TIP document must outline at least a four-year program of: 1) All federally funded priority transportation projects, and 2) All regionally significant priority projects, regardless of funding source.

Revisions to the TIP

There are times when information about projects needs to be adjusted. Minor changes to project information are called revisions and are administrative actions with no public involvement required. Major changes are called amendments and require public involvement. Figure 5 displays the TIP amendment process.

Formal Amendments

Amendments to the TIP often consist of major changes to total project cost. Those types of fiscal changes may have impacts on the ability of the TIP and/or the MTP to remain fiscally constrained. The following types of project changes are always handled as TIP amendments:

- Addition or deletion of a project within the first four (4) years of the TIP (federal regulations require this part of the TIP to show fiscal constraint)
- Total costs of a project and/or funding amounts for a project listed in the TIP increase by more than 20% of the total project cost (in the existing TIP);
- Change to a funding source (such as changing from state funding to federal)
- Change to a project scope and/or location (project limits)

Administrative Revisions

Administrative revisions include all revisions that are not formal amendments. These revisions usually involve, but are not limited to:

- Obvious minor data entry errors or editing corrections to text, map, and/or other graphics
- Splitting or combining projects (project scopes and costs cannot change)
- Changes or clarifying elements of a project description (with no major changes in scope)
- Change in funding program or category (such as changing from STP to HSIP funding)
- Change of program year of project within the four-year fiscally constrained TIP
- Minor change of less than 20% of total project cost

In processing administrative revisions MPO staff will:

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

Administrative Revisions require no public comment.

Figure 5: Amendment Process



Amendment Public Process

TIP amendments must be posted for public review and comment, the MPO staff must collect and review any public comments and share those comments with the TAC and MPO Policy Board to address and/or incorporate them, as necessary, before TIP approval.¹

A minimum 15-day public comment period is required for the proposed amendments, which are posted on the MPO web page. The MPO staff also places a paper copy of all TIP amendments in a binder kept at the front counter of the MPO Office for public review and comments. In addition, all TIP amendment announcements, including the printed advertisement in the newspaper, have the phone number, mailing address, and email address of the MPO staff listed on them so that anyone with questions or comments about the amendment can contact the staff to discuss it. Following the required 15-day public comment period, all comments will receive a response, either individually or in a summary form. The comments and responses will be posted at www.lawrenceks.org/mpo/tip/comments prior to distributing the TAC agenda packet (one week before the TAC meeting). The MPO staff presents these public comments and the staff response to the TAC and the MPO Policy Board before they discuss approving the amendment. There is no requirement for a public hearing.

Amendment Schedule

In order to facilitate the process of making TIP amendments, the MPO has a TIP amendment item on the TAC and Policy Board meeting agenda once each quarter (Table 2). These dates to consider TIP amendments will be coordinated with the KDOT calendar for making changes to the Statewide Transportation Improvement Program (STIP). A similar schedule will be followed for the other years covered by this TIP.

Table 2: Quarterly Schedule for TIP Amendments

TIP Amendment Request Made to MPO Staff	Public Review Period	TAC Approval	MPO Approval	STIP Approval
September 11, 2022	9/16/2022 to 10/15/2022	October 4, 2022	October 28, 2022	November 3, 2022
March 3, 2023	3/9/2023 to 3/24/2023	April 4, 2023	April 20, 2023	May 4, 2023
May 5, 2023	5/11/2023 to 5/26/2023	June 6, 2023	June 15, 2023	July 6, 2023
June 30, 2023	7/6/2023 to 7/21/2023	August 1, 2023	August 17, 2023	September 7, 2023

These dates are approximate and subject to change following discussions between MPO and KDOT staffs and/or discussions at the Technical Advisory Committee (TAC) meetings.

¹ An appropriate level of public involvement activities are outlined in the latest MPO approved Public Participation Plan found online at www.lawrenceks.org/mpo/public_participation.

FISCAL CONSTRAINT

...HOW ARE THE PROJECTS PAID FOR?

Project Funding

Projects are funded from several sources. Street and highway projects can be financed entirely by State and/or local funds or by any combination of federal, state, and local funds. The Infrastructure Investment and Jobs Act (IIJA) provides federal-aid to state and local units of government for surface transportation projects.

The use of Federal Transit Administration (FTA) funds are allocated to transit operators by formulas through the FTA Region 7 Office in Kansas City and through the KDOT Public Transportation Programs Office of Public Transit in Topeka. State transit funds from the Eisenhower Legacy Transportation (IKE) Program flows through KDOT. These funds are utilized for the operations of Lawrence Transit and various paratransit operations in the region.

KDOT administers Federal Highway Administration (FHWA) funding to local governments. The Surface Transportation Block Grant (STBG) Program and Highway Safety Improvement Program (HSIP) categories are the main federal categories or programs that cities receive through KDOT. The STBG Program combines the long-standing Surface Transportation Program and the Transportation Alternatives Program, now known as TA Set-Aside. Some of these funds provide annual allocations to cities while others require local governments to apply for project specific funding. The TA Set-Aside funds have helped build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements. They provide funding for former Transportation Alternatives (TA) program and the Safe Routes to Schools (SRTS) programs.

All of the estimated amounts of transportation project funds are included in Table 10: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter). The estimates of reasonably expected funding levels based on financial information compiled for development of Transportation 2050 historic averages are compared to the levels of federal, state, and local funding for transportation facilities and services that are requested by KDOT and local governments for inclusion in the TIP. Comparing these expected funding levels and funding request levels allows the MPO to determine if the TIP is fiscally constrained.

Federal Funds

The federal funding for road and bridge projects in the region is generally limited to formula funding levels set by the USDOT and KDOT. Those levels have been relatively steady over the last few years with Douglas County receiving about \$440,000 and the City of Lawrence receiving about \$1.2 million annually in federal aid for roads and bridges. The three smaller cities in Douglas County (Lecompton, Eudora, and Baldwin City) have small public works departments, thus large road or bridge projects are often managed by Douglas County or KDOT.

Discretionary funding for TA Set-Aside program projects is also available on a more sporadic competitive basis. This funding is not guaranteed in any given year, but our region has received some funding and expects to receive more in the foreseeable future. These funding levels have more uncertainty and therefore, projects must have awarded funding to be included in the TIP. If and when local governments in Douglas County are awarded funding from these discretionary programs the MPO

will amend the TIP to add that funding and those projects in a timely manner.

Competitive federal transit funds are available. Lawrence Transit was awarded Low or No-Emission (Low-No) Bus funding in 2020 (\$3.76 million), 2021 (\$1.82 million), and 2023 (\$3.3 million) to purchase electric buses.

State Funds

State funds used in Douglas County for road and bridge projects are mostly limited to KDOT facilities and projects. The level of KDOT funding expended in the region varies greatly by year due largely to how much work KDOT does on the area’s major highways. Recently KDOT spent large amounts of funding to build the South Lawrence Trafficway (new K-10 alignment), and to build a new interchange along K-10 at Bob Billings Parkway/N 1500 Road. All of those projects are KDOT administered projects on KDOT routes, which typically do not significantly impact the local governments’ budgets for transportation improvements (although the City of Lawrence/Douglas County contributed \$1,000,000 for pedestrian and bicycle facility improvements to the K-10/Bob Billings Parkway interchange). Some other smaller amounts of State funding are used for local projects, such as the occasional purchase of a paratransit van with state money or a state contribution to a local bridge project.

For most local governments in the region the main KDOT funding role has been to provide federal aid to local projects, not to provide large amounts of state aid to local transportation improvements. However, the one example in the region where the state funding of a local project does make a routine and significant difference in the local budget process is state transit operating assistance. Lawrence Transit receives about \$1.3 million in state operating and capital assistance annually which is an important part of their budget.

Lawrence Transit was awarded Access Innovation and Collaboration (AIC) funding of \$677,000 for Bus Technology, Accessibility, and Branding Enhancements in 2022; \$1.6 million for construction of a Multimodal Transfer Facility in 2023, \$122,000 for construction of equitable and accessible bus stop amenities in 2023.

KDOT does not program projects in their budget documents or ask for projects to be added to the TIP unless a specific identified and reasonable funding source is identified. Therefore, KDOT requests for TIP actions represent a fiscally constrained condition for state funded and/or managed projects.

Local Funds

City of Lawrence

Local funds are comprised of the general fund, gas tax, and the ten year sales tax to improve roads/ infrastructure and transit service, which was approved in November 2008, was reapproved by Lawrence voters in November 2017. This continuation of sale taxes included 0.3% dedicated to roads/ infrastructure and fire equipment and 0.2% dedicated to funding transit service. The fire equipment portion of the 0.3% tax cannot be separated for our analysis (Table 3).

Table 3: Lawrence Sales Tax for Improvement of Roads and Transit Service Projections (Shown in \$1,000s)

Source	Tax	Actual Collection		Projected Collection			
	Percentage	2021	2022	2023	2024	2025	2026
Roads/Infrastructure & Fire Equipment	0.30%	\$6,354	\$6,989	\$7,338	\$7,485	\$7,635	\$7,785
Transit	0.20%	\$4,236	\$4,660	\$4,893	\$4,990	\$5,090	\$5,192
Total		\$10,590	\$11,649	\$12,231	\$12,475	\$12,725	\$12,977

Source: City of Lawrence Finance Department. 2022-2026 are projected. The fire equipment portion of the .30% sales tax can't be removed from the roads/infrastructure.

These sales taxes will expire in April of 2029; new referendums will need to be approved to ensure this funding is available in the future. With the addition of those taxes the City has a local dedicated funding source for road and transit improvements that has made funding more predictable. The City is utilizing the sales tax revenue to design and program some large road projects that were not financially feasible prior to the tax. Some projects are now funded with this sales tax revenue and some are still funded with a combination of federal aid and local matching funds.

The City also receives obligation authority for STP funds from KDOT. Lawrence has elected to exchange their available obligation authority of federal funds for state funds at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority, per KDOT policy. On average over the last four years, the City has received \$1.1 million in KDOT's federal funds exchange program.

City of Eudora, Baldwin City, and City of Lecompton

The City of Eudora became a second class city under Kansas statutes in 2010. With the designation, Eudora now receives an annual distribution of STP funding through KDOT. Similar to the City of Lawrence, the City of Eudora County receives obligation authority for STP funds from KDOT at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority. This amount of federal funding is typically small (\$75,000 on average).

Baldwin City, Eudora and Lecompton have used federal funding sporadically and worked with Douglas County staff to administer major road and bridge projects using federal aid. This cooperation between the small cities and the County for the use of federal aid is expected to continue through the life of this TIP.

Douglas County

Just like Lawrence and Eudora, Douglas County receives obligation authority for STP funds from KDOT at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority. On average over the last four years, the County received \$442,000 in KDOT's federal funds exchange program, and \$50,000 in federal sources such as U.S. Fish and Wildlife Service funding.

The County can also apply for TA Set-Aside funds if it chooses to do so. The County does not operate transit service and does not receive federal or state transit funding.

Douglas County has a CIP that is updated on a regular basis and other sources of local funds. Over the last five years, local funding averages \$9.3 million a year. Due to mental health initiatives and expansion of the jail, the Board of County Commissioners reduced the annual CIP allocations for roads and bridges by \$1 million for 2019. This annual reduction is anticipated to continue through 2023. The County programs its projects in their CIP and as needed the County staff coordinates its capital planning with the MPO staff for TIP development and changes.

Transit and Paratransit Funds

The public transit operations in Lawrence are composed of a mix of services operated by the Lawrence Transit and the University of Kansas service called KU on Wheels (KUOW). KUOW transit operations are primarily supported by student fees. The City transit service uses state operating assistance, state capital assistance, federal capital assistance, and federal operating assistance to keep buses running. Lawrence also uses local sales taxes to pay for transit. Lawrence Transit is projecting to receive \$3.8 - \$4.0 million annually over the next five years in flexible federal formula Section 5307 subsidies to provide transit services. This annually allocated funding can be used for capital projects (e.g., buying new buses), but most of it has been used for operations. Due to the COVID-19 pandemic

the U.S. Congress authorized the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which is providing \$3.9 million in operating funds over four years and \$3 million in capital funds currently programmed in 2025. Lawrence Transit was awarded Low or No-Emission (Low-No) Bus funding in 2020 (\$3.76 million), 2021 (\$1.82 million), and 2023 (\$3.3 million) to purchase electric buses. Lawrence Transit was awarded Access Innovation and Collaboration (AIC) funding of \$677,000 for Bus Technology, Accessibility, and Branding Enhancements in 2022; \$1.6 million for construction of a Multimodal Transfer Facility in 2023, \$122,000 for construction of equitable and accessible bus stop amenities in 2023.

Capital assistance levels are typically much more unpredictable than operating assistance, but when the transit capital funding will be needed is fairly predictable because it is based on the life span of buses. That creates a dilemma for transit operators who in the past relied heavily on large discretionary grants from the FTA for bus fleet replacements. Now those large grants are gone and our transit operators are adjusting to buying only a few new buses at a time when funding is available instead of buying many buses on one large grant funded order.

Lawrence Transit uses a relatively constant mix of federal and local funds for operations. Under the State Eisenhower Legacy Transportation (IKE) Program some state operating assistance is received each year.

The paratransit providers in the region provide all or most of their own funds to operate their services, and in some cases they use FTA or state grants for vehicle purchases. As part of these vehicle purchases the agency requesting the federal funds is required to provide a local match, and those vehicles are programmed in the TIP.

Operation and Maintenance (O&M) Funding

The fiscal constraint analysis looks primarily at capital projects (e.g., building roads and bridges, buying buses, etc.); however, that is not a complete picture of funding for the region's multimodal transportation system. The funds needed for operating and maintaining transport facilities and services also has to be reviewed. An adequate level of Operations & Maintenance (O&M) funding needs to be budgeted to maintain the federal-aid highways and local roads in the region. Short-changing the O&M budgets to make the road improvement projects fiscally feasible is not appropriate. This funding is divided into Roads/Bridges and Transit.

Road and Bridge Operations and Maintenance Funding Estimates

The expenses for O&M work items are usually paid for by the local government that owns and operates the road and the utility providers that use the road rights-of-ways.

In the case of major highways, KDOT is the owner of the road and maintains those facilities.

The major exception to this is the Kansas

Turnpike/I-70 which is owned and operated by the Kansas Turnpike Authority. Some of the state highway mileage in Lawrence is provided on City streets through a city connecting link agreement between KDOT and the City. That agreement includes quarterly payments from KDOT to the City to pay a share of the maintenance costs for those route segments carrying a state highway. KDOT plays a role in the maintenance of some major roads in the region, but major highway mileage comprises a small percentage of total roadway mileage. Most of the road mileage in Douglas County is owned by the

O&M consists of routine things such as pothole patching, minor repairs to pavements and curbs, snow removal, striping and marking, utility work and patching, electrical repairs, tree trimming, mowing, signal repairs, sign replacement, bridge maintenance, and other minor work tasks.

County, City or Township Governments that levy local property taxes and sometimes other taxes to pay for road maintenance and operations.

The cities and county also receive a portion of the state gas tax collected in Douglas County. This amount of funding is anticipated to continue during the years covered by this TIP. The state supplied pass through gas tax funding is supplemented by local government funds to make up the bulk of Lawrence and Douglas County roadway O&M budgets.

The City of Lawrence has a 2023 O&M budget for its road system of \$14.2 million paid with by state gas tax funds, local infrastructure sales tax, general fund, and federal sources. Douglas County had a 2023 O&M budget of \$3.9 million paid with a mixture of state gas tax, Capital Improvement Program allocation, Federal Funds Exchange with the State, and local and federal sources. The City of Eudora has a 2023 O&M budget of \$1.0 million which is funded by Federal Funds Exchange with the State, motor fuel Tax, general fund, and other fees and funds. The cities of Baldwin City and Lecompton did not provide 2023 O&M figures but their 2021 budgets were \$460,000 and \$7,000, respectively. It is expected that the local governments in the region will continue to fund their O&M budgets in order to adequately maintain their transportation infrastructure during this TIP period. Table 4 shows the KDOT, Douglas County, the City of Lawrence, Eudora, Baldwin City, and Lecompton O&M expected cost per lane mile.

Table 4: Road and Bridge O&M (Shown in \$1,000s)

	KDOT	County*	Lawrence	Eudora	Baldwin City***	Lecompton	Total
Anticipated funding per lane mile	\$ 2.89	\$ 8.38	\$ 16.29	\$ 14.19	\$ -	\$ 2.36	
Lane Miles**	204	464	891	73	61	13	1,707
2023	\$ 590	\$ 3,888	\$ 14,197	\$ 1,042	\$ -	\$ 32	\$ 19,748
2024	\$ 611	\$ 4,024	\$ 12,146	\$ 1,079	\$ -	\$ 33	\$ 17,892
2025	\$ 632	\$ 4,165	\$ 12,348	\$ 1,116	\$ -	\$ 34	\$ 18,296
2026	\$ 654	\$ 4,311	\$ 14,017	\$ 1,156	\$ -	\$ 35	\$ 20,173
Total	\$ 2,487	\$ 16,388	\$ 52,708	\$ 4,393	\$ -	\$ 133	\$ 76,109

*Does not include Township roads or road maintenance funds, but County maintenance costs does include bridges and large culverts on township roads that are maintained by the County.

**Lawrence and KDOT lane miles calculated in 2022. County, Eudora, Baldwin City, and Lecompton lane miles from 2020 TIP

***No data provided

Transit Operations and Maintenance Funding Estimates

Transit operations are funded with a mix of local, state, and federal funds. The transit system in Douglas County is a coordination of services owned and operated by the City of Lawrence, the University of Kansas, social service agencies that run paratransit vehicles, and Johnson County Transit that operates a commuter bus service called the K-10 Connector, which traverses between Lawrence and locations in Johnson County. K-10 Connector funding is programmed in the TIP produced by the Mid-America Regional Council (MARC), which is the MPO for the Kansas City area.

Transit O&M is the cost of operating transit service and maintaining the transit fleet. For example, this includes fuel, driver salaries, and purchasing transit vehicles.

Lawrence Transit

Lawrence Transit service uses federal, state, and local funds for operating and routine maintenance expenses for their fixed-route and complementary paratransit services. Lawrence Transit needs to pay for its services when they are rendered (i.e., when the buses are rolling, burning fuel and labor costs are incurred) by maintaining a cash flow to pay for its vendors and staff as they work. Unlike a road or a bridge that can be bonded for twenty years and paid for over time, transit operations are typically not paid for with debt service. For 2023, Lawrence Transit has an O&M budget of approximately \$17.7 million which is funded with a mixture of federal aid, state aid, and local funds. Due to the COVID-19 pandemic the U.S. Congress authorized the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which is providing \$3.9 million in operating funds over four years. Table 5 displays the Lawrence Transit O&M. The levels of O&M expenses and revenues shown in Table 5 are anticipated to continue through the four-year fiscally constrained period (2023-2026) since the CARES act funding is being spread out over 2020-2025).

Operations and maintenance funding for Lawrence Transit is shown in Table 9: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter).

The O&M costs are deducted from the estimated revenues; therefore, funding for O&M projects are not available for other projects and the TIP is fiscally constrained.

Table 5: Lawrence Transit O&M (Shown in \$1,000s)

FFY	2023	2024	2025	2026	Total
Total O&M	\$ 10,534	\$ 10,692	\$ 10,853	\$ 11,016	\$ 43,095

*Based on information provided by Lawrence Transit

University of Kansas (KU on Wheels) Transit Funding

The University of Kansas also provides transit services that are available to the general population as well as KU students and staff. Funding for the KU on Wheels system includes a considerable amount of funding that supports fixed route transit in Lawrence. The KU transit funding information listed in Table 6 gives a more complete and realistic account of the size and costs of the transit system in Lawrence.

The KU on Wheels (KUOW) and the Lawrence Transit services are integrated into one route and schedule system and both of these operations accept each other's bus passes. Even though these two services are coordinated into one route map and schedule book, only Lawrence Transit receives FTA funding. The KUOW part of the public transit system in Lawrence is fiscally constrained by the revenues provided by fees that support it.

Table 6: KU on Wheels (KUOW) O&M (Shown in \$1,000s)

	2023	2024	2025	2026	Total
Total O&M	\$ 2,526	\$ 2,526	\$ 2,526	\$ 2,526	\$ 10,103

*Based on information provided by KU on Wheels

Paratransit

The paratransit providers in the region mostly provide their own funds to operate their services, but in some cases receive a small amount of state operating subsidy from KDOT. Typically, this state operating assistance is only a few thousand dollars per year for each operator. Most of the federal and state aid to paratransit is for vehicle purchases. During the COVID 19 pandemic, additional funds were provided to agencies in 2020-2022. No pandemic related funding is budgeted for 2023 or beyond.

The MPO staff works closely with the KDOT transit staff, the Regional Transit Advisory Committee (RTAC), and the Urban Corridor Coordinated Transit Council members to keep informed about the status of paratransit operations and funding issues. Those paratransit issues are discussed in more detail in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP).¹

The combined O&M budget in the region, including Lawrence Transit, KU on Wheels, and the various paratransit providers, is \$30.3 million in 2023 (Table 7).

Table 7: Regional Transit O&M (Shown in \$1,000s)

FFY	2023	2024	2025	2026	Total
Total O&M	\$ 30.25	\$ 28.47	\$ 28.95	\$ 30.89	\$ 119

*Based on information provided by transit providers

Year of Expenditure (YOE) Inflation Factor

In addition to having a clearly identified source of funding for each roadway, bridge, transit, and enhancement project listed in the TIP, the project sponsor must also present their project costs in year of expenditure (YOE) dollars. This allows the project estimates to take into account inflation and should make them more realistic than using constant dollars. This fiscal analysis uses an annual inflation factor of 1.5% (which matches the Inflation Factor planned for T2050) for all TIP projects to determine the estimated costs in the year of expenditure. This inflation factor has been used since 2012 when it was developed by KDOT for use with federal aid projects. TAC and MPO Policy Board members agreed to the YOE inflation rate.

Demonstration of Fiscal Constraint

TIPs are required to have a four year fiscally constrained program of projects. Fiscally constrained means enough financial resources are available to fund projects listed in the TIP. Fiscal constraint also makes good sense.

The MPO accounts for O&M expenditures "Off the Top" from available funding before projects are programmed (Table 8). This ensures there is enough funding to operate, maintain, and preserve the existing transportation system (including roads, bridges, and transit services), which is a high priority of T2040.

¹ Access this plan at <https://www.lawrenceks.org/mpo/transit>.

Table 8: Funding Available for Projects after Accounting for all O&M Expenditures (in \$1,000s)

Subtracting O&M "Off the Top" (in thousands)					
	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Anticipated Funding	\$ 99,406	\$ 197,882	\$ 74,672	\$ 47,073	\$ 419,033
Anticipated O&M Expenditures	\$ 32,830	\$ 30,438	\$ 31,667	\$ 33,373	\$ 128,307
Funding Available for Projects	\$ 66,576	\$ 167,444	\$ 43,006	\$ 13,700	\$ 290,726

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2023 and 2024). Predicting the revenues which will be available and costs for projects in the second half of that period (2025 and 2026) are a more speculative exercise.

Financial data was collected as part of development of Transportation 2050. The Funding Summary in Table 9 shows the level of projected funding from reasonable sources and the total level of project funding programmed in this TIP are balanced and this TIP is fiscally constrained. The fiscal breakdown by funding source for all roadway and transit projects listed in the 2023-2026 TIP are shown in the table. The projects are shown by year and funding source.

Table 9: Funding Summary (in \$1,000s)

Anticipated Funding (in thousands)						
Funding Source		FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Transit	Federal	\$ 7,617	\$ 10,603	\$ 4,105	\$ 7,805	\$ 30,130
	State	\$ 6,620	\$ 1,721	\$ 3,222	\$ 1,722	\$ 13,284
	Local	\$ 23,979	\$ 10,691	\$ 11,891	\$ 11,234	\$ 57,794
Non-Transit	Federal	\$ 5,079	\$ 1,788	\$ 2,795	\$ 1,803	\$ 11,465
	State	\$ 37,847	\$ 35,559	\$ 212,442	\$ 38,733	\$ 324,580
	Local	\$ 36,235	\$ 37,865	\$ 34,043	\$ 25,937	\$ 134,080
Transit Total		\$ 38,215	\$ 23,014	\$ 19,218	\$ 20,761	\$ 101,208
Non-Transit Total		\$ 79,161	\$ 75,212	\$ 249,280	\$ 66,473	\$ 470,126
Grand Total		\$ 117,376	\$ 98,225	\$ 268,498	\$ 87,235	\$ 571,334

Anticipated funding is based on the revenue assumptions being prepared for Transportation 2050 and information provided by jurisdictions. Local transit funds include KU on Wheels funding. 1.5% growth is applied to the funding and the 2017 Lawrence sales tax referendum (funds roads/infrastructure and transit service) is assumed to be renewed thru 2050 for these projections. Advanced Construction Conversion converts state funding to federal funding.

Estimated Expenditures by Year and Funding Source (in thousands)							
Funding Source		FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total	
Transit	Federal Funds	FTA 5307	\$ 7,176	\$ 4,606	\$ 5,067	\$ 5,574	\$ 22,423
		FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5339	\$ 1,624	\$ -	\$ -	\$ -	\$ 1,624
	State-PT		\$ 1,155	\$ 1,155	\$ 1,155	\$ 1,155	\$ 4,620
	Local		\$ 10,526	\$ 4,590	\$ 5,261	\$ 5,340	\$ 25,717
Non-Transit	Federal Funds	CDBG	\$ 300	\$ 300	\$ -	\$ -	\$ 600
		HRRR	\$ -	\$ -	\$ -	\$ -	\$ -
		HSIP	\$ 1,500	\$ 500	\$ -	\$ -	\$ 2,000
		NHPP	\$ -	\$ -	\$ 13,739	\$ -	\$ 13,739
		STP	\$ -	\$ -	\$ -	\$ -	\$ -
		TA	\$ 1,500	\$ 2,558	\$ -	\$ -	\$ 4,058
	State		\$ 8,604	\$ 40,705	\$ (13,739)	\$ 3,000	\$ 38,570
	State AC Conversion*			\$ (500)	\$ (13,739)	\$ -	\$ (14,239)
	Local		\$ 14,580	\$ 15,306	\$ 5,400	\$ 6,000	\$ 41,286
Transit Total		\$ 20,481	\$ 10,351	\$ 11,483	\$ 12,069	\$ 54,384	
Non-Transit Total		\$ 26,484	\$ 58,869	\$ (8,339)	\$ 9,000	\$ 86,014	
Grand Total		\$ 46,965	\$ 69,220	\$ 3,144	\$ 21,069	\$ 140,398	

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

** While CDBG funding is not required to be in this TIP, it is part of #507 which includes various bike/sidewalk/ADA ramps projects in Lawrence.

4 | PERFORMANCE MEASURES ...HOW ARE WE DOING?

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act requires Performance-Based Planning and Programming (PBPP) in the development of the MTP and TIP. Transportation 2040 (T2040) is the region’s MTP. The TIP acts as the implementation arm of T2040. T2040 has 26 performance measures: 12 federally mandated and 14 community established. The T2040 performance measures promote the overarching goals shown below. Table 10 illustrates which T2040 goals the TIP’s projects are implementing.

Table 10: Projects addressing Transportation 2040 Goals

#	Project	Enhance transportation options & choices for improved system performance	Efficient movement of people, goods, & freight	Prioritize preservation, safety & security of the transportation system	Minimize adverse social, economic & environmental impacts created by transportation
106	Wakarusa Drive Extension	x	x	x	
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	x	x	x	
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)	x	x	x	
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.			x	
144	South Iowa St. Traffic Signal Improvement Project	x	x		
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	x		x	
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	x	x	x	
148	Bob Billings - Kasold to Wakarusa Dr.	x	x		
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	x	x		
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	x	x	x	
219	Rte 458/1055 Improvements: E 1500 thru E 1600			x	
230	Queens Road: 6th to North City Limits	x	x	x	x
234	23rd Street Reconstruction: Haskell to East City Limits	x	x	x	x
236	SLT/K-10 West Leg in Douglas County	x	x	x	x
237	SLT/K-10 West Leg in Douglas County	x	x	x	x
243	US-56 Improvements: Eisenhower St to 1st St		x	x	
248	Bridge 0964-1000 replacement			x	
249	Repair bridge #071 on K-10 in Douglas County			x	
300	6th and Massachusetts St Traffic Signal Improvement Project		x		
401	Independence Inc., FTA 5311 Operating & Capital	x		x	x
403	Lawrence Transit Capital Assistance	x	x	x	x
410	Lawrence Transit Central Station	x	x	x	x
412	Lawrence Transit Operating Funds	x	x	x	x
416	Lawrence Transit Electric Buses Phase 1	x			x
417	CARES Act Operating Funds	x	x	x	x
419	American Rescue Plan (ARP) Operating Assistance	x	x	x	x
420	Lawrence Transit Electric Buses Phase II	x			x
421	Zero-Emissions Transition Plan				x
422	Equitable and Accessible Bus Stop Amenities	x	x	x	x
423	AIC - Multimodal Transfer Facility Elements	x	x	x	x
424	AIC - Bus Technology, Accessibility, and Branding Enhancements	x			
425	Electric Buses Phase III	x	x		x
426	Microtransit Pilot	x	x		
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	x	x	x	x
509	West Baldwin Pedestrian/Bike Connectivity Project	x	x		x
513	Lawrence Safe Routes to School Phase 2 (2021)	x	x	x	x
514	Naismith Drive Mobility Enhancement	x	x		x
515	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	x	x	x	x
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	x	x	x	x
517	Baldwin City Sidewalk Gap Project	x	x	x	x
518	Eudora 10th St. Sidewalk Expansion	x	x	x	x
520	Lawrence Loop - Iowa Crossing	x		x	
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	x			
522	Lawrence Loop Trail from Queens Rd to Kasold	x			
600	Various Railroad Safety Projects in the Region		x	x	
605	DGCO: High Friction Surface Treatment			x	
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	x	x	x	x
608	Signal Improvement at US24/US40/US59 near Lawrence			x	

PBPP is accomplished by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet the targets. The federal performance measures include:

- Safety
- Pavement & Bridge
- System Performance
- Transit

Each federal measure has target setting requirements, which provides the MPO guidance for how our region is doing to achieve the measures. The MPO developed a rolling schedule to update performance measure data based on data availability and when targets are to be reported to KDOT. The most up-to-date data and targets can be found at <https://lawrenceks.org/mpo/t2040/pm>. Through the TIP development process, project sponsors were asked a series of questions to determine if the project would assist the MPO in reaching the region’s desired targets. For this discussion it is important to note, there are thirty (30) projects included in the fiscally constrained TIP.

Safety Targets

Safety targets are based on a five-year rolling average and annual targets are set. Table 11 displays the current safety targets for 2022. Safety data is obtained from KDOT each August and targets are determined for the next target year in October. Safety performance measures reflect data for all public roads including the number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries.

Table 11: L-DC MPO T2040 Safety Targets - 2022

Safety		2022
9)	Number of fatalities	14.9
10)	Rate of fatalities per 100 million VMT	1.1
11)	Number of serious injuries	24.1
12)	Rate of fatalities per 100 million VMT	2.4
13)	Number of non-motorized fatalities & serious injuries	3.3

TIP Projects Working Towards Safety Goals

All but one of the non-transit projects have some component to address safety concerns. They are categorized as intersection projects, railroad projects, standalone bicycle/pedestrian projects, roadway projects including bicycle and pedestrian elements, and roadway projects. Table 12 displays the projects per category and describes the safety impact of the improvement. Further, common improvements which improve safety and corresponding projects are listed below.

Common Improvements That Impact Safety

Separated or dedicated facilities for pedestrians and bicyclists

According to a report from the Office of the New York City Mayor, when protected bike lanes are installed, injury crashes for all road users (motorists, pedestrians, and bicyclists) typically drop by 40% and by more than 50% in some locations.¹ (Example: Project #512: Lawrence Loop Shared Use Path)

Dedicated vehicle turning movements lanes

By creating two way left turn lanes, vehicles are separated from through traffic improving traffic flow and reduce the potential risk of rear end crashes. (Example: Project #214: Wakarusa Dr. Reconstruction, Research Pkway to 23rd St)

Access management

¹ Howard Wolfson Memo on March 21, 2011 regarding Bike Lanes - http://www.nyc.gov/html/om/pdf/bike_lanes_memo.pdf

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

Roundabouts

According to AASHTO Highway Safety Manual, installing roundabouts reduce the types of crashes where people are seriously hurt or killed by 78-82% when compared to conventional stop-controlled and signalized intersections.¹ (Example: Project #230: Queens Road: 6th St to North City Limits)

Meeting design standards

The safety of the roadway can be improved by flattening roadside slopes and making geometric improvements to bring roadways up to design standards. (Example: Project #219: Route 458 Improvements, E 1500 to E 1600 & Route 1055, N940 to N1000)

Table 12: Projects addressing L-DC MPO Safety Targets

Roadway Projects that Improve Safety		
#	Project	Safety Improvement
106	Wakarusa Drive Extension	Remove arterial traffic from recreational areas, reduce fire and medical response time, and decrease vehicle use
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	Add bike facilities
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)	Geometric improvements
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.	Widen shoulders and acceleration/deceleration lanes
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	Reconstruction of pavement, sidewalks and bike improvements
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	Widen shoulders will allow for increased safety for bicyclists
148	Bob Billings - Kasold to Wakarusa Dr.	Separated ped/bike facility
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	Separated ped/bike facility
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	Sidewalks, bike facilities, two way left turn lanes
219	Rte 458/1055 Improvements: E 1500 thru E 1600	Provide paved shoulders and flatten roadside slopes
230	Queens Road: 6th to North City Limits	Geometric improvements to meet collector street standards, sidewalks, and bike facilities
234	23rd Street Reconstruction: Haskell to East City Limits	New sidewalks, bike facilities, turn lanes, and access management
236	SLT/K-10 West Leg in Douglas County	Additional through lanes, a new grade separated interchange and reconstructed interchanges, and a reduction of traffic conflicts and decision making points
237	SLT/K-10 West Leg in Douglas County	Additional through lanes, a new grade separated interchange and reconstructed interchanges, and a reduction of traffic conflicts and decision making points
243	US-56 Improvements: Eisenhower St to 1st St	Geometric Improvements
605	DGCO: High Friction Surface Treatment	Applying high-friction road surface treatment helps maintain pavement friction reducing crashes.

