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U.S. Department of Transportation

March 11, 2024

Mr. Calvin E. Reed, P.E.
Secretary of Transportation and Director of Kansas Turnpike Authority
Kansas Department of Transportation
Topeka, KS 66603

Subject: FHWA Approval of Amendment #5 of the
FY 2024-2027 Kansas STIP

Dear Secretary Reed:

As requested by your March 7, 2024, letter, the Federal Highway Administration (FHWA) has reviewed the proposed Amendment #5 to the FY 2024-2027 Kansas Statewide Transportation Improvement Program (STIP), which includes projects within the Kansas City, Lawrence 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. Javier Ahumada of FHWA at javier.ahumada@dot.gov or Mr. Daniel Nguyen of FTA at (816) 329-3938.

Sincerely yours,

Mark Bechtel
Acting Regional Administrator
Federal Transit Administration

Richard E. Backlund, AICP
Division Administrator
Federal Highway Administration

Mr. Backlund
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March 7, 2024

cc: Matt McDonald, FHWA-KS
Javier Ahumada, FHWA-KS
Cathy Monroe, FTA Region VII
Daniel Nguyen, 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
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Calvin E. Reed, P.E., Secretary
Greg M. Schieber, P.E., Deputy Secretary and
State Transportation Engineer

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Laura Kelly, Governor

March 7, 2024

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

RE: Amendment #5 to the 2024-2027 State Transportation Improvement Program (STIP)

Dear Messrs. Backlund,

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2024-2027 STIP which includes projects within the Kansas City, Lawrence, 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 2024-2027 STIP.

The public involvement activities conducted by the Mid-America Regional Council (MARC), Lawrence-Douglas County Metropolitan Planning Organization (L-DCMPO) and the Wichita Area Metropolitan Planning Organization (WAMPO) for their Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.326. No public comments were received.

Please forward questions or comments regarding projects outside the metropolitan areas to Marcy Anderson, Division of Program and Project Management, at (785) 296-2058; 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: March 2024 STIP Amendment List of Projects
January 2024 STIP Amendment Cash Flow
MARC FFY 2024-2028 Special TIP Amendment #1 and Related Documents
L-DCMPO FFY 2023-2026 TIP Amendment #6 Approval Request Letter & Related Documents
WAMPO FFY 2023-2026 TIP Amendment #6 Approval Request Letter & Related Documents

KDOT Cash-Flow Worksheet

as of January 2024

All dollar amounts in \$1,000s - Dollar amounts may be rounded

KDOT - All Agency Funds

(\$000)	2024	2025	2026	2027	FY 2024-2027
	1,044,127	639,266	568,061	236,660	1,044,127
Resources					
Motor Fuel Taxes	459,968	459,968	459,968	459,968	1,839,872
Sales & Compensating Tax	743,494	736,235	763,683	782,326	3,025,738
Registration Fees	229,700	229,700	229,700	229,700	918,800
Drivers Licenses Fees	8,164	8,164	8,164	8,164	32,656
Special Vehicle Permits	6,206	6,206	6,206	6,206	24,824
Interest on Funds	19,879	7,454	3,408	2,025	32,766
Misc. Revenues	41,088	12,161	11,951	11,951	77,151
Transfers:	1,102	1,102	1,102	1,102	4,408
Motor Carrier Property Tax	-	-	-	-	-
Transfers Out	(149,337)	(129,290)	(131,743)	(134,246)	(544,616)
Subtotal	1,360,264	1,331,700	1,352,439	1,367,196	5,411,599
Federal and Local Construction Reimbursement					
Federal Reimbursement - SHF	492,000	428,000	435,400	443,000	1,798,400
Local Construction - Federal	85,303	80,905	80,240	71,856	318,304
Local Construction - Local	25,282	29,852	26,824	27,737	109,695
Toll Reimbursement	-	-	1,830	2,114	3,944
Miscellaneous Federal Aid	43,328	37,381	37,381	37,381	155,471
Subtotal Federal & Local	645,913	576,138	581,675	582,088	2,385,814
Total before Bonding	2,006,177	1,907,838	1,934,114	1,949,284	7,797,413
Bond Sales (par)					
Issue Costs/Premium/Discount/Acc Int.	-	200,000	300,000	300,000	800,000
Net from Bond Sales:	-	-	-	-	-
	-	200,000	300,000	300,000	800,000
Net TRF Loan Transactions					
	1,724	1,666	1,344	1,310	6,044
TOTAL RECEIPTS	2,007,901	2,109,504	2,235,458	2,250,594	8,603,457
AVAILABLE RESOURCES	3,052,028	2,748,770	2,803,519	2,487,254	9,647,584

The following revenue estimates are currently being used:

Nov 2023 State Consensus Revenue Estimating Group

November 2023 Highway Revenue Estimating Group

Debt Service updated August 2023

KDOT Cash-Flow Worksheet

as of January 2024

All dollar amounts in \$1,000s - Dollar amounts may be rounded

	2024	2025	2026	2027	FY 2024-2027
Maintenance					
Regular Maintenance	168,263	169,112	172,459	175,872	685,706
City Connecting Links	5,600	5,600	5,600	5,600	22,400
Total Maintenance	173,863	174,712	178,059	181,472	708,106
Construction					
Preservation	699,523	697,930	604,667	588,216	2,590,336
Modernization	153,167	157,766	278,467	155,645	745,045
Expansion & Enhancements	554,407	362,027	715,252	623,983	2,255,669
CE & PE	67,215	65,783	67,034	68,310	268,342
Local Federal Aid Projects	101,368	108,950	96,653	89,964	396,935
Buildings	18,000	20,000	20,000	23,000	81,000
Total Construction	1,593,680	1,412,456	1,782,073	1,549,118	6,337,327
Local Support					
Agency Operations	2,726	2,717	2,771	2,827	11,041
SC&CHF	154,687	154,687	154,687	154,687	618,748
Local Partnership Programs	34,326	45,162	47,449	82,705	209,642
Categorical Grants	24,000	24,000	24,000	24,000	96,000
Other					-
Total Local Support	215,739	226,566	228,907	264,219	935,431
Transportation Planning & Modal Support					
Agency Operations	29,580	36,249	36,974	37,714	140,517
Aviation	15,526	11,945	10,685	10,241	48,397
Public Transit	55,987	50,294	48,381	48,381	203,043
Rail	51,933	15,201	12,254	11,105	90,493
Short line Rail	8,814	-	-	-	
Other Planning	30,164	15,561	15,211	15,191	76,127
Total Planning & Modal Support	192,004	129,250	123,505	122,632	567,391
Administration					
	69,191	66,974	68,287	69,627	274,079
TOTAL before Debt Service	2,244,477	2,009,958	2,380,831	2,187,068	8,822,334
Debt Service					
	168,285	170,751	186,028	203,199	728,263
TOTAL EXPENDITURES	2,412,762	2,180,709	2,566,859	2,390,267	9,550,597
ENDING BALANCE	639,266	568,061	236,660	96,987	96,987
	2024	2025	2026	2027	FY 2024-2027

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.

Cash Flow Notes

Below is a synopsis of the changes between the September 2023 Cash Flow from the January Amendment and January 2024 Cash Flow from the March Amendment.

The January 2024 Cash Flow updates:

Significant Changes in Revenues:

SFY 2024-2027 Sales & Compensating Tax: estimates for all four years have been changed compared to the estimates made in the September 2023 Cash Flow based off the State Consensus Revenue Group results.

Significant Changes in Expenditures:

As projects move from the development pipeline pool (Unprogrammed) to the construction pipeline and are approved to let or are programmed, expenditure shifts occur between fiscal years.

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
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
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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.

Project amended for change in Const/CE estimate

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

*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 2024 - 2027 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 March Amendment -as of 02-21-2024

		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	

Anderson County

		Add								
KA-6560-03	GRSU	\$2,290	2024							\$2,290
ACSTP	A656003	\$1,832	80.00%							
	K	\$458	19.99%							
STP Future Conversion		\$1,832	2030							
County:	Anderson	Route:	U169	Total Length (Miles):	12.6	Letting Type:	NONE	NHS Project:	Y	Program-Sub: SE-RIC
Name:	US-169 Anderson County Passing Lanes and Shoulders									
Location:	US-169: just north of the US-59/US-169 north junction to the Franklin County line									
Scope:	Construction of passing lanes and wider shoulders at selected locations									

FFY 2024 - 2027 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 March Amendment -as of 02-21-2024

		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

						Chg Cost				
TE-0515-01	LNDBT					\$1,430	2025		\$1,430	
TA	T051501					\$1,144	80.00%			
U0181						\$286	20.00%			
County:	Barton	Route:		Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-TEX
Name:	Downtown Streetscape and Pedestrian Accessibility									
Location:	Main Street from Santa Fe Boulevard/US 56 to 2nd Street in the City of Ellinwood									
Scope:	Construct new sidewalks and ramps, install benches, trash receptacle, landscape planters, and handrails									

FFY 2024 - 2027 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 March Amendment -as of 02-21-2024

		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

		Add								
KA-7300-01	INTER	\$100	2024							\$100
HSIP	A730001	\$90	90.00%							
	K	\$10	10.00%							
County:	Brown	Route:	U075	Total Length (Miles):	0.4	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: LC-HES
Name:	Turn Lanes on US-75 in Brown County									
Location:	US-75: Intersection of US-75 and K-20 in Brown County									
Scope:	Roadway and culvert widening for turn lane additions									

FFY 2024 - 2027 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 March Amendment -as of 02-21-2024

		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	

Cloud County

		Chg AC Cnvert Yr		Add		Add			
KA-5750-01	BRRPL	\$743	2020	\$149	2024	\$74	2024		\$965
	ACNHP A575001	\$594	80.00%			\$59	80.00%		
	K	\$149	20.00%	\$149	100.00%	\$15	20.00%		
	NHPP Future Conversion	\$594	2029			\$59	2029		

County: Cloud **Route:** U024 **Total Length (Miles):** 0.0 **Letting Type:** NONE **NHS Project:** Y **Program-Sub:** SM-PBR
Name: Replace Bridges #004 and #005 on US-24 in Cloud County
Location: Bridges #004 (Cris Creek Drainage) and #005 (Cris Creek) on US-24 in Cloud County located 7.14 miles and 7.41 miles respectively east of the Mitchell County line
Scope: Bridge Replacements

FFY 2024 - 2027 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 March Amendment -as of 02-21-2024

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

				Chg Cost						
KA-6985-01	CULV	\$195	2023	\$34	2024			\$1,072	2026	\$1,301
ACSTP	A698501	\$156	80.00%					\$858	80.00%	
	K	\$39	20.00%	\$34	100.00%			\$214	19.99%	
STP Future Conversion		\$156	2028					\$858	2028	
County:	Crawford	Route:	K047	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-BCR
Name:	Culvert extension #514 on K-47 in Crawford county									
Location:	Culvert #514 (Hickory Creek drainage) on K-47 in Crawford county located 3.48 miles east of the Crawford/Neosho county line									
Scope:	Extend culvert									

								Add			
KA-7250-01	GRSU	\$156	2024					\$1,961	2025	\$2,117	
ACSTP	A725001							\$1,569	80.00%		
	K	\$148	95.00%								
	STATE							\$294	14.99%		
STP Future Conversion								\$1,352	2030		
	U0260	\$8	5.00%					\$98	4.99%		
County:	Crawford	Route:	K007	Total Length (Miles):	0.3	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-K2R	
Name:	Pavement Reconstruction in Girard										
Location:	N Summit Street from W Maple Street to W Cedar Street (Crespino Drive) and W Catalpa Street to N Ryan Street										
Scope:	Pavement reconstruction, curb and gutter repair or replacement as needed, and storm sewer improvements										

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

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Kansas STIP March Amendment -as of 02-21-2024

		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-0518-01	SU							\$2,459	2024	\$2,459
	TA T051801							\$1,967	80.00%	
	U0195							\$492	20.00%	
County:	Crawford	Route:		Total Length (Miles):	1.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-TEX
Name:	Sidewalk Improvements									
Location:	S. Crawford Street from E. Lanyon Street to E. McKay Street, S. Cayuga Street from E. Leighton Street to E. Granby Street, and McKay Street from Parkview Drive to Sports Com									
Scope:	Construct sidewalks, curb and gutter, and driveways, storm water improvements, install crosswalk, lighting, and pavement markings									

FFY 2024 - 2027 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 March Amendment -as of 02-21-2024

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

				Chg Cost		Chg Cost		Chg Cost		
KA-5722-01	BRRPL	\$700	2020	\$84	2024	\$42	2023	\$3,083	2024	\$3,909
ACSTP	A572201	\$560	80.00%			\$34	80.00%	\$2,467	80.00%	
BRF Future Conversion						\$34	2024	\$2,467	2024	
	K	\$140	20.00%	\$84	100.00%	\$8	20.00%	\$617	20.00%	
STP Future Conversion		\$665	2024							

County: Doniphan **Route:** K007 **Total Length (Miles):** 0.0 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-PBR
Name: Bridge replacement in Doniphan County
Location: K-7: Bridge #016 over Mill Creek located 12.45 miles northwest of the west U.S. 36/K-7 junction
Scope: Bridge replacement

FFY 2024 - 2027 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 March Amendment -as of 02-21-2024

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				Add			
KA-7273-01	GRSU	\$55	2024			\$1,204	2026		\$1,259
ACSTP	A727301					\$964	79.99%		
	K	\$52	95.00%						
	STATE					\$181	14.99%		
	STP Future Conversion					\$964	2030		
	U0166	\$3	5.00%			\$60	5.00%		

County: Ellsworth **Route:** K156 **Total Length (Miles):** 0.4 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** LC-K3R
Name: Roadway Reconstruction in Ellsworth
Location: K-156 at Kunkle Drive Intersection
Scope: Roadway reconstruction including widening roadway on K-156 to provide dedicated left turn lanes to Kunkle Drive, pavement markings

FFY 2024 - 2027 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 March Amendment -as of 02-21-2024

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	

Ford County

						Add					
TE-0513-01	PEDBI					\$1,205	2024		\$1,205		
TA	T051301					\$964	79.99%				
U0170						\$241	20.00%				
County:	Ford	Route:		Total Length (Miles):	1.3	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	LC-TEX
Name:	Gunsmoke Trail Comanche Extension										
Location:	Comanche Street from 1st Avenue to Avenue K in the City of Dodge City										
Scope:	Construct a 10 foot wide concrete trail and drainage structures, install signage, signals, and pavement markings										

						Chg Cost					
TE-0514-01	PEDBI					\$2,418	2024		\$2,418		
TA	T051401					\$1,935	80.00%				
U0170						\$484	20.00%				
County:	Ford	Route:		Total Length (Miles):	1.1	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	LC-TEX
Name:	South Dodge Walking Trail										
Location:	Sunnyside Avenue from Beeson Road to 2nd Avenue and 2nd Avenue from Sunnyside Avenue across Arkansas River to Wright Park in the City of Dodge City										
Scope:	Construct a 10 foot wide path and a pedestrian bridge over the Arkansas River										

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

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Kansas STIP March Amendment -as of 02-21-2024

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	

Franklin County

		Add		
KA-6550-02	GRSU	\$926	2024	\$926
ACSTP	A655002	\$740	80.00%	
	K	\$185	20.00%	
STP Future Conversion		\$740	2030	

County: Franklin **Route:** K033 **Total Length (Miles):** 1.4 **Letting Type:** NONE **NHS Project:** N **Program-Sub:** MM-RIM
Name: K-33 reconstruction in Franklin County
Location: K-33: from 50 feet north of 6th Street in Wellsville north to the north to the Franklin/Douglas county line
Scope: Reconstruction to 3-lane in the City of Wellsville and 2-lane from Wellsville north city limits to Douglas county line

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

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Kansas STIP March Amendment -as of 02-21-2024

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

Harvey County

		Add		Add		Add		Add		
KA-0052-01	GRBRS	\$1,550	2010	\$1,980	2024	\$200	2012	\$23,208	2024	\$26,938
ACIM	1351212	\$1,395	90.00%			\$180	90.00%			
ACSTP	1351212							\$20,887	90.00%	
K		\$155	10.00%	\$1,980	100.00%	\$20	10.00%	\$2,321	10.00%	
NHPP Future Conversion		\$1,395	2030			\$180	2030	\$20,887	2030	

County: Harvey **Route:** I135 **Total Length (Miles):** 0.0 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** MM-IRI
Name: Interchange, I-135/36th St in Harvey County
Location: I-135: Interchange with 36th St in Harvey County.
Scope: Reconstruct Interchange

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Kansas STIP March Amendment -as of 02-21-2024

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

								Chg Cost		
KA-1008-02	GRSU	\$1,728	2010	\$261	2024	\$394	2021	\$30,967	2024	\$33,348
ACNHP	A100802					\$315	80.00%	\$24,774	80.00%	
ACNHS	A100802	\$1,382	80.00%							
FRP Future Conversion								\$24,774	2027	
	K	\$346	20.00%	\$261	100.00%	\$79	20.00%	\$6,193	20.00%	
NHPP Future Conversion		\$1,382	2027			\$315	2027			

County: Haskell **Route:** U083 **Total Length (Miles):** 4.1 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-RIP
Name: 2-Lane pavement reconstruct on US-83 in Haskell County
Location: US-83: from Sublette north to 1.75 mile south of the junction of US-83/US-160.
Scope: Reconstruct roadway.

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Kansas STIP March Amendment -as of 02-21-2024

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	

Jewell County

						Chg Cost			
C-5232-01	BRRPL					\$1,176	2024	\$1,176	
BRO	C523201					\$950	80.76%		
C0045						\$226	19.23%		
County:	Jewell	Route:		Total Length (Miles):	0.3	Letting Type:	KDOT	NHS Project: N	Program-Sub: LC-RES
Name:	Bridge Replacement in Jewell County								
Location:	Bridge over Tributary to Limestone Creek on 100 Road located 1.3 miles S and 6.0 miles W of Mankato								
Scope:	Bridge Replacement								

		Chg AC Cnvt Yr		Add		Add			
KA-6470-01	BRRPL	\$415	2022	\$83	2024	\$42	2024	\$540	
ACSTP	A647001	\$332	79.99%			\$33	79.99%		
BRF Future Conversion						\$33	2029		
K		\$83	20.00%	\$83	100.00%	\$8	20.00%		
STP Future Conversion		\$332	2029						
County:	Jewell	Route:	K014	Total Length (Miles):	0.0	Letting Type:	NONE	NHS Project: N	Program-Sub: SM-PBR
Name:	Bridge #016 on K-14 in Jewell County								
Location:	Bridge #016 (Middle Buffalo Creek) on K-14 in Jewell County located 1.25 Miles North of K-28								
Scope:	Bridge Replacement								

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Kansas STIP March Amendment -as of 02-21-2024

		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

		Chg Cost		Chg Cost		Chg Cost		Chg Cost		
KA-6056-01	PAVRC	\$2,259	2021	\$226	2022	\$226	2023	\$48,571	2024	\$51,282
	ACNHP A605601	\$1,807	79.99%			\$181	79.99%	\$38,857	80.00%	
	K	\$452	20.00%	\$226	100.00%	\$45	20.00%	\$9,714	19.99%	
	NHPP Future Conversion	\$1,194	2028			\$119	2028	\$25,670	2028	

County: Kingman **Route:** U054 **Total Length (Miles):** 7.1 **Letting Type:** KDOT **NHS Project:** Y **Program-Sub:** SM-RIP
Name: Pavement Replacement on US-54 in Kingman County
Location: U.S. 54 in Kingman County beginning at east K-14/U.S. 54 junction east to the Kingman/Sedgwick county line. Bridge #065 & #066 located at east junction U.S. 54/K-14
Scope: Pavement Replacement and Redeck Bridges #065 and #066

FFY 2024 - 2027 State Transportation Improvement Program Amendment List

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Kansas STIP March Amendment -as of 02-21-2024

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

Marshall County

				Chg Cost		Chg Cost		Chg Cost		
KA-5764-01	BRRPL	\$400	2020	\$106	2024	\$53	2023	\$3,815	2024	\$4,375
ACSTP	A576401	\$320	80.00%			\$43	79.99%	\$3,052	80.00%	
BRF Future Conversion						\$43	2025	\$3,052	2025	
	K	\$80	20.00%	\$106	100.00%	\$11	20.00%	\$763	19.99%	
STP Future Conversion		\$320	2025							

County: Marshall **Route:** K099 **Total Length (Miles):** 0.0 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-PBR
Name: Replace Bridge #035 on K-99 in Marshall County
Location: Bridge #035 (Jim Creek) on K-99 in Marshall County located 4.26 miles North of the Pottawatomie County line.
Scope: Bridge Replacement

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Kansas STIP March Amendment -as of 02-21-2024

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

Meade County

		Add				Add			
KA-7259-01	GRSU	\$48	2024			\$1,236	2026		\$1,284
ACSTP	A725901					\$989	79.99%		
	K	\$48	100.00%						
	STATE					\$247	20.00%		
STP Future Conversion						\$989	2030		

County: Meade **Route:** K023 **Total Length (Miles):** 0.1 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** LC-K2R
Name: Pavement Reconstruction in Meade
Location: N Fowler Street from Carthage Street to Grant Street
Scope: Pavement reconstruction, replace curb and gutter, sidewalk ramps, and entrances

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Kansas STIP March Amendment -as of 02-21-2024

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	

Neosho County

		Chg AC Cnvert Yr		Add		Add		
KA-6510-01	BRRPL	\$524	2022	\$105	2024	\$52	2024	\$681
ACSTP	A651001	\$419	79.99%			\$42	80.00%	
	K	\$105	20.00%	\$105	100.00%	\$10	19.99%	
STP Future Conversion		\$419	2029			\$42	2029	

County: Neosho **Route:** U059 **Total Length (Miles):** 0.0 **Letting Type:** NONE **NHS Project:** N **Program-Sub:** SM-PBR
Name: Replace Bridge #008 on US-59 in Neosho County
Location: Bridge #008 (Little Canville Creek) on US-59 in Neosho County located 0.91 Miles South of North Junction US-59/K-39
Scope: Bridge Replacement

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Kansas STIP March Amendment -as of 02-21-2024

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

						Chg Cost				
C-5126-01	GDFC	\$36	2022			\$211	2024		\$247	
HSIP	C512601	\$36	100.00%			\$211	100.00%			
County:	Ness	Route:		Total Length (Miles):	9.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-RES
Name:	Safety Improvements in Ness County									
Location:	C Road from 20 Road to K-96									
Scope:	Replace guardrails and delineate hazards									

						Chg Cost				
KA-6447-01	GRSU	\$143	2024			\$2,876	2025		\$3,019	
ACSTP	A644701					\$2,301	80.00%			
K		\$143	100.00%							
STATE						\$575	19.99%			
STP Future Conversion						\$2,301	2025			
County:	Ness	Route:	K096	Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-K2R
Name:	Pavement Reconstruction in Ness City									
Location:	Sycamore Street from Court Street to Kansas Avenue and from Pennsylvania Avenue to School Street									
Scope:	Pavement reconstruction									

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Kansas STIP March Amendment -as of 02-21-2024

		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	

Russell County

		Add				Add			
KA-7260-01	GRSU	\$57	2024			\$1,197	2025		\$1,254
ACSTP	A726001					\$958	80.00%		
	K	\$54	95.00%						
	STATE					\$180	15.00%		
	STP Future Conversion					\$943	2030		
	U0590	\$3	5.00%			\$60	4.99%		

County: Russell **Route:** U281 **Total Length (Miles):** 0.2 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** LC-K2R
Name: Pavement Reconstruction in Russell
Location: N Fossil Street from E 13th Street to E 15th Street
Scope: Pavement reconstruction, replace curb and gutter, sidewalks ramps, entrances, and pavement markings

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Kansas STIP March Amendment -as of 02-21-2024

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 Cost		Chg Cost		Chg Cost		Chg Cost		
KA-5719-01	BRRPL	\$571	2020	\$171	2023	\$86	2023	\$6,280	2024	\$7,108
ACSTP	A571901	\$457	80.00%			\$69	80.00%	\$5,024	80.00%	
BRF Future Conversion						\$44	2024	\$3,254	2024	
	K	\$114	19.99%	\$171	100.00%	\$17	19.99%	\$1,256	19.99%	
STP Future Conversion		\$296	2024							
County:	Saline	Route:	K004	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub: SM-PBR
Name:	Bridge replacements on K-4 in Saline County									
Location:	K-4: Bridge #010 over I-135 located at the north K-4/I-135 junction and bridge #108 over Dry Creek located 0.3 mile east of K-104									
Scope:	Bridge replacements									

		Chg Cost		Chg Cost		Chg Cost		Chg Cost		
KA-6946-01	BRRPR	\$64	2023					\$703	2024	\$766
ACNHP	A694601	\$57	90.00%					\$632	90.00%	
	K	\$6	10.00%					\$70	10.00%	
NHPP Future Conversion		\$43	2029					\$472	2029	
County:	Saline	Route:	I135	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	Program-Sub: SM-BSR
Name:	Repair Bridge #032 on I-135 in Saline County									
Location:	Bridge #032 (Dry Creek Drainage) located 0.39 mile North of K-140									
Scope:	Bridge Portland cement concrete overlay, drip edge repair, column repair, berm erosion									

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		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Chg Cost		
TE-0502-01	PEDBI							\$899	2024	\$899
	TA T050201							\$719	79.99%	
	U0600							\$180	20.00%	
County: Saline		Route:		Total Length (Miles): 1.0		Letting Type: KDOT		NHS Project: N		Program-Sub: LC-TEX
Name: Magnolia Rd sidepath										
Location: Magnolia Rd from 9th St to Ohio St										
Scope: Construct pedestrian and bicycle improvements										

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Kansas STIP March Amendment -as of 02-21-2024

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

Sumner County

		Chg Cost		Chg Cost		Chg Cost		Chg Cost		
KA-5772-01	BRRPL	\$912	2020	\$182	2024	\$395	2023	\$6,690	2024	\$8,180
	ACSTP A577201	\$730	80.00%			\$316	80.00%	\$5,352	80.00%	
BRF Future Conversion						\$316	2024	\$5,352	2024	
	K	\$182	20.00%	\$182	100.00%	\$79	20.00%	\$1,338	20.00%	
STP Future Conversion		\$730	2024							

County: Sumner **Route:** U081 **Total Length (Miles):** 0.0 **Letting Type:** KDOT **NHS Project:** N **Program-Sub:** SM-PBR
Name: Replace Bridge #040 on US-81 in Sumner County
Location: Bridge #040 over Bluff Creek on U.S. 81 located 0.93 mile north of the Oklahoma state line
Scope: Bridge Replacement

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Kansas STIP March Amendment -as of 02-21-2024

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

Trego County

						Chg Cost				
TE-0535-01	LNDBT					\$1,748	2025		\$1,748	
TA	T053501					\$1,399	79.99%			
	U0567					\$350	20.00%			
County:	Trego	Route:		Total Length (Miles):	0.4	Letting Type:	KDOT	NHS Project:	N	Program-Sub: LC-TEX
Name:	WaKeeney Downtown Streetscape									
Location:	Main Street from North Railroad Avenue to Warren Avenue and Russell Avenue from 4th Street to 6th Street in the City of WaKeeney									
Scope:	Construct sidewalks and ramps, and install benches, trash receptacles, street lights, landscape planters, and handrails at accessible business entrances									

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Kansas STIP March Amendment -as of 02-21-2024

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				Add				
KA-7313-01	MILOV	\$685	2024			\$14,728	2024		\$15,413	
	K	\$137	20.00%			\$2,946	20.00%			
	PRTCT A731301	\$548	80.00%			\$11,782	80.00%			
County: Wallace		Route: U040		Total Length (Miles): 16.6		Letting Type: KDOT		NHS Project: N		Program-Sub: MM-1RS
Name: US-40 milling and overlay in Wallace county										
Location: US-40 in Wallace county beginning at the state line, east to the east city limits of Sharon Springs										
Scope: Milling and overlay, shoulders, edge wedge and pavement markings										

		Add				Add				
KA-7316-01	MILOV	\$250	2024			\$5,375	2024		\$5,625	
	K	\$50	20.00%			\$1,075	20.00%			
	PRTCT A731601	\$200	80.00%			\$4,300	80.00%			
County: Wallace		Route: U040		Total Length (Miles): 9.9		Letting Type: KDOT		NHS Project: N		Program-Sub: MM-1RS
Name: US-40 milling and overlay in Wallace county										
Location: US-40 in Wallace county beginning at the east city limits of Sharon Springs, east to Pebble Road										
Scope: Milling and overlay, shoulders, edge wedge and pavement markings										

FFY 2024 - 2027 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 March Amendment -as of 02-21-2024

		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	

Statewide County

		Add			
KA-6560-02	GRBRS	\$842	2024		\$842
ACSTP	A656002	\$673	80.00%		
	K	\$168	20.00%		
STP Future Conversion		\$673	2030		

County: Statewide **Route:** U169 **Total Length (Miles):** 3.3 **Letting Type:** NONE **NHS Project:** Y **Program-Sub:** SE-RIC
Name: US-169 Allen County Passing Lanes
Location: US-169: 0.3 mile south of West Virginia Road in Allen County to SW 300 Road in Anderson County
Scope: Construct passing lanes

**Administrative Modification #3
(as of 2/21/2024) to the
Kansas FFY 2024-2027 STIP**

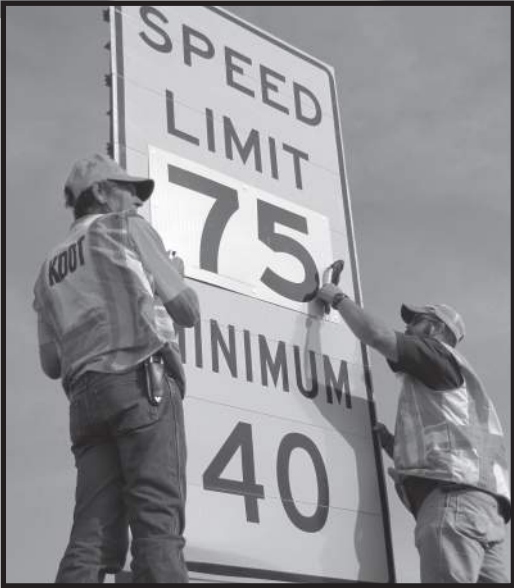
The attached administrative modification to the Kansas FFY 2024-2027 Statewide Improvement Program (STIP) updates the Performance Measures and Metropolitan Transportation Improvement Programs narrative sections and Appendix D of the STIP.

