



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

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

*U.S. Department of Transportation*

November 08, 2013

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 November 07, 2013 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #1 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



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

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

Phone: 785-296-3285  
Fax: 785-296-0287  
Hearing Impaired - 711  
publicinfo@ksdot.org  
<http://www.ksdot.org>

Sam Brownback, Governor

November 7, 2013

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 29<sup>th</sup> St., Suite 100  
Topeka, KS 66611-2237

Dear Messrs. Ahmad and Bowen:

RE: Amendment #1 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 Kansas City, Lawrence, 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 Mid-America Regional Council (MARC), Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO), 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

Page 2

November 7, 2013

Enclosures: 2014 November STIP Amendment List of Projects  
2014 STIP Amendment Cash Flow  
MARC 2014-2018 TIP Approval Request Letter and Related Documents  
L-DC MPO 2012-2015 TIP Amendment Approval Request Letter and Related Documents  
WAMPO 2014-2017 TIP Approval Request Letter and Related Documents

cc: Joni Roeseler, 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

NOVEMBER 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	PRO-RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO OBLIGATE (\$1,000's)	WORK PHASE	PLANNED YEAR
Move Out		BARTON	C-0313-01	Culvert Improvements in Barton Co	GR-CU	33.0	C031(301)	HRRR	90.00	\$650	\$585	CONST	2015
Move Out		BARTON	C-0313-01	Culvert Improvements in Barton Co	GR-CU	33.0	C031(301)	C0005	10.00	\$650	\$65	CONST	2015
Move Out		DICKINSON	C-0321-01	Old US-40 between Solomon and Abilene	ASPH	6.5	C032(101)	HSP	90.00	\$1,100	\$600,000	CONST	2013
Move Out		DICKINSON	C-0321-01	Old US-40 between Solomon and Abilene	ASPH	6.5	C032(101)	C0021	10.00	\$1,100	\$500,000	CONST	2013
Move Out		MONTGOMERY	C-0324-01	2 Mi S & 5 Mi W of Independence	GR-CU	4.5	C032(401)	HRRR	90.00	\$610	\$549	CONST	2013
Move Out		MONTGOMERY	C-0324-01	2 Mi S & 5 Mi W of Independence	GR-CU	4.5	C032(401)	C0063	10.00	\$610	\$61	CONST	2013
Move Out		ROOKS	C-0390-01	Various Locations in Rooks County	MTREG	0.0	C039(001)	HSP	90.00	\$70	\$63	CONST	2013
Move Out		ROOKS	C-0390-01	Various Locations in Rooks County	MTREG	0.0	C039(001)	C0064	10.00	\$70	\$7	CONST	2013
Rev Est		CLAY	C-0493-01	Striping at Various Locations in the County	PAVMK	56.0	C049(301)	HSP	100.00	\$90	\$90	CONST	2014
Add		STATEWIDE	C-4505-01	Statewide Bridge Inspection	PE	0.0	C450(501)	STP	100.00	\$2,000	\$2,000	PE	2014
Add		ATCHISON	C-4511-01	Local Rd over Trib. To MO Rv 4.5 Mi S & 3 Mi E of Atchison	BRRPL	0.0	C451(101)	BRO	80.00	\$470	\$376	CONST	2014
Add		ATCHISON	C-4511-01	Local Rd over Trib. To MO Rv 4.5 Mi S & 3 Mi E of Atchison	BRRPL	0.0	C451(101)	C0003	20.00	\$470	\$94	CONST	2014
Move Out		DICKINSON	C-4592-01	Old US-40 between Abilene and Chapman	ASPH	9.5	C459(201)	HSP	90.00	\$1,015	\$914	CONST	2013
Move Out		DICKINSON	C-4592-01	Old US-40 between Abilene and Chapman	ASPH	9.5	C459(201)	C0021	10.00	\$1,015	\$102	CONST	2013
Add		BARTON	C-4631-01	Upgrade Signaling along Major Collectors in BT Co	SIGN	0.0	C463(101)	HSP	100.00	\$5	\$5	PE	2014
Add		BARTON	C-4631-01	Upgrade Signaling along Major Collectors in BT Co	SIGN	0.0	C463(101)	HSP	100.00	\$101	\$101	CONST	2014
Add		CRAWFORD	C-4632-01	Upgrade Signaling along Major Collectors in CR Co	SIGN	0.0	C463(201)	HSP	100.00	\$30	\$30	CONST	2014
Add		EDWARDS	C-4633-01	Upgrade Signaling throughout ED Co	SIGN	0.0	C463(301)	HSP	100.00	\$265	\$265	CONST	2014
Add		HASKELL	C-4634-01	Upgrade Signaling on all FAS Routes in HS Co	SIGN	0.0	C463(401)	HSP	100.00	\$120	\$120	CONST	2014
Add		KIOWA	C-4635-01	Upgrade Signaling on Co Rds N of US-54 & E of US-183	SIGN	0.0	C463(501)	HSP	100.00	\$96	\$96	CONST	2014
Add		KIOWA	C-4636-01	Upgrade Signaling on Co Rds N of US-54 & W of US-183	SIGN	0.0	C463(601)	HSP	100.00	\$90	\$90	CONST	2014
Add		MEADE	C-4637-01	Upgrade Signaling on RS-452; 453; 5006; 285 and 1424	SIGN	0.0	C463(701)	HSP	100.00	\$8	\$8	PE	2014
Add		MEADE	C-4637-01	Upgrade Signaling on RS-452; 453; 5006; 285 and 1424	SIGN	0.0	C463(701)	HSP	100.00	\$55	\$55	CONST	2014
Add		MEADE	C-4638-01	Upgrade Signaling on Various Co Rds in ME Co	SIGN	0.0	C463(801)	HSP	100.00	\$42	\$42	CONST	2014
Add		MONTGOMERY	C-4639-01	RS 818 Part A & B 3 Mi W & 1.3 Mi N and 2.1 Mi W of Liberty	GR	0.0	C463(901)	HSP	90.00	\$556	\$500	CONST	2014
Add		MONTGOMERY	C-4639-01	RS 818 Part A & B 3 Mi W & 1.3 Mi N and 2.1 Mi W of Liberty	GR	0.0	C463(901)	C0063	10.00	\$556	\$56	CONST	2014
Add		SHERMAN	C-4641-01	Upgrade Signaling on all Co Rds in SH Co	SIGN	0.0	C464(101)	HSP	100.00	\$50	\$50	CONST	2014
Rev Est		STATEWIDE	K-2686-13	Statewide DBE/Support Service Program	SPEC	0.0	K268(613)	DBE	100.00	\$250	\$250	PE	2013
Add		STATEWIDE	K-2686-15	Statewide DBE/Support Service Program	SPEC	0.0	K268(615)	DBE	100.00	\$195	\$195	PE	2014
Rev Est	US-160	CLARK	KA-0004-01	US-160/US-183/K-34 6 Mi E of Ashland	INTER	1.3	A000(401)	HSP	90.00	\$3,400	\$3,060	CONST	2015
Rev Est	US-160	CLARK	KA-0004-01	US-160/US-183/K-34 6 Mi E of Ashland	INTER	1.3	A000(401)	K	10.00	\$3,400	\$340	CONST	2015
Rev FF	US-36	DECATUR	KA-0026-01	Three Sappa Cr Brs located E of US-83	BRRPL	0.0	A002(601)	BRF	80.00	\$2,000	\$1,600	CONST	2014
Rev FF	US-36	DECATUR	KA-0026-01	Three Sappa Cr Brs located E of US-83	BRRPL	0.0	A002(601)	K	20.00	\$2,000	\$400	CONST	2014
Rev FF	US-36	DECATUR	KA-0026-01	Three Sappa Cr Brs located E of US-83	BRRPL	0.0	A002(601)	STP	80.00	\$1,900	\$1,520	CONST	2014
Rev FF	US-36	DECATUR	KA-0026-01	Three Sappa Cr Brs located E of US-83	BRRPL	0.0	A002(601)	K	20.00	\$1,900	\$380	CONST	2014
Add AC	I-135	HARVEY	KA-0052-01	I-135/36th St 2 Mi S of S Jct I-135/US-50	GRBRS	1.0	1351(212)	ACSTP	90.00	\$11,100	\$9,990	CONST	2014
Add AC	I-135	HARVEY	KA-0052-01	I-135/36th St 2 Mi S of S Jct I-135/US-50	GRBRS	1.0	1351(212)	K	10.00	\$11,100	\$1,110	CONST	2014
Add		STATEWIDE	KA-0431-15	Statewide Highway Pavement Marking Projects	PAVMK	0.0	A043(115)	HSP	100.00	\$4,000	\$4,000	CONST	2015
Add		STATEWIDE	KA-0432-15	Statewide Highway Lighting Projects	LIGHT	0.0	A043(215)	HSP	100.00	\$1,900	\$1,900	CONST	2014
Add		STATEWIDE	KA-0432-15	Statewide Highway Lighting Projects	LIGHT	0.0	A043(215)	HSP	100.00	\$100	\$100	PE	2014

