



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

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

U.S. Department of Transportation

January 14, 2014

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

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

Dear Mr. Younger:

As requested by your January 09, 2014 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #2 to the FY 2014-2017 Kansas Statewide Transportation Improvement Program (STIP).

Based on our review, we find that this STIP Amendment is based on a statewide transportation planning process that substantially meets the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450. We also find that the referenced revisions to the metropolitan Transportation Improvement Programs (TIP) are consistent with the metropolitan transportation plans produced by the continuing, cooperative, and comprehensive transportation process carried out by the Metropolitan Planning Organization, the Kansas Department of Transportation (KDOT), and the public transportation operators in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

This STIP Amendment is hereby approved.

If you have any questions or need additional information, please contact Paul Foundoukis of FHWA at (785) 271-2448 or Jeremiah Shuler of FTA at (816) 329-3940.

Sincerely yours,

Mokhtee Ahmad
Regional Administrator
Federal Transit Administration

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



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700 S.W. Harrison Street
Topeka, KS 66603-3745

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

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Sam Brownback, Governor

January 9, 2014

Mr. Mokhtee Ahmad
Region Administrator
FTA, Region VII
901 Locust St., Suite 404
Kansas City, MO 64106

Mr. J. Michael Bowen
Division Administrator
FHWA, Kansas Division
6111 SW 29th St., Suite 100
Topeka, KS 66611-2237

Dear Messrs. Ahmad and Bowen:

RE: Amendment #2 to the 2014-2017 STIP

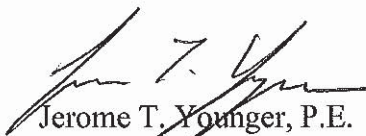
The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2014-2017 Statewide Transportation Improvement Program (STIP), which includes projects within the Manhattan and Wichita metropolitan areas, along with projects outside of the metropolitan areas. These items are attached for your review.

We are requesting your concurrence and approval of this amendment to the 2014-2017 STIP.

The public involvement activities conducted by the Flint Hills Metropolitan Planning Organization (FHMPO) and the Wichita Area Metropolitan Planning Organization (WAMPO) for the Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.324.

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

Sincerely,



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

Messrs. Ahmad and Bowen

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January 9, 2014

Enclosures: 2014 January STIP Amendment List of Projects
2014 STIP Amendment Cash Flow
FHMPO 2014-2017 TIP Approval Request Letter and Related Documents
WAMPO 2014-2017 TIP Approval Request Letter and Related Documents

cc: Cindy Terwilliger, FTA Region VII
Paul Foundoukis, FHWA, Community Planner
Davonna Moore, KDOT Transportation Planning
Susie Lovelady, KDOT Program and Project Management
Allison Smith, KDOT Transportation Planning
Sondra Clark, KDOT Local Projects
Linda Fritton, KDOT Program and Project Management

**Administrative Modification #2
(as of 12/17/2013) to the
Kansas FFY 2014-2017 STIP**

The attached administrative modification to the Kansas FFY 2014-2017 Statewide Improvement Program (STIP) updates the Metropolitan Transportation Improvement Programs narrative section of the STIP. Changes include updates to the Mid America Regional Council (MARC) web site links on page 58.

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. Results from the 2010 census confirmed that the state of Kansas needed to establish a new MPO area in the Manhattan and Junction City metropolitan area. As a result, on February 20, 2013, the State of Kansas designated the Flint Hills Metropolitan Planning Organization (FHMPO) as the newest MPO in Kansas. The addition of the FHMPO brings the total number of MPOs in the state to six. 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 and Junction City), and the St. Joseph Area Transportation Study Organization (covers the bi-state area of the St. Joseph, Missouri metropolitan area).

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 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 provided below to each MPO TIP. In addition to TIP information, contact information and currently adopted MTP information, formerly referred to as the Long Range Transportation Plan (LRTP), is provided. As new TIPs or MTPs are adopted by MPOs, the new documents will be amended into this STIP using the amendment process.

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

FFY 2012-2016

Transportation Improvement Program

- Approval by MARC on October 25, 2011
- Approval by KDOT on November 02, 2011
- Approval by FHWA/FTA on November 09, 2011

Link to current TIP:

<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP>

Metropolitan Transportation Plan (MTP):
“Transportation Outlook 2040 Update”

- Approval Date: June 29, 2010
- Expiration Date: June 29, 2015

Link to current MTP:

<http://www.to2040.org/>

Contact Information:

MARC

600 Broadway, 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 2013 - 2016

Transportation Improvement Program

- Approval by WAMPO on September 11, 2012
- Approval by KDOT on October 19, 2012
- Approval by FHWA/FTA on October 24, 2012

Link to current TIP:

<http://www.wampoks.org/NR/rdonlyres/B7A91A9F-7796-44CE-A934-BBAA7B40D0B9/77627/2013TIP.pdf>

Metropolitan Transportation Plan (MTP):
“Metropolitan Transportation Plan 2035”

- Approval Date: July 13, 2010
- Expiration Date: July 13, 2015

Link to current MTP:

www.wampoks.org/Publications/Metropolitan+Transportation+Plan+2035.htm

Contact Information:

WAMPO

455 N. Main, 10th Floor

Wichita, KS 67202

Telephone: 316-268-4457

www.wampoks.org/Home.htm

Email: kzimmerman@wichita.gov

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

FFY 2013-2016

Transportation Improvement Program

- Approval by MTPO on October 25, 2012
- Approval by KDOT on November 12, 2012
- Approval by FHWA/FTA on November 15, 2012.

Link to current TIP:

www.topeka.org/pdfs/DRAFT2013-2016TIP.pdf

Metropolitan Transportation Plan (MTP):

*“2040 Long Transportation Range
Plan”*

- Approval Date: April 23, 2012
- Expiration Date: April 23, 2017

Link to current MTP:

<http://www.topeka.org/pdfs/2040LRTP.pdf>

Contact Information:

MTPO

620 SE Madison

Topeka, KS 66607

Telephone: 785-368-3728

www.topeka.org/planning/transportation_planning.shtml

Email: cscroggins@topeka.org

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

Lawrence & Douglas County Area

FY 2012 – 2015

*Transportation Improvement Program
For the Lawrence Urbanized Area*

- Approval by the L-DC MPO on October 20, 2011
- Approval by KDOT on November 03, 2011
- Approval by FHWA/FTA on November 09, 2011

Link to current TIP:

www.lawrenceks.org/mpo/tip

Metropolitan Transportation Plan (MTP):

*“Transportation 2040-Moving Forward
Together”*

- Approval Date: March 21, 2013
- Expiration Date: March 21, 2018

Link to current MTP:

<http://www.lawrenceks.org/mpo/t2040>

Contact Information:
L-DC MPO
6 East 6th Street- City Hall
Planning Office
PO Box 708
Lawrence, KS 66044
Telephone: 785-832-3150
www.lawrenceks.org/mpo/
Email: tgirdler@lawrenceks.org

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

Transportation Improvement Program:

- Approval by FHMPO on August 21, 2013
- Approval by KDOT on September 5, 2013
- Approval by FHWA/FTA on September 6, 2013

Link to current TIP:
<http://flinthillsmpo.wix.com/fhmpo#!tip/c15wq>

Metropolitan Transportation Plan (MTP):
The FHMPO is anticipated to have an adopted MTP no later than March 27, 2016.

Contact Information:
FHMPO
500 Huebner Road
Fort Riley, KS 66442
Telephone: 855-785-3472
<http://flinthillsmpo.wix.com/fhmpo>
Email: FHMPO@FlintHillsRegion.org
Or stephanie@flinthillsregion.org

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

*FY 2012-2015
Transportation Improvement Program
For the St. Joseph Area*

- Approval by SJATSO on June 29, 2011
- Approval by KDOT on July 8, 2011
- Approval by FHWA/FTA on July 12, 2011

Link to current TIP: www.ci-st-jo-seph.mo.us/mpo/TIP%20Document%20FY12-15.pdf

Metropolitan Transportation Plan (MTP):
*“2035 St. Joseph Area Long-Range
Transportation Plan”*

- Approval Date: February 11, 2010
- Expiration Date: February 11, 2015

Link to current MTP:
http://stjoempo.org/?page_id=104

Contact Information:
SJATSO
1100 Frederick Avenue, Room 202
St. Joseph, MO 64501
Telephone: 816-236-4653
<http://stjoempo.org/>
Email: http://stjoempo.org/?page_id=39

JANUARY AMENDMENT
to the
FEDERAL FISCAL YEAR 2014-2017 STIP

DISPOSITION	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO		WORK PHASE	PLANNED YEAR OBLIGATION
											OBLIGATE (\$1,000's)			
Rev Est		REPUBLIC	C-0329-01	Br over Riley Cr .5 Mi S & .5 W of Belleville	BRRPL	0.0	C032(901)	STP	80.00	\$630	\$504	CONST	2014	
Rev Est		REPUBLIC	C-0329-01	Br over Riley Cr .5 Mi S & .5 W of Belleville	BRRPL	0.0	C032(901)	C0079	20.00	\$630	\$126	CONST	2014	
Rev Est		GEARY	C-4243-01	Br over W Br Humboldt Cr 5 Mi S & 12 Mi E of Junction City	BRRPL	0.0	C424(301)	STP	80.00	\$393	\$314	CONST	2014	
Rev Est		GEARY	C-4243-01	Br over W Br Humboldt Cr 5 Mi S & 12 Mi E of Junction City	BRRPL	0.0	C424(301)	C0031	20.00	\$393	\$79	CONST	2014	
Rev Est		DICKINSON	C-4592-01	Old US-40 Between Abilene & Chapman	ASPH	9.5	C459(201)	HSIP	90.00	\$1,500	\$1,350	CONST	2014	
Rev Est		DICKINSON	C-4592-01	Old US-40 Between Abilene & Chapman	ASPH	9.5	C459(201)	U0021	10.00	\$1,500	\$150	CONST	2014	
Move Out		MONTGOMERY	C-4595-01	3900 Rd from US-166 N to 3800 Rd	GR	10.0	C459(501)	HRRR	90.00	\$641	\$577	CONST	2015	
Move Out		MONTGOMERY	C-4595-01	3900 Rd from US-166 N to 3800 Rd	GR	10.0	C459(501)	C0063	10.00	\$641	\$64	CONST	2015	
Rev Est	US-50	RENO	K-7409-08	W Jct of K-61 E to E of Yoder/Airport Rd	SEED	0.0	K740(908)	NHPP	80.00	\$153	\$122	CONST	2014	
Rev Est	US-50	RENO	K-7409-08	W Jct of K-61 E to E of Yoder/Airport Rd	SEED	0.0	K740(908)	K	20.00	\$153	\$31	CONST	2014	
Rev Est	US-36	DECATUR	KA-0026-01	Br over Sappa Cr 2.26 Mi E of Jct US-83	BRRPL	0.0	A002(601)	BRF	80.00	\$1,025	\$820	CONST	2014	
Rev Est	US-36	DECATUR	KA-0026-01	Br over Sappa Cr 2.26 Mi E of Jct US-83	BRRPL	0.0	A002(601)	K	20.00	\$1,025	\$205	CONST	2014	
Add	US-36	DECATUR	KA-0026-02	Br over Sappa Cr Drng 3.96 Mi E of Jct US-83	BRRPL	0.0	A002(602)	STP	80.00	\$1,270	\$1,016	CONST	2014	
Add	US-36	DECATUR	KA-0026-02	Br over Sappa Cr Drng 3.96 Mi E of Jct US-83	BRRPL	0.0	A002(602)	K	20.00	\$1,270	\$254	CONST	2014	
Add	US-36	DECATUR	KA-0026-03	Br over Sappa Cr Drng 6.77 Mi E of Jct US-83	BRRPL	0.0	A002(603)	BRF	80.00	\$730	\$584	CONST	2014	
Add	US-36	DECATUR	KA-0026-03	Br over Sappa Cr Drng 6.77 Mi E of Jct US-83	BRRPL	0.0	A002(603)	K	20.00	\$730	\$146	CONST	2014	
Add	US-36	DECATUR	KA-0026-03	Br over Sappa Cr Drng 6.77 Mi E of Jct US-83	BRRPL	0.0	A002(603)	STP	80.00	\$882	\$706	CONST	2014	
Add	US-36	DECATUR	KA-0026-03	Br over Sappa Cr Drng 6.77 Mi E of Jct US-83	BRRPL	0.0	A002(603)	K	20.00	\$882	\$176	CONST	2014	
Rev Est		STATEWIDE	KA-0433-13	FY-2013 Statewide Signing Projects	SIGN	0.0	A043(313)	HSIP	100.00	\$8,675	\$8,675	CONST	2014	
Rev Est		STATEWIDE	KA-0433-13	FY-2013 Statewide Signing Projects	SIGN	0.0	A043(313)	HSIP	100.00	\$2,345	\$2,345	PE	2014	
Convert AC	US-59	ALLEN	KA-1772-01	Br over Canville Cr 2.65 Mi N of US-59/K-35 E Jct	BRRPL	0.0	A177(201)	STP	80.00	\$1,000	\$800	CONST	2014	
Convert AC	US-59	ALLEN	KA-1772-01	Br over Canville Cr 2.65 Mi N of US-59/K-35 E Jct	BRRPL	0.0	A177(201)	K	20.00	\$1,000	\$200	CONST	2014	
Convert AC	US-59	ALLEN	KA-1772-01	Br over Canville Cr 2.65 Mi N of US-59/K-35 E Jct	BRRPL	0.0	A177(201)	STP	80.00	\$275	\$220	PE	2014	
Convert AC	US-59	ALLEN	KA-1772-01	Br over Canville Cr 2.65 Mi N of US-59/K-35 E Jct	BRRPL	0.0	A177(201)	K	20.00	\$275	\$55	PE	2014	
Convert AC	US-59	ALLEN	KA-1772-01	Br over Canville Cr 2.65 Mi N of US-59/K-35 E Jct	BRRPL	0.0	A177(201)	STP	80.00	\$24	\$19	UTIL	2014	
Convert AC	US-59	ALLEN	KA-1772-01	Br over Canville Cr 2.65 Mi N of US-59/K-35 E Jct	BRRPL	0.0	A177(201)	K	20.00	\$24	\$5	UTIL	2014	
Rev Cnty	US-160	BARBER	KA-2050-01	Br over BA Co State Lake Drng .03 Mi E of E Jct of US-160/281	BRRPL	0.0	A205(001)	STP	80.00	\$1,270	\$1,016	CONST	2014	
Rev Cnty	US-160	BARBER	KA-2050-01	Br over BA Co State Lake Drng .03 Mi E of E Jct of US-160/281	BRRPL	0.0	A205(001)	K	20.00	\$1,270	\$254	CONST	2014	
Convert AC	K-94	FORD	KA-2061-01	Br over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	STP	80.00	\$500	\$400	CONST	2014	
Convert AC	K-94	FORD	KA-2061-01	Br over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	K	20.00	\$500	\$100	CONST	2014	
Convert AC	K-94	FORD	KA-2061-01	Br over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	STP	80.00	\$150	\$120	PE	2014	
Convert AC	K-94	FORD	KA-2061-01	Br over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	K	20.00	\$150	\$30	PE	2014	
Convert AC	K-94	FORD	KA-2061-01	Br over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	STP	80.00	\$30	\$24	UTIL	2014	
Convert AC	K-94	FORD	KA-2061-01	Br over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	K	20.00	\$30	\$6	UTIL	2014	
Rev Est	US-24	JEFFERSON	KA-2064-01	Br over KS Rv Drng 3.71 Mi E of US-24/US-59 Jct	BRRPL	0.0	A206(401)	STP	80.00	\$930	\$744	CONST	2014	
Rev Est	US-24	JEFFERSON	KA-2064-01	Br over KS Rv Drng 3.71 Mi E of US-24/US-59 Jct	BRRPL	0.0	A206(401)	K	20.00	\$930	\$186	CONST	2014	