The Performance Measures narrative was revised to reflect anticipated 2024 expenditure amounts shown in the Cash-Flow from the March Amendment to the FFY 2024-2027 STIP.

The Metropolitan Transportation Improvement Programs narrative was updated to include the most recent TIP information for the Metropolitan Topeka Planning Organization. Additionally, the link has been corrected for the Metropolitan Transportation Plan for the Lawrence-Douglas County Metropolitan Planning Organization.

Appendix D was updated to include the awarded projects in Kansas for Fiscal Year 2023 from the Safe Street and Roads for All (SS4A) discretionary grant program.

Performance Measures



PERFORMANCE MEASURES

Under the federal transportation acts Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation Act (FAST Act), the development of the national transportation infrastructure moved from a policy and programmatic framework to a multimodal performance and outcome-based program. This performance driven program focus continues under the recently passed federal transportation act, the Bipartisan Infrastructure Law (BIL). In a performance-based framework, states incorporate measures, goals and targets into their planning processes in project selection and implementation. Specifically, states are mandated to invest in projects that achieve individual targets developed during MAP-21, enacted under the FAST Act, and continued under BIL that help the nation move towards the achievement of national goals.

Included in this narrative discussion is a description of the federally adopted performance measures, the targets KDOT has in place for each measure, and a high-level discussion of the way projects planned in this STIP move KDOT towards the attainment of these targets. KDOT's performance management information may be viewed at the following link, <https://ksdotperformance.ksdot.gov/>.

—FEDERAL PERFORMANCE GOALS & MEASURES—

The seven national performance goals for the Federal Highway Program are:

- 1) Safety- to significantly reduce traffic fatality and serious injury crashes on public roads
- 2) Highway Infrastructure Condition- to maintain the highway system already in place in good repair
- 3) Congestion Reduction- to achieve significant reduction in congestion on the National Highway System
- 4) System Reliability- to improve the efficiency of the surface transportation system
- 5) Freight Movement and Economic Vitality- to improve the National Highway Freight Network, strengthen rural communities' access to national and international economic markets and to support regional economic development
- 6) Environmental Sustainability- to protect and sustain the natural environment while improving transportation system performance
- 7) Reduction in Delays in Project Completion- to reduce delays in project development and delivery

processes; thereby, expediting the movement of people and goods

To achieve these goals the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) in cooperation with the states embarked on a lengthy rulemaking process to identify specific measures related to the seven performance goals. Thus far, measures have not been established for goals six and seven. The measures established related to highway transportation in 49 USC 625 and 23 CFR 490 and 150 are as follows with the data source identified in parenthesis:

Safety:

- Number of Fatalities (FARS)
- Fatalities per 100 million vehicle miles travelled
- Number of Suspected Serious Injuries
- Suspected Serious Injuries per 100 million vehicle miles travelled
- Non-Motorized Fatalities and Suspected Serious Injuries

Infrastructure:

- Percentage of Interstate Pavements rated as **Good** Condition
- Percentage of Interstate Pavements rated as **Poor** Condition
- Percentage of Non-Interstate NHS Pavements rated as **Good** Condition
- Percentage of Non-Interstate NHS Pavements rated as **Poor** Condition
- Percentage of NHS bridges (by deck area) rated as **Good** Condition
- Percentage of NHS bridges (by deck area) rated as **Poor** Condition

Congestion Reduction:

- Peak Hour Excessive Delay (PHED) Measure: the annual hours of PHED per capita
- Non-Single Occupancy Vehicle (SOV) Travel Measure: Percent of SOV travel
- Emissions Measure: Total emissions reductions
- Percentage Change in Tailpipe CO2 Emissions on the NHS compared to the Base Year (2017) Levels

Currently, Kansas is not required to participate in the congestion reduction measure as there are no regions in the state that are designated as non-attainment for air quality standards.

System Reliability- NHS Interstate Performance, Non-NHS Interstate Performance & Freight Movement:

(The System Reliability measures are a combination of performance goals four and five.)

- Interstate Travel Time Reliability Measure (TTRM): the percent of person-miles traveled on the Interstate that are reliable
- Non-Interstate Travel Time Reliability Measure (NTTRM): the percent of person-miles traveled on the Non- Interstate NHS that are reliable
- Interstate Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

Concurrently with the FHWA performance measure process, the Federal Transit Administration (FTA), went through a similar process and established performance measures and targets related

to transit. The transit performance measure information required by FTA is reported in the Transit section of the STIP.

—FEDERAL PERFORMANCE TARGETS—

Every four years, beginning in 2018 when Federal performance goals and national measures were established, each state reviews the data and sets targets for each of the following performance measure subjects:

- Interstate and National Highway System (NHS) pavement conditions,
- bridge conditions,
- fatality and serious injury crash rates,
- traffic congestion, and
- freight movement.

In 2022, Kansas reflected on its performance in the initial evaluation period and set new targets for the performance measures for the next four years.

-SAFETY-

The first federal performance measures and state targets established under the FAST act were those pertaining to safety and the prevention of serious injury and fatality crashes. Safety is a priority for KDOT and is the first of six goals identified in the recently adopted Kansas 2020-2045 Long Range Transportation Plan (LRTP),

https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/Documents/KDOT_LRTP.pdf. Kansas takes a comprehensive view to safety, employing many different approaches to improve transportation safety in the state from physical roadway and structure improvements to education, enforcement, roadway assistance, roadway information systems, and news releases that inform motorists about current conditions. Some but not all these approaches to increasing safety are funded through federal funds from FHWA and are covered under Title 23 and, therefore, are a part of this STIP. Others are funded and covered by programs from the National Highway Traffic Safety Administration and those projects are not part of this document, although mentioned here because they play a significant role in improving transportation safety in Kansas. Physical safety of roadways and structures is addressed in many KDOT program subcategories and through one entire program, the Modernization Program, a Core KDOT program outlined in the Project Selection Criteria section of this STIP. The sole goal of the Modernization Program of projects is safety through improvement of roadways and/or structures. The projects in this program are generally funded with a combination of state and federal FHWA funds and, therefore, are included in Appendix A, the Project Index of this STIP.

While the Kansas 2020-2045 LRTP provides the broad framework for the direction and priority of the agency, several additional state plans and programs augment the LRTP by providing focus and

detail for executing the objectives outlined in the LRTP. Specifically pertaining to safety are the Strategic Highway Safety Plan (SHSP), the Highway Safety Plan (HSP) and the Highway Safety Improvement Program (HSIP). These two plans and program contribute substantively to KDOT's achievement of the goal of safety. Together, these three planning tools, the LRTP, SHSP, and the HSP, along with the projects within the HSIP and HSP, enable KDOT to manage and implement a statewide safety strategy.

According to the FHWA Office of Safety, "a Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148)". The Kansas Strategic Highway Safety Plan 2020-2024 (SHSP) is a statewide-coordinated plan that provides a comprehensive approach to reducing highway fatalities and serious injuries on all public roads. This five-year planning level document identifies the state's key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries. The 2020-2024 SHSP also influences KDOT policy and research and contributes to activities of partner agencies. The 2020-2024 SHSP is championed by a multi-agency Executive Safety Council, consisting of a cross-section of diverse and talented individuals and support teams, and is designed to drive KDOT's HSIP and HSP programs.

Specifically, some projects in the STIP list of projects, Appendix A, address the

infrastructure goals from the SHSP of increased intersection safety and lowered incidence of roadway departures. Projects in the STIP listing related to intersection safety may be recognized by the HSIP fund category and the HAZ/HES subcategories referenced in the project information. Projects developed to address roadway departures are those projects with the HSIP fund category and subcategories LTG- Lighting, SOS- Highway Signing and PMR- Pavement Marking. KDOT uses a Parent-Child project development approach for these subcategories which means one project is created for each year of the STIP. This parent project provides the total anticipated obligation effort anticipated for each STIP year for each of the three subcategories. As individual projects are then developed, they are tied to the parent project listed in the STIP. This is done to enable a better representation of the expected obligations for this effort in the STIP as projects in these subcategories are developed in an ongoing pattern as need dictates over an entire year, which does not correlate to the STIP preparation period. KDOT's current SHSP document may be viewed online at <https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/reportspdf/SHSP2021.pdf>.

The second plan, the Highway Safety Plan (HSP) (<https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/HSP2023.pdf>) is a one-year project-level document that describes the processes followed by the State of Kansas in the use of federal highway behavioral

safety funds, consistent with the guidelines, priority areas, and other requirements established under Section 402 and 405 of federal code. This plan and associated funding are under the jurisdiction of the National Highway Traffic Safety Administration (NHTSA). Each year, based on this detailed problem and solution-oriented plan, a program is developed, and projects are created that focus on the issues identified. The plan and associated program of projects developed are intended to influence human behavior by identifying highway safety-related problems and implementing effective educational and enforcement programs focusing on prevention. Although the projects developed from the HSP are not part of the core program or the STIP document, the effort from the HSP and its program of projects is a major contributor to achieving safety in Kansas. Monetarily for 2024, Kansas has about \$9.5 million in planned project obligations for the HSP.

The third tool that KDOT uses in its effort to improve highway-related safety is the Highway Safety Improvement Program (HSIP). A foundation of the HSIP is the direct link between the data-driven priorities established in the SHSP and the identification, development, and implementation of the HSIP projects. Projects in the HSIP are funded with HSIP funding, a core Federal-aid fund program (discussed in the Program Financing section of this document). In Kansas, HSIP dollars are spent in a variety of independently managed sub-programs that are denoted by subcategories. Subcategories are groups of projects that

have similar characteristics of funding type or work type. (For an in-depth discussion of the four core KDOT programs and associated subcategories refer to the Project Selection Criteria section of this document.) The KDOT subcategories that use HSIP funding are:

- HES/HAZ- intersections and other safety projects on or off the National Highway System (NHS),
- SOS- highway signing,
- PMR- pavement markings,
- LTG- highway lighting,
- RXR/RRX- rail crossing protection on and off the NHS,
- RES- local construction, KDOT administered (only projects specific to the High Risk Rural Roads program),
- SSI- strategic safety improvement program,
- GSI-general safety improvements.

Additionally, many of the subcategories that KDOT has established focus directly or indirectly on safety. At the end of the performance measure discussion is a Performance Measure/Program-Subcategory Crosswalk. This crosswalk maps the relationship between the KDOT subcategories in the four core programs and the performance measure(s) showing which performance measures are impacted by the work in each subcategory. Collectively, the subcategories and programs that focus on safety cover all 140,000 centerline miles of public roads in Kansas while applying a multitude of proven countermeasures designed to reduce fatal and serious injury

crashes statewide. Combined, the subcategories directly related to safety compose one-third of the subcategories that make-up KDOT core programs.

Projects in Appendix A of this STIP that are safety related and federally funded may be identified by the fund category of HSIP in the project information. Those projects that are state funded and safety related may be identified by the program/subcategory codes and their scope. The program/subcategory code used in the project listings is a four-letter code that identifies the program and subcategory to which the project is grouped. The program/subcategory is part of the project information provided for each of the projects listed in Appendix A of this STIP. For guidance about reading the project information listed in the Appendices A-C, refer to the Projects Administered by KDOT section that precedes the Appendices. The projects so denoted in Appendix A support KDOT's effort, outlined in our SHSP and HSP, to meet the federal safety performance measures. Federally funded safety projects developed after the STIP is in place that are not in the LTG/SOS/PMR subcategories will be amended to the STIP using the amendment procedures in place. For 2024, Kansas plans to spend \$26 million in HSIP federal safety funding. All anticipated safety HSIP projects may not be built and at the time the STIP is prepared. Projects developed after the preparation of the STIP will be added using the amendment process in place. For more information about funding, refer to the federal funding section of the Program Financing

narrative of this document. Additionally, for information about the most recent actual HSIP obligations (projects let and underway), refer to the current Kansas HSIP at https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/HSIP_Annual_Report.pdf.

Projects using federal HSIP funding are projects with the sole purpose of improving safety and help move Kansas towards improving safety and meeting the safety performance measures. However, many other projects undertaken by KDOT contribute to roadway safety. The Core program Modernization, whose purpose is safety, has a total estimated spend for SFY 2024 of \$143 million and none of these dollars are funded with HSIP funding, instead the planned expenditure is using state and other categories of federal funds to improve roadway safety in Kansas. (Modernization expenditure cited is from the 2024 year of the 2024-2027 Cash-Flow located in the Program Finance Section of this document.)

The SHSP, HSIP and the HSP all utilize the same performance measures and targets and thus provide continuity of goals. While the HSP projects concentrate on changing behaviors, the SHSP and HSIP focus on the physical improvement of Kansas roads or bridges to enhance their safety. These planning tools work together to reduce roadway serious injury and fatalities and to make the roads and bridges in Kansas safer.

The final aspect of safety in Kansas is the coordination between KDOT, Local

Public Authorities (LPAs), and Metropolitan Planning Organizations (MPOs) that ensures a unified approach to safety across the state. This coordination of effort is vital to the statewide success in achieving the goals and objectives of the federal performance measures. Input from both LPAs and MPOs help guide program decisions and project selections. Together, KDOT, LPAs and MPOs continue to contribute and support the goals established in the safety plans and, subsequently, encourage development of safety projects that help

meet established safety performance targets.

Actual data for each of the five federal safety performance measures for calendar year 2022 with the targets for 2023 and 2024 are provided in the table on the following page. Targets for 2024 were finalized in summer 2023, as safety data is gathered on a calendar year basis and requires until mid-summer of the following year for analysis and compilation of the data to be finalized.

Federal Safety Performance Measures				
Measure	2022 Actual	2022 FYA*	2023 Targets	2024 Targets
Number of Fatalities	405	414	400	400
Fatalities per 100 million Vehicle Miles Travelled	1.34	1.35	1.26	1.27
Number of Suspected Serious Injuries	1,702	1,493	1,100	1,400
Suspected Serious Injuries per 100 million Vehicle Miles Travelled	5.42	4.85	3.47	4.46
Non-Motorized Fatalities and Serious Injuries	162	175	160	170
*FYA= five-year average. Data is collected on the calendar year so 2023 data will not be completed and available until Summer 2024.				

-INFRASTRUCTURE-

KDOT adopted new performance measures and targets for infrastructure in 2018, as part of the continuing performance measures requirement deadlines outlined in the federal transportation act, FAST. Prior to adopting these new measures, KDOT was using infrastructure performance measures developed

internally in the 1980s. However, since the new federal infrastructure methodologies and measures treat road and bridge information differently than those previously developed by KDOT, the prior measures are supplanted by the information provided below.

Roadway Infrastructure

With the new federal rating system, the state's highway pavement is evaluated using the variables of cracking, smoothness and rutting or faulting. The variables are very similar to those used previously by KDOT, apart from cracking. Information about each of these variables is gathered for portions of roadway and a rating system is applied to assign a condition. Under the new federal method, for a segment of roadway to be rated as good, all three variables (roughness, cracking, and rutting or faulting) must be rated Good. If any two variables are rated as Poor, then the overall roadway rating is Poor. All other rating combinations result in a roadway rating of fair.

There are several key differences between the previous KDOT measures and the newly adopted federal ones. The first difference is in the breadth of roadways being measured. The roadways included in the new federal measures are strictly roads on the National Highway System (NHS) and encompass only about half of the State Highway System in Kansas. (For a map of the NHS system in Kansas, refer to the second to last page of this narrative section.) In contrast, past performance measures set by KDOT attempted to address **all** roads on the State Highway System. Thus, the number of roadways currently being reviewed has decreased from the KDOT measures.

The second difference between the two sets of measures is how ratings are assigned. Under the prior KDOT system,

not all pavement surface condition variables had to have a rating of Good for a roadway to be assigned an overall rating of Good. Instead, some variable combinations of good and fair were acceptable for a rating of Good to still be assigned to a roadway. As previously described, in the newly adopted federal rating system this is not the case. The outcome of this change is that under the newly adopted federal rating system fewer roadway sections obtain a Good rating than under the prior KDOT rating system.

The third difference is how pavement surface conditions are being reported. Under the federal system, pavement surface conditions are now reported every 0.1 mile, where previously under the KDOT system the segments were reported in 1.0 mile lengths. As a result, many more segments are being reviewed and assigned a rating, and while this may provide an overall more accurate roadway condition, it will increase the likelihood of rating differences between the two systems. The considerable differences between the two methodologies preclude comparisons between prior data using KDOT's method and data generated using the newly adopted federal method.

In 2022, the first four-year evaluation period for federal performance measures ended. Kansas roadway infrastructure performed reasonably well compared to the infrastructure performance targets established as illustrated below.

The targets established for roadway infrastructure in Kansas for the first four-

year period and actual performance achieved were:

- Targets for the **Percentage of Interstate Pavements in Good** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline: 66.7%
Two Year Target: 65.0%
Two Year Actual: 60.7%
Four Year Target: 65.0%
Four Year Actual: 66.5%

- Targets for the **Percentage of Interstate Pavements in Poor** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline: 0.3%
Two Year Target: 0.5%
Two Year Actual: 0.3%
Four Year Target: 0.5%
Four Year Actual: 0.3%

- Targets for the **Percentage of Non-Interstate NHS Pavements in Good** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline: 62.7%*
Two Year Target: 55.0%
Two Year Actual: 56.3%
Four Year Target: 55.0%
Four Year Actual: 56.9%

* Baseline as calculated by KDOT using all roadway attributes.

- Targets for the **Percentage of Non-Interstate NHS Pavements rated as Poor** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline: 1.1%*
Two Year Target: 1.5%
Two Year Actual: 1.5%
Four Year Target: 1.5%
Four Year Actual: 1.5%

* Baseline as calculated by KDOT using all roadway attributes.

The data displayed above was provided to KDOT by FHWA and has undergone synthesis by FHWA through the Highway Performance Monitoring System. The data indicates that Kansas met the 4-year targets for pavement performance. KDOT leadership using the Transportation Asset Management process reviewed the data provided from the first four-year period to establish new targets for 2024 and 2026.

The targets established for roadway infrastructure in Kansas for the new performance period (2022-2026) are:

- Targets for the **Percentage of Interstate Pavements in Good** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 66.5%
Two Year Target: 60.0%
Four Year Target: 61.0%

- Targets for the **Percentage of Interstate Pavements in Poor** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 0.3%
 Two Year Target: 0.4%
 Four Year Target: 0.4%

- Targets for the **Percentage of Non-Interstate NHS Pavements in Good** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 56.9%*
 Two Year Target: 61.0%
 Four Year Target: 61.0%

* Baseline as calculated by FHWA using HPMS sample data.

- Targets for the **Percentage of Non-Interstate NHS Pavements rated as Poor** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 1.5%*
 Two Year Target: 1.7%
 Four Year Target: 1.7%

* Baseline as calculated by FHWA using HPMS sample data.

Preservation of existing infrastructure is a priority for KDOT with asset preservation a goal identified in the 2020-2045 Long Range Transportation Plan (LRTP) and a focus of IKE (the current State transportation program passed and funded by the Kansas Legislature). KDOT is directing a significant portion of the IKE funding to the preservation of the current system. This commitment is illustrated by comparing the anticipated spend for Preservation in the prior STIP 2023-

2026 Cash-Flow, which was \$2.35 billion, with the anticipated spend of \$2.59 billion in the Cash-Flow for the March Amendment of the FFY 2024-2027 STIP. KDOT is funding preservation of the system to the levels outlined in IKE.

Bridge Infrastructure

As with the roadway infrastructure, KDOT had a system for measuring and rating bridge infrastructure before the implementation of performance measures at the federal level. In the prior KDOT rating system, three variables (deck, superstructure, and substructure) were used to assign bridge condition to all bridges counted. The variable data for each bridge was then combined to assign an overall bridge rating to each bridge. From this group of rated bridges, a statewide bridge condition was determined with each bridge counted and weighted equally regardless of bridge size.

Under the new federal performance measures and targets, the same set of attributes are used to determine individual bridge condition. However, each bridge is scored using the National Bridge Inventory (NBI) Condition Rating Thresholds for National Highway System (NHS) Bridges (see chart of scale below). With this rating system, individual bridge variables are considered Good if they have a rating score of 7 or greater. Like roadways, for a bridge to be rated Good condition under the new federal method all three variables must have a Good rating. This differs from the prior KDOT rating system where a bridge could have a

combination of good and fair ratings among the three variables and still attain an overall condition rating of Good. For a bridge under the new federal rating system to be rated Poor, one of the three attributes scored must receive a rating of 4 or less on the NBI rating scale. Bridges that do not have a variable that scores 4 or lower but have a variable that scores below 7 (i.e. 5-6), receive a Fair condition rating.

NBI Bridge Condition Rating Thresholds for NHS Bridges

NBI Rating Scale <small>(from 0 – 9)</small>		9	8	7	6	5	4	3	2	1	0
		Good			Fair		Poor				
Bridge	Deck <small>(Item 58)</small>	≥7			5 or 6		≤4				
	Superstructure <small>(Item 59)</small>	≥7			5 or 6		≤4				
	Substructure <small>(Item 60)</small>	≥7			5 or 6		≤4				

Moreover, there are two key differences in how bridge information is treated and reported under the new federal measures than in prior KDOT measures. First, only bridges on the National Highway System (NHS) are rated under the new federal system, while previously

KDOT’s bridge rating measure included both NHS and Non-NHS bridges in its data (which means under the new measure fewer bridges are being reviewed.) Second, as explained earlier, KDOT based their bridge unit of measure on bridge count and under the new federal methodology the unit of measure is based on the deck area of each bridge. This change in measure means that larger bridges now have more impact to the overall bridge rating score than smaller bridges have.

This change in performance measure unit precludes the performance measure values and thresholds from prior years (before SFY 2017) from being adjusted to the new rating system. Therefore, the bridge data is completely being supplanted and new data is being gathered beginning with SFY 2017. Data from SFY 2017 was used as the baseline for new bridge targets.

The targets established for NHS Bridge roadway infrastructure for the initial performance period and the actual performance achieved by Kansas were:

- Targets for the **Percentage of NHS Bridges (by deck area) in Good Condition** for State Fiscal Years (SFY) 2018-2022:

Baseline: 74.8%
 Two Year Target: 70.0%
Two Year Actual: 71.3%
 Four Year Target: 70.0%
Four Year Actual: 70.6%

- Targets for the **Percentage of NHS Bridges (by deck area) in Poor Condition** for State Fiscal Years (SFY) 2018-2022:

Baseline: 1.5%
 Two Year Target: 3.0%
Two Year Actual: 1.7%
 Four Year Target: 3.0%
Four Year Actual: 2.5%

States had a two-year period for acquiring and reviewing data for bridge infrastructure, like roadway infrastructure, and at the end of this period, states had the option to modify initial targets based on the information collected. After reviewing the first two years of data during the evaluation period and considering the work programmed in IKE, KDOT chose not to modify their bridge condition targets. Both four-year bridge condition performance measure targets were met.

In 2022, at the conclusion of the first four-year evaluation period, KDOT leadership reviewed progress toward the established targets and set new targets for 2024 and 2026 based on the Transportation Asset Management process. The targets established for NHS Bridge roadway infrastructure for the new performance period (2022-2026) in Kansas were:

- **Targets for the Percentage of NHS Bridges (by deck area) in Good Condition for State Fiscal Years (SFY) 2022-2026:**

Baseline:	70.6%
Two Year Target:	72.0%
Four Year Target:	72.0%
- **Targets for the Percentage of NHS Bridges (by deck area) in Poor Condition for State Fiscal Years (SFY) 2022-2026:**

Baseline:	2.5%
Two Year Target:	3.0%
Four Year Target:	3.0%

The infrastructure projects are associated with all three Core programs-Expansion, Modernization and Preservation. Therefore, approximately \$506.4 million in Expansion (estimated Expansion from the Cash-Flow less \$48.0 million for non-road related subcategories of EDP, ITS and CSP), \$153.2 million in Modernization, and \$696.5 million in Preservation (estimated Preservation from the Cash-Flow less \$3.0 million for the non-road related subcategories of EMR, NHP and PPP) anticipated for expenditure in these three programs in 2024 (program dollars excerpted from the Cash-Flow for the March Amendment to the FFY 2024-2027 STIP) help move Kansas towards meeting the performance measure targets in place.

-System Reliability- NHS Interstate Performance, Non- Interstate NHS Performance & Freight Movement-

System reliability, specifically performance measures focused on tracking reliability, are new to KDOT. This performance measure was established under the FAST Act. Although the FAST Act concluded in 2020, this requirement is anticipated to continue to be tracked in any future reauthorizations or new programs. System reliability of the federal transportation program is concerned with the consistency in the travel times day-to-day, meaning the travel times across different times of day for a given highway or road or travel route (multiple roadways). Although travel times do vary from day-to-day, travelers remember the poor travel

experiences and are impacted more by the unexpected delays than the known and anticipated everyday congestion.

Since KDOT has no prior experience or data concerning these measures and the degree of influence that KDOT project and scope selections have on these measures, the agency's selected targets are set very conservatively. Additionally, the FHWA measures only focus on the roads in Kansas that are part of the National Highway System (NHS). However, in Kansas, a significant portion of state roadways are **not** on the NHS (see map of NHS roads on the last page of this discussion.) Thus, data from these Non-NHS roadways are not calculated into the achievement of these performance measures.

The measure that FHWA implemented for this performance measure is the Level of Travel Time Reliability (LOTTR) and is defined as the ratio of the 80th percentile travel time of a reporting segment to the travel time of the 50th percentile, which is a comparison of days with high delay to days with average delay. KDOT accessed data from FHWA's free National Performance Management Research Data Set (NPMRDS), or equivalent, where data is collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant NHS areas that are reliable. Person-miles account for the users of the NHS and may include bus, auto and truck occupancy levels. This measure is being tracked in two segments

one for the interstate portions of the NHS and then a measure for all non-interstate NHS roadways.

The targets established and the actual performance achieved for system reliability in Kansas for the initial performance period (2018-2022) were:

- Targets for the **Percentage of Reliable Person-Miles travelled on the Interstate*** for State Fiscal Years (SFY) 2018-2021:

Baseline:	95.4%
Two Year Target:	95.0%
Two Year Actual:	94.8%
Four Year Target:	95.0%
Four Year Actual:	99.3%

* All interstates are part of the NHS.

- Targets for the **Percentage of Reliable Person-Miles travelled on Non-Interstate NHS** for State Fiscal Years (SFY) 2018-2021 (only a Four-Year Target was required to be set for this category):

Baseline:	95.7%
Two Year Target:	95.0%
Two Year Actual:	95.7%
Four Year Target:	95.0%
Four Year Actual:	97.0%

KDOT, like all other state departments of transportation (DOTs), had the option to adjust all initial four-year targets at the Mid-Performance Period Progress report in October 2020. Additionally, state DOTs were not required to provide baseline condition or two-year targets for the Non-interstate NHS prior to October

2021. This provided all state DOTs time to gather and consider more complete data before establishing performance targets in this new and unfamiliar area of measure.

With little data upon which to base a decision, KDOT decided to leave the four-year targets unchanged. The cut-backs in travel due to COVID-19 resulted in a reliability on the Interstate of 99.3 percent and on non-Interstate NHS highways of 97.0 percent in 2021, easily meeting the four-year targets for both. However, KDOT realizes that this was most likely an anomaly and would like more data to review under less extreme conditions before making changes to the targets.

The targets established for system reliability in Kansas for the new period period (2022-2026) are:

- Targets for the **Percentage of Reliable Person-Miles travelled on the Interstate*** for State Fiscal Years (SFY) 2022-2026:

Baseline:	99.3%
Two Year Target:	98.0%
Four Year Target:	99.0%

*All interstates are part of the NHS.

- Targets for the **Percentage of Reliable Person-Miles travelled on Non-Interstate NHS** for State Fiscal Years (SFY) 2022-2026):

Baseline:	97.0%
Two Year Target:	97.0%
Four Year Target:	98.0%

In addition to system reliability measures for Interstate and Non-Interstate NHS, FHWA, also, required establishment of a performance measure for freight movement. Freight movement is concerned with how well freight moves across the Nation's transportation system. The effort to understand how freight moves across the nation and where travel inefficiencies exist will aid in the development of the best policies, plans, and investments at both the state and federal levels to improve freight travel. Consequently, freight travel will yield economic, environmental and safety benefits.

Freight movement is measured using a system reliability measure termed the Truck Travel Time Reliability (TTTR) Index. Data for this index is divided into five reporting periods: morning peak (6am-10am), midday (10am-4pm), and afternoon peak (4pm-8pm) Monday-Fridays. Weekends are assessed from 6am-8pm, and overnights for all days are assessed from 8pm-6am. The system reliability measure, the TTTR index is generated by dividing the 95th percentile time (high delay travel time) by the 50th percentile ("normal" travel time). Data used to determine the index for Kansas was obtained from the FHWA's National Performance Management Research Data Set (NPMRDS).

The target established for freight movement for the initial performance period (2018-2022) in Kansas was:

- Target for the **Index of Truck Travel Time Reliability (TTTR) on the NHS** system in Kansas for State Fiscal Years (SFY) 2018-2022:

Baseline:	1.14
Two Year Target:	1.16
Two Year Actual:	1.18
Four Year Target:	1.16
Four Year Actual:	1.13

The closer the index value approaches 1, which is optimal, the better the freight movement reliability. KDOT's target is set at 1.16 for truck travel reliability. KDOT chose to leave the 4-year target at 1.16 in 2020 in part due to uncertainty from COVID-19 travel impacts. In 2021, with many workers still working from home, congestion was still lighter than normal, and this is reflected in the TTTR for Kansas of 1.13, which is significantly better (more reliable) than the target of 1.16. The target established for freight movement for the new performance period (2022-2026) in Kansas is:

- Target for the **Index of Truck Travel Time Reliability (TTTR) on the NHS** system in Kansas for State Fiscal Years (SFY) 2018-2022:

Baseline:	1.13
Two Year Target:	1.10
Four Year Target:	1.10

KDOT anticipates that the combination of IKE projects to address congestion and advances in intelligent transportation

systems will allow Kansas to reach new levels of reliability.

Generally, the projects in the system reliability and freight movement performance measures are associated with KDOT's Expansion program and are predominantly met through work done in the Interstate Capacity Improvement (IRC) and Non-Interstate Capacity Improvement (RIC) subcategories. As such the projects that address these measures are most generally quite large and capital intensive, which means that there are not many projects programmed at any given time. Monetarily speaking, system reliability and freight movement measures do not correlate completely to the Expansion program. However, of the correlating subcategories, monetarily in SFY 2024, the total anticipated expenditures for the Expansion program are estimated at \$506.4 million.