NOVEMBER 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	PRO-RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS TO EXPECTED OBLIGATE (\$1,000's)	WORK PHASE	OBLIGATION	PLANNED YEAR
Add		STATEWIDE	KA-0433-15	Statewide Highway Signing Projects	SIGN	0.0	A043(315)	HSIP	100.00	\$3,000	\$3,000	CONST	2015	2015
Add		STATEWIDE	KA-0433-15	Statewide Highway Signing Projects	SIGN	0.0	A043(315)	HSIP	100.00	\$700	\$700	PE	2015	2015
Add		STATEWIDE	KA-0801-14	Underage Drinking Enforcement and/or Traffic Records	SPEC	0.0	A080(114)	OMV	100.00	\$21	\$21	PE	2014	2014
Add	US-83	FINNEY	KA-1008-06	From the HS/Fl Co Ln N for 2.5 Mi	GRSU	2.5	A100(806)	ACNHF	80.00	\$300	\$240	PE	2014	2014
Add	US-83	FINNEY	KA-1008-06	From the HS/Fl Co Ln N for 2.5 Mi	GRSU	2.5	A100(806)	K	20.00	\$300	\$60	PE	2014	2014
Add		STATEWIDE	KA-1169-15	On-Going Annual Training for Women & Minorities	SPEC	0.0	A116(915)	OJT	100.00	\$170	\$170	PE	2014	2014
Add		STATEWIDE	KA-1169-15	On-Going Annual Training for Women & Minorities	SPEC	0.0	A116(915)	STP	100.00	\$25	\$25	PE	2014	2014
Add		STATEWIDE	KA-1661-14	Summer Transportation Institute Program	SPEC	0.0	A166(114)	OJT	100.00	\$70	\$70	PE	2014	2014
Add		STATEWIDE	KA-1661-15	Summer Transportation Institute Program	SPEC	0.0	A166(115)	OJT	100.00	\$70	\$70	PE	2015	2015
Add 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)	ACSTP	80.00	\$1,720	\$1,376	CONST	2014	2014
Add 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	\$1,720	\$344	CONST	2014	2014
Add		STATEWIDE	KA-1871-14	Construction Career Expo	SPEC	0.0	A187(114)	STP	100.00	\$25	\$25	PE	2014	2014
Add		STATEWIDE	KA-1871-15	Construction Career Expo	SPEC	0.0	A187(115)	STP	100.00	\$25	\$25	PE	2015	2015
Rev Est	US-160	BARTON	KA-2050-01	Br over BA Co State Lake Dmg .03 Mi E of E Jct of US-160/281	BRRPL	0.0	A205(001)	STP	80.00	\$1,270	\$1,016	CONST	2014	2014
Rev Est	US-160	BARTON	KA-2050-01	Br over BA Co State Lake Dmg .03 Mi E of E Jct of US-160/281	BRRPL	0.0	A205(001)	K	20.00	\$1,270	\$254	CONST	2014	2014
Add AC	K-31	BOURBON	KA-2052-01	Br over Clever Cr 2.96 Mi E of E Jct of K-31/K-7	BRRPL	0.0	A205(201)	ACSTP	80.00	\$770	\$616	CONST	2014	2014
Add AC	K-31	BOURBON	KA-2052-01	Br over Clever Cr 2.96 Mi E of E Jct of K-31/K-7	BRRPL	0.0	A205(201)	K	20.00	\$770	\$154	CONST	2014	2014
Add AC	K-9	CLOUD	KA-2055-01	Br over Coal Cr 7 Mi SW of K-28	BRRPL	0.0	A205(501)	ACSTP	80.00	\$960	\$768	CONST	2014	2014
Add AC	K-9	CLOUD	KA-2055-01	Br over Coal Cr 7 Mi SW of K-28	BRRPL	0.0	A205(501)	K	20.00	\$960	\$192	CONST	2014	2014
Add 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)	ACSTP	80.00	\$630	\$504	CONST	2014	2014
Add 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	\$630	\$126	CONST	2014	2014
Add AC	K-2	HARPER	KA-2063-01	Br over Camp Cr 6.24 Mi E of HP/BA Co Ln	BRRPL	0.0	A206(301)	ACSTP	80.00	\$989	\$791	CONST	2014	2014
Add AC	K-2	HARPER	KA-2063-01	Br over Camp Cr 6.24 Mi E of HP/BA Co Ln	BRRPL	0.0	A206(301)	K	20.00	\$989	\$198	CONST	2014	2014
Add AC	K-7	LINN	KA-2068-01	Br over Big Sugar Cr Dmg 6 Mi N of the K-7/K-52 Jct	BRRPL	0.0	A206(801)	ACSTP	80.00	\$1,270	\$1,016	CONST	2014	2014
Add AC	K-7	LINN	KA-2068-01	Br over Big Sugar Cr Dmg 6 Mi N of the K-7/K-52 Jct	BRRPL	0.0	A206(801)	K	20.00	\$1,270	\$254	CONST	2014	2014
Rev Est	US-160	MONTGOMERY	KA-2073-01	Br over Elk Rv 7.09 Mi SE of Elk Co Ln	BRRPL	0.0	A207(301)	BRF	80.00	\$4,700	\$3,760	CONST	2014	2014
Rev Est	US-160	MONTGOMERY	KA-2073-01	Br over Elk Rv 7.09 Mi SE of Elk Co Ln	BRRPL	0.0	A207(301)	K	20.00	\$4,700	\$940	CONST	2014	2014
Rev Est	US-160	MONTGOMERY	KA-2073-01	Br over Elk Rv 7.09 Mi SE of Elk Co Ln	BRRPL	0.0	A207(301)	BRF	80.00	\$240	\$192	PE	2014	2014
Rev Est	US-160	MONTGOMERY	KA-2073-01	Br over Elk Rv 7.09 Mi SE of Elk Co Ln	BRRPL	0.0	A207(301)	K	20.00	\$240	\$48	PE	2014	2014
Add AC	K-39	NEOSHO	KA-2075-01	Br over Neosho Rv Dmg 2.28 Mi E of US-169	BRRPL	0.0	A207(501)	ACSTP	80.00	\$1,680	\$1,344	CONST	2014	2014
Add AC	K-39	NEOSHO	KA-2075-01	Br over Neosho Rv Dmg 2.28 Mi E of US-169	BRRPL	0.0	A207(501)	K	20.00	\$1,680	\$336	CONST	2014	2014
Add AC	K-170	OSAGE	KA-2076-01	Br over Cherry Cr & Dmg 3.52 & 3.62 Mi E of OS/LN Co Ln	BRRPL	0.0	A207(601)	ACSTP	80.00	\$1,300	\$1,040	CONST	2014	2014
Add AC	K-170	OSAGE	KA-2076-01	Br over Cherry Cr & Dmg 3.52 & 3.62 Mi E of OS/LN Co Ln	BRRPL	0.0	A207(601)	K	20.00	\$1,300	\$260	CONST	2014	2014
Add AC	US-24	POTTAWATOMIE	KA-2080-01	Br over Deep Cr Dmg 1 Mi E of Bellevue	BRRPL	0.0	A208(001)	ACSTP	80.00	\$595	\$476	CONST	2014	2014
Add AC	US-24	POTTAWATOMIE	KA-2080-01	Br over Deep Cr Dmg 1 Mi E of Bellevue	BRRPL	0.0	A208(001)	K	20.00	\$595	\$119	CONST	2014	2014
Add AC	US-24	POTTAWATOMIE	KA-2081-01	Br over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	ACSTP	80.00	\$815	\$652	CONST	2014	2014
Add 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	\$815	\$163	CONST	2014	2014
Add AC	K-42	PRATT	KA-2082-01	Br over Sand Cr 3.91 Mi E of US-281	BRRPL	0.0	A208(201)	ACSTP	80.00	\$880	\$704	CONST	2014	2014
Add 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	\$880	\$176	CONST	2014	2014
Add AC	K-61	RENO	KA-2083-01	Br over Cow Cr Dmg 2.29 Mi N of E Jct of US-50	BRRPL	0.0	A208(301)	ACNHF	80.00	\$1,200	\$960	CONST	2014	2014