JANUARY AMENDMENT
to the
FEDERAL FISCAL YEAR 2014-2017 STIP

DISPOSITION	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO		WORK PHASE	PLANNED YEAR OBLIGATION
											OBLIGATE (\$1,000's)			
Rev Est	US-24	JEFFERSON	KA-2064-01	Br over KS Rv Drng 3.71 Mi E of US-24/US-59 Jct	BRRPL	0.0	A206(401)	STP	80.00	\$262	\$210		PE	2014
Rev Est	US-24	JEFFERSON	KA-2064-01	Br over KS Rv Drng 3.71 Mi E of US-24/US-59 Jct	BRRPL	0.0	A206(401)	K	20.00	\$262	\$52		PE	2014
Add AC	K-181	MITCHELL	KA-2072-01	Br over Bacon Cr & Drng .9 & .88 Mi N of MC/LC Co Ln	BRRPL	0.0	A207(201)	ACSTP	80.00	\$905	\$724		CONST	2014
Add AC	K-181	MITCHELL	KA-2072-01	Br over Bacon Cr & Drng .9 & .88 Mi N of MC/LC Co Ln	BRRPL	0.0	A207(201)	K	20.00	\$905	\$181		CONST	2014
Convert AC	US-24	POTTAWATOMIE	KA-2080-01	Br over Deep Cr Drng 1 Mi E of Belvue	BRRPL	0.0	A208(001)	STP	80.00	\$600	\$480		CONST	2014
Convert AC	US-24	POTTAWATOMIE	KA-2080-01	Br over Deep Cr Drng 1 Mi E of Belvue	BRRPL	0.0	A208(001)	K	20.00	\$600	\$120		CONST	2014
Convert AC	US-24	POTTAWATOMIE	KA-2080-01	Br over Deep Cr Drng 1 Mi E of Belvue	BRRPL	0.0	A208(001)	STP	80.00	\$150	\$120		PE	2014
Convert AC	US-24	POTTAWATOMIE	KA-2080-01	Br over Deep Cr Drng 1 Mi E of Belvue	BRRPL	0.0	A208(001)	K	20.00	\$150	\$30		PE	2014
Convert AC	US-24	POTTAWATOMIE	KA-2080-01	Br over Deep Cr Drng 1 Mi E of Belvue	BRRPL	0.0	A208(001)	STP	80.00	\$21	\$17		UTIL	2014
Convert AC	US-24	POTTAWATOMIE	KA-2080-01	Br over Deep Cr Drng 1 Mi E of Belvue	BRRPL	0.0	A208(001)	K	20.00	\$21	\$4		UTIL	2014
Convert AC	US-24	POTTAWATOMIE	KA-2081-01	Br over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	STP	80.00	\$600	\$480		CONST	2014
Convert AC	US-24	POTTAWATOMIE	KA-2081-01	Br over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	K	20.00	\$600	\$120		CONST	2014
Convert AC	US-24	POTTAWATOMIE	KA-2081-01	Br over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	STP	80.00	\$220	\$176		PE	2014
Convert AC	US-24	POTTAWATOMIE	KA-2081-01	Br over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	K	20.00	\$220	\$44		PE	2014
Convert AC	US-24	POTTAWATOMIE	KA-2081-01	Br over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	STP	80.00	\$22	\$18		UTIL	2014
Convert AC	US-24	POTTAWATOMIE	KA-2081-01	Br over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	K	20.00	\$22	\$4		UTIL	2014
Convert AC	K-42	PRATT	KA-2082-01	Br over Sand Cr 3.91 Mi E of US-281	BRRPL	0.0	A208(201)	STP	80.00	\$980	\$784		CONST	2014
Convert AC	K-42	PRATT	KA-2082-01	Br over Sand Cr 3.91 Mi E of US-281	BRRPL	0.0	A208(201)	K	20.00	\$980	\$196		CONST	2014
Rev Est/Convert AC	K-42	PRATT	KA-2082-01	Br over Sand Cr 3.91 Mi E of US-281	BRRPL	0.0	A208(201)	STP	80.00	\$250	\$200		PE	2014
Rev Est/Convert AC	K-42	PRATT	KA-2082-01	Br over Sand Cr 3.91 Mi E of US-281	BRRPL	0.0	A208(201)	K	20.00	\$250	\$50		PE	2014
Convert AC	K-148	REPUBLIC	KA-2086-01	2 Brs over W Frk Elk Cr 12.19 & 12.34 Mi NE of US-81	BRRPL	0.0	A208(601)	STP	80.00	\$1,740	\$1,392		CONST	2014
Convert AC	K-148	REPUBLIC	KA-2086-01	2 Brs over W Frk Elk Cr 12.19 & 12.34 Mi NE of US-81	BRRPL	0.0	A208(601)	K	20.00	\$1,740	\$348		CONST	2014
Rev Est/Convert AC	K-148	REPUBLIC	KA-2086-01	2 Brs over W Frk Elk Cr 12.19 & 12.34 Mi NE of US-81	BRRPL	0.0	A208(601)	STP	80.00	\$275	\$220		PE	2014
Rev Est/Convert AC	K-148	REPUBLIC	KA-2086-01	2 Brs over W Frk Elk Cr 12.19 & 12.34 Mi NE of US-81	BRRPL	0.0	A208(601)	K	20.00	\$275	\$55		PE	2014
Add AC	US-81	SUMNER	KA-2090-01	Br over Fall Cr 1.58 Mi N of OK St Ln	BRRPL	0.0	A209(001)	STP	80.00	\$1,064	\$851		CONST	2014
Add AC	US-81	SUMNER	KA-2090-01	Br over Fall Cr 1.58 Mi N of OK St Ln	BRRPL	0.0	A209(001)	K	20.00	\$1,064	\$213		CONST	2014
Add	US-77	MARSHALL	KA-2102-01	Br over Swede Cr .97 Mi N of RL Co Ln	BRRPL	0.0	A210(201)	NHPP	80.00	\$1,500	\$1,200		CONST	2014
Add	US-77	MARSHALL	KA-2102-01	Br over Swede Cr .97 Mi N of RL Co Ln	BRRPL	0.0	A210(201)	K	20.00	\$1,500	\$300		CONST	2014
Convert AC	US-77	MARSHALL	KA-2102-01	Br over Swede Cr .97 Mi N of RL Co Ln	BRRPL	0.0	A210(201)	NHPP	80.00	\$110	\$88		PE	2014
Convert AC	US-77	MARSHALL	KA-2102-01	Br over Swede Cr .97 Mi N of RL Co Ln	BRRPL	0.0	A210(201)	K	20.00	\$110	\$22		PE	2014
Convert AC	US-77	MARSHALL	KA-2102-01	Br over Swede Cr .97 Mi N of RL Co Ln	BRRPL	0.0	A210(201)	NHPP	80.00	\$25	\$20		UTIL	2014
Convert AC	US-77	MARSHALL	KA-2102-01	Br over Swede Cr .97 Mi N of RL Co Ln	BRRPL	0.0	A210(201)	K	20.00	\$25	\$5		UTIL	2014
Convert AC	K-18	RILEY	KA-2105-01	Br over KS Rv Drng 4.59 Mi E of S Jct K-177	BRRPL	0.0	A210(501)	STP	80.00	\$200	\$160		PE	2014
Convert AC	K-18	RILEY	KA-2105-01	Br over KS Rv Drng 4.59 Mi E of S Jct K-177	BRRPL	0.0	A210(501)	K	20.00	\$200	\$40		PE	2014
Add	K-18	RILEY	KA-2105-01	Br over KS Rv Drng 4.59 Mi E of S Jct K-177	BRRPL	0.0	A210(501)	STP	80.00	\$22	\$18		UTIL	2014
Add	K-18	RILEY	KA-2105-01	Br over KS Rv Drng 4.59 Mi E of S Jct K-177	BRRPL	0.0	A210(501)	K	20.00	\$22	\$4		UTIL	2014

JANUARY AMENDMENT
to the
FEDERAL FISCAL YEAR 2014-2017 STIP

DISPOSITION	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO	WORK PHASE	PLANNED YEAR OBLIGATION
											OBLIGATE (\$1,000's)		
Rev Est	US-36	REPUBLIC	KA-2334-01	From .24 Mi E to 1.1 Mi E of US-36/US-81	PAVRC	0.9	A233(401)	ACNHP	80.00	\$2,500	\$2,000	CONST	2014
Rev Est	US-36	REPUBLIC	KA-2334-01	From .24 Mi E to 1.1 Mi E of US-36/US-81	PAVRC	0.9	A233(401)	K	20.00	\$2,500	\$500	CONST	2014
Add	US-400	LABETTE	KA-2375-09	From 5 M SE of US-400/US-59 Jct, East for 2 M	GRSU	2.0	A237(509)	ACNHP	80.00	\$70	\$56	UTIL	2014
Add	US-400	LABETTE	KA-2375-09	From 5 M SE of US-400/US-59 Jct, East for 2 M	GRSU	2.0	A237(509)	K	20.00	\$70	\$14	UTIL	2014
Add	K-99	WABAUNSEE	KA-2603-02	From K-99/I-70 Jct N to 200' S of Br over KS Rv	GRSU	9.2	A260(302)	ACSTP	80.00	\$1,120	\$896	PE	2014
Add	K-99	WABAUNSEE	KA-2603-02	From K-99/I-70 Jct N to 200' S of Br over KS Rv	GRSU	9.2	A260(302)	K	20.00	\$1,120	\$224	PE	2014
Rev Est		DICKINSON	U-0078-01	Brdwy St over Trib to Lime Cr Adj to Father Padilla Pk in Herington	BRRPL	0.2	U007(801)	STP	80.00	\$920	\$736	CONST	2014
Rev Est		DICKINSON	U-0078-01	Brdwy St over Trib to Lime Cr Adj to Father Padilla Pk in Herington	BRRPL	0.2	U007(801)	U0300	20.00	\$920	\$184	CONST	2014
Rev Est/Move In		SUMNER	U-1651-01	3rd St over Hargis Cr in Wellington	BRRPL	0.0	U165(101)	BRO	80.00	\$500	\$400	CONST	2014
Rev Est/Move In		SUMNER	U-1651-01	3rd St over Hargis Cr in Wellington	BRRPL	0.0	U165(101)	U0620	20.00	\$500	\$100	CONST	2014
Rev Est		CLOUD	X-0227-01	BNSF RR Xing & Olive St in Concordia	FLTSG	0.0	X022(701)	HSIP	100.00	\$287	\$287	CONST	2014
Rev Est		HARVEY	X-2829-01	BNSF RR Xing & NE 48th Rd 4 Mi NE of Newton	FLTSG	0.0	X282(901)	RRS	100.00	\$390	\$390	CONST	2014
Rev Est		HARVEY	X-2829-01	BNSF RR Xing & NE 48th Rd 4 Mi NE of Newton	FLTSG	0.0	X282(901)	STP	100.00	\$115	\$115	CONST	2014
Rev Est		CHASE	X-2831-01	BNSF RR Xing & T Rd 1 Mi NE of Bazaar	FLTSG	0.0	X283(101)	RRS	100.00	\$469	\$469	CONST	2014
Rev Est		CHASE	X-2831-01	BNSF RR Xing & T Rd 1 Mi NE of Bazaar	FLTSG	0.0	X283(101)	STP	100.00	\$51	\$51	CONST	2014
Add AC		OSAGE	X-2848-01	BNSF RR Xing & 317th Rd 1.5 Mi SW of Melvern	FLTSG	0.0	X284(801)	ACHSP	100.00	\$251	\$251	CONST	2014
Add AC		OSAGE	X-2849-01	BNSF RR Xing & Morrill Rd 2 Mi NE of Olivet	FLTSG	0.0	X284(901)	ACHSP	100.00	\$301	\$301	CONST	2014
Add AC		CRAWFORD	X-2850-01	SKOL RR Xing & Jefferson St in Pittsburg	FLTSG	0.0	X285(001)	ACHSP	100.00	\$231	\$231	CONST	2014
Add AC		CRAWFORD	X-2851-01	SKOL RR Xing & Joplin St in Pittsburg	FLTSG	0.0	X285(101)	ACHSP	100.00	\$351	\$351	CONST	2014
Add AC		CRAWFORD	X-2852-01	SKOL RR Xing & Quincy St in Pittsburg	FLTSG	0.0	X285(201)	ACHSP	100.00	\$251	\$251	CONST	2014
Rev Est		MARION	X-2863-01	UP RR Xing & Pawnee Rd SW of Aulne	FLTSG	0.0	X286(301)	HSIP	100.00	\$294	\$294	CONST	2014
Add AC		POTTAWATOMIE	X-2866-01	UP RR Xing & Schoeman Rd E of Belvue	FLTSG	0.0	X286(601)	ACHSP	100.00	\$201	\$201	CONST	2014
Add AC		RILEY	X-2867-01	UP RR Xing & 15th St in Manhattan	FLTSG	0.0	X286(701)	ACHSP	100.00	\$351	\$351	CONST	2014
Add AC		SALINE	X-2868-01	UP RR Xing & Wyman Rd E of Brookville	FLTSG	0.0	X286(801)	ACHSP	100.00	\$211	\$211	CONST	2014
Add AC		ELLIS	X-2869-01	UP RR Xing & 160 Ave 3 Mi E of Ellis	FLTSG	0.0	X286(901)	ACHSP	100.00	\$206	\$206	CONST	2014
Add AC		TREGO	X-2870-01	UP RR Xing & Riga Rd 4 Mi W of Ellis	FLTSG	0.0	X287(001)	ACHSP	100.00	\$301	\$301	CONST	2014
Add AC		LOGAN	X-2871-01	UP RR Xing & 400 Rd W of Oakley	FLTSG	0.0	X287(101)	ACHSP	100.00	\$301	\$301	CONST	2014
Add AC		LOGAN	X-2872-01	UP RR Xing & 280 Rd Near Monument	FLTSG	0.0	X287(201)	ACHSP	100.00	\$251	\$251	CONST	2014
Add AC		WALLACE	X-2873-01	UP RR Xing & WA N-6 Rd @ Weskan	FLTSG	0.0	X287(301)	ACHSP	100.00	\$261	\$261	CONST	2014
Add AC		WALLACE	X-2874-01	UP RR Xing & 3 Rd W of Weskan	FLTSG	0.0	X287(401)	ACHSP	100.00	\$221	\$221	CONST	2014
Add AC		BOURBON	X-2876-01	BNSF RR Xing & Hackberry Rd 2 Mi S of Ft. Scott	FLTSG	0.0	X287(601)	ACHSP	100.00	\$326	\$326	CONST	2014
Add AC		BOURBON	X-2877-01	BNSF RR Xing & 180th St 8 Mi SW of Ft. Scott	FLTSG	0.0	X287(701)	ACHSP	100.00	\$401	\$401	CONST	2014
Add AC		CRAWFORD	X-2878-01	BNSF RR Xing & 640 Ave 1.5 Mi N of Girard	FLTSG	0.0	X287(801)	ACHSP	100.00	\$326	\$326	CONST	2014
Add AC		CRAWFORD	X-2879-01	BNSF RR Xing & N St NE of Girard	FLTSG	0.0	X287(901)	ACHSP	100.00	\$326	\$326	CONST	2014
Add AC		CRAWFORD	X-2880-01	BNSF RR Xing & 530 Ave 2 Mi N of Cherokee	FLTSG	0.0	X288(001)	ACHSP	100.00	\$301	\$301	CONST	2014
Add AC		CRAWFORD	X-2881-01	BNSF RR Xing & 510 Ave N of Cherokee	FLTSG	0.0	X288(101)	ACHSP	100.00	\$451	\$451	CONST	2014