While loose monetary correlations may be drawn regarding the performance measures and the Core programs that KDOT has in place, rarely does a project provide benefit exclusively to one performance measure (at least not the larger more complex projects). For example, Expansion projects that are designed to improve system reliability in their areas, should, also, impact the infrastructure and safety measures as well. One project will frequently contribute towards the realization of multiple performance measures.

—STATE PERFORMANCE MEASURES & TARGETS—

Prior to the performance measure initiative undertaken at the federal level, KDOT had developed and implemented, over the span of several years, a data driven and performance minded process. As part of this process, KDOT established several performance measures to ensure that the practices and expenditures in place for agency business are efficient, improve accountability with the public and ensure that our actions undertaken are sufficient to meet our transportation needs. The performance measures that KDOT established covered many business aspects of the agency beyond the Core construction program (the focus of the federal performance measures), and most of these KDOT measures will continue to be tracked internally and reported in at a state level in conjunction with the federal performance measures. Of these measures, one is discussed below as it relates to regular maintenance which is covered under the United States Code (USC) Title 23 for the STIP.

-REGULAR MAINTENANCE-

KDOT has used a level of service measure for many years to monitor the operation activities of Regular (formerly termed routine) Maintenance and will continue to track this performance measure. The operations regular maintenance performance measure coupled with roadside mowing and snow and ice guidance ensure that the expenditures in place for

these activities are sufficient to meet the need. The Maintenance Quality Assurance (MQA) Program, the Managing Kansas' Roadsides (MKR) guidelines for mowing and Managing Snow & Ice (MS&I) guidance are initiatives that measure the value of the maintenance effort and ensure that routine maintenance is being performed at adequate levels. Of these three initiatives used by KDOT to monitor routine maintenance, only the MQA is quantitative in nature.

The MQA program is a management tool that assists managers in prioritizing maintenance projects and resources (personnel, equipment, and materials) and determining the corresponding funding needs. The program involves an annual physical inspection of randomly selected 0.1-mile sample segments using identified Level of Service (LOS) criteria (desired maintenance conditions) for various highway rating elements in the following maintenance categories:

- 1) Travelway- the portion of the roadway for the movement of vehicles;
- 2) Traffic Guidance- all KDOT maintained signs, pavement markings, striping or anything used to regulate, warn or guide traffic;
- 3) Shoulders- areas of consideration are joint separation, cracking, drop-off or build-up and vegetation;
- 4) Drainage- areas of focus include curb and gutter, ditches, erosion control, culverts and pipes; and
- 5) Roadside- areas of focus include fencing, litter, vegetation control, erosion and side roads and entrances.

Based upon KDOT staff expertise and public input from surveys and correspondence, statewide and district-wide target Level of Service (LOS) values were established for both maintenance categories (travelway, shoulders, roadside, drainage, and traffic guidance) and for the individual rating elements comprising these maintenance categories. These targets are reviewed periodically and adjusted as needed. The data from the inspections are compiled into the LOS reports. These reports provide information about the Kansas highway system at the state, district, area and subarea levels. Utilizing these reports, KDOT staff make determinations about what areas need increased maintenance efforts or if additional funding should be requested in the next budget for additional equipment or materials to meet the ongoing maintenance effort. In SFY 2023, KDOT's actual monetary investment in regular maintenance activities was approximately \$167.2 million. Estimated Regular Maintenance expenditure for SFY 2024 is \$167.3 million as taken from the Cash-Flow provided with the July Amendment to the FFY 2023-2026 STIP.

In state fiscal year (SFY) 2022, the statewide level of service (LOS) rating was 90, which is the average of the state ratings in each of the five maintenance categories. (A statewide LOS rating does not mean that all areas of the state had this rating, nor that all segments monitored met their target LOS but is merely that the overall rating for the state.) The five maintenance categories are Travelway with a LOS rating of 94, Shoulders

with a LOS rating of 91, Roadside with a LOS rating of 91, Drainage with an LOS rating of 90 and Traffic Guidance with an LOS rating of 85. For more information about the MQA program, contact Robert Fuller in the Bureau of Maintenance, Eisenhower Building, 700 SW Harrison, 8th Floor, Topeka, KS, 66603, or (785)-296-3576 (Voice)/Hearing Impaired - 711.

The second resource that KDOT uses to monitor routine maintenance is the Managing Kansas' Roadsides (MKR) program. KDOT successfully maintains more than 150,000 acres of highway right-of-way using a flexible approach that adjusts to the needs of differing areas. The MKR program is a responsive program that uses different mowing approaches to achieve greater mowing efficiency. The reduction in mowing accidents has reduced KDOT employee injury and time away from duties. Additionally, this modified approach to mowing benefits our environment and wildlife by reducing roadside erosion and increasing necessary cover. For more information about KDOT's roadside management, refer to the following web page <https://www.ksdot.gov/bureaus/bur-maint/connections/roadside/Roadside.asp>.

The Managing Snow and Ice (MS&I) guidance is the third initiative used in monitoring routine maintenance activities. MS&I is used to manage the 10,000 miles of Kansas highways during snow and ice events. To use resources effectively and efficiently, KDOT bases road treatment on the number of vehicles that travel a road daily. The three

categories are: 1) Roads with greater than 3,000 vehicles daily, 2) Roads with 1,000-3,000 vehicles daily and 3) Roads with less than 1,000 vehicles daily. Each category of road has a level of service for snow and ice control that KDOT crews attempt to attain. Even with this approach, there are times when weather prevents KDOT from maintaining a passable highway. When this happens, the road is closed and reopened when the conditions allow. For more information about snow and ice management at KDOT refer to the following web page <https://www.ksdot.gov/PDF/Files/SnowandIceEfforts.pdf>.

-SAFETY-

Accompanying the operation performance measures, KDOT continues to monitor the state-level safety performance measure of seat belt usage. All other state safety measures were supplanted by the federal performance measures described in the preceding federal performance measures and targets section. Seatbelt usage measures the percentage of vehicle occupants wearing seatbelts in Kansas as compared to the national average. In 2022, the percentage of Kansas vehicle occupants wearing seatbelts was 87 percent in comparison with the national average of 90 percent. For 2023, the state target is 89 percent for seat belt usage. More information about seat belt usage is discussed in the 2020-2024 SHSP, for which a link was provided previously in the federal safety performance measures discussion.

In conclusion, at KDOT, performance measures have been an established method for monitoring the condition of the infrastructure entrusted to our care and one of many tools used in determining the future needs of Kansas' infrastructure. Performance measures allow KDOT to assess progress towards attaining the goals broadly laid out in the Long-Range Transportation Plan (LRTP), refined by the safety plans, the asset management plan (TAMP) and the Priority Formulas. With these plans as guidance and through the application of the Priority Formula, the initial list of needs is identified. Ranking and refinement of this list begins with the input and collaboration and resulting ideas garnered through the local consult process and from the expertise of KDOT staff across the state. The prioritized list of identified needs is then matched to the available funding. Funding and the specific guidelines associated with said funds comes from the State and Federal legislative levels and are discussed in more detail in the Program Financing section. Potential projects are, further, prioritized depending on the KDOT program and subcategory under which they are developed and the applicable guidelines, statutes and polices that apply to each of these program/subcategories.

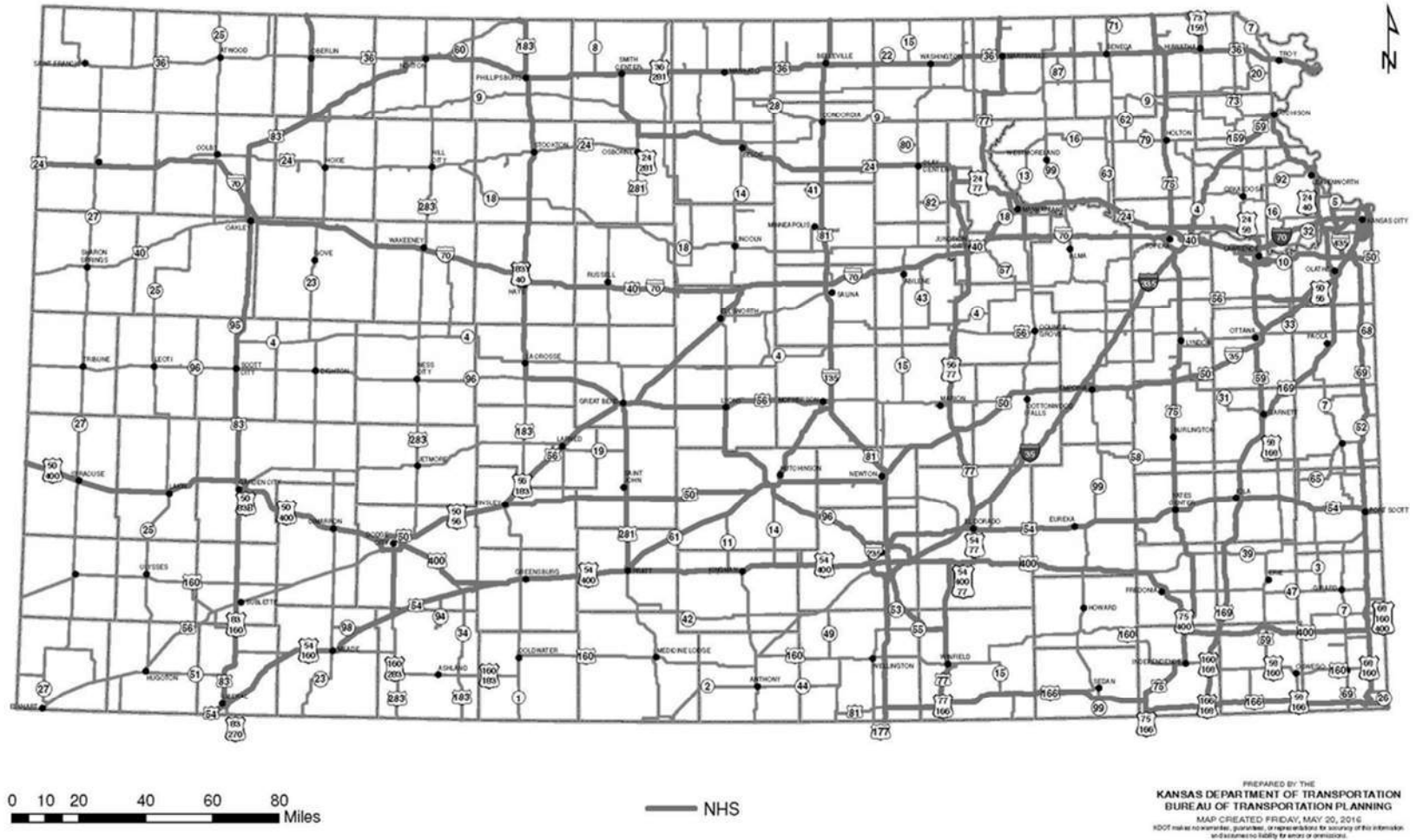
The projects listed in appendices of this STIP document are the embodiment of the many tools, statutes, polices and guidelines that assist management in arriving at an investment strategy (or project lists) that match the funding at their disposal and moves KDOT towards the

attainment of the performance measures outlined in this discussion.

Following this discussion is a Performance Measure/Program-Subcategory Crosswalk. This crosswalk maps the relationship between the KDOT subcategories in the four Core programs and the performance measure(s), showing which performance measures are impacted by the work in each subcategory. As previously mentioned, the relationship that exists between the subcategories and performance measures is not always one to one, but general links do exist. In the project listings, the project detail information provided for each project includes program/subcategory information so the performance measures(s) addressed by each project may be determined through reference to the crosswalk that follows on the last page of this narrative.

The lines shaded a darker gray indicate National Highway System (NHS) routes in Kansas.

National Highway System on the State System



The tables below relate the Program-Subcategory of Projects listed in Appendix A of this document to the Performance Measures described in this section.

Program -Subcategory Relationship to Performance Measures

(Expanding or Enhancing Existing)- Expansion Program: E- Subcategory	
Performance Measure(s) Addressed	E-IRC E-ITS E-RIC E-RSL
Safety	X X
Infrastructure- Road	X X
Infrastructure-Bridge	X X
System Reliability	X X
Truck Travel Time	X X

(Local Construction on Local Roads)-Local Program: L- Subcategory	
Performance Measure(s) Addressed	L-HAZ L-HES L-K1R L-K2R L-K3R L-LBT L-LOC L-RES L-RRX L-RXR
Safety	X X X X X X X X X
Infrastructure- Road	X X X X
Infrastructure-Bridge	X
System Reliability	
Truck Travel Time	

(Safety, Resurface & Shoulder Improvements)- Modernization Program: M- Subcategory	
Performance Measure(s) Addressed	M-1RS M-CLZ M-COR M-GSI M-ICT M-IRI M-KCC M-LTG M-MPR M-RIM M-SAF
Safety	X X X X X X X X X X X
Infrastructure- Road	X X X X X X
Infrastructure-Bridge	X X X
System Reliability	
Truck Travel Time	

(Taking Care of What We Have)- Preservation Program: P- Subcategory	
Performance Measure(s) Addressed	P-1RR P-BCR P-BSP P-BSR P-CMN P-IRP P-ISR P-PBR P-PCR P-PDR P-PMR P-RIP P-RRS P-SLR P-SOS
Safety	X X X X X X X X X X X X X X
Infrastructure- Road	X X X X X X X X X X X
Infrastructure-Bridge	X X X X X X X X X X
System Reliability	
Truck Travel Time	

Metropolitan Transportation Improvement Programs



METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAMS

Under Title 23 of the United States Code pertaining to transportation, communities with population greater than 50,000 are required to have a Metropolitan Planning Organization (MPO). The MPOs are responsible for coordinating transportation planning efforts in their region. The six Kansas MPOs are: the Mid-America Regional Council (covers the bi-state Kansas City metropolitan area), the Lawrence-Douglas County Metropolitan Planning Organization, the Wichita Area Metropolitan Planning Organization, the Metropolitan Topeka Planning Organization, the Flint Hills Metropolitan Planning Organization (covers Manhattan, Ogden, Junction City, Wamego, St. George and Grandview Plaza), and the St. Joseph Area Transportation Study Organization (covers the bi-state area of the St. Joseph, Missouri metropolitan area including Elwood/Wathena, Kansas).

The planning process by the MPOs encompasses all modes of transportation and covers both short-range and long-range transportation planning. MPO plans and programs are reviewed and approved by the Federal Highway Administration and the Federal Transit Administration. The role of the MPO is to coordinate the transportation planning activities within their region. This includes serving as a liaison between local

communities, their citizens, and the state departments of transportation. MPOs help determine how and where available state and federal dollars for transportation improvements will be spent. As defined by federal and state transportation regulations, the primary functions of the MPO are to:

- Establish the goals, objectives and policies governing transportation planning in the region.
- Approve an annual Unified Planning Work Program (UPWP) and budget.
- Direct the preparation and adoption of the Metropolitan Transportation Plan (MTP) goals, objectives, and priorities.
- Program projects for implementation through the adoption of the Transportation Improvement Program (TIP).
- Dependent on attainment status: perform the air quality conformity determination for the TIP and MTP.

Projects within each MPO are incorporated in the Kansas STIP by reference of the TIP each MPO has in place. To view specific MPO project information and cost, follow the links pro-

vided below to each MPO TIP. In addition to TIP information, contact information and currently adopted MTP information, is provided. As MPOs adopt new TIPs or MTPs, all new documents will be amended into the STIP using the amendment process.

**Mid-America Regional Council
(MARC)
Kansas City Metropolitan Area**

*FFY 2024-2028
Transportation Improvement Program*

- Approval by MARC on October 24, 2023
- Approval by KDOT on November 2, 2023
- Approval by FHWA/ FTA on November 15, 2023

Link to current TIP:

<https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program>

Metropolitan Transportation Plan (MTP):
“Connected KC 2050”

- Approval Date: June 23, 2020
- Expiration Date: June 23, 2025

Link to current MTP: <https://connect-edkc.org/>

Contact Information:

MARC
600 Broadway Blvd., Suite 200
Kansas City, MO 64105
Telephone: 816-474-4240
www.marc.org/transportation/
Email: transportation@marc.org

**Wichita Area Metropolitan Planning
Organization (WAMPO)
Wichita Metropolitan Area**

*FFY 2023-2026
Transportation Improvement Program*

- Approval by WAMPO on August 9, 2022
- Approval by KDOT on September 8, 2022
- Approval by FHWA/FTA on September 9, 2022

Link to current TIP:

<https://www.wampo.org/transportation-improvement-program>

Metropolitan Transportation Plan (MTP):
“Reimagined Move 2040”

- Approval Date: June 9, 2020
- Expiration Date: June 9, 2025

Link to current MTP:

<https://www.wampo.org/metropolitan-transportation-plan-mt>

Contact Information:

WAMPO
271 W 3rd Street, Suite 208
Wichita, KS 67202
Telephone: 316-779-1321
[https://www.wampo.org/](http://www.wampo.org/)
Email: wampo@wampo.org

**Metropolitan Topeka Planning
Organization (MTPO)
Topeka Metropolitan Area**

FFY 2024-2074

Transportation Improvement Program

- Approval by MTPO on January 25, 2024
- Approval by KDOT on January 25, 2024
- Approval by FHWA/FTA on February 1, 2024

Link to current TIP: <https://topekampo.org/tip/>

Metropolitan Transportation Plan (MTP):
“Futures 2045”

- Approval Date: June 23, 2022
- Expiration Date: June 22, 2027

Link to current MTP: <https://topekampo.org/futures-2045/>

Contact Information:

MTPO

620 SE Madison Street

Topeka, KS 66607

Telephone: 785-368-3728

<https://topekampo.org/>

Email: cscroggins@topeka.org

**Lawrence-Douglas County
Metropolitan Planning Organization
(L-DC MPO)**

Lawrence & Douglas County Area

FY 2023-2026

*Transportation Improvement Program
For the Lawrence Urbanized Area*

- Approval by the L-DC MPO on October 27, 2022
- Approval by KDOT on October 27, 2022
- Approval by FHWA/FTA on November 8, 2022

Link to current TIP: <https://lawrenceks.org/mpo/tip/>

Metropolitan Transportation Plan (MTP):
“Transportation 2050”

- Approval Date: March 16, 2023
- Expiration Date: March 15, 2028

Link to current MTP:

<https://lawrenceks.org/mpo/t2050/>

Contact Information:

Transportation Planning/L-DC MPO

City Hall Riverfront, 1 Riverfront Plaza,
Suite 320

PO Box 708

Lawrence, KS 66044

Telephone: 785-832-3165

<https://lawrenceks.org/mpo/>

Email: jmortinger@lawrenceks.org

**Flint Hills Metropolitan Planning
Organization (FHMPO)
Manhattan Metropolitan Area**

FFY 2024-2027

Transportation Improvement Program:

- Approval by FHMPO on August 16, 2023
- Approval by KDOT on September 7, 2023
- Approval by FHWA/FTA on September 15, 2023

Link to current TIP:

<https://www.flinthillsmpo.org/tip>

Metropolitan Transportation Plan (MTP):
“Connect 2040”

- Approval Date: December 2, 2020
- Expiration Date: December 2, 2025

Link to current MTP:

<https://www.flinthillsmpo.org/connect2040>

Contact Information:

Flint Hills MPO

206 Southwind Place, Ste. 2B

Manhattan, KS 66503

Telephone: 785-620-3070

<https://www.flinthillsmpo.org/>

Email: tremblay@flinthillsmpo.org

**St. Joseph Area Transportation Study
Organization (SJATSO)
St. Joseph Metropolitan Area**

FFY 2024-2027

Transportation Improvement Program:

- Approval by SJATSO on June 23, 2023
- Approval by KDOT on June 27, 2023
- Approval by FHWA/FTA on July 12, 2023

Link to current TIP: <https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

<https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

Metropolitan Transportation Plan (MTP):
“2045 St. Joseph Metropolitan Transportation Plan”

- Approval Date: November 21, 2019
- Expiration Date: November 21, 2024

Link to current MTP:

<https://www.stjosephmo.gov/DocumentCenter/View/15524/2045-MTPPhmo.gov>

Contact Information:

SJATSO

1100 Frederick Avenue, Room 202

St. Joseph, MO 64501

Telephone: 816-271-4653

<https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

Email: cgallagher@stjosephmo.org

APPENDIX D

FFY 2024-2027 State Transportation Improvement Program

BIL Discretionary Grant Project Index for Projects Awarded and Administered by Entities Other than KDOT

(as of 2/21/2024)

In Status Order (Active then Closed) by Award Date (Newest to Oldest)

Note: Projects Awarded to other entities means that the recipient applied for the grant on their own initiative and are solely responsible for meeting the terms of the grant. KDOT has no participation in the project, provides no oversight for the project and has no stewardship of the grant funds awarded to the grant recipient.

Appendix D is for projects awarded to an entity other than the Kansas Department of Transportation (KDOT) through a discretionary grant from one of the transportation grant programs of the Bipartisan Infrastructure Law (BIL), (also known as the “Infrastructure Investment and Jobs Act”). Grant requirements stipulate that the awarded project must be included in the State Transportation Improvement Program (STIP). However, since these projects are not administered by KDOT with no involvement, oversight or stewardship of funds provided by KDOT, the projects are listed here rather than in Appendix A, which is reserved for only projects administered by KDOT.

Within this appendix, awarded projects are arranged by project status in two sections, the “Active Section” and the “Closed Section”. The Active Section lists all discretionary grant projects (that have no KDOT involvement) for which KDOT has been made aware. The responsibility of notifying KDOT to have a recently awarded grant project amended into the current State of Kansas STIP for projects fitting the conditions of this appendix, lies with the award recipient. Once notified of an award, KDOT will amend the grant project into the current STIP in the next available amendment. Subsequent to the “Active Section” of this appendix is the “Closed Section” in which currently there are no projects listed. Completed projects will be moved to this section of the appendix as KDOT is made aware by the grant recipient or by other sources with project status knowledge like the Federal Highway Administration (FHWA) that a project has completed. The reporting of the grant project status in the STIP through and including completion is a requirement of the grant programs of BIL as inferred by FHWA.

Following are the current projects not administered by KDOT and awarded through discretionary grants of BIL to an entity other than KDOT. Projects are arranged by status with active projects listed first followed by closed projects and within each section projects are arranged by award date (newest to oldest).

APPENDIX D

ACTIVE Status
(43 as of 2/21/2024)



Safe Streets and Roads for All FY23 Planning and Demonstration Awards by State

The following tables list all Fiscal Year 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

Alabama

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Chambers County Commission	Safe Streets For All in Central Alabama: A Comprehensive Safety Action Plan for Autauga, Chambers, Elmore, and Perry Counties	Develop New Action Plan (only)	Rural	\$640,000
City of Athens (AL)	Athens 2040 Vision Zero: Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$240,000
City of Fairhope	City of Fairhope Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Gadsden	City of Gadsden Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$325,724
City of Phenix City	Phenix City Safety Action Plan	Develop New Action Plan (only)	Urban	\$200,000
Walker County Commission	Walker County, Alabama Planning and Demonstration SS4A Community Action Plan	Develop New Action Plan (only)	Rural	\$200,200
Alabama Total				\$1,765,924

Alaska

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City & Borough of Juneau	SS4A Supplemental Planning Grant for Transportation Equity in the Lemon Creek Area of Juneau, Alaska	Conduct Demonstration or Other Supplemental Planning Activities (only)	Rural	\$86,000

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
East Central Iowa Council of Governments	Eastern Iowa Tri-Region SS4A Project	Develop New Action Plan (only)	Rural	\$144,000
Metropolitan Planning Organization of Johnson County MPO	Safe Streets for All Planning and Demonstration Grant - Action Plan	Develop New Action Plan (only)	Rural	\$300,000
Omaha-Council Bluffs Metropolitan Area Planning Agency	RPA 13 & 18 Community Comprehensive Safety Action Plan	Develop New Action Plan (only)	Urban	\$100,000
Iowa Total				\$2,095,806

Kansas

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Chautauqua County	SS4A Planning & Demonstration Grant for Chautauqua and Elk Counties, Kansas	Develop New Action Plan (only)	Rural	\$360,000
City of El Dorado, KS	City of El Dorado, KS Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Emporia	City of Emporia Transportation Network SS4A Action Plan	Develop New Action Plan (only)	Rural	\$240,000
City of Eudora	12th Street Improvements	Conduct Demonstration or Other Supplemental Planning Activities (only)	Rural	\$100,000
City of Eureka, KS	City of Eureka, KS Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$140,000
City of Hutchinson, KS	City of Hutchinson, KS Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Junction City	Junction City Roadway Safety Plan and Audits	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Rural	\$160,000

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Leawood	City of Leawood Vision Zero Action Plan	Develop New Action Plan (only)	Urban	\$452,000
City of Mission	Mission Transportation Safety Action Plan	Develop New Action Plan (only)	Urban	\$160,000
City of Newton, Kansas	Newton & Harvey County Kansas SS4A Safety Action Plan & Supplemental Planning Development	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Rural	\$320,000
City of Overland Park	Overland Park Transportation Safety Action Plan	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Urban	\$500,000
City of Paola	Paola Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$120,000
City of Prairie Village	Prairie Village Transportation Safety Action Plan	Develop New Action Plan (only)	Urban	\$80,000
City of Russell	City of Russell's Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Spring Hill	SS4A Action Plan Grant to the City of Spring Hill in Kansas	Develop New Action Plan (only)	Rural	\$200,000
Finney, County of	SS4A Planning & Demonstration Grant for the Transportation Safety Action Plan in Finney County, Kansas.	Develop New Action Plan (only)	Rural	\$240,000
Geary County	Geary County Road Safety Plan Update	Develop New Action Plan (only)	Rural	\$160,000
Gray County	SS4A Planning & Demonstration Grant for Gray, Ford, Meade, Clark and Hodgeman Counties, Kansas.	Develop New Action Plan (only)	Rural	\$800,000
McPherson County	SS4A Planning and Demonstration Grant for McPherson County including the cities of Lindsborg, McPherson, Moundridge, Inman, Canton, Galva, and Windom in Kansas	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Rural	\$560,000
North Central Regional Planning Commission	Safety First in Rural North Central Kansas	Develop New Action Plan (only)	Rural	\$1,520,000

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Shawnee County, Kansas	Shawnee County, Kansas Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$168,000
Unincorporated Johnson County	Action Plan Development for Unincorporated Johnson County Kansas	Develop New Action Plan (only)	Urban	\$240,000
Wichita Area Metropolitan Planning Organization	WAMPO Supplemental Planning and Demonstration Activities	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$940,000
Kansas Total				\$7,940,000

Kentucky

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Bluegrass Area Development District	Bluegrass Area Development District Regional Safety Action Plan	Develop New Action Plan (only)	Urban	\$425,344
City of Paducah	City of Paducah Planning and Demonstration Activities	Conduct Demonstration or Other Supplemental Planning Activities (only)	Rural	\$80,000
City of Pikeville	Vision Zero Pikeville Action Plan	Develop New Action Plan (only)	Rural	\$160,000
Covington	Covington, KY Bike & Pedestrian Action Plan	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Urban	\$168,000
Franklin County	SS4A Planning and Demonstration Grant for Franklin County, Kentucky	Develop New Action Plan (only)	Rural	\$200,000
Kentucky Total				\$1,033,344

Louisiana

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Donaldsonville	City of Donaldsonville Safety Action Plan	Develop New Action Plan (only)	Rural	\$260,000

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Safe Streets and Roads for All
(SS4A) Grants



U.S. Department
of Transportation



SS4A AWARDS

FY 2023 Implementation Grants

Rural

SS4A Implementation Grant for the SS4A Project in Independence in Kansas

Applicant: City of Independence

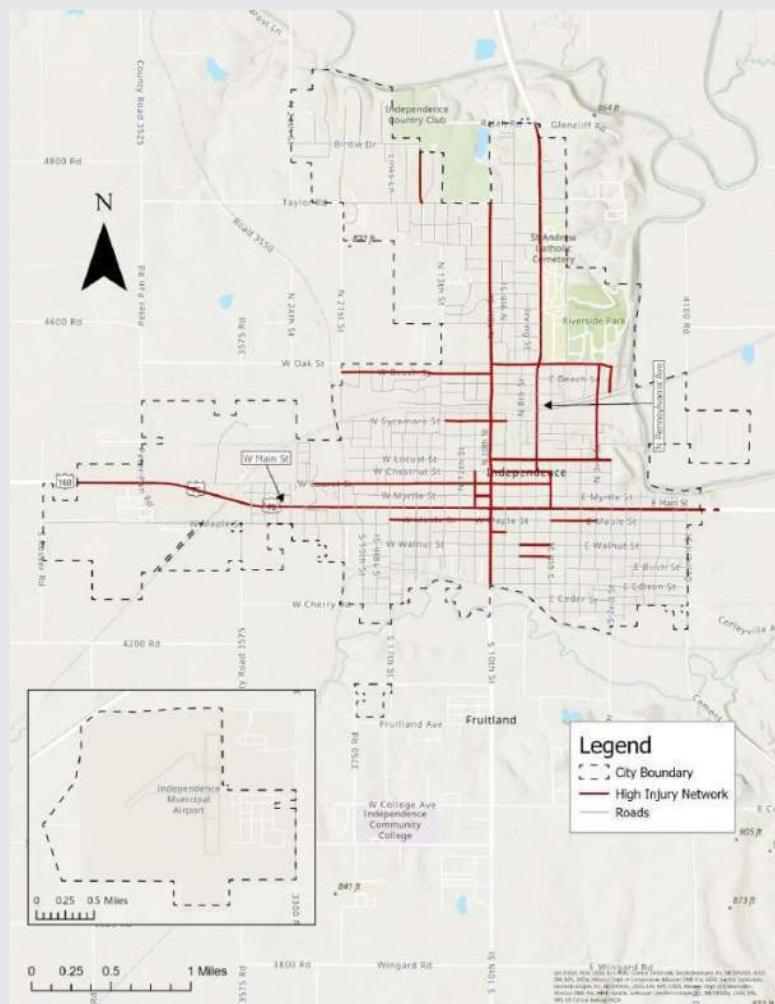
Independence, Kansas

SS4A Award: \$1,284,000

Project Description

The City of Independence, Kansas, is awarded funding to implement safety improvements along its high-injury network.

This project includes several low-cost, high-impact countermeasures to reduce and eventually eliminate injury crashes. The projects are [Proven Safety Countermeasures](#) and include pedestrian enhancements, ADA accessibility improvements, school zone improvements, speed management, and roadway conspicuity treatments.