¹ FHWA's Office of Safety - <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts>

Table 12: Projects addressing L-DC MPO Safety Targets (Continued)

Bridge Projects that Improve Safety		
#	Project	Safety Improvement
248	Bridge 0964-1000 replacement	Replace with wider bridge
249	Repair bridge #071 on K-10 in Douglas County	Bridge repair
ITS Projects that Improve Safety		
#	Project	Safety Improvement
300	6th and Massachusetts St Traffic Signal Improvement	Pedestrian activation buttons and vehicle detection
144	South Iowa St. Traffic Signal Improvement Project	Improve traffic flow
608	Signal Improvement at US24/US40/US59 near Lawrence	Improve visibility
Bicycle & Pedestrian Projects that Improve Safety		
#	Project	Safety Improvement
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Provide dedicated space for pedestrians and bicyclists
509	West Baldwin Pedestrian/Bike Connectivity Project	ADA compliant sidewalks and separated ped/bike facility
513	Lawrence Safe Routes to School Phase 2 (2021)	Sidewalk
514	Naismith Drive Mobility Enhancement	Separated ped/bike facility
515	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	Sidewalk
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Separated ped/bike facility
517	Baldwin City Sidewalk Gap Project	Sidewalk
518	Eudora 10th St. Sidewalk Expansion	Sidewalk
520	Lawrence Loop - Iowa Crossing	Grade separated SUP crossing
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	Separated ped/bike facility
522	Lawrence Loop Trail from Queens Rd to Kasold	Separated ped/bike facility
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Ped/bike facility
Railroad Projects that Improve Safety		
#	Project	Safety Improvement
600	Various Railroad Safety Projects in the Region	This grouped project is for railroad safety projects that improve safety hazards at public railroad crossings. It targets known railroad safety issues throughout the region.

The MPO examined January 2012 to August 2022 crash data provided by KDOT to determine high crash locations. As shown in Figure 6, there were 18,613 crashes in this time frame within 1/8 mile of the TIP project locations, compared to a total of 28,576 total crashes in Douglas County.

Pavement & Bridge Targets

Pavement data categorizes pavement as Good and Poor. Good condition suggests no major investment is needed, while poor condition suggests major reconstruction investment is needed. Pavement condition is evaluated by measuring International Roughness Index (IRI), Present Serviceability Index (PSR), Cracking Percent, Rutting, and Faulting (uneven slabs of concrete). Bridge data is based on deck area. Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. National Highway System (NHS) bridge condition and Interstate and Non-Interstate NHS pavement condition data is provided by KDOT. The bridge targets are shown in Table 13, while the pavement targets are in Table 14.

Table 13: L-DC MPO T2040 NHS Bridges by Deck Area Targets - 2022

Bridge	2022
14) Percentage of NHS bridges by deck area classified as in GOOD condition	95.8%
14) Percentage of NHS bridges by deck area classified as in POOR condition	0.0%

Table 14: L-DC MPO T2040 Interstate and Non-Interstate NHS Pavement Condition Targets - 2022

Pavement	2022
18) Percentage of pavements of the Interstate System in GOOD condition	96%
18) Percentage of pavements of the Interstate System in POOR condition	0%
19) Percentage of pavements of the Non-Interstate NHS in GOOD condition	58%
19) Percentage of pavements of the Non-Interstate NHS in POOR condition	3%

TIP Projects Working Towards Pavement & Bridge Goals

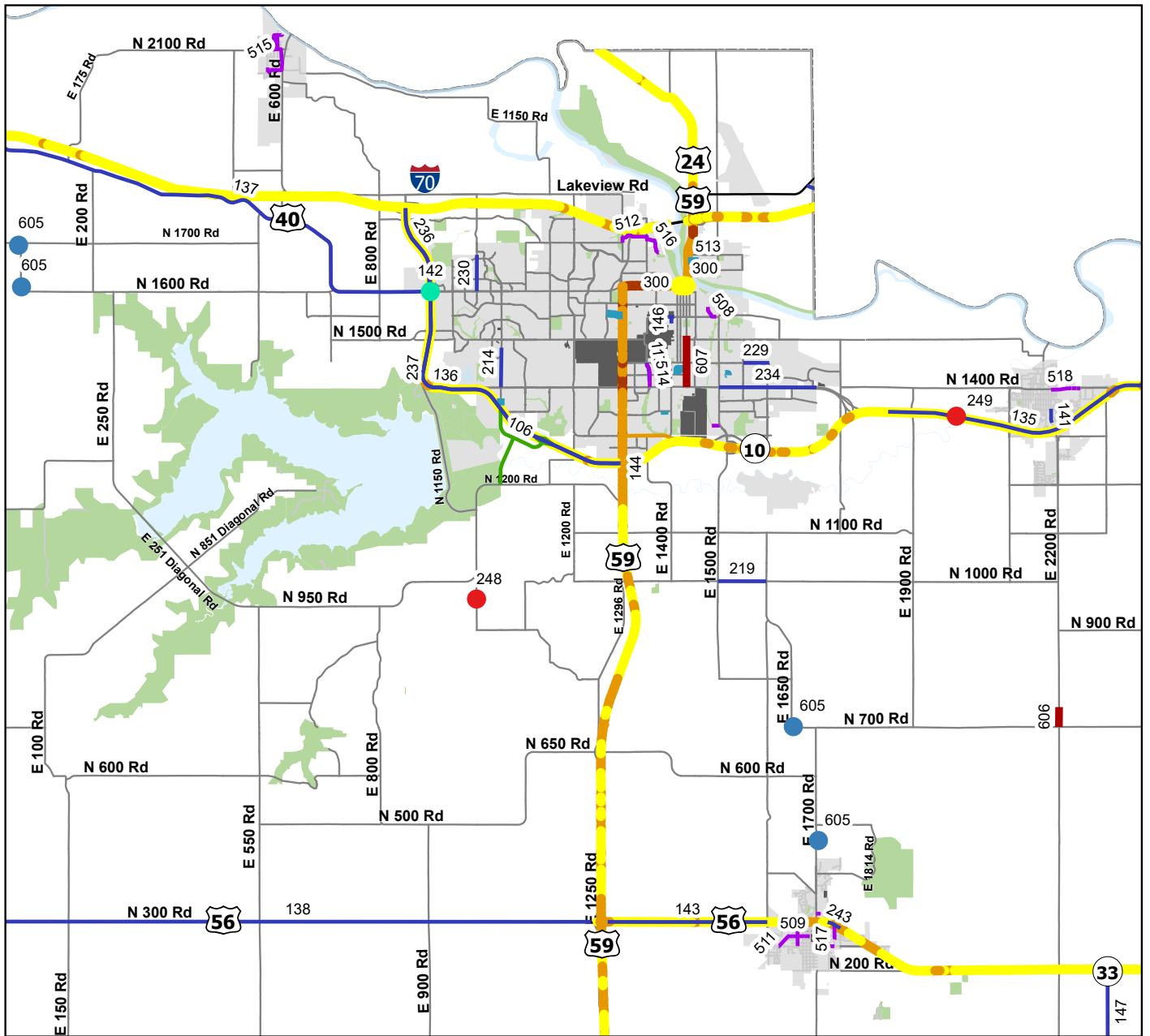
There are two bridge projects in the TIP. One is a NHS bridge - #249 the K-10 bridge over the Wakarusa River. Improving the overall quality of bridges in Douglas County will assist in achieving the local performance measures of improving non-NHS bridges. Table 15 displays the projects which improve pavement conditions.

Table 15: Projects Improving Pavement Conditions

#	Project	Year	Length	Cost
106	Wakarusa Drive Extension	2019-2025	2	\$ 12,750
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	2023-2024	0.5	\$ 4,300
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)*	2021-2025	0	\$ 16,556
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	2022-2023	1.47	\$ 7,300
219	Rte 458/1055 Improvements: E 1500 thru E 1600	2020-2021	1.6	\$ 3,609
230	Queens Road: 6th to North City Limits	2015-2022	0.75	\$ 3,800
234	23rd Street Reconstruction: Haskell to East City Limits	2020-2022	2.01	\$ 10,850
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.*	2021-2025	3.75	\$ 1,200
148	Bob Billings - Kasold to Wakarusa Dr.	2025-2026	1.5	\$ 13,100
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	2022-2023	0.25	\$ 1,750
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	2023-2024	1.1	\$ 1,600
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	2022	2.01	\$ 2,000
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	2024-2025	0.25	\$ 1,250
	* Project on NHS			

Figure 7 displays TIP projects and NHS pavement condition. It assists in determining if projects will assist in improving "poor" pavement and achieving our pavement condition targets. The other projects which are not on the NHS will help achieve the local performance measures of improving non-NHS major roads (collector and above) pavement condition.

Figure 7: Fiscally Constrained TIP Projects and Pavement Data



2021 Pavement Data

Good Pavement

Fair Pavement

Poor Pavement

Bridge

Interchange

Signal

Surfacing

Pedestrian/Bicycle

Road

Road/Bridge

Safe Routes to School

Parks

University

Water

City Limits

County Limits

Fiber

Pedestrian/Bicycle

Road

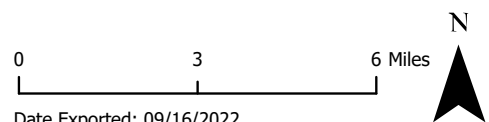
Road, Bridge

Safe Routes to School

Safety

DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a



Date Exported: 09/16/2022
 Source: KDOT 2021
 Produced: Lawrence-Douglas County MPO

System Performance Targets

Reliability performance measures relate to person-miles traveled on the Interstate and Non-Interstate NHS, as well as truck travel time reliability on the Interstate. This equates to consistency or dependability of travel times. This data all comes from National Performance Management Research Data Set (NPMRDS) RITIS. The Interstate (I70) is maintained by the Kansas Turnpike Authority (KTA). Table 16 displays the system performance reliability targets.

Table 16: L-DC MPO T2040 Reliability Targets - 2022

System Performance	2022
6) Percent of the Person-Miles Traveled on the Interstate That Are Reliable (LOTTR)	99%
6) Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (LOTTR)	99%
8) Truck Travel Time Reliability (TTTR) Index on the Interstate system	1.07

TIP Projects Working Towards System Performance Goals

There are no TIP projects that are part of the interstate system. Thus there are no specific projects working to achieve the person-miles traveled and truck travel time reliability targets pertaining to the interstate (T2040 PM 6 and 8). Furthermore, the data is provided as a set number by from NPMRDS RITIS and there is no way to determine which portion of the roadway is assigned a specific score. There are five (5) projects on the Non-Interstate NHS, but none of them improve the person-miles traveled reliability (LOTTR) as none of the projects are adding auto capacity.

Transit Targets

Transit State of Good Repair measures include the Useful Life Benchmark (ULB) for revenue and non-revenue vehicles by auto type including full-sized buses, cutaway buses, vans, minivans, SUVs, and automobile. The percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale is another federal performance measure, but there are no federally funded transit facilities in the MPO area. The MPO supports the State's target, but collected transit state of good repair information for local planning purposes only (Table 17).

Table 17: L-DC MPO T2040 Transit State of Good Repair Targets (Useful Life Benchmark – ULB)

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

The Useful Life Benchmark (ULB) is the expected service years for a vehicle class. For example, a minivan is expected to last for at least 8 years. The MPO supports the State's targets. Targets set in the State TAM Plan are used for federal reporting. The L-DC MPO Target are for local planning purposes only.

Table 18 displays the Lawrence Transit 2020 Safety Targets. Lawrence Transit accepted the State's targets for all of the measures except system reliability. Safety events are comprised of collisions, fires, hazardous material spills, act of nature (Act of God), evacuation, or [other safety occurrence not otherwise classified] occurring on transit right-of-way, in a transit revenue facility, or in a transit revenue vehicle and meeting established NTD thresholds. These measures will be updated yearly.

Table 18: Lawrence Transit Safety Targets - 2020

Mode of Transit Service	Fatalities (per 100 Thousand Vehicle Revenue Miles)		Injuries (per 100 Thousand Vehicle Revenue Miles)		Safety Events (Total)	Safety Events (per 100 Thousand Vehicle Revenue Miles)	System Reliability (Vehicle Revenue Miles/Failures)
	Fatalities (Total)		Injuries (Total)				
Fixed Route Bus Service	0	0	2	0.2	2	0.2	40,000
Demand Response Bus Service	0	0	2	0.2	2	0.2	40,000

Source: 2020-State Sponsored Agency Safety Plan Lawrence Transit and Kansas Department of Transportation. Lawrence City Commission 8/18/2020.

TIP Projects Working Towards Transit Goals

According to information provided by project sponsors, five (5) out of fourteen (14) transit projects will help address the transit useful life benchmark (shown in Table 19). The projects include purchasing new transit vehicles and preventative maintenance on vehicles. By purchasing these new vehicles the overall percentage of vehicles at or exceeding the Useful Life Benchmark (ULB) will be reduced (Table 19), Further, the Lawrence Transit Capital, Operating, and Electric Buses projects will work towards meeting the Lawrence Transit specific System Reliability Transit Safety target shown in Table 18 These projects are shown in Table 20.

Table 19: Projects addressing L-DC MPO Transit Useful Life Benchmark Targets

#	Project	How the Project Improves Transit ULB
401	Independence Inc., FTA 5311 Operating & Capital	Vehicle preventative maintenance/Purchase New Vehicle
403	Lawrence Transit Capital Assistance	Purchase paratransit vehicles
412	Lawrence Transit Operating Funds	Vehicle preventative maintenance
416	Lawrence Transit Electric Buses Phase 1	Replaces five diesel powered buses with electric buses
420	Lawrence Transit Electric Buses Phase II	Replaces two diesel powered buses with electric buses

Table 20: Projects addressing Lawrence Transit Safety Targets

Transit Projects that Improve Safety		
#	Project	Safety Improvement
419	American Rescue Plan (ARP) Operating Assistance	Transit safety

Progress towards Targets

In summary, based on information available, the MPO believes we are on track to meet the goals set in Transportation 2040.

Evaluating Performance over Time

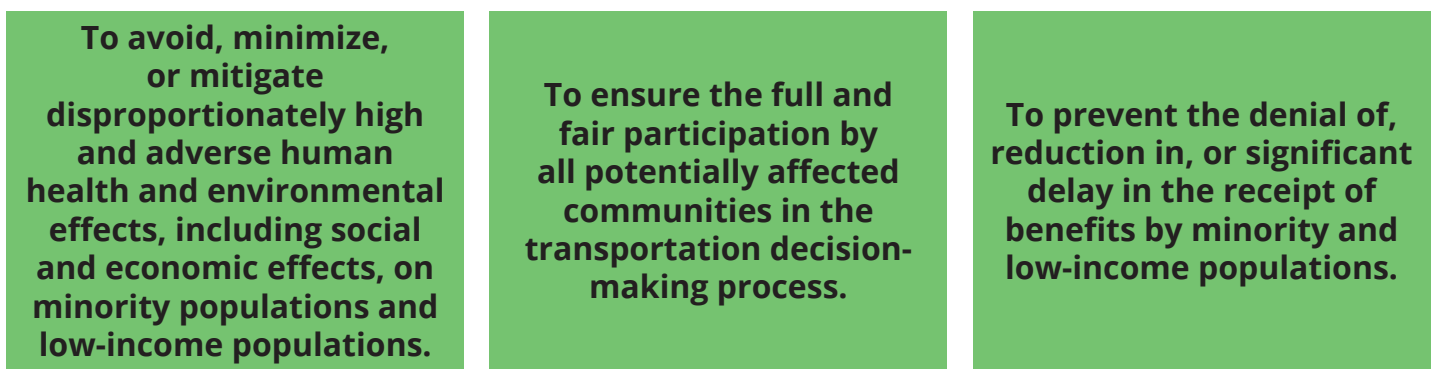
Federal performance measures will be tracked annually in the performance measure report – T2040 Appendix F: System Performance Report, which will be updated on a rolling basis based on when data is available. View the most current data at the performance measure website:

<https://lawrenceks.org/mpo/t2040/pm>. Performance measures will be evaluated as part of the annual report process and may be altered as the MPO Policy Board deems necessary (based on the Public Participation Plan (PPP)). Evaluating performance measures will be updated when a full TIP update is completed or if regulations have changed requiring an update.

ENVIRONMENTAL JUSTICE REVIEW & EQUITY ...HOW ARE WE ELEVATING EQUITY?

The Environmental Protection Agency (EPA) defines Environmental Justice as the “fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies.” Environmental Justice (EJ) is a federal requirement that projects using federal funds be selected and distributed fairly to all people regardless of income or race and that all people have equal access to the benefits afforded by federally funded projects as well as equal access to the decision-making process for the selection of those federal projects.¹ This concept is conveyed in the three Environmental Justice Principles shown in Figure 8.

Figure 8: U.S. DOT Environmental Justice Principles



Read about how the MPO is providing access to the transportation planning process at www.lawrenceks.org/mpo/public_participation.²

Methodology for Identifying EJ Populations

The MPO identifies minority and low income populations and evaluates their proximity to TIP projects at a regional scale. The MPO then examines the distribution of funds. However, ultimately project selection and scope are the responsibility of the project sponsor. Thus the MPO recommends project sponsors consider equity when selecting projects.

Define Target Populations and Thresholds

Low-income and minority populations were identified in the MPO area. This is done by utilizing Census block groups and 2011-2015 American Community Survey (ACS) 5-year estimate data. Block groups are determined to meet the EJ threshold if they meet either of the criteria listed below.

Low/Moderate Household Income Population, by 2010 Census Block Groups (and April 2019 income data)

The threshold for low/moderate household income was 51 percent or more of the population residing in households earning less than 80 percent of the area’s median income. The City of Lawrence Neighborhood Resources Division of the Planning and Development Services Department currently

¹ This policy is defined in Executive Order 12898 that was signed by President Clinton on February 11, 1994.

² Title VI Civil Rights and Environmental Justice Non-Discrimination issues can be found in the MPO’s Title VI Program Manual and the Public Participation Plan. More Environmental Justice information related to programs, including MPO operations which are funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), can be found at the following website: https://www.fhwa.dot.gov/environment/environmental_justice/

uses this information to identify areas within the community that have higher concentrations of low and moderate income residents. This data is updated every five years unless there is a change to the census tracts and block group boundaries. Various housing rehabilitation program funds and Community Development Block Grant (CDBG) funds are targeted toward these areas.

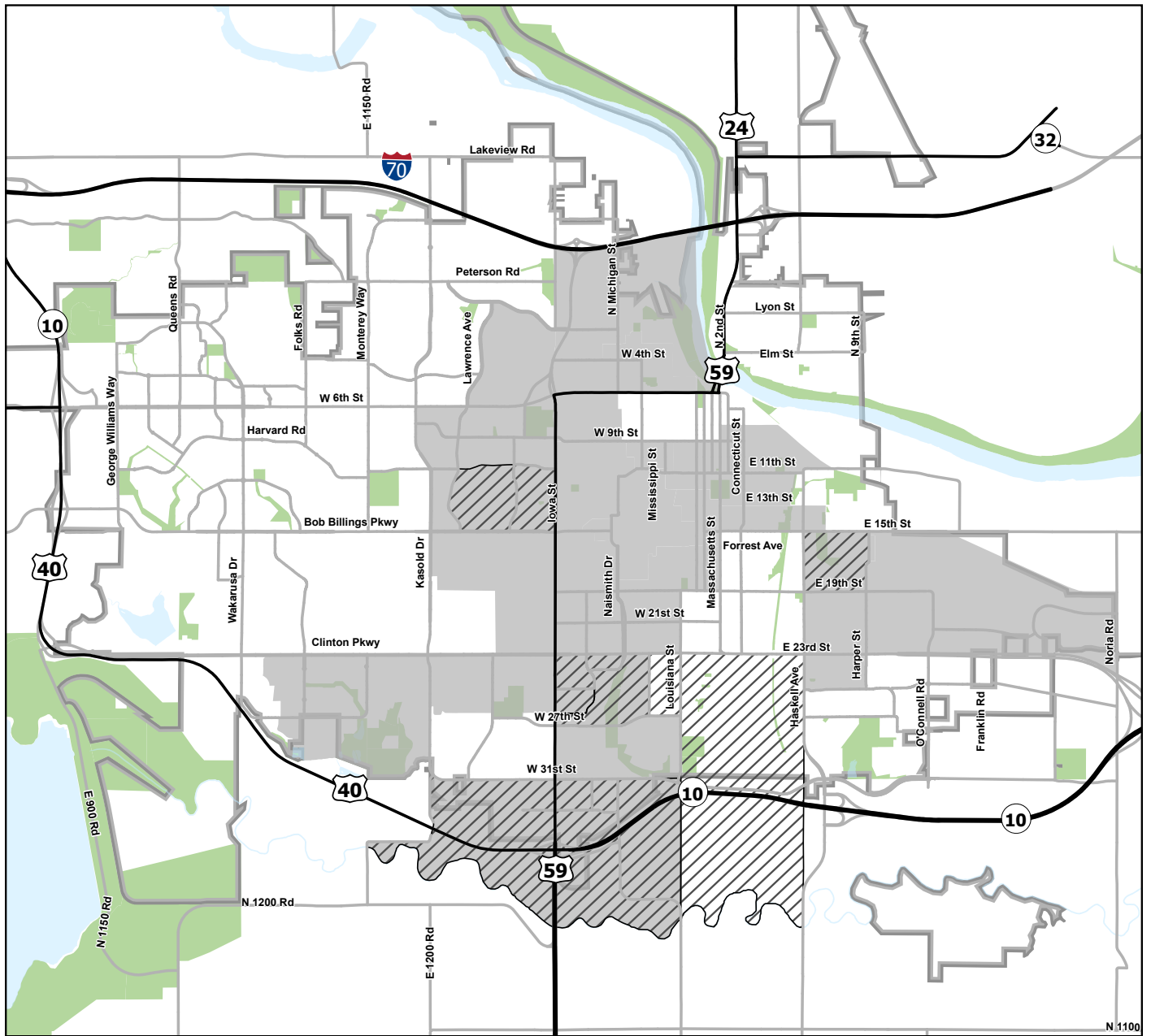
135% of Mean Minority Population, by 2020 Census Block Groups

The US Census Bureau collects demographic data for race and ethnicity. The majority race in this region is White/Caucasian and the other races, as well as those of Hispanic or Latino origin, collectively are considered as the minority group population for this EJ analysis. Census Block Group data indicates 22.6% of Douglas County belongs to a minority population. A threshold of 135% of the county average is used to assess Block Groups with high concentrations of minority populations. 135% of 22.6% is 30.5%, meaning Block Groups that exceed 30.5% minority population are classified as EJ zones. Figures 9 and 10 show these EJ zones.

Transportation Disadvantage

Similar to EJ review, evaluating transportation disadvantage provides a data driven approach to understanding distribution of transportation networks, services, and projects. Transportation disadvantage builds upon the approach of EJ but includes additional criteria. These criteria include: households with a person who has a disability, people who have less than a high school education, minorities, single parent households, zero vehicle households, population under 18 and over 65, and low-moderate income households. This TIP does not include analysis of transportation disadvantage but it is a tool that can be used for project selection. To view more information visit <https://lawrenceks.org/mpo/transportation-disadvantaged>.

Figure 9: EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- Parks
- City Limits
- Minority Block Groups
- Water

DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

N

0

1.25

2.5 Miles

Date Exported: 9/13/2022
 Source: 2016-2020 ACS 5-yr Est. & CDBG
 Produced: Lawrence-Douglas County MPO

Assess and Analyze Investments in the TIP

When assessing and analysing investments in the TIP and their effect on EJ populations and Transportation Disadvantaged Populations it is more than only the location of projects and how many are (or aren't) in EJ areas. Further, considerations for long and short term effects of projects must be considered. The term "Disproportionately High and Adverse Effects" is utilized in this analysis, which refers to interrelated social and economic effects which may include:

- Bodily impairment, infirmity, illness or death.
- Air, noise, water pollution and soil contamination.
- Destruction or disruption of man-made or natural resources.
- Destruction or diminution of aesthetic values.
- Destruction or disruption of community cohesion or a community's economic vitality.
- Destruction or disruption of the availability of public and private facilities and services.
- Vibration.
- Adverse employment effects.
- Displacement of persons, businesses, farms or nonprofit organizations.
- Increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community.
- The denial of, reduction in or significant delay in the receipt of benefits of Federal Highway Administration (FHWA)/Department of Transportation (DOT) programs, policies or activities.

Disproportionately high and adverse effects refer to effects that:

1. Are predominately borne by a minority population and/or low-income population.
2. Will be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Analysis of Road/Bridge & Bicycle/Pedestrian TIP Projects

The following pages present information about the TIP projects and their impact on EJ zones and Transportation Disadvantaged Populations. Although the MPO does not select projects, it is the MPO's duty to present data and information related to equity to assist project sponsors in selecting projects which will not disproportionately have high and adverse effects on low income, minority, or other transportation disadvantaged populations.

The fiscally constrained TIP projects were mapped to see where the projects intersect with EJ zones. Not all TIP projects could be mapped for the EJ analysis. This analysis does not include transit allocations, planning studies, and projects that are not limited to a specific point on a map. Table 22 shows the total 2021-2024 TIP projects, the TIP projects that were able to be mapped, and the mapped TIP projects that are within the EJ zones.

Thirty-three (33) projects were mapped in this 2023-2026 TIP, for a combined total of \$154.4 million. Of the 33 mapped projects in the TIP, 13 are considered EJ projects for the purpose of this analysis for a total improvement cost of \$66.6 million (as shown in Table 21). Approximately 43% of the total funding for the 33 mapped projects will be invested in EJ zones. These projects are within or intersect a road that is in an EJ zone or along an EJ zone border and are shown in Figure 10.

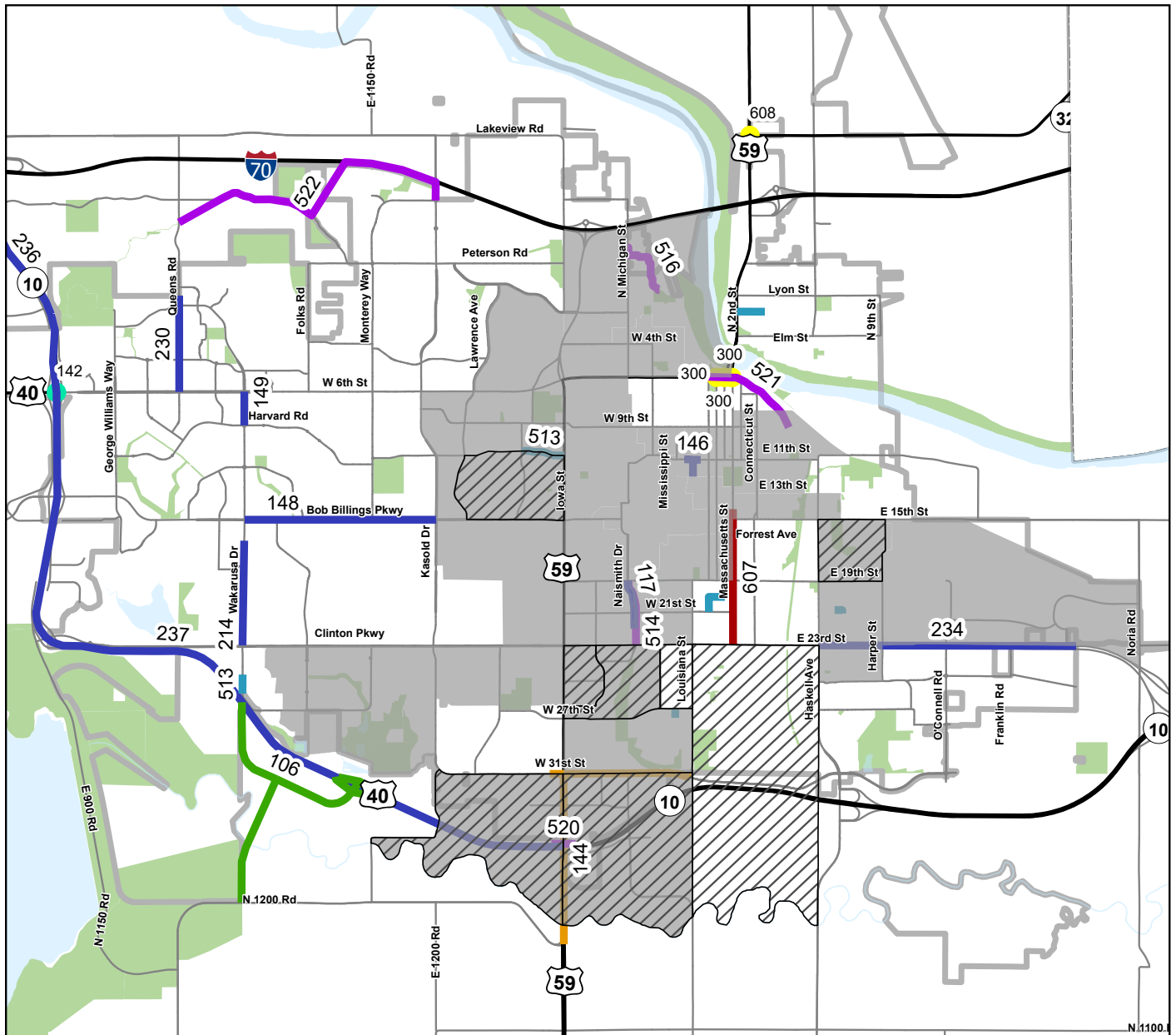
Table 21: Fiscally Constrained TIP Projects (shown in \$1,000s)

	Number of Projects	Total Project Costs*
TIP Projects (2023-2026)	48	\$ 221,025
TIP Projects Mapped (2023-2026)	33	\$ 154,433
TIP Projects Mapped In EJ Zones (2023-2026)	13	\$ 66,592
*Total project costs include project phases outside of the TIP years (2023-2026)		
Note: TIP Project 507 Various Lawrence Sidewalk/Bike/Ped/ADA Ramps Projects are not mapped but EJ prioritization is included in the process of project selection, thus this project was included in the projects mapped in EJ zones.		

Table 22: EJ Zone Projects (shown in \$1,000s)

#	Project Name	Project Type	Miles of New Bikeway	Miles of New Sidewalk	Total Project Cost
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	Road	0.5	0	\$ 4,300
144	South Iowa St. Traffic Signal Improvement Project	ITS	0	0	\$ 863
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	Road	0.25	0.05	\$ 1,750
234	23rd Street Reconstruction: Haskell to East City Limits	Road	TBD	TBD	\$ 10,850
237	SLT/K-10 West Leg in Douglas County	Road/Interchange	0	0	\$ 30,800
300	6th and Massachusetts St Traffic Signal Improvement Project	ITS	0	0	\$ 700
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Pedestrian/Bicycle	TBD	TBD	\$ 3,650
513	Lawrence Safe Routes to School Phase 2 (2021)	Transportation Alternatives	0	0.9	\$ 675
514	Naismith Drive Mobility Enhancement	Pedestrian/Bicycle	0.25	0.25	\$ 412
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Transportation Alternatives	0.47	NA	\$ 1,451
520	Lawrence Loop - Iowa Crossing	Pedestrian/Bicycle	0.03	0	\$ 1,898
521	Lawrence Loop Trail - Kaw River - 7th street to Constant Park	Pedestrian/Bicycle	0.5	0	\$ 9,905
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Safety	1.1	0.25	\$ 1,600
		Totals	3.1	1.45	\$ 68,854

Figure 10: MPO Fiscally Constrained Programmed Projects in Relation to EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- | | | | |
|---|-------------|--------------------|-----------------------|
| Low-Moderate Income Block Groups | Parks | Fiber | Safe Routes to School |
| 99% Confidence Interval Minority Block Groups | University | Pedestrian/Bicycle | Safety |
| | Water | Road | Signal |
| | City Limits | Road, Bridge | |

DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

0 1 2 Miles

Date Exported: 9/20/2022
 Source: 2016-2020 ACS 5-yr Est. & CDBG Income
 Produced: Lawrence-Douglas County MPO

EJ analysis is more than just the location of the projects and how many are (or aren't) in EJ areas. Therefore additional data was gathered on the projects and the EJ zones. Projects were evaluated to determine their contribution to meeting the region's performance measure goals. Information was gathered about the EJ zone versus the rest of the County. As shown in Table 23, 13% of the miles of road centerline are located in the EJ zone, while the EJ comprises 4% of the total square miles for the County and 53% of the total population. The EJ zone has a per capita spending on TIP projects of \$1,065 compared to \$1,510 in the non EJ zone. The geographic distribution of projects in relation to defined EJ zones indicated EJ areas are not being denied the benefit of federal transportation spending.