NOVEMBER 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	PRO-RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO OBLIGATE (\$1,000's)	WORK PHASE	PLANNED YEAR
Add AC	K-61	RENO	KA-2083-01	Brs over Cow Cr Dmg 2.29 Mi N of E Jct of US-50	BRRPL	0.0	A208(301)	K	20.00	\$1,200	\$240	CONST	2014
Add AC	K-148	REPUBLIC	KA-2086-01	2 Brs over W Fk Elk Cr 12.19 & 12.34 Mi NE of US-81	BRRPL	0.0	A208(601)	ACSTP	80.00	\$1,740	\$1,392	CONST	2014
Add AC	K-148	REPUBLIC	KA-2086-01	2 Brs over W Fk Elk Cr 12.19 & 12.34 Mi NE of US-81	BRRPL	0.0	A208(601)	K	20.00	\$1,740	\$348	CONST	2014
Add AC	K-126	CRAWFORD	KA-2096-01	2 Brs 6 Mi W of K-7 and 1.16 Mi W of K-7	BRRPL	0.0	A209(601)	ACSTP	80.00	\$1,355	\$1,084	CONST	2014
Add AC	K-126	CRAWFORD	KA-2096-01	2 Brs 6 Mi W of K-7 and 1.16 Mi W of K-7	BRRPL	0.0	A209(601)	K	20.00	\$1,355	\$271	CONST	2014
Add AC	K-99	WABAUNSEE	KA-2111-01	B#56 4.91 Mi S of I-70	BRRPL	0.0	A211(101)	ACSTP	80.00	\$47	\$37	UTIL	2014
Add AC	K-99	WABAUNSEE	KA-2111-01	B#56 4.91 Mi S of I-70	BRRPL	0.0	A211(101)	K	20.00	\$47	\$9	UTIL	2014
Rem FF	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	100.00	\$1,600	\$1,600	UTIL	2014
Add		STATEWIDE	KA-3545-01	TRAC & RIDES - Education Outreach Programs for FY-2014	SPEC	0.0	A354(501)	STP	100.00	\$7	\$7	PE	2014
Add		STATEWIDE	KA-3585-01	K-8 Statewide PedNet Walking School Bus Program	PE	0.0	A358(501)	SRTS	100.00	\$145	\$145	PE	2014
Move In		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	\$510	\$408	CONST	2014
Move In		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	\$510	\$102	CONST	2014
Add		LABELLE	U-0204-01	SRTS Master Plan - City of Chetopa	PE	0.0	U020(401)	SRTS	100.00	\$15	\$15	PE	2014
Add		ELLSWORTH	U-0208-01	SRTS Master Plan - City of Ellsworth	PE	0.0	U020(801)	SRTS	100.00	\$15	\$15	PE	2014
Add		SUMNER	U-0209-01	SRTS Master Plan - City of Caldwell	PE	0.0	U020(901)	SRTS	100.00	\$15	\$15	PE	2014
Add		LABELLE	U-0210-01	SRTS Master Plan - City of Caldwell	PE	0.0	U021(001)	SRTS	100.00	\$15	\$15	PE	2014
Add		CRAWFORD	U-0211-01	SRTS Master Plan - City of Pittsburg	PE	0.0	U021(101)	SRTS	100.00	\$15	\$15	PE	2014
Add		CHEYENNE	U-0212-01	SRTS Master Plan - Bird City	PE	0.0	U021(201)	SRTS	100.00	\$15	\$15	PE	2014
Add		OSAGE	U-0213-01	SRTS Master Plan - Osage City	PE	0.0	U021(301)	SRTS	100.00	\$15	\$15	PE	2014
Add		HODGEMAN	U-0215-01	SRTS Master Plan - City of Jetmore	PE	0.0	U021(501)	SRTS	100.00	\$15	\$15	PE	2014
Rev Est		MARION	X-2820-01	BNSF RR Xing & Old Mill Rd E Edge of Peabody	FLTSG	0.0	X282(001)	HSP	100.00	\$331	\$331	CONST	2014
Add		CRAWFORD	X-2851-01	SKOL RR Xing & Joplin St in Pittsburg	FLTSG	0.0	X285(101)	HSP	100.00	\$351	\$351	CONST	2014
Rev FF		MARION	X-2854-01	BNSF RR Xing & Wagon Wheel Rd 1 Mi W of Florence	FLTSG	0.0	X285(401)	RRS	100.00	\$451	\$451	CONST	2014
Rev FF		HARVEY	X-2855-01	BNSF RR Xing & 14th St SE edge of Newton	FLTSG	0.0	X285(501)	RRP	100.00	\$376	\$376	CONST	2014
Rev FF		HARVEY	X-2856-01	BNSF RR Xing & S Essex Heights Rd 1 Mi E of Halstead	FLTSG	0.0	X285(601)	RRS	100.00	\$376	\$376	CONST	2014
Rev FF		COWLEY	X-2858-01	BNSF RR Xing & 82 Rd 9 Mi N of Winfield	FLTSG	0.0	X285(801)	RRP	100.00	\$451	\$451	CONST	2014
Add		POTTAWATOMIE	X-2866-01	UP RR Xing & Schoeman Rd E of Belvue	FLTSG	0.0	X286(601)	HSP	100.00	\$201	\$201	CONST	2014
Add		RILEY	X-2867-01	UP RR Xing & 15th St in Manhattan	FLTSG	0.0	X286(701)	HSP	100.00	\$351	\$351	CONST	2014
Add		SALINE	X-2868-01	UP RR Xing & Wymen Rd E of Brookville	FLTSG	0.0	X286(801)	HSP	100.00	\$211	\$211	CONST	2014
Add		ELLIS	X-2869-01	UP RR Xing & 160 Ave 3 Mi E of Ellis	FLTSG	0.0	X286(901)	HSP	100.00	\$206	\$206	CONST	2014
Add		TREGO	X-2870-01	UP RR Xing & Riga Rd 4 Mi W of Ellis	FLTSG	0.0	X287(001)	HSP	100.00	\$301	\$301	CONST	2014
Add		LOGAN	X-2871-01	UP RR Xing & 400 Rd W of Oakley	FLTSG	0.0	X287(101)	HSP	100.00	\$301	\$301	CONST	2014
Add		LOGAN	X-2872-01	UP RR Xing & 280 Rd Near Monument	FLTSG	0.0	X287(201)	HSP	100.00	\$251	\$251	CONST	2014
Add		WALLACE	X-2873-01	UP RR Xing & WA N-6 Rd @ Weskan	FLTSG	0.0	X287(301)	HSP	100.00	\$261	\$261	CONST	2014
Add		WALLACE	X-2874-01	UP RR Xing & 3 Rd W of Weskan	FLTSG	0.0	X287(401)	HSP	100.00	\$221	\$221	CONST	2014
Add		BOURBON	X-2876-01	BNSF RR Xing & Hackberry Rd 2 Mi S of Ft. Scott	FLTSG	0.0	X287(601)	HSP	100.00	\$326	\$326	CONST	2014
Add		BOURBON	X-2877-01	BNSF RR Xing & 180th St 8 Mi SW of Ft. Scott	FLTSG	0.0	X287(701)	HSP	100.00	\$401	\$401	CONST	2014
Add		CRAWFORD	X-2878-01	BNSF RR Xing & 640 Ave 1.5 Mi N of Girard	FLTSG	0.0	X287(801)	HSP	100.00	\$326	\$326	CONST	2014
Add		CRAWFORD	X-2879-01	BNSF RR Xing & N St NE of Girard	FLTSG	0.0	X287(901)	HSP	100.00	\$326	\$326	CONST	2014
Add		CRAWFORD	X-2880-01	BNSF RR Xing & 530 Ave 2 Mi N of Cherokee	FLTSG	0.0	X288(001)	HSP	100.00	\$301	\$301	CONST	2014