FY 2022 Consolidated Rail Infrastructure and Safety Improvement Program Selections: Project Summaries

Alabama – Blackbelt and Central Alabama Freight Rail Improvement Project (Up to \$15,870,960)

Alabama Department of Transportation

The proposed project involves final design and construction activities to complete various track-related and bridge improvements on two short-line rail lines within the state, the Eastern Alabama Railway (EARY) and Meridian & Bigbee Railroad (MNBR). The project aligns with the selection criteria by improving system and service performance as it will increase maximum allowable speeds on both rail corridors, enhance storage capacity, and improve safety. EARY and MNBR will contribute funds totaling a 51.1 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Alabama – Reduce Extended Delays; Enhance Safety; and Invest in Growing Neighborhoods (R.E.D.E.S.I.G.N.) Project (Up to \$8,000,000)

City of Birmingham, AL

The proposed project involves project development activities on two segments along Norfolk Southern Railway's rail line for various track, bridge, signal, road re-alignment, and grade crossing improvements (including grade separations and closure of multiple crossings). The project aligns with the selection criteria by improving system and service performance as it will advance efforts to improve community safety and access to schools and residential areas with fewer blocked train encounters, and it will increase the fluidity of freight and Amtrak's Crescent passenger rail operations. A combination of funding from the city of Birmingham, AL, city of Trussville, AL, and Norfolk Southern Railway will contribute a 20 percent non-Federal match.

Alabama – Safety, Efficiency, Capacity Improvement and Service Restoration Project (Up to \$3,476,110)

Huntsville & Madison County Railroad Authority (HMCR)

The proposed project involves final design and construction activities to replace the Aldridge Creek railroad bridge and complete various track-related improvements on HMCR's rail line. The project aligns with the selection criteria by enhancing safety, improving service performance, and restoring bridge load carrying capacity to 286,000 pounds to meet existing and anticipated demand. A combination of funding from HMCR, city of Huntsville, AL, and the state of Alabama will contribute a 45 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Iowa – Davenport Riverfront Rail Crossing Safety Improvements Project
(Up to \$2,749,720)**

City of Davenport, Iowa

The proposed project involves final design and construction activities for various safety improvements (e.g., signals, gates, crossing signage, etc.) at multiple highway-rail grade crossings, as well as trespassing prevention measures (e.g., barriers and/or fencing), in Davenport, IA. With the proximity of Canadian Pacific Kansas City Railroad's (CPKC) rail line to the city's commercial riverfront district and multi-purpose trails, there are many conflict points along the rail line, creating safety challenges that require the trains to frequently sound the horn for an estimated nine-mile distance. The project aligns with the selection criteria by enhancing safety as it will help improve vehicle and pedestrian safety, especially in an area with anticipated increased freight rail traffic. The city of Davenport, IA and CPKC will provide a 20 percent non-Federal match.

Kansas – kWat: Electrifying Watco Locomotives Project (Up to \$15,740,943)

Kansas Department of Transportation

The proposed project involves final design and construction activities to convert eight (8) non-regulated or Tier 0 locomotives into fully battery powered units. The locomotives will be deployed across Watco's short line railroads in varying operational and geographic environments. The project aligns with the selection criteria by improving system and service performance and building resilience as it will reduce emissions and maintenance expenses, in addition to allowing Watco to assess additional and varied switching duty cycles and environmental and social impacts. Watco is providing a 20 percent non-Federal match.

**Kansas – Southeast Kansas Short Line Rail Upgrade and Growth Project
(Up to \$31,225,484)**

Kansas Department of Transportation

The proposed project involves construction activities for track-related improvements on the Neodesha Subdivision of the South Kansas & Oklahoma Railroad (SKOL). The project will improve approximately 37 miles of rail resulting in improved operations and capacity. The project aligns with the selection criteria by improving ability to meet existing or anticipated demand as it will allow the SKOL to increase its load carrying capacity to 286,000 pounds and upgrade to FRA Class 2 track standard from Class 1 track, further contributing to SKOL's ability to enhance economic competitiveness and meet customer demand, including a new soybean crushing facility. Kansas Department of Transportation and SKOL will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Railroad Crossing Elimination (RCE) Program

FY 2022 SELECTIONS

Alabama – City of Calera State Road 25 Railway-Highway Grade Separation Project (Up To \$11,742,184)

City of Calera

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to eliminate two railroad crossings by realigning State Route 25 to provide a new highway-railway separation over the CSX railway. The realignment and overpass bridge will tie into the existing roadway network while also eliminating the barrier created by the at-grade intersection crossing, thus improving efficiency and operations of the existing transportation network. The City of Calera and CSX Railroad will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Alabama – Railroad crossing elimination on Shelby County Road 52 (Up To \$41,766,038)

City of Pelham

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to eliminate two at-grade crossings on Shelby County Road 52 (CR 52) with a new bridge/roadway overpass over CSX's rail line, resulting in the closure of two crossings and road improvements on CR 52 near U.S. 31 to improve safety. The project will resolve increasing issues with vehicular traffic and emergency responders encountering blocked at-grade crossings on CR 52, a major east- west arterial. The cities of Pelham and Helena, Shelby County, and CSX will contribute funds totaling a 20 percent non-Federal match.

Arkansas – Northwest Arkansas Rail Corridor Safety Study (Up To \$576,000)

City of Fayetteville

The proposed planning project will help identify feasible safety improvements to eight at- grade crossings along a 14-mile stretch from Fayetteville to Springdale. The study aims to identify whether the crossings, owned by the Arkansas and Missouri Railroad, should be separated or closed, or if other safety improvements should be pursued if closure is not feasible. The cities of Fayetteville and Springdale will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

California – Hargrave Grade Separation Planning Project (Up To \$2,800,000)

City of Banning

The proposed project will fund project development activities including preliminary engineering, stakeholder engagement, and environmental review, in support of a grade separation and adjacent interchange improvement project. Hargrave Street crosses under the elevated I-10 corridor as well as Union Pacific Railroad tracks. The at-grade crossing presently poses significant safety risks for motor vehicles and pedestrians, and train traffic results in traffic congestion on city streets that extends into I-10. The City of Banning and Western Riverside Council of Governments are providing a 35 percent non- Federal match.

California – Grade Separation at Churchill Avenue, Meadow Drive and Charleston Road (Up To \$6,000,000)

City of Palo Alto

The proposed project will complete project development activities for rail grade improvements to improve safety and mobility at Churchill Avenue, Meadow Drive, and Charleston Road. As the number of Caltrain trains and their frequency of service increase, traffic congestion will increase at these locations. Additionally, the Churchill Avenue and Charleston Road grade crossings are in the top 10 locations of FRA's predictive accident list. Overall, this project will develop solutions to improve traffic circulation and increase public safety. The City of Palo Alto is providing a 70 percent non-Federal match.

Indiana – Peru Grade Separation Feasibility Study (Up To \$76,000)*City of Peru*

The proposed planning project will assess the potential impact of traffic flow from six at-grade rail crossings and one grade separation crossing (underpass) on Norfolk Southern right-of-way. Trains are required to stop at the nearby rail yard for crew transfers, which results in frequent crossing blockage. This project assesses the feasibility of eliminating one or more at grade railroad crossings and constructing an additional grade separated crossing. The City of Peru is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

Indiana – Kennedy Avenue Railroad Overpass Project (Up To \$8,452,558)*Town of Schererville*

The proposed project will fund final design and construction of a grade separation in the Town of Schererville, Indiana. The project is expected to improve existing capacity challenges, with over 32 trains traversing the crossing a day. The Town of Schererville, Norfolk Southern, and Canadian National Railway will contribute a combined 30 percent non-Federal match.

Indiana – Wells County Hoosier Highway Crossing Elimination Project (Up To \$1,114,261)*Wells County*

This project will support project development (preliminary engineering only), final design, right-of-way acquisition, and construction activities to close three at-grade rail crossings on Norfolk Southern's rail line by re-aligning Hoosier Highway. The project will result in continuous vehicular travel flow, reduced delay, and reduced conflict points between rail and vehicles/trucks. Wells County, the State of Indiana, and Norfolk Southern will contribute funds totaling an 87 percent non-Federal match. The project also includes \$4,083,137 from Federal Highway Administration funds. This project qualifies for the statutory set-aside for projects in Rural Areas.

Iowa – South Concord Street Grade Separation (Up To \$7,756,862)*City of Davenport*

The proposed project will support final design and construction to eliminate two highway-rail grade crossings (eliminating one crossing and creating a grade separation at another) to provide better access to critical infrastructure, including the regional wastewater treatment plant. The City of Davenport and Canadian Pacific Railway are contributing funds totaling a 20 percent non-Federal match.

Kansas – Corridor Improvement Project Involving 15 Street Crossings with BNSF Railroad within City of Emporia (Up To \$601,000)*City of Emporia*

The proposed planning project will conduct a corridor study to evaluate solutions to eliminate 12 at-grade crossings along a two-mile section of BNSF's Emporia Subdivision. This corridor averages 82 daily train crossing events, with trains averaging 8,000 feet in length. BNSF will partner in this study. The City of Emporia and BNSF will contribute a 50 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

Kansas – 119th Street, Woodland to Northgate - BNSF Separation and Crossing Elimination Safety Improvement Project (Up To \$17,987,495)*City of Olathe*

This project will support construction activities to eliminate an at-grade crossing at Woodland Road and Northgate Street and build a road overpass (with pedestrian sidewalk) that will span over BNSF Railway's rail line. The project will provide a safer route to schools and neighborhoods, a direct bike/pedestrian connection to a trail system, and a direct connection to I-35 and KS State Highway 7. The City of Olathe and the Johnson County Assistance Road System fund will contribute a 53 percent non-Federal match.

Kansas – Grade Crossing Closures and Construction of Grade-Separated Highway Overpass on the BNSF Southern Transcon Main Line (Up To \$8,864,725)*City of Wellington*

The proposed project will fund project development, final design, and construction for the elimination of all six grade crossings along the BNSF Railway in the City of Wellington, Kansas, thus creating a 'sealed corridor' with no train-vehicle interaction or exposure. This busy route carries approximately 96 trains daily, and currently trains occupy crossings approximately 30-40 percent of the day. The project would close six grade crossings and construct a grade-separated highway overpass with pedestrian accommodations. The City of Wellington and BNSF Railway will contribute a 36 percent non-Federal match.

Maryland – Warner Street Highway-Rail Grade Crossing Project (Up To \$1,534,280)*MDOT - Maryland Transit Administration*

The proposed project will support planning activities and construction of minor safety improvements at an existing at-grade crossing as well as fund a long-term study to grade separate the crossing. The project will encompass grade separation alternatives analysis, feasibility, and concept design study as well as design and construction of short-term crossing improvements on CSX right-of-way. The Maryland Department of Transportation and Baltimore City are providing a 20 percent non-Federal match. \$400,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

Michigan – West Side Grade Separation Project (Up To \$23,964,400)*City of Monroe*

The proposed project will complete project development activities, right-of-way acquisition, final design, and construction of the Monroe West Side Grade Separation and Traffic Safety Improvement Project to eliminate an existing grade crossing and construct a new grade separation with CSX. The project will improve roadway traffic flow on the west side of Monroe and improve safety response times for emergency vehicles. The City of Monroe and CSX will contribute funds totaling a 20 percent non-Federal match.

Michigan – Manistee County Safer Southern Rail Route (Up To \$424,000)*Manistee County*

The proposed planning project will support a track relocation study to abandon a northern perimeter track around Lake Manistee for a new southern segment, resulting in the elimination of four at-grade crossings, elimination of three marine bridges, and elimination of a rail car staging area on CSX right-of-way. Manistee County is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

Minnesota – TH 27/Mississippi River Bridge Grade Separation (Up To \$3,200,000)*City of Little Falls*

The proposed project will support planning, project development, and final design work for a bridge allowing Minnesota Trunk Highway 27 to cross a BNSF line and the Mississippi River. Forty-six trains per day currently block a river crossing; creating a grade separated crossing will allow for continued safe operation of the BNSF rail line and improved safety. The City of Little Falls will provide a 20 percent match. \$400,000 of this project funding amount qualifies for the statutory set-aside for Planning projects. This project also qualifies for the statutory set-aside for projects in Rural Areas.

Minnesota – CSAH 55 Highway-Rail Grade Crossing Elimination Project (Up To \$4,824,563)*Kandiyohi County*

The proposed project will support final design and construction of an overpass over a BNSF rail line and includes reconstructing one mile of a rural two-lane highway. This project will eliminate an at-grade crossing, improve regional railroad operations, and also facilitate multimodal freight movement by constructing new rail access to the industrial park. The County is committing a 50 percent non-federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.



Safe Streets and Roads for All FY22 Action Plan Awards by State

The following tables list all Safe Streets and Roads for All (SS4A) Action Plan awards by State.

Kansas

Lead Applicant	Project Title	Type of Plan	Urban/ Rural	Funding Award
City of Lawrence	Vision Zero Safety Action Plan for Lawrence, Eudora, and Baldwin City	Action Plan	Rural	\$160,000.00
City of Leavenworth	City of Leavenworth Action Plan	Action Plan	Rural	\$280,000.00
City of Olathe	SS4A Action Plan Grant to the City of Olathe in Kansas	Action Plan	Urban	\$280,000.00
City of Salina	Saline County and City of Salina Safety Action Plan	Action Plan	Rural	\$160,000.00
City of Valley Falls	Safety Action Plan for the City of Valley Falls	Action Plan	Rural	\$40,000.00
Cowley County	Cowley County, KS Action Plan	Action Plan	Rural	\$160,000.00
Dodge City	Dodge City Comprehensive Safety Action Plan	Action Plan	Rural	\$230,434.00
Garden City	SS4A Action Plan Grant for City of Garden City Kansas & Joint Applicants	Action Plan	Rural	\$1,360,000.00
Leavenworth County	Leavenworth County (KS) Safe Streets and Roads for All Action Plan	Action Plan	Rural	\$280,000.00
Prairie Band Potawatomi Nation	PBPN Safe Streets and Roads for All Action Plan	Action Plan	Rural	\$225,600.00

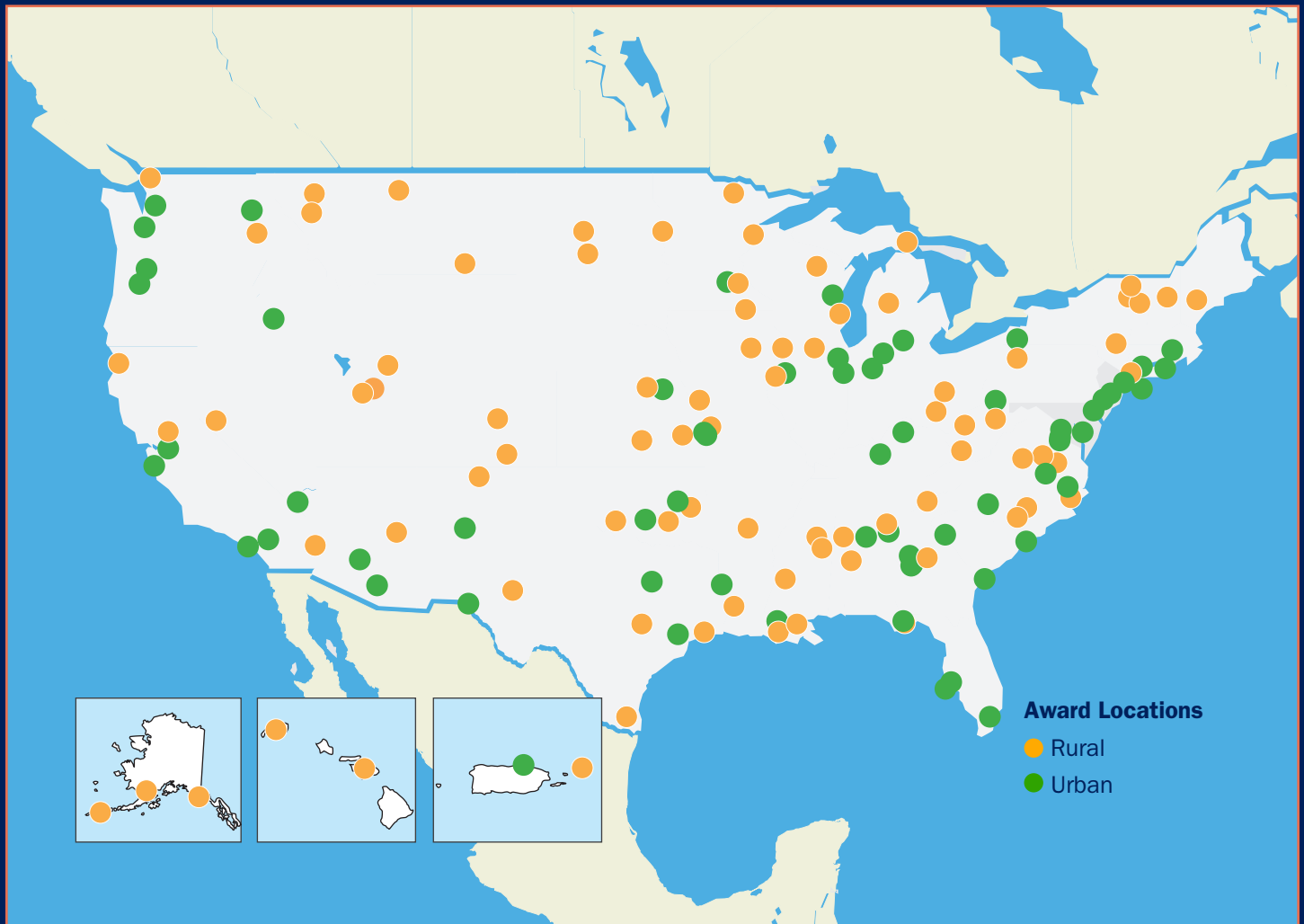
Lead Applicant	Project Title	Type of Plan	Urban/ Rural	Funding Award
Southeast Kansas Regional Planning Commission	Southeast Kansas Regional SS4A Planning Grant Application	Action Plan	Rural	\$800,000.00
Unified Government of Wyandotte County/Kansas City	Wyandotte County Vision Zero Action Plan	Action Plan	Urban	\$1,000,000.00
Total Kansas				\$4,976,034.00

RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation



RAISE AWARDS FY 2022

www.transportation.gov/RAISEgrants

RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department of Transportation

Rural, Capital

Old Smoky Hill River Bridge Replacement

City of Salina

Kansas

Grant Funding: **\$22,112,620**

Estimated Total Project Costs: **\$33,787,620**

Project Description:

This project will replace 7 bridges over the Old Smoky Hill River, construct approximately 3.4 miles of multi-use accessible trails, improve 7 pedestrian crossings, improve 3 railroad-pedestrian crossings, and install trail lighting. In addition, the project will construct a new, multi-modal hub, three pedestrian bridges, 2 new electric vehicle charging stations, a pedestrian underpass, a pedestrian boardwalk, and 5 new recreational boat launches.

Project Benefits:

The new bridges will improve mobility, reduce congestion, and reconnect the City of Salinas' underserved, neighborhoods to recreational features. The project also upgrades river channel culverts that are currently prone to flooding.



The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly \$12.3 billion for 14 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President's Bipartisan Infrastructure Bill will add \$1.5 billion per year to this program.

Rural, Capital

Flint Hills Trail: Connecting Communities, Cultures, and Landscapes

Kansas Department of Wildlife and Parks

Kansas

Grant Funding: \$24,821,705

Estimated Total Project Costs: \$27,208,907

Project Description:

The project will construct approximately 40-miles of the Flint Hills Trail in Kansas, nearly completing this 118-mile linear park “rail-trail”. The project includes drainage improvements, pipes, culverts, bridges, base improvements, limestone surfacing, fences, gates, bollards, safety improvements and signage.

Project Benefits:

The trail will offer an alternative to driving as well as provide outdoor recreation opportunities in a rural area that is currently fragmented with very few public outdoor recreational areas. There is also opportunity for the project to boost recreation and nature tourism, as evidenced by establishment of ten new businesses related to the trail in the past three years. Planning efforts have considered inputs from the communities being served through four workshops, and the trail will use inclusive interpretative signage and storytelling strategies that portray history and respect the Kaw Nation.



The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly \$12.3 billion for 14 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President’s Bipartisan Infrastructure Bill will add \$1.5 billion per year to this program.

APPENDIX D

CLOSED Status
(None as of 2/21/2024)

None at this time

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

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



February 29, 2024

To: KDOT and Federal Offices

Subject: 2024 Special Amendment #1 to the *FFY 2024-2028 Transportation Improvement Program (TIP)*

On February 27, 2024, the Mid-America Regional Council Board of Directors amended the FFY 2024-2028 Transportation Improvement Program for the Kansas City metropolitan region. This 2024 Special Amendment #1 consists of 2 Kansas projects.

Details of specific funding and other information are included in the project listing of the amendment and the project index list specifies the project by type (new, modified or deleted), state, and TIP number. The amendment and index list are posted on the MARC website at <https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program> and are printable for filing.

MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. No comments were received during the comment period.

This amendment is financially constrained and maintains the financial feasibility of the *FFY 2024-2028 TIP*.

Since the MARC TIP is incorporated by reference, without modification, into the statewide transportation improvement program (STIP), the MARC TIP represents the most current listing of projects within the boundaries of the Kansas City metropolitan planning area and should be the basis for comparison of projects listed in the amendment. The MARC TIP is available for review online at: <http://www.marc.org/transportation/tip.htm>.

Please take the necessary steps to amend the STIP to include these projects. Please contact me if you have any questions about this action.

A handwritten signature in black ink, appearing to be "RA" with a long horizontal stroke extending to the right.

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

Chair
Carson Ross
Mayor
Blue Springs,
Missouri

1st Vice Chair
Janeé Hanzlick
Commissioner
Johnson County,
Kansas

2nd Vice Chair
Beto Lopez
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Missouri

Secretary
Holly Grummert
Councilmember
Overland Park,
Kansas

Executive Director
David A. Warm

How to Read the TIP Amendment Project Listings

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

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

SAMPLE TIP AMENDMENT PROJECT LISTING

Missouri		DRAFT 2011 2nd Quarter Amendment			
1 TIP #: 590161	2 Juris: CLAY COUNTY	3 Location/Improvement: SMITHVILLE LAKE TRAIL (HWY W TO 188TH ST.)			
County: CLAY	4 Project Type: PEDESTRIAN AND/OR BIKE WAYS	Length (miles):			
5 Federal ID#: STP-3301(428)	6 State ID #:				
7 Phase	8 Year of Obligation	9 Type	10 Source	Cost (IN THOUSANDS)	12 Description: Smithville Lake Trail (Hwy W to 188th St.)
Construction	2011	Federal	TE-MO	\$202.7	13 Amendment Description: New project
Construction	2011	Non-Federal	LOCAL	\$133.5	
Federal Total: \$202.7		Non-Federal Total: \$133.5		11 Total: \$336.2	
14 <input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

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

KANSAS CITY METROPOLITAN REGION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2024-2028
2024 Special Amendment #1

Kansas

TIP #: 280196		Juris: KDOT		Location/Improvement: I-435: BRIDGE #213 AND #214 (I-70)			
State #: KA-6931-01		Fed #:		Co: WYANDOTTE		Project Type: Bridge Rehabilitation	
						Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	Bridge painting	
Engineering	2023	Non-Federal	STATE-KS	\$198.0			
Construction	2024	Non-Federal	STATE-KS	\$1,089.0			
Federal Total:		Non-Federal Total: \$1,287.0		Total: \$1,287.0		Amendment Description: Remove bridges #202 & #203 (Swartz Road) from the scope of work	

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TIP #: 280203		Juris: KDOT		Location/Improvement: I-635: FROM NORTH APPROACH OF BRIDGES #040 AND #041 OVER THE BNSF RAILROAD YARD AND K-32, NORTH TO 1.36 MILES NORTH OF I-70/I-635 JUNCTION			
State #: KA-7191-01		Fed #:		Co: WYANDOTTE		Project Type: Resurfacing	
						Length (mi): 2	
Phase	Year of Obligation	Type	Source	Cost (\$1,000's)	Description:	3 inch hot mix asphalt overlay with saw and seal joints and pavement patching	
Engineering	2023	Non-Federal	STATE-KS	\$130.0			
Construction	2024	Non-Federal	STATE-KS	\$1,397.5			
Construction	2024	Non-Federal	STATE-KS (AC)	\$12,577.5	Amendment Description: Update budget to reflect the most recent estimates		
Conversion	2028	Federal	NHPP-KS	\$12,577.5			
Credit	2028	Non-Federal	CREDIT	(\$12,577.5)			
Federal Total: \$12,577.5		Non-Federal Total: \$1,527.5		Total: \$14,105.0			

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Updates

Approval of the 2024 Special Amendment #1 to the 2024–2028 Transportation Improvement Program (TIP) will require tables from the financial plan of the 2024–2028 TIP, adopted on October 24, 2023, and amended on January 23, 2024 (scheduled), to be modified as shown in Tables 1 – 4. The tables from the 2024-2028 TIP are provided for comparison in Tables 5 – 8.

Table 1 – Revenue

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	\$8,910.00	\$0.00	\$56,705.00	\$38,249.50	\$18,300.30
	CMAQ-KS	\$1,450.00	\$638.03	\$1,647.01	\$2,844.14	\$2,844.14
	CREDIT	(\$133,950.23)	(\$143,165.21)	(\$209,247.51)	(\$174,021.80)	(\$159,706.20)
	CRPM-KS	\$4,306.82	\$1,951.13	\$1,990.15	\$2,029.95	\$2,070.55
	DE-KS	\$0.00	\$5,432.00	\$0.00	\$0.00	\$0.00
	FRP-KS	\$8,461.53	\$13,629.61	\$6,024.05	\$0.00	\$0.00
	HRRR-KS	\$0.00	\$1,010.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$3,080.71	\$2,093.80	\$3,300.00	\$13,399.70	\$800.00
	LOCAL	\$133,656.82	\$106,210.77	\$106,395.48	\$66,669.08	\$81,561.46
	NHPP-KS	\$113,578.80	\$128,009.80	\$144,965.00	\$136,572.30	\$80,514.30
	OTHER	\$325.00	\$350.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$61,096.80	\$28,005.88	\$13,345.73	\$5,710.09	\$5,807.16
	STATE-KS (AC)	\$188,879.29	\$119,705.60	\$96,503.90	\$800.00	\$800.00
	STBG-KS	\$2,199.90	\$694.60	\$0.00	\$0.00	\$61,691.60
	STBGM-KS	\$18,515.06	\$12,783.18	\$17,246.82	\$16,390.17	\$16,717.97
	TA-KS	\$6,393.82	\$1,840.00	\$4,142.10	\$2,463.29	\$2,512.55
Missouri	5307	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	BFP-MO	\$4,879.17	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$5,475.64	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$2,538.09	\$2,925.10	\$202.03	\$3,100.00	\$3,100.00
	CREDIT	(\$15,874.80)	(\$21,571.00)	(\$21,198.60)	(\$13,368.60)	(\$751.00)
	CRPM-MO	\$6,108.42	\$2,154.15	\$3,002.27	\$3,062.31	\$3,123.56
	HPP-MO	\$74,962.49	\$31,437.51	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$9,739.90	\$3,840.00	\$216.00	\$0.00	\$0.00
	LOCAL	\$101,913.63	\$112,032.62	\$87,354.85	\$68,628.46	\$78,023.13
	NHPP-MO	\$277,205.40	\$136,897.80	\$161,360.60	\$77,405.50	\$317,184.00
	OTHER	\$3,040.00	\$68,900.00	\$60.00	\$0.00	\$0.00
	RAISE-MO	\$477.90	\$8,124.24	\$60.00	\$0.00	\$0.00
	SS4A-MO	\$880.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$102,487.47	\$54,342.88	\$65,027.32	\$41,675.34	\$69,823.76
	STATE-MO (AC)	\$20,599.40	\$27,587.60	\$20,158.80	\$12,799.00	\$710.00
STBGM-MO	\$21,549.62	\$28,870.00	\$25,211.09	\$26,192.55	\$26,716.40	

	STBG-MO	\$20,827.60	\$31,614.80	\$21,198.60	\$13,368.60	\$751.00
	TA-MO	\$11,812.06	\$9,174.02	\$8,820.00	\$6,073.92	\$6,195.40
Regional	CMAQ-KS	\$463.50	\$613.50	\$463.50	\$0.00	\$0.00
	CMAQ-MO	\$885.18	\$613.50	\$0.00	\$0.00	\$0.00
	LOCAL	\$962.17	\$1,441.75	\$928.38	\$0.00	\$0.00
	STBGM-KS	\$210.00	\$970.00	\$250.00	\$0.00	\$0.00
	STPBG-MO	\$490.00	\$1,320.00	\$600.00	\$0.00	\$0.00
	Transit	5307	\$24,982.18	\$22,985.32	\$28,730.34	\$28,352.25
5310		\$0.00	\$1,870.90	\$0.00	\$0.00	\$0.00
5311		\$137.83	\$141.96	\$146.22	\$150.48	\$155.00
5337		\$1,316.85	\$0.00	\$0.00	\$865.00	\$800.00
5339		\$2,247.16	\$2,314.57	\$2,350.00	\$2,420.50	\$2,450.00
5339(b)		\$10,388.00	\$0.00	\$0.00	\$0.00	\$0.00
ARP-MO		\$0.00	\$0.00	\$0.00	\$0.00	\$6,464.00
CMAQ-KS		\$324.30	\$1,637.96	\$0.00	\$0.00	\$0.00
CMAQ-MO		\$523.72	\$600.00	\$3,283.46	\$458.00	\$0.00
CRPM-KS		\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00
CRPM-MO		\$2,320.00	\$0.00	\$0.00	\$0.00	\$0.00
CRRSAA-MO		\$0.00	\$0.00	\$0.00	\$0.00	\$1,616.00
LOCAL		\$165,921.82	\$168,448.55	\$170,975.28	\$175,539.91	\$176,413.00
STATE-KS		\$29.08	\$0.00	\$146.22	\$0.00	\$0.00
STBGM-KS		\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
STBGM-MO		\$0.00	\$970.18	\$0.00	\$0.00	\$0.00

	Kansas Subtotal	\$416,904.32	\$279,189.19	\$243,017.73	\$111,106.42	\$113,913.83
	Missouri Subtotal	\$654,621.99	\$496,329.72	\$371,472.96	\$238,937.08	\$504,876.25
	Regional Subtotal	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
	Transit	\$210,310.94	\$198,969.44	\$205,631.52	\$207,786.14	\$210,230.61