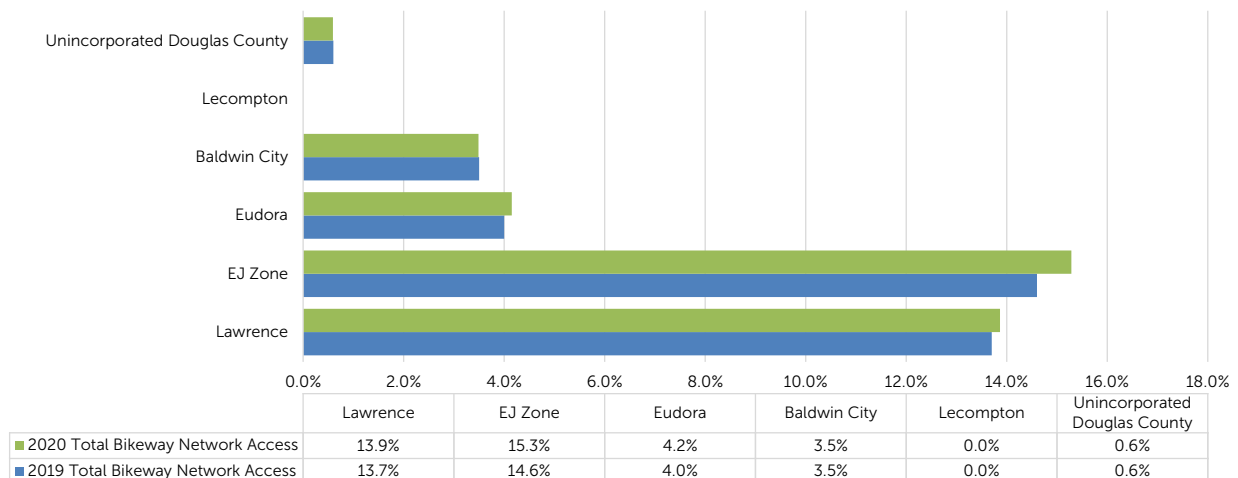
Table 23: EJ Zone Statistics v. Douglas County

	Total Douglas County	Non EJ Zone	EJ Zone	EJ Zone%
# of Road Centerline Miles	1451	1260	191	13%
Square Miles	475	456	19	4%
Population	121,304	56679	64,625	53%

Transportation 2040 has twenty-six (26) performance measures, a mixture of federally required and locally developed measures. Several of them address access and transportation barriers.¹ The analysis below delves into the measures and the anticipated impacts of the projects programmed in this TIP.

Access to the bicycle and pedestrian networks is also important when considering equity. Access is directly tied to health equity. Health inequities can refer to people having difficulties obtaining medical services, high transportation costs, and long commute times. Transportation 2040 Performance Measure #1 is the percentage of households who have access within a ¼ mile to the bikeway network (bicycle boulevard, bike lane, protected bike lanes, shared use path). Overall access to the bicycle network is slightly higher in EJ areas than non EJ areas.

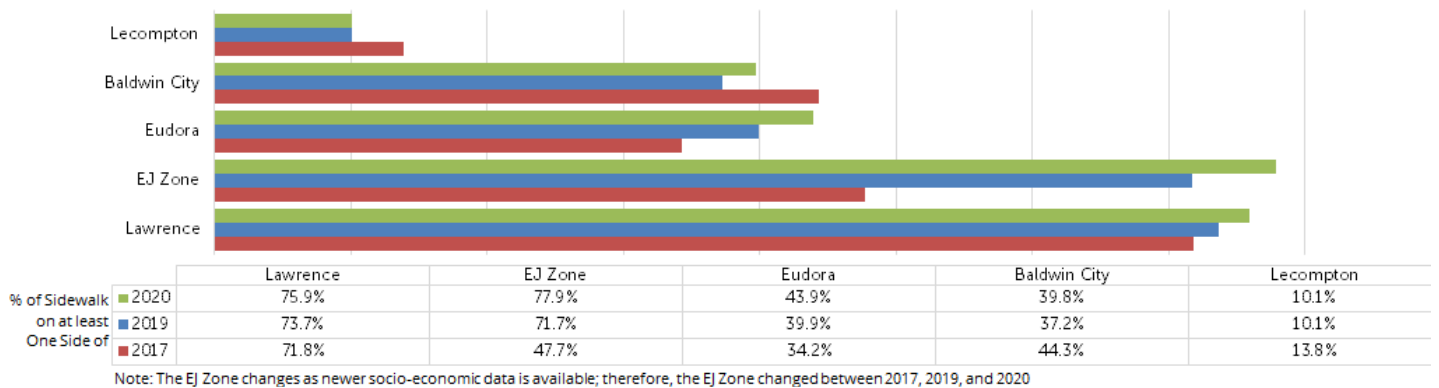
Figure 11: Percentage of Households who have Access within 1/4 mile to the Bikeway Network (T2040 PM1)



Note: The EJ Zone changes as newer socio-economic data is available; therefore, the EJ Zone changed between 2019 and 2020.

Another measure to measure access to bicycle and pedestrian facilities is Transportation 2040 Performance Measure #2 (Percentage of public streets with sidewalks on at least one side). Overall access to the pedestrian network is slightly higher in EJ areas than non EJ areas. Access provides mobility and opportunities to improve quality of life, thus projects should be prioritized in the EJ areas which provide transportation choices. There are thirteen (13) projects in the FFY2023 TIP which will add to the bicycle and pedestrian networks thereby increasing access. At least 2.5 miles of new sidewalks and 3.1 miles of new bikeways will be constructed in the EJ zone. These numbers do not take into account facilities on 23rd St. Reconstruction: Haskell Ave. to East City Limits (234) or the Various Lawrence Sidewalk/Bike/Ped/ADA Ramps (507) projects as the miles have not been determined. Project 514 – Naismith Mobility Enhancement – is installing sidewalk and transit connections and improvements in an EJ area. This project will pave the existing “goat path” where people have historically walked. Project 507 – Various Lawrence Sidewalk/Bike/Ped/ADA Ramps – is a grouped project for the dedicated funding for non-motorized projects and ADA Ramps in Lawrence. Approximately \$675,000 of local funding is available every year for dedicated bicycle and pedestrian projects and \$325,000 of local funding is programmed every year for improving ADA ramps. The dedicated bike/ped funding utilizes the Non-Motorized Projects Prioritization Policy to select projects. Consideration of equity in distribution of projects in EJ zones is part of the selection process. Also \$300,000 of Community Development Block Grant (CDBG) is budgeted to the City of Lawrence to address sidewalk and ADA ramp issues in the low/moderate income areas (a portion of the EJ zones). The City is allocated a percentage of CDBG funding each year so the \$300,000 is a place holder. All of the local and federal funding used to build new miles of bikeway and sidewalk will improve connectivity and mobility for all populations.

Figure 12: Percentage of Public Streets with at Least Sidewalk on One Side of Streets (T2040 PM2)



The Center for Neighborhood Technology’s Total Driving Costs tool measures the costs of car ownership and use for jurisdictions.¹ It utilizes a variety of data points to determine if transportation costs are unaffordable, which are any costs that are higher than 15% of an aver

¹ Access the Center for Neighborhood Technology’s Total Driving Costs tool at: <https://htaindex.cnt.org/total-driving-costs/>

Table 24: Average Cost of Transportation per Household (T2040 PM22)

	Total Annual Transportation Costs	Annual Transportation Costs % Over Affordable
Lawrence	\$ 12,900	141%
Eudora	\$ 15,059	165%
Baldwin City	\$ 15,232	166%
Lecompton	\$ 16,868	184%
Douglas County	\$ 13,725	150%

Note: Annual Household Income: \$61,020

15% of Income for Transportation = Affordable: \$9,153

Transportation costs are considered affordable if they are 15% or less of household income; This calculation used gas priced at \$3.80 and Regional Typical Household Characteristics. Data was gathered in 2017, an update will be completed when the CNT has grant funding potentially in 2021.

Source: Center for Neighborhood Technology's Total Driving Costs Tool

<https://htaindex.cnt.org/total-driving-costs>

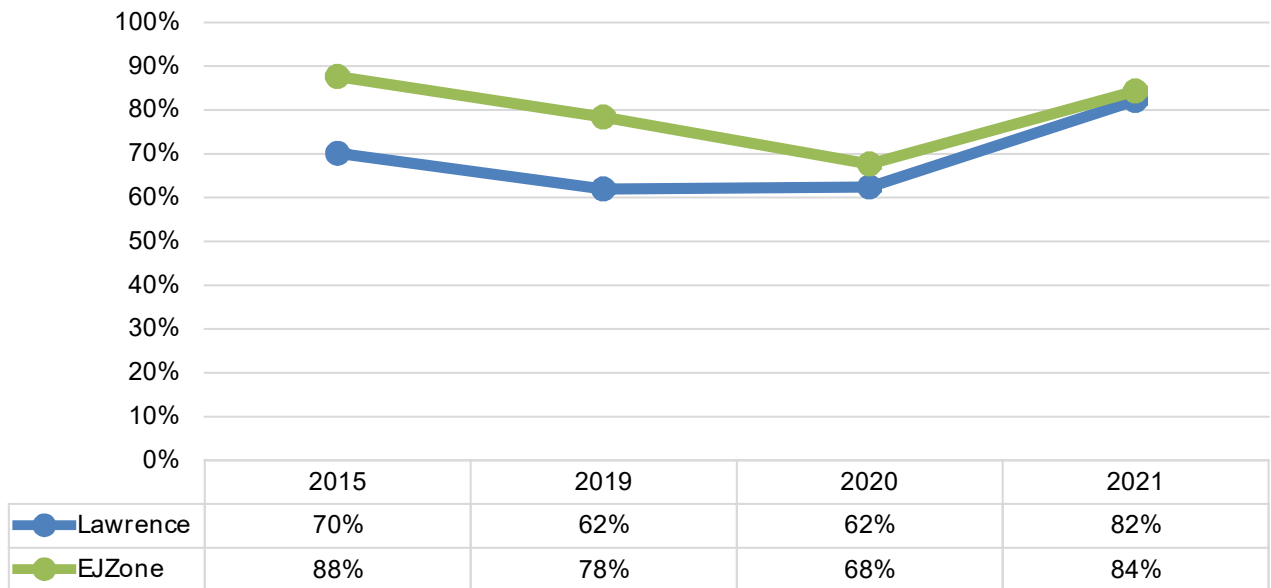
Another consideration is safety. Both vehicle and non-motorized (bicycle riders and pedestrian) crashes between 2017 and 2021 were mapped. A heat map showing the crashes and the number of crashes near TIP projects is found in Figure 6 (in the Performance Measure Chapter).

Analysis of Fixed Route Transit TIP Projects

Lawrence Transit & KU on Wheels 2022 fixed routes are shown on Figure 21. Sixteen (16) or 80% of the current routes have 30 minute or less service during peak times. As resources become available, Lawrence Transit & KU on Wheels are transitioning routes which warrant increased service to 30 minute or less service during peak times; however, KU on Wheels has seen recent service reductions due to budget constraints. Route information can be accessed at www.lawrencetransit.org/routes. None of the Lawrence Transit projects were mapped because transit service occurs throughout the community and is not located on one fixed point. Lawrence Transit projects include operating costs for fixed route and paratransit services, as well as the capital costs associated with vehicle acquisition.

Transportation 2040 Performance Measure #5 is the percentage of households with access within a 1/4 mile to a bus stop (Figure 13). Overall access to bus stops in EJ areas in comparison to Lawrence as a whole has increased since 2015. The Naismith Drive Mobility Enhancement (# 514) project will increase access by installing sidewalk leading to a bus stop. There are other unmapped bicycle and pedestrian projects (CDBG and Lawrence dedicated bicycle and pedestrian projects) which will likely improve access. Future analyses will evaluate the access added by these projects.

Figure 13: Percentage of Households with Access within a ¼ Mile to a Bus Stop (T2040 PM5)

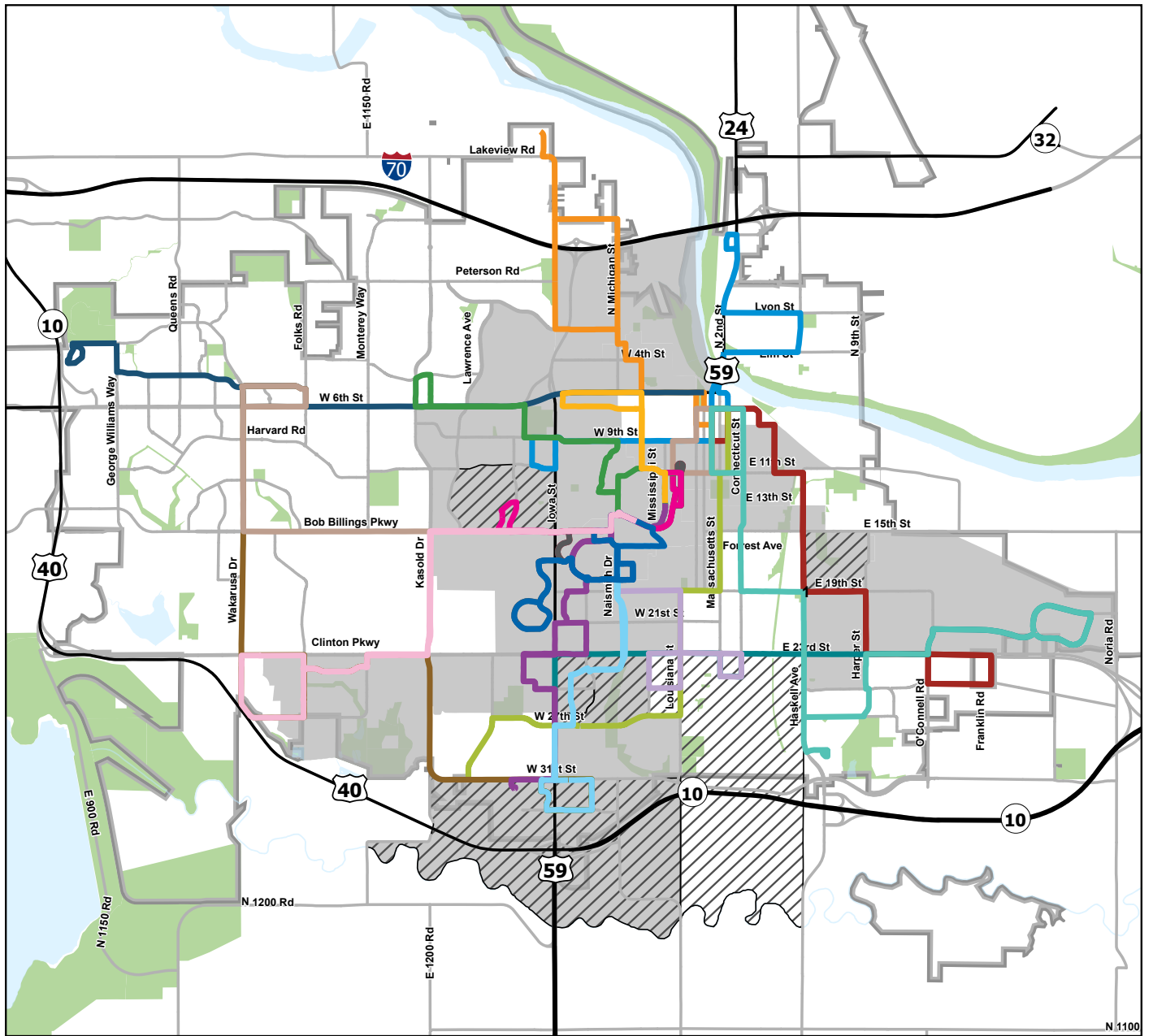


Note: Access was calculated for the EJ zone that existing in 2021 has not been calculated for the EJ area included in this TIP. The EJ Zone changes as newer socio-economic data is available, including in 2019 and 2020

For the case of federally supported transit services, both the fixed route system and paratransit service areas, cover parts of Douglas County with low-income and/or minority populations (Figure 14). Therefore, the TIP projects associated with these transit and paratransit services are all considered to serve EJ populations and to be located in EJ zones for the purpose of this analysis. If there is any difference with EJ zones it seems to be that some EJ zones receive greater choice and frequency of transit services because those areas coincide with the parts of the region with population densities high enough to support frequent fixed route transit (see the transit routes overlaid on population estimates in Figure 15).

Further, maps were created to determine the percentage of households within the EJ zones that are within a ¼ mile buffer of transit routes and the Transportation Disadvantaged Population overlaid with the fixed route transit routes. As shown in Figure 13, approximately 84% of households within the EJ zones are within ¼ mile of a transit route. A ¼ mile is generally the distance people are comfortable walking. Thus, 84% of households within EJ zones have easy to access transit service, thereby expanding their mobility.

Figure 14: Fixed Route Transit Routes 2022 in Relation to EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- Minority Block Groups
- 2022-2023 Transit Routes
- Parks
- Water
- City Limits

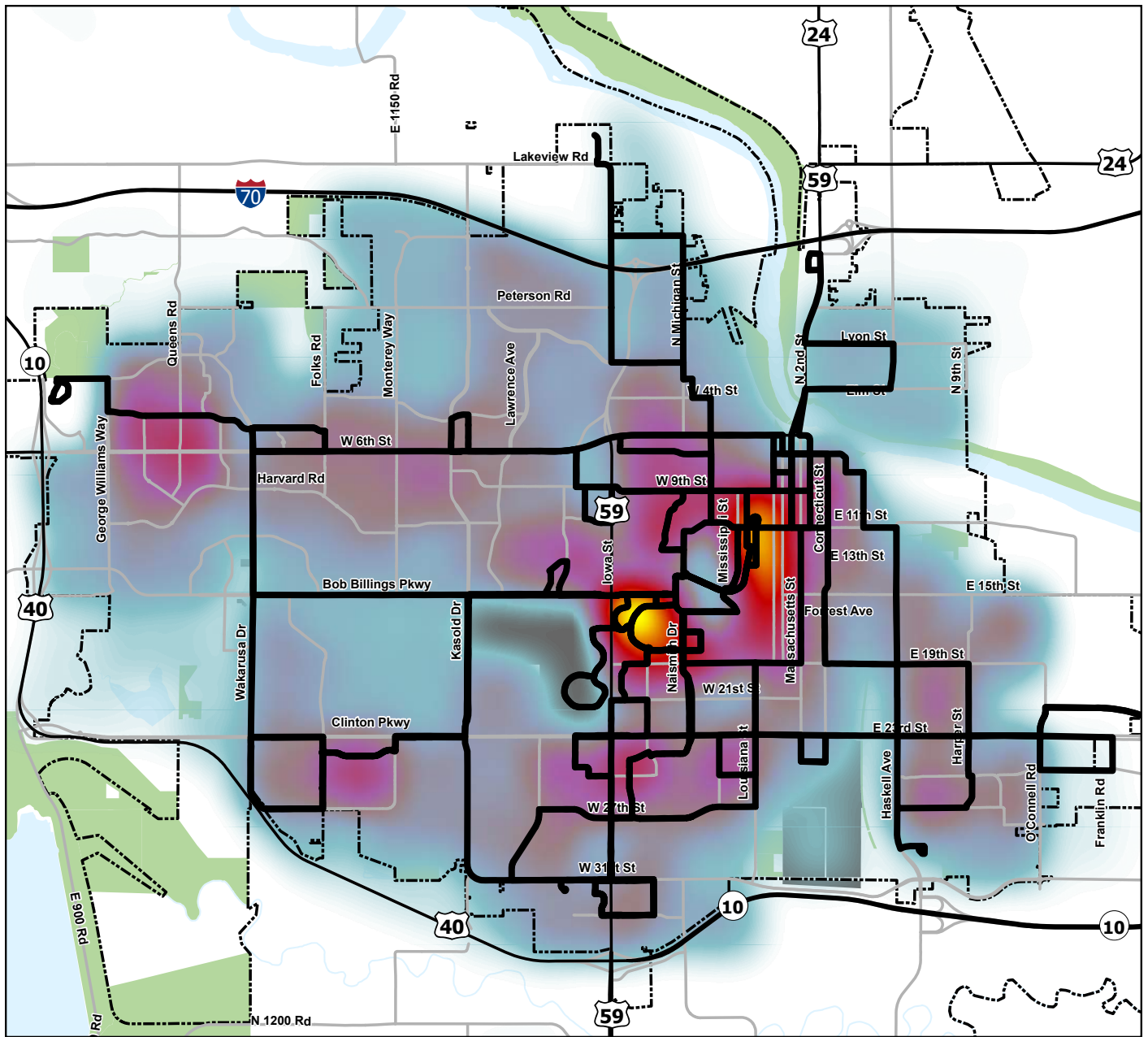
DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

N

0 1.25 2.5 Miles

Date Exported: 9/13/2022
 Source: Lawrence Transit, 2016-2020 ACS 5-yr Est. & CDBG Income
 Produced: Lawrence-Douglas County MPO

Figure 15: Lawrence Transit 2022 Routes and 2020 Population Estimate Densities



2020 Population Estimates	2022-2023 Transit Routes	University	City Limits
Least Dense	Parks	Water	
Most Dense			

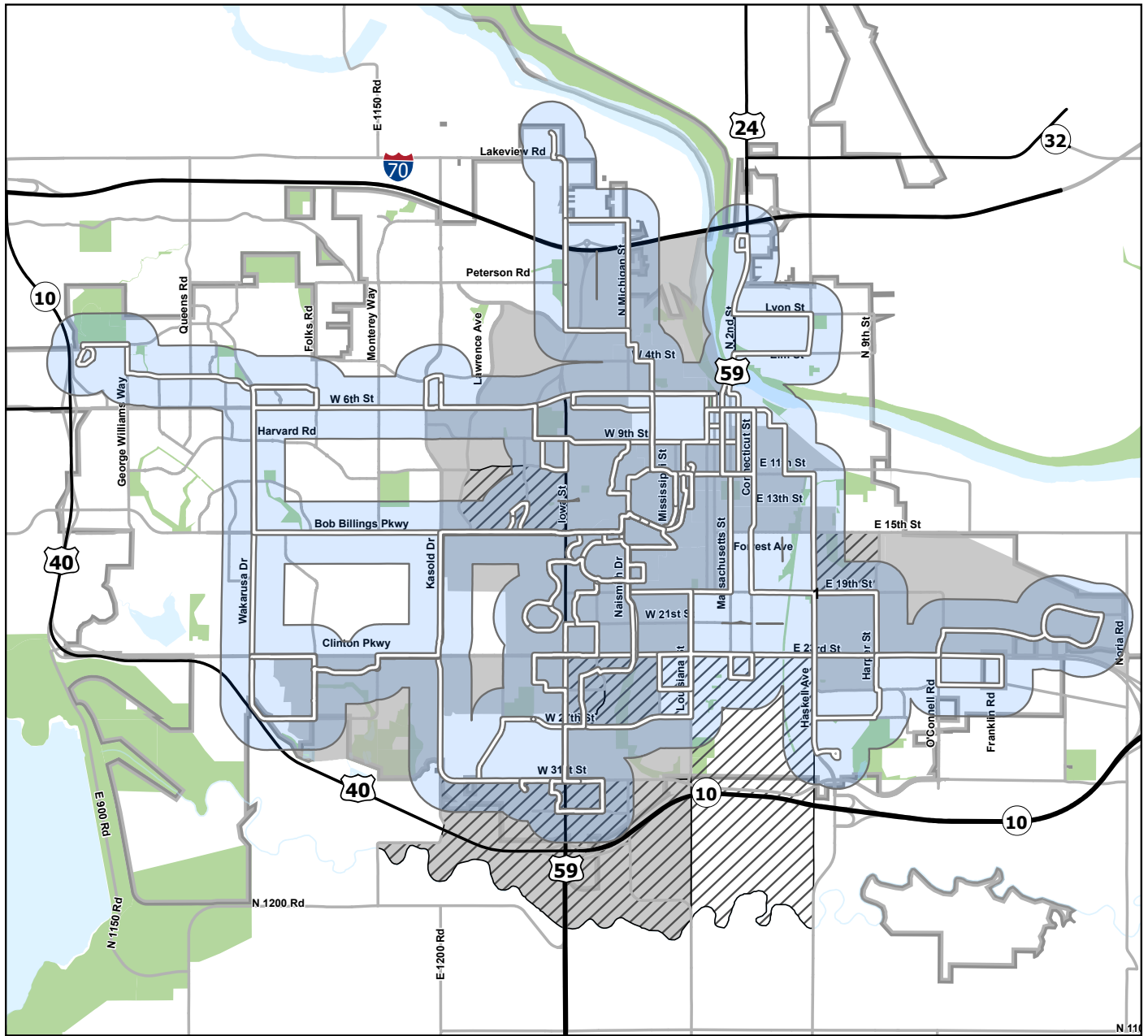
DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

0 1 2 Miles

Date Exported: 9/21/2022
 Source: Lawrence Transit & Plan 2040 Population Est.
 Produced: Lawrence-Douglas County MPO

Figure 16: Fixed Route Transit Route Buffers 2022 in Relation to EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- Minority Block Groups
- Transit Routes 2022-2023
- 1/4 Mile Bus Route Buffer 2022-2023
- Water
- City Limits

DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

N

Date Exported: 9/13/2022
 Source: Lawrence Transit, 2016-2020 ACS 5-yr Est. & CDBG Income
 Produced: Lawrence-Douglas County MPO

Conclusion

Reviewing the assessment and analysis in this chapter the MPO believes there are no significant EJ issues with the selection of roadway, bridge, pedestrian/bicycle, or transit projects in Douglas County. This TIP includes projects inside and outside of EJ zones. Although not covered under Executive Order 12898, populations that may be transportation disadvantaged – people who have a disability, people who have less than a high school education, single parent households, zero vehicle households, and population under 18 and over 65 – were spatially analyzed and appear to be served by federal transportation investments.

The region's transportation projects are selected based on the merit of the project and the need for improvements to the transport system without any intended bias towards impacting EJ areas any more than any other area in the region. However, paying particular attention to EJ and Transportation Disadvantaged Areas when project selection occurs by the local entities will ensure equitable outcomes can be achieved. The MPO should continue to encourage best practices by project sponsors through project prioritization measures, such as scoring for EJ considerations and quality public participation.

Furthermore, future performance measure reports will include an analysis about the Transportation Disadvantaged Population access to the bikeways (PM1), sidewalk (PM2), and transit stops (PM5).

PLANNING & ENGINEERING FACTORS FOR LOCAL PROJECT CONSIDERATION

APPENDIX A

Planning Factors

- Is the project consistent with the goals and objectives found in the Metropolitan Transportation Plan (MTP)?
- Is the project listed as a recommended transportation system improvement in the MTP?
- Is the project regionally significant as defined by federal regulations and the latest Regionally Significant Policy approved by the MPO?
- Is the project consistent with the latest MPO/FHWA approved Functional Classification Map?
- Is the project consistent with the latest locally approved comprehensive plan (including the land use plan, area plans, Safe Routes to School, and other comprehensive plan elements/chapters) covering the project location?
- Does the project include provisions for transit, bicycle, and pedestrian movements (including students and ADA accessibility) as needed to provide a regional multimodal transportation system?
- Has the project sponsor considered Title VI, Environmental Justice (EJ), and Transportation Disadvantage Populations impacts in the planning for this project, and if the project is in a minority and/or low-income area has the project sponsor considered and addressed the Title VI and EJ issues related to the project?
 - Federally required EJ characteristics include: minority and low-income populations
 - Transportation disadvantages populations include: households with a person who has a disability, people who have less than a high school education, minorities, single parent households, zero vehicle households, population under 18 and over 65, and low income households.
- Has the project sponsor received public comments about this project and if received considered those public comments in the planning and design of the project?
- Is the project eligible for the type of federal and/or state funding being proposed for it, and is there adequate funding available for the project in the year it is proposed?

Engineering Factors

- Does the Project address a facility that has (existing or projected) a high volume to capacity ratio indicating it or will experience significant congestion and lower levels of service?
- Does the project location have a traffic accident history marked by a higher than expected accident rate which, along with other accident attributes, indicates that an engineering change could reduce the number and/or severity of crashes?
- Does the project location have pavement conditions noting a deteriorated state showing that the facility is in need of improvements to maintain its function and/or that those improvements can be made economically now before more costly reconstruction is needed?
- Does the project site include geometric design that is inadequate by current standards and does the project sponsor have documentation that this design is hampering the facility's ability to handle the traffic loads and/or vehicle sizes using the facility in a safe and efficient manner, and does the project sponsor plan to address those geometric deficiencies as part of this project?
- Does the project site or facility have structural deficiencies indicating that the facility is near the end of its projected lifespan and that it will need frequent maintenance to function adequately, and does the project sponsor plan to address these structural deficiencies as part of this project?
- Have safety concerns involving motorists, bicyclists, pedestrians and/or transit users and transit operations been identified at the project location and does the project sponsor plan to address those concerns as part of this project?
- Has the project location met minimum engineering standards set by the project sponsor that indicate the facility is in need of improvement, rehabilitation or replacement?

*This list is not exhaustive. It is used at the discretion of local governments and project sponsors and may be changed in the future.

B

DEFINITIONS OF MAJOR PROJECTS & SIGNIFICANT DELAY

APPENDIX B

Roadways (including intersections and bridges)

The major roadway projects include projects located on a roadway classified by the MPO as a Major Collector or higher, with construction costs of at least \$2.0 million and that have at least one of the following attributes:

- Designed to increase roadway capacity and/or decrease traffic congestion
- Designed to improve safety
- Designed to replace aging infrastructure and bring it up to current standards
- Results in significant delay and/or detours during construction

Major projects do not include the following types of projects that are considered to be routine maintenance projects: mill & overlay, micro-abrasion, micro-surfacing, crack sealing, concrete rehabilitation, curb repairs, sweeping, mowing, spot repairs, and interim measures on detour routes.

Transit Facilities and Services

The major transit projects include projects that need to be listed in the TIP because they use federal funding and/or are regionally significant, have a total cost of at least \$1.0 million, and meet at least one of the following criteria:

- Acquisition of three or more new transit vehicles
- Addition or expansion operations and/or maintenance buildings
- Initiation of new transit service or expansion of transit services into territory not previously served

Major transit projects do not include the following types of projects that are considered to be routine: preventive maintenance on transit vehicles; purchase of spare parts, shop supplies and fuel; annually received formula based operating assistance; purchase of bus stop signs, shelters and related items; scheduled purchases of one or two transit vehicles; staff training and recruitment; and other routine operational activities.

Bikeway and Pedestrian Facilities

The major bikeway and pedestrian projects includes projects that need to be listed in the TIP because of federal funding and/or regional significance, and meet at least one of the following criteria:

- Total project cost of at least \$ 500,000
- Construction of bikeway or pedestrian facility (or extension of existing facility) into a location where a bicycle/pedestrian facility did not exist before

Major bikeway/pedestrian projects do not include the following types of projects that are considered to be routine maintenance projects: patching, crack sealing, curb repairs, sweeping, mowing, spot repairs, landscaping maintenance, sign replacements, and other routine operational activities.

Significant Delay

The term significant delay will be defined as two years or more from the year first listed for the project in the previous TIP.

C

PROGRESS ON PREVIOUS TIP PROJECTS

APPENDIX C

The following projects from the previous 2021-2024 TIP were implemented between the start of 2021 and the approval date for this new 2023-2026 TIP.