NOVEMBER 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 OBLIGATE (\$1,000's)	PLANNED YEAR OBLIGATION
Add		CRAWFORD	X-2881-01	BNSF RR Xing & 510 Ave N of Cherokee	FLTSG	0.0	X288(101)	HSIP	100.00	\$451	\$451	CONST	2014
Add		CHEROKEE	X-2882-01	BNSF RR Xing & Liberty Rd 1 Mi N of Scammon	FLTSG	0.0	X288(201)	HSIP	100.00	\$376	\$376	CONST	2014
Add		CRAWFORD	X-2883-01	BNSF RR Xing & Magnolia St in Girard	FLTSG	0.0	X288(301)	HSIP	100.00	\$326	\$326	CONST	2014
Add		CRAWFORD	X-2884-01	BNSF RR Xing & Orange St in Girard	FLTSG	0.0	X288(401)	HSIP	100.00	\$326	\$326	CONST	2014
Add		CRAWFORD	X-2885-01	BNSF RR Xing & Willow St in Girard	FLTSG	0.0	X288(501)	HSIP	100.00	\$326	\$326	CONST	2014
Add		CRAWFORD	X-2886-01	BNSF RR Xing & Elm St in Girard	FLTSG	0.0	X288(601)	HSIP	100.00	\$326	\$326	CONST	2014