	Subtotal by Year	\$1,284,848.10	\$979,447.10	\$822,364.09	\$557,829.63	\$829,020.69
	Total	\$4,473,509.61				

Table 2 – Expenditure

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$1,450.00	\$638.03	\$893.50	\$0.00	\$0.00
	CRPM-KS	\$2,866.62	\$1,440.00	\$0.00	\$0.00	\$0.00
	DE-KS	\$0.00	\$5,432.00	\$0.00	\$0.00	\$0.00
	FRP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

	HRRR-KS	\$0.00	\$1,010.00	\$0.00	\$0.00	\$0.00	
	HSIP-KS	\$2,280.71	\$1,293.80	\$2,500.00	\$12,599.70	\$0.00	
	LOCAL	\$80,819.28	\$39,322.65	\$62,351.99	\$300.00	\$1,550.00	
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	OTHER	\$325.00	\$350.00	\$0.00	\$0.00	\$0.00	
	STATE-KS	\$55,668.80	\$22,485.10	\$7,731.10	\$0.00	\$0.00	
	STATE-KS (AC)	\$188,879.29	\$119,705.60	\$96,503.90	\$800.00	\$800.00	
	STBGM-KS	\$18,515.06	\$12,783.18	\$17,246.82	\$0.00	\$0.00	
	STBG-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	TA-KS	\$6,393.82	\$1,840.00	\$4,142.10	\$0.00	\$0.00	
Missouri	5307	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
	BFP-MO	\$4,879.17	\$0.00	\$0.00	\$0.00	\$0.00	
	BRO-MO	\$5,475.64	\$0.00	\$0.00	\$0.00	\$0.00	
	CMAQ-MO	\$2,538.09	\$2,925.10	\$202.03	\$0.00	\$0.00	
	CRPM-MO	\$3,839.89	\$2,154.15	\$0.00	\$0.00	\$0.00	
	HPP-MO	\$74,962.49	\$31,437.51	\$0.00	\$0.00	\$0.00	
	HSIP-MO	\$9,739.90	\$3,840.00	\$216.00	\$0.00	\$0.00	
	LOCAL	\$88,798.12	\$96,054.63	\$21,033.92	\$20,670.00	\$0.00	
	NHPP-MO	\$277,205.40	\$136,897.80	\$161,360.60	\$77,405.50	\$317,184.00	
	OTHER	\$3,040.00	\$68,900.00	\$0.00	\$0.00	\$0.00	
	RAISE-MO	\$477.90	\$8,124.24	\$0.00	\$0.00	\$0.00	
	SS4A-MO	\$880.00	\$0.00	\$0.00	\$0.00	\$0.00	
	STATE-MO	\$80,688.37	\$32,216.80	\$42,569.35	\$18,880.50	\$46,687.00	
	STATE-MO (AC)	\$20,599.40	\$27,587.60	\$20,158.80	\$12,799.00	\$710.00	
	STBGM-MO	\$21,549.62	\$28,870.00	\$25,211.09	\$18,667.43	\$0.00	
	STBG-MO	\$1,241.00	\$2,063.20	\$0.00	\$0.00	\$0.00	
	TA-MO	\$11,812.06	\$9,174.02	\$8,820.00	\$0.00	\$0.00	
	Regional	CMAQ-KS	\$463.50	\$613.50	\$463.50	\$0.00	\$0.00
		CMAQ-MO	\$885.18	\$613.50	\$0.00	\$0.00	\$0.00
		LOCAL	\$962.17	\$1,441.75	\$928.38	\$0.00	\$0.00
STBGM-KS		\$210.00	\$970.00	\$250.00	\$0.00	\$0.00	
STBGM-MO		\$490.00	\$1,320.00	\$600.00	\$0.00	\$0.00	
Transit	5307	\$24,982.18	\$22,985.32	\$28,730.34	\$28,352.25	\$22,332.61	
	5310	\$0.00	\$1,870.90	\$0.00	\$0.00	\$0.00	
	5311	\$137.83	\$141.96	\$146.22	\$150.48	\$155.00	
	5337	\$1,316.85	\$0.00	\$0.00	\$865.00	\$800.00	
	5339	\$2,247.16	\$2,314.57	\$2,350.00	\$2,420.50	\$2,450.00	
	5339(b)	\$10,388.00	\$0.00	\$0.00	\$0.00	\$0.00	
	ARP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$6,464.00	
	CMAQ-KS	\$324.30	\$1,637.96	\$0.00	\$0.00	\$0.00	
	CMAQ-MO	\$523.72	\$600.00	\$3,283.46	\$458.00	\$0.00	
	CRPM-KS	\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00	

CRPM-MO	\$2,320.00	\$0.00	\$0.00	\$0.00	\$0.00
CRRSAA-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$1,616.00
LOCAL	\$119,309.79	\$121,828.72	\$116,871.41	\$117,065.85	\$115,814.33
STATE-KS	\$29.08	\$0.00	\$146.22	\$0.00	\$0.00
STBGM-KS	\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
STBGM-MO	\$0.00	\$970.18	\$0.00	\$0.00	\$0.00

Kansas Subtotal	\$357,198.58	\$206,300.36	\$191,369.41	\$13,699.70	\$2,349.00
Missouri Subtotal	\$613,727.04	\$450,245.05	\$279,571.79	\$148,422.43	\$364,581.00
Regional Subtotal	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Transit	\$163,698.91	\$152,349.61	\$151,527.65	\$149,312.08	\$149,631.94

Subtotal by Year	\$1,137,635.38	\$813,853.78	\$624,710.72	\$311,434.21	\$516,561.94
Total	\$3,404,196.03				

Table 3 – Summary

Highway Revenues vs. Expenditures					
	2024	2025	2026	2027	2028
Kansas Revenue	\$416,904.32	\$279,189.19	\$243,017.73	\$111,106.42	\$113,913.83
Kansas O&M Expenditure	\$29,956.31	\$30,416.51	\$30,881.66	\$31,358.29	\$31,566.17
Kansas Project Expenditure	\$357,198.58	\$206,300.36	\$191,369.41	\$13,699.70	\$2,349.00
Difference	\$29,749.43	\$42,472.32	\$20,766.66	\$66,048.43	\$79,998.66
Missouri Revenue	\$654,621.99	\$496,329.72	\$371,472.96	\$238,937.08	\$504,876.25
Missouri O&M Expenditure	\$35,231.97	\$35,764.84	\$36,301.31	\$36,845.83	\$37,398.51
Missouri Project Expenditure	\$613,727.04	\$450,245.05	\$279,571.79	\$148,422.43	\$364,581.00
Difference	\$5,662.98	\$10,319.83	\$55,599.86	\$53,668.82	\$102,896.74
Regional Revenue	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Regional Expenditure	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$1,074,537.16	\$780,477.66	\$616,732.57	\$350,043.50	\$618,790.08
Total Expenditure	\$1,039,124.75	\$727,685.51	\$540,366.05	\$230,326.25	\$435,894.68
Difference	\$35,412.41	\$52,792.15	\$76,366.52	\$119,717.25	\$182,895.40

Table 4 – Transit Summary

Transit Revenue vs Expenditure					
	2024	2025	2026	2027	2028
Transit Revenue	\$210,310,942	\$198,969,438	\$205,631,517	\$207,786,136	\$210,230,614
Transit O&M Expenditure	\$116,899,829	\$118,653,326	\$120,433,126	\$122,239,623	\$124,073,218
Transit O&M Programmed in TIP	\$123,140,400	\$125,675,730	\$125,450,510	\$124,610,310	\$125,196,600
Remaining Transit O&M	\$0	\$0	\$0	\$0	\$0
Transit Revenue Remaining for Non O&M Expenditures	\$87,170,542	\$73,293,708	\$80,181,007	\$83,175,826	\$85,034,014
Transit Project Expenditure (Non O&M)	\$39,558,500	\$26,673,890	\$26,077,140	\$24,701,770	\$24,435,340
Difference	\$47,612,042	\$46,619,818	\$54,103,867	\$58,474,056	\$60,598,674

Table 5 – Revenue

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	\$8,910.00	\$0.00	\$56,705.00	\$38,249.50	\$18,300.30
	CMAQ-KS	\$1,450.00	\$638.03	\$1,647.01	\$2,844.14	\$2,844.14
	CREDIT	(\$133,950.23)	(\$143,165.21)	(\$209,247.51)	(\$174,021.80)	(\$150,998.70)
	CRPM-KS	\$4,306.82	\$1,951.13	\$1,990.15	\$2,029.95	\$2,070.55
	DE-KS	\$0.00	\$5,432.00	\$0.00	\$0.00	\$0.00
	FRP-KS	\$8,461.53	\$13,629.61	\$6,024.05	\$0.00	\$0.00
	HRRR-KS	\$0.00	\$1,010.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$3,080.71	\$2,093.80	\$3,300.00	\$13,399.70	\$800.00
	LOCAL	\$133,656.82	\$106,210.77	\$106,395.48	\$66,669.08	\$81,561.46
	NHPP-KS	\$113,578.80	\$128,009.80	\$144,965.00	\$136,572.30	\$71,806.80
	OTHER	\$325.00	\$350.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$60,129.30	\$28,005.88	\$13,345.73	\$5,710.09	\$5,807.16
	STATE-KS (AC)	\$180,171.79	\$119,705.60	\$96,503.90	\$800.00	\$800.00
	STBG-KS	\$2,199.90	\$694.60	\$0.00	\$0.00	\$61,691.60
STBGM-KS	\$18,515.06	\$12,783.18	\$17,246.82	\$16,390.17	\$16,717.97	
TA-KS	\$6,393.82	\$1,840.00	\$4,142.10	\$2,463.29	\$2,512.55	
Missouri	5307	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	BFP-MO	\$4,879.17	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$5,475.64	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$2,538.09	\$2,925.10	\$202.03	\$3,100.00	\$3,100.00
	CREDIT	(\$15,874.80)	(\$21,571.00)	(\$21,198.60)	(\$13,368.60)	(\$751.00)
	CRPM-MO	\$6,108.42	\$2,154.15	\$3,002.27	\$3,062.31	\$3,123.56
	HPP-MO	\$74,962.49	\$31,437.51	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$9,739.90	\$3,840.00	\$216.00	\$0.00	\$0.00
	LOCAL	\$101,913.63	\$112,032.62	\$87,354.85	\$68,628.46	\$78,023.13
	NHPP-MO	\$277,205.40	\$136,897.80	\$161,360.60	\$77,405.50	\$317,184.00
	OTHER	\$3,040.00	\$68,900.00	\$60.00	\$0.00	\$0.00
	RAISE-MO	\$477.90	\$8,124.24	\$60.00	\$0.00	\$0.00
	SS4A-MO	\$880.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$102,487.47	\$54,342.88	\$65,027.32	\$41,675.34	\$69,823.76
	STATE-MO (AC)	\$20,599.40	\$27,587.60	\$20,158.80	\$12,799.00	\$710.00
STBGM-MO	\$21,549.62	\$28,870.00	\$25,211.09	\$26,192.55	\$26,716.40	
STBG-MO	\$20,827.60	\$31,614.80	\$21,198.60	\$13,368.60	\$751.00	

	TA-MO	\$11,812.06	\$9,174.02	\$8,820.00	\$6,073.92	\$6,195.40
Regional	CMAQ-KS	\$463.50	\$613.50	\$463.50	\$0.00	\$0.00
	CMAQ-MO	\$885.18	\$613.50	\$0.00	\$0.00	\$0.00
	LOCAL	\$962.17	\$1,441.75	\$928.38	\$0.00	\$0.00
	STBGM-KS	\$210.00	\$970.00	\$250.00	\$0.00	\$0.00
	STPBG-MO	\$490.00	\$1,320.00	\$600.00	\$0.00	\$0.00
Transit	5307	\$24,982.18	\$22,985.32	\$28,730.34	\$28,352.25	\$22,332.61
	5310	\$0.00	\$1,870.90	\$0.00	\$0.00	\$0.00
	5311	\$137.83	\$141.96	\$146.22	\$150.48	\$155.00
	5337	\$1,316.85	\$0.00	\$0.00	\$865.00	\$800.00
	5339	\$2,247.16	\$2,314.57	\$2,350.00	\$2,420.50	\$2,450.00
	5339(b)	\$10,388.00	\$0.00	\$0.00	\$0.00	\$0.00
	ARP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$6,464.00
	CMAQ-KS	\$324.30	\$1,637.96	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$523.72	\$600.00	\$3,283.46	\$458.00	\$0.00
	CRPM-KS	\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00
	CRPM-MO	\$2,320.00	\$0.00	\$0.00	\$0.00	\$0.00
	CRRSAA-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$1,616.00
	LOCAL	\$165,921.82	\$168,448.55	\$170,975.28	\$175,539.91	\$176,413.00
	STATE-KS	\$29.08	\$0.00	\$146.22	\$0.00	\$0.00
	STBGM-KS	\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
STBGM-MO	\$0.00	\$970.18	\$0.00	\$0.00	\$0.00	

	Kansas Subtotal	\$407,229.32	\$279,189.19	\$243,017.73	\$111,106.42	\$113,913.83
	Missouri Subtotal	\$654,621.99	\$496,329.72	\$371,472.96	\$238,937.08	\$504,876.25
	Regional Subtotal	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
	Transit	\$210,310.94	\$198,969.44	\$205,631.52	\$207,786.14	\$210,230.61

	Subtotal by Year	\$1,275,173.10	\$979,447.10	\$822,364.09	\$557,829.63	\$829,020.69
	Total	\$4,463,834.61				

Table 6 – Expenditure

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$1,450.00	\$638.03	\$893.50	\$0.00	\$0.00
	CRPM-KS	\$2,866.62	\$1,440.00	\$0.00	\$0.00	\$0.00
	DE-KS	\$0.00	\$5,432.00	\$0.00	\$0.00	\$0.00
	FRP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	HRRR-KS	\$0.00	\$1,010.00	\$0.00	\$0.00	\$0.00

	HSIP-KS	\$2,280.71	\$1,293.80	\$2,500.00	\$12,599.70	\$0.00	
	LOCAL	\$80,819.28	\$39,322.65	\$62,351.99	\$300.00	\$1,550.00	
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	OTHER	\$325.00	\$350.00	\$0.00	\$0.00	\$0.00	
	STATE-KS	\$54,701.30	\$22,485.10	\$7,731.10	\$0.00	\$0.00	
	STATE-KS (AC)	\$180,171.79	\$119,705.60	\$96,503.90	\$800.00	\$800.00	
	STBGM-KS	\$18,515.06	\$12,783.18	\$17,246.82	\$0.00	\$0.00	
	STBG-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	TA-KS	\$6,393.82	\$1,840.00	\$4,142.10	\$0.00	\$0.00	
Missouri	5307	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
	BFP-MO	\$4,879.17	\$0.00	\$0.00	\$0.00	\$0.00	
	BRO-MO	\$5,475.64	\$0.00	\$0.00	\$0.00	\$0.00	
	CMAQ-MO	\$2,538.09	\$2,925.10	\$202.03	\$0.00	\$0.00	
	CRPM-MO	\$3,839.89	\$2,154.15	\$0.00	\$0.00	\$0.00	
	HPP-MO	\$74,962.49	\$31,437.51	\$0.00	\$0.00	\$0.00	
	HSIP-MO	\$9,739.90	\$3,840.00	\$216.00	\$0.00	\$0.00	
	LOCAL	\$88,798.12	\$96,054.63	\$21,033.92	\$20,670.00	\$0.00	
	NHPP-MO	\$277,205.40	\$136,897.80	\$161,360.60	\$77,405.50	\$317,184.00	
	OTHER	\$3,040.00	\$68,900.00	\$0.00	\$0.00	\$0.00	
	RAISE-MO	\$477.90	\$8,124.24	\$0.00	\$0.00	\$0.00	
	SS4A-MO	\$880.00	\$0.00	\$0.00	\$0.00	\$0.00	
	STATE-MO	\$80,688.37	\$32,216.80	\$42,569.35	\$18,880.50	\$46,687.00	
	STATE-MO (AC)	\$20,599.40	\$27,587.60	\$20,158.80	\$12,799.00	\$710.00	
	STBGM-MO	\$21,549.62	\$28,870.00	\$25,211.09	\$18,667.43	\$0.00	
	STBG-MO	\$1,241.00	\$2,063.20	\$0.00	\$0.00	\$0.00	
	TA-MO	\$11,812.06	\$9,174.02	\$8,820.00	\$0.00	\$0.00	
	Regional	CMAQ-KS	\$463.50	\$613.50	\$463.50	\$0.00	\$0.00
		CMAQ-MO	\$885.18	\$613.50	\$0.00	\$0.00	\$0.00
		LOCAL	\$962.17	\$1,441.75	\$928.38	\$0.00	\$0.00
STBGM-KS		\$210.00	\$970.00	\$250.00	\$0.00	\$0.00	
STBGM-MO		\$490.00	\$1,320.00	\$600.00	\$0.00	\$0.00	
Transit	5307	\$24,982.18	\$22,985.32	\$28,730.34	\$28,352.25	\$22,332.61	
	5310	\$0.00	\$1,870.90	\$0.00	\$0.00	\$0.00	
	5311	\$137.83	\$141.96	\$146.22	\$150.48	\$155.00	
	5337	\$1,316.85	\$0.00	\$0.00	\$865.00	\$800.00	
	5339	\$2,247.16	\$2,314.57	\$2,350.00	\$2,420.50	\$2,450.00	
	5339(b)	\$10,388.00	\$0.00	\$0.00	\$0.00	\$0.00	
	ARP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$6,464.00	
	CMAQ-KS	\$324.30	\$1,637.96	\$0.00	\$0.00	\$0.00	
	CMAQ-MO	\$523.72	\$600.00	\$3,283.46	\$458.00	\$0.00	
	CRPM-KS	\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00	

CRPM-MO	\$2,320.00	\$0.00	\$0.00	\$0.00	\$0.00
CRRSAA-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$1,616.00
LOCAL	\$119,309.79	\$121,828.72	\$116,871.41	\$117,065.85	\$115,814.33
STATE-KS	\$29.08	\$0.00	\$146.22	\$0.00	\$0.00
STBGM-KS	\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
STBGM-MO	\$0.00	\$970.18	\$0.00	\$0.00	\$0.00

Kansas Subtotal	\$347,523.58	\$206,300.36	\$191,369.41	\$13,699.70	\$2,349.00
Missouri Subtotal	\$613,727.04	\$450,245.05	\$279,571.79	\$148,422.43	\$364,581.00
Regional Subtotal	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Transit	\$163,698.91	\$152,349.61	\$151,527.65	\$149,312.08	\$149,631.94

Subtotal by Year	\$1,127,960.38	\$813,853.78	\$624,710.72	\$311,434.21	\$516,561.94
Total	\$3,394,521.03				

Table 7 – Summary

Highway Revenues vs. Expenditures					
	2024	2025	2026	2027	2028
Kansas Revenue	\$407,229.32	\$279,189.19	\$243,017.73	\$111,106.42	\$113,913.83
Kansas O&M Expenditure	\$29,956.31	\$30,416.51	\$30,881.66	\$31,358.29	\$31,566.17
Kansas Project Expenditure	\$347,523.58	\$206,300.36	\$191,369.41	\$13,699.70	\$2,349.00
Difference	\$29,749.43	\$42,472.32	\$20,766.66	\$66,048.43	\$79,998.66
Missouri Revenue	\$654,621.99	\$496,329.72	\$371,472.96	\$238,937.08	\$504,876.25
Missouri O&M Expenditure	\$35,231.97	\$35,764.84	\$36,301.31	\$36,845.83	\$37,398.51
Missouri Project Expenditure	\$613,727.04	\$450,245.05	\$279,571.79	\$148,422.43	\$364,581.00
Difference	\$5,662.98	\$10,319.83	\$55,599.86	\$53,668.82	\$102,896.74
Regional Revenue	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Regional Expenditure	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$1,064,862.16	\$780,477.66	\$616,732.57	\$350,043.50	\$618,790.08
Total Expenditure	\$1,029,449.75	\$727,685.51	\$540,366.05	\$230,326.25	\$435,894.68
Difference	\$35,412.41	\$52,792.15	\$76,366.52	\$119,717.25	\$182,895.40

Table 8 – Transit Summary

Transit Revenue vs Expenditure

	2024	2025	2026	2027	2028
Transit Revenue	\$210,310,942	\$198,969,438	\$205,631,517	\$207,786,136	\$210,230,614
Transit O&M Expenditure	\$116,899,829	\$118,653,326	\$120,433,126	\$122,239,623	\$124,073,218
Transit O&M Programmed in TIP	\$123,140,400	\$125,675,730	\$125,450,510	\$124,610,310	\$125,196,600
Remaining Transit O&M	\$0	\$0	\$0	\$0	\$0
Transit Revenue Remaining for Non O&M Expenditures	\$87,170,542	\$73,293,708	\$80,181,007	\$83,175,826	\$85,034,014
Transit Project Expenditure (Non O&M)	\$39,558,500	\$26,673,890	\$26,077,140	\$24,701,770	\$24,435,340
Difference	\$47,612,042	\$46,619,818	\$54,103,867	\$58,474,056	\$60,598,674



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February 16, 2024

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

Dear Mr. Moriarty:

On February 15, 2024, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) approved Amendment #6 to the 2023-2026 Transportation Improvement Program. These TIP changes were recommended for approval by the L-DC MPO Technical Advisory Committee on February 6, 2024. This amendment includes the addition and updates to projects from the City of Lawrence and KDOT. No public comments were received during the 15-day public comment period.

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. If you have any questions concerning this revised TIP please call me at (785) 832-3155.

Sincerely,

Cece Riley
Transportation Planner II

Enclosures: 2023-2026 TIP Amendment #6
Summary of Amendment Changes

cc: Daniel Nguyen, FTA
Matt McDonald, FHWA



2023-2026 Transportation Improvement Program – Amendment #6 and Program of Projects for the Lawrence Transit System

The 15-day public comment period for this TIP Amendment starts on January 16 and will end on January 31. This TIP Amendment will come before the Lawrence-Douglas County Metropolitan Planning Organization (MPO) Policy Board for approval on February 15, 2024. The TIP is a multi-year listing of federally funded and/or regionally significant transportation improvement projects. This public notice on the TIP development process satisfies the FTA's Program of Projects requirements for the Lawrence Transit System.

Approval of this TIP Amendment will include the addition and revision of costs and schedules for roadway, and bicycle/pedestrian projects. Changes to the TIP text and project tables are being made to reflect these changes and to maintain the fiscally constrained status of this document. Public comments received will be reported and considered by the MPO Policy Board where decisions pertaining to revising this document will be made prior to final approval.

The items included in this TIP Amendment can be viewed online at:

www.lawrenceks.org/mpo/tip; a paper copy will be available at Lawrence City Hall Riverfront - Planning & Development Services Office (1 Riverfront Plaza, Suite 320).

Written comments may be emailed to mpo@lawrenceks.org or mailed to the Lawrence-Douglas County Metropolitan Planning Organization, PO Box 708, Lawrence, KS 66044-0708.

G Summary of TIP Changes

APPENDIX G

Costs in 1,000s



FFY 2023 - 2026 L-DC MPO Transportation Improvement Program (TIP) Revision Summary: Amendment 6

TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
701		12th Street Safety Action Plan	City of Eudora	New	Supplemental Planning and Demonstration Activities in support of development of the Vision Zero Safety Action Plan for 12th Street in Eudora.	\$125
146		11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	Lawrence	Revision	Increase 2024 Local CONST from \$2,000 to \$3,300.	\$3,450
151		Iowa St 23rd St to Irving Hill Rd Reconstruction MS1-00003	Lawrence	Revision	Add 2024 Local PE of \$275, Increase Local CONST for both 2024 and 2025.	\$7,500
214		Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	Lawrence	Revision	Increase 2023 Local CONST from \$7,600 to \$9,700	\$10,100
507		Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Lawrence	Revision	Increase 2024 Local CONST from \$675 to \$700, 2025 Local CONST from \$675 to \$725, and 2026 Local CONST from \$675 to \$750.	\$5,350
516	TE-0499-01	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Lawrence	Revision	Change FFY from 2022 and 2023 to 2024	\$1,451
520		Lawrence Loop - Iowa Crossing	Lawrence	Revision	Revise 2023 Local PE from \$248 to \$0, 2024 Local CONST State from \$0 to \$1,500 and reduce Local to \$0, and 2024 State CONST from \$1,320 to \$1,500	\$3,000
608	KA-6282-01	Signal Improvement at US24/US40/US59 near Lawrence	KDOT	Revision	Change fund source from State to Federal	\$384

Public Comment Period: 1/16/2024 to 1/31/2024

MPO Policy Board Approval: 02/15/2024



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:** 01/2024

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 A6

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	\$3,300

Federal Total:	\$0	Non-Federal Total:	\$3,450	Grand Total:	\$3,450
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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:** 01/2024

Description:
Reconstruction of Bob Billings from Kasold to Monterrey Way including new pavement, storm sewer, waterline, sidewalks and bike facility.

Project Name: Bob Billings - Kasold to Wakarusa Dr.

Location: Bob Billings - Kasold to Monterrey Way

Work Type: Reconstruction

Revision History:

Comments:

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

Federal Total:	\$0	Non-Federal Total:	\$1,100	Grand Total:	\$1,100
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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 #: 151 **KDOT #**

Length (mi): 0.75

Project Type: Road

Date Added: 11/2023 **Last Revised:** 01/2024

Description:
Full reconstruction of Iowa St including concrete pavement, curb and gutter, sidewalk and shared use path, storm sewer replacement, and waterline crossing replacement.

Project Name: Iowa St 23rd St to Irving Hill Rd
Reconstruction MS1-00003

Location: Iowa St from 23rd St to Irving Hill Rd

Work Type: Reconstruction

Revision History: FFY23 A6

Comments:
The design will meet the City's Design Criteria for an arterial street, replace the road section in its current alignment, and will incorporate the Complete Streets Policy. Iowa St is US Hwy 59, concurrent KDOT review. KDOT CCLIP GI fund sought spring 24

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$150
2024	Local	PE	\$0	\$0	\$275
2024	Local	CONST	\$0	\$0	\$975
2025	Local	CONST	\$0	\$0	\$6,100

Federal Total:	\$0	Non-Federal Total:	\$7,500	Grand Total:	\$7,500
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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: 01/2024 **Last Revised:** 02/2024

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: FFY23 A6

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	\$9,700

Federal Total:	\$0	Non-Federal Total:	\$10,100	Grand Total:	\$10,100
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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:** 01/2024

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: FFY23 A6

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	\$700
2024	Local	CONST	\$0	\$0	\$325
2025	CDGB	Const	\$300	\$0	\$0
2025	Local	CONST	\$0	\$0	\$725
2025	Local	CONST	\$0	\$0	\$325
2026	CDGB	Const	\$300	\$0	\$0
2026	Local	CONST	\$0	\$0	\$750
2026	Local	CONST	\$0	\$0	\$325

Federal Total:	\$1,200	Non-Federal Total:	\$4,150	Grand Total:	\$5,350
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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:** 02/2024

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: FFY23 A6

Comments:
KDOT TA project, FY23:80% construction match

FFY	Fund Source	Phase	Federal	State	Local
2021	Local	PE	\$0	\$0	\$150
2024	Local	ROW	\$0	\$0	\$525
2024	Local	CONST	\$0	\$0	\$193
2024	TA	CONST	\$773	\$0	\$0

Federal Total:	\$773	Non-Federal Total:	\$868	Grand Total:	\$1,641
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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:** 02/2024

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: FFY23A6

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	\$0
2024	Local	CONST	\$0	\$1,500	\$330
2024	State	CONST	\$0	\$1,500	\$0

Federal Total:	\$0	Non-Federal Total:	\$3,330	Grand Total:	\$3,330
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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:** 01/2024

Revision History: FFY23 A6

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	Federal	PE	\$13	\$0	\$0
2023	Federal	CONST	\$173	\$0	\$0

Federal Total:	\$186	Non-Federal Total:	\$0	Grand Total:	\$186
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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 #: 701 **KDOT #**

Length (mi): 1.00

Project Type: Safety

Date Added: 01/2024 **Last Revised:** 02/2024

Description:
Supplemental Planning and Demonstration Activities in support of development of the Vision Zero Safety Action Plan for 12th Street in Eudora.

Project Name: 12th Street Safety Action Plan

Location: Eudora, 12th Street from Tall Grass Drive to Winchester Road

Work Type: Safety Planning

Revision History: FFY23 A6

Comments:
This scope of this project is planning and demonstration activities to enhance the safety of motorized and non-motorized users of 12th Street, the predominant east-west minor collector in Eudora.

FFY	Fund Source	Phase	Federal	State	Local
2023	NHPP	OTHER	\$100	\$0	\$0
2023	State	OTHER	\$0	\$18	\$0
2023	Local	OTHER	\$0	\$0	\$7

Federal Total:	\$100	Non-Federal Total:	\$25	Grand Total:	\$125
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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.