Table C-1: Completed Projects

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
107	Road	Kasold Drive Reconstruction: Clinton Pkwy to HyVee	Lawrence	Kasold from 22nd St to Clinton Pkwy	Reconstruction of street including pavement, storm sewer, sidewalks, bicycle facilities, and median.	2017-2020
135	Road	K-10: West of E1900 East to DG/JO County Line Surfacing	KDOT	Beginning 0.48 miles West of E1900 thence east to the Douglas/Johnson County line	Surfacing	2019-2021
136	Road	K-10: West Leg Surfacing	KDOT	Beginning at Junction I-70/KTA/K-10 thence east to Junction K-10/US-40/US-59	Surfacing	2020-2021
137	Road	US-40 in Douglas County (1R Project)	KDOT	US-40: 0.15 miles East of the DG/SH county line east to Junction US-40/K-10	Surfacing	2020-2021
138	Road	US-56 in Douglas County (1R Project)	KDOT	US-56: OS/DG county line East to 0.22 miles west of Junction US-59/US-56	Surfacing	2020-2021
141	Road	Church Street Improvements: 15th St. to 14th St.	Eudora	Approximately 1,550 feet of improvements to Church St. beginning 600' south of the 15th St. intersection, north through the 14th St. intersection.	Expand & add drive/turn lanes, traffic signal at 15th St, curb & gutter, improved stormwater facilities & drainage, pedestrian infrastructure (crosswalks, ADA ramps, sidewalks, multi-modal transportation stops).	2021
145	Road	US-24 Surfacing: Junction US-24/K-32 to the Douglas/Leavenworth County Line	KDOT	Junction of US-24/K-32 to the DG/LV County Line	Ultrathin Bonded Asphalt Surfacing (UBAS) and Rumble Strips on Centerline	2022
208	Road	Route 1055 at North 700 Curve	Douglas County	Route 1055 from 725 North to 1670 East	Roadside safety improvements, replace two bridges and one culvert.	2020
220	Road	Route 1055 Improvements: N1000 to N1180	Douglas County	N1000 to N1180	Construct paved shoulders; replace narrow culvert; flatten roadside slope.	2019-2020
229	Road	19th Street Reconstruction: O'Connell Rd to Harper St	Lawrence	O'Connell Rd to Harper St	Reconstruct & tie into venture park and construct sidewalk & shared use path.	2016-2021

Table C-1: Completed Projects (Continued)

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
506	Transportation Alternatives	Lawrence Safe Routes to School TA Phase 2	Lawrence	Various sidewalk along 6 streets in Lawrence	New sidewalk construction along designated Safe Routes to School. Driveway and sidewalk ramp construction will be included for ADA compliance.	2018-2019
508	Transportation Alternatives	Lawrence Loop Shared-Use Paths - 8th St to 11th St & 29th St	Lawrence	11th St to 9th St through Hobbs Park and along Delaware St & 29th St Haskell Rail Trail to Haskell Ave	Design and construction of 10' shared-use path	2019-2021
510	Transportation Alternatives	Bluejacket Trail: Phase II	Eudora	1201 Cedar St. to 1702 Cypress Ct. in Eudora	Design, engineer, and construct an ADA-compliant, approximately 7,050' long, 8' wide shared-use path.	2019-2020
512	Transportation Alternatives	Lawrence Loop Shared Use Path: Peterson Rd to Michigan St	Lawrence	Begins at the intersection of Peterson Rd and N Iowa St, ends at Michigan Rd 1/2 mile north of W 2nd St	Design and construction of 10' shared use path.	2020-2022
606	Safety	Rte 1061 / Rte 460 Intersection Safety Improvement	Douglas County	E 2200 RD from N 700 RD 0.3 miles north	Improvements to improve sight distance at the intersection of two county routes.	2022-2023
700	Other	South Lawrence Trafficway Widening Study	KDOT	K-10 West Leg in Douglas County US 59/K10/Iowa to I70/KTA/K10 Junction	Study K10 becoming a 4-lane freeway. This project will review project area issues, current transportation needs, impacts on current projects, interchange configurations and reevaluate the environmental documentation for the preferred improvements.	2015-2018
705	Other	K-10 (US-40) & 27th St/Waka. Intersection Improvements	KDOT	K-10 and 27th St/Wakarusa	Intersection improvement: add EB right turn lane on K-10, extend WB turn lane on K-10, add a NB right turn lane, revise pavement markings, mill & overlay north and south intersection legs & reconstruct sidewalk crossing. Permanent seeding & signage.	2019-2020
706	Intersection	Traffic Signal Coordination Study	Lawrence	Arterial streets	Provide a comprehensive update to the traffic signal system, optimize operations and development of a long-term city-wide traffic signal coordination and timing program.	2019

Major Projects from the 2019-2022 TIP That Were Significantly Delayed

Table C-2: Significantly Delayed Projects

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
106	Road, Bridge	Wakarusa Drive Extension	Douglas County/Lawrence	Clinton Parkway to N 1200 Rd	New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River. *Alignment not finalized	2019-2025
214	Road	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	Lawrence	Wakarusa: Research Pkwy to 23rd St	Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements, and multimodal facilities.	2022-2023
219	Road	Rte 458/1055 Improvements: E 1500 thru E 1600	Douglas County	E1500 to E1600 & N940 to N1000	Construct paved shoulders; replace narrow bridges and culvert; flatten roadside slope; and improve intersections.	2020-2021
230	Road	Queens Road: 6th to North City Limits	Lawrence	6th St to North City Limits	Construct Queens Road, roundabout at Overland Dr & Queens Rd, construct sidewalk & bike lanes.	2015-2022
234	Road	23rd Street Reconstruction: Haskell to East City Limits	Lawrence	Haskell Ave to East City Limits	Reconstruction of street including pavement, storm sewer, geometric improvements and multimodal facilities.	2020-2022
243	Road	US-56 Improvements: Eisenhower St to 1st St	KDOT	Eisenhower St to 1st St	Improvements to US-56 - Realign Eisenhower and construct 3 lane US-56 in Baldwin City.	2021

D

LATEST FEDERAL FISCAL YEAR - LIST OF OBLIGATED PROJECTS

APPENDIX D

The purpose of this listing is to illustrate the progress of federal aid transportation projects in the region as they move through the years in the TIP projects table and onto the recently obligated projects list. Projects are listed based on the year the federal funds were obligated, not necessarily the year the construction of the project began. The federal amount represents the federal funds spent on the project.

The table below describes projects listed in the TIP that were obligated in the previous Federal Fiscal Year (FFY). A listing of projects with federal aid obligated in the previous FFY are presented to the MPO each year for review either as part of a TIP approval or amendment or as a separate memo.

The listing will be available on the MPO website and is sent to the Kansas Department of Transportation who will then distribute the listing to the FHWA and the FTA for informational purposes.

Table D-1: Obligated Projects From FFY2022

Lawrence-Douglas County MPO Area - List of Project for Which Federal Funds Were Obligated in FFY 2022										
Transit Projects										
MPO #	KDOT #	Project Name/Location	Project Description	Federal Funding Source	Federal Funds Requested in TIP	Cost in \$1,000's			Bike &/or Ped Elements	Project Status
						Federal Funds Obligated in FFY 2022	Federal Funds Obligated To Date (Cumulative)	Federal Funds Remaining/Unliquidated Obligation		
412	FFY 2021 5307 FTA	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	5307	\$2,532	\$1,360	\$1,442	\$1,091	No	Active
412	FFY 2020 5307 FTA	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	5307	\$2,523	\$1,673	\$2,523	\$0	No	Active
417	FFY 2021 CARES Act	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	CARES Act	5307 ACTUAL \$2,429	\$2,429	\$5,440	\$1,686	No	Active
416	FFY2021 5339 FTA	Lawrence Transit Electric Buses	Procurement of five battery electric buses to replace five diesel powered buses, associated charging infrastructure, and project management.	5339	\$3,756	\$3,427	\$3,527	\$229	no	Active
Non-Transit Projects										
MPO #	KDOT #	Project Name/Location	Project Description	Federal Funding Source	Federal Funds Requested in TIP	Cost in \$1,000's			Bike &/or Ped Elements	Project Status
						Federal Funds Obligated in FFY 2022	Federal Funds Obligated To Date	Federal Funds Remaining		
605	C-5065-01	Douglas County: Horizontal Curves on RS-212 and RS-210 STIP project	Apply high-friction surface treatment - child project of a	HSIP	\$1,011	\$1,011	\$1,011	\$0	No	Active
705	KA-3634-08	US-40/K-10 at 27th Street Intersection Imp DG Co	Intersection Improvement adding eastbound right turn lane on US-40/K-10, extend westbound turn lane on US-40/K-10 and add a northbound right turn lane, revise pavement markings, mill and overlay north/south intersection legs and reconstruct sidewalk crossing. Permanent seeding and signing.	HSIP	\$768	\$36	\$768	\$0	No	Complete
509	TE-0472-02	West Baldwin Bike Ped Connectivity Phase 2	Construct 10' concrete shared-use path, add lighting, ADA improvements, fencing, benches, trash receptacles, etc.	TA	\$1,013	\$1,019	\$1,455	-\$442	Yes	Active
512	TE-0490-01	Lawrence Loop: N Iowa to Michigan	Construct a 10ft concrete shared-use path including a grade separated crossing of the KTA at McDonald Dr.	TA	\$1,070	\$1,070	\$1,070	\$0	Yes	Active
518	TE-0497-01	Eudora 10th Street Sidewalk Expansion	Construct 6' sidewalks and improve stormwater infrastructure	TA	\$1,781	\$1,450	\$1,450	\$331	Yes	Active
513	U-2372-01	Lawrence: Safe Routes to School Phase 2	Construct new sidewalks, ADA ramps and improved crosswalks	TA	\$500	\$146	\$500	\$0	Yes	Active
Legend			5317 - FTA Section 5317 - New Freedom	NHPP - National Highway Performance Program						
5307 - FTA Section 5307 - Operating Assistance, Preventive Maintenance, Program Administration, & Security and Capital			5339 - FTA Section 5339 - Bus and Bus Facilities	STP - Surface Transportation Program						
5309 - FTA Section 5309 - Capital Bus and Bus Facilities			BR - Bridge Replacement Funds	SRTS - Safe Routes to School						
5310 - FTA Section 5310 - Elderly and Disabled			HSIP - Highway Safety Improvement Program	TE/TA - Transportation Enhancement/Transportation Alternative						

E

TIP PUBLIC PARTICIPATION APPENDIX E

Figure E-1: TIP Development Timeline

Task	Date
Call for Projects Due	8/31/2022
Develop new TIP	9/1/22 - 9/16/22
Send draft to KDOT, FHWA, and FTA for review	9/16/2022
30 day public comment period*	9/23/22 - 10/22/22
TAC consideration of TIP	10/4/2022
Incorporate public comments	10/23/2022
MPO Policy Board consideration of TIP and public comments	10/27/2022
Send approved TIP to KDOT, FHWA, and FTA	10/28/2022
Inclusion in Kansas STIP	11/3/2022

Figure E-2: Public Comment and Approval Summary

TIP Amendment Request Made to MPO Staff	Public Review Period	# of Public Comments	TAC Action	Policy Board Action
Original Approval	9/16/2022 to 10/15/2022	0	October 4, 2022	October 28, 2022
Amendment 1	3/9/2023 to 3/24/2023		April 4, 2023	April 20, 2023
Amendment 2	5/11/2023 to 5/26/2023		June 6, 2023	June 15, 2023
Amendment 3	7/6/2023 to 7/21/2023		August 1, 2023	August 17, 2023
Amendment 4	to			
Amendment 5	to			
Amendment 6	to			

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

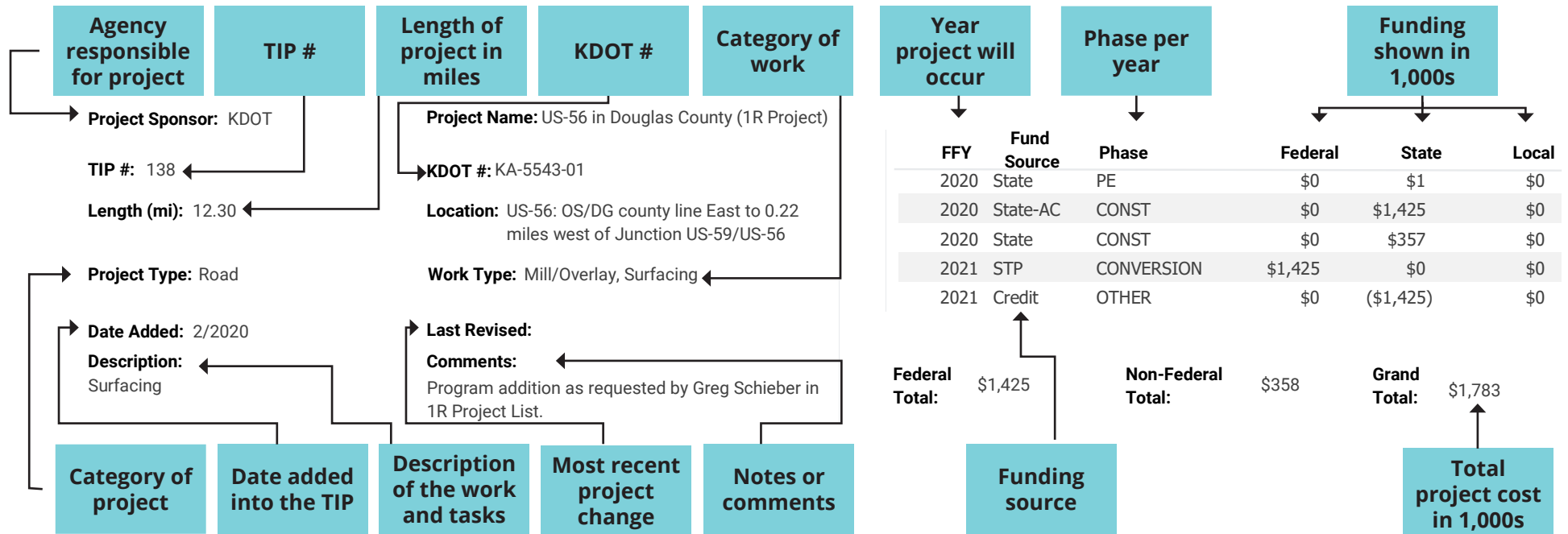
F SUMMARY OF TIP CHANGES APPENDIX G

Note: Future TIP Amendments will be summarized here

G

TIP PROJECT LISTINGS APPENDIX H

Example Listing



Decoding the TIP

TIP #: Assigned based on project type by MPO:

- 100 – Roadway/Intersection
- 200 – Bridges
- 300 – ITS
- 400 – Transit/Paratransit
- 500 – Enhancement (Bike/Ped)
- 600 – Safety
- 700 – Other – studies

Phase:

- CAPITAL – Transit Capital
- CONST – Construction - (includes Construction Engineering)
- OPERATING – Transit Operating
- PE – Preliminary Engineering
- ROW – Right of Way
- UTIL - Utilities

Project Type: Classified into categories:

- Bridge
- Enhancement
- Interchange
- Intersection
- ITS
- Road
- Safe Routes To Schools (SRTS)
- Safety
- Traffic Signal
- Transit/Paratransit

Federal Fiscal Year (FFY): October 1 - September 30

Work Type: Classified into categories:

- Access Management
- Bridge Rehabilitation
- Bridge Replacement
- Capital
- Geometric Improvement
- Grading
- Mill/Overlay
- Operating
- Other
- Pedestrian & Bicycle
- Planning
- Reconstruction
- Redeck Bridge
- Safety
- Seeding
- Signage
- Signal
- Special Work
- Surfacing
- Vehicle Replacement

Fund Source:

- Community Development Block Grant (CDBG)
- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Transportation Alternatives (TA) – includes Safe Routes To School funding
- Urban Area Formula Grants (5307)
- Rural Area Formula Grants (5311)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
- Bus and Bus Facilities (5339) Program
- State of Kansas Funding (State)
- Local Government Funding (Local) - County and City funds from local property and sales taxes



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County/Lawrence
TIP #: 106 **KDOT #**
Length (mi): 2.00
Project Type: Road, Bridge
Date Added: 10/2016 **Last Revised:** 10/2021
Description: New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River. *Alignment not finalized

Project Name: Wakarusa Drive Extension
Location: Clinton Parkway to N 1200 Rd
Work Type: Grading, Bridge, Surfacing
Revision History:
Comments: Construction contingent on KDOT construction of K-10 interchange at Wakarusa Drive. Changed TIP # from 100 to 106 in 2/2017. Douglas County to pay 60% of design and construction costs & Lawrence to pay 40%.

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$500
2022	Local - LAW	PE	\$0	\$0	\$166
2022	Local - LAW	ROW	\$0	\$0	\$167
2022	Local - LAW	UTIL	\$0	\$0	\$167
2023	Local	PE	\$0	\$0	\$250
2023	Local	ROW	\$0	\$0	\$150
2023	Local	UTIL	\$0	\$0	\$100
2024	Local	CONST	\$0	\$0	\$750
2024	Local - LAW	CONST	\$0	\$0	\$6,500
2025	Local	CONST	\$0	\$0	\$4,000

Federal Total:	\$0	Non-Federal Total:	\$12,750	Grand Total:	\$12,750
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 117 **KDOT #**

Length (mi): 0.50

Project Type: Road

Date Added: **Last Revised:**
6/2023

Description:
Reconstruction of Naismith from 19th to 23rd st including new pavement, curb and gutter, storm sewer, sidewalks and bike facilities.

Project Name: Naismith Drive Reconstruction: 19th St. to 23rd St.

Location: 19th & Naismith to 23rd & Naismith

Work Type: Reconstruction, Pedestrian/Bicycle

Revision History: FFY23A2

Comments:
The street is in failing condition and needs to be reconstruction (PCI <50). Naismith is on the bike plan for future improvements.

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	PE	\$0	\$0	\$400
2026	Local	CONST	\$0	\$0	\$5,000

Federal Total:	\$0	Non-Federal Total:	\$5,400	Grand Total:	\$5,400
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 142 **KDOT #** KA-2841-02

Length (mi): 0.00

Project Type: Interchange

Date Added: 2/2021 **Last Revised:** 4/2023

Description:
Construct a Diverging Diamond Interchange (DDI) includes bridge #088- for the addition of sidewalk with barriers for pedestrian protection down center of bridge.

Project Name: US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)

Location: US-40/K-10 Interchange Improvement (DDI) in Lawrence

Work Type: Reconstruction

Revision History: FFY23 A1

Comments:
PE Phase will utilize AC of \$1,240 with conversion to NHPP in 2025. The UTIL Phase will utilize AC of \$93 with conversion to NHPP in 2025. The CONST Phase will utilize AC of \$12,127 with conversion to NHPP in 2025.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$310	\$0
2021	State-AC	PE	\$0	\$1,240	\$0
2022	State	ROW	\$0	\$467	\$0
2022	State	UTIL	\$0	\$93	\$0
2022	State-AC	UTIL	\$0	\$372	\$0
2023	State-AC	CONST	\$0	\$12,127	\$0
2023	State	CONST	\$0	\$3,030	\$0
2023	Local	CONST	\$0	\$0	\$1,500
2025	Credit	OTHER	\$0	(\$13,739)	\$0
2025	NHPP	CONVERSION	\$13,739	\$0	\$0

Federal Total:	\$13,739	Non-Federal Total:	\$5,400	Grand Total:	\$19,139
-----------------------	----------	---------------------------	---------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT

TIP #: 143 **KDOT #** KA-6015-01

Length (mi): 3.75

Project Type: Road

Date Added: 2/2021 **Last Revised:** 4/2022

Description:
Roadway reconstruction based on 44 ft. roadway with 10 ft. shoulders. Add acceleration/deceleration lanes as warranted.

Project Name: US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.

Location: US-56 in Douglas County: Beginning at East Junction US-56/US-59 Ramps thence East to 1600 Road

Work Type: Reconstruction

Revision History:

Comments:
Project is authorized for PE ONLY. The estimated total project cost is \$15,486 which shall be used for planning purposes only. The PE Phase will utilize AC in the amount of \$1,003 with conversion to NHPP in 2026.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$251	\$0
2021	State-AC	PE	\$0	\$1,003	\$0
2028	Credit	OTHER	\$0	(\$1,003)	\$0
2028	NHPP	CONVERSION	\$1,003	\$0	\$0

Federal Total:	\$1,003	Non-Federal Total:	\$251	Grand Total:	\$1,254
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 144 **KDOT #** KA-6350-01

Length (mi): 3.60

Project Type: ITS

Date Added: 4/2021 **Last Revised:** 4/2023

Description:
Fiber extension from 31st & Louisiana St. and 23rd & Iowa St. to existing traffic signals in the South Iowa Area. Will include a variety of traffic signals improvements for as many as 11 signals (ex. New CCTV cameras, signal heads, detection, & cabinets).

Project Name: South Iowa St. Traffic Signal Improvement Project

Location: 31st St. (Louisiana St. to Neider Road) and Iowa St./US59 (23rd St. to County Route 458)

Work Type: Signal

Revision History: FFY23 A1

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CONST	\$0	\$0	\$437
2023	State	CONST	\$0	\$420	\$0

Federal Total:	\$0	Non-Federal Total:	\$857	Grand Total:	\$857
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 146 **KDOT #**

Length (mi): 0.25

Project Type: Road

Date Added: 10/2021 **Last Revised:** 6/2023

Description:
11th St (Indiana to Ohio) including concrete pavement, storm sewer, bike/ped improvements & sanitary sewer improvements at 11th/Ohio.

Louisiana St (11th to 12th St) including concrete pavement, storm sewer, bike/ped improvements.

Project Name: 11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction

Location: 11th St. - Indiana St. to Ohio St. & Louisiana St. - 11th St. to 12th St.

Work Type: Reconstruction

Revision History: FFY23 A2

Comments:
Street is in failing condition (PCI = 27) and poor subgrade conditions require complete reconstruction. 11th Street is a collector street and on transit route.

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$150
2024	Local	CONST	\$0	\$0	\$2,000

Federal Total:	\$0	Non-Federal Total:	\$2,150	Grand Total:	\$2,150
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT

TIP #: 147 **KDOT #** KA-6550-01

Length (mi): 2.01

Project Type: Road

Date Added: 4/2022 **Last Revised:** 6/2022

Description:
A portion of this project is in Douglas County. Discovery Phase to determine the appropriate rehabilitation/reconstruction improvements for the location. It includes resurfacing and widening shoulders.

Project Name: K-33: Wellsville to U.S. 56 (N. 200th Road) junction

Location: 50 feet north of 6th Street in Wellsville north to the K-33/U.S. 56 (N. 200th Road) junction.

Work Type: Reconstruction

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2022	State	PE	\$0	\$400	\$0
Federal Total:			\$0		
Non-Federal Total:			\$400		
Grand Total:			\$400		



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence
TIP #: 148 **KDOT #**
Length (mi): 1.50
Project Type: Road
Date Added: 10/2022 **Last Revised:**
Description:
 Reconstruction of Bob Billings from Kasold to Wakarusa including new pavement, storm sewer, waterline, sidewalks and bike facility.

Project Name: Bob Billings - Kasold to Wakarusa Dr.
Location: Bob Billings - Kasold to Wakarusa Dr.
Work Type: Reconstruction
Revision History:
Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	PE	LOCAL	\$0	\$0	\$500
2026	PE	LOCAL	\$0	\$0	\$500
2026	ROW	LOCAL	\$0	\$0	\$100

Federal Total:	\$0	Non-Federal Total:	\$1,100	Grand Total:	\$1,100
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 149 **KDOT #**

Length (mi): 0.25

Project Type: Road

Date Added: 10/2022 **Last Revised:** 6/2023

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

Project Name: Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street

Location: Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street

Work Type: Reconstruction

Revision History: FFY23 A2

Comments:
Project will complete the reconstruction of the Wakarusa corridor from Clinton Parkway to 6th Street.

FFY	Fund Source	Phase	Federal	State	Local
2025	PE	LOCAL	\$0	\$0	\$300
2026	State	CONST	\$0	\$3,000	\$0

Federal Total:	\$0	Non-Federal Total:	\$3,300	Grand Total:	\$3,300
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 214 **KDOT #**

Length (mi): 1.47

Project Type: Road

Date Added: 10/2016 **Last Revised:** 10/2021

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

Project Name: Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St

Location: Wakarusa: Research Pkwy to 23rd St

Work Type: Reconstruction

Revision History:

Comments:
Extend project limits from 18th St to 23rd St.

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$400
2023	Local	CONST	\$0	\$0	\$7,600

Federal Total:	\$0	Non-Federal Total:	\$8,000	Grand Total:	\$8,000
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County

TIP #: 219 **KDOT #**

Length (mi): 1.60

Project Type: Road

Date Added: 8/2015 **Last Revised:** 8/2021

Description:
Construct paved shoulders; replace narrow bridges and culvert; flatten roadside slope; and improve intersections.

Project Name: Rte 458/1055 Improvements: E 1500 thru E 1600

Location: E1500 to E1600 & N940 to N1000

Work Type: Grading, Surfacing

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2020	Local	PE	\$0	\$0	\$2
2021	Local	PE	\$0	\$0	\$32
2021	Local	ROW	\$0	\$0	\$125
2021	Local	UTIL	\$0	\$0	\$250
2022	Local	CONST	\$0	\$0	\$3,200

Federal Total:	\$0	Non-Federal Total:	\$3,609	Grand Total:	\$3,609
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 230 **KDOT #**

Length (mi): 0.75

Project Type: Road

Date Added: 8/2015 **Last Revised:** 10/2021

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

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

Location: 6th St to North City Limits

Work Type: Reconstruction

Revision History:

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

Updated project description to include roundabout at Overland/Queens.

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	ROW	\$0	\$0	\$600
2016	Local	PE	\$0	\$0	\$200
2022	Local	CONST	\$0	\$0	\$6,900
2023	Local	CONST	\$0	\$0	\$4,900

Federal Total:	\$0	Non-Federal Total:	\$12,600	Grand Total:	\$12,600
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 234 **KDOT #** KA-4473-01

Length (mi): 2.01

Project Type: Road

Date Added: 8/2015 **Last Revised:** 4/2022

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

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

Location: Haskell Ave to East City Limits

Work Type: Reconstruction

Revision History:

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

FFY	Fund Source	Phase	Federal	State	Local
2020	Local	PE	\$0	\$0	\$500
2022	Local	CONST	\$0	\$0	\$2,250
2022	State	CONST	\$0	\$4,900	\$0
2023	Local	CONST	\$0	\$0	\$4,100

Federal Total:	\$0	Non-Federal Total:	\$11,750	Grand Total:	\$11,750
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT

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

Length (mi): 1.20

Project Type: Road/Interchange

Date Added: 1/2016 **Last Revised:** 8/2023

Description:
Add 2-lanes to the existing 2-lanes for a 4-Lane Freeway section. This will include reconstruction of existing interchange at I-70(KTA). Includes Bridges #200 (New), #201 (New), #202 (New), #203 (Replace Br #095), #204 (New), #205 (New), #086 (Repair).

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

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

Work Type: Interchange/Reconstruction

Revision History: FFY23 A3

Comments:
PE uses \$3,360K of AC & UTIL uses \$1,600 of AC with conversion to NHPP in 2029. The total project cost, including all work phases, is estimated at \$106,179. This estimate should be used for planning purposes only. Authorized for PE, ROW, UTIL only.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$840	\$0
2021	State-AC	PE	\$0	\$3,360	\$0
2022	State	ROW	\$0	\$2,000	\$0
2024	State	UTIL	\$0	\$400	\$0
2024	State-AC	UTIL	\$0	\$1,600	\$0
2029	NHPP	CONVERSION	\$4,960	\$0	\$0
2029	Credit	OTHER	\$0	(\$4,960)	\$0

Federal Total:	\$4,960	Non-Federal Total:	\$3,240	Grand Total:	\$8,200
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

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

Length (mi): 7.00

Project Type: Road/Interchange

Date Added: 1/2016 **Last Revised:** 8/2023

Description:
Add 2-lanes to existing 2-lanes for a 4-Lane Freeway section. Existing interchanges at US-40 (6th St.), Bob Billings Pkwy, Clinton Pkwy, US-59 (Iowa St.) A new interchange for the Wakarusa/27th intersection, including replacing/repairing bridges.

Project Name: SLT/K-10 West Leg in Douglas County
Location: 3500 ft N of K-10/US-40 Junction, to K-10 US-59/Iowa St Junction

Work Type: Interchange/Reconstruction

Revision History: FFY23 A3

Comments:
Total est. cost of \$206,304. Revised cost estimate to reflect the March bi-annual estimates. Post-Field Check ROW activities adjusted to reflect requested dates from ROW. Letting date of 6/19/2024 remains the same.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$2,600	\$0
2021	State-AC	PE	\$0	\$10,400	\$0
2023	State	ROW	\$0	\$4,000	\$0
2024	State	UTIL	\$0	\$3,200	\$0
2024	State-AC	UTIL	\$0	\$12,800	\$0
2024	State	CONST	\$0	\$34,661	\$0
2024	State-AC	CONST	\$0	\$138,643	\$0
2028	Credit	OTHER	\$0	(\$161,843)	\$0
2028	NHPP	CONVERSION	\$161,843	\$0	\$0

Federal Total:	\$161,843	Non-Federal Total:	\$44,461	Grand Total:	\$206,304
-----------------------	-----------	---------------------------	----------	---------------------	-----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 243 **KDOT #** KA-4365-01
Length (mi): 0.30

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

Project Type: Road

Work Type: Other/Reconstruction

Date Added: 7/2016 **Last Revised:** 4/2021

Revision History:

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

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	CONST	\$0	\$0	\$89
2021	State	CONST	\$0	\$1,675	\$0

Federal Total:	\$0	Non-Federal Total:	\$1,764	Grand Total:	\$1,764
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County

TIP #: 248 **KDOT #**

Length (mi): 0.15

Project Type: Bridge

Date Added: 10/2018 **Last Revised:** 8/2021

Description:
Replace load posted, fracture critical bridge

Project Name: Bridge 0964-1000 replacement

Location: E 1000 Road 0.4 mi. South of Route 458

Work Type: Bridge Replacement, Grading

Revision History:

Comments:
Funding amounts assume all Local funding.

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$110
2021	Local	ROW	\$0	\$0	\$15
2022	Local	UTIL	\$0	\$0	\$75
2022	Local	CONST	\$0	\$0	\$1,600

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



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 249 **KDOT #** KA-5683-01

Length (mi): 0.00

Project Type: Bridge

Date Added: 8/2020 **Last Revised:** 8/2021

Description:
Machine preparation, replace joints, patch deck, polymer overlay, pier repair and bridge painting

Project Name: Repair bridge #071 on K-10 in Douglas County

Location: K-10; Bridge #071 over the Wakarusa River located 7.05 miles east of the K-10/U.S. 59 junction in Douglas County

Work Type: Bridge Rehabilitation

Revision History:

Comments:
The PE Phase will utilize AC in the amount of \$183 K with conversion to NHPP in 2022. The CONST Phase will utilize AC in the amount of \$1,363 K with conversion to NHPP in 2022.

FFY	Fund Source	Phase	Federal	State	Local
2020	State	PE	\$0	\$46	\$0
2020	State-AC	PE	\$0	\$183	\$0
2021	State	CONST	\$0	\$311	\$0
2021	State-AC	CONST	\$0	\$1,244	\$0
2022	NHPP	CONVERSION	\$1,427	\$0	\$0
2022	Credit	OTHER	\$0	(\$1,427)	\$0

Federal Total:	\$1,427	Non-Federal Total:	\$357	Grand Total:	\$1,784
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 300 **KDOT #**

Length (mi): 0.12

Project Type: ITS

Date Added: 8/2021 **Last Revised:**

Description:
Project will replace the 3 signals on 6th (Massachusetts St, Vermont St, Kentucky St). Upgrades will include Accessible Pedestrian Signals and Detectors.

Project Name: 6th and Massachusetts St Traffic Signal Improvement Project

Location: 3 signals along 6th: Massachusetts St, Vermont St, and Kentucky St

Work Type: Signal

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	CONST	\$0	\$0	\$100
2023	Local	CONST	\$0	\$0	\$600

Federal Total:	\$0	Non-Federal Total:	\$700	Grand Total:	\$700
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Independence Inc.

TIP #: 401 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2014 **Last Revised:** 6/2020

Description:
Operating and Capital

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

Location: Lawrence

Work Type: Operating/Capital

Revision History:

Comments:
2019 – 5311 Admin- \$32, Local Admin- \$8; 2020 – 5311 Admin- \$31, Local Admin- \$8; 2021 – 5311 Admin- \$41, Local Admin- \$10.

Purchase Ramp Van in FY2020 & Ramp Minivan in FY2021.

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	OPERATING	\$0	\$0	\$50
2021	State	OPERATING	\$0	\$33	\$0
2021	5311	OPERATING	\$83	\$0	\$0
2021	Local	CAPITAL	\$0	\$0	\$8
2021	5311	CAPITAL	\$33	\$0	\$0

Federal Total:	\$116	Non-Federal Total:	\$91	Grand Total:	\$207
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

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

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2014 **Last Revised:** 6/2022

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

Project Name: Lawrence Transit Capital and Operating Assistance

Location: Lawrence

Work Type: Special Work

Revision History:

Comments:
State CTP/IKE Legacy

FFY	Fund Source	Phase	Federal	State	Local
2019	State-PT	CAPITAL	\$0	\$500	\$0
2019	State-PT	OPERATING	\$0	\$759	\$0
2020	State-PT	CAPITAL	\$0	\$1,000	\$0
2020	State-PT	OPERATING	\$0	\$297	\$0
2021	State-PT	CAPITAL	\$0	\$600	\$0
2021	State-PT	OPERATING	\$0	\$721	\$0
2022	State-PT	CAPITAL	\$0	\$500	\$0
2022	State-PT	OPERATING	\$0	\$788	\$0
2023	State-PT	CAPITAL	\$0	\$0	\$0
2023	State-PT	OPERATING	\$0	\$1,155	\$0
2024	State-PT	CAPITAL	\$0	\$500	\$0
2024	State-PT	OPERATING	\$0	\$655	\$0
2025	State-PT	CAPITAL	\$0	\$500	\$0
2025	State-PT	OPERATING	\$0	\$655	\$0
2026	State-PT	CAPITAL	\$0	\$500	\$0
2026	State-PT	OPERATING	\$0	\$655	\$0

Federal Total:	\$0	Non-Federal Total:	\$9,785	Grand Total:	\$9,785
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 410 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 7/2016 **Last Revised:** 6/2022

Description:
Transit Facility will have bus bays for local and regional transit services, amenities for transit passengers and operators, and bicycle and pedestrian amenities.

Project Name: Lawrence Transit Central Station

Location: Lawrence

Work Type: Capital

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$137
2022	Local	PE	\$0	\$0	\$855
2022	Local	CONST	\$0	\$0	\$3,208
2023	Local	CONST	\$0	\$0	\$5,800
2024	Local	CONST	\$0	\$0	\$406
2024	State	CONST	\$0	\$1,624	\$0

Federal Total:	\$0	Non-Federal Total:	\$12,030	Grand Total:	\$12,030
-----------------------	-----	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

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

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2014 **Last Revised:** 5/5/2022

Description:
Operating, Preventative Maintenance, and Program Administration activities.

Project Name: Lawrence Transit Operating Funds

Location: Lawrence

Work Type: Operating

Revision History:

Comments:
Federal Transit 5307 Funds. 2021-2022 amounts are projected.