## KDOT - All Agency Funds

(\$000)	2014	2015	2016	2017	Total SFY 2014-2017
<b>BEGINNING BALANCE</b>	564,214	503,526	322,259	382,643	
<b>Resources</b>					
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
<b>Federal &amp; Local Construction Reimbursement</b>					
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
<b>Bond Sales (par)</b>	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
<b>Net TRF Loan Transactions</b>	5,360	4,811	4,608	4,628	19,407
<b>TOTAL RECEIPTS</b>	1,709,344	1,808,772	1,795,738	1,649,338	6,963,193
<b>AVAILABLE RESOURCES</b>	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
<b>EXPENDITURES:</b>					
<b>Maintenance</b>	136,632	137,670	141,111	144,639	560,052
<b>Construction</b>					
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
<b>Modes</b>					
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
<b>Local Support</b>					
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
<b>Management</b>	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
<b>Transfers Out</b>	267,476	242,350	111,201	113,889	734,916
<b>TOTAL before Debt Service</b>	1,586,764	1,789,960	1,536,722	1,516,306	6,429,752
<b>Debt Service</b>	183,268	200,079	198,633	210,088	792,068
<b>TOTAL EXPENDITURES</b>	1,770,032	1,990,039	1,735,355	1,726,394	7,221,820
<b>ENDING BALANCE</b>	503,526	322,259	382,643	305,586	
<b>Minimum Ending Balance Requirement</b>	277,686	274,373	287,554	267,872	
<b>AVAILABLE ENDING FUND BALANCE:</b>	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.

---

**Administrative  
Modification #1(as of  
10/23/2013) 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, pages 57-60. Changes include updates to the contact information and the TIP link for the Lawrence Douglas County Metropolitan Planning Organization (L-DC MPO) and updates in contact information for the Flint Hills Metropolitan Planning Organization (FHMPO).

---

## 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:

[www.marc.org/transportation/tip/TIP12-16.htm](http://www.marc.org/transportation/tip/TIP12-16.htm)

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

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

Link to current MTP:

[www.marc.org/2040/](http://www.marc.org/2040/)

Contact Information:

MARC

600 Broadway, Suite 200

Kansas City, MO 64105

Telephone: 816-474-4240

[www.marc.org/transportation/](http://www.marc.org/transportation/)

Email: [transportation@marc.org](mailto: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](http://www.wampoks.org/Publications/Metropolitan+Transportation+Plan+2035.htm)

---

Contact Information:

WAMPO

455 N. Main, 10<sup>th</sup> Floor

Wichita, KS 67202

Telephone: 316-268-4457

[www.wampoks.org/Home.htm](http://www.wampoks.org/Home.htm)

Email: [kzimmerman@wichita.gov](mailto: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](http://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](http://www.topeka.org/planning/transportation_planning.shtml)

Email: [cscroggins@topeka.org](mailto: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](http://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/](http://www.lawrenceks.org/mpo/)  
Email: [tgirdler@lawrenceks.org](mailto: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](mailto:FHMPO@FlintHillsRegion.org)  
Or [stephanie@flinthillsregion.org](mailto: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-joseph.mo.us/mpo/TIP%20Document%20FY12-15.pdf](http://www.ci.st-joseph.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](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](http://stjoempo.org/?page_id=39)

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

816/474-4240  
816/421-7758 FAX  
www.marc.org



November 5, 2013

TO: KDOT, MoDOT, and Federal Offices

SUBJECT: Adoption of the FFY 2014-18 Transportation Improvement Program (TIP)  
for the Kansas City Metropolitan Region

On October 22, 2013, the Mid-America Regional Council adopted the FFY 2014-2018 Transportation Improvement Program (TIP) for the Kansas City Metropolitan Region. The TIP is a comprehensive listing of surface transportation improvements scheduled to be implemented over the next five year period.

The draft TIP was posted on MARC's website and was available in the MARC office for review and comment to meet the requirements indicated in Title 23. No public comments were received during the public comment period.

It is requested that the necessary steps be taken to amend the Statewide Transportation Improvement Programs (STIP) to include our TIP. The 2014-2018 TIP is maintained as an electronic document on the Internet at [www.marc.org/transportation/tip/TIP14-18.htm](http://www.marc.org/transportation/tip/TIP14-18.htm) and may be printed at your convenience using the print function of your internet browser.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Mell Henderson", written over a horizontal line.

Mell Henderson  
Director of Transportation

Chair  
Marge Vogt  
Councilmember  
Olathe, Kan.

1st Vice Chair  
Jan Marcason  
Councilmember  
Kansas City, Mo.

2nd Vice Chair  
Ed Peterson  
Commissioner  
Johnson County, Kan.

Treasurer  
David Bower  
Mayor  
Raytown, Mo.

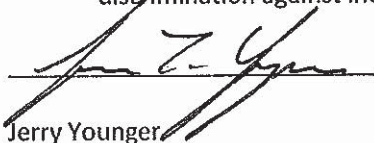
Secretary  
Curt Skoog  
Councilmember  
Overland Park, Kan.

Executive Director  
David A. Warm

MPO Self-Certification

The Kansas Department of Transportation, the Missouri Department of Transportation and the Mid-America Regional Council certify 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 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. 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;
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 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Jerry Younger  
Deputy Secretary/State Transportation Engineer  
Kansas Department of Transportation

Date 11/7/13

\_\_\_\_\_

Dan Niec  
Kansas City District Engineer  
Missouri Department of Transportation

Date \_\_\_\_\_



David A. Warm  
Executive Director  
Mid-America Regional Council

Date 10/23/13

**TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION CHECK LIST  
October 2013**

The following products of the metropolitan planning process have been completed, adopted and/or approved and demonstrate that the Mid-America Regional Council is carrying out a continuing, cooperative and comprehensive transportation planning process for the Kansas City metropolitan area.