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	\$ 155,623	\$ 290,359	\$ 206,254	\$ 123,167	\$ 775,404
Anticipated O&M Expenditures	\$ 29,839	\$ 27,818	\$ 28,412	\$ 30,487	\$ 116,556
Funding Available for Projects	\$ 125,785	\$ 262,542	\$ 177,841	\$ 92,680	\$ 658,848

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	\$ 10,317	\$ 10,603	\$ 6,691	\$ 7,805	\$ 35,416
	State	\$ 3,920	\$ 2,221	\$ 2,222	\$ 2,222	\$ 10,584
	Local	\$ 23,979	\$ 10,691	\$ 11,891	\$ 11,234	\$ 57,794
Non-Transit	Federal	\$ 5,079	\$ 5,489	\$ 35,354	\$ 3,768	\$ 49,690
	State	\$ 37,847	\$ 194,867	\$ 84,756	\$ 38,733	\$ 356,202
	Local	\$ 44,643	\$ 38,673	\$ 36,928	\$ 28,917	\$ 149,161
Transit Total		\$ 38,215	\$ 23,514	\$ 20,804	\$ 21,261	\$ 103,794
Non-Transit Total		\$ 87,569	\$ 239,028	\$ 157,037	\$ 71,419	\$ 555,054
Grand Total		\$ 125,785	\$ 262,542	\$ 177,841	\$ 92,680	\$ 658,848

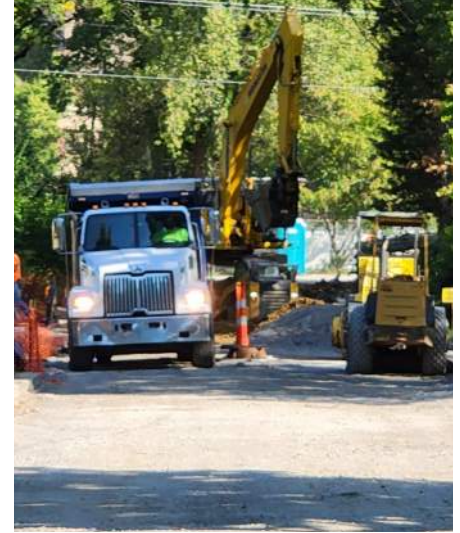
Anticipated funding is based on the revenue assumptions being prepared for Transportation 2050 and information provided by jurisdictions. Local transit funds include KU on Wheels funding. 1.5% growth is applied to the funding and the 2017 Lawrence sales tax referendum (funds roads/infrastructure and 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 5304	\$ -	\$ 120	\$ -	\$ -	\$ 120
		FTA 5310	\$ 122	\$ 122	\$ -	\$ -	\$ 244
		FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5339	\$ 2,706	\$ 273	\$ 1,624	\$ -	\$ 4,603
	State-PT	\$ 1,155	\$ 1,155	\$ 1,155	\$ 1,155	\$ 4,620	
	Local	\$ 15,746	\$ 10,196	\$ 10,760	\$ 10,914	\$ 47,616	
Non-Transit	Federal Funds	CDBG	\$ 300	\$ 300	\$ 300	\$ 300	\$ 1,200
		HRRR	\$ -	\$ -	\$ -	\$ -	\$ -
		HSIP	\$ 1,673	\$ 500	\$ -	\$ -	\$ 2,173
		NHPP	\$ -	\$ -	\$ 13,739	\$ -	\$ 13,739
		STP	\$ -	\$ -	\$ -	\$ -	\$ -
		TA	\$ 727	\$ 3,331	\$ -	\$ -	\$ 4,058
		CRP	\$ 468	\$ -	\$ -	\$ -	\$ 468
		SS4A	\$ 260	\$ -	\$ -	\$ -	\$ 260
		NII	\$ -	\$ 1,358	\$ 1,446	\$ -	\$ 2,804
		State	\$ 21,958	\$ 194,866	\$ 84,756	\$ 3,000	\$ 304,580
		State AC Conversion*	\$ (500)	\$ (500)	\$ (13,739)	\$ -	\$ (14,739)
		Local	\$ 12,244	\$ 14,287	\$ 10,549	\$ 6,649	\$ 43,729
Transit Total		\$ 26,905	\$ 16,472	\$ 18,606	\$ 17,643	\$ 79,626	
Non-Transit Total		\$ 37,630	\$ 214,642	\$ 110,790	\$ 9,949	\$ 373,011	
Grand Total		\$ 64,535	\$ 231,114	\$ 129,396	\$ 27,592	\$ 452,637	

*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
Amendment 4: October 19, 2023
Amendment 5: December 14, 2023
Amendment 6: February 15, 2024**

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

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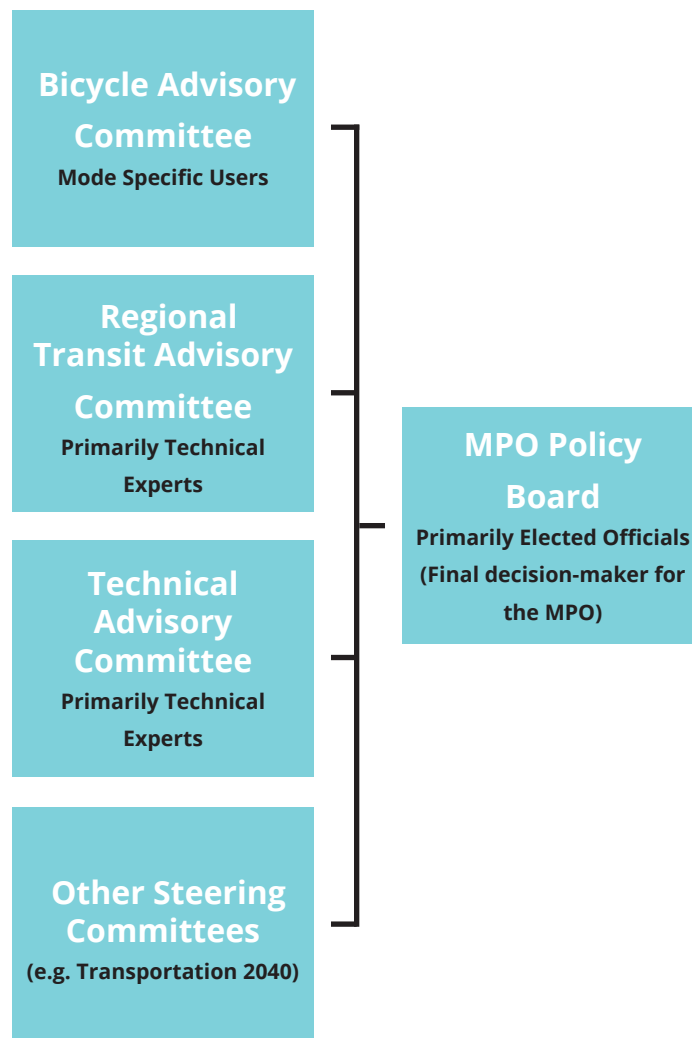
Title VI Note: The L-DC MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs 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?

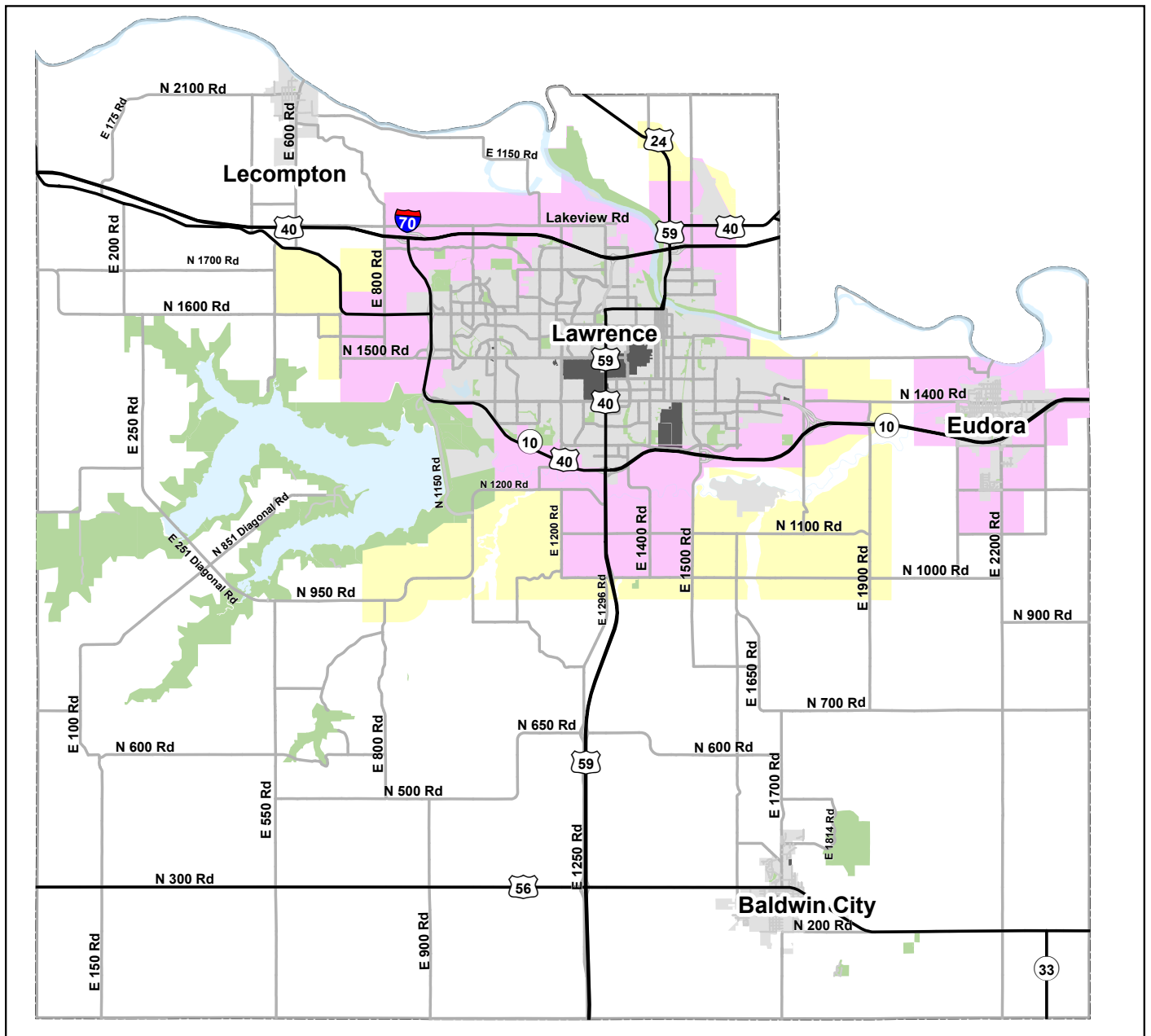
A Metropolitan Planning Organization (MPO) is a regional decision making body charged with developing a transportation plan and related policy and programming documents. The MPO is a group that is composed of representatives from many local governments that collectively discusses the transportation issues 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).

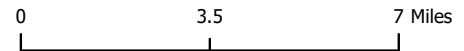
Figure 2: Lawrence-Douglas County Metropolitan Planning Area (MPA)



- 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.



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.

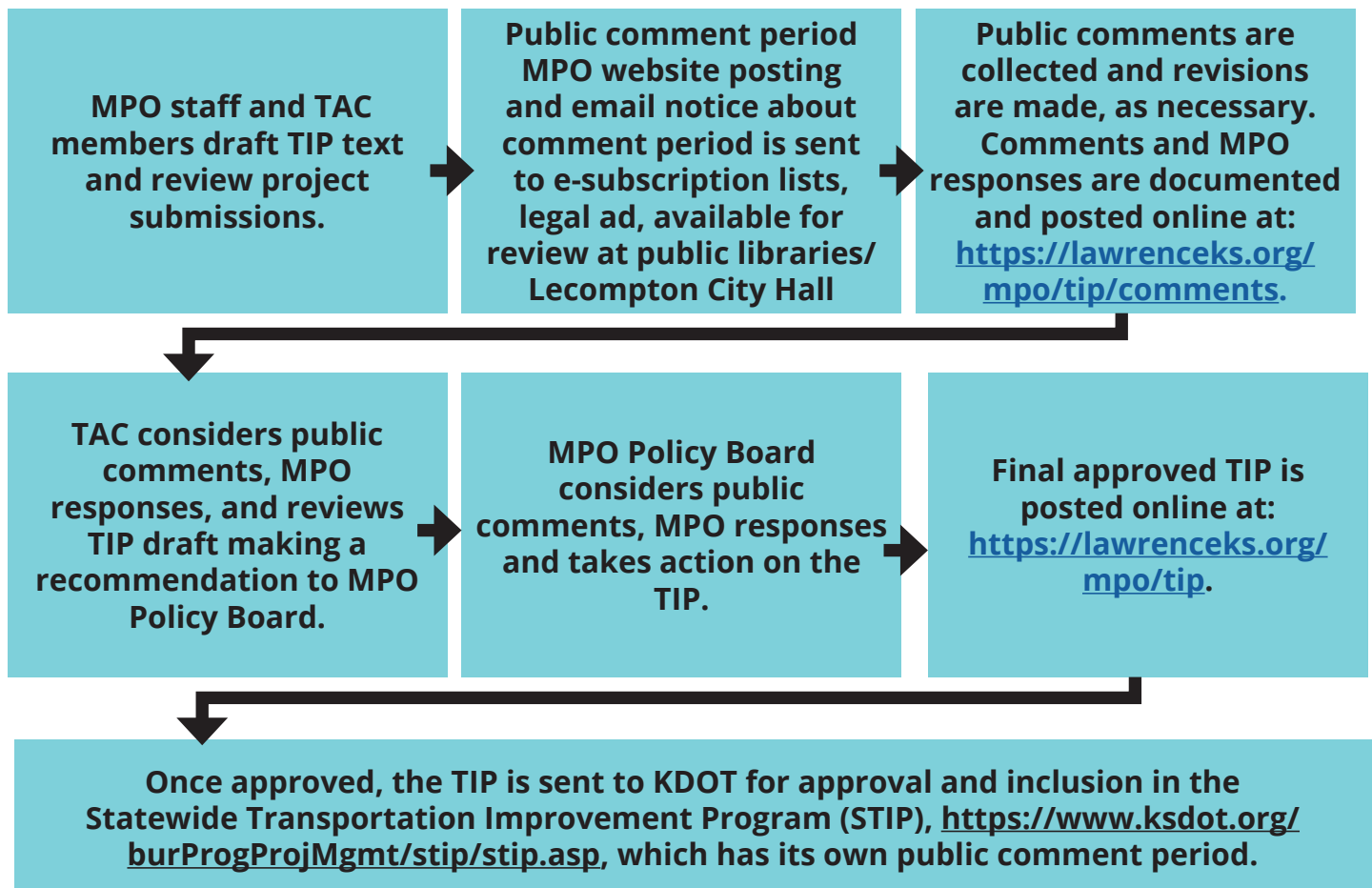
¹ <https://lawrenceks.org/mpo/t2040>

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.

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.

Figure 4: TIP Project Listing Submission Process



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 Due to MPO	Public Review Period		TAC Approval	MPO Approval	STIP Approval
August 25, 2023	9/7/2023	to 9/22/2023	October 3, 2023	October 19, 2023	November 2, 2024
October 27, 2023	11/9/2023	to 11/24/2023	December 5, 2023	December 21, 2023	January 4, 2024
December 29, 2023	1/11/2024	to 1/26/2024	February 6, 2024	February 15, 2024	March 7, 2024
February 23, 2024	3/7/2024	to 3/22/2024	April 2, 2024	April 18, 2024	May 9, 2024
May 24, 2024	6/6/2024	to 6/21/2024	July 2, 2024	July 18, 2024	Early August

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.

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

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.

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	\$ 155,623	\$ 290,359	\$ 206,254	\$ 123,167	\$ 775,404
Anticipated O&M Expenditures	\$ 29,839	\$ 27,818	\$ 28,412	\$ 30,487	\$ 116,556
Funding Available for Projects	\$ 125,785	\$ 262,542	\$ 177,841	\$ 92,680	\$ 658,848

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	\$ 10,317	\$ 10,603	\$ 6,691	\$ 7,805	\$ 35,416
	State	\$ 3,920	\$ 2,221	\$ 2,222	\$ 2,222	\$ 10,584
	Local	\$ 23,979	\$ 10,691	\$ 11,891	\$ 11,234	\$ 57,794
Non-Transit	Federal	\$ 5,079	\$ 5,489	\$ 35,354	\$ 3,768	\$ 49,690
	State	\$ 37,847	\$ 194,867	\$ 84,756	\$ 38,733	\$ 356,202
	Local	\$ 44,643	\$ 38,673	\$ 36,928	\$ 28,917	\$ 149,161
Transit Total		\$ 38,215	\$ 23,514	\$ 20,804	\$ 21,261	\$ 103,794
Non-Transit Total		\$ 87,569	\$ 239,028	\$ 157,037	\$ 71,419	\$ 555,054
Grand Total		\$ 125,785	\$ 262,542	\$ 177,841	\$ 92,680	\$ 658,848

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 5304	\$ -	\$ 120	\$ -	\$ -	\$ 120
		FTA 5310	\$ 122	\$ 122	\$ -	\$ -	\$ 244
		FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5339	\$ 2,706	\$ 273	\$ 1,624	\$ -	\$ 4,603
	State-PT	\$ 1,155	\$ 1,155	\$ 1,155	\$ 1,155	\$ 4,620	
	Local	\$ 15,746	\$ 10,196	\$ 10,760	\$ 10,914	\$ 47,616	
Non-Transit	Federal Funds	CDBG	\$ 300	\$ 300	\$ 300	\$ 300	\$ 1,200
		HRRR	\$ -	\$ -	\$ -	\$ -	\$ -
		HSIP	\$ 1,673	\$ 500	\$ -	\$ -	\$ 2,173
		NHPP	\$ -	\$ -	\$ 13,739	\$ -	\$ 13,739
		STP	\$ -	\$ -	\$ -	\$ -	\$ -
		TA	\$ 727	\$ 3,331	\$ -	\$ -	\$ 4,058
		CRP	\$ 468	\$ -	\$ -	\$ -	\$ 468
		SS4A	\$ 260	\$ -	\$ -	\$ -	\$ 260
		NII	\$ -	\$ 1,358	\$ 1,446	\$ -	\$ 2,804
		State	\$ 21,958	\$ 194,866	\$ 84,756	\$ 3,000	\$ 304,580
		State AC Conversion*	\$ (500)	\$ (500)	\$ (13,739)	\$ -	\$ (14,739)
		Local	\$ 12,244	\$ 14,287	\$ 10,549	\$ 6,649	\$ 43,729
Transit Total		\$ 26,905	\$ 16,472	\$ 18,606	\$ 17,643	\$ 79,626	
Non-Transit Total		\$ 37,630	\$ 214,642	\$ 110,790	\$ 9,949	\$ 373,011	
Grand Total		\$ 64,535	\$ 231,114	\$ 129,396	\$ 27,592	\$ 452,637	

*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.

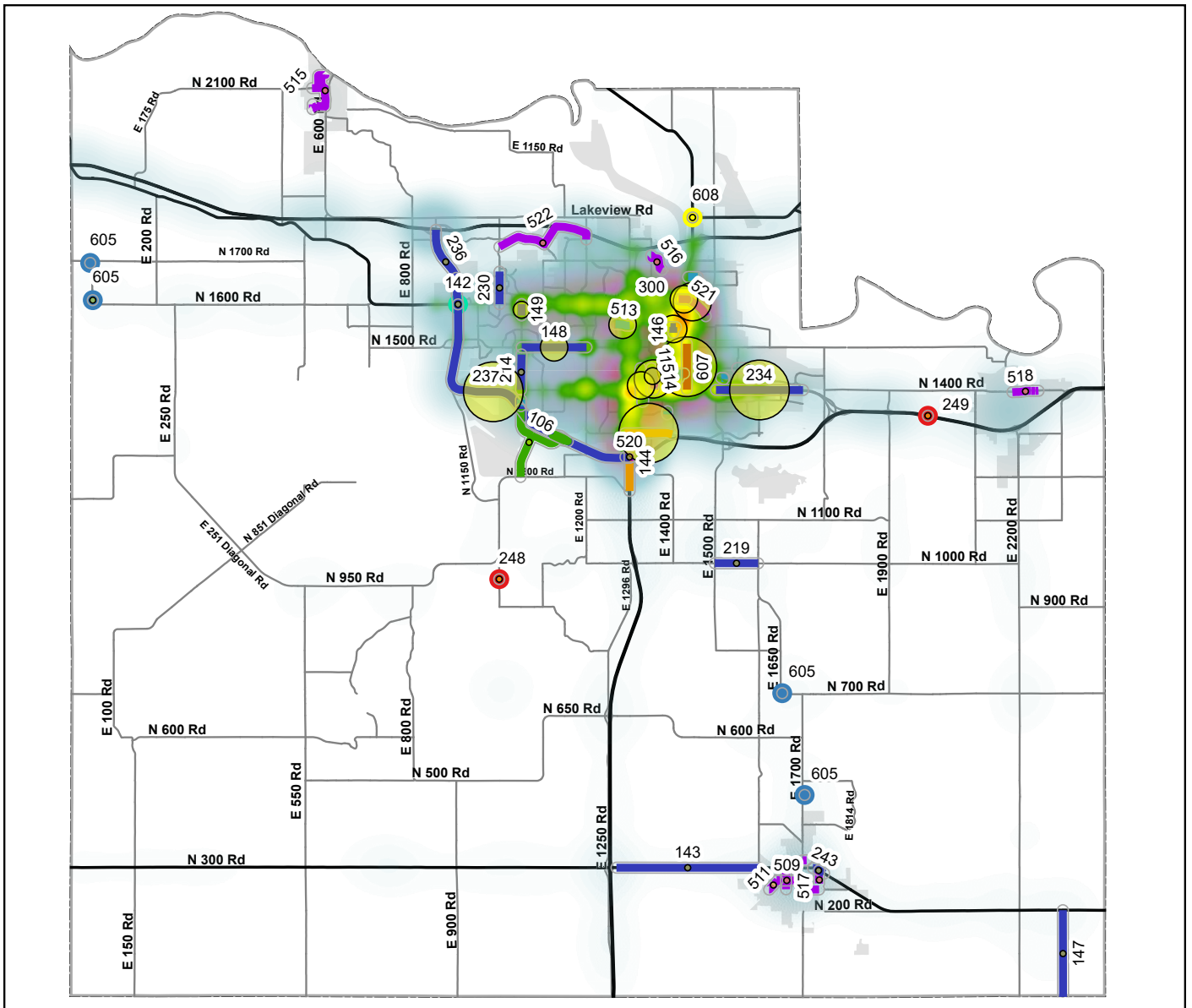
¹ FHWA's Office of Safety - <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts>

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

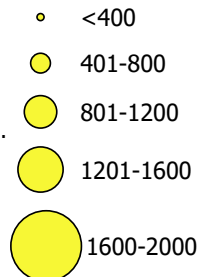


Overall Crash Heat Map



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

Vehicle Crashes within 1/8 Mile of TIP Project

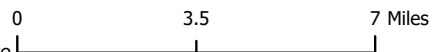


- Fiber
- Pedestrian/Bicycle
- Road
- Road, Bridge
- Safe Routes to School
- Safety

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

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 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

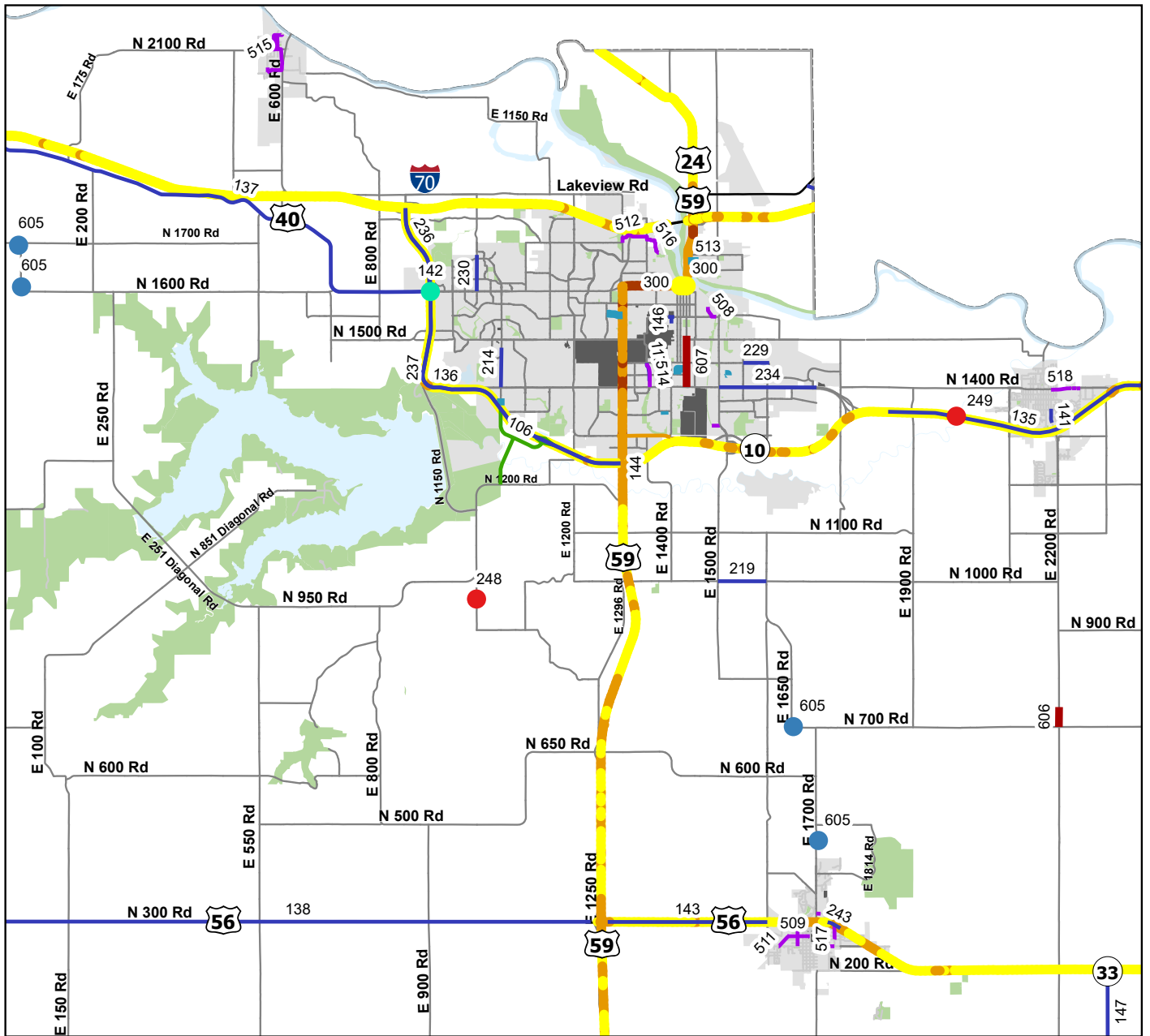
There are two bridge projects in the TIP. One is a NHS bridge - #249 the K-10 bridge over the Wakarusa River. Improving the overall quality of bridges in Douglas County will assist in achieving the local performance measures of improving non-NHS bridges. Table 15 displays the projects which improve pavement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

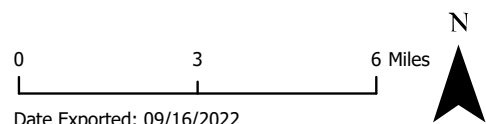


2021 Pavement Data

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

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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)	Fatalities (Total)	Injuries (Total)			
Fixed Route Bus Service	0	2	0	0.2	2	0.2	40,000
Demand Response Bus Service	0	2	0	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

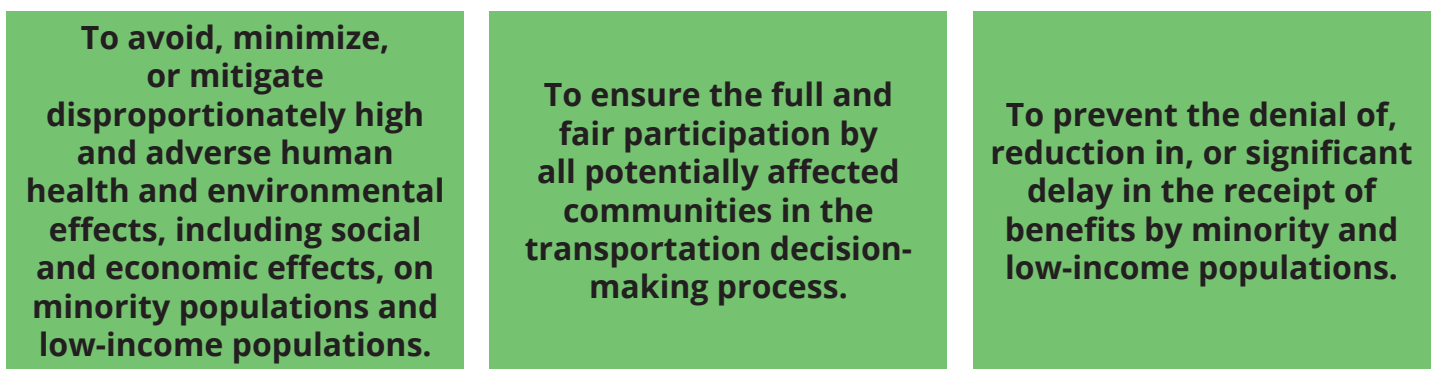
Federal performance measures will be tracked annually in the performance measure report – T2040 Appendix F: System Performance Report, which will be updated on a rolling basis based on when data is available. View the most current data at the performance measure website:

<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.

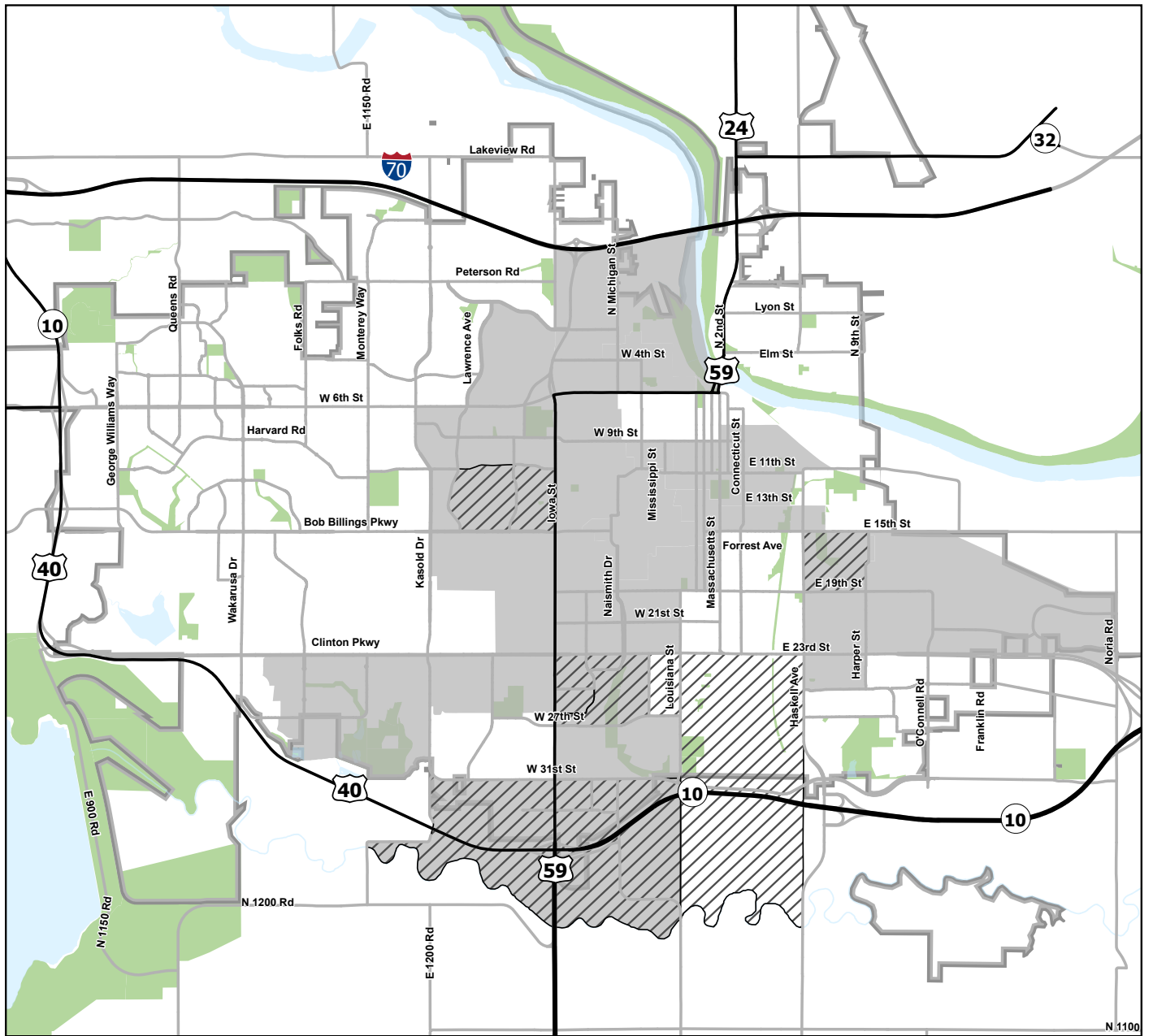
135% of Mean Minority Population, by 2020 Census Block Groups

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>.