FFY	Fund Source	Phase	Federal	State	Local
2019	Local	OPERATING	\$0	\$0	\$1,860
2019	5307	OPERATING	\$2,447	\$0	\$0
2021	Local	OPERATING	\$0	\$0	\$2,533
2021	5307	OPERATING	\$2,533	\$0	\$0
2022	Local	OPERATING	\$0	\$0	\$3,808
2022	5307	OPERATING	\$3,808	\$0	\$0
2023	Local	OPERATING	\$0	\$0	\$4,188
2023	5307	OPERATING	\$4,188	\$0	\$0
2024	Local	OPERATING		\$0	\$4,606
2024	5307	OPERATING	\$4,606	\$0	\$0
2025	Local	OPERATING	\$0	\$0	\$5,067
2025	5307	OPERATING	\$5,067	\$0	\$0
2026	Local	OPERATING	\$0	\$0	\$5,574
2026	5307	OPERATING	\$5,574	\$0	\$0

Federal Total:	\$28,223	Non-Federal Total:	\$27,636	Grand Total:	\$55,859
-----------------------	----------	---------------------------	----------	---------------------	----------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 416 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 8/2020 **Last Revised:** 6/2022

Description:
Procurement of five battery electric buses to replace five diesel powered buses, associated charging infrastructure, and project management.

Project Name: Lawrence Transit Electric Buses Phase 1

Location: Lawrence

Work Type: Vehicle Replacement

Revision History:

Comments:
FTA Low-No grant for \$3.75 million awarded in June 2020.

FFY	Fund Source	Phase	Federal	State	Local
2021	5339	PE	\$367	\$0	\$0
2022	5339	CAPITAL	\$3,389	\$0	\$0
2022	Local	CAPITAL	\$0	\$0	\$2,234

Federal Total:	\$3,756	Non-Federal Total:	\$2,234	Grand Total:	\$5,990
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 417 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2020 **Last Revised:** 6/2021

Description:
CARES Act funds were apportioned to Lawrence Transit, eligible for similar uses as 5307 funds in response to lost revenue and challenges due to COVID-19. In Lawrence, funding will be used for operating costs.

Project Name: CARES Act Operating Funds

Location: Lawrence

Work Type: Operating

Revision History:

Comments:
Linked with CARES Act Capital Assistance project (#418). Project requires no local match.

FFY	Fund Source	Phase	Federal	State	Local
2021	5307	OPERATING	\$1,921	\$0	\$0
2022	5307	OPERATING	\$3,737	\$0	\$0

Federal Total:	\$5,658	Non-Federal Total:	\$0	Grand Total:	\$5,658
-----------------------	---------	---------------------------	-----	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 419 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 8/2021 **Last Revised:**

Description:
American Rescue Plan Act of 2021 (ARP) funds were apportioned to Lawrence Transit, eligible for similar uses as 5307 funds in response to lost revenues and challenges due to the COVID-19.

Project Name: American Rescue Plan (ARP) Operating Assistance

Location: City of Lawrence

Work Type: Operating

Revision History:

Comments:
In Lawrence, these funds will be used for salaries and operating costs as eligible under the 5307 program.

No local match required.

FFY	Fund Source	Phase	Federal	State	Local
2022	5307	OPERATING	\$1,524	\$0	\$0
2023	5307	OPERATING	\$2,988	\$0	\$0

Federal Total:	\$4,512	Non-Federal Total:	\$0	Grand Total:	\$4,512
-----------------------	---------	---------------------------	-----	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 420 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 8/2021 **Last Revised:**

Description:
Procurement of two battery electric buses to replace two diesel powered buses, associated charging infrastructure, and project management.

Project Name: Lawrence Transit Electric Buses Phase II

Location: City of Lawrence

Work Type: Vehicle Replacement

Revision History:

Comments:
FTA Low-No grant for \$1.8 million awarded in June 2021.

FFY	Fund Source	Phase	Federal	State	Local
2022	5339	PE	\$192	\$0	\$0
2022	Local	PE	\$0	\$0	\$48
2023	5339	CAPITAL	\$1,624	\$0	\$0
2023	Local	CAPITAL	\$0	\$0	\$619

Federal Total:	\$1,816	Non-Federal Total:	\$667	Grand Total:	\$2,483
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 421 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised:** 6/2022

Description:
This project will allow Lawrence Transit to plan for larger scale deployments of charging equipment and buses towards the goal of a fully electric fleet.

Project Name: Zero-Emissions Transition Plan

Location: Lawrence

Work Type: Planning

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$30
2022	Federal	PE	\$120	\$0	\$0

Federal Total:	\$120	Non-Federal Total:	\$30	Grand Total:	\$150
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 422 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised:**

Description:
This project will improve 25 bus stops in Environmental Justice zones. 16 sites will be improved with accessible boarding pads and solar lighting for visibility and safety, and 9 additional sites will gain shelters, benches, bike racks, and trash cans.

Project Name: Equitable and Accessible Bus Stop Amenities

Location: Lawrence

Work Type: Capital

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CONST	\$0	\$0	\$31
2023	Federal	CONST	\$122	\$0	\$0

Federal Total:	\$122	Non-Federal Total:	\$31	Grand Total:	\$153
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 423 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised:**

Description:
This project includes bicycle parking infrastructure and real-time bus arrival signage at both the Bob Billings and Downtown sites, as well as Downtown elements such as concrete, canopies, seating, shelters, and a restroom facility.

Project AIC - Multimodal Transfer Facility Elements Name:

Location: Lawrence

Work Type: Capital

Revision History:

Comments:
Access, Innovation, and Collaboration (AIC) Program

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CAP	\$0	\$0	\$406
2023	State	CONST	\$0	\$1,624	\$0

Federal Total:	\$0	Non-Federal Total:	\$2,030	Grand Total:	\$2,030
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 424 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised:**

Description:
Project includes real-time bus arrival information, automated vehicle annunciators, exterior rear destination signs on buses, interior digital signs on buses, flip-seat retrofits, and bus decals & wraps

Project AIC - Bus Technology, Accessibility, and Name: Branding Enhancements

Location: Lawrence

Work Type: Other

Revision History:

Comments:
Access, Innovation, and Collaboration (AIC) Program

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CAP	\$0	\$0	\$169
2023	Federal	CAP	\$677	\$0	\$0

Federal Total:	\$677	Non-Federal Total:	\$169	Grand Total:	\$846
-----------------------	-------	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 425 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 6/2022 **Last Revised:**

Description:
Procurement of four battery electric buses to replace two diesel powered buses, two gasoline powered buses, associated charging infrastructure, and project management.

Project Name: Electric Buses Phase III

Location: Lawrence

Work Type: Vehicle Replacement

Revision History:

Comments:
FTA Low-No grant for \$3.3 million awarded in August 2022

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$8
2022	Federal	PE	\$31	\$0	\$0
2023	Local	CONST	\$0	\$0	\$220
2023	Local	PE	\$0	\$0	\$40
2023	Federal	PE	\$161	\$0	\$0
2024	Local	CAP	\$0	\$0	\$501
2024	Local	PE	\$0	\$0	\$40
2024	Federal	PE	\$160	\$0	\$0
2024	Local	CONST	\$0	\$0	\$330
2024	Federal	CAP	\$2,824	\$0	\$0
2025	Local	PE	\$0	\$0	\$26

Federal Total:	\$3,176	Non-Federal Total:	\$1,165	Grand Total:	\$4,341
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 426 **KDOT #**

Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added: 10/2022 **Last Revised:**

Description:
This project includes hardware, backend platform, and customer-facing app to support planned microtransit service that will go into effect in January 2023.

Project Name: Microtransit Pilot

Location: Lawrence

Work Type: Capital/ Operating

Revision History:

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	CAP	\$124	\$0	\$0
2023	Local	CAP	\$0	\$0	\$31

Federal Total:	\$124	Non-Federal Total:	\$31	Grand Total:	\$155
-----------------------	-------	---------------------------	------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 507 **KDOT #**

Length (mi): 0.00

Project Type: Pedestrian & Bicycle

Date Added: 10/2018 **Last Revised:** 10/2020

Description:
Pedestrian, Bicycle, & ADA ramp projects throughout Lawrence including in EJ areas. Community Development Block Grant (CDBG) is a HUD program administered by the Lawrence Development Services Dept. The City is allocated a % of CDBG funding each year.

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

Location: Lawrence

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
The CDBG is an estimate of anticipated funding. CONST funding may be used for additional work tasks. Local funding for ADA ramps at \$325k/yr & Bike/Ped Program at \$675k/yr. Local funding matching TA project specific funding will be listed separately.

FFY	Fund Source	Phase	Federal	State	Local
2023	CDBG	CONST	\$300	\$0	\$0
2023	Local	CONST	\$0	\$0	\$675
2023	Local	CONST	\$0	\$0	\$325
2024	CDBG	CONST	\$300	\$0	\$0
2024	Local	CONST	\$0	\$0	\$675
2024	Local	CONST	\$0	\$0	\$325
2025	CDGB	Const	\$300	\$0	\$0
2025	Local	CONST	\$0	\$0	\$675
2025	Local	CONST	\$0	\$0	\$325
2026	CDGB	Const	\$300	\$0	\$0
2026	Local	CONST	\$0	\$0	\$675
2026	Local	CONST	\$0	\$0	\$325

Federal Total:	\$1,200	Non-Federal Total:	\$4,000	Grand Total:	\$5,200
-----------------------	---------	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Baldwin City
TIP #: 509 **KDOT #** TE-0472-02

Length (mi): 0.78

Project Type: Transportation Alternative

Date Added: 4/2019 **Last Revised:** 8/2022

Description:
Construct sidewalk along the south side of Elm St from 8th St across existing Midland Railway Crossing connecting to existing sidewalk on USD 348 property with bulb out at 8th St. Construct shared use path along Elm St from Santa Fe Depot south of High St

Project Name: West Baldwin Pedestrian/Bike Connectivity Project

Location: Intersection of 8th Street/Elm St proceeding westerly to USD 348 property (+/- one-half mile) and East side of

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
ADA accessible sidewalks and shared use path to provide connectivity for community at-large, and more specifically, to provide elementary students with a safe route. KDOT TA Project; FY20; \$1,012,960 (max.)

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$149
2021	Local	UTIL	\$0	\$0	\$10
2022	Local	CONST	\$0	\$0	\$253
2022	TA	CONST	\$1,013	\$0	\$0

Federal Total:	\$1,013	Non-Federal Total:	\$412	Grand Total:	\$1,425
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Baldwin City
TIP #: 510 **KDOT #** TE-0472-03
Length (mi): 0.60

Project Name: Maple Leaf Trail - Phase 2
Location: Santa Fe Depot on High Street to
 Southwest City Limits of Baldwin City

Project Type: Transportation Alternative **Work Type:** Pedestrian & Bicycle Work

Date Added: 4/2023 **Last Revised:** 4/2023 **Revision History:** FFY23 A1

Description:
 Construction of a 10' trail in southwest Baldwin City, extending southwest from the historic Santa Fe Depot

Comments:
 KDOT TA funded and is the 2nd phase of creation of the Maple Leaf Trail. The ultimate goal is to extend the trail all the way to Ottawa to interconnect with the Prairie Spirit Rail Trail and the Flint Hills Nature Trail.

FFY	Fund Source	Phase	Federal	State	Local
2024	TA	CONST	\$732	\$0	\$0

Federal Total:	\$732	Non-Federal Total:	\$0	Grand Total:	\$732
-----------------------	-------	---------------------------	-----	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence
TIP #: 513 **KDOT #** U-2372-01

Length (mi): 0.90

Project Type: Transportation Alternative

Date Added: 6/2020
Last Revised: 11/2021

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

Project Name: Lawrence Safe Routes to School Phase 2 (2021)

Location: Various sidewalk along 6 streets & 1 crossing improvement

Work Type: Pedestrian & Bicycle Work, Safety

Revision History:

Comments:
This project will give a space for children to walk and/or bike to school along designated safe routes. The SRTS funding is an 80/20 (KDOT/City) cost share with KDOT contributing a max of \$500,000.

FFY	Fund Source	Phase	Federal	State	Local
2020	Local	PE	\$0	\$0	\$50
2021	TA	CONST	\$500	\$0	\$0
2022	Local	CONST	\$0	\$0	\$125

Federal Total:	\$500	Non-Federal Total:	\$175	Grand Total:	\$675
-----------------------	-------	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 514 **KDOT #** TBD

Length (mi): 0.50

Project Type: Pedestrian/Bicycle

Date Added: 10/2020 **Last Revised:**

Description:
Construct sidewalk on east side of Naismith Dr. with focus on Transit connection and improvements.

Project Name: Naismith Drive Mobility Enhancement

Location: Naismith Drive from 23rd St. to 19th St. (east side)

Work Type: Pedestrian & Bicycle Work, Other

Revision History:

Comments:
2020 Access, Innovation, and Collaboration Grant Award

FFY	Fund Source	Phase	Federal	State	Local
2022	State	PE	\$0	\$36	\$0
2022	Local	PE	\$0	\$0	\$4
2022	State	CONST	\$0	\$290	\$0
2022	Local	CONST	\$0	\$0	\$82

Federal Total:	\$0	Non-Federal Total:	\$412	Grand Total:	\$412
-----------------------	-----	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lecompton
TIP #: 515 **KDOT #** TE-0500-01

Length (mi): 1.75

Project Type: Transportation Alternative

Date Added: 4/2021 **Last Revised:** 8/2023

Description:
Construct 5' wide concrete sidewalk and install sharrows.

Project Name: Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity

Location: Connecting 2nd, 3rd, Elmore, Halderman, 7th, and Boone Streets

Work Type: Pedestrian & Bicycle Work

Revision History: FFY23 A3

Comments:
KDOT TA Project; FY23; \$727,200

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$114
2023	Local	CONST	\$0	\$0	\$300
2023	TA	CONST	\$727	\$0	\$0
2023	CRP	CONST	\$468	\$0	\$0

Federal Total:	\$1,195	Non-Federal Total:	\$414	Grand Total:	\$1,609
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence
TIP #: 516 **KDOT #** TE-0499-01

Length (mi): 0.47

Project Type: Transportation Alternative

Date Added: 4/2021
Last Revised: 8/2022

Description:
Design and construction of 10' shared use path.

Project Name: Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park

Location: Begins at Michigan St., 1/2 mile north of W 2nd St., ends at Sandra Shaw Park

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
KDOT TA project, FY23:80% construction match

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$150
2022	Local	ROW	\$0	\$0	\$525
2023	Local	CONST	\$0	\$0	\$193
2023	TA	CONST	\$773	\$0	\$0

Federal Total:	\$773	Non-Federal Total:	\$868	Grand Total:	\$1,641
-----------------------	-------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Baldwin City
TIP #: 517 **KDOT #** TE-0496-01

Length (mi): 1.10

Project Type: Transportation Alternative

Date Added: 4/2021 **Last Revised:** 8/2021

Description:
Construct 5' wide sidewalks in four sidewalk segments to fill in missing sidewalk gaps identified on the Safe Routes to School network.

Project Name: Baldwin City Sidewalk Gap Project
Location: 11th St., Hwy 56 to High St.; High St., 4th St. to 2nd St; 2nd St., Hwy 56 to Fremont St; & Quayle St., Middle School to 6th St.

Work Type: Pedestrian & Bicycle Work

Revision History:
Comments:
KDOT TA Project; FY22; \$620,000 (max)

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$106
2022	Local	CONST	\$0	\$0	\$155
2022	TA	CONST	\$620	\$0	\$0

Federal Total:	\$620	Non-Federal Total:	\$261	Grand Total:	\$881
-----------------------	-------	---------------------------	-------	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Eudora
TIP #: 518 **KDOT #** TE-0497-01
Length (mi): 0.61

Project Name: Eudora 10th St. Sidewalk Expansion
Location: Corner of 10th & Church St. to corner of Peach St. & 10th St.

Project Type: Transportation Alternative **Work Type:** Pedestrian & Bicycle Work

Date Added: 4/2021 **Last Revised:** 8/2022 **Revision History:**

Description: Construct 6' wide sidewalks to replace existing deteriorated sidewalk or install new sidewalk. Also will expand the reinforced concrete box culvert under 10th st. to improve stormwater/flood management. This sidewalk is in the Safe Routes to School Plan.
Comments: KDOT TA Project; FY22; \$1,111,074 (max)

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	PE	\$0	\$0	\$135
2022	Local	UTIL	\$0	\$0	\$250
2022	Local	CONST	\$0	\$0	\$356
2022	TA	CONST	\$1,781	\$0	\$0

Federal Total:	\$1,781	Non-Federal Total:	\$741	Grand Total:	\$2,522
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

TIP #: 519 **KDOT #** TE-0523-01

Length (mi): 0.00

Project Type: Pedestrian/Bicycle

Date Added: 4/2023 **Last Revised:** 4/2023

Description:
Construct approx 5500 linear feet of sidewalk and sidewalk ramps along identified Safe Routes on Ousdahl Rd from 26th St to 19th St and on W 25th St from Cedarwood Ave to Ousdahl Rd; install ped-activated crossing improvements at 22nd St if warranted

Project Name: 2024 Safe Routes to School

Location: Ousdahl Road from 26th to 19th & 25th from Cedarwood to Ousdahl

Work Type: Transportation Alternatives

Revision History: FFY23 A1

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$100
2023	Local	ROW	\$0	\$0	\$15
2024	TA	CONST	\$955	\$0	\$0
2024	Local	CONST	\$0	\$0	\$423

Federal Total:	\$955	Non-Federal Total:	\$538	Grand Total:	\$1,493
-----------------------	-------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 520 **KDOT #**

Length (mi): 0.03

Project Type: Pedestrian/Bicycle

Date Added: 10/2022 **Last Revised:**

Description:
Construct a grade-separated crossing for the Lawrence Loop Trail at Iowa Street. Currently, non-motorized users of the Lawrence Loop cross five lanes of vehicular traffic on Iowa Street (US Highway 59) to continue on the trail.

Project Name: Lawrence Loop - Iowa Crossing

Location: Iowa Street at K10

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
This project is the third highest scoring bike project in the Non-motorized Projects Prioritization Policy and would significantly improve safety at this highly utilized trail crossing.

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$248
2024	Local	CONST	\$0	\$0	\$330
2024	State	CONST	\$0	\$1,320	\$0

Federal Total:	\$0	Non-Federal Total:	\$1,898	Grand Total:	\$1,898
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 521 **KDOT #**

Length (mi): 0.50

Project Type: Pedestrian/Bicycle

Date Added: 10/2022 **Last Revised:**

Description:
Complete the downtown section of the Lawrence Loop Trail from the Santa Fe Depot on 7th Street to Constant Park.

Project Name: Lawrence Loop Trail - Kaw River -7th street to Constant Park

Location: Lawrence Loop Trail - Kaw River -7th street to Constant Park

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
Project would move us closer to completing a loop trail around Lawrence. Through public input and administrative review, this project was identified as a priority project in the recently completed Parks & Recreation Master Plan (2017).

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	OTHER	\$0	\$0	\$275
2024	Local	PE	\$0	\$0	\$530
2025	Local	CONST	\$0	\$0	\$600
2026	Local	CONST	\$0	\$0	\$800

Federal Total:	\$0	Non-Federal Total:	\$2,205	Grand Total:	\$2,205
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 522 **KDOT #**

Length (mi): 1.75

Project Type: Pedestrian/Bicycle

Date Added: 10/2022 **Last Revised:**

Description:
Construct a 10ft a concrete shared use path that connects the Baldwin Creek Trail at Queens Road, to E 1130 Road to help complete the Lawrence Loop Trail.

Project Name: Lawrence Loop Trail from Queens Rd to Kasold

Location: Lawrence Loop Trail from Queens Rd to Kasold

Work Type: Pedestrian & Bicycle Work

Revision History:

Comments:
Project would move us closer to completing a loop trail around Lawrence. Through public input and administrative review, this project was identified as a priority project in the recently completed Parks & Recreation Master Plan (2017)

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	ROW	\$0	\$0	\$2,000
2026	Local	PE	\$0	\$0	\$100

Federal Total:	\$0	Non-Federal Total:	\$2,100	Grand Total:	\$2,100
-----------------------	-----	---------------------------	---------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Eudora

TIP #: 523 **KDOT #**

Length (mi): 0.49

Project Type: Pedestrian/Bicycle

Date Added: 6/2023 **Last Revised:** 6/2023

Description:
The construction of an 8-foot wide concrete Shared Use Path (SUP) along Church Street from 20th to 15th Street, including RRFBs at the crossings and a concrete protection barrier on the bridge over K-10 Hwy.

Project Name: Church Street Shared Use Path

Location: Church Street from 20th to 15th Street

Work Type: Pedestrian & Bicycle Work

Revision History: FFY23 A2

Comments:
This SUP will connect the City's sidewalk network north of K-10 Hwy with an existing SUP that extends from 20th to 27th Street.

FFY	Fund Source	Phase	Federal	State	Local
2024	Local	CONST	\$0	\$0	\$218
2024	TA	CONST	\$871	\$0	\$0

Federal Total:	\$871	Non-Federal Total:	\$218	Grand Total:	\$1,089
-----------------------	-------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT

TIP #: 600 **KDOT #**

Length (mi):

Project Type: Safety

Date Added: 10/2014 **Last Revised:** 10/2020

Description:
Safety improvements along railroads in region as identified by KDOT. These funds may be used to benefit the region by working to correct or improve identified safety hazards at public railway-highway crossing in a proactive manner.

Project Name: Various Railroad Safety Projects in the Region

Location:

Work Type:

Revision History:

Comments:
This is a master project that would include any safety projects selected in region. State funds (SF) Conversions: 2020 SF to 2021 HSIP, 2021 SF to 2022 HSIP, 2022 SF to 2023 HSIP, 2023 SF to 2024 HSIP.

FFY	Fund Source	Phase	Federal	State	Local
2020	State-AC	CONST	\$0	\$500	\$0
2021	Credit	OTHER	\$0	(\$500)	\$0
2021	State-AC	CONST	\$0	\$500	\$0
2022	Credit	OTHER	\$0	(\$500)	\$0
2022	State-AC	CONST	\$0	\$500	\$0
2023	HSIP	CONVERSION	\$500	\$0	\$0
2023	HSIP	CONVERSION	\$500	\$0	\$0
2023	Credit	OTHER	\$0	(\$500)	\$0
2023	State-AC	CONST	\$0	\$500	\$0
2024	HSIP	CONVERSION	\$500	\$0	\$0
2024	Credit	OTHER	\$0	(\$500)	\$0

Federal Total:	\$2,000	Non-Federal Total:	\$0	Grand Total:	\$2,000
-----------------------	---------	---------------------------	-----	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County
TIP #: 605 **KDOT #** C-5065-01
Length (mi): 1.46

Project Name: DGCO: High Friction Surface Treatment
Location: Routes 442 and 1055

Project Type: Road

Work Type: Surfacing

Date Added: 10/2020 **Last Revised:** 10/2021

Revision History:

Description:
 Apply high-friction surface treatment to Horizontal Curves on RS-212 and RS-210

Comments:
 Safety Improvements in Douglas County

FFY	Fund Source	Phase	Federal	State	Local
2022	Local	CONST	\$0	\$0	\$112
2022	HSIP	CONST	\$1,011	\$0	\$0

Federal Total:	\$1,011	Non-Federal Total:	\$112	Grand Total:	\$1,123
-----------------------	---------	---------------------------	-------	---------------------	---------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence

TIP #: 607 **KDOT #**

Length (mi): 1.10

Project Type: Safety

Date Added: 10/2021 **Last Revised:** 8/2022

Description:
2014 AARP report recommended bike/ped facilities on Mass. St. and intersection improvements at 19th/Mass. Construction of project anticipated in 2024 with street maintenance project. Project pending state grant funds (HSIP or TA).

Project Name: Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements

Location: Massachusetts St. - 14th St. to 23rd St.

Work Type: Pedestrian & Bicycle Work, Mill/Overlay, Safety

Revision History:

Comments:
Mass. St. (11th-14th) reconfigured using 2018 KDOT safety funds. Mass. St. (14th-21st) is a gap in future primary network in T2040 & Lawrence Bikes. Connect to 21st St. Bike Blvd providing access to Iowa St. Complete a gap & provide multimodal downtown.

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$150
2024	Local	CONST	\$0	\$0	\$1,650

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



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 608 **KDOT #** KA-6282-01
Length (mi): 0.00

Project Name: Signal Improvement at US24/US40/US59 near Lawrence
Location: US24/US40/US59 intersection 394.324 - 394.325

Project Type: ITS

Work Type: Signal

Date Added: 10/2022 **Last Revised:**

Revision History:

Description:
 Upgrade traffic signals to LED with battery backup, adding flashing yellow arrow to permissive lefts and install retro-reflective backplates

Comments:
 Revised letting date from October 2022 to May 2023. U.S. 24/ U.S. 40/U.S. 59 intersection located north of Lawrence

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$13	\$0	\$0
2023	State	CONST	\$173	\$0	\$0

Federal Total:	\$186	Non-Federal Total:	\$0	Grand Total:	\$186
-----------------------	-------	---------------------------	-----	---------------------	-------



Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

TIP #: 700 **KDOT #**

Length (mi): 0.00

Project Type: Safety

Date Added: 4/2023 **Last Revised:** 4/2023

Description:
Development of a Vision Zero Safety Action Plan for Lawrence, Eudora, and Baldwin City

Project Name: Safe Streets and Roads for All

Location: Lawrence, Eudora, and Baldwin City

Work Type: Safety Planning

Revision History: FFY23 A1

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	OTHER	\$0	\$0	\$10
2023	State	OTHER	\$0	\$30	\$0
2023	SS4A	OTHER	\$160	\$0	\$0

Federal Total:	\$160	Non-Federal Total:	\$40	Grand Total:	\$200
-----------------------	-------	---------------------------	------	---------------------	-------

June 30, 2023

Dear Mr. Calvin Reed, Mr. Jeff Sims, Mr. Greg Schieber and all other Kansas Department of Transportation Authorities,

I am writing to you to ask that you strongly consider not spending \$25,000,000 dollars on building an interchange on I-70 to Taylor Road. I realize that there is grant money to be used here, but that is our tax dollars and yours also. This interchange will in fact cause our taxes to increase through the city and the county.

Our City Commissioners have been deceiving you in their request for this interchange by leading you to believe that the citizens of Junction City are welcoming an interchange that will lead no where, since all of the landowners with the exception of one are not willing to sell their land. The city is deep in debt and cannot afford the infrastructure that would be needed to complete this project to the fullest. The city has not fulfilled their promise made to homeowners on south Spring Valley Road (approximately 10 years ago) to complete the curb and guttering as the city ran out of money.

Junction City already has several large residential areas where taxpayer dollars were spent on complete infrastructure (streets, curb and guttering, water) and these lots have not and are not selling . These lots are in prime location. We definitely do not need to attempt another housing development at this time. As for businesses building in that area, it is very doubtful that any business would even consider coming to this proposed location with a cattle company just purchasing 150 acres of land at that exact interchange area. The city cannot afford it and neither can we, the taxpayers.

The interchange will affect the agriculture in that area that has been there for several generations and the landowners will NOT sell their livelihood to developers, so why would the state spend the \$25,000,000 dollars on an interchange when they can replace the bridge that is already there? A county commissioner stated during their weekly meeting that the farmers could get on/off the highway much easier with their large equipment. First, the farmers out in that area are not complaining about the route they have to use. Second, there is just a small number of farmers out in that direction for us to be spending \$25,000,000 on, and third, we don't see too many combines, tractors traveling on I-70.

I ask that you deny the request for an interchange and do the replacement or repairs needed to the bridge on Taylor Rd.

Respectfully,

Barbara Bish
Junction City, KS

To Whom It May Concern,

I want it to be known I as a resident of Geary County oppose interchange and the slaughterhouse! Due to the negative impact, it will have on the community.

Brenda Grindstaff

Greetings,

Thank you for taking the time to read my message concerning the proposed interchange at Taylor Rd. and I-70. I am a homeowner and life-long resident of Junction City, and I am also opposed to the proposed interchange and construction of the slaughterhouse.

I am not interested in bringing an industry with a negative environmental impact to an area that is largely rural. The changes that will occur, if such an industry is built, will be irreversible and devastating to the quality of life that is so important to those who call Geary County home. Our land, air quality, and freshwater, (above and below the ground) will all be sacrificed for the benefit of the slaughterhouse owners. Residents will be forced to live with the increased traffic, pollution, and a lowered quality of life.

I am also disappointed with our city leaders who have made decisions and agreements to bring the slaughterhouse to our city without the vote of the public. Their fear that the majority of the residents would oppose the slaughterhouse is well founded. Our city leaders have made many decisions that have increased debt, which is the burden of the property owner through taxation.

I implore you to hear the voices of the people, people whose lives will be changed. People who were not given an opportunity to vote on a proposal that will transform the land and lives.

Thank-you again for your consideration. Please contact me with any further questions and concerns.

Sincerely,

Debbie Gose

402 Countryside Rd.

Junction City, KS 66441

FHMPO Representative(s),

Appreciate your listening to concerns by email as well for I will still be at work during the different KDOT meetings here in Junction City, Kansas.

I totally understand road repair work or road modified repair work is needed, and appreciate the future repairs being done.

As a resident and concerned citizen of Geary County I do not want an interchangeable road at Taylor Road.

Reasons:

1. Safety issues that would not be a concern if an interchange road is not provided at this location.
2. Having an interchange road would bring the possibility of 50 plus cattle trucks on the road daily that would require frequent maintenance due to the damage of frequency and amount of large vehicles.
3. County and City taxes will increase to maintain the roads and each Geary County resident is already taxed above what can be afforded at this time in the current economy (city, county, state, nation).
4. Besides this meeting being a KDOT issue, for the county there will be larger consequences if the interchange road is put in. A few reasons:
 - a. Increased need of emergency personnel: due to injuries at meat packing plants if brought in. I know this because I have a cousin that is a firefighter in Nebraska. The Fire Department gets called too often due to injuries at the slaughter plants. Why? Due to equipment malfunctioning or personal error thus putting emergency personal in dangerous situations to rescue injured personnel as well. I'd never have known until he described in detail the reasons. The county will also have taxes increased for emergency personnel and additional equipment.
 - b. With most being migrant workers, the school will need more bilingual teachers and classrooms. Finding teachers and having more classroom space is not easy to obtain. (More taxes for schooling.)
 - c. More licensed daycare (long wait list currently as it is) with bilingual daycare .
 - d. Additional police (crime rate at several locations increased with this type of industry; injury to persons and theft). (More taxes to pay law enforcement.)
 - e. Devaluation of property 10%-85% within 2-3 mile radius (reduces taxes and income coming in) due to the unpleasant odors, sounds and view.
 - f. Need affordable housing for workers for the county doesn't have many even for those that live here, let alone for those who would work at a slaughter house.
 - g. The daily smell, not so much of cattle, but the manure and butchering (far worse than when the city trash caught fire and worse than city sewage system). A daily smell wafting into housing, schools (even during outside sports) and businesses.
 - h. Need a better waste treatment plant. (Citizen tax increase.)

- i. Reduced economy for people will not want to visit our area with the odors.
- j. Environmental impact, as with other locations, the impact has been negative. Due to the large quantities of waste seepage (bacteria, pathogens, etc. in the ground becomes a huge concern).

At one time I lived in Dodge City for a few months, I had a daughter live in Emporia during college. Due to just these two locations and experiencing the odors, seeing the negative impacts on the community from the meat packing plants, more need for food baskets and help with utilities, additional constant maintenance of roads and many other aspects not listed above, I truly don't want our county to experience such negative consequences that the leadership does not understand until it occurs.

If KDOT puts in an interchange at the Tyler Road location it will be a sad day because the county and city will be negatively affected more than positive if the interchange is put in.

Thank you for your time listening to my request.

Respectfully,
Tina M. Bailey
(County/City Resident)

July 02, 2023

Mr. Sims,

We are concerned about a possible interchange being developed on I-70 and Taylor Road in Geary County. We are opposed to this project because we fear it would lead to a slaughterhouse being built. My husband and I are retired military and have lived in this community since 1980. We were originally from Nebraska near Lexington, where there is a slaughterhouse, and have seen the harmful effects that happened in that community. If a slaughterhouse is allowed to be built at this interchange, it would do the following:

>>>*Be harmful to the environment in terms of air quality, sewage disposal, and water use.

>>>* Detract from the positive image Junction City has built over the recent past.

>>>*Limit positive growth for Junction City on the west side of town, as homes and other businesses would not want to be near a slaughterhouse.

>>>*It would be in close proximity to an elementary school, middle school, and high school.

>>>*Reduce home valuations in our community.

>>>*They exploit foreign workers by forcing them into notoriously dangerous and difficult jobs with very high turnover rates.

>>>*Please consider these concerns! Thank you!

>>>Sincerely,

>>>Fred and Charlene Lueck

06/24/2023

TO: FHMPO

FROM: CONNIE & REX GALLENINE, MILFORD, KS

RE: TAYLOR RD EXPANSION OFF I-70 in Geary County

A majority of citizens in Geary County do NOT want a TAYLOR RD. INTERCHANGE as we believe it will bring in an UNWANTED SLAUGHTERHOUSE to our area.... Our City & County Officials are being secretive about making deals with the Slaughterhouse owners and not listening to what the citizens want.

One drawback is that we no longer have a newspaper and we cannot keep up with what is going on in our city and county as in the past. That is why city and county leaders can make secret deals and do what benefits a minority of the citizens.