JANUARY AMENDMENT
to the
FEDERAL FISCAL YEAR 2014-2017 STIP

DISPOSITION	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO OBLIGATE (\$1,000's)	WORK PHASE	PLANNED YEAR OBLIGATION
Add AC		CHEROKEE	X-2882-01	BNSF RR Xing & Liberty Rd 1 Mi N of Scammon	FLTSG	0.0	X288(201)	ACHSP	100.00	\$376	\$376	CONST	2014
Add AC		CRAWFORD	X-2883-01	BNSF RR Xing & Magnolia St in Girard	FLTSG	0.0	X288(301)	ACHSP	100.00	\$326	\$326	CONST	2014
Add AC		CRAWFORD	X-2884-01	BNSF RR Xing & Orange St in Girard	FLTSG	0.0	X288(401)	ACHSP	100.00	\$326	\$326	CONST	2014
Add AC		CRAWFORD	X-2885-01	BNSF RR Xing & Willow St in Girard	FLTSG	0.0	X288(501)	ACHSP	100.00	\$326	\$326	CONST	2014
Add AC		CRAWFORD	X-2886-01	BNSF RR Xing & Elm St in Girard	FLTSG	0.0	X288(601)	ACHSP	100.00	\$326	\$326	CONST	2014

KDOT - All Agency Funds

(\$000)	2014	2015	2016	2017	Total SFY 2014-2017
BEGINNING BALANCE	564,214	503,526	322,259	382,643	
Resources					
Motor Fuel Taxes	433,806	436,406	439,006	441,606	1,750,824
Sales & Compensating Tax	478,492	510,300	529,436	549,290	2,067,518
Registration Fees	199,500	206,500	209,500	212,500	828,000
Drivers Licenses Fees	8,755	8,755	8,755	8,755	35,020
Special Vehicle Permits	2,403	2,403	2,403	2,403	9,612
Interest on Funds	4,395	4,771	8,048	9,162	26,376
Misc. Revenues	25,654	20,855	10,552	10,775	67,836
Transfers:	1,394	1,394	1,394	1,394	5,576
Motor Carrier Property Tax	-	-	10,064	10,235	20,299
Subtotal	1,154,399	1,191,384	1,219,158	1,246,120	4,811,061
Federal & Local Construction Reimbursement					
Federal Reimbursement - SHF	269,227	248,184	234,179	252,888	1,004,478
Local Construction - Federal	61,728	90,511	79,861	82,537	314,637
Local Construction - Local	37,856	33,894	27,418	32,111	131,279
Miscellaneous Federal Aid	30,774	29,988	30,514	31,054	122,330
Subtotal Federal & Local	399,585	402,577	371,972	398,590	1,572,725
Total before Bonding	1,553,984	1,593,961	1,591,130	1,644,710	6,383,786
Bond Sales (par)	150,000	210,000	200,000	-	560,000
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	150,000	210,000	200,000	-	560,000
Net TRF Loan Transactions	5,360	4,811	4,608	4,628	19,407
TOTAL RECEIPTS	1,709,344	1,808,772	1,795,738	1,649,338	6,963,193
AVAILABLE RESOURCES	2,273,558	2,312,298	2,117,997	2,031,981	8,735,835

The following revenue estimates are currently being used:
 April 2013 State Consensus Revenue Estimating Group
 November 2012 Highway Revenue Estimating Group
 Debt Service updated 12/06/2012

KDOT - All Agency Funds

(\$000)	2014	2015	2016	2017	Total SFY 2014-2017
EXPENDITURES:					
Maintenance	136,632	137,670	141,111	144,639	560,052
Construction					
Preservation	359,487	469,112	407,390	424,642	1,660,631
Modernization	39,028	49,890	25,760	59,494	174,172
Expansion & Enhancements	284,142	351,146	322,926	237,816	1,196,030
CE & PE	104,270	109,379	111,391	113,826	438,866
Total Construction	786,927	979,527	867,467	835,778	3,469,699
Modes					
Aviation	6,559	5,549	5,193	5,068	22,369
Public Transit	33,748	30,299	30,825	31,365	126,237
Rail	7,613	7,591	7,719	7,907	30,830
Total Modes	47,920	43,439	43,737	44,340	179,436
Local Support					
SC&CHF	145,770	146,750	157,688	158,734	608,942
Local Federal Aid Projects	70,068	93,795	71,288	85,781	320,932
Local Partnership Programs	37,330	59,585	56,085	43,293	196,293
City Connecting Links	3,360	3,360	3,360	3,360	13,440
Agency Operations	9,484	9,511	9,702	9,897	38,594
Other	13,624	13,009	12,480	12,304	51,417
Total Local Support	279,636	326,010	310,603	313,369	1,229,618
Management	60,964	54,108	55,439	56,804	227,315
Buildings	7,209	6,856	7,164	7,487	28,716
Total	68,173	60,964	62,603	64,291	256,031
Transfers Out	267,476	242,350	111,201	113,889	734,916
TOTAL before Debt Service	1,586,764	1,789,960	1,536,722	1,516,306	6,429,752
Debt Service	183,268	200,079	198,633	210,088	792,068
TOTAL EXPENDITURES	1,770,032	1,990,039	1,735,355	1,726,394	7,221,820
ENDING BALANCE	503,526	322,259	382,643	305,586	
Minimum Ending Balance Requirement	277,686	274,373	287,554	267,872	
AVAILABLE ENDING FUND BALANCE:	225,840	47,886	95,089	37,715	
	2014	2015	2016	2017	Total SFY 2014-2017

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.

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

December 13, 2013

Davonna Moore
Bureau of Transportation Planning
Kansas Department of Transportation
700 S.W. Harrison Street
Topeka, KS 66603-3754

Dear Ms. Moore:

Attached to the email is a copy of the 2014 Transportation Improvement Program (TIP) Amendment #1 that was approved by the WAMPO Transportation Policy Body on December 10, 2013. Please provide the appropriate approvals and incorporate this TIP into the State TIP.

If you have any questions, feel free to contact me.

Sincerely,



Brenton Holper
Associate Planner
Wichita Area Metropolitan Planning Organization
455 N. Main, 10th Floor
Wichita, KS 67212

T: (316) 352-4863
bholper@wichita.gov

cc: Paul Foundoukis, FHWA
Allison Smith, KDOT

2014 TIP Amendment #1 - Summary of Changes

The following summary reflects changes made to the 2014 TIP in Amendment #1 - December 10, 2013.

Sponsor	Year	Name	Scope	Change	WAMPO / KDOT Project #	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Total Funding
City of Wichita	2014	Intersection: Mt. Vernon & Oliver	Improve intersection to add left turn lanes on all approaches including room for future onstreet bike lane on Mt. Vernon. Upgrade traffic signals.	Project addition.	INT-11-002 N/A.	HSIP	\$900,000	\$0	\$750,000	\$1,650,000
KDOT	2014	Road: I-135: Junction of K-96 (37th N.) to Park City Limits - Phase III	Heavy roadway rehabilitation.	Updated the total project cost over the life of the project.	R-11-018-AC KA-0733-01	KDOT	\$0	\$21,500,000	\$0	\$21,500,000
KDOT	2014	Safety: 2014 Railroad Safety Crossing Improvements	Provide 3 RR safety improvements in MPO region.	Increased project costs by \$825,000.	S-11-002 N/A.	HSIP	\$1,500,000	\$0	\$0	\$1,500,000
Sedgwick County Public Works	2014	Safety: Center Line and Edge Line Rumble Strips at Various Locations (2014)	Install center line and edge line rumble strips at selected locations where curves increase the likelihood that vehicles will leave the travelled roadway.	KDOT project number was added.	S-14-001 87 C-0619-01	HSIP	\$46,000	\$0	\$0	\$46,000

Sponsor	Year	Name	Scope	Change	WAMPO / KDOT Project #	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Total Funding
KDOT	2015	Bridge: Replacement of Bridges along I-235 (ROW)	Bridge Replacement, I-235: Brs #104 (Seneca St. over I-235); #105 & #106 (Little Arkansas River); #107 & #355 (Arkansas Ave.) and #109 & #110 (Broadway & ATSF RR).	Project costs increased by \$5,060,000 in KDOT funds.	B-13-010 KA-3110-01	KDOT	\$0	\$5,600,000	\$0	\$5,600,000
KDOT	2015	Safety: 2015 Railroad Safety Crossing Improvements	Provide 3 railroad safety improvements in the WAMPO region.	Increased project costs by \$825,000.	S-12-001 N/A.	HSIP	\$1,500,000	\$0	\$0	\$1,500,000
KDOT	2016	Road: I-135: Junction of K-96 (37th N.) to Park City Limits - Phase III	Roadway rehabilitation.	Updated the total project cost over the life of the project.	R-11-018-C1 KA-0733-01	NHP IM	\$21,637,000	\$0	\$0	\$21,637,000
KDOT	2016	Safety: 2016 Railroad Safety Crossing Improvements	Provide 3 RR safety improvements in MPO region.	Increased project costs by \$825,000.	S-13-001 N/A.	HSIP	\$1,500,000	\$0	\$0	\$1,500,000
KDOT	2017	Safety: 2017 Railroad Safety Crossing Improvements	Provide 3 RR safety improvements in MPO region.	Project addition.	S-14-002	HSIP	\$1,500,000	\$0	\$0	\$1,500,000

* Projects in FFY 2015, 2016, and 2017 have Year of Expenditure (YOE) factored into this summary. Project costs for these years may not match values entered into the application form for this reason.

Funding Summary Spreadsheet

WAMPO Competitive Funds					
Federal Funding Source	Total	FFY 2014	FFY 2015	FFY 2016	FFY 2017
Anticipated MPO-STP	\$37,755,168	\$9,438,792	\$9,438,792	\$9,438,792	\$9,438,792
Programmed MPO-STP	\$37,652,426	\$9,336,051	\$9,438,792	\$9,438,791	\$9,438,792
Anticipated MPO-CMAQ	\$8,239,556	\$2,059,889	\$2,059,889	\$2,059,889	\$2,059,889
Programmed MPO-CMAQ	\$8,239,558	\$2,059,889	\$2,059,890	\$2,059,890	\$2,059,889
Anticipated MPO-TA	\$3,413,724	\$853,431	\$853,431	\$853,431	\$853,431
Programmed MPO-TA	\$2,817,962	\$853,431	\$853,432	\$853,431	\$257,668

Advance Construction

A practice referred to as Advance Construction is commonly used within the WAMPO region in order to maximize the region's ability to expend federal funds. This practice provides project sponsors the ability to have a project occur in one FFY and be reimbursed in another FFY. This practice is most often used only for projects programmed with WAMPO Competitive funds (with KDOT being the exception).

Non-Competitive Funding					
Federal Funding Source	Total	FFY 2014	FFY 2015	FFY 2016	FFY 2017
FTA-Section 5307	\$22,865,594	\$10,577,594	\$6,144,000	\$6,144,000	\$0
FTA Section 5309	\$0	\$0	\$0	\$0	\$0
FTA-Section 5310	\$0	\$0	\$0	\$0	\$0
FTA-Section 5316	\$0	\$0	\$0	\$0	\$0
FTA-Section 5317	\$0	\$0	\$0	\$0	\$0
County Bridge	\$0	\$0	\$0	\$0	\$0
Interstate Maintenance (IM)	\$137,000	\$0	\$0	\$137,000	\$0
Safety (HSIP)	\$8,447,600	\$3,547,600	\$1,900,000	\$1,500,000	\$1,500,000
Safe Routes to Schools (SRTS)	\$250,000	\$250,000	\$0	\$0	\$0
National Highway Performance Program (NHP)	\$129,821,644	\$0	\$288,000	\$129,533,644	\$0
Transportation Enhancements (TE)	\$2,920,063	\$2,920,063	\$0	\$0	\$0
High Risk Rural Roads Program (HRRP)	\$0	\$0	\$0	\$0	\$0

When Advanced Construction is used, project sponsors must front the entire cost of the project in the first FFY of the project with state and/or local funds. Once federal funds are available, the project sponsor can be reimbursed if the conversion of funds is identified in the TIP. WAMPO only programs federal funds for the four FFY's of the TIP, so project sponsors other than KDOT must stay within these bounds.

The table below reflects the total amount of local funds being converted into federal funds. Negative balances reflect that more conversions of federal funds are occurring than local or state funds being programmed for a project(s) using AC in that FFY.

Overall Anticipated Funding Summary *				
FFY	Federal	State	Local	Total
2014	\$29,544,628	\$190,386,845	\$32,430,184	\$252,361,657
2015	\$20,684,114	\$118,772,000	\$42,494,117	\$181,950,231
2016	\$149,666,756	(\$107,528,589)	\$19,028,128	\$61,166,295
2017	\$13,256,349	\$0	\$10,403,559	\$23,659,908
Total	\$213,151,847	\$201,630,256	\$104,355,988	\$519,138,091

- Non-Competitive funds other than FTA-Section 5316 and FTA-Section 5317 are assumed by WAMPO to be fiscally constrained and administered by other agencies such as KDOT and FTA.