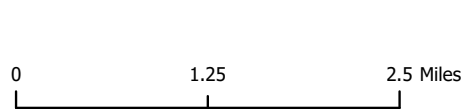
Figure 9: EJ Zones (Lawrence)



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

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 Source: 2016-2020 ACS 5-yr Est. & CDBG
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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.

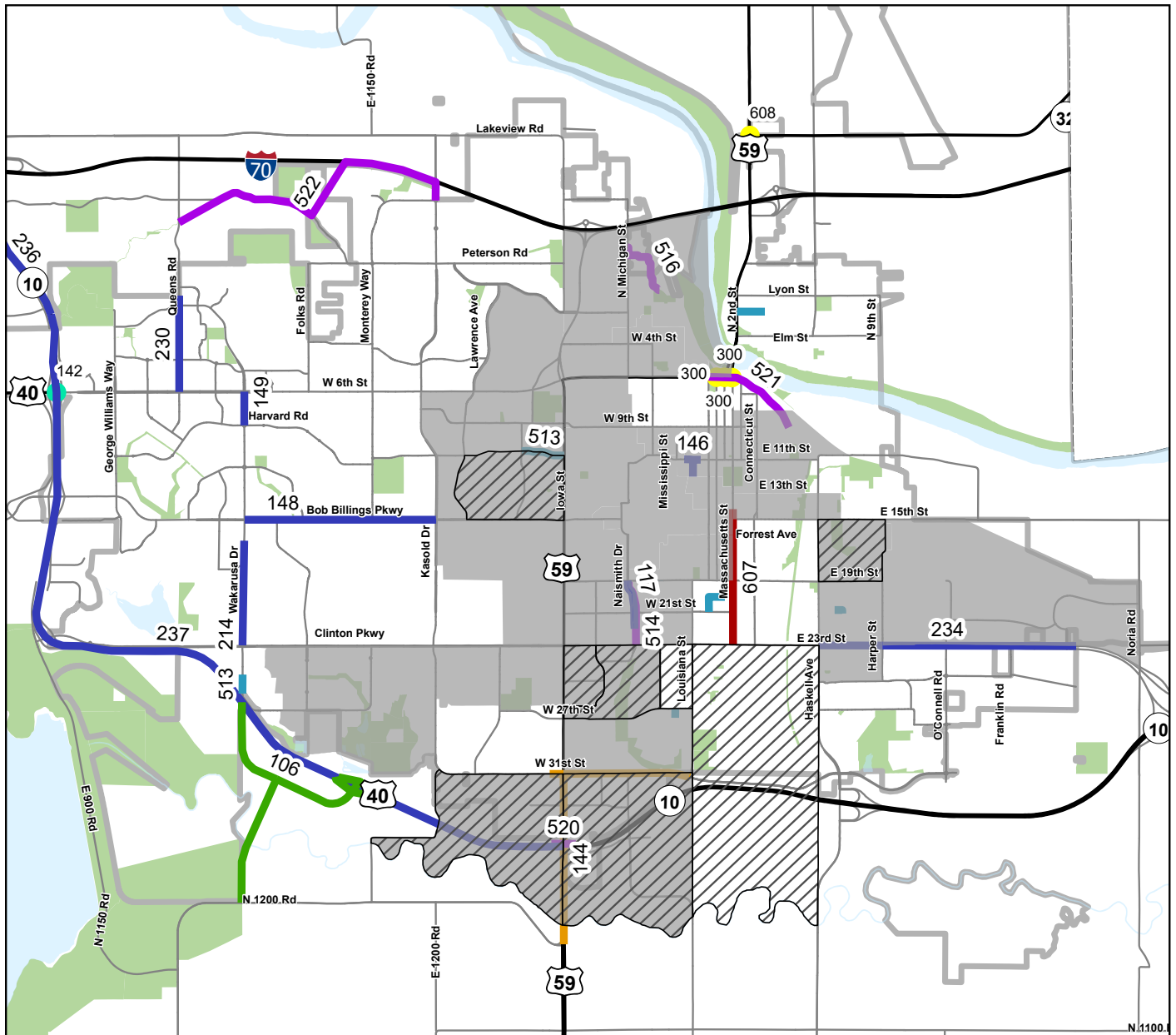
Table 21: Fiscally Constrained TIP Projects (shown in \$1,000s)

	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

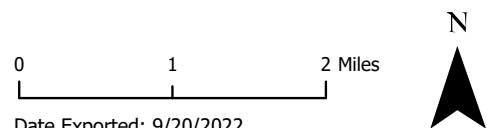


Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from 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
- Water
- Safety
- City Limits
- Road
- Road, Bridge
- Signal

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 Source: 2016-2020 ACS 5-yr Est. & CDBG Income
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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.

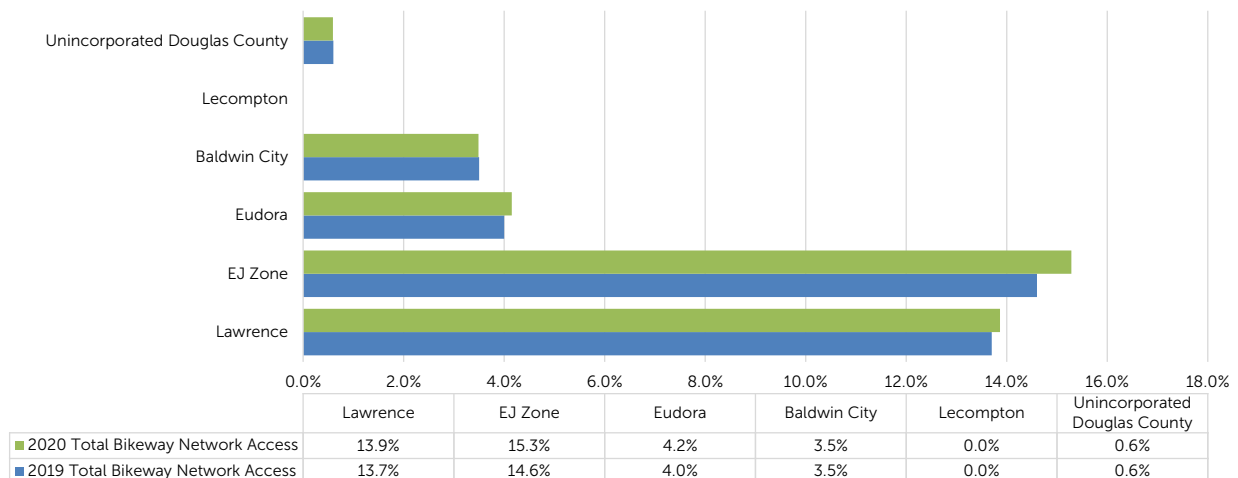
Table 23: EJ Zone Statistics v. Douglas County

	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.

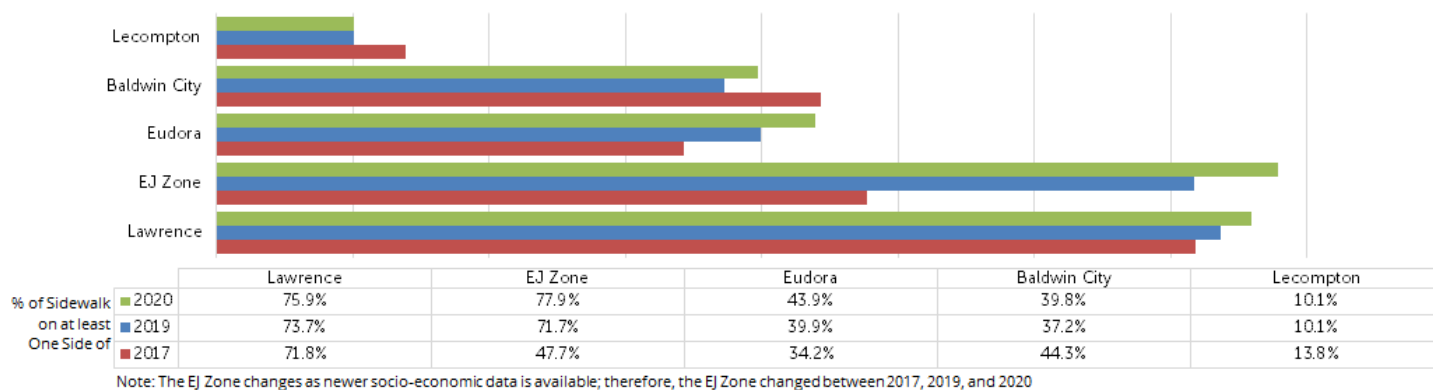
Figure 11: Percentage of Households who have Access within 1/4 mile to the Bikeway Network (T2040 PM1)



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 average household’s income. Table 24 displays the 2017 update. (The Center for Neighborhood Technology plans to update their tool with newer data, but they are dependant on grant funding to do so.) As shown, all MPO jurisdictions have annual transportation costs over the 15% income threshold. This is a barrier to mobility and access. While the projects in the TIP do not impact fuel prices, the access to multimodal transportation networks are fundamental to transportation access and choices, which can lessen the burden on transportation cost. Table 24 displays the 2022 update. As shown, all MPO jurisdictions have annual transportation costs over the 15% income threshold. This is a barrier to mobility and access. While the projects in the TIP do not impact fuel prices, the access to multi-modal transportation networks are fundamental to transportation access and choices, which can lessen the burden on transportation costs.

¹ Access the Center for Neighborhood Technology’s Total Driving Costs tool at: <https://htaindex.cnt.org/total-driving-costs/>
FFY2023 TIP

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>

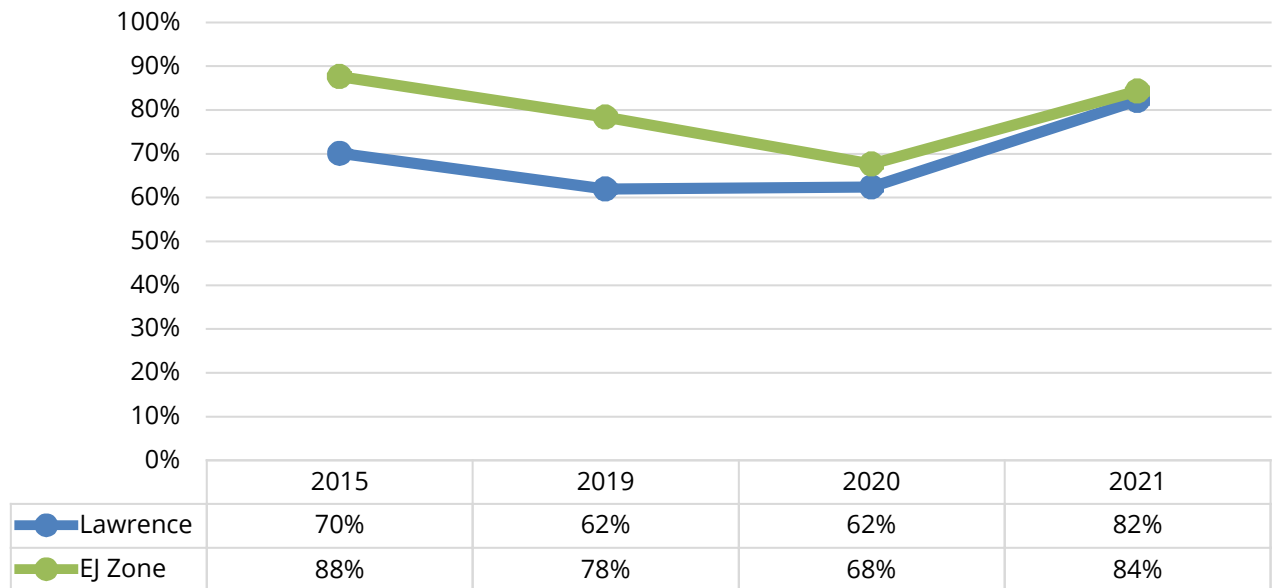
Another consideration is safety. Both vehicle and non-motorized (bicycle riders and pedestrian) crashes between 2017 and 2021 were mapped. A heat map showing the crashes and the number of crashes near TIP projects is found in Figure 6 (in the Performance Measure Chapter).

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)

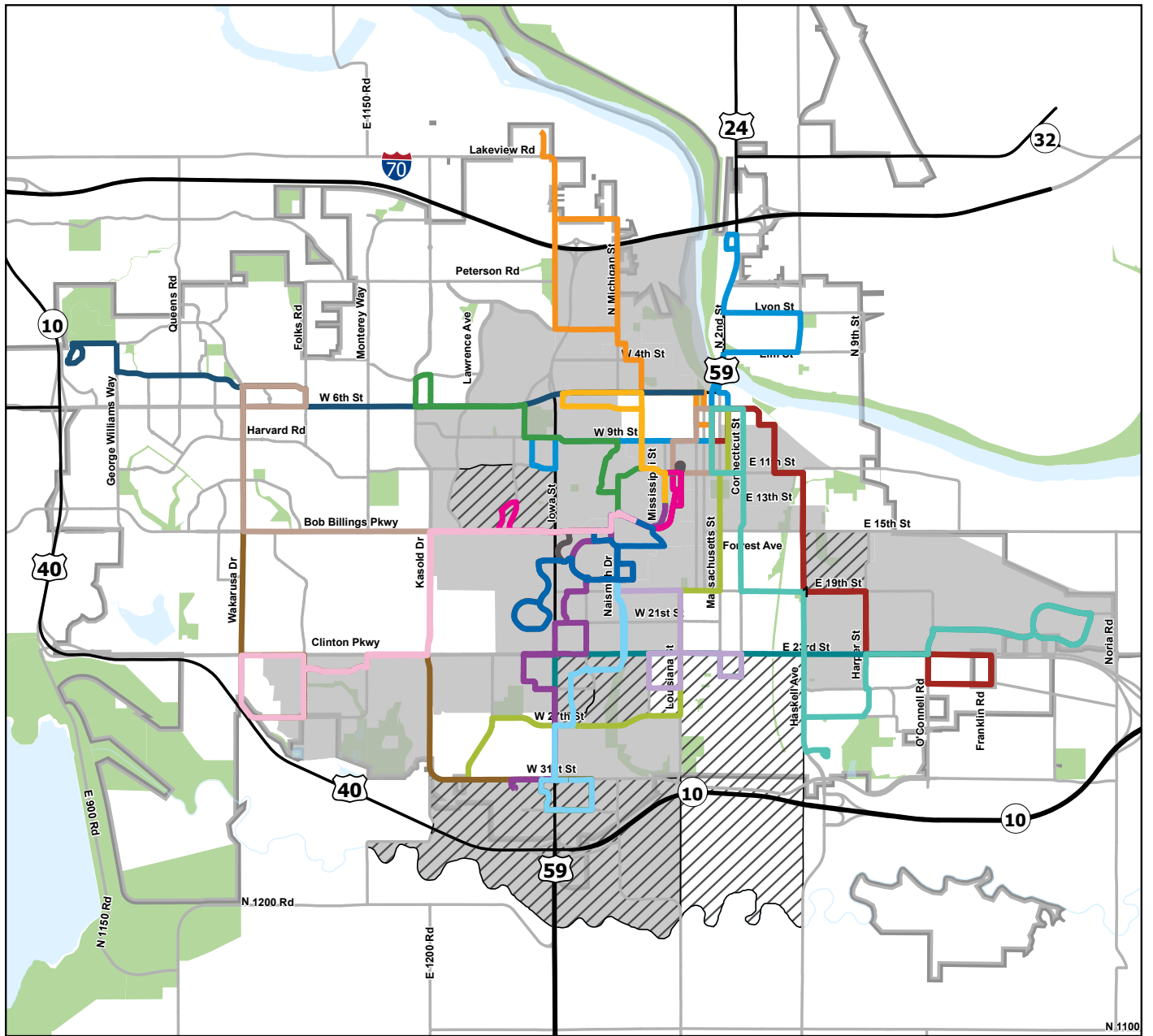


Note: Access was calculated for the EJ zone that existing in 2021 has not been calculated for the EJ area included in this TIP. The EJ Zone changes as newer socio-economic data is available, including in 2019 and 2020

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

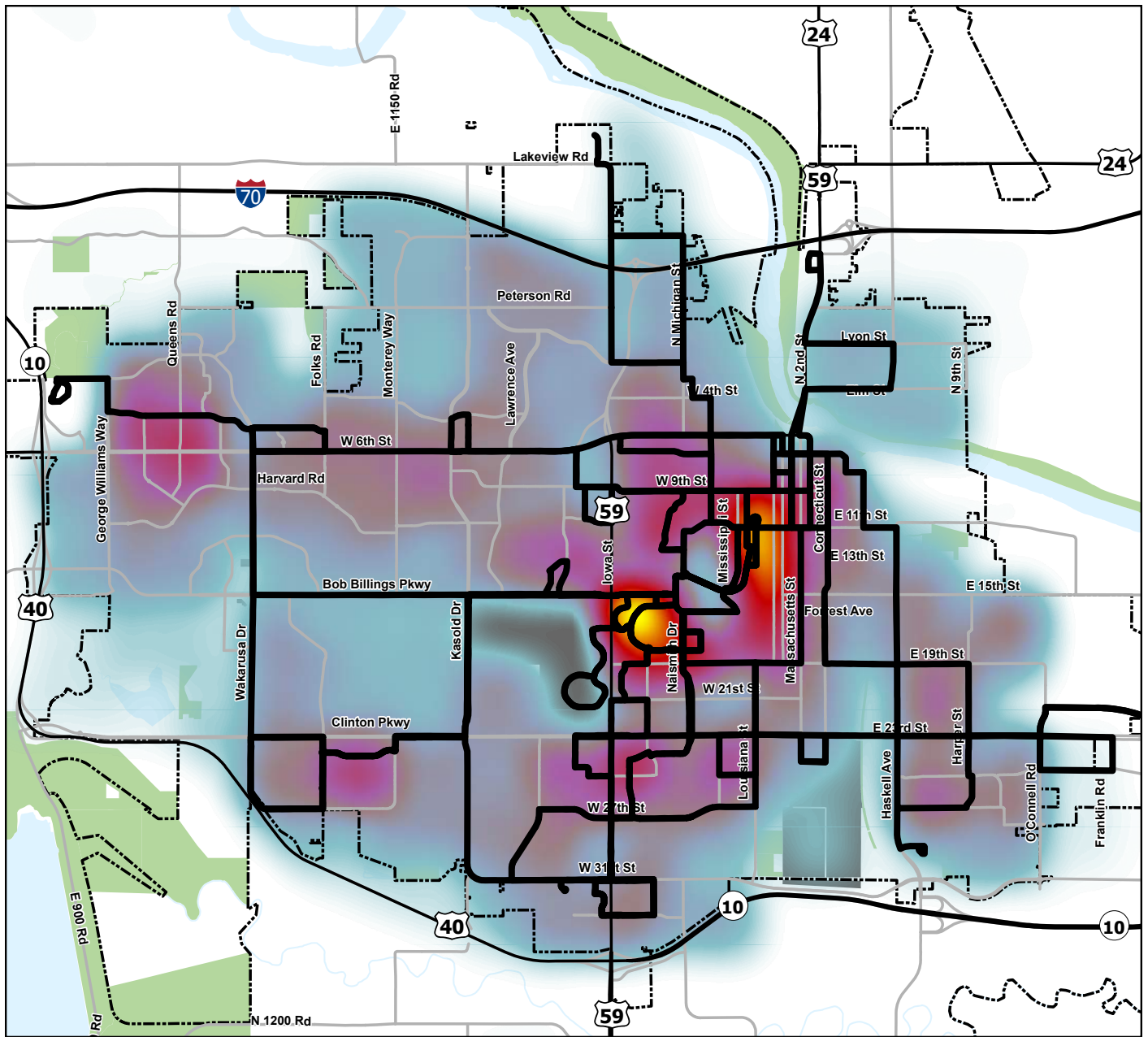
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N

0 1.25 2.5 Miles

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

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			

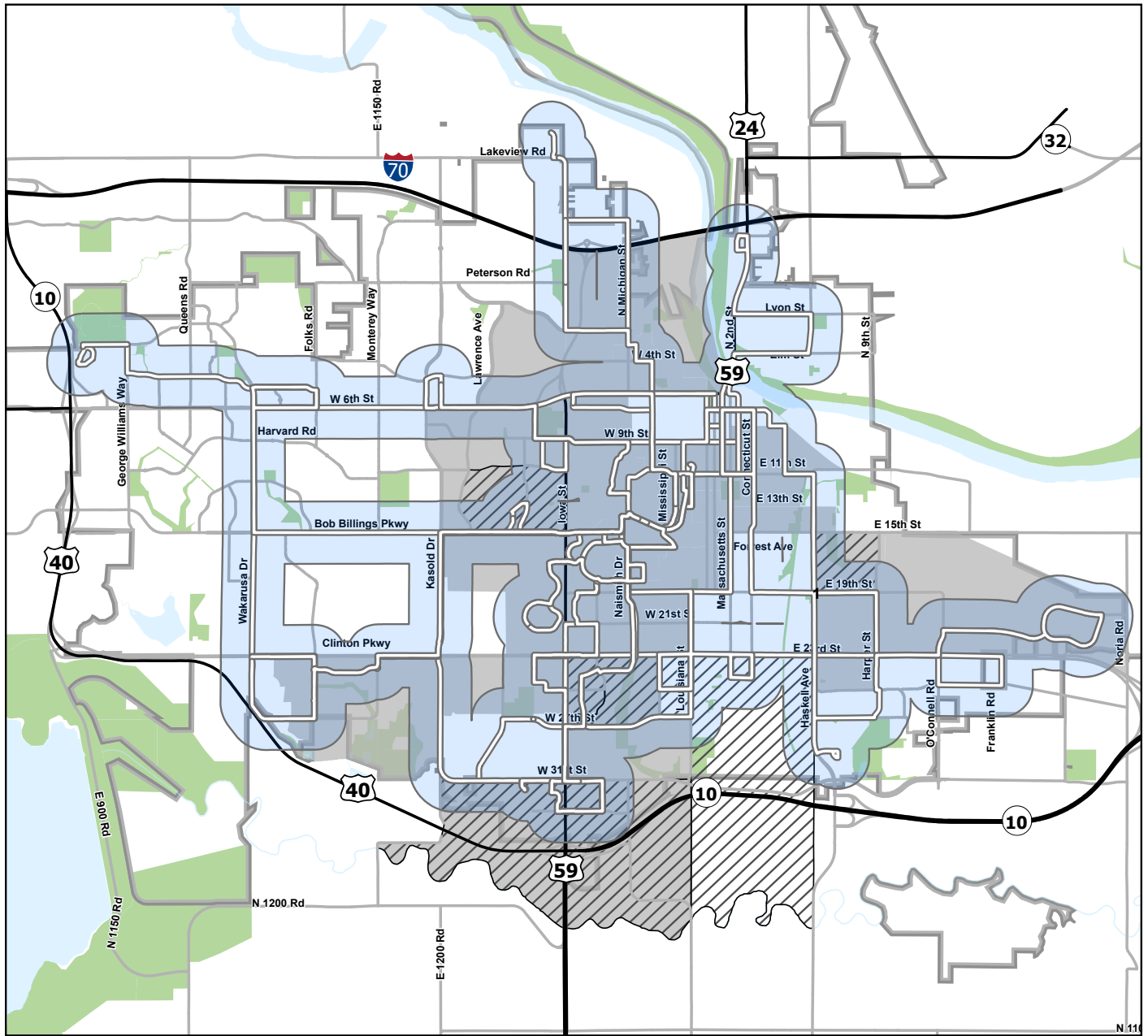
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0 1 2 Miles

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

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N

0 1.25 2.5 Miles

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

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 FFY2023

Lawrence-Douglas County MPO Area - List of Project for Which Federal Funds Were Obligated in FFY 2023										
Transit Projects										
MPO #	KDOT #	Project Name/Location	Project Description	Cost in \$1,000's					Bike &/or Ped Elements	Project Status
				Federal Funding Source	Federal Funds Requested in TIP	Federal Funds Obligated in FFY 2023	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	\$4,188	\$1,025	\$2,466	\$1,722	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	\$89	\$3,684	\$72	No	Active
417	FFY 2021 CARES Act	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	5307	\$7,126	\$1,646	\$7,086	\$40	No	Active
419	KS-2022-006	American Rescue Plan (ARP) Operating assistance	5307 operating funds through the american rescue plan act	5307	\$2,988	\$2,176	\$2,176	\$812	No	Active
420	KS-2023-001	Lawrence Transit Electric Buses Phase II	Phase 2 of electric buses	5339	\$1,624	\$60	\$60	\$1,564	No	Active
Non-Transit Projects										
MPO #	KDOT #	Project Name/Location	Project Description	Cost in \$1,000's					Bike &/or Ped Elements	Project Status
				Federal Funding Source	Federal Funds Requested in TIP	Federal Funds Obligated in FFY 2023	Federal Funds Obligated To Date	Federal Funds Remaining		
605	C-5065-01	Douglas County: Horizontal Curves on RS-212 and RS-210	Apply high-friction surface treatment - child project of a STIP project	HSIP	\$1,011	-\$481	\$530	\$481	No	Complete
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	\$1	\$769	(\$1)	No	Close
138	KA-5543-01	US-56 in Douglas County (1R Project)	US-56: Beginning at the Osage/Douglas county line thence East to 0.22 miles West of Junction US-59/US-56	STP	\$1,425	\$61	\$1,196	\$229	No	Close
	KA-5567-24	K-10 & US-59 in Douglas County Tornado Repair	K-10: Various locations from approximately Haskell Avenue to approximately 3.426 miles East of East 1500 Road. US-59: Approximately 0.862 miles South of RS 207	ER	ER	-\$40	\$15	\$0	No	Close
	KA-6281-01	Lighting Improvement at K-10 & E. 1900 Rd in Douglas Co	K-10 and E. 1900 Road intersection near Lawrence in Douglas County	HSIP	STIP	\$15	\$275	\$0	No	Complete
608	KA-6282-01	Lighting Improvement at US24/US40/US59 near Lawrence	U.S. 24/ U.S. 40/ U.S. 59 intersection located north of Lawrence	HSIP	\$186	\$260	\$273	(\$67)	No	Active
509	TE-0472-02	West Baldwin Bike Ped Connectivity Phase 2	Baldwin City: Elm Street: to historic Santa Fe Depot on High Street within the Midland Railway ROW	TA	\$1,013	-\$277	\$736	\$277	Yes	Active
517	TE-0496-01	Baldwin City Sidewalk Gap Project	Baldwin City: 11th St from High to US-56; High St from 4th St to 2nd St; 2nd St from Fremont to US-56; and Quayle St from 6th St to the Middle School	TA	\$620	\$620	\$620	\$0	Yes	Active
515	TE-0500-01	Lecompton Sidewalk Loop	Lecompton: Various locations	TA/CRP	\$1,195	\$1,195	\$1,195	\$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					

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

Amendment	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	5/22/2023 to 6/6/2023		June 13, 2023	June 15, 2023
Amendment 3	7/6/2023 to 7/21/2023		August 1, 2023	August 17, 2023
Amendment 4	9/7/2023 to 9/22/2023		October 3, 2023	October 19, 2023
Amendment 5	11/9/2023 to 11/24/2023		December 5, 2023	December 14, 2023
Amendment 6	1/16/2024 to 1/31/2024		February 6, 2024	February 15, 2024

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

F SUMMARY OF TIP CHANGES

APPENDIX F

F Summary of TIP Changes APPENDIX F

Costs in 1,000s



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

Revision Summary: Amendment 6

TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
701		12th Street Safety Action Plan	City of Eudora	New	Supplemental Planning and Demonstration Activities in support of development of the Vision Zero Safety Action Plan for 12th Street in Eudora.	\$125
146		11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	Lawrence	Revision	Increase 2024 Local CONST from \$2,000 to \$3,300.	\$3,450
151		Iowa St 23rd St to Irving Hill Rd Reconstruction MS1-00003	Lawrence	Revision	Add 2024 Local PE of \$275, Increase Local CONST for both 2024 and 2025.	\$7,500
214		Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	Lawrence	Revision	Increase 2023 Local CONST from \$7,600 to \$9,700	\$10,100
507		Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Lawrence	Revision	Increase 2024 Local CONST from \$675 to \$700, 2025 Local CONST from \$675 to \$725, and 2026 Local CONST from \$675 to \$750.	\$5,350
516	TE-0499-01	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Lawrence	Revision	Change FFY from 2022 and 2023 to 2024	\$1,451
520		Lawrence Loop - Iowa Crossing	Lawrence	Revision	Revise 2023 Local PE from \$248 to \$0, 2024 Local CONST State from \$0 to \$1,500 and reduce Local to \$0, and 2024 State CONST from \$1,320 to \$1,500	\$3,000
608	KA-6282-01	Signal Improvement at US24/US40/US59 near Lawrence	KDOT	Revision	Change fund source from State to Federal	\$384