Please listen to the landowners and the citizens who do not want this.

The persons who are pushing it are people who stand to benefit financially from it.

Thank you.

Janie Lou Kruse Murk
1451 Oakview Drive
Junction City, KS 66441

July 5, 2023

Calvin Reed
Acting Secretary of Transportation
Kansas Department of Transportation
700 SW Harrison
2nd Floor West
Topeka, KS 66603

Dear Mr. Reed,

I am writing to you regarding my concerns for the Taylor Road interchange in Geary County. It is not news to you at this point that the citizens of Geary County do NOT want a Slaughterhouse, and that is THE ONLY REASON that the city and county commissioners, as well as the Economic Development Commission is trying to convince you and your department to make the upgrade.

Please think about what a slaughterhouse will do to this community. It will absolutely destroy Junction City and Geary County. I love living here, but unfortunately, our community is already known as "Junk Town." We do not need any more negative implications. Folks will be moving out if a slaughterhouse comes in to Geary County.

As a homeowner, I am very concerned with crime, the hospital going in the hole (again!), schools not having the resources needed, etc., etc., etc. Again, I ask of you to PLEASE think about these things.

We do NOT need a slaughterhouse! Again...the ONLY reason that the city, county, and EDC are trying to convince you of the interchange is so that they can bring in a slaughterhouse that NOBODY wants here. Local people will NOT work in such a place. It will bring in a bunch of outsiders that will ruin our community.

There are many other things that I would like to say, but this is not the time or the place. Please let me know if you have time to set up a meeting for a one-on-one. I can be reached by email at [janieurmurk@gmail.com](mailto:janiemurk@gmail.com), or by cell at (785)341-5181.

I appreciate your time!

Sincerely,



Janie Lou Kruse Murk

For the KDOT meeting July 6, 2023

We are long-time residents of the Geary-Dickinson-Morris County area and travel the roads in the area frequently. We do a lot of business in the area and we have grown children and grandchildren living in the area as well that will be directly affected by the Taylor Road construction and future uses of that Road and area.

We believe that a larger interchange at Taylor Road will bring in increased traffic to the residential areas surrounding it and its schools and seriously decrease the value of home properties already in place and present safety issues for the families living there now and in the future. Putting in an interchange instead of the much-needed bridge replacement will also entice potential industrial -based type businesses to perhaps establish in that area that will be detrimental to our environment in air and water quality and quantity as well as present serious quality of life issues.

We believe there are a specific few people in the area who stand to profit directly from such changes and many, many more who will suffer in the short and long run if those changes happen. The city and county commissions have not been forthright in their discussions with the people in the community and the area. Concerns have been raised by residents of the area at official meetings which are very quickly dismissed and no answers given to the questions asked other than denial that any plans have already been made. Other sources have identified that indeed plans are underway, land purchases made, and actions in place while the city still denies any such discussions having taken place.

Our larger area has already seen expansions with corporate agriculture which require an increased draw on our natural resources and depleting them more quickly than projected. The new proposals seen thus far are using out-dated figures that support their type of facilities and KDHE is not reviewing accurate information as to the actual problems such businesses bring to a community. Regulations already in place are not being followed and ways to skirt the regs have been seen to happen in our area in recent years all for the sake of profits of the out of state corporations and some regional/local private investors. Beefing up the in-bound Taylor Road for heavy-duty transportation vehicles will also damage the side roads that will feed into the residential areas, damaging current infrastructure and taxing the people in that area for ongoing street and road repairs caused by the increased heavy loads. Traffic coming in to the area at all hours of the day and night will disrupt the activities and lives of the families in the area and prompt many to try to leave the area instead of bringing in new people to the area as suggested by some others. They will likely realize decreased property values with such changes while the local taxes will continue to rise to pay for the expenses incurred in maintaining the changed paths of travel into and out of the area.

We oppose the placement of yet another interchange along I-70 for the purpose of expanding commercial enterprises in that area. We would support a bridge replacement as it has long been needed and will greatly benefit the residents and visitors in the immediate area and the new schools recently added to the west end of the county.

Jan Kimbrell

Bridge Replacement Supporter not the Interchange

Lifelong Junction City supporter and current Morris County resident

To KDOT decision makers:

I have written but have not sent a couple of letters to you regarding a bridge replacement vs. an interchange being built in Geary County on I70. Some members of my community are urging you to approve the interchange, so that a slaughterhouse can be built as they couch this discussion in the fantasy that it will help with economic growth. Others, like me, know another narrative, but I speak only for myself.

Two obvious things stand out: the slaughterhouse will impoverish our little town, but enrich the few who are pushing for it in ways, I'm sure, that are not all completely above board but remain unknown to those opposed to this business coming here, and the interchange will not economically expand our community. The whole slaughterhouse fiasco has been shrouded in secrecy, partly because of the opposition and because of suspected palm greasing, but I can't speak to that with certainty.

Junction City is an Army town through and through, and we hope to keep that economic reality as a part of the greater Kansas economy and landscape. Depleting our beautiful natural resources including our water supply for a kill facility is nearly criminal in these days of conservation and environmental restraint. Bringing a new interchange to this county will not increase our economic development. Promised new businesses is a pipe dream when fully staffing all kinds of current businesses is impossible nowadays. Go to any one of our restaurants and see the lack of local patrons, or shop in some of our stores to see how sparse the employment numbers are. Our city and county leadership might better put their efforts into improving our current town including the neighborhoods neglected for years and years instead of this other stuff.

Another asset in Geary County is the large and lovely Milford Lake. Maybe some of you may have visited it. The promise going in that direction is at least realistic as it's more adjacent to the Fort. Speaking of both Ft. Riley and Milford Lake, our town is populated by former military, both retired and normal discharge. Many, including my parents at one time, chose this historic jewel and would be appalled at the idea of a kill house. Those promoting a slaughterhouse have speculated that the business would recruit workers from this population. First, military people, not all of course, are by necessity more sophisticated and well-traveled than many other people; they aren't going to work in a kill facility. Second, many suffer from PTSD and aren't going to choose a business where PTSD is one of the effects.

I don't know if KDOT is a government or quasi government organization. I do know that money and power are persuasive entities, especially if you're being encouraged to spend other people's money. I would hope that you consider some of the points in this note. I'm sorry it's an email and not fully formal, but I've written with my index finger on my phone as I'm overseas.

Sincerely,
LC Tulp

Secretary of Transportation

Mr. Calvin Reed,

This email is in regard to our opposition to an interchange being developed on I-70 and Taylor Road in Geary County. Although we are in favor of economic growth for our community, we are opposing this particular project since it would allow a slaughterhouse to be built at this interchange. This would do the following:

*Be harmful to the environment in terms of air quality, sewage disposal, and water use.

*Detract from the positive image Junction City has built over the recent past.

*Limit positive growth for Junction City on the west side of town, as homes and other businesses would not want to be near a slaughterhouse. This would also be in close proximity to an elementary school, middle school, and high school.

*Reduce home valuations in our community.

*Exploit foreign workers by forcing them into notoriously dangerous and difficult job with very high turnover rates.

Thank you for any consideration you may give to this concern.

Sincerely,

David and Phyllis Gibson

July 5, 2023

KDOT Representatives for I70-Taylor Road Interchange
Located in Junction City, Kansas

Dear KDOT Representatives,

This letter is in opposition to the building of a new interchange at the proposed site of I70 and Taylor Road just West of Junction City, Kansas.

We feel that an interchange at this location is unnecessary and an unneeded expense to the State of Kansas. If the Taylor Road Bridge over I70 needs to be upgraded or replaced we are not opposed to that as it is needed for farm traffic and general vehicle movement.

There are many connections to Junction City through the 4 interchanges that we presently have, Grandview Plaza Exit, East Chestnut Exit, Washington Street Exit and US 77 Exit and another interchange just to the west of Taylor Road on Old Milford Road Exit. There are adequate building areas for growth already existing at the exits listed above.

Taylor Road is mostly agricultural land and some housing and does not need to have an interchange at that location. To us, putting an interchange at the Taylor Road Location is Kansas money that does not need to be spent.

Sincerely,

Bruce and Carolyn Rose

Junction City, Kansas

Attn: KDOT

As a landowner, I would like to thank you for coming to our community on June 13, 2023 to share the potential plans for Taylor Road Bridge/I-70 Junction City. I can say with a high degree of certainty that until that point, most of us were not aware of these plans, as we have had very little communication from our local City and County leaders. As word has spread, local community members are very upset. Personally, I believe we have been grossly misled.

Many things can be said, but I will try to be brief and to the point. It has recently been revealed that our City applied for a RAISE Grant in February 2022, in which they discuss this interchange, plans to continue Strauss Blvd out west to Taylor Road, and an "undisclosed project". This grant application mentions details about the undisclosed project which closely mirror discussions our leadership has had with Foote Cattle Company. It also stated in this application that all landowners were in agreement, and there was no opposition noted. This is a false statement, as many, many area landowners oppose such a plan. Most of the land referenced is privately owned and is not for sale. Area residents have tremendous concerns about the secrecy of our local leadership. Such a large project should be decided on by taxpayers, not just a handful of commissioners.

I understand that KDOT would not be concerned with these local issues and only care about which option to choose regarding the Taylor Road Bridge. However, it is important to note that our community is still reeling from poor decisions made in the past when our leadership had big visions for growth. The financial impact of those decisions has led to ongoing efforts to continue to dig out of that debt as well as an increased tax burden for our citizens. Many people have left our community due to the high taxes. Because of the lack of transparency of our local leaders as well as the discovery of the additional planned project (stated in the Raise Grant), we are all now aware of the direct tie this project has with the interchange.

I write this communication as a taxpayer, landowner, business owner (Real Estate), and longtime resident of this community. I think we all understand that the bridge is in poor shape. Replacement is necessary for safety reasons. But I am not in support of the interchange for reasons already shared. We have numerous, vacant commercial buildings all over town. We have unfulfilled commitments and projects that need attention. I find it very hard to believe we could sustain the financial commitment needed for an interchange, given our current debt.

Stefanie Zimmerman

1029 Plains Drive

Junction City, KS 66441

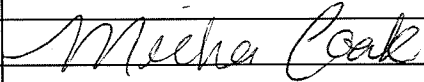
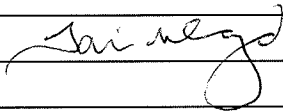
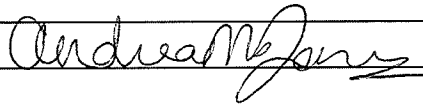
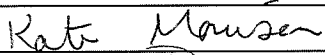
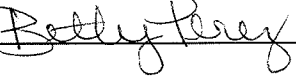
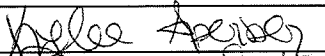
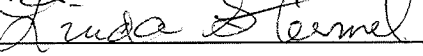
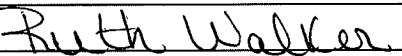
785-209-0816

A handwritten signature in black ink, appearing to read 'Stefanie Zimmerman', written over a horizontal line.

Stanton County Health Coalition

Date 07/13/2023

Please add your cell phone number, if you haven't already

	Name	Phone #	Email	Signature
1	Bailey, Dr Elizabeth	620-492-1400	ebailey@stantoncountyhospital.com	
2	Cook, Micha	785-207-8904	mj-cook@live.com	
3	Ellis, Bryan	620-353-9622	bryan@pld.com	
			bellis@johnsonstatebank.com	
4	Espinoza, Cruz	620-521-2542	cruz.ec@hotmail.com	
5	Floyd, Jennifer		jennifer.floyd@dremfirst.bank	
6	Floyd, Toni	620-424-7786	toni.floyd@dreamfirst.bank	
7	Gerstner, Donna		DonnaGerstner@Centura.org	
8	Jacob, Carina	620-521-7480	cjacob@stantoncountyhospital.com	
9	Jones, Andrea	620-575-5717	ajones@usd452.org	
10	Jones, Azuree	620-492-5528		
11	Molina, Josie	620-391-1670	jmolina@stantoncountyks.com	
12	Morrison, Kate	620-952-3147	kate.dowdmorrison@gmail.com	
13	Perez, Betty	620-451-1193	bperez@stantoncountyhospital.com	
14	Rollins, Kaitlin	620-492-2101	stantoncountyrecreation@gmail.com	
15	Schwartz, Joy	620-388-4451	jschwartz@dccca.org	
16	Sperber, Kylee		kylee.sperber@usd452.org	
17	Steimel, Linda	620-353-4749	ldsteimel@gmail.com	
18	Tarin, Rolando	620-492-3119		
19	Trujillo, Vanessa	620-353-8341	nessashell@hotmail.com	
20	Walker, Ruth	719-529-5543	rwalker@stantoncountyhospital.com	
21	Trembley, Jared	636.219.4139	TREMBLAY@FLINTHILLSMPO.ORG	

No Interchange = No Slaughterhouse/Industrial Corridor

The following landowners, property owners, and residents in Geary County are opposed to the interchange which brings with it a slaughterhouse/industrial corridor that are proposed and planned for Taylor Road. *Concerned Citizens of Geary County*

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Pat Foster	531 W. Walnut J.C., KS	<i>Pat Foster</i>	6-18-23
LEE BOOTHER	1405 Woodland Cir. J.C., KS	<i>Lee Booter</i>	6-27-23
Debbie LaCroix	920 E. 4th #4 J.C. KS		
Kew Shu	12815 Clark's Creek Rd J.C. KS	<i>Kew Shu</i>	6-27-23
Barbara Lusk	1502 Ridge Dr. J.C. KS	<i>Barbara Lusk</i>	6-27-23
Jerry Ferguson	937 W 10th St J.C. KS	<i>Jerry Ferguson</i>	6-24-23
Diane Doll	1422 Cypress Court J.C., KS	<i>Diane Doll</i>	6-27-23
Kate DonLevy	219 State Ave J.C., KS	<i>Kate DonLevy</i>	6-27-23
Maria M. Rhodes	1307 Shamrock J.C., KS	<i>Maria M. Rhodes</i>	6-27-23
LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Steve Zinn	1004 Plains Drive Junction City, KS 64411	<i>Steve Zinn</i>	7/5/23
Karla Zimmerman	1004 Plains Drive Junction City, KS 64411		
Ligia Prquette	1012 Plains Drive Junction City, KS	<i>Ligia Prquette</i>	9/5/23
Roberta Hand	1004 Lockstone	<i>Roberta Hand</i>	7/13/23
Diane Hand	1004 Lockstone	<i>Diane Hand</i>	7/13/23
Nancy Hubbard	1509 S Spring Valley Rd	<i>Nancy Hubbard</i>	7/6/23
John Hubbard	1509 S. Spring Valley Road	<i>John Hubbard</i>	7/6/23
Carol Settgast	509 Tamarisk Dr. J.C., KS	<i>Carol Settgast</i>	7-7-23
LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Arca Timmons	Arca Timmons 2nd@gmail.com	<i>Arca Timmons</i>	
Kendra Norkeft	206 N. Garfield St. Mrs. norkeft713@gmail.com	<i>Kendra Norkeft</i>	7-5-23
John Reif	506 E Grandview Dr. Jr.	<i>John Reif</i>	7/5/23
Cheryl Remy	506 E Grandview Dr JC	<i>Cheryl Remy</i>	
Andrew Sanders	1031 Walnut Ln	<i>Andrew Sanders</i>	7/5/23
Alexandra Massen	2135 Killdeer rd	<i>Alexandra Massen</i>	7/5/23

No Interchange = No Slaughterhouse/Industrial Corridor

The following landowners, property owners, and residents in Geary County are opposed to the interchange which brings with it a slaughterhouse/industrial corridor that are proposed and planned for Taylor Road. Concerned Citizens of Geary County

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Terry Biers	101 W Chestnut JC Newtberger911@gmail		6/17/23
Greg Biers	101 W Chestnut JC RR3 dube@yahoo		6/17/23
John R. Sitipina	716 W Chesnut St. K.S. 913 74 7543		6-17-23
Steven Duke	2504 Biacke Blvd J.C. KS 785 307 2517		6-17-23
Barb Meseke-Braham	1005 West Chestnut JC KS 785-717-9291		6/19/23
Dorinda Johnson	1112 Clover Dr. JC. KS		6/19/23
Jacob Wren	2610 Sycas Blvd Apt 1202		6/19/23
285226706 Kerstin Hollander	7101 Old Milford Rd. Milford KS 66514		06/20/23
Darryl Hollander (785) 226-5414	7101 OLD MILFORD RD. DarrylHollander2164@gmail.com		06/20/23
Vanessa Vandoriet	404 W 6th St JCKS vanessavandoriet@gmail.com		6/20/23
NITA ADAMS	1902 N 1st St		6/23/23

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
MARSHALL G. HEATH	6688 W Lucas Creek Rd. mgheath785@gmail.com		6/29/23
MARY ZIMMERMAN	1901 HARVEST CT zimmas80@yahoo.com		6/29/23
Tanice Cyphers	905 Kingsbury-JC cyphers@cox.net		6/29/23
Betty Waters	829 Crossview Ja		6/29/23
Kathleen S. Triplett	708 Crestview Dr. JC triplady68@gmail.com		6-29-23
Jimi L. Parker	1315 Goldenrod Cir. JC Jimi P1@yahoo.com		6-29-23
Patricia E. Crosby	406 N. Spring Valley Rd. pascrosby3@cox.net		7-5-23
Gordon E. Crosby	406 N Spring Valley Rd gecrosby3@gmail.com		7-5/23

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Victoria Britton	7515 Hendricks St JC victbrt@aol.com		7-06-2023
Loretta Jackson	1000 Golden Belt Blvd. loretta.jackson@502@gmail.com		7/06/23
Roger Britton	1000 Golden Belt Blvd rogerbritton72@gmail.com		7/06/23

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Barbara Hensiek	100 S Hammans Dr. #103		6/29/23

No Interchange = No Slaughterhouse/Industrial Corridor

The following landowners, property owners, and residents in Geary County are opposed to the interchange which brings with it a slaughterhouse/industrial corridor that are proposed and planned for Taylor Road. Concerned Citizens of Geary County

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
BRUCE BRADBURN	100 SHAMMONS DRIVE ROOM 110	Bruce Bradburn	6-29-2023
Calvin Woodbridge	100 SHAMMONS DRIVE ROOM 213	Calvin Woodbridge	6-29-2023
Gary Hudson	100 SHAMMONS DRIVE R. 203	Gary Hudson	6-29-2023
Maria Lynn	100 SHAMMONS DRIVE ROOM 310	Maria Lynn	6-30-2023
MAURA DAVIS	100 SHAMMONS DRIVE ROOM 124	Maura Davis	6-30-2023
JACCO GARCIA	100 SHAMMONS DRIVE ROOM 102	Jacco Garcia	6-30-2023
AMANDA WILSON	1005 HARMON DRIVE ROOM 303	Amanda Wilson	6-30-2023
JUSTIN CUTLER	1005 HARMON DRIVE ROOM 104	Justin Cutler	6-30-2023
NORTH BOLLER	1005 HARMON DRIVE ROOM 209	North Bollor	7-5-2023

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
STARLINE BOLAND	10445 W. LYONS CREEK RD, JC	Starline Boland	6/16/23
GLEN BLAKEN	8331 CLARKS CREEK RD JC	Glen Blaken	6/16/23
GUYN KLINE	6039 W. LYONS CREEK RD JC	Gwyn Kline	6/16/23
JESS KLINE	6039 W. LYONS CREEK RD JC	Jess Kline	6/16/23
MRS. MAUL G. HEATH	6688 W. LYONS CREEK ROAD JC	Mrs. Maul G. Heath	6/16/23
PIG BREAKERS	251 W. LYONS CREEK RD JC	Pig Breakers	6/16/23
KATHLEEN BRASS-FETERS	1925 WOOD RD J.C. (WOOD)	Kathleen Brass-Feters	6/17/23
HEATHER DAVIDSON	1408 BUTLER RD J.C. (WOOD)	Heather Davidson	6/17/23
BRIGAN BOLAND	1408 BUTLER RD JC (WOOD)	Brigan Boland	6/17/23
LINDA CLUM	1006 W. CLUM, J.C. (WOOD)	Linda Clum	6/21/23
C.H. CLUM	1006 W. CLUM, J.C. (WOOD)	C.H. Clum	6/21/23

No Interchange = No Slaughterhouse/Industrial Corridor

The following landowners, property owners, and residents in Geary County are opposed to the interchange which brings with it a slaughterhouse/industrial corridor that are proposed and planned for Taylor Road. Concerned Citizens of Geary County

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
BRUCE BLACKBURN	100 SHAMMONS DRIVE ROOM 110	Bruce Blackburn	6-29-2023
Calvin Woodridge	100 SHAMMONS DRIVE ROOM 213	Calvin Woodridge	6-29-2023
Gary Hudson	100 SHAMMONS DR- R. 205	Gary Hudson	6-29-2023
Mark Lynn	100 SHAMMONS DRIVE ROOM 310	Mark Lynn	6-30-2023
Nathan Decker	100 SHAMMONS DRIVE ROOM 124	Nathan Decker	6-30-2023
JARED GARCIN	100 SHAMMONS DRIVE Room 102	Jared Garcin	6-30-2023
C. Amesh Wilson	1005 HAMMONS DRIVE Room 303	C. Amesh Wilson	6-30-2023
Justin Culler	1005 Hamman Drive Room 104	Justin Culler	6-30-2023
Josh Brollier	100 SHAMMONS DRIVE ROOM 209	Josh Brollier	7-5-2023
LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Sharline Boland	6445 W. Lyons Creek Rd, JC	Sharline Boland	6/16/23
GLENN BLANKEN	8331 CLARKS CREEK RD JC	Glenn Blanken	6/16/23
Gwyn Kline	6639 W. LYONS CREEK RD JC	Gwyn Kline	6/16/23
Jess Kline	6639 W LYONS CREEK RD JC	Jess Kline	6/16/23
MARSHALL G. HEATH	6688 W. LYONS CREEK ROAD JC	Marshall G. Heath	6/16/23
Dick Breakey	6551 W LYONS CREEK RD JC	Dick Breakey	6/16/23
Kathleen Bass-Feters	1925 WOLF Rd J.C 66441	Kathleen Bass-Feters	6/17/23
Amanda Jewell	1408 Rucker Rd J.C. 66441	Amanda Jewell	6/17/23
BRIAN BOLAND	1408 Rucker Rd JC 66441	Brian Boland	6/17/23
LINDA EHM	1006 W. Ash, J.C 66441	Linda Ehm	6/21/23
C.H. EHM	1006 W. Ash, J.C 66441	Linda C.H. Ehm	6/21/23



Flint Hills Metropolitan Planning Organization

206 Southwind Place, Suite 2B | Manhattan, KS | 66503
785.620.3070 | FHMPO@FlintHillsMPO.org
www.FlintHillsMPO.org

August 22nd, 2023

Ryne Dowling
KDOT Transportation Planning
700 SW Harrison St.
Topeka, KS 66603

Re: 2024-2027 Transportation Improvement Program

Dear Mr. Dowling:

The Flint Hills Metropolitan Planning Organization (MPO) Policy Board approved the 2024-2027 Transportation Improvement Program (TIP) on August 16, 2023. The MPO is requesting KDOT's approval and its inclusion by reference into the Statewide Transportation Improvement Program.

A thirty-day public comment period was held for the Amendment, with numerous comments received, including 12 letters and 124 petition signatures. These comments, which can be found on pgs. 36-55 of the TIP document, pertain specifically to I-70 & Taylor Road Interchange project (TIP #: 2-17-2022, KDOT #: KA-6541-01). A copy of the TIP can be found on the MPO website at www.FlintHillsMPO.org/tip.

Sincerely,

Jared Tremblay
Planning Manager



August 10, 2023

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

RE: WAMPO 2023-2026 Transportation Improvement Program (TIP) Amendment 4

Dear Mr. Moriarty,

The WAMPO Transportation Policy Body (TPB) approved Amendment 4 to the WAMPO 2023-2026 Transportation Improvement Program (TIP) at its August 8, 2023, meeting.

WAMPO's Public Participation Plan requires that a proposed TIP Amendment be released for public review and comment prior to adoption by the WAMPO TPB. The public comment period was open June 30 through July 14, 2023. On July 11, 2023, at the request of City of Wichita staff, one new project was added to Amendment #4. Also, on July 11, 2023, at the request of City of Haysville staff, an administrative adjustment was added to push back a project from FFY2023 to FFY2024. On July 25, 2023, on the advice of the WAMPO Project Selection Committee (PSC), an administrative adjustment was performed on the cost and funding sources of a Wichita Transit project. Then, on August 2, 2023, also on the advice of the PSC, similar administrative adjustments were performed on a Wichita project and a Valley Center project. No other public comments were received.

The Amendment is fiscally constrained and includes financial reporting.

Since the WAMPO TIP is incorporated by reference, without modification, into the State Transportation Improvement Program (STIP), the WAMPO TIP represents the most current listing of projects within the boundaries of the Wichita, Kansas metropolitan planning area. Please take the necessary steps to amend the STIP to include Amendment 4 to WAMPO's 2023-2026 TIP.

The WAMPO TIP may be found at <https://www.wampo.org/transportation-improvement-program>.

Sincerely,

Chad Parasa, PE, PTOE
WAMPO Executive Director

cc: Allison Smith, Tod Salfrank, Kimberly Marotta, and Susie Lovelady, KDOT
Matthew McDonald, FHWA
Eva Steinman and Cathy Monroe, FTA



WAMPO TIP (2023-2026) AMENDMENT 4 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
40-540	City of Derby	Rock Road Corridor Improvements	23.0%	\$1,253,812	\$5,450,000	\$6,703,812	Extend project limits. Edit the scope. Increase cost estimate.	Amendment 4	Change Limits from "55th St. to Freedom St." to "Rock Rd. from 0.5 miles north of 55th St. S to Freedom St." Change Scope from "Reconstruct Rock Road from 55th Street to Freedom Street to meet urban standards as the city grows north, improve safety and traffic flow associated with turning movements, and provide safe bicycle and pedestrian facilities for all users." to "Reconstruct Rock Road from 1/2 mile north of 55th Street to Freedom Street to meet urban standards as the city grows north, improve safety and traffic flow associated with turning movements, and provide safe bicycle and pedestrian facilities for all users." Increase 2026 Local Construction funding from \$953,705 to \$2,207,517. Overall project cost increased from \$5,450,000 to \$6,703,812 (+\$1,253,812/23.0%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Rock Road Corridor Improvements" (I.D. # 40-540, page 7).
INT-19-01	City of Kechi	Oliver and Kechi Rd. Intersection	0.0%	\$0	\$4,355,217	\$4,355,217	Edit the scope. Change a portion of the STBG funding to TA funding.	Amendment 4	Change Scope from "Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, curb and gutter, and storm sewer. Project includes a 10-foot wide multi-use path along the north side of Kechi Road and the west side of Oliver. It includes 6-foot wide sidewalk on the south side of Kechi Road and the east side of Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering." to "Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, curb and gutter, and storm sewer. Project includes sidewalk along Kechi Road and Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering." Decrease 2024 MPO-STBG Construction funding from \$2,141,256 to \$1,979,016. Add 2024 MPO-TA Construction funding in the amount of \$162,240. Overall project cost unchanged (\$4,355,217).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Oliver and Kechi Rd. Intersection" (I.D. # INT-19-01, page 4).
R-19-07	City of Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2.2%	\$251,798	\$11,444,103	\$11,695,901	Administrative Adjustment 3.1: Swap out MPO-HIP funds for the same amount of KDOT-STBG funds. Administrative Adjustment 3.16: Small increase in cost estimate. Increase in share of cost paid with KDOT-STBG funds and decrease in share paid with local funds. Amendment 4: Edit the scope.	Amendment 4	Administrative Adjustment 3.1 (6/12/2023): Remove 2023 MPO-HIP Construction funding in the amount of \$556,717. Add 2023 KDOT-STBG Construction funding in the amount of \$556,717. Administrative Adjustment 3.16 (8/2/2023): Decrease 2023 Local Construction funding from \$2,627,182 to \$2,054,800. Increase 2023 KDOT-STBG Construction funding from \$556,717 to \$1,380,897. Amendment 4 (8/8/2023): Change Scope from "Reconstruct and pave Meridian from 0.25-mi. south of 69th Street to RR Tracks, just North of Ford Street. Project has a 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained. Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, tra" to "Reconstruct and pave Meridian from 0.25-mi. south of 69th Street to RR Tracks, just North of Ford Street. Project has a roundabout at 69th and Meridian and 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained. Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, with full depth replacement, full stormwater, lighting, a 8-foot multiuse path on west side, and 6-foot sidewalk on east side." Overall project cost increased from \$11,444,103 to \$11,695,901 (+\$251,798/2.2%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Meridian, from Ford (77th St. N.) to Seward (69th St. N.)" (I.D. # R-19-07, page 4) and Project "Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)" (I.D. # 40-052, page 4).
40-056	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	0.0%	\$0	\$5,500,000	\$5,500,000	Extend project limits. Edit the scope.	Amendment 4	Change Limits from "21st St N, I-135 to K-96" to "21st St N, Cleveland St. to 159th St. E". Change Scope from "Traffic signal optimization of 6.5 miles of 21st St N from I-135 to K-96. Project includes 19 signalized intersections and the installation of conduit and fiber, which will connect to existing KDOT fiber along I-135 and K-96. Traffic signals will be connected to the City's central traffic management system. KDOT's project to expand K-96 to 6 lanes (096-087 KA-6099-02) will result in a diversion of traffic onto the adjacent 21st St arterial, which runs parallel to the K-96 project. The signal optimization will increase the operational efficiency and capacity of 21st St N to meet existing needs and to accommodate the increased demand resulting from the K-96 project." to "Traffic signal optimization of 9.25 miles of 21st St N from Cleveland Ave to 159th St E. Project includes 24 signalized intersections and crosswalks, and the installation of conduit and fiber, which will connect to existing KDOT fiber along I-135 and K-96. Traffic signals will be connected to the City's central traffic management system. KDOT's project to expand K-96 to 6 lanes (096-087 KA-6099-02) will result in a diversion of traffic onto the adjacent 21st St arterial, which runs parallel to the K-96 project. The signal optimization will increase the operational efficiency and capacity of 21st St N to meet existing needs and to accommodate the increased demand resulting from the K-96 project." Overall project cost unchanged (\$5,500,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Wichita Intelligent Transportation System program" (I.D. # 40-056, page 8).
P-23-04	City of Wichita	Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS	N/A	\$1,250,000	\$0	\$1,250,000	New project.	Amendment 4	New project (\$1,250,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Accessibility and Mobility; Economic Vitality; Connectivity.



WAMPO TIP (2023-2026) AMENDMENT 4 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
B-22-02	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	3.5%	\$30,104	\$864,996	\$895,100	Edit the limits and scope and update the title to reflect the changes. Small increase in cost estimate, to be paid with state funds and NHPP funds. Move back Advance Construction conversion from FFY2027 to FFY2029. Add a project note.	Amendment 4	Change Title from "Bridge #305 on I-135 in Sedgwick County" to "Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County". Change Limits from "Bridge #305 (I-135 North & Southbound Lanes & Canals) on I-135 in Sedgwick County located at Junction I-135/US-54" to "I-135: Bridge #305 (I-135 north & southbound lanes & canals) located at junction I-135/US-54. U.S. 54: Bridge #302 (ramp/Grove Street) located at Kellogg and Grove Street". Change Scope from "Bridge Replacement" to "#305 bridge replacement. #302 deck rehabilitation (grinding, patching and MPC overlay)". Add Project Notes: "Project is authorized for PE Only. The total project cost is estimated to be \$9,361 K and should be used for planning purposes only. The PE phase will utilize AC in the amount of \$ 805.6 K with conversion to NHPP funds in 2029." Increase 2022 State Preliminary Engineering funding from \$86,500 to \$89,500. Increase 2022 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$778,496 to \$805,600. Move back NHPP AC conversion payback for Preliminary Engineering from 2027 to 2029 and increase from \$778,496 to \$805,600. Overall project cost increased from \$864,996 to \$895,100 (+\$30,104/3.5%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Bridge #305 on I-135 in Sedgwick County" (I.D. # 40-576, page 4) and Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-07	KDOT	I-135: Bridge #046 located 4.46 miles north of I-235	N/A	\$747,400	\$0	\$747,400	New project.	Amendment 4	New project (\$747,400).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-08	KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line	N/A	\$3,621,500	\$0	\$3,621,500	New project.	Amendment 4	New project (\$3,621,500).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Preservation.
B-23-09	KDOT	I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue	N/A	\$9,490,000	\$0	\$9,490,000	New project.	Amendment 4	New project (\$9,490,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Preservation.
B-23-10	KDOT	I-135: Bridge #048 (85th Street) located 5.44 miles North of I-235 in Park City	N/A	\$355,200	\$0	\$355,200	New project.	Amendment 4	New project (\$355,200).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-11	KDOT	I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita	N/A	\$1,650,000	\$0	\$1,650,000	New project.	Amendment 4	New project (\$1,650,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-12	KDOT	US-54: Bridge #118 (on S 343rd Street W over US-54) located 3.03 miles East of K-251	N/A	\$417,600	\$0	\$417,600	New project.	Amendment 4	New project (\$417,600).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-13	KDOT	US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita	N/A	\$2,060,500	\$0	\$2,060,500	New project.	Amendment 4	New project (\$2,060,500).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-14	KDOT	I-135: Bridge #049 located 7.46 miles north of junction I-235/I-135	N/A	\$2,056,600	\$0	\$2,056,600	New project.	Amendment 4	New project (\$2,056,600).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Preservation.
R-22-02	KDOT	US-54 (E. Kellogg Ave) in Sedgwick/Butler counties for consultant project oversight and preliminary phases	0.0%	\$0	\$4,003,900	\$4,003,900	Edit the scope.	Amendment 4	Change scope from "Preliminary Engineering (PE) for consultant project management for oversight of the entire project; PE for preconstruction activities including NEPA for the entire project; Right of way acquisitions and utility relocations for all phases of the project." to "PE to provide consultant project management for oversight of the entire project and PE for preconstruction activities including NEPA for the entire project." Overall project cost unchanged (\$4,003,900).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "US-54/400 Expansion - East" (I.D. # 40-575, page 8).