	<b>Item</b>	<b>Date Completed, Adopted or Approved</b>
✓	Air Quality Conformity Assessment (voluntary) <ul style="list-style-type: none"> <li>▪ Long-Range Transportation Plan</li> <li>▪ Transportation Improvement Program</li> </ul>	June 3, 2010 October 22, 2013
✓	Congestion Management Process (continuous)	Policy adopted: May 24, 2011
✓	Coordinated Public Transit – Human Services Transportation Plan	June 3, 2010
✓	Disadvantaged Business Enterprise Plan and Goal	September 25, 2012
✓	Environmental Justice Analysis/Assessment <ul style="list-style-type: none"> <li>▪ Long-Range Transportation Plan</li> <li>▪ Transportation Improvement Program</li> </ul>	June 3, 2010 October 22, 2013
✓	Equal Employment Opportunity Filing (EEO Type 1)	Jackson County, Missouri: January 1, 2013  Kansas City, Missouri: July 2013  Federal EEO: September 2013
✓	Federal Certification Review	October 17, 2013
✓	Limited English Proficiency Plan	August 31, 2010

	Item	Date Completed, Adopted or Approved
✓	Long-Range Transportation Plan ( <i>Transportation Outlook 2040</i> )	June 3, 2010 Amended: <ul style="list-style-type: none"> <li>▪ January 24, 2012</li> <li>▪ June 26, 2012</li> <li>▪ December 18, 2012</li> <li>▪ February 26, 2013</li> <li>▪ May 28, 2013</li> </ul>
✓	Public Participation Plan	December 21, 2010 Amended: <ul style="list-style-type: none"> <li>▪ March 20, 2012</li> <li>▪ September 17, 2013</li> </ul>
✓	Regional ITS Architecture	May 15, 2012
✓	Title VI Plan	October 25, 2011
✓	2014-2018 Transportation Improvement Program	October 22, 2013
✓	2013 Unified Planning Work Program	October 23, 2012 Amended: <ul style="list-style-type: none"> <li>▪ January 22, 2013</li> <li>▪ April 23, 2013</li> <li>▪ August 27, 2013</li> </ul>



KDOT

## Metropolitan Transportation Planning Process Self-Certification Checklist

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

*All core documents are current:*

- MTP
- TIP
- UPWP
- PPP
- CMP (if applicable)

2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

Conformity Determination Rendered

**Not applicable at this time. Currently the Kansas City Region is in attainment.**

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

*Approved:*

- Title VI Plan
- LEP Plan

4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

*Approved:*

- Title VI Plan
- LEP Plan

5. 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;

DBE Payment Information submitted to KDOT on a consistent basis

6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

*Approved:*

- Title VI Plan
- EJ Analysis Completed (as part of the MTP or TIP)

7. 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;

*Approved:*



Title VI Plan

8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

*Approved:*

Title VI Plan

9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

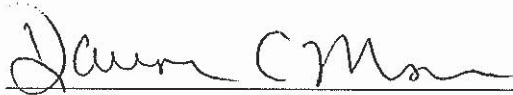
*Approved:*

Title VI Plan

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

*Approved:*

Title VI Plan



Davonna C. Moore, KDOT Metro Planning Manager

10-30-13

Date

# Transportation Improvement Program 2014-2018

Mid-America Regional Council  
Transportation Department





---

**MPO Self-Certification**

The Kansas Department of Transportation, the Missouri Department of Transportation and the Mid-America Regional Council certify 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 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of MAP-21 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 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.




Jerry Younger  
Deputy Secretary/State Transportation Engineer  
Kansas Department of Transportation

Date 11/9/12



Dan Niec  
Kansas City District Engineer  
Missouri Department of Transportation

Date 29 OCT 12



David A. Warm  
Executive Director  
Mid-America Regional Council

Date 10/24/12

# Table of Contents

<b>1. Introduction.....</b>	<b>6</b>
Mid-America Regional Council .....	6
Transportation Improvement Program.....	7
Relationship to the Transportation-Planning Process .....	8
Long-Range Transportation Plan.....	8
Unified Planning Work Program .....	8
Congestion Management Process.....	8
The TIP and Public Participation .....	9
The TIP and Financial Planning .....	10
The TIP and Performance Management .....	10
The TIP and Air Quality .....	11
The TIP and Environmental Justice .....	11
TIP Development and Maintenance.....	12
<b>2. Programming Process .....</b>	<b>13</b>
Federal Highway Administration Programs.....	14
Congestion Mitigation and Air Quality Program .....	14
Surface Transportation Program and Bridge Program .....	15
Transportation Enhancements/Transportation Alternatives .....	16
Federal Transit Administration Programs.....	16
Section 5310 .....	16
New Freedom.....	17
Job Access Reverse Commute.....	18
Other Federal Funds .....	18
Congestion Management Process.....	19
Complete Streets.....	20
TIP Timeline .....	20
Projects from the 2010-2014 TIP .....	20
Annual Listing of Obligated Projects.....	21
<b>3. Public Participation .....</b>	<b>22</b>
When to Get Involved.....	22
Public Notification and Participation Procedures and Techniques .....	22
Inform and educate the public .....	22
Public engagement and inclusion .....	23
<b>4. Financial Plan .....</b>	<b>24</b>
Suballocated Federal Programs.....	24
Congestion Mitigation and Air Quality Program .....	26
Surface Transportation Program .....	26
Transportation Enhancements/Transportation Alternatives .....	27
FTA Section 5310 Capital Assistance Program .....	28
Job Access Reverse Commute.....	28

New Freedom.....	29
Street and Highway Element .....	29
Kansas Analysis .....	29
Missouri Analysis.....	30
Advance Construction .....	31
Public Transportation Element.....	31
System Operation and Maintenance.....	36
<b>5. Measuring Progress.....</b>	<b>38</b>
<b>6. Environmental Justice Analysis .....</b>	<b>42</b>
Background.....	42
Methodology .....	43
Findings.....	48
Transportation Safety .....	58
Travel Model Analysis.....	62
MARC Programming.....	64
Additional Analysis .....	65
Conclusion.....	65
<b>7. Air Quality Analysis.....</b>	<b>67</b>
<b>8. Project Listings .....</b>	<b>68</b>
How to Read the TIP Project Listings .....	68
 <b><u>Appendices</u></b>	
A. Funding Definitions.....	69
B. Programming Process .....	71
C. Public Participation Plan .....	71
D. Public Comments and Responses .....	71
E. Projects Removed from TIP.....	72
F. Single-occupant Vehicle Capacity Analysis Worksheets .....	84
G. Equity Partner Meeting on Environmental Justice .....	85



# Introduction

Decisions about transportation investments in metropolitan areas require collaboration and cooperation between different levels of government and between individual jurisdictions. The Transportation Improvement Program (TIP) documents how the Kansas City region prioritizes the limited transportation resources available among the various needs of the region. It includes a staged, five-year list of surface transportation projects proposed for federal, state and local funding within the metropolitan area. Inclusion in the TIP represents a major milestone in the project development process that enables a project to receive and expend federal funds.

Before discussing the process by which the TIP is developed and analyzed, it is important to gain familiarity with the metropolitan transportation planning process and the key elements developed by the process the process. A good place to begin is with the Mid-America Regional Council (MARC).

## The Mid-America Regional Council

The Mid-America Regional Council (MARC) serves as the association of city and county governments and the metropolitan planning organization (MPO) for the bistate Kansas City region.