- Transit funds in the WAMPO region are typically programmed within the TIP for only the first FFY.

Advanced Construction - Anticipated Conversions			
FFY	State Advanced Construction	Local Advanced Construction	Total
2013	\$0	\$854,663	\$854,663
2014	\$0	\$596,199	\$596,199
2015	\$111,957,000	\$1,931,819	\$113,888,819
2016	\$0	\$1,286,308	\$1,286,308
Total	\$111,957,000	\$4,668,989	\$116,625,989



**FLINT HILLS
METROPOLITAN PLANNING ORGANIZATION**

January 2, 2014

Davonna Moore
Metro Planning Manager
KDOT Transportation Planning
700 SW Harrison St.
Topeka, KS 66603

Re: FHMPO 2014-2017 TIP Amendment #1

Dear Ms. Moore:

The Flint Hills Metropolitan Planning Organization (FHMPO) Policy Board approved the 2014-2017 Transportation Improvement Program (TIP) Amendment #1 on December 18, 2013. The FHMPO is requesting KDOT's approval and its inclusion by reference into the Statewide Transportation Improvement Program.

A public comment period was held for the 2014-2017 TIP from November 21st to December 5th. No comments were received.

If you have questions or need additional information regarding this letter, please contact me at (785) 845-9050 or Stephanie@FlintHillsRegion.org.

Sincerely,

Stephanie Watts
Transportation Planner

Enclosures: 2014-2017 Transportation Improvement Program Amendment #1

Transportation Improvement Program

FFY 2014-2017

**FLINT HILLS
METROPOLITAN PLANNING ORGANIZATION**



Amended December 18, 2013

The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Introduction

What is the TIP?

The Transportation Improvement Program (TIP) is a federally required document and one of many tools used to implement the vision and goals of the Flint Hills Metropolitan Planning Organization (FHMPO). The TIP contains all federally funded and/or regionally significant multimodal surface transportation projects that are to be implemented in the FHMPO area during the next four years.

The TIP is a fluid document, required to be updated at least every four years. However, the FHMPO will update the TIP every two years with quarterly amendments to reflect project additions, removals, or changes.

The TIP must also maintain fiscal constraint; meaning, only projects for which funding has been identified can be included in the TIP. Fiscal constraint is discussed more under the Fiscal Analysis section.

Appendix A contains a list of all programmed projects from Federal Fiscal Year (FFY) 2014-2017 within the FHMPO planning boundary.

Federal Fiscal Year (FFY):

The FFY is from October 1 through September 30

What is the FHMPO?

The Flint Hills Metropolitan Planning Organization (FHMPO) is the designated Metropolitan Planning Organization (MPO) for the Manhattan, Kansas Urbanized Area. The FHMPO serves a much larger area than just the City of Manhattan; consisting of four cities (the City of Manhattan, the City of Junction City, the City of Ogden, and the City of Grandview Plaza), portions of three counties (Riley County, Pottawatomie County, and Geary County), and the southern portion of the Fort Riley Military Installation.

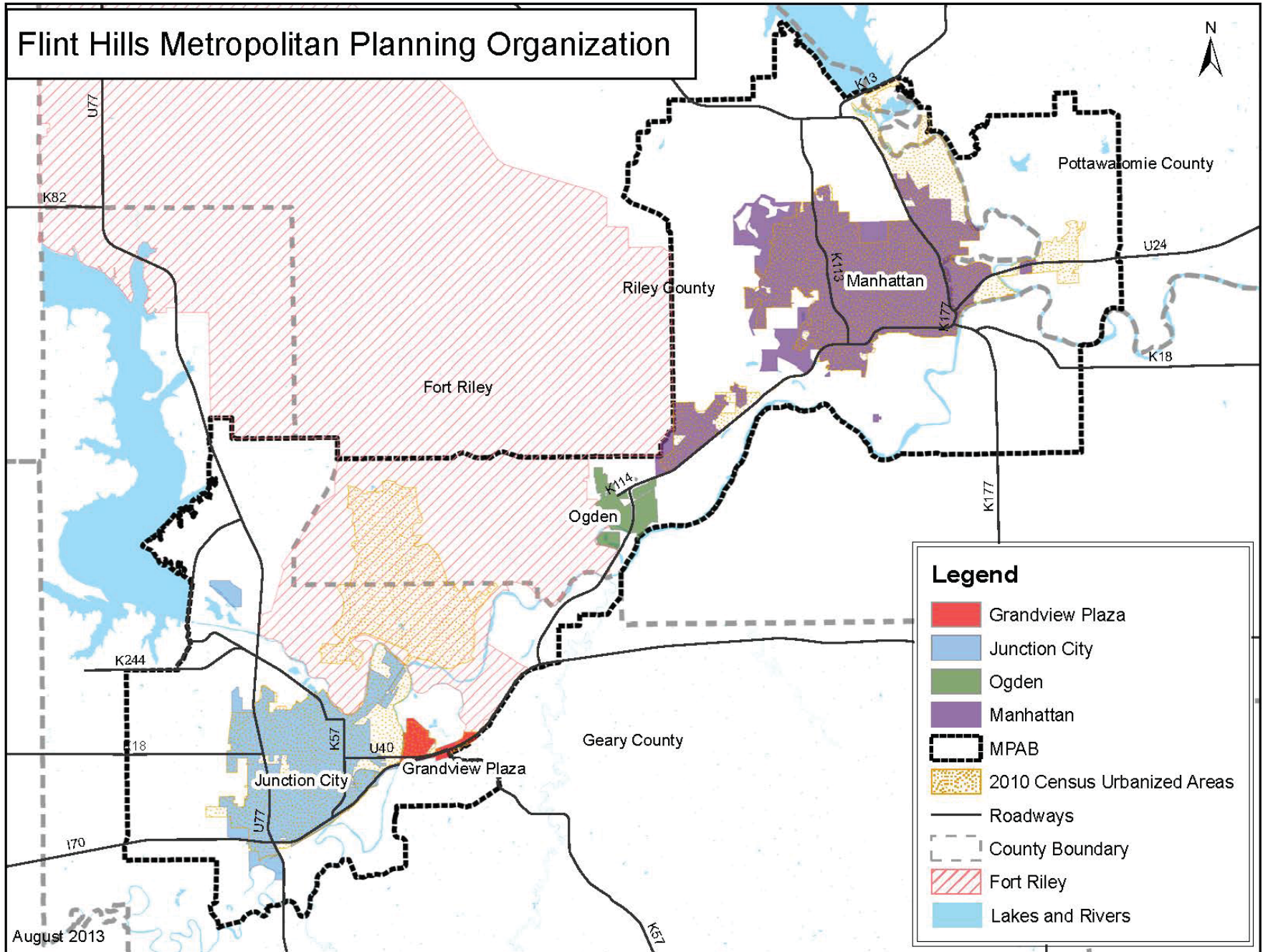
TAC Membership:

- All four cities
- All three counties
- Fort Riley
- Kansas State University
- Flint Hills Regional Council
- KDOT
- Flint Hills aTa
- Manhattan Bicycle Advisory Committee
- FHWA and FTA

The FHMPO is comprised of a Technical Advisory Committee (TAC) and a Policy Board. The TAC is a staff-level committee, which provides technical support and recommendations to the FHMPO Policy Board. The Policy Board is the decision-making body comprised mainly of local elected officials and KDOT.

A map of the FHMPO planning area is shown in *Figure 1* on the following page.

Figure 1: FHMPO Planning Area Map



TIP Procedures

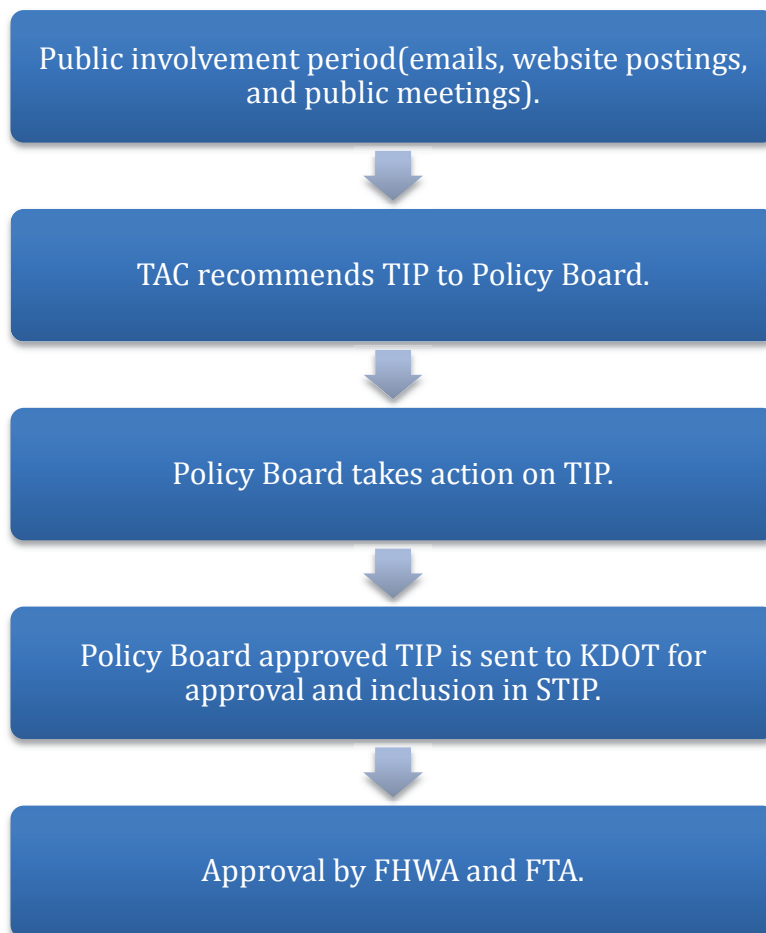
Process for Including Projects in the TIP?

Prior to a project being included in the TIP, it must be posted for public comment, reviewed by the Technical Advisory Committee (TAC), and ultimately approved by the FHMPO Policy Board. After the Policy Board approves the TIP, it is then sent to the Kansas Department of Transportation (KDOT) to be approved by the Secretary and included by reference into the Statewide Transportation Improvement Program (STIP). KDOT then sends the STIP to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for their approval. After FHWA and FTA approval of the STIP, the TIP is approved. *Figure 2* outlines the TIP approval process.

Statewide Transportation Improvement Program (STIP):

The STIP is the State's equivalent of an MPO's TIP that includes all federally funded transportation projects in the state. Projects in the metropolitan areas are included by reference to the relevant TIP.

Figure 2: TIP Approval Diagram



TIP Amendments

The TIP is generally amended once every quarter, if needed. The process for amending the TIP is similar to the process used when developing a new TIP as described on the previous page. Prior to each quarterly amendment, a notice will be sent out to all project sponsors notifying them of the amendment. The project sponsors will then have the opportunity to add, remove, or change a project. The amendment approval process will then follow the same procedures as depicted in *Figure 2*.

Whenever the TIP is amended, a summary of changes will be provided to highlight the modifications to the document. Detailed procedures for the TIP amendment process and the associated public involvement process for the TIP amendments are outlined in the FHMPO Public Participation Plan (PPP).

Administrative Modifications

Administrative Modifications are minor revisions to the TIP that do not require public review and comment or approval from KDOT nor FHWA and FTA. Revisions that meet any of the following criteria are considered Administrative Modifications:

- Revise a project description without changing the project scope;
- Revise the funding amount listed for projects or project phases. Additional funding is limited to 25% of the total project cost or \$5 million (whichever is less), based on the amount programmed in the original approved TIP;
- Decrease project cost;
- Change in source of federal funds;
- Conversion of state funds to federal funds for projects programmed previously as Advanced Construction;
- Change program year of project within the four-year TIP; or
- Split or combine individually listed projects, provided the cost, schedule, and scope remain unchanged.

Any revision or change not listed above must go through a formal TIP amendment.

Fiscal Analysis

Project Funding

Projects in the TIP are funded through various sources of Federal, State, and local funds. Regardless of the funding source, the TIP must be able to demonstrate fiscal constraint. This means there must be adequate local, state, and federal funds available, or can reasonably be expected to become available, to pay for all projects listed in the TIP.

Fiscal constraint:

Project costs do not exceed anticipated revenues and the region can fund all projects identified in the TIP.

Federal Funding Sources

The main source of federal funds for the FHMPO region is Surface Transportation Program (STP) funds. STP funds are distributed to every county in Kansas, as well as to cities with more than 50,000 people in the Census defined Urbanized Area. KDOT provides approximately \$458,000 in STP funds to the City of Manhattan annually. The three counties within the MPO receive a combined \$373,000 in STP funds each year. Between the City of Manhattan and the counties, the FHMPO region is allocated approximately \$831,000 a year in STP funds. It should be noted that not all of the STP funds received by the counties are attributable to projects within the FHMPO boundary. All three counties have areas outside of the MPO boundary and they may elect to use STP to fund projects outside of the FHMPO area.

In addition to STP, there are also several opportunities to apply for other Federal funds, including, Transportation Alternatives (TA), Highway Safety Improvement Program (HSIP), and National Highway Performance Program (NHPP) funds.

Federal funding for transit and paratransit operations will generally be derived from transit urban and rural formula programs from FTA, such as; 5307, 5310, 5311, and 5316 funds. These funds are used for capital and operational expenses.

State and Local Funds

State and local funding for projects is used to provide local match for federal funds and to fund local projects.

Advance Construction

The state often uses a practice known as Advance Construction (AC) to maximize the state's ability to utilize federal funds while still completing projects in a timely manner. AC allows the state to begin a project in one FFY using state funds, and then be reimbursed for eligible

project costs with federal funds in a later FFY. In other words, the state must front the cost of the project in the year it is being AC'd with non-federal funds. Once federal funds are available, the state can be reimbursed with federal funds. This is referred to as the conversion of the project or conversion year. Projects using AC must be identified along with the anticipated year of conversion.

Operations and Maintenance (O&M)

Operation and maintenance (O&M) activities are necessary to ensure the safety and efficiency of the existing transportation system. This consists of routine activities such as pothole patching, minor repairs to pavement and curbs, snow removal, striping and marking, mowing, signal repairs, sign replacement, and other minor work tasks. The expense related to this type of work is usually paid for by the local entities that own and operate the roadway. KDOT is responsible for maintaining the major highways running throughout the region. More information on O&M will be included after the completion of the FHMPO's Metropolitan Transportation Plan.