WAMPO TIP (2023-2026) AMENDMENT 4 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	100.4%	\$2,232,607	\$2,222,984	\$4,455,591	Add local and FTA 5310 funding in FFY2025 and FFY2026. Decrease local and FTA 5310 funding for capital in FFY2023. Increase local and FTA 5310 funding for operations in FFY2023. Increase local and FTA 5310 funding for capital and operations in FFY2024.	Amendment 4	Decrease 2023 FTA 5310 Capital funding from \$293,120 to \$250,167. Increase 2023 FTA 5310 Operations funding from \$157,834 to \$186,778. Decrease 2023 Local Capital funding from \$49,605 to \$47,282. Increase 2023 Local Operations funding from \$157,834 to \$186,778. Increase 2024 FTA 5310 Capital funding from \$301,914 to \$453,420. Increase 2024 FTA 5310 Operations funding from \$162,569 to \$186,779. Increase 2024 Local Capital funding from \$51,093 to \$68,013. Increase 2024 Local Operations funding from \$162,569 to \$186,779. Add 2025 FTA 5310 Capital funding in the amount of \$432,315. Add 2025 FTA 5310 Operations funding in the amount of \$232,785. Add 2025 Local Capital funding in the amount of \$86,463. Add 2025 Local Operations funding in the amount of \$232,785. Add 2026 FTA 5310 Capital funding in the amount of \$447,446. Add 2026 FTA 5310 Operations funding in the amount of \$240,933. Add 2026 Local Capital funding in the amount of \$89,489. Add 2026 Local Operations funding in the amount of \$240,933. Overall project cost increased from \$2,222,984 to \$4,455,591 (+\$2,232,607/100.4%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Wichita Transit 5310 Program" (I.D. # T-19-01, page 5).
40-578	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022	0.0%	\$0	\$8,500,000	\$8,500,000	Add KDOT I.D. Swap out a portion of the project's programmed Advance Construction NHPP funding for KDOT-CRRSAA and KDOT-HIP funding that add up to the same amount and are on the same Advance Construction conversion schedule.	Administrative Adjustment 3.1	Add KDOT I.D. "KA-6231-01". Decrease 2022 State Construction spending to be paid back later through NHPP Advance Construction arrangement from \$7,267,500 to \$5,373,227. Decrease 2023 NHPP AC conversion payback for Construction from \$7,267,500 to \$5,373,227. Decrease 2022 State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$382,500 to \$230,959. Decrease 2023 NHPP AC conversion payback for Construction Engineering from \$382,500 to \$230,959. Add 2022 State Construction spending to be paid back later through KDOT-CRRSAA Advance Construction arrangement in the amount of \$1,378,794. Add 2023 KDOT-CRRSAA AC conversion payback for Construction in the amount of \$1,378,794. Add 2022 State Construction Engineering spending to be paid back later through KDOT-CRRSAA Advance Construction arrangement in the amount of \$110,303. Add 2023 KDOT-CRRSAA AC conversion payback for Construction Engineering in the amount of \$110,303. Add 2022 State Construction spending to be paid back later through KDOT-HIP Advance Construction arrangement in the amount of \$515,479. Add 2023 KDOT-HIP AC conversion payback for Construction in the amount of \$515,479. Add 2022 State Construction Engineering spending to be paid back later through KDOT-HIP Advance Construction arrangement in the amount of \$41,238. Add 2023 KDOT-HIP AC conversion payback for Construction Engineering in the amount of \$41,238. Overall project cost unchanged (\$8,500,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022" (I.D. # 40-572, page 6).
B-21-01	KDOT	Redeck Bridge #113 on US-54 in Sedgwick County	0.0%	\$180	\$2,513,201	\$2,513,381	Swap out a portion of the project's programmed Advance Construction NHPP funding for KDOT-CRRSAA and KDOT-HIP funding that are on the same Advance Construction conversion schedule. Increase the project cost by \$180, coming from federal funds.	Administrative Adjustment 3.1	Decrease 2021 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$212,800 to \$177,779. Decrease 2023 NHPP AC conversion payback for Preliminary Engineering from \$212,800 to \$177,779. Decrease 2022 State Construction spending to be paid back later through NHPP Advance Construction arrangement from \$1,634,400 to \$175,212. Decrease 2023 NHPP AC conversion payback for Construction from \$1,634,400 to \$175,212. Decrease 2022 State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$163,361 to \$57,750. Decrease 2023 NHPP AC conversion payback for Construction Engineering from \$163,361 to \$57,750. Add 2021 State Preliminary Engineering spending to be paid back later through KDOT-CRRSAA Advance Construction arrangement in the amount of \$35,021. Add 2023 KDOT-CRRSAA AC conversion payback for Preliminary Engineering in the amount of \$35,021. Add 2022 State Construction spending to be paid back later through KDOT-CRRSAA Advance Construction arrangement in the amount of \$1,459,188. Add 2023 KDOT-CRRSAA AC conversion payback for Construction in the amount of \$1,459,188. Add 2022 State Construction Engineering spending to be paid back later through KDOT-CRRSAA Advance Construction arrangement in the amount of \$105,791. Add 2023 KDOT-CRRSAA AC conversion payback for Construction Engineering in the amount of \$105,791. Overall project cost increased from \$2,513,201 to \$2,513,381 (+\$180/0.007%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Bridge Set Aside Program" (I.D. # 40-573, page 6).
40-570	Wichita Transit	Delano Transit Center	12.4%	\$2,189,392	\$17,725,520	\$19,914,912	Increase project cost, using federal (KDOT-STBG and KDOT-CMAQ) and local funds in an 80/20 split.	Administrative Adjustment 3.15	Add 2023 KDOT-CMAQ Capital funding in the amount of \$1,000,000. Add 2023 KDOT-STBG Capital funding in the amount of \$699,113. Add 2023 Local Capital funding in the amount of \$490,279. Overall project cost increased from \$17,725,520 to \$19,914,912 (+\$2,189,392/12.35%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Delano Transit Center" (I.D. # 40-570, page 3).



WAMPO TIP (2023-2026) AMENDMENT 4 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
R-19-16	City of Wichita	West St., Harry to Pawnee	23.4%	\$4,532,512	\$19,399,039	\$23,931,551	Administrative Adjustment 3.1: Swap out MPO-HIP funds for the same amount of KDOT-STBG funds. Administrative Adjustment 3.16: Increase in cost estimate. Increase in KDOT-STBG funding. For MPO-STBG funding, replace Advance Construction arrangement with direct funding.	Administrative Adjustment 3.16	Administrative Adjustment 3.1: Remove 2023 CRRSAA Construction funding in the amount of \$3,089,097. Add 2023 KDOT-STBG Construction funding in the amount of \$3,089,097. Administrative Adjustment 3.16: Decrease 2023 Local Utility Relocation funding from \$1,500,000 to \$686,866. Decrease 2022 Local Preliminary Engineering funding from \$485,000 to \$459,448. Add 2023 Local Preliminary Engineering funding in the amount of \$44,562. Decrease 2022 Local Right-Of-Way acquisition funding from \$1,000,000 to \$540,552. Add 2023 Local Right-Of-Way acquisition funding in the amount of \$989,551. Increase 2023 Local Construction funding from \$3,691,353 to \$7,476,555. Increase 2023 Local Construction Engineering funding from \$350,000 to \$449,786. Increase 2023 KDOT-STBG Construction funding from \$3,089,097 to \$4,000,642. Increase 2023 MPO-STBG Construction non-AC funding from \$1,382,516 to \$7,024,761. Increase 2023 MPO-STBG Construction Engineering non-AC funding from \$350,000 to \$600,000. Remove 2023 Local Construction spending to be paid back later through MPO-STBG Advance Construction arrangement in the amount of \$5,892,245. Remove 2023 MPO-STBG AC conversion payback for Construction in the amount of \$4,327,083. Remove 2025 MPO-STBG AC conversion payback for Construction in the amount of \$1,565,162. Add Project Notes reading "On the Construction phase, the participating costs are \$16,466,514. On the Construction Engineering phase, the entire \$1,049,786 cost is participating. The sum of all participating costs is \$17,516,300." Overall project cost increased from \$19,399,039 to \$23,931,551 (+\$4,532,512/23.4%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "West St, Harry to Pawnee" (I.D. # R-19-16, page 5).
40-541	City of Derby	Nelson Drive Realignment	0.0%	\$0	\$9,453,618	\$9,453,618	Change a portion of the STBG and CMAQ funding to TA funding.	Administrative Adjustment 3.2	Add 2024 MPO-TA Construction funding in the amount of \$338,012. Decrease 2024 MPO-STBG Construction funding from \$5,607,349 to \$5,430,165. Decrease 2024 MPO-CMAQ Construction funding from \$831,782 to \$670,954. Overall project cost unchanged (\$9,453,618).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Nelson Drive Realignment" (I.D. # 40-541, page 4).
40-538	City of Haysville	Seneca & 63rd Street Bike Ped Pathway	0.0%	\$0	\$1,249,534	\$1,249,534	Move project back from FFY2023 to FFY2024.	Administrative Adjustment 3.2	Move back Local Construction funding (\$300,784) and Construction Engineering funding (\$37,598) from 2023 to 2024. Move back MPO-TA Construction funding (\$672,580) and Construction Engineering funding (\$84,072) from 2023 to 2024. Overall project cost unchanged (\$1,249,534).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Multi Use Path along Seneca and 63rd Sts" (I.D. # 40-538, page 7).
40-510	City of Wichita	17th St N, I-135 to Hillside	0.0%	\$0	\$3,300,000	\$3,300,000	Change a portion of the STBG funding to TA funding.	Administrative Adjustment 3.2	Add 2025 MPO-TA Construction funding in the amount of \$123,200. Decrease 2025 MPO-STBG Construction funding from \$2,027,587 to \$1,904,387. Add 2025 MPO-TA Construction Engineering funding in the amount of \$16,800. Decrease 2025 MPO-STBG Construction Engineering funding from \$300,000 to \$283,200. Overall project cost unchanged (\$3,300,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "17th St N, I-135 to Hillside" (I.D. # 40-510, page 6).
40-517	City of Wichita	Douglas, Seneca to Meridian	0.0%	\$0	\$5,775,000	\$5,775,000	Change a portion of the TA-STBG funding to TA funding and STBG funding. The STBG funding is in an Advance Construction arrangement, with FFY2024 and FFY2025 conversion years.	Administrative Adjustment 3.2	Add 2024 MPO-TA Construction funding in the amount of \$301,841. Add 2024 MPO-TA Construction Engineering funding in the amount of \$26,159. Increase 2024 MPO-CMAQ Construction funding from \$357,286 to \$383,445. Decrease 2024 MPO-CMAQ Construction Engineering funding from \$312,000 to \$285,841. Decrease 2024 MPO-TA-STBG Construction funding from \$810,924 to \$245,910. Increase 2024 Local Construction spending to be paid back later through MPO-STBG Advance Construction Arrangement from \$2,431,790 to \$2,668,804. Increase 2025 MPO-STBG AC conversion payback for Construction from \$2,431,790 to \$2,533,240. Add 2024 MPO-STBG AC conversion payback for Construction in the amount of \$135,564. Overall project cost unchanged (\$5,775,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Douglas, Seneca to Meridian" (I.D. # 40-517, page 6).
R-19-17	City of Wichita	West St., I-235-MacArthur	0.0%	\$0	\$6,192,694	\$6,192,694	Change a portion of the STBG funding to TA funding.	Administrative Adjustment 3.2	Add 2024 MPO-TA Construction funding in the amount of \$129,600. Decrease 2024 MPO-STBG Construction funding from \$1,397,952 to \$1,268,352. Overall project cost unchanged (\$6,192,694).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "West St, I-235 to MacArthur" (I.D. # R-19-17, page 5).
40-537	Butler County	SW Butler Rd improvements from SW 170th St to SW 155th St	0.0%	\$0	\$13,047,000	\$13,047,000	Change a portion of the TA-STBG funding to TA funding.	Administrative Adjustment 3.2	Increase 2025 MPO-TA Construction funding from \$476,907 to \$520,000. Increase 2025 MPO-TA Construction Engineering funding from \$0 to \$28,000. Decrease 2025 MPO-TA-STBG Construction Engineering funding from \$810,924 to \$739,831. Decrease 2025 Local Construction spending to be paid back later through MPO-STBG Advance Construction Arrangement from \$7,616,890 to \$7,573,797. Increase 2025 Local Construction Engineering spending to be paid back later through MPO-STBG Advance Construction Arrangement from \$160,300 to \$203,393. Decrease 2025 MPO-STBG AC conversion payback for Construction from \$847,282 to \$804,189. Increase 2025 MPO-STBG AC conversion payback for Construction Engineering from \$160,300 to \$203,393. Overall project cost unchanged (\$13,047,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "SW Butler Rd Improvements from SW 170th St to SW 155th St" (I.D. # 40-537, page 7).



WAMPO TIP (2023-2026) AMENDMENT 4 - SUMMARY OF CHANGES

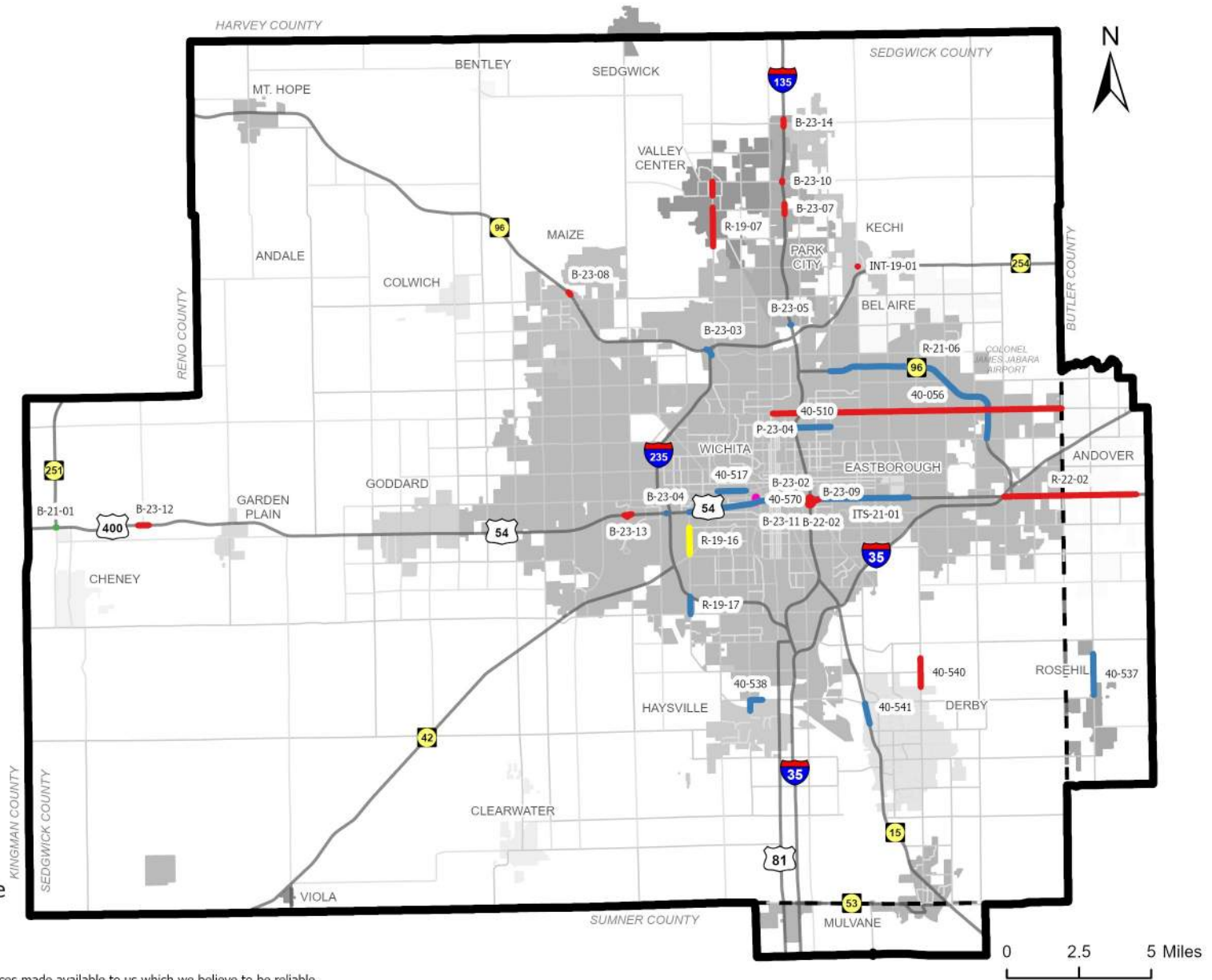
WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
B-23-02	KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County	3.8%	\$64,600	\$1,714,400	\$1,779,000	Small increase in cost estimate, to be paid with state funds and NHPP funds.	Administrative Adjustment 3.2	Increase 2023 State Construction funding from \$264,000 to \$275,500. Increase 2023 State Construction Engineering funding from \$26,400 to \$27,500. Increase 2023 State Construction spending to be paid back later through NHPP Advance Construction arrangement from \$1,054,400 to \$1,101,800. Increase 2023 State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$105,600 to \$110,200. Increase 2027 NHPP AC conversion payback for Construction from \$1,054,400 to \$1,101,800. Increase 2027 NHPP AC conversion payback for Construction Engineering from \$105,600 to \$110,200. Overall project cost increased from \$1,714,400 to \$1,779,000 (+\$64,600/3.8%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-03	KDOT	I-235: Bridge #320 located 0.81 Miles East of West Street	3.5%	\$15,500	\$449,000	\$464,500	Small increase in cost estimate. Move project back from FFY2023 to FFY2024.	Administrative Adjustment 3.2	Move back \$70,000 of 2022 State Preliminary Engineering funding to 2023. Move back State Construction funding from 2023 to 2024 and increase from \$344,000 to \$359,500. Move back \$35,000 of 2023 State Construction Engineering funding to 2024. Overall project cost increased from \$449,000 to \$464,500 (+\$15,500/3.5%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-04	KDOT	US-54: Bridge #132 located 0.2 Miles East of Hoover Road	3.4%	\$22,200	\$644,000	\$666,200	Small increase in cost estimate. Move Preliminary Engineering phase back from FFY2022 to FFY2023.	Administrative Adjustment 3.2	Move back \$100,000 of 2022 State Preliminary Engineering funding to 2023. Increase 2023 State Construction funding from \$494,000 to \$516,200. Overall project cost increased from \$644,000 to \$666,200 (+\$22,200/3.4%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-23-05	KDOT	I-135: Bridge #036 located 0.42 Miles North of I-235	13.5%	\$70,000	\$520,000	\$590,000	Small increase in cost estimate. Move project back from FFY2023 to FFY2024.	Administrative Adjustment 3.2	Move back \$80,000 of 2022 State Preliminary Engineering funding to 2023. Move back State Construction funding from 2023 to 2024 and increase from \$400,000 to \$470,000. Move back \$40,000 of 2023 State Construction Engineering funding to 2024. Overall project cost increased from \$520,000 to \$590,000 (+\$70,000/13.5%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
ITS-21-01	KDOT	Install Fiber along US-54 in Sedgwick County	4.0%	\$153,000	\$3,855,000	\$4,008,000	Small increase in cost estimate.	Administrative Adjustment 3.2	Increase 2023 State Construction funding from \$2,600,000 to \$2,753,000. Overall project cost increased from \$3,855,000 to \$4,008,000 (+\$153,000/4.0%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Efficient system management and operation; reliability. ITS is also identified as supporting travel reliability and safety on page 10.
R-21-06	KDOT	K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane	7.3%	\$4,161,400	\$57,000,000	\$61,161,400	Small increase in cost estimate, to be paid with state funds and NHPP funds. Move back Advance Construction conversion from FFY2027 to FFY2029. Add a project note.	Administrative Adjustment 3.2	Increase 2022 State Preliminary Engineering funding from \$5,700,000 to \$6,116,600. Increase 2023 State ROW-acquisition funding from \$3,800,000 to \$4,077,400. Increase 2024 State Utility Relocation funding from \$1,900,000 to \$2,038,700. Increase 2022 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$22,800,000 to \$24,464,300. Increase 2023 State ROW-acquisition spending to be paid back later through NHPP Advance Construction arrangement from \$15,200,000 to \$16,309,600. Increase 2024 State Utility Relocation spending to be paid back later through NHPP Advance Construction arrangement from \$7,600,000 to \$8,154,800. Move NHPP AC conversion payback for Preliminary Engineering back from 2027 to 2029 and increase from \$22,800,000 to \$24,464,300. Move NHPP AC conversion payback for ROW acquisition back from 2027 to 2029 and increase from \$15,200,000 to \$16,309,600. Move NHPP AC conversion payback for Utility Relocation back from 2027 to 2029 and increase from \$7,600,000 to \$8,154,800. Add Project Notes: "Project is authorized for PE, ROW, and UTIL ONLY. Total Project Cost is estimated to be \$280,321 K and should be used for planning purposes only." Overall project cost increased from \$57,000,000 to \$61,161,400 (+\$4,161,400/7.3%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane" (I.D. # R-21-03, page 6).
Total				\$36,625,905	\$185,179,206	\$221,805,111				



2023-2026 Transportation Improvement Program Amendment 4 Projects

- Amendment 4 Projects
- Administrative Adjustment 3.1 Projects
- Administrative Adjustment 3.15 Projects
- Administrative Adjustment 3.16 Projects
- Administrative Adjustment 3.2 Projects
- County Boundaries
- WAMPO Planning Boundary

*T-19-01 and 40-578 are not mappable



Fiscal Constraint Analysis

Federal regulations require that the TIP be “fiscally constrained,” meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes, the TIP is fiscally constrained for the period FFY2023-FFY2026.

Anticipated Funding and Financing	
Federal Funding	\$100 million
State Funding	\$473 million
Local Funding	\$424 million
Debt Financing	\$155 million
Total	\$1.15 billion

Anticipated Costs	
Maintenance and Operations	\$186 million
Debt Service	\$181 million
TIP Projects	\$745 million
Total	\$1.1 billion

$$\begin{array}{rcccl} \text{ANTICIPATED FUNDING AND FINANCING} & - & \text{ANTICIPATED COSTS} & = & \text{BALANCE} \\ \$1.15 \text{ billion} & & \$1.1 \text{ billion} & & \$38 \text{ million} \end{array}$$



TIP Projects

2023-2026 TIP Amendment 23-04

Amend/Adjust Project

Lead Agency City of Derby

WAMPO I.D. 40-540

KDOT Project I.D.

Last TIP Action 23-04

Project Title Rock Road Corridor Improvements

Project Limits Rock Rd. from 0.5 miles north of 55th St. S to Freedom St.

Project Scope Reconstruct Rock Road from 1/2 mile north of 55th Street to Freedom Street to meet urban standards as the city grows north, improve safety and traffic flow associated with turning movements, and provide safe bicycle and pedestrian facilities for all users.

Primary Mode Road - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Alex Lane
City of Derby
316-788-6632
alexlane@derbyweb.com

Engineering Contact

Alex Lane
City of Derby
316-788-6632
alexlane@derbyweb.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$395,000	\$0	\$0	\$0	\$0	\$0	\$0	\$395,000
2024	Local			\$110,000	\$0	\$55,000	\$0	\$0	\$0	\$0	\$0	\$165,000
2026	Federal: MPO-STBG			\$0	\$0	\$0	\$2,490,371	\$492,672	\$0	\$0	\$0	\$2,983,043
2026	Federal: MPO-TA-STBG			\$0	\$0	\$0	\$810,924	\$0	\$0	\$0	\$0	\$810,924
2026	Local			\$0	\$0	\$0	\$2,207,517	\$142,328	\$0	\$0	\$0	\$2,349,845
Total (using AC, not ACCP)				\$110,000	\$395,000	\$55,000	\$5,508,812	\$635,000	\$0	\$0	\$0	\$6,703,812
Total (using ACCP, not AC)				\$110,000	\$395,000	\$55,000	\$5,508,812	\$635,000	\$0	\$0	\$0	\$6,703,812

Amend/Adjust Project

Lead Agency City of Kechi

WAMPO I.D. INT-19-01

KDOT Project I.D. N-0693-01

Last TIP Action 23-04

Project Title Oliver and Kechi Rd. Intersection

Project Limits Oliver and Kechi Road Intersection

Project Scope Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, curb and gutter, and storm sewer. Project includes sidewalk along Kechi Road and Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering.

Primary Mode Intersection

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Kamme Sroufe

City of Kechi

(316)744-9287

ksroufe@kechiks.gov

Engineering Contact

Ben Mabry

PEC

(316)262-2691

ben.mabry@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$207,400	\$0	\$0	\$0	\$0	\$0	\$0	\$207,400
2023	Local			\$1,040,000	\$0	\$65,500	\$0	\$0	\$0	\$0	\$0	\$1,105,500
2024	Federal: MPO-STBG			\$0	\$0	\$0	\$1,979,016	\$292,597	\$0	\$0	\$0	\$2,271,613
2024	Federal: MPO-TA			\$0	\$0	\$0	\$162,240	\$0	\$0	\$0	\$0	\$162,240
2024	Local			\$0	\$0	\$0	\$535,314	\$73,150	\$0	\$0	\$0	\$608,464
Total (using AC, not ACCP)				\$1,040,000	\$207,400	\$65,500	\$2,676,570	\$365,747	\$0	\$0	\$0	\$4,355,217
Total (using ACCP, not AC)				\$1,040,000	\$207,400	\$65,500	\$2,676,570	\$365,747	\$0	\$0	\$0	\$4,355,217

Amend/Adjust Project

Lead Agency City of Valley Center

WAMPO I.D. R-19-07

KDOT Project I.D. N-0711-01

Last TIP Action 23-04

Project Title Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)

Project Limits Meridian, from 0.25-mi south of Seward (69th St N) to the railroad crossing north of Ford Street (77th St N). and from Main to 5th (85th St. N.)

Project Scope Reconstruct and pave Meridian from 0.25-mi. south of 69th Street to RR Tracks, just North of Ford Street. Project has a roundabout at 69th and Meridian and 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained. Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, with full depth replacement, full stormwater, lighting, a 8-foot multiuse path on west side, and 6-foot sidewalk on east side.

Primary Mode Road - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Brent Clark
City of Valley Center
(316)755-7310
Bclark@valleycenterks.org

Engineering Contact

Gage Scheer
PEC
(316)206-1308
gage.scheer@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$50,000	\$603,136	\$100,000	\$0	\$0	\$0	\$0	\$0	\$753,136
2023	Federal: KDOT-STBG			\$0	\$0	\$0	\$1,380,897	\$0	\$0	\$0	\$0	\$1,380,897
2023	Federal: MPO-STBG			\$0	\$0	\$0	\$6,139,434	\$482,597	\$0	\$0	\$0	\$6,622,031
2023	Federal: MPO-TA			\$0	\$0	\$0	\$698,869	\$52,415	\$0	\$0	\$0	\$751,284
2023	Local			\$0	\$0	\$0	\$2,054,800	\$133,753	\$0	\$0	\$0	\$2,188,553
Total (using AC, not ACCP)				\$50,000	\$603,136	\$100,000	\$10,274,000	\$668,765	\$0	\$0	\$0	\$11,695,901
Total (using ACCP, not AC)				\$50,000	\$603,136	\$100,000	\$10,274,000	\$668,765	\$0	\$0	\$0	\$11,695,901

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. 40-056

KDOT Project I.D. N-0760-01

Last TIP Action 23-04

Project Title Wichita Intelligent Transportation System - E 21st St N

Project Limits 21st St N, Cleveland St. to 159th St. E

Project Scope Traffic signal optimization of 9.25 miles of 21st St N from Cleveland Ave to 159th St E. Project includes 24 signalized intersections and crosswalks, and the installation of conduit and fiber, which will connect to existing KDOT fiber along I-135 and K-96. Traffic signals will be connected to the City's central traffic management system. KDOT's project to expand K-96 to 6 lanes (096-087 KA-6099-02) will result in a diversion of traffic onto the adjacent 21st St arterial, which runs parallel to the K-96 project. The signal optimization will increase the operational efficiency and capacity of 21st St N to meet existing needs and to accommodate the increased demand resulting from the K-96 project.

Primary Mode Technology

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Engineering Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Local			\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
2025	Federal: MPO-CMAQ			\$0	\$0	\$0	\$1,753,605	\$193,965	\$0	\$0	\$0	\$1,947,570
2025	Federal: MPO-CMAQ	AC	Local	\$0	\$0	\$0	\$1,947,571	\$0	\$0	\$0	\$0	\$1,947,571
2025	Federal: MPO-STBG			\$0	\$0	\$0	\$178,136	\$0	\$0	\$0	\$0	\$178,136
2025	Local			\$0	\$0	\$0	\$1,120,688	\$56,035	\$0	\$0	\$0	\$1,176,723
2026	Federal: MPO-CMAQ	ACCP		\$0	\$0	\$0	\$1,947,571	\$0	\$0	\$0	\$0	\$1,947,571
Total (using AC, not ACCP)				\$0	\$250,000	\$0	\$5,000,000	\$250,000	\$0	\$0	\$0	\$5,500,000
Total (using ACCP, not AC)				\$0	\$250,000	\$0	\$5,000,000	\$250,000	\$0	\$0	\$0	\$5,500,000

New Project

Lead Agency City of Wichita

WAMPO I.D. P-23-04

KDOT Project I.D.

Last TIP Action 23-04

Project Title Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS

Project Limits 21st Street Corridor from I-135 to Broadway, Wichita, KS

Project Scope This project will support public engagement and a planning study on how best to reconnect the 21st Street Corridor, a vital portion of the city that is divided by several at-grade railroad crossings and a recessed Interstate 135.