MARC seeks to build a stronger regional community through cooperation, leadership and planning. Through MARC's leadership, area jurisdictions and diverse community interests sit down together to address the region's problems and identify the opportunities for cooperative solutions. These efforts, in turn, enhance the effectiveness of local government.

As a voluntary association, MARC strives to foster better understanding and cooperation on issues that extend beyond the jurisdiction of a single city, county or state. These issues include transportation, early education, aging, emergency services, public safety and 9-1-1, environmental issues and additional programs.

MARC's Board of Directors consists of 33 locally elected leaders representing the nine counties and 119 cities in the bistate, metropolitan Kansas City.

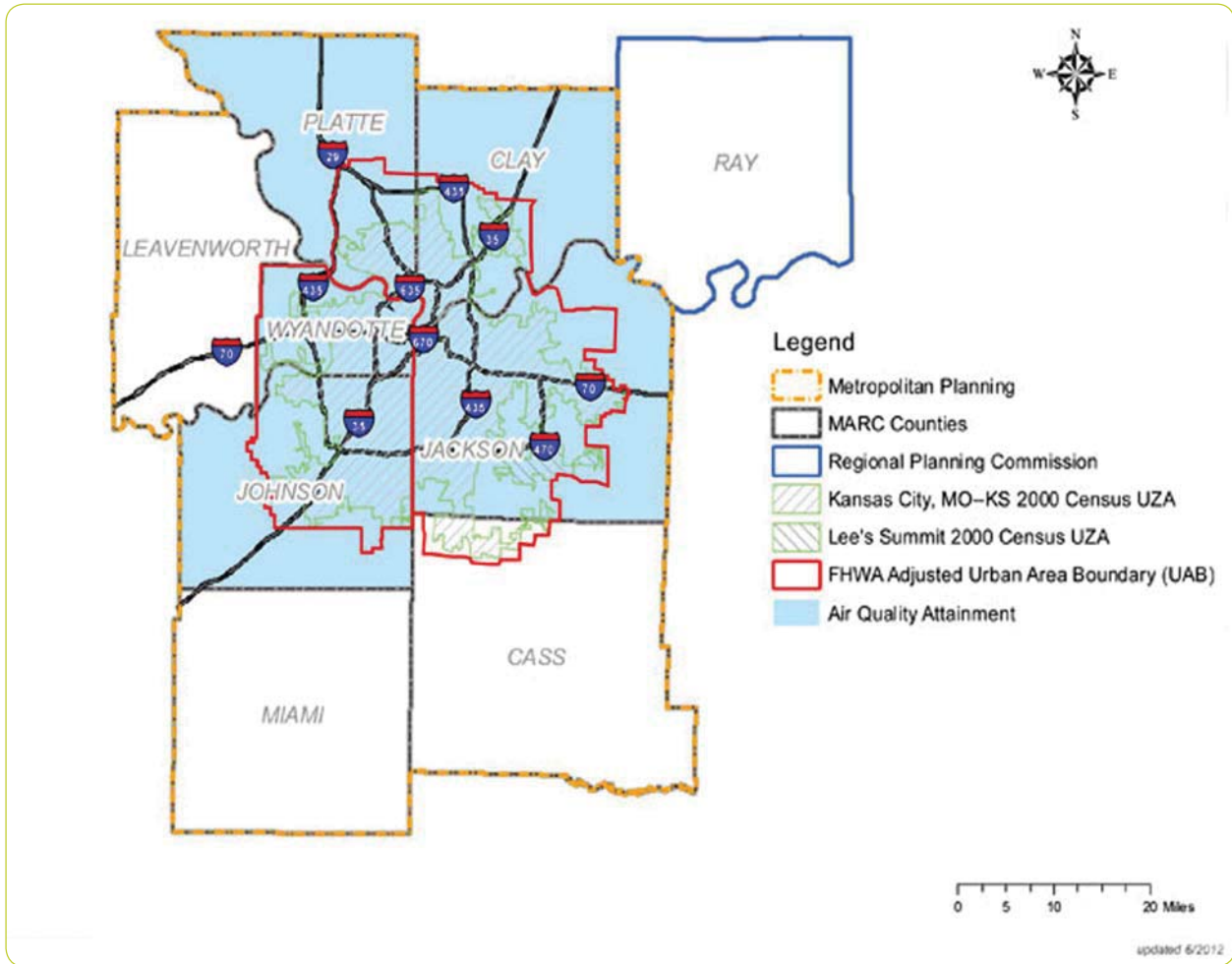
MARC plays an active leadership role in strengthening the metropolitan community by providing:

- A forum for addressing regional objectives and diverse community issues.
- Long-range planning and public policy coordination.
- Technical assistance and services that enhance the effectiveness of local government.

As the designated MPO for the Kansas City region, MARC is responsible for the development of plans and programs that provide for the development and integrated management and operation of transportation systems and facilities that will function as a multimodal transportation system for a geographic area that is projected to be urbanized within the next 20 years. MARC's current jurisdiction for metropolitan transportation planning consists of the entirety of eight counties: Cass, Clay, Jackson, and Platte counties in Mo., and Johnson, Leavenworth, Miami and Wyandotte counties in Kan., encompassing a population of approximately 1.92 million people.

• *MARC serves as the*  
• *MPO for the bistate*  
• *Kansas City region.*  
• *Its current planning*  
• *jurisdiction consists of*  
• *eight counties (Cass,*  
• *Clay, Jackson and Platte*  
• *counties in Mo., and*  
• *Johnson, Leavenworth,*  
• *Miami and Wyandotte*  
• *counties in Kan.),*  
• *home to a population*  
• *of approximately 1.92*  
• *million people.*

Figure 1: MARC Regional Boundaries



## The Transportation Improvement Program (TIP)

The TIP is developed by MARC in cooperation with Kansas (KDOT) and Missouri (MoDOT) departments of transportation, local governments and public transportation agencies. Under federal law, the TIP must:

- Cover a period of no less than four years.
- Be updated at least every four years.
- Be approved by the MPO and the governors of Kansas and Missouri.
- Be consistent with the approved metropolitan transportation plan.
- Conform with the State Implementation Plan (SIP) for air quality, if the region is designated a non-attainment or maintenance area.
- Demonstrate that proposed transportation investments are financially realistic and achievable.
- List all federally funded and regionally significant projects regardless of funding source.
- Cover all modes of travel.

The TIP also includes specific listings for each project or phase (e.g., preliminary engineering or construction) that include:

- Sufficient descriptive material for project identification.
- Estimated total project cost.
- The amount of federal funds proposed to be obligated during each program year.
- Identification of the agencies responsible for the project.
- Identification of projects that implement required Americans with Disabilities Act (ADA) plans.