Year of Expenditure Inflation Factor

Federal regulations require that inflation be applied to transportation projects programmed in the future years of the TIP. Projects programmed in FFY 2015 through FFY 2017 of the TIP must reflect inflation to provide an estimate of costs incurred in the actual year of project activity. The estimated cost of the project multiplied by an inflation factor (4% compounded annually) yields the total cost of the project in Year of Expenditure (YOE) dollars. This allows both the local project sponsor and the MPO to have a more accurate account of the funding required to accomplish the projects programmed in the TIP. YOE is not applied to projects awarded competitive funding from the state (ex. Geometric Improvement, City Connecting Link, Safe Routes to School, Transportation Alternatives, etc.)

Demonstration of Fiscal Constraint

Federal law requires that the first four years of the TIP be financially constrained, as discussed above. *Table 1*, below, provides realistic costs and funding estimates for the projects in the TIP. Given the uncertainty in the level of federal funding, the FHMPO has assumed that the STP allocation of \$831,000 received by the City and counties in 2014 will remain constant through 2017.

KDOT projects are considered financially constrained when submitted to the FHMPO staff for inclusion in the TIP, given the process the state undertakes when identifying statewide projects. The locals however, will be asked to document fiscal constraint when submitting a new project for inclusion in the TIP or increasing the cost of an existing project.

Table 1: Funding Summary Table

Funding Summary Table						
Funding Source of Programmed Projects (in thousands)						
Funding Source	FFY 2014	FFY 2015	FFY 2016	FFY 2017	Total	
Federal Funds	FTA 5307	\$ -	\$ -	\$ -	\$ -	\$ -
	FTA 5311	\$ 705.4	\$ -	\$ -	\$ -	\$ 705.4
	FTA 5316	\$ 154.3	\$ -	\$ -	\$ -	\$ 154.3
	NHPP	\$ 160.0	\$ 5,375.4	\$ 240.0	\$ 4,559.0	\$10,334.4
	STP	\$ -	\$ 360.0	\$ 480.0	\$ -	\$ 840.0
	HSIP	\$ 360.0	\$ -	\$ -	\$ -	\$ 360.0
	SRTS	\$ 15.0	\$ -	\$ -	\$ -	\$ 15.0
	CDBG	\$ 380.0	\$ -	\$ -	\$ -	\$ 380.0
	TOTAL	\$ 1,774.7	\$ 5,735.4	\$ 720.0	\$ 4,559.0	\$12,789.1
State	\$ 11,096.7	\$ 9,099.9	\$16,781.0	\$ 14,308.2	\$51,285.8	
Local	\$ 8,805.0	\$ 92.0	\$ 1,110.0	\$ 448.0	\$10,455.0	
Total	\$ 21,676.4	\$ 14,927.3	\$18,611.0	\$ 19,315.2	\$74,529.9	
NHPP-National Highway Performance Program		<i>Note: Transit funds in the FHMPO region are typically only programmed for the first year of the TIP.</i>				
STP-Surface Transportation Program						
HSIP-Highway Safety Improvement Program						
SRTS-Safe Routes to School						
CDBG-Community Development Block Grant						
Anticipated Funding (in thousands)						
Funding Source	FFY 2014	FFY 2015	FFY 2016	FFY 2017	Total	
Federal	\$ 3,139.5	\$ 7,115.2	\$ 1,979.8	\$ 6,298.8	\$18,533.2	
State	\$ 11,096.7	\$ 9,099.9	\$16,781.0	\$ 14,308.2	\$51,285.8	
Local	\$ 8,805.0	\$ 2,800.0	\$ 1,110.0	\$ 416.0	\$13,131.0	
Total	\$ 23,041.2	\$ 19,015.1	\$19,870.8	\$ 21,023.0	\$82,950.1	

Major Projects

As per federal regulation, MPOs must list any major projects implemented from the previous TIP and identify any projects that experienced significant delays. The following provides a definition of each of the terms:

Roadways Projects (including intersections and bridges)

The major roadway projects implemented from the previous TIP will include projects located on roadways classified by the FHMPO as a collector or higher, with construction costs of at least \$2.0 million and that have at least one of the following attributes:

- o Increase roadway capacity or decrease traffic congestion
- o Significantly improve safety

- Replace aging infrastructure and bring it up to current standards
- Result in significant delay and/or detour

Transit Facilities and Services Projects

The major transit projects implemented from the previous TIP will include projects that have a total project 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 of new operations and/or maintenance buildings or expansion of existing buildings

Initiation of new transit service or expansion of existing transit services into territory not previously served by transit

Bikeway and Pedestrian Projects

The major bikeway and pedestrian projects implemented from the previous TIP will include projects that meet at least one of the following:

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

Significant Delay

The FHMPO defines significant delay as a project that has been delayed by two or more years from the year it was first programmed in the TIP.

Progress on Projects from Previous TIP

The 2014-2017 TIP is the FHMPO's first TIP after being designated as an MPO in February of 2013. There are no projects to report on at this time.

Environmental Justice

Environmental Justice (EJ) is defined as the fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation, and enforcement of laws, regulations, and policies. The U.S. Department of Transportation requires that FHMPO make EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority and/or low-income populations (collectively, “EJ populations”). The legal backbone of the federal EJ requirement is Title VI of the Civil Rights Act of 1964, which prohibits discrimination “on the basis of race, color, or national origin” in any “program or activity receiving federal financial assistance.”

Three core EJ principles defined by the U.S. Department of Transportation spell out the EJ goals for transportation planning and projects. The FHMPO and project sponsors work together to assure that the annual TIP process and the projects included within the TIP address these core principles.

Three core EJ principles:

- 1) Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on EJ populations.
- 2) Prevent the denial, reduction, or delay in the receipt of benefits to EJ populations.
- 3) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

2014-2017 TIP EJ Analysis Methodology

Identifying EJ tracts

The first step in the EJ analysis process is to identify where low-income and minority populations live in the area. Census tracts are used to understand the demographics of this geographically large area. The FHMPO region consists of 21 census tracts; 12 in Riley County, 8 in Geary County, and 1 in Pottawatomie County. Individual census tracts are defined as EJ tracts if they meet certain **EJ criteria** regarding race, ethnicity, and/or household income. The data used to identify EJ tracts was collected by the 2011 American Community Survey (ACS).

EJ criteria

A Census tract is defined as an EJ tract if it meets at least one of the following two criteria:

1. The minority population is 20% or greater than the average for the respective area.
2. The median household income is at or below the Department of Health and Human Services’ poverty threshold

To identify the low-income tracts in the FHMPO region, the average household income was gathered for all 21 tracts within the Metropolitan Planning Area (MPA) boundary. The tracts that had average household incomes at or below the Department of Health and Human Service’s poverty threshold were considered low-income EJ tracts.

To calculate the minority population threshold for the region, Manhattan and Junction City were evaluated separately given the significant differences in community demographics; however, the below methodology is consistent for both areas.

To calculate the average minority population, ACS data was collected for the Census tracts that were within the MPA boundary. Riley County and Pottawatomie County Census tracts were used to calculate the minority population average and threshold for the Manhattan area, while Geary County data was used to determine the Junction City area information.

The U.S. Department of Housing and Urban Development (HUD) defines a minority neighborhood as any neighborhood where the minority population is 20% or higher than the average neighborhood percentage. This methodology was implemented on a larger scale to determine the minority EJ threshold for each of the two areas. The average minority population from the Manhattan area and Junction City area were each multiplied by 20% to establish the minority population threshold.

The average minority population for the Manhattan area is 14.5%, making the minority threshold 17.4%. The average minority population for the Junction City area is 33.8%, resulting in a minority threshold of 40.6%.

After the minority thresholds were established for the two areas, Census tracts where the average minority population exceeded the threshold were designated as minority EJ tracts.

Mapping Projects

The second step is mapping the 2014-2017 TIP projects with the identified EJ tracts. This comparison allows the FHMPO to analyze the distribution of project types between EJ and non-EJ tracts.

EJ Analysis Results

Low-income Tracts

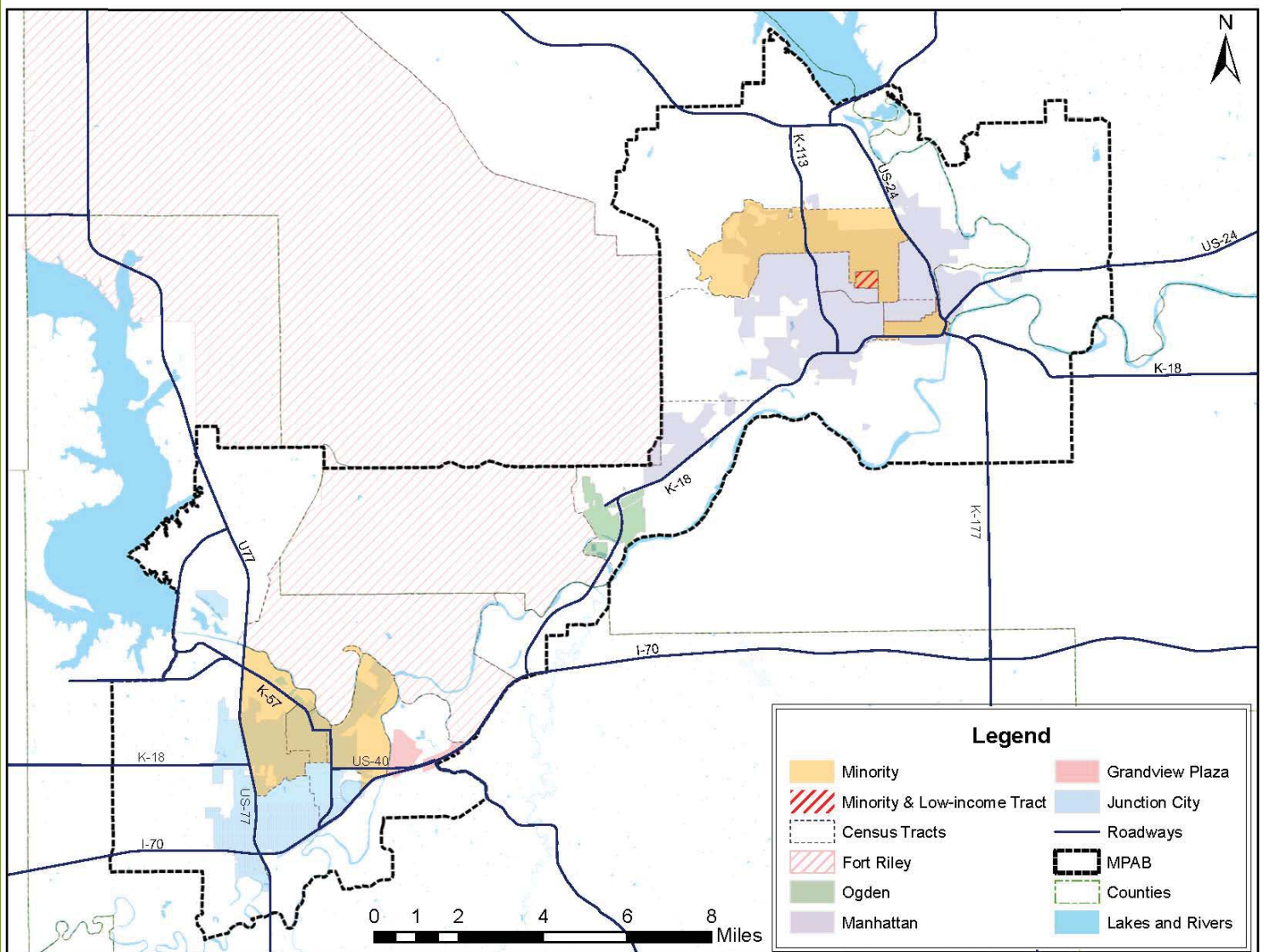
Of the 21 tracts in the FHMPO area, only one is considered low-income (Tract 3.03 in Riley County). Tract 3.03 is located adjacent to Kansas State University (KSU) and mainly consists of rental units occupied by students. In June of 2013, Katherine Nesse, a professor in the College of Architecture, Planning and Design at Kansas State University, prepared a memorandum for the Manhattan Area Habitat for Humanity titled, "Median Income for the population of Riley County, excluding students." This memorandum highlights that the student population in Riley County significantly alters the median income for the county since the student population is roughly 1/3 of the total population. Students have lower median

incomes reported than the general population since they often work only part-time, rely on loans, grants and/or parental financial support. For the purposes of EJ analysis, the FHMPO does not consider Tract 3.03 to meet the intent or definition of the low-income threshold.

Minority Tracts

As explained above, Manhattan and Junction City’s minority populations were analyzed separately. There were three tracts in Manhattan area that exceeded the minority population threshold of 17.4% and three tracts in Junction City area that exceeded the established threshold of 40.6%. These tracts are identified in **Figure 3**.

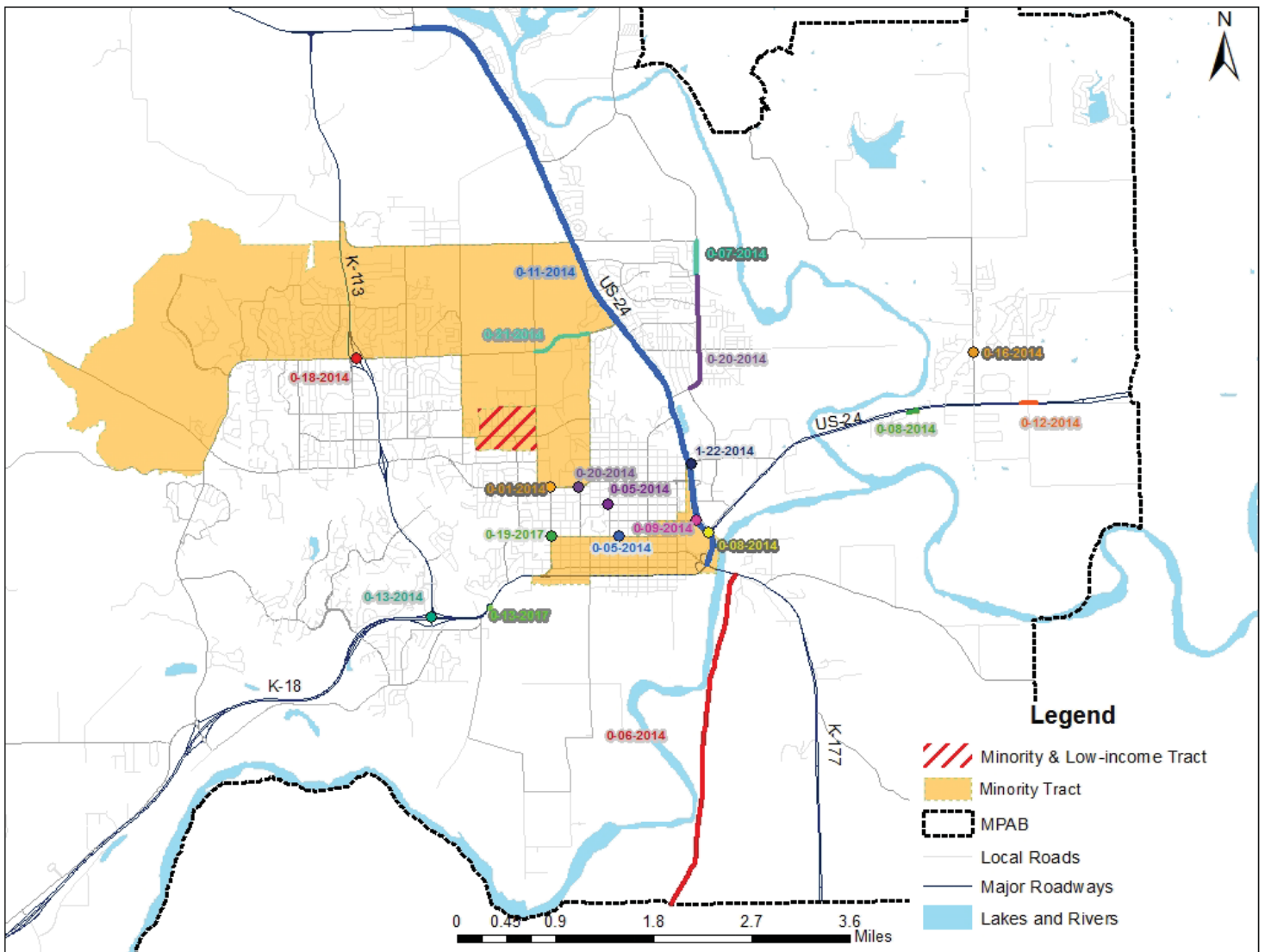
Figure 3: Environmental Justice Census Tracts



Manhattan EJ Analysis

The Manhattan/Riley County/Pottawatomie County areas projects are shown in **Figure 4**, below. There are several projects located around the perimeter of the identified EJ tracts. Several of those projects include intersection improvements to increase safety for both pedestrians and vehicles. There appears to be no disproportionate benefits or impacts between the projects located within EJ and non-EJ tracts. For a larger map of the road and bridge projects, see **Figure 6**; and for the bicycle and pedestrian projects, see **Figure 8**.