Primary Mode Planning & Outreach Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Paul Gunzelman
City of Wichita
(316) 295-9738
pgunzelman@wichita.gov

Engineering Contact

Paul Gunzelman
City of Wichita
(316) 295-9738
pgunzelman@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2024	Federal: RCP			\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2024	Local			\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. B-22-02

KDOT Project I.D. KA-6517-01

Last TIP Action 23-04

Project Title **Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County**

Project Limits **I-135: Bridge #305 (I-135 north & southbound lanes & canals) located at junction I-135/US-54. U.S. 54: Bridge #302 (ramp/Grove Street) located at Kellogg and Grove Street**

Project Scope **#305 bridge replacement. #302 deck rehabilitation (grinding, patching and MPC overlay)**

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

316-744-1271

mike.longshaw@ks.gov

Project Notes **Project is authorized for PE Only. The total project cost is estimated to be \$9,361 K and should be used for planning purposes only. The PE phase will utilize AC in the amount of \$ 805.6 K with conversion to NHPP funds in 2029.**

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$805,600	\$0	\$0	\$0	\$0	\$0	\$0	\$805,600
2022	State			\$0	\$89,500	\$0	\$0	\$0	\$0	\$0	\$0	\$89,500
2029	Federal: NHPP	ACCP		\$0	\$805,600	\$0	\$0	\$0	\$0	\$0	\$0	\$805,600
		Total (using AC, not ACCP)		\$0	\$895,100	\$0	\$0	\$0	\$0	\$0	\$0	\$895,100
		Total (using ACCP, not AC)		\$0	\$895,100	\$0	\$0	\$0	\$0	\$0	\$0	\$895,100

New Project

Lead Agency **KDOT**

WAMPO I.D. B-23-07

KDOT Project I.D. KA-6978-01

Last TIP Action 23-04

Project Title I-135: Bridge #046 located 4.46 miles north of I-235

Project Limits I-135: Bridge #046 located 4.46 miles north of I-235

Project Scope Paint structure steel and bearings (IZV), reset bearings, berm repair and replace joints

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

316-337-6767

mike.longshaw@ks.gov

Project Notes The PE phase will utilize AC in the amount of \$ 103.5 K with conversion to NHPP funds in 2028. The CONST phase will utilize AC in the amount of \$ 517.5 K with conversion to NHPP funds in 2028. The CE phase will utilize AC in the amount of \$ 51.7 K with conversion to NHPP funds in 2028.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$103,500	\$0	\$0	\$0	\$0	\$0	\$0	\$103,500
2023	State			\$0	\$11,500	\$0	\$0	\$0	\$0	\$0	\$0	\$11,500
2024	Federal: NHPP	AC	State	\$0	\$0	\$0	\$517,500	\$51,700	\$0	\$0	\$0	\$569,200
2024	State			\$0	\$0	\$0	\$57,500	\$5,700	\$0	\$0	\$0	\$63,200
2028	Federal: NHPP	ACCP		\$0	\$103,500	\$0	\$517,500	\$51,700	\$0	\$0	\$0	\$672,700
Total (using AC, not ACCP)				\$0	\$115,000	\$0	\$575,000	\$57,400	\$0	\$0	\$0	\$747,400
Total (using ACCP, not AC)				\$0	\$115,000	\$0	\$575,000	\$57,400	\$0	\$0	\$0	\$747,400

New Project

Lead Agency **KDOT**

WAMPO I.D. B-23-08

KDOT Project I.D. KA-6959-01

Last TIP Action 23-04

Project Title **K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line**

Project Limits **Bridges #271 and #272**

Project Scope **Bridge #271: Redeck with grade raise. #272: Redeck**

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

316-337-6767

mike.longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$445,600	\$0	\$0	\$0	\$0	\$0	\$0	\$445,600
2023	State			\$0	\$111,400	\$0	\$0	\$0	\$0	\$0	\$0	\$111,400
2026	Federal: NHPP	AC	State	\$0	\$0	\$0	\$2,228,000	\$222,800	\$0	\$0	\$0	\$2,450,800
2026	State			\$0	\$0	\$0	\$557,000	\$56,700	\$0	\$0	\$0	\$613,700
2028	Federal: NHPP	ACCP		\$0	\$445,600	\$0	\$2,228,000	\$222,800	\$0	\$0	\$0	\$2,896,400
		Total (using AC, not ACCP)		\$0	\$557,000	\$0	\$2,785,000	\$279,500	\$0	\$0	\$0	\$3,621,500
		Total (using ACCP, not AC)		\$0	\$557,000	\$0	\$2,785,000	\$279,500	\$0	\$0	\$0	\$3,621,500

New Project

Lead Agency **KDOT**

WAMPO I.D. B-23-09

KDOT Project I.D. KA-6962-01

Last TIP Action 23-04

Project Title I-135: Bridge #299 located at junction I-135/U.S. 54/Kellogg Avenue

Project Limits Bridge #299

Project Scope Redeck, make composite

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

316-337-6767

mike.longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$1,314,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,314,000
2023	State			\$0	\$146,000	\$0	\$0	\$0	\$0	\$0	\$0	\$146,000
2025	Federal: NHPP	AC	State	\$0	\$0	\$0	\$6,570,000	\$657,000	\$0	\$0	\$0	\$7,227,000
2025	State			\$0	\$0	\$0	\$730,000	\$73,000	\$0	\$0	\$0	\$803,000
2028	Federal: NHPP	ACCP		\$0	\$1,314,000	\$0	\$6,570,000	\$657,000	\$0	\$0	\$0	\$8,541,000
		Total (using AC, not ACCP)		\$0	\$1,460,000	\$0	\$7,300,000	\$730,000	\$0	\$0	\$0	\$9,490,000
		Total (using ACCP, not AC)		\$0	\$1,460,000	\$0	\$7,300,000	\$730,000	\$0	\$0	\$0	\$9,490,000

New Project

Lead Agency **KDOT**

WAMPO I.D. **B-23-10**

KDOT Project I.D. **KA-6934-01**

Last TIP Action **23-04**

Project Title **I-135: Bridge #048 (85th Street) located 5.44 miles North of I-235 in Park City**

Project Limits **I-135: Bridge #048 (85th Street) located 5.44 miles North of I-235 in Park City**

Project Scope **Milling and overlay with patching as needed**

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

316-337-6767

mike.longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	State			\$0	\$0	\$0	\$296,000	\$29,600	\$0	\$0	\$0	\$325,600
2023	State			\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600
		Total (using AC, not ACCP)		\$0	\$29,600	\$0	\$296,000	\$29,600	\$0	\$0	\$0	\$355,200
		Total (using ACCP, not AC)		\$0	\$29,600	\$0	\$296,000	\$29,600	\$0	\$0	\$0	\$355,200

New Project

Lead Agency **KDOT**

WAMPO I.D. B-23-11

KDOT Project I.D. KA-6935-01

Last TIP Action 23-04

Project Title I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita

Project Limits I-135: Bridges #304 and #306 and US-54: Bridge #303 at the I-135 and US-54 Interchange in Wichita

Project Scope Expansion joints, patching, milling and overlay

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

316-337-6767

mike.longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000
2023	State			\$0	\$27,500	\$0	\$0	\$0	\$0	\$0	\$0	\$27,500
2024	Federal: NHPP	AC	State	\$0	\$0	\$0	\$1,100,000	\$110,000	\$0	\$0	\$0	\$1,210,000
2024	State			\$0	\$0	\$0	\$275,000	\$27,500	\$0	\$0	\$0	\$302,500
2028	Federal: NHPP	ACCP		\$0	\$110,000	\$0	\$1,100,000	\$110,000	\$0	\$0	\$0	\$1,320,000
Total (using AC, not ACCP)				\$0	\$137,500	\$0	\$1,375,000	\$137,500	\$0	\$0	\$0	\$1,650,000
Total (using ACCP, not AC)				\$0	\$137,500	\$0	\$1,375,000	\$137,500	\$0	\$0	\$0	\$1,650,000

New Project

Lead Agency **KDOT**

WAMPO I.D. B-23-12

KDOT Project I.D. KA-6936-01

Last TIP Action 23-04

Project Title US-54: Bridge #118 (on S 343rd Street W over US-54) located 3.03 miles East of K-251

Project Limits US-54: Bridge #118 (on S 343rd Street W over US-54) located 3.03 miles East of K-251

Project Scope Patching and petromat overlay

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

316-337-6767

mike.longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	State			\$0	\$34,800	\$0	\$348,000	\$34,800	\$0	\$0	\$0	\$417,600
		Total (using AC, not ACCP)		\$0	\$34,800	\$0	\$348,000	\$34,800	\$0	\$0	\$0	\$417,600
		Total (using ACCP, not AC)		\$0	\$34,800	\$0	\$348,000	\$34,800	\$0	\$0	\$0	\$417,600

New Project

Lead Agency **KDOT**

WAMPO I.D. B-23-13

KDOT Project I.D. KA-6937-01

Last TIP Action 23-04

Project Title US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita

Project Limits US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita

Project Scope Paint bridge rail, lighting, and additional repairs as needed

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

316-337-6767

mike.longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	State			\$0	\$317,000	\$0	\$0	\$0	\$0	\$0	\$0	\$317,000
2024	State			\$0	\$0	\$0	\$1,585,000	\$158,500	\$0	\$0	\$0	\$1,743,500
		Total (using AC, not ACCP)		\$0	\$317,000	\$0	\$1,585,000	\$158,500	\$0	\$0	\$0	\$2,060,500
		Total (using ACCP, not AC)		\$0	\$317,000	\$0	\$1,585,000	\$158,500	\$0	\$0	\$0	\$2,060,500

New Project

Lead Agency **KDOT**

WAMPO I.D. B-23-14

KDOT Project I.D. KA-6961-01

Last TIP Action 23-04

Project Title I-135: Bridge #049 located 7.46 miles north of junction I-235/I-135

Project Limits Bridge #049

Project Scope Redeck with column repair

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

316-337-6767

mike.longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$284,800	\$0	\$0	\$0	\$0	\$0	\$0	\$284,800
2023	State			\$0	\$31,600	\$0	\$0	\$0	\$0	\$0	\$0	\$31,600
2026	Federal: NHPP	AC	State	\$0	\$0	\$0	\$1,423,800	\$142,400	\$0	\$0	\$0	\$1,566,200
2026	State			\$0	\$0	\$0	\$158,200	\$15,800	\$0	\$0	\$0	\$174,000
2028	Federal: NHPP	ACCP		\$0	\$284,800	\$0	\$1,423,800	\$142,400	\$0	\$0	\$0	\$1,851,000
		Total (using AC, not ACCP)		\$0	\$316,400	\$0	\$1,582,000	\$158,200	\$0	\$0	\$0	\$2,056,600
		Total (using ACCP, not AC)		\$0	\$316,400	\$0	\$1,582,000	\$158,200	\$0	\$0	\$0	\$2,056,600

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-22-02

KDOT Project I.D. KA-6535-02

Last TIP Action 23-04

Project Title US-54 (E. Kellogg Ave) in Sedgwick/Butler counties for consultant project oversight and preliminary phases

Project Limits U.S. 54: from east of I-35/127th Street (Project KA-2389-01) east to 0.5 mile east of S. Prairie Creek Road

Project Scope PE to provide consultant project management for oversight of the entire project and PE for preconstruction activities including NEPA for the entire project.

Primary Mode Road - Highway

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

316-744-1271

Mike.Longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	State			\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
2023	State			\$0	\$0	\$3,900	\$0	\$0	\$0	\$0	\$0	\$3,900
		Total (using AC, not ACCP)		\$0	\$4,000,000	\$3,900	\$0	\$0	\$0	\$0	\$0	\$4,003,900
		Total (using ACCP, not AC)		\$0	\$4,000,000	\$3,900	\$0	\$0	\$0	\$0	\$0	\$4,003,900

Amend/Adjust Project

Lead Agency Transit - Wichita Transit

WAMPO I.D. T-19-01

KDOT Project I.D.

Last TIP Action 23-04

Project Title FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities

Project Limits Wichita urbanized area

Project Scope Capital, operating and program administration dollars aimed at transportation services for the elderly and persons with disabilities.

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Engineering Contact

Raven Alexander

Raven Alexander

Wichita Transit

Wichita Transit

(316)352-4868

(316)352-4868

ralexander@wichita.gov

ralexander@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$286,141	\$114,525	\$400,666
2021	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$64,679	\$0	\$64,679
2022	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$306,575	\$114,526	\$421,101
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2023	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$250,167	\$186,778	\$436,945
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$47,282	\$186,778	\$234,060
2024	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$453,420	\$186,779	\$640,199
2024	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$68,013	\$186,779	\$254,792
2025	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$432,315	\$232,785	\$665,100
2025	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$86,463	\$232,785	\$319,248
2026	Federal: FTA 5310			\$0	\$0	\$0	\$0	\$0	\$0	\$447,446	\$240,933	\$688,379
2026	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$89,489	\$240,933	\$330,422
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$0	\$2,531,990	\$1,923,601	\$4,455,591
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$0	\$2,531,990	\$1,923,601	\$4,455,591



TIP Projects

2023-2026 TIP Administrative Adjustment 23-03.1

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. 40-578

KDOT Project I.D. KA-6231-01

Last TIP Action 23-03.1

Project Title **KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022**

Project Limits **Various locations on K, US and Interstate routes in the WAMPO region**

Project Scope **Resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit, or diamond grinding.**

Primary Mode **Road - Highway**

Bike/ped component?

Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Brent Terstriep P.E.

KDOT

(620)727-1472

Brent.Terstriep@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: KDOT-CRRSAA	AC	State	\$0	\$0	\$0	\$1,378,794	\$110,303	\$0	\$0	\$0	\$1,489,097
2022	Federal: KDOT-HIP	AC	State	\$0	\$0	\$0	\$515,479	\$41,238	\$0	\$0	\$0	\$556,717
2022	Federal: NHPP	AC	State	\$0	\$0	\$0	\$5,373,227	\$230,959	\$0	\$0	\$0	\$5,604,186
2022	State			\$0	\$0	\$0	\$807,500	\$42,500	\$0	\$0	\$0	\$850,000
2023	Federal: KDOT-CRRSAA	ACCP		\$0	\$0	\$0	\$1,378,794	\$110,303	\$0	\$0	\$0	\$1,489,097
2023	Federal: KDOT-HIP	ACCP		\$0	\$0	\$0	\$515,479	\$41,238	\$0	\$0	\$0	\$556,717
2023	Federal: NHPP	ACCP		\$0	\$0	\$0	\$5,373,227	\$230,959	\$0	\$0	\$0	\$5,604,186
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$8,075,000	\$425,000	\$0	\$0	\$0	\$8,500,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$8,075,000	\$425,000	\$0	\$0	\$0	\$8,500,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. B-21-01

KDOT Project I.D. KA-6088-01

Last TIP Action 23-03.1

Project Title **Redeck Bridge #113 on US-54 in Sedgwick County**

Project Limits **US-54: Bridge #113 in Sedgwick County located at Junction K-251/US-54 (Westbound)**

Project Scope **Replace Deck and Rails, Add Shear Studs, Paint Super, Replace Approach Pavement, Steel Repair**

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

John Colbertson
KDOT
(785)296-5510
John.Colbertson@ks.gov

Engineering Contact

Brad Rognlie
KDOT
(785)296-8096
Brad.Rognlie@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: KDOT-CRRSAA	AC	State	\$0	\$35,021	\$0	\$0	\$0	\$0	\$0	\$0	\$35,021
2021	Federal: NHPP	AC	State	\$0	\$177,779	\$0	\$0	\$0	\$0	\$0	\$0	\$177,779
2021	State			\$0	\$53,200	\$0	\$0	\$0	\$0	\$0	\$0	\$53,200
2022	Federal: KDOT-CRRSAA	AC	State	\$0	\$0	\$0	\$1,459,188	\$105,791	\$0	\$0	\$0	\$1,564,979
2022	Federal: NHPP	AC	State	\$0	\$0	\$0	\$175,212	\$57,750	\$0	\$0	\$0	\$232,962
2022	State			\$0	\$0	\$0	\$408,600	\$40,840	\$0	\$0	\$0	\$449,440
2023	Federal: KDOT-CRRSAA	ACCP		\$0	\$35,021	\$0	\$1,459,188	\$105,791	\$0	\$0	\$0	\$1,600,000
2023	Federal: NHPP	ACCP		\$0	\$177,779	\$0	\$175,212	\$57,750	\$0	\$0	\$0	\$410,741
Total (using AC, not ACCP)				\$0	\$266,000	\$0	\$2,043,000	\$204,381	\$0	\$0	\$0	\$2,513,381
Total (using ACCP, not AC)				\$0	\$266,000	\$0	\$2,043,000	\$204,381	\$0	\$0	\$0	\$2,513,381



TIP Projects

2023-2026 TIP Administrative Adjustment 23-03.15

Amend/Adjust Project

Lead Agency Transit - Wichita Transit

WAMPO I.D. 40-570

KDOT Project I.D.

Last TIP Action 23-03.15

Project Title Delano Transit Center

Project Limits South of W Texas Ave., west of S Sycamore St., north of Burton St., and east of S Oak St., in Wichita, KS

Project Scope Construct a new multimodal transit center

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Tonja Howard

Wichita Transit

(316)352-4807

thoward@wichita.,gov

Engineering Contact

Tonja Howard

Wichita Transit

(316)352-4807

thoward@wichita.,gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Federal: FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$14,232,816	\$0	\$14,232,816
2020	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$3,492,704	\$0	\$3,492,704
2023	Federal: KDOT-CMAQ			\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
2023	Federal: KDOT-STBG			\$0	\$0	\$0	\$0	\$0	\$0	\$699,113	\$0	\$699,113
2023	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$490,279	\$0	\$490,279
Total (using AC, not ACCP)				\$0	\$0	\$0	\$0	\$0	\$0	\$19,914,912	\$0	\$19,914,912
Total (using ACCP, not AC)				\$0	\$0	\$0	\$0	\$0	\$0	\$19,914,912	\$0	\$19,914,912



TIP Projects

2023-2026 TIP Administrative Adjustment 23-03.16

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. R-19-16

KDOT Project I.D. N-0720-01

Last TIP Action 23-03.16

Project Title West St., Harry to Pawnee

Project Limits West Street from Harry to Pawnee

Project Scope Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements. West/Pawnee/Southwest Boulevard intersection will be partially realigned.

Primary Mode Road - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Project Notes On the Construction phase, the participating costs are \$16,466,514. On the Construction Engineering phase, the entire \$1,049,786 cost is participating. The sum of all participating costs is \$17,516,300.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	Local			\$0	\$265,000	\$0	\$0	\$0	\$0	\$0	\$0	\$265,000
2021	Local			\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
2022	Local			\$0	\$459,448	\$540,552	\$0	\$0	\$0	\$0	\$0	\$1,000,000
2023	Federal: KDOT-STBG			\$0	\$0	\$0	\$4,000,642	\$0	\$0	\$0	\$0	\$4,000,642
2023	Federal: MPO-STBG			\$0	\$0	\$0	\$7,024,761	\$600,000	\$0	\$0	\$0	\$7,624,761
2023	Federal: MPO-TA			\$0	\$0	\$0	\$377,296	\$0	\$0	\$0	\$0	\$377,296
2023	Federal: MPO-TA-STBG			\$0	\$0	\$0	\$516,532	\$0	\$0	\$0	\$0	\$516,532
2023	Local			\$686,866	\$44,562	\$989,551	\$7,476,555	\$449,786	\$0	\$0	\$0	\$9,647,320
Total (using AC, not ACCP)				\$686,866	\$1,269,010	\$1,530,103	\$19,395,786	\$1,049,786	\$0	\$0	\$0	\$23,931,551
Total (using ACCP, not AC)				\$686,866	\$1,269,010	\$1,530,103	\$19,395,786	\$1,049,786	\$0	\$0	\$0	\$23,931,551



TIP Projects

2023-2026 TIP Administrative Adjustment 23-03.2

Amend/Adjust Project

Lead Agency City of Derby

WAMPO I.D. 40-541

KDOT Project I.D. N-0727-01

Last TIP Action 23-03.2

Project Title Nelson Drive Realignment

Project Limits Nelson Drive, between Patriot and just south of Red Powell

Project Scope Realignment of Nelson Drive and associated circulation improvements to address multiple safety issues due to a lack of access management. improve multimodal access to a redeveloping mixed-use area, and establish the K-15 area as a gateway to the City of Derby. Includes a new signalized access from K-15 to Nelson Dr.

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Alex Lane
City of Derby
(316)788-6632
alexlane@derbyweb.com

Engineering Contact

Alex Lane
City of Derby
(316)788-6632
alexlane@derbyweb.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$190,000	\$335,000	\$429,704	\$0	\$0	\$0	\$0	\$0	\$954,704
2024	Federal: MPO-CMAQ			\$0	\$0	\$0	\$670,954	\$46,503	\$0	\$0	\$0	\$717,457
2024	Federal: MPO-STBG			\$0	\$0	\$0	\$5,430,165	\$313,497	\$0	\$0	\$0	\$5,743,662
2024	Federal: MPO-TA			\$0	\$0	\$0	\$338,012	\$0	\$0	\$0	\$0	\$338,012
2024	Local			\$0	\$0	\$0	\$1,609,783	\$90,000	\$0	\$0	\$0	\$1,699,783
Total (using AC, not ACCP)				\$190,000	\$335,000	\$429,704	\$8,048,914	\$450,000	\$0	\$0	\$0	\$9,453,618
Total (using ACCP, not AC)				\$190,000	\$335,000	\$429,704	\$8,048,914	\$450,000	\$0	\$0	\$0	\$9,453,618

Amend/Adjust Project

Lead Agency City of Haysville

WAMPO I.D. 40-538

KDOT Project I.D. N-0753-01

Last TIP Action 23-03.2

Project Title Seneca & 63rd Street Bike Ped Pathway

Project Limits East of Seneca Street North of M.S. Mitch Mitchell Floodway to South of 63rd Street South. South of 63rd Street South East of Seneca Street to Western edge of Mabel Street.

Project Scope Installation of 10' wide concrete bicycle/pedestrian pathway alongside Seneca Street from just north of the M.S. Mitch Mitchell Floodway to 63rd Street South and then on to Mabel Street.

Primary Mode Ped/Bike

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

William Black
City of Haysville
(316) 529-5900
wblack@haysville-ks.com

Engineering Contact

Charlie Brown
PEC
(316) 262-2691
charlie.brown@pec1.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$154,500	\$0	\$0	\$0	\$0	\$0	\$0	\$154,500
2024	Federal: MPO-TA			\$0	\$0	\$0	\$672,580	\$84,072	\$0	\$0	\$0	\$756,652
2024	Local			\$0	\$0	\$0	\$300,784	\$37,598	\$0	\$0	\$0	\$338,382
Total (using AC, not ACCP)				\$0	\$154,500	\$0	\$973,364	\$121,670	\$0	\$0	\$0	\$1,249,534
Total (using ACCP, not AC)				\$0	\$154,500	\$0	\$973,364	\$121,670	\$0	\$0	\$0	\$1,249,534

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. 40-510

KDOT Project I.D.

Last TIP Action 23-03.2

Project Title 17th St N, I-135 to Hillside

Project Limits 17th St N, I-135 to Hillside

Project Scope Convert 17th from a four-lane roadway to three-lane roadway. This a road diet project and the last conversion between Broadway and Oliver. The project would more than likely rebuild between Grove and I-135 and do a maintenance sytle project between Grove and Hillside.

Primary Mode Road - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
316-268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
2025	Federal: MPO-STBG			\$0	\$0	\$0	\$1,904,387	\$283,200	\$0	\$0	\$0	\$2,187,587
2025	Federal: MPO-TA			\$0	\$0	\$0	\$123,200	\$16,800	\$0	\$0	\$0	\$140,000
2025	Local			\$0	\$0	\$0	\$612,413	\$60,000	\$0	\$0	\$0	\$672,413
Total (using AC, not ACCP)				\$0	\$300,000	\$0	\$2,640,000	\$360,000	\$0	\$0	\$0	\$3,300,000
Total (using ACCP, not AC)				\$0	\$300,000	\$0	\$2,640,000	\$360,000	\$0	\$0	\$0	\$3,300,000

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. 40-517

KDOT Project I.D.

Last TIP Action 23-03.2

Project Title Douglas, Seneca to Meridian

Project Limits Douglas, Seneca to Meridian

Project Scope To identify which modes of transportation and amenities (vehicles, transit, bikes, and on-street parking) should have an identified location on this section of Douglas and where they should be located. The existing roadway is marked as a two-lane roadway but is 50' wide from back of curb to back of curb. If on-street parking is identified as being needed in this corridor then curb bulbouts will be built with the project. Multiple different scenarios (three-lane, two-lane, on-street parking, on-street bike lanes, etc.) will be evaluated with the community as part of this project.

Primary Mode Road - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Engineering Contact

Shawn Mellies

City of Wichita

316-268-4632

smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
2023	Local			\$350,000	\$385,000	\$0	\$0	\$0	\$0	\$0	\$0	\$735,000
2024	Federal: MPO-CMAQ			\$0	\$0	\$0	\$383,445	\$285,841	\$0	\$0	\$0	\$669,286
2024	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$2,668,804	\$0	\$0	\$0	\$0	\$2,668,804
2024	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$135,564	\$0	\$0	\$0	\$0	\$135,564
2024	Federal: MPO-TA			\$0	\$0	\$0	\$301,841	\$26,159	\$0	\$0	\$0	\$328,000
2024	Federal: MPO-TA-STBG			\$0	\$0	\$0	\$245,910	\$0	\$0	\$0	\$0	\$245,910
2024	Local			\$0	\$0	\$0	\$900,000	\$78,000	\$0	\$0	\$0	\$978,000
2025	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$2,533,240	\$0	\$0	\$0	\$0	\$2,533,240
		Total (using AC, not ACCP)		\$350,000	\$535,000	\$0	\$4,500,000	\$390,000	\$0	\$0	\$0	\$5,775,000
		Total (using ACCP, not AC)		\$350,000	\$535,000	\$0	\$4,500,000	\$390,000	\$0	\$0	\$0	\$5,775,000

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. R-19-17

KDOT Project I.D.

Last TIP Action 23-03.2

Project Title West St., I-235-MacArthur

Project Limits West St from I-235 to MacArthur

Project Scope Construct 4-lane lane roadway with pedestrian, signal upgrades, and drainage improvements

Primary Mode Road - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Sean Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Engineering Contact

Sean Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
2022	Local			\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000
2024	Federal: MPO-STBG			\$0	\$0	\$0	\$1,268,352	\$0	\$0	\$0	\$0	\$1,268,352
2024	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$2,796,202	\$0	\$0	\$0	\$0	\$2,796,202
2024	Federal: MPO-TA			\$0	\$0	\$0	\$129,600	\$0	\$0	\$0	\$0	\$129,600
2024	Local			\$100,000	\$0	\$0	\$1,048,540	\$100,000	\$0	\$0	\$0	\$1,248,540
2025	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$2,796,202	\$0	\$0	\$0	\$0	\$2,796,202
Total (using AC, not ACCP)				\$100,000	\$300,000	\$450,000	\$5,242,694	\$100,000	\$0	\$0	\$0	\$6,192,694
Total (using ACCP, not AC)				\$100,000	\$300,000	\$450,000	\$5,242,694	\$100,000	\$0	\$0	\$0	\$6,192,694

Amend/Adjust Project

Lead Agency County of Butler

WAMPO I.D. 40-537

KDOT Project I.D.

Last TIP Action 23-03.2

Project Title SW Butler Rd Improvements from SW 170th St to SW 155th St

Project Limits 0.08 Mi N of SW 170th St, then north 1.42 mile to SW 155th.

Project Scope Improve SW Butler Rd, including the Eightmile Creek Bridge, from an existing rural 2-lane roadway to a 4-lane urban arterial standard with curb & gutter and intersection improvements at SW 160th St and construction of a new RFB Bridge as part of an overall project to link 2 previous improvement projects. Project will include a 10' wide multi-use path that will connect to a path system in Rose Hill.

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Darryl Lutz
Butler County
(316) 322-4101
dlutz@bucoks.com

Engineering Contact

Darryl Lutz
Butler County
(316) 322-4101
dlutz@bucoks.com

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$586,000	\$0	\$0	\$0	\$0	\$0	\$0	\$586,000
2024	Local			\$0	\$400,000	\$235,000	\$0	\$0	\$0	\$0	\$0	\$635,000
2025	Federal: MPO-STBG	AC	Local	\$0	\$0	\$0	\$7,573,797	\$203,393	\$0	\$0	\$0	\$7,777,190
2025	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$804,189	\$203,393	\$0	\$0	\$0	\$1,007,582
2025	Federal: MPO-TA			\$0	\$0	\$0	\$520,000	\$28,000	\$0	\$0	\$0	\$548,000
2025	Federal: MPO-TA-STBG			\$0	\$0	\$0	\$0	\$739,831	\$0	\$0	\$0	\$739,831
2025	Local			\$85,000	\$57,200	\$0	\$2,338,203	\$280,576	\$0	\$0	\$0	\$2,760,979
2026	Federal: MPO-STBG	ACCP		\$0	\$0	\$0	\$6,769,608	\$0	\$0	\$0	\$0	\$6,769,608
		Total (using AC, not ACCP)		\$85,000	\$1,043,200	\$235,000	\$10,432,000	\$1,251,800	\$0	\$0	\$0	\$13,047,000
		Total (using ACCP, not AC)		\$85,000	\$1,043,200	\$235,000	\$10,432,000	\$1,251,800	\$0	\$0	\$0	\$13,047,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. B-23-02

KDOT Project I.D. KA-6749-01

Last TIP Action 23-03.2

Project Title **Repair Bridges #143 & #317 on US-54 in Sedgwick County**

Project Limits **US-54: Bridge #143 (BNSF Railroad) located 0.25 Miles East of Topeka Street and Bridge #317 (BNSF & KO Railroad) located 0.25 Miles East of Topeka Street**

Project Scope **Bridge #143: Repair Piers #9, 11, 21, 23, Replace Diaper, Clean & Paint Bearings. Bridge #317: Repair Piers #10, 11, 21, Wrap Columns C & D at #10, Improve Drainage Systems, Replace Diaper at #11, 21, Clean and Paint Bearings**

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Allison Smith
KDOT
(785) 296-0341
allison.smith@ks.gov

Engineering Contact

Dominique Shannon
KDOT
(785) 296-3347
dominique.shannon@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$0	\$0	\$1,101,800	\$110,200	\$0	\$0	\$0	\$1,212,000
2023	State			\$0	\$0	\$0	\$275,500	\$27,500	\$0	\$0	\$0	\$303,000
2023	State			\$0	\$264,000	\$0	\$0	\$0	\$0	\$0	\$0	\$264,000
2027	Federal: NHPP	ACCP		\$0	\$0	\$0	\$1,101,800	\$110,200	\$0	\$0	\$0	\$1,212,000
		Total (using AC, not ACCP)		\$0	\$264,000	\$0	\$1,377,300	\$137,700	\$0	\$0	\$0	\$1,779,000
		Total (using ACCP, not AC)		\$0	\$264,000	\$0	\$1,377,300	\$137,700	\$0	\$0	\$0	\$1,779,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. **B-23-03**

KDOT Project I.D. **KA-6771-01**

Last TIP Action **23-03.2**

Project Title **I-235: Bridge #320 located 0.81 Miles East of West Street**

Project Limits **I-235: Bridge #320 located 0.81 Miles East of West Street**

Project Scope **Concrete surface repair P1 and P2 and rail, sandblast/paint bearings, deck patching and joint repair/replace**

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Allison Smith

KDOT

7852960341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

3167441271

Mike.Longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	State			\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
2024	State			\$0	\$0	\$0	\$359,500	\$35,000	\$0	\$0	\$0	\$394,500
		Total (using AC, not ACCP)		\$0	\$70,000	\$0	\$359,500	\$35,000	\$0	\$0	\$0	\$464,500
		Total (using ACCP, not AC)		\$0	\$70,000	\$0	\$359,500	\$35,000	\$0	\$0	\$0	\$464,500

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. **B-23-04**

KDOT Project I.D. **KA-6770-01**

Last TIP Action **23-03.2**

Project Title **US-54: Bridge #132 located 0.2 Miles East of Hoover Road**

Project Limits **Bridge #132**

Project Scope **Patch Deck, Petromat Overlay in Westbound Lanes**

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Allison Smith
KDOT
(785) 296-0341
allison.smith@ks.gov

Engineering Contact

Mike Longshaw
KDOT
(316) 744-1271
Mike.Longshaw@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	State			\$0	\$0	\$0	\$516,200	\$50,000	\$0	\$0	\$0	\$566,200
2023	State			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
		Total (using AC, not ACCP)		\$0	\$100,000	\$0	\$516,200	\$50,000	\$0	\$0	\$0	\$666,200
		Total (using ACCP, not AC)		\$0	\$100,000	\$0	\$516,200	\$50,000	\$0	\$0	\$0	\$666,200

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. **B-23-05**

KDOT Project I.D. **KA-6769-01**

Last TIP Action **23-03.2**

Project Title **I-135: Bridge #036 located 0.42 Miles North of I-235**

Project Limits **Bridge # 036**

Project Scope **Investigate repair options for uplift at abutments. Replace edge wearing surface joints, reset and shim bearings**

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

(316) 744-1271

Mike.Longshaw@ks.gov"

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	State			\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000
2024	State			\$0	\$0	\$0	\$470,000	\$40,000	\$0	\$0	\$0	\$510,000
		Total (using AC, not ACCP)		\$0	\$80,000	\$0	\$470,000	\$40,000	\$0	\$0	\$0	\$590,000
		Total (using ACCP, not AC)		\$0	\$80,000	\$0	\$470,000	\$40,000	\$0	\$0	\$0	\$590,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. ITS-21-01

KDOT Project I.D. KA-6179-01

Last TIP Action 23-03.2

Project Title **Install Fiber along US-54 in Sedgwick County**

Project Limits **along US 54 in Wichita between West Street and Armour Street**

Project Scope **Installation of Fiber**

Primary Mode **Technology**

Bike/ped component?

Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Shari Hilliard

KDOT

785-296-6356

shari.hilliard@ks.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$0	\$0	\$0	\$805,000	\$0	\$0	\$0	\$0	\$805,000
2023	State			\$0	\$180,000	\$0	\$2,753,000	\$270,000	\$0	\$0	\$0	\$3,203,000
		Total (using AC, not ACCP)		\$0	\$180,000	\$0	\$3,558,000	\$270,000	\$0	\$0	\$0	\$4,008,000
		Total (using ACCP, not AC)		\$0	\$180,000	\$0	\$3,558,000	\$270,000	\$0	\$0	\$0	\$4,008,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. R-21-06

KDOT Project I.D. KA-6099-02

Last TIP Action 23-03.2

Project Title **K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane**

Project Limits **K-96: From North Hillside Street East to 13th Street**

Project Scope **Upgrade from 4-Lane to 6-lane freeway and bridge reconstruction (pavement replacement only from 21st Street to 13th Street).**

Primary Mode **Road - Highway** Bike/ped component? Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Allison Smith

KDOT

785-296-0341

allison.smith@ks.gov

Engineering Contact

Mike Longshaw

KDOT

316-744-1271

mike.longshaw@ks.gov

Project Notes **Project is authorized for PE, ROW, and UTIL ONLY. Total Project Cost is estimated to be \$280,321 K and should be used for planning purposed only.**

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$24,464,300	\$0	\$0	\$0	\$0	\$0	\$0	\$24,464,300
2022	State			\$0	\$6,116,600	\$0	\$0	\$0	\$0	\$0	\$0	\$6,116,600
2023	Federal: NHPP	AC	State	\$0	\$0	\$16,309,600	\$0	\$0	\$0	\$0	\$0	\$16,309,600
2023	State			\$0	\$0	\$4,077,400	\$0	\$0	\$0	\$0	\$0	\$4,077,400
2024	Federal: NHPP	AC	State	\$8,154,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,154,800
2024	State			\$2,038,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,038,700
2029	Federal: NHPP	ACCP		\$8,154,800	\$24,464,300	\$16,309,600	\$0	\$0	\$0	\$0	\$0	\$48,928,700
		Total (using AC, not ACCP)		\$10,193,500	\$30,580,900	\$20,387,000	\$0	\$0	\$0	\$0	\$0	\$61,161,400
		Total (using ACCP, not AC)		\$10,193,500	\$30,580,900	\$20,387,000	\$0	\$0	\$0	\$0	\$0	\$61,161,400