## Relationship to the Transportation Planning Process

As the MPO for the Kansas City region, MARC is responsible for developing and maintaining three key products of the metropolitan planning process in addition to the TIP. The TIP is the implementation arm of the documents described below:

- **Metropolitan Transportation Plan (MTP)** directs the transportation decision-making process in ways that help achieve regional goals. The plan, *Transportation Outlook 2040*, serves as a blueprint for the management of the region's transportation system through the year 2040. It describes the current and evolving surface transportation needs of the metropolitan area and broadly categorizes transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement.
- **Unified Planning Work Program (UPWP)** describes the transportation planning activities MARC and other agencies propose to undertake during the next fiscal year. The UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. It serves to document the proposed expenditures of federal, state and local transportation planning funds, and provides a management tool for MARC and funding agencies in scheduling major transportation planning activities, milestones and products.
- **Congestion Management Process (CMP):** Urban areas with a population of more than 200,000, like the Kansas City area, are known as Transportation Management Areas (TMAs). TMAs must develop a CMP that both identifies and evaluates projects and strategies aimed at reducing traffic congestion and increasing the mobility of people and goods.

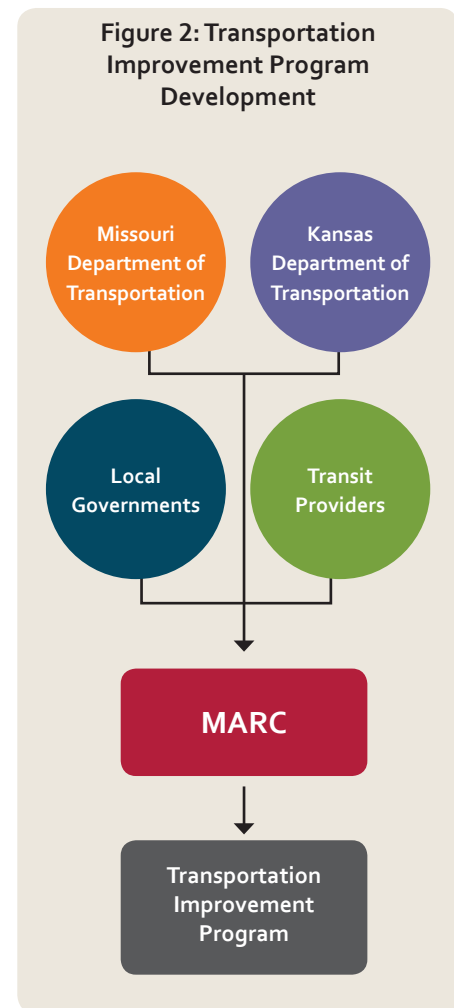


Table 1: Schedule of Key MARC Products in the Metropolitan Planning Process					
Time Frame	UPWP	TIP	L RTP	CMP	PPP
	1 Year	5 Years	30 Years	30 Years	N/A
Contents	Planning activities, studies and tasks to be undertaken within a year	Listing of transportation improvements	Identifies regional transportation goals, policies, strategies and major projects	Defines and identifies congestion and develops appropriate strategies to reduce or mitigate congestion.	Framework which guides the public participation process in transportation planning projects at MARC
Update Requirements	Annually	Every two years	Every five years (four years if in nonattainment for air quality)	Process is continuous	Every three years

The current federal transportation law, the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141), maintains the requirement established under SAFETEA-LU — the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users law — to consider the following eight factors in the transportation planning process:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned-growth and economic-development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

• *MAP-21 was enacted into law in July 2012 to provide funding for the nation's surface transportation programs through 2014. MAP-21 creates a more streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.*

The 2014–2018 Transportation Improvement Program has been developed through a coordinated process consistent with the planning documents and eight factors described.

## The TIP and Public Involvement

MARC seeks to provide opportunities in the development of the TIP to interested parties, as well as engage and involve members of the community who have not been traditionally involved. It is MARC's goal to have a significant and ongoing public involvement process that ensures early and continuous involvement in all major transportation decisions. MARC's public participation goals and strategies are outlined in the Public Participation Plan. This document acts as a framework from which to guide the public participation process in transportation planning projects at MARC, such as the TIP.

Participation is encouraged as early as possible in the development of the TIP and is most effective well before the draft document is circulated. The development of the MTP is the earliest and most relevant point for public participation, because this is stage where funding priorities are established.

The public will have the opportunity to review and comment on all TIP amendments and updates. Updates take place every two years, and amendments take place on quarterly cycles when a new update is not being developed.

## The TIP and Financial Planning

The TIP includes a financial plan that demonstrates how the approved projects and programs can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the projects and programs, and recommends any additional financing strategies for needed projects and programs. The financial plan of the 2014–2018 TIP was developed by MARC in cooperation with the Kansas and Missouri departments of transportation, local public transportation agencies and local government entities. Each funding program is financially balanced against available funds for FY 2014–2018.

MAP-21 requires that the financial plan for the TIP contains system-level estimates of the costs and revenue sources that are reasonably expected to be available to adequately maintain and operate the multimodal transportation system.

Through the use of financial constraint, the TIP becomes a program of committed projects designed to achieve regional mobility and improved air quality, while addressing the economic, environmental, and system preservation goals of the region. In effect, the TIP serves as the region's spending plan for federal and state transportation improvement funding.

*Financial constraint ensures that there will be enough funds to implement proposed improvements — and to operate and maintain the entire system — by comparing costs with available financial resources. Only projects that have realistic or reasonably available funding sources will be included in the TIP.*

## The TIP and Performance Management

As a new feature, MAP-21 establishes a performance- and outcome-based program. The objective of this performance- and outcome-based program is to invest resources in projects that collectively will make progress toward the achievement of the national goals. The legislation requires the U.S. Department of Transportation (USDOT), in consultation with states, MPOs and other stakeholders, to establish performance measures in these areas:

- Safety
- Congestion reduction
- Freight movement and economic vitality
- Reduced project delivery delays
- Infrastructure condition
- System reliability
- Environmental sustainability

The TIP, along with other plans, is required to include information regarding these performance measures. However, the regulations and guidance regarding the establishment and use of these performance measures have not yet been developed and implemented; therefore, they are not included in the 2014–18 TIP. Future versions of the TIP will address these requirements.

Although performance measures have not yet been developed at the national level, MARC has actively tracked a number of performance measures since the adoption of the region's metropolitan transportation plan, *Transportation Outlook 2040*, in 2010. These measures and the resulting trends help to indicate regional