Figure 4: Manhattan Area Projects with EJ Tract Overlay

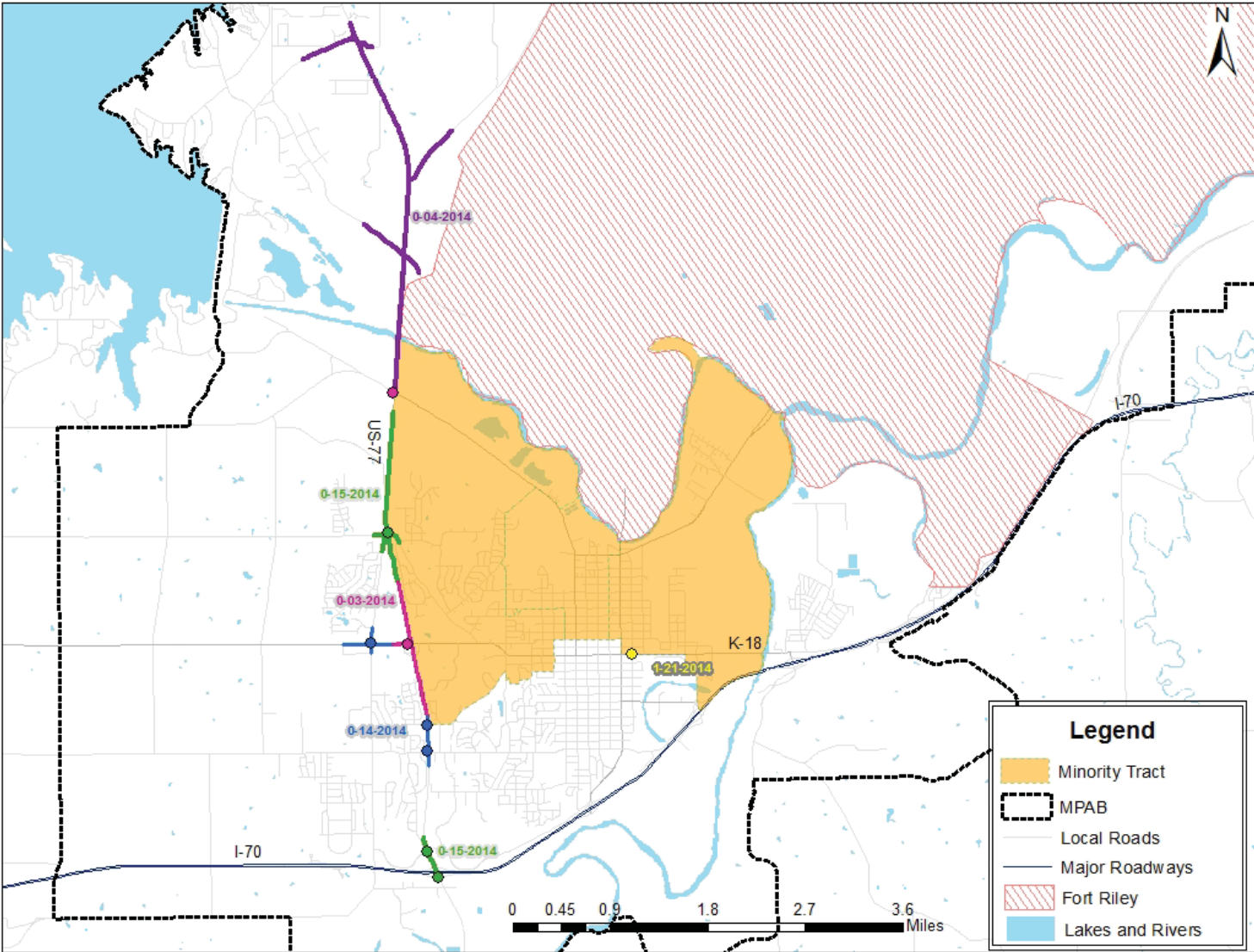


Junction City EJ Analysis

There are five projects in the Junction City/Geary County area programmed in the 2014-2017 TIP. Four projects are located along the US-77 corridor, which runs north-south on the

western edge of Junction City. As depicted in **Figure 5: Junction City Area Projects with EJ Tract Overlay**, this corridor serves as the western boundary of one of the three identified EJ tracts. After reviewing the scope for the four US-77 projects, there does not appear to be any disproportionate impacts between the EJ and non-EJ areas. The other project located on the southern boundary of an identified EJ tract is an intersection improvement project to add a traffic signal, sidewalks and Americans with Disabilities Act (ADA) compliant ramps. This project is anticipated to increase the safety of this intersection for both vehicles and pedestrians.

Figure 5: Junction City Area Projects with EJ Tract Overlay

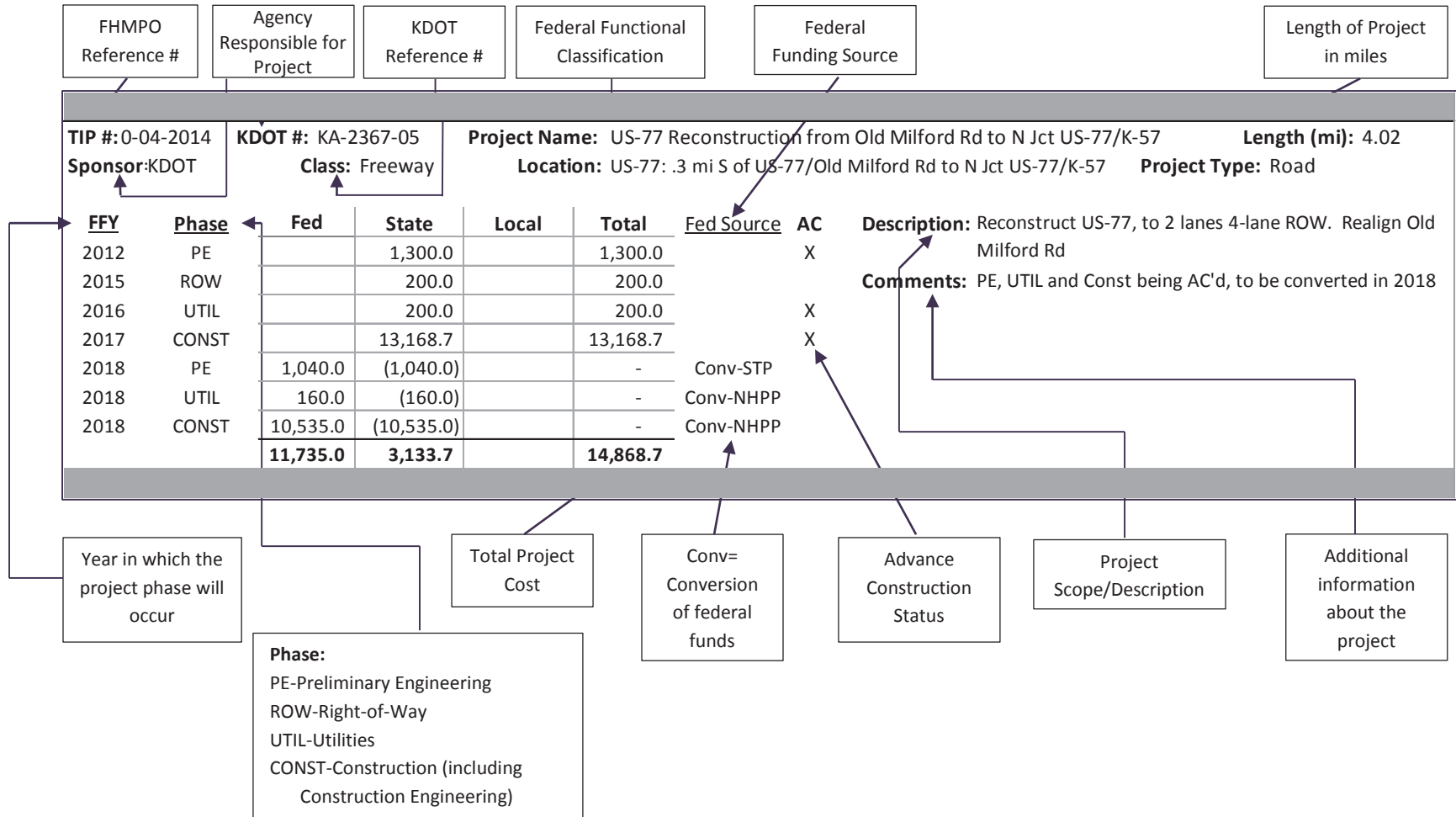


EJ Analysis Summary

There were 22 road, bridge, and bicycle/pedestrian projects in the 2014-2017 TIP worth over \$78 million (in project year dollars). Of those, nine projects are located within or along the boundary of the identified EJ tracts, totaling just under \$50.5 million (in project year dollars). These nine projects mainly consist of safety improvements along corridors or at intersections, roadway resurfacing or increasing capacity of a roadway. After analyzing all of the projects in the TIP, it was concluded that there appears to be no disproportionate impact when comparing the projects located within EJ tracts versus non-EJ tracts. A more in-depth EJ analysis will occur once the FHMPO had adopted their Metropolitan Transportation Plan.

Appendix A: TIP Project Listing Information

The projects listed in the TIP are broken down into three categories: Road and Bridge, Bicycle and Pedestrian, and Transit and Paratransit. Below is a sample project from the TIP to aid in explaining each field of the form.



Summary of Changes

2017-2017 TIP Amendment #1

Project Additions:

- 1-21-2014 GI: 6th & Franklin Signalization
- 1-22-2014 US-24 & McCall Road Intersection Improvements
- 1-B4-2014 City of Manhattan SRTS Phase I
- 1-T7-2014 Purchase of 5311 Bus

Project Revisions:

- 1-01-2014 17th & Anderson Intersection Improvements
 - Project cost increased
- 1-02-2014 US-77: I-70 to US-77/K-57
 - PE cost increased from \$720,000 to \$750,000
- 1-07-2014 Casement Bridge and Road Improvements
 - Move construction from 2015 to 2014
- 1-18-2014 K-113 & Kimball Intersection Improvements
 - Change ROW phase to CONST

Road and Bridge Projects

TIP #: 1-01-2014 **KDOT #:** **Project Name:** 17th St. & Anderson Ave Intersection Improvements **Length (mi):** N/A
Sponsor: City of Manhattan **Class:** Maj Coll **Location:** 17th St. & Anderson Ave. **Project Type:** Intersection

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2009	PE			19.0	19.0			Lengthen north bound turn lanes on 17th Street at Anderson Ave Comments:
2013	ROW			68.4	68.4			
2014	CONST			150.0	150.0			
				237.4	237.4			

TIP #: 1-02-2014 **KDOT #:** **Project Name:** US-77: Jct of I-70 N to N Jct US-77/K-57 **Length (mi):** 7.89
Sponsor: KDOT **Class:** Freeway **Location:** US-77: Jct of I-70 N. to N Jct US-77/K-57/K-244 **Project Type:** Road

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2011	PE		750.0		750.0		X	Study regarding the development of a 4-lane expressway and intersection improvements Comments: Connected to KA-2367-02, ""-03, ""-04, ""-05.
2016	PE	480.0	(480.0)		0.0	STP		
		480.0	270.0		750.0			

TIP #: 0-03-2014 **KDOT #:** **Project Name:** US-77 & K-18 Reconstruction and US-77/K-18 Interchange **Length (mi):** 2.37
Sponsor: KDOT **Class:** Freeway **Location:** US-77 and K-18; 2.1 miles north of I-70 **Project Type:** Road

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2012	PE		1,600.0		1,600.0		X	Reconstruct US-77 to a 2-lane on 4-lane ROW and the US-77/K-18 interchange, including reconstruction of K-18
2014	ROW		200.0		200.0			
2015	UTIL		200.0		200.0		X	Comments: PE, UTIL and Const being AC'd, to be converted in 2018
2016	CONST		16,931.0		16,931.0		X	
2018	PE	1,280.0	(1,280.0)		-	Conv-STP		
2018	UTIL	160.0	(160.0)		-	Conv-NHPP		
2018	CONST	13,545.0	(13,545.0)		-	Conv-NHPP		
		14,985.0	3,946.0		18,931.0			

TIP #: 0-04-2014	KDOT #:	Project Name: US-77 Reconstruction from Old Milford Rd to N Jct US-77/K-57				Length (mi): 4.02
Sponsor KDOT	Freeway	Location: US-77: .3 mi S of US-77/Old Milford Rd to N Jct US-77/K-57				Project Type: Road
FFY	Phase	Fed	State	Local	Total	Fed Source AC
2012	PE		1,300.0		1,300.0	X
2015	ROW		200.0		200.0	
2016	UTIL		200.0		200.0	X
2017	CONST		13,168.7		13,168.7	X
2018	PE	1,040.0	(1,040.0)		-	Conv-STP
2018	UTIL	160.0	(160.0)		-	Conv-NHPP
2018	CONST	10,535.0	(10,535.0)		-	Conv-NHPP
		11,735.0	3,133.7		14,868.7	

Description: Reconstruct US-77, to 2 lanes 4-lane ROW. Realign Old Milford Rd
Comments: PE, UTIL and Const being AC'd, to be converted in 2018

TIP #: 0-05-2014	KDOT #:	Project Name: 11th St. & Fremont St. Intersection Improvements				Length (mi): N/A
Sponsor City of Manhattan	Class: Maj Coll	Location: 11th & Fremont				Project Type: Intersection
FFY	Phase	Fed	State	Local	Total	Fed Source AC
2012	PE			38.0	38.0	
2014	CONST	380.0			380.0	CDBG
		380.0		38.0	418.0	

Description: Intersection Improvements at 11th and Fremont including new traffic signal
Comments: Designed by MHK staff

TIP #: 0-06-2014	KDOT #:	Project Name: McDowell Creek Road Reconstruction				Length (mi): 3.00
Sponsor Riley County	Class: R Maj Coll	Location: McDowell Creek Rd: K-177 SW 3 miles				Project Type: Road
FFY	Phase	Fed	State	Local	Total	Fed Source AC
2013	PE			500.0	500.0	
2013	ROW			200.0	200.0	
2013	UTIL			100.0	100.0	
2014	CONST			5,400.0	5,400.0	
				6,200.0	6,200.0	

Description: Safety Improvements to road by adding turn lanes and shoulders
Comments: Project will improve the load carrying capacity of the roadway (large amount of truck traffic)

TIP #: 0-07-2014 **KDOT #:** **Project Name:** Casement Bridge and Roadway Improvements **Length (mi):** 0.3
Sponsor City of Manhattan **Class:** Min Art **Location:** Casement Rd: Marlatt Ave to Northfield Rd **Project Type:** Road and Bridge

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2013	PE			285.1	285.1			Roadway Improvements, including new bridge over Marlatt
2014	ROW			30.0	30.0			Comments:
2014	CONST		1,050.8	2,080.0	3,130.8			
			1,050.8	2,395.1	3,445.9			

TIP #: 0-08-2014 **KDOT #:** **Project Name:** US-24 & Mall Entrance Intersection GI **Length (mi):** N/A
Sponsor City of Manhattan **Class:** OPA **Location:** US-24 and Mall Entrance Intersection **Project Type:** Intersection

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2013	ROW			5.0	5.0			Safety and Capacity Improvements at intersection
2014	CONST		621.0	30.0	651.0			Comments:
			621.0	35.0	656.0			

TIP #: 0-09-2014 **KDOT #:** **Project Name:** US-24 & Leavenworth GI Improvements **Length (mi):** N/A
Sponsor KDOT **Class:** OPA **Location:** US-24 & Leavenworth Intersection **Project Type:** Intersection

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2014	ROW		166.5	41.6	208.1			Safety and capacity improvements at the intersection.
			166.5	41.6	208.1			Comments: Using GI funds

TIP #: 0-10-2014 **KDOT #:** **Project Name:** US-24 & Crown Rd. **Length (mi):** 0.20
Sponsor KDOT **Class:** Freeway **Location:** 1 mile east of Big Blue River **Project Type:** Road

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2014	CONST		403.0	134.8	537.8			Construct a left turn lane, extend frontage road and access control
			403.0	134.8	537.8			Comments:

TIP #: 0-11-2014 **KDOT #:** **Project Name:** US-24:North Jct US-24/K-13 Road Improvement **Length (mi):** 9.07
Sponsor KDOT **Class:** Freeway **Location:** US-24: N Jct US-24/K-13 south to E. Jct US-24/K-177 **Project Type:** Road

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2014	CONST		6,908.0		6908.0			Deep mill and inlay, includes 1.5 miles of 4-lane pavement replacement and the extension of turn lanes
			6,908.0	-	6908.0			Comments:

TIP #: 0-12-2014	KDOT #:	Project Name: US-24 and Excel Rd Turn lanes				Length (mi): N/A	
Sponsor KDOT		Class: Freeway	Location: US-24 at Excel Road		Project Type: Road		
FFY	Phase	Fed	State	Local	Total	Fed Source AC	Description: Construct turn lanes on US-24 at Excel Road
2014	CONST		653.0		653.0		Comments:
			653.0	-	653.0		
TIP #: 0-13-2014	KDOT #:	Project Name: K-113 & K-18 GI Improvements				Length (mi): 0.16	
Sponsor KDOT		Class: Freeway	Location: K-113 & K-18 Intersection Improvements		Project Type: Intersection		
FFY	Phase	Fed	State	Local	Total	Fed Source AC	Description: Address capacity issues with south bound traffic on K-113 heading eastbound on K-18
2014	CONST			215.0	215.0		Comments:
				215.0	215.0		
TIP #: 0-14-2014	KDOT #:	Project Name: US-77 Road Improvements and K-18/Spring Valley Rd Intersection				Length (mi): 2.51	
Sponsor KDOT		Class: Freeway	Location: US-77: K-18/Spring Valley to .13 miles N. of Lacy Dr.		Project Type: Road		
FFY	Phase	Fed	State	Local	Total	Fed Source AC	Description: Reconstruct K-18/Spring Valley Road intersection, including turn lanes and traffic signal. Widen US-77 and intersection improvements at US-77/Ash St. and US-77/McFarland Road
2014	ROW		200.0		200.0		Comments:
2014	UTIL	160.0	40.0		200.0	NHPP	
2015	CONST	5,375.4	1,343.6		6,719.0	NHPP	
		5,535.4	1,583.6		7,119.0		
TIP #: 0-15-2014	KDOT #:	Project Name: US-77/I-70 DDI & US-77 Improvements N. to US-77/K-57				Length (mi): 3.22	
Sponsor KDOT		Class: Freeway	Location: US-77: Jct I-70 north to Jct US-77/Old US-40		Project Type: Road		
FFY	Phase	Fed	State	Local	Total	Fed Source AC	Description: Construct 4-Lanes on US-77 (S of I-70 to .33 miles N. of I-70); a Diverging Diamond Interchange (DDI) at I-70; US-77/Lacy Road/Goldenbelt Blvd. intersection improvements, US-77/Rucker Road intersection improvements (3.2 miles N of I-70) and lengthen the existing US-77 climbing lane (4 miles N of I-70).
2014	ROW		200.0		200.0		Comments: AC Conversion in 2018
2014	UTIL		200.0		200.0	X	
2015	CONST		7,256.3		7,256.3	X	
2016	UTIL	160.0	(160.0)		-	Conv-NHPP	
2018	CONST	5,805.0	(5,805.0)		-	Conv-NHPP	
		5,965.0	1,691.3		7,656.3		

TIP #: 0-16-2014	KDOT #:	Project Name: Green Valley/Elk Creek Rd. Intersection and Bridge Improvements				Length (mi): 0.30
Sponsor Pottawatomie County	Class: RI Maj Coll	Location: Green Valley Rd and Elk Creek Rd Intersection			Project Type: Road	
FFY	Phase	Fed	State	Local	Total	Fed Source AC
2014	PE			118	118.0	
2014	ROW			40	40.0	
2015	UTIL			26	26.0	
2016	CONST			540	540.0	
				724.0	724.0	

Description: Rehab bridge on Green Valley Road and add an additional lane and bike/pedestrian crossing
Comments: Project also include realigning Elk Creek Rd

TIP #: 0-17-2014	KDOT #:	Project Name: Bridges #028 & #029 on K-18 in Riley County				Length (mi): 2.51
Sponsor KDOT	Class: Freeway	Location: K-18: .056 & .057 miles E. of K-18/K-113 Jct (Wildcat Cr			Project Type: Bridge	
FFY	Phase	Fed	State	Local	Total	Fed Source AC
2015	ROW		100.0		100.0	
2016	UTIL	80.0	20.0		100.0	NHPP
2017	CONST	4,559.0	1,139.5		5,698.5	NHPP
		4,639.0	1,259.5		5,898.5	

Description: Bridges #028 and #029 (Wildcat Creek) on K-18 in Riley County, located 0.56 and .057 miles east of the K-18/K-113 junction
Comments:

TIP #: 1-18-2014	KDOT #:	Project Name: K-113 & Kimball Intersection Improvements				Length (mi): N/A
Sponsor City of Manhattan	Class: OPA	Location: K-113 & Kimball Intersection			Project Type: Intersection	
FFY	Phase	Fed	State	Local	Total	Fed Source AC
2015	CONST	360.0		40.0	400.0	HSIP
		360.0		40.0	400.0	

Description: Safety Improvements at the intersection and new traffic signals
Comments:

TIP #: 0-19-2014	KDOT #:	Project Name: 17th St. & Poyntz Ave Intersection Improvements				Length (mi): N/A
Sponsor City of Manhattan	Class: Maj Coll	Location: 17th and Poyntz			Project Type: Intersection	
FFY	Phase	Fed	State	Local	Total	Fed Source AC
2015	PE			26.0	26.0	
2016	CONST			540.0	540.0	
				566.0	566.0	

Description: Improve current traffic signal
Comments: Designed by MHK staff

TIP #: 0-20-2014 **KDOT #:** **Project Name:** Casement Rd. Improvements and multi-use trail **Length (mi):** 1.02
Sponsor: City of Manhattan **Class:** Min Art **Location:** Casement Rd: Northfield Rd to Hays Dr. **Project Type:** Road

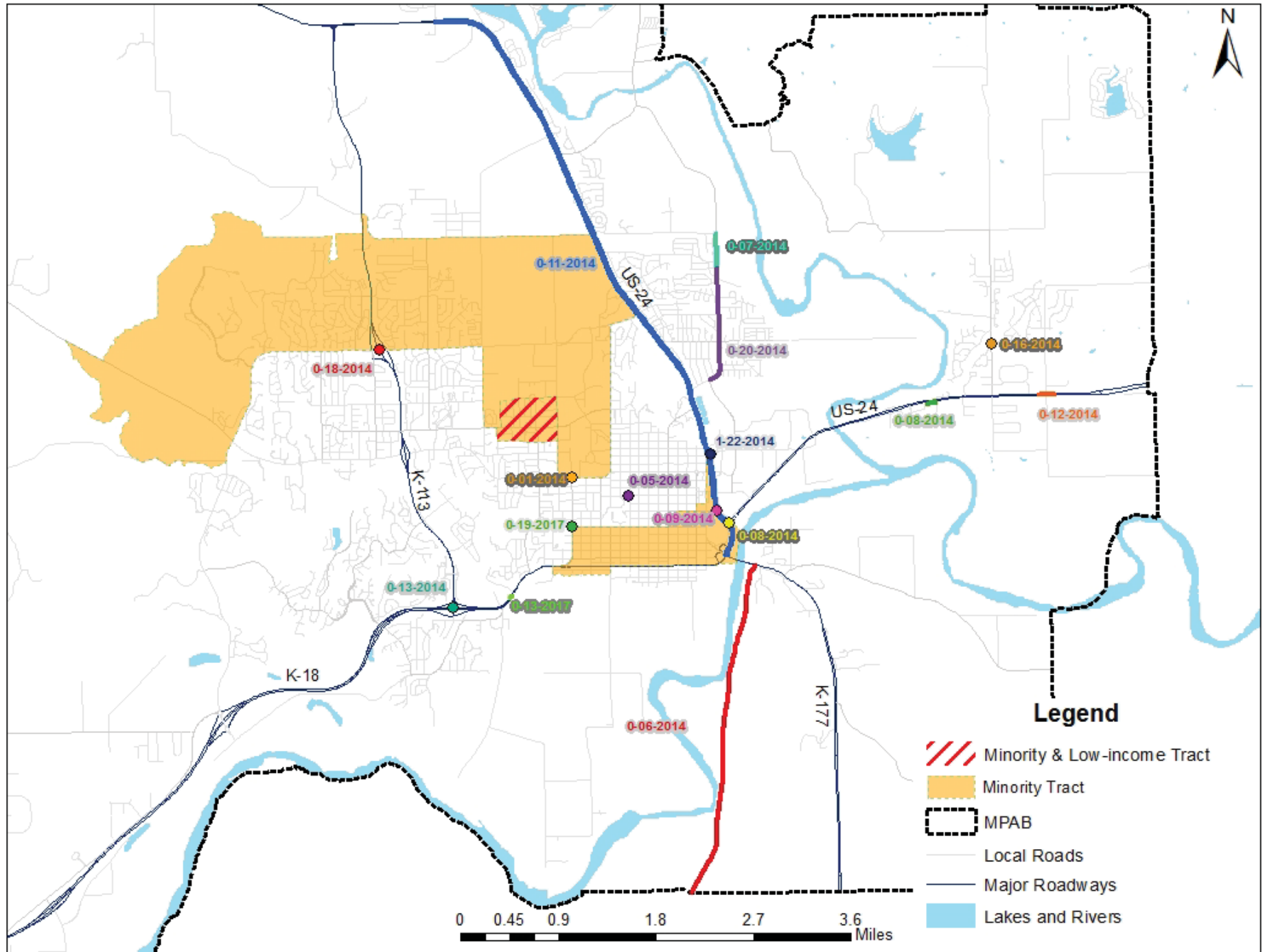
<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description: Widen roadway and build a multi-use trail
2017	PE			392.0	392.0			Comments:
2018	CONST		3,640.0		3640.0			
			3,640.0	392.0	4032.0			

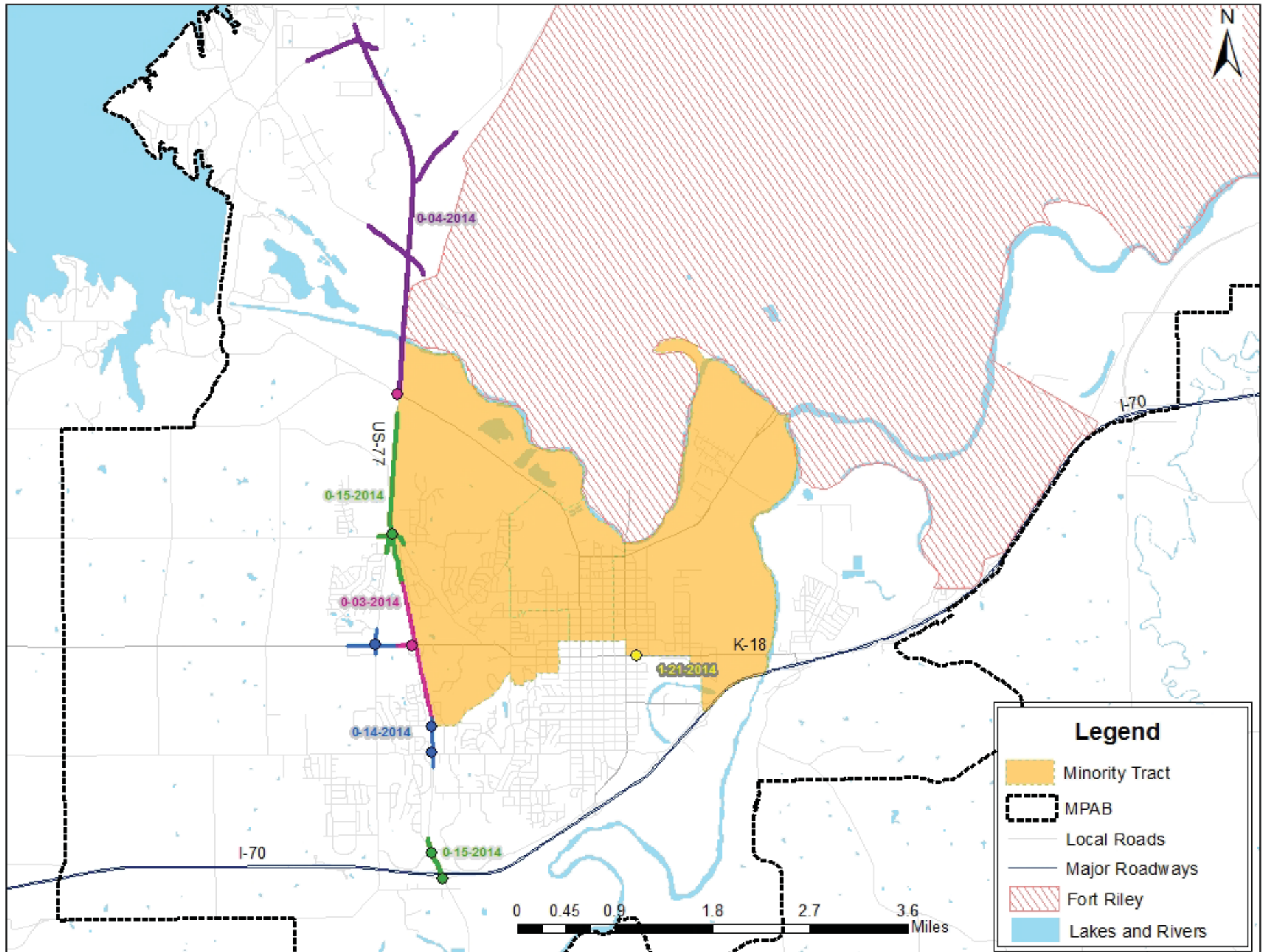
TIP #: 1-21-2014 **KDOT #:** **Project Name:** GI: 6th & Franklin Signalization **Length (mi):** 0.00
Sponsor: City of Junction City **Class:** OPA **Location:** 6th and Franklin **Project Type:** Intersection

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description: Installation of new traffic signal and intersection improvements (sidewalk & ADA ramps).
2016	PE		11.3	1.3	12.5			Comments:
2016	CONST		258.8	28.8	287.5			
			270.0	30.0	300.0			

TIP #: 1-22-2014 **KDOT #:** **Project Name:** US-24 & McCall Road Intersection **Length (mi):** 0.10
Sponsor: KDOT **Class:** OPA **Location:** US-24 & McCall Road (West end) Intersection **Project Type:** Intersection

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description: Construct double left turn lanes for West bound traffic on McCall Road to turn south onto US-24. Capacity related improvements to reduce the amount of green time used to service the WB traffic versus the north and south bound demand of US-24
2013	PE			30.0	30.0			
2014	CONST		199.0		199.0			
			199.0	30.0	229.0			





Bicycle and Pedestrian Projects

TIP #: 0-B1-2014 **KDOT #:** **Project Name:** Kimball: Denison to N. Manhattan multiuse path **Length (mi):** 0.68
Sponsor: City of Manhattan **Class:** Min Art **Location:** Kimball Ave: Denison Ave to N. Manhattan Ave **Project Type:** Bike/Ped

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2013	PE			8.0	8.0			Multi-use path along North side of Kimball Ave from Denison Ave to N. Manhattan Ave.
2014	CONST			80.0	80.0			
				88.0	88.0			

Comments:

TIP #: 0-B2-2014 **KDOT #:** **Project Name:** Poyntz Ave & 9th St. HAWK Signal **Length (mi):** N/A
Sponsor: City of Manhattan **Class:** Min Art **Location:** Poyntz & 9th, mid-block **Project Type:** Bike/Ped

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2017	CONST			26.0	26.0			Convert pedestrian traffic signal to a HAWK system midblock
				26.0	26.0			

Comments:

TIP #: 0-B3-2014 **KDOT #:** **Project Name:** Anderson Ave & 14th St. HAWK Signal **Length (mi):** N/A
Sponsor: City of Manhattan **Class:** Min Art **Location:** Anderson & 14th, mid-block **Project Type:** Bike/Ped

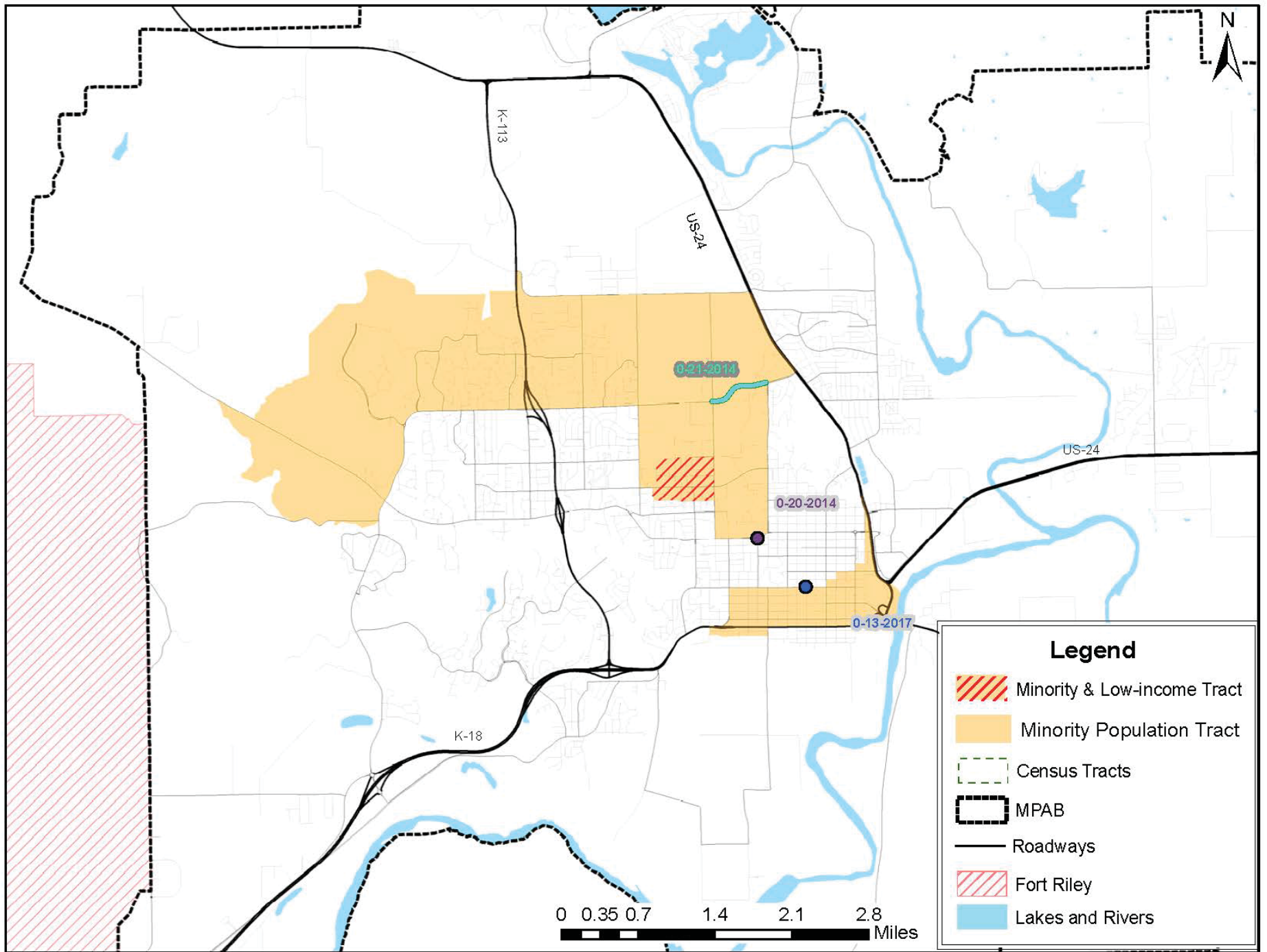
<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2017	CONST			26.0	26.0			Convert pedestrian traffic signal to a HAWK system midblock
				26.0	26.0			

Comments:

TIP #: 1-B4-2014 **KDOT #:** **Project Name:** Safe Routes to School Phase I **Length (mi):** N/A
Sponsor: City of Manhattan **Class:** n/a **Location:** Citywide **Project Type:** Bike/Ped

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2014	PE	15.0			15.0	SRTS		City wide SRTS Plan (Phase 1)
				-	15.0			

Comments:



Transit and Paratransit Projects

TIP #: 0-T1-2014 **KDOT #:** **Project Name:** Flint Hills aTa Operating Assistance **Length (mi):** N/A
Sponsor: Flint Hills aTa **Class:** N/A **Location:** FHMPO Region **Project Type:** Transit/Paratransit

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2014	OPR	661.1	240.4	375.6	1,277.1	5311		Operating assistance for aTa to serve the FHMPO region, including Fort Riley
		661.1	240.4	1,652.7	1,277.1			Comments:

TIP #: 0-T2-2014 **KDOT #:** **Project Name:** Flint Hills aTa JARC funding **Length (mi):** N/A
Sponsor: Flint Hills aTa **Class:** N/A **Location:** City of Manhattan **Project Type:** Transit/Paratransit

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2014	OPR	55.3			55.3	5316		Job Access & Reverse Commute (JARC)
		55.3			55.3			Comments: Mobility Management funds to support administration of the program

TIP #: 0-T3-2014 **KDOT #:** **Project Name:** Via Christi Village Operating Assistance **Length (mi):** N/A
Sponsor: Via Christi Village **Class:** N/A **Location:** City of Manhattan **Project Type:** Transit/Paratransit

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2014	OPR		4.0		4.0			Operating Funds to provide transportation for the elderly and disabled who reside at Via Christi Village
			4.0		4.0			Comments: Via Christi Village is a 5310 provider

TIP #: 0-T4-2014 **KDOT #:** **Project Name:** Geary County Senior Center Operating Assistance **Length (mi):** N/A
Sponsor: Geary Co. Senior Center **Class:** N/A **Location:** Geary County **Project Type:** Transit/Paratransit

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2014	OPR		5.0		5.0			Operating Funds
			5.0		5.0			Comments: 5310 Provider

TIP #: 0-T5-2014 **KDOT #:** **Project Name:** Pawnee Mental Health Operating Assistance **Length (mi):** N/A
Sponsor Pawnee Mental Health **Class:** N/A **Location:** Riley, Geary and Pottawatomie Counties **Project Type:** Transit/Paratransit

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2014	OPR		6.0		6.0			Comments: 5310 Provider for CTD #4 (Riley, Geary, Pottawatomie and Marshall Counties)
			6.0		6.0			

TIP #: 0-T6-2014 **KDOT #:** **Project Name:** Big Lakes Developmental Center, Inc. JARC Funding **Length (mi):** N/A
Sponsor Big Lakes Develop. Cntr. **Class:** N/A **Location:** Riley, Geary and Pottawatomie Counties **Project Type:** Transit/Paratransit

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2014	OPR	99.0		99.0	198.0	5316		Job Access & Reverse Commute (JARC) operation expenses for multiple rural routes
		99.0		99.0	198.0			Comments:

TIP #: 1-T7-2014 **KDOT #:** **Project Name:** Flint Hills aTa 5311 bus purchase **Length (mi):** N/A
Sponsor Flint Hills aTa **Class:** N/A **Location:** City of Manhattan **Project Type:** Transit/Paratransit

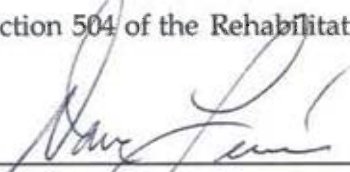
<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Fed Source</u>	<u>AC</u>	Description:
2014	CAP	44.3		11.1	55.4	5311		20-passenger bus
		44.3		11.1	55.4			Comments:

Appendix B: Self-Certification

MPO SELF-CERTIFICATION

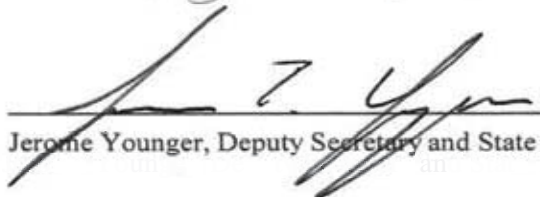
Concurrent with the submittal of the proposed TIP to the FHWA and the FTA, the Flint Hills Metropolitan Planning Organization (FHMPO) certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303 and this subpart;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of the title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 9) Section 504 of the Rehabilitation of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Dave Lewis, Policy Board Chairperson

8/26/2013
Date



Jerome Younger, Deputy Secretary and State Transportation Engineer

8/30/13
Date

Appendix C: List of Acronyms

AC —Advance Construction	TIP —Transportation Improvement Program
ACS —American Community Survey	UTIL --Utilities
aTa —Area Transportation Agency	YOE —Year of Expenditure
CDBG —Community Development Block Grant	
CE —Construction Engineering	
CONST --Construction	
EJ —Environmental Justice	
FFY —Federal Fiscal Year (Oct 1-Sept 30)	
FHMPO —Flint Hills Metropolitan Planning Organization	
FHRC —Flint Hills Regional Council	
FHWA —Federal Highway Administration	
FTA —Federal Transit Administration	
GI – Geometric Improvement	
HSIP —Highway Safety Improvement Program	
HAWK Signal —High-intensity Activated crossWalk signal	
HUD —US Department of Housing and Urban Development	
KDOT —Kansas Department of Transportation	
KLINK – City Connecting Link	
KSU —Kansas State University	
MPAB —Metropolitan Planning Area Boundary	
MPO —Metropolitan Planning Organization	
MTP —Metropolitan Transportation Plan	
NHPP —National Highway Performance Program	
O&M —Operations and Maintenance	
PE —Preliminary Engineering	
PPP —Public Participation Plan	
ROW —Right-of-way	
SRTS – Safe Routes to School	
STIP —Statewide Transportation Improvement Program	
STP —Surface Transportation Program	
TA —Transportation Alternatives	
TAC —Technical Advisory Committee	