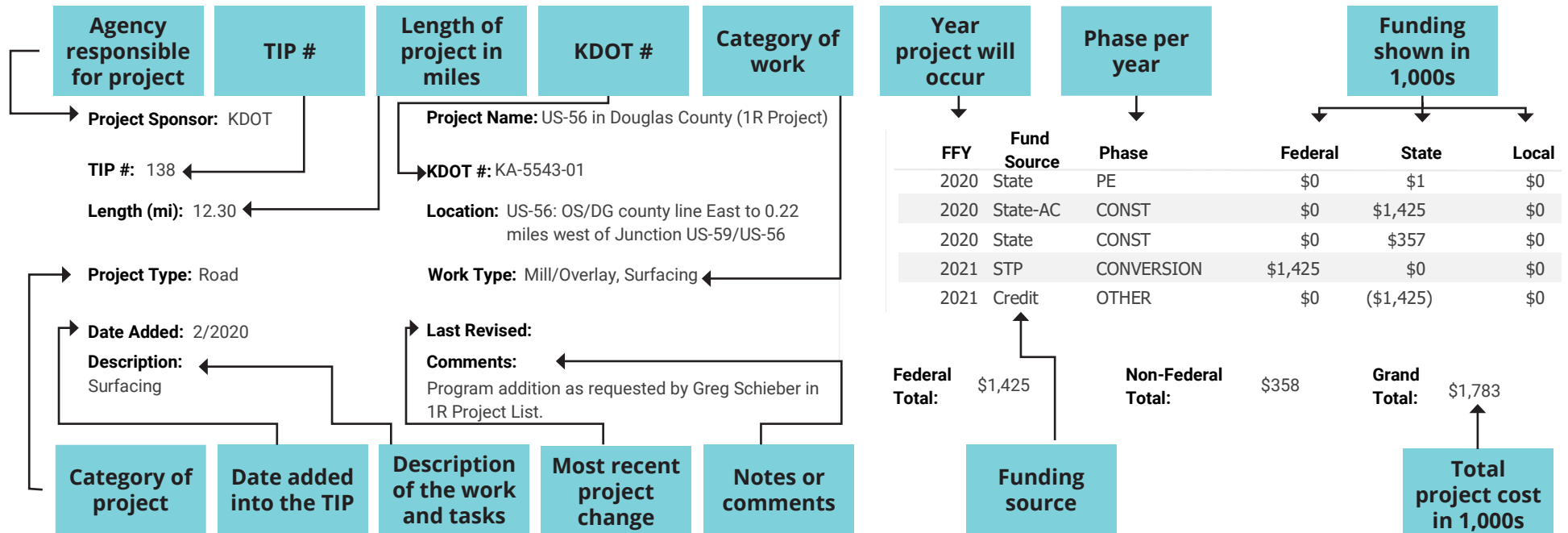
Public Comment Period: 1/16/2024 to 1/31/2024

MPO Policy Board Approval: 02/15/2024

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
- National Infrastructure Investment (NII) - includes RAISE, BUILD, and TIGER grants
- Carbon Reduction Program (CRP)
- 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



February 15, 2024

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 6

Dear Mr. Moriarty,

The WAMPO Transportation Policy Body (TPB) approved Amendment 6 to the WAMPO 2023-2026 Transportation Improvement Program (TIP) at its February 13, 2024, 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 January 6 through January 21, 2024. No 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 6 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 Marcy Anderson, KDOT
Matthew McDonald, FHWA
Daniel Nguyen and Cathy Monroe, FTA



WAMPO TIP (2023-2026) AMENDMENT 6 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
B-22-01	KDOT	Bridge #132 on US-54 in Sedgwick County	170.5%	\$2,381,236	\$1,396,464	\$3,777,700	Increase in project cost, to be paid with state and NHPP funds. Add Utility Relocation and ROW-acquisition phases. Move back Advance Construction Conversion Payback from FFY2027 to FFY2029. Add Project Notes.	Amendment 6	Add Project Notes reading "Currently project is authorized for PE, ROW and Utility work phases ONLY." Increase 2022 State Preliminary Engineering funding from \$279,293 to \$581,200. Increase 2022 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction Arrangement from \$1,117,171 to \$2,324,700. Move back NHPP AC conversion payback for Preliminary Engineering from 2027 to 2029 and increase it from \$1,117,171 to \$2,324,700. Add 2024 State Utility Relocation funding in the amount of \$58,100. Add 2024 State Utility Relocation spending to be paid back later through NHPP Advance Construction Arrangement in the amount of \$232,500. Add 2024 State ROW-acquisition funding in the amount of \$232,500. Add 2029 NHPP AC conversion payback for Utility Relocation in the amount of \$581,200. Overall project cost increased from \$1,396,464 to \$3,777,700 (+\$2,381,236/170.5%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "I-235 Expansion (US-54 to Zoo)" (I.D. # 40-125, page 8).
B-23-07	KDOT	I-135: Bridge #046 located 4.46 miles north of I-235	42.8%	\$319,900	\$747,400	\$1,067,300	Increase in project cost, to be paid with state and NHPP funds. Remove Project Notes.	Amendment 6	Remove Project Notes reading "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." Increase 2023 State Preliminary Engineering funding from \$11,500 to \$16,400. Increase 2023 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$103,500 to \$147,800. Increase 2028 NHPP AC conversion payback for Preliminary Engineering from \$103,500 to \$147,800. Increase 2024 State Construction funding from \$57,500 to \$82,100. Increase 2024 State Construction spending to be paid back later through NHPP Advance Construction arrangement from \$517,500 to \$738,900. Increase 2028 NHPP AC conversion payback for Construction from \$517,500 to \$738,900. Increase 2024 State Construction Engineering funding from \$5,700 to \$8,200. Increase 2024 State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$51,700 to \$73,900. Increase 2028 NHPP AC conversion payback for Construction Engineering from \$51,700 to \$73,900. Overall project cost increased from \$747,400 to \$1,067,300 (+\$319,900/42.8%).	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-23-19	KDOT	K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction	N/A	\$1,003,600	\$0	\$1,003,600	New project.	Amendment 6	New project (\$1,003,600).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Preservation.
B-23-20	KDOT	I-135: Bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek located 1.18 miles north of I-35	N/A	\$580,800	\$0	\$580,800	New project.	Amendment 6	New project (\$580,800).	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-21-06	KDOT	K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane	4.5%	\$2,751,400	\$61,161,400	\$63,912,800	Increase in project cost, to be paid with state and NHPP funds. Move ROW-acquisition phase back from FFY2023 to FFY2024. Change in Project Notes.	Amendment 6	Change Project Notes from "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." to "Project is authorized for PE, ROW, and UTIL ONLY. Total Project Cost is estimated to be \$292,250 K and should be used for planning purposes only." Increase 2022 State Preliminary Engineering funding from \$6,116,600 to \$6,391,000. Increase 2022 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$24,464,300 to \$25,565,300. Increase 2029 NHPP AC conversion payback for Preliminary Engineering from \$24,464,300 to \$25,565,300. Increase 2024 State Utility Relocation funding from \$2,038,700 to \$2,130,400. Increase 2024 State Utility Relocation spending to be paid back later through NHPP Advance Construction arrangement from \$8,154,800 to \$8,521,700. Increase 2029 NHPP AC conversion payback for Utility Relocation from \$8,154,800 to \$8,521,700. Move back State ROW-acquisition funding from 2023 to 2024 and increase from \$4,077,400 to \$4,260,900. Move back State ROW-acquisition spending to be paid back later through NHPP Advance Construction arrangement from 2023 to 2024 and increase from \$16,309,600 to \$17,043,500. Increase 2029 NHPP AC conversion payback for ROW-acquisition from \$16,309,600 to \$17,043,500. Overall project cost increased from \$61,161,400 to \$63,912,800 (+\$2,751,400/4.5%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "K-96 - Hillside to Greenwich: Upgrade from 4-Lane to 6-Lane" (I.D. # R-21-03, page 6).
R-23-06	KDOT	Andover: Founders Parkway between Allen Street and Andover Road and Allen Street from US-54 to Founders Parkway	N/A	\$3,400,000	\$0	\$3,400,000	New project.	Amendment 6	New project (\$3,400,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Economic Vitality.
R-23-07	KDOT	Sedgwick County: West lanes of N 119th Street W, north of the Kansas and Oklahoma Railroad in the City of Maize	N/A	\$178,600	\$0	\$178,600	New project.	Amendment 6	New project (\$178,600).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Economic Vitality.
RR-23-01	KDOT	Sedgwick County: West side of N 119th Street W and north of the Kansas and Oklahoma Railroad in the City of Maize	N/A	\$1,848,000	\$0	\$1,848,000	New project.	Amendment 6	New project (\$1,848,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Economic Vitality.



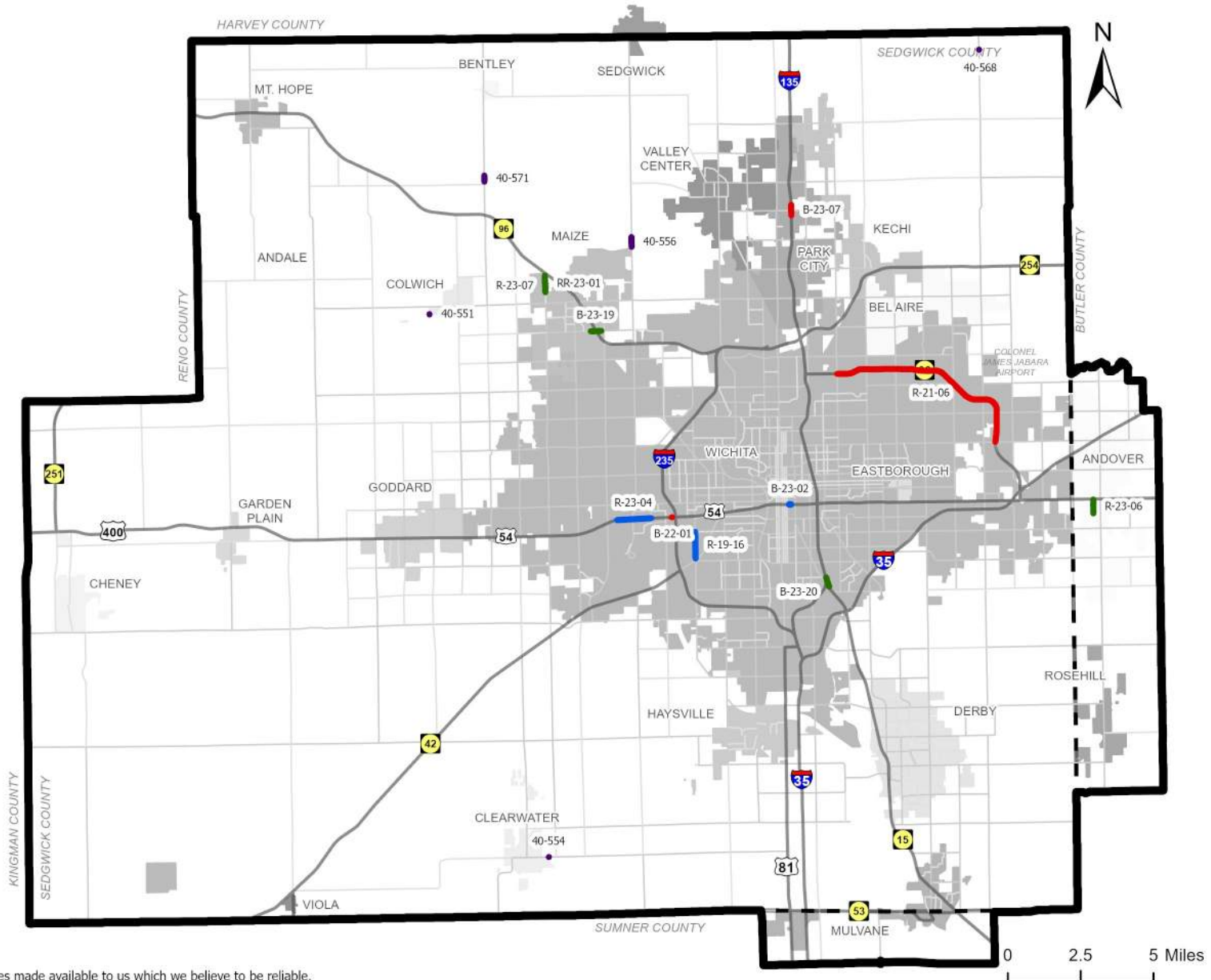
WAMPO TIP (2023-2026) AMENDMENT 6 - SUMMARY OF CHANGES

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	12.0%	\$3,000,000	\$24,926,718	\$27,926,718	Small increase in project cost, to be paid with local funds.	Administrative Adjustment 5.1	Add 2023 Local ROW-acquisition funding in the amount of \$258,447. Increase 2023 Local Construction funding from \$2,915,733 to \$5,434,648. Increase 2023 Local Construction Engineering funding from \$250,194 to \$472,832. Overall project cost increased from \$24,926,718 to \$27,926,718 (+\$3,000,000/12.0%).	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).
40-551	Sedgwick County	B496: Bridge on 183rd St. West between 45th St. North and 53rd St. No	0.0%	\$0	\$1,150,000	\$1,150,000	Mark project as "Completed" and update Engineering Contact.	Administrative Adjustment 5.1	Project status marked as "Completed". Change Engineering Contact from "Lynn Packer" to "Daniel Schrant". Change Engineering Contact Phone # from "(316)660-1766" to "(316)660-1778". Change Engineering Contact E-Mail from "lynn.packer@sedgwick.gov" to "daniel.schrant@sedgwick.gov". Overall project cost unchanged (\$1,150,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "B496: Bridge on 183rd St. West between 45th St. North and 53rd St. No" (I.D. # 40-551, page 2).
40-554	Sedgwick County	B500: Bridge on 103rd St. S. between 119th and 135th St. W.	0.0%	\$0	\$850,000	\$850,000	Mark project as "Completed" and update Engineering Contact.	Administrative Adjustment 5.1	Project status marked as "Completed". Change Engineering Contact from "Lynn Packer" to "Daniel Schrant". Change Engineering Contact Phone # from "(316)660-1766" to "(316)660-1778". Change Engineering Contact E-Mail from "lynn.packer@sedgwick.gov" to "daniel.schrant@sedgwick.gov". Overall project cost unchanged (\$850,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "B500: Bridges on 103rd St. S. between 119th and 135th St. W." (I.D. # 40-554, page 2).
40-556	Sedgwick County	B505: Rehabilitate Bridge on Ridge over Arkansas River	0.0%	\$0	\$940,000	\$940,000	Mark project as "Completed" and update Engineering Contact.	Administrative Adjustment 5.1	Project status marked as "Completed". Change Engineering Contact from "Lynn Packer" to "Daniel Schrant". Change Engineering Contact Phone # from "(316)660-1766" to "(316)660-1778". Change Engineering Contact E-Mail from "lynn.packer@sedgwick.gov" to "daniel.schrant@sedgwick.gov". Overall project cost unchanged (\$940,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "B505: Rehabilitate Bridge on Ridge over Arkansas River" (I.D. # 40-556, page 2).
40-568	Sedgwick County	B507: Bridge on Greenwich between 117th St. North and 125th St. North	0.0%	\$0	\$600,000	\$600,000	Mark project as "Completed" and update Engineering Contact.	Administrative Adjustment 5.1	Project status marked as "Completed". Change Engineering Contact from "Lynn Packer" to "Daniel Schrant". Change Engineering Contact Phone # from "(316)660-1766" to "(316)660-1778". Change Engineering Contact E-Mail from "lynn.packer@sedgwick.gov" to "daniel.schrant@sedgwick.gov". Overall project cost unchanged (\$600,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "B507: Bridge on Greenwich between 117th St. North and 125th St. North" (I.D. # 40-568, page 2).
40-571	Sedgwick County	B504: Rehabilitate Bridge on 151st St. West over Arkansas River	0.0%	\$0	\$550,000	\$550,000	Mark project as "Completed" and update Engineering Contact.	Administrative Adjustment 5.1	Project status marked as "Completed". Change Engineering Contact from "Lynn Packer" to "Daniel Schrant". Change Engineering Contact Phone # from "(316)660-1766" to "(316)660-1778". Change Engineering Contact E-Mail from "lynn.packer@sedgwick.gov" to "daniel.schrant@sedgwick.gov". Overall project cost unchanged (\$550,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "B504: Rehabilitate Bridge on 151st St. West over Arkansas River" (I.D. # 40-571, page 2).
B-23-02	KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County	0.0%	\$0	\$1,779,000	\$1,779,000	Move project back from FFY2023 to FFY2024.	Administrative Adjustment 5.1	Move back State Preliminary Engineering funding (\$264,000), Construction funding (\$275,500) and Construction Engineering funding (\$27,500) from 2023 to 2024. Move back State Construction (\$1,101,800) and Construction Engineering (\$110,200) spending to be paid back later through NHPP Advance Construction arrangement from 2023 to 2024. Overall project cost unchanged (\$1,779,000).	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).
R-23-04	KDOT	US-54: Sign Structures at Ridge Road in Sedgwick County	3.8%	\$72,000	\$1,920,000	\$1,992,000	Small increase in project cost, to be paid with state funds. Move Preliminary Engineering phase back from FFY2023 to FFY2024.	Administrative Adjustment 5.1	Move back State Preliminary Engineering funding in the amount of \$160,000 from 2023 to 2024. Increase 2024 State Construction funding from \$1,600,000 to \$1,672,000. Overall project cost increased from \$1,920,000 to \$1,992,000 (+\$72,000/3.8%).	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).
Total				\$15,535,536	\$96,020,982	\$111,556,518				



2023-2026 Transportation Improvement Program Amendment 6 Projects

- Amendment 6 New Projects
- Amendment 6 Amended Projects
- Administrative Adjustment 5.1 Adjusted Projects
- Administrative Adjustment 5.1 Completed Projects
- County Boundaries
- WAMPO Planning Boundary



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 1/3/2024
 Folder: G:\TIP\2023-2026\Projects\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

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	\$513 million
Local Funding	\$424 million
Debt Financing	\$155 million
Total	\$1.19 billion

Anticipated Costs	
Maintenance and Operations	\$186 million
Debt Service	\$181 million
TIP Projects	\$777 million
Total	\$1.14 billion

ANTICIPATED FUNDING AND FINANCING	-	ANTICIPATED COSTS	=	BALANCE
\$1.19 billion		\$1.14 billion		\$47 million



TIP Projects

2023-2026 TIP Amendment 23-06

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. B-22-01

KDOT Project I.D. KA-0161-05

Last TIP Action 23-06

Project Title Bridge #132 on US-54 in Sedgwick County

Project Limits Bridge #132 (Flood Control Canal) on US-54 in Sedgwick County located 0.20 Miles East of Hoover Road

Project Scope Bridge Replacement

Primary Mode Bridge - Highway Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Engineering Contact

Allison Smith

Mike Longshaw

KDOT

KDOT

785-296-0341

316-744-1271

allison.smith@ks.gov

mike.longshaw@ks.gov

Project Notes Currently project is authorized for PE, ROW and Utility work phases ONLY.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$2,324,700	\$0	\$0	\$0	\$0	\$0	\$0	\$2,324,700
2022	State			\$0	\$581,200	\$0	\$0	\$0	\$0	\$0	\$0	\$581,200
2024	Federal: NHPP	AC	State	\$232,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$232,500
2024	State			\$58,100	\$0	\$581,200	\$0	\$0	\$0	\$0	\$0	\$639,300
2029	Federal: NHPP	ACCP		\$232,500	\$2,324,700	\$0	\$0	\$0	\$0	\$0	\$0	\$2,557,200
Total (using AC, not ACCP)				\$290,600	\$2,905,900	\$581,200	\$0	\$0	\$0	\$0	\$0	\$3,777,700
Total (using ACCP, not AC)				\$290,600	\$2,905,900	\$581,200	\$0	\$0	\$0	\$0	\$0	\$3,777,700

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. B-23-07

KDOT Project I.D. KA-6978-01

Last TIP Action 23-06

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

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Federal: NHPP	AC	State	\$0	\$147,800	\$0	\$0	\$0	\$0	\$0	\$0	\$147,800
2023	State			\$0	\$16,400	\$0	\$0	\$0	\$0	\$0	\$0	\$16,400
2024	Federal: NHPP	AC	State	\$0	\$0	\$0	\$738,900	\$73,900	\$0	\$0	\$0	\$812,800
2024	State			\$0	\$0	\$0	\$82,100	\$8,200	\$0	\$0	\$0	\$90,300
2028	Federal: NHPP	ACCP		\$0	\$147,800	\$0	\$738,900	\$73,900	\$0	\$0	\$0	\$960,600
Total (using AC, not ACCP)				\$0	\$164,200	\$0	\$821,000	\$82,100	\$0	\$0	\$0	\$1,067,300
Total (using ACCP, not AC)				\$0	\$164,200	\$0	\$821,000	\$82,100	\$0	\$0	\$0	\$1,067,300

Amend/Adjust Project

Lead Agency KDOT

WAMPO I.D. R-21-06

KDOT Project I.D. KA-6099-02

Last TIP Action 23-06

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

Engineering Contact

Allison Smith

Mike Longshaw

KDOT

KDOT

785-296-0341

316-744-1271

allison.smith@ks.gov

mike.longshaw@ks.gov

Project Notes Project is authorized for PE, ROW, and UTIL ONLY. Total Project Cost is estimated to be \$292,250 K and should be used for planning purposes only.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$25,565,300	\$0	\$0	\$0	\$0	\$0	\$0	\$25,565,300
2022	State			\$0	\$6,391,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,391,000
2024	Federal: NHPP	AC	State	\$8,521,700	\$0	\$17,043,500	\$0	\$0	\$0	\$0	\$0	\$25,565,200
2024	State			\$2,130,400	\$0	\$4,260,900	\$0	\$0	\$0	\$0	\$0	\$6,391,300
2029	Federal: NHPP	ACCP		\$8,521,700	\$25,565,300	\$17,043,500	\$0	\$0	\$0	\$0	\$0	\$51,130,500
		Total (using AC, not ACCP)		\$10,652,100	\$31,956,300	\$21,304,400	\$0	\$0	\$0	\$0	\$0	\$63,912,800
		Total (using ACCP, not AC)		\$10,652,100	\$31,956,300	\$21,304,400	\$0	\$0	\$0	\$0	\$0	\$63,912,800

New Project

Lead Agency **KDOT**

WAMPO I.D. R-23-06

KDOT Project I.D. KA-7180-01

Last TIP Action 23-06

Project Title **Andover: Founders Parkway between Allen Street and Andover Road and Allen Street from US-54 to Founders Parkway**

Project Limits **Founders Parkway between Allen Street and Andover Road and Allen Street from US-54 to Founders Parkway**

Project Scope **Construct two/three lane roadway with 10 feet shared use path, 5 feet sidewalk, and storm sewers**

Primary Mode **Road - Other Road** 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
2024	State			\$0	\$0	\$0	\$3,400,000	\$0	\$0	\$0	\$0	\$3,400,000
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$3,400,000	\$0	\$0	\$0	\$0	\$3,400,000
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$3,400,000	\$0	\$0	\$0	\$0	\$3,400,000

New Project

Lead Agency **KDOT**

WAMPO I.D. R-23-07

KDOT Project I.D. KA-7211-02

Last TIP Action 23-06

Project Title Sedgwick County: West lanes of N 119th Street W, north of the Kansas and Oklahoma Railroad in the City of Maize

Project Limits West lanes of N 119th Street W, north of the Kansas and Oklahoma Railroad

Project Scope Construct right turn lane into new facility

Primary Mode Road - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Allison Smith

KDOT

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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
2024	Local			\$0	\$0	\$0	\$44,400	\$0	\$0	\$0	\$0	\$44,400
2024	State			\$0	\$0	\$0	\$133,200	\$1,000	\$0	\$0	\$0	\$134,200
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$177,600	\$1,000	\$0	\$0	\$0	\$178,600
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$177,600	\$1,000	\$0	\$0	\$0	\$178,600

New Project

Lead Agency **KDOT**

WAMPO I.D. **RR-23-01**

KDOT Project I.D. **KA-7211-01**

Last TIP Action **23-06**

Project Title **Sedgwick County: West side of N 119th Street W and north of the Kansas and Oklahoma Railroad in the City of Maize**

Project Limits **West side of N 119th Street W and north of the Kansas and Oklahoma Railroad in the City of Maize**

Project Scope **Construct 2,955 feet of track with the addition of two mainline switches and two tracks within the facility**

Primary Mode **Rail** 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
2024	Local			\$0	\$0	\$0	\$428,100	\$33,900	\$0	\$0	\$0	\$462,000
2024	State			\$0	\$0	\$0	\$1,284,200	\$101,800	\$0	\$0	\$0	\$1,386,000
Total (using AC, not ACCP)				\$0	\$0	\$0	\$1,712,300	\$135,700	\$0	\$0	\$0	\$1,848,000
Total (using ACCP, not AC)				\$0	\$0	\$0	\$1,712,300	\$135,700	\$0	\$0	\$0	\$1,848,000



TIP Projects

2023-2026 TIP Administrative Adjustment 23-05.1

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. R-19-16

KDOT Project I.D. N-0720-01

Last TIP Action 23-05.1

Project Title West St., Harry to Pawnee

Project Limits West Street from Harry to Pawnee

Project Scope Construct 5-lane roadway with pedestrian amenities, traffic signal upgrades, and drainage improvements. West/Pawnee/Southwest Boulevard intersection will also be re-constructed. The project includes waterline and sanitary sewer work.

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. The \$2,720,000 of Local \$s in 2023 is for water line and sanitary sewer work to be completed during construction. These are non-participating costs.

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	\$959,448	\$0	\$1,240,552	\$0	\$0	\$0	\$0	\$2,200,000
2022	Local			\$686,866	\$0	\$1,530,103	\$1,839,591	\$0	\$0	\$0	\$0	\$4,056,560
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			\$2,720,000	\$0	\$258,447	\$5,434,648	\$472,832	\$0	\$0	\$0	\$8,885,927
		Total (using AC, not ACCP)		\$3,406,866	\$1,224,448	\$1,788,550	\$20,434,022	\$1,072,832	\$0	\$0	\$0	\$27,926,718
		Total (using ACCP, not AC)		\$3,406,866	\$1,224,448	\$1,788,550	\$20,434,022	\$1,072,832	\$0	\$0	\$0	\$27,926,718

Complete Project

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-551

KDOT Project I.D.

Last TIP Action 23-05.1

Project Title B496: Bridge on 183rd St. West between 45th St. North and 53rd St. No

Project Limits 183rd St. West between 45th St. North and 53rd St. No

Project Scope Replace bridge

Primary Mode Bridge - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Lynn Packer
Sedgwick County
(316)660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
(316)660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Local			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2021	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2022	Local			\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Total (using AC, not ACCP)				\$50,000	\$100,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,150,000
Total (using ACCP, not AC)				\$50,000	\$100,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,150,000

Complete Project

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-554

KDOT Project I.D.

Last TIP Action 23-05.1

Project Title B500: Bridge on 103rd St. S. between 119th and 135th St. W.

Project Limits 103rd St. S. between 119th and 135th St. W.

Project Scope Replace bridge

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Lynn Packer
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(316) 660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
(316)660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Local			\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2021	Local			\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2022	Local			\$0	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000
Total (using AC, not ACCP)				\$50,000	\$50,000	\$50,000	\$700,000	\$0	\$0	\$0	\$0	\$850,000
Total (using ACCP, not AC)				\$50,000	\$50,000	\$50,000	\$700,000	\$0	\$0	\$0	\$0	\$850,000

Complete Project

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-556

KDOT Project I.D.

Last TIP Action 23-05.1

Project Title B505: Rehabilitate Bridge on Ridge over Arkansas River

Project Limits Ridge, over Arkansas and Little Arkansas Rivers, between 69th and 117th St N.

Project Scope Rehabilitate bridges

Primary Mode Bridge - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Lynn Packer
Sedgwick County
(316) 660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
(316)660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
2022	Local			\$0	\$0	\$0	\$910,000	\$0	\$0	\$0	\$0	\$910,000
Total (using AC, not ACCP)				\$0	\$30,000	\$0	\$910,000	\$0	\$0	\$0	\$0	\$940,000
Total (using ACCP, not AC)				\$0	\$30,000	\$0	\$910,000	\$0	\$0	\$0	\$0	\$940,000

Complete Project

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-568

KDOT Project I.D.

Last TIP Action 23-05.1

Project Title B507: Bridge on Greenwich between 117th St. North and 125th St. North

Project Limits Greenwich between 117th St. North and 125th St. North

Project Scope Replace bridge

Primary Mode Bridge - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Lynn Packer
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(316)660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
(316)660-1778
daniel.schran@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2022	Local			\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2023	Local			\$0	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000
Total (using AC, not ACCP)				\$50,000	\$50,000	\$50,000	\$450,000	\$0	\$0	\$0	\$0	\$600,000
Total (using ACCP, not AC)				\$50,000	\$50,000	\$50,000	\$450,000	\$0	\$0	\$0	\$0	\$600,000

Complete Project

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-571

KDOT Project I.D.

Last TIP Action 23-05.1

Project Title B504: Rehabilitate Bridge on 151st St. West over Arkansas River

Project Limits 151st St. West over Arkansas River

Project Scope Rehabilitate bridge

Primary Mode Bridge - Other Road Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Lynn Packer
Sedgwick County
(316)660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Daniel Schrant
Sedgwick County
(316)660-1778
daniel.schrant@sedgwick.gov

Project Notes

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2023	Local			\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Total (using AC, not ACCP)				\$0	\$50,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$550,000
Total (using ACCP, not AC)				\$0	\$50,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$550,000

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. B-23-02

KDOT Project I.D. KA-6749-01

Last TIP Action 23-05.1

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
2024	Federal: NHPP	AC	State	\$0	\$0	\$0	\$1,101,800	\$110,200	\$0	\$0	\$0	\$1,212,000
2024	State			\$0	\$264,000	\$0	\$275,500	\$27,500	\$0	\$0	\$0	\$567,000
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. R-23-04

KDOT Project I.D. KA-6545-01

Last TIP Action 23-05.1

Project Title US-54: Sign Structures at Ridge Road in Sedgwick County

Project Limits 1.05 miles of US-54 at Ridge Road collectively

Project Scope Multiple Sign Structure Replacements

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
2024	State			\$0	\$160,000	\$0	\$1,672,000	\$160,000	\$0	\$0	\$0	\$1,992,000
			Total (using AC, not ACCP)	\$0	\$160,000	\$0	\$1,672,000	\$160,000	\$0	\$0	\$0	\$1,992,000
			Total (using ACCP, not AC)	\$0	\$160,000	\$0	\$1,672,000	\$160,000	\$0	\$0	\$0	\$1,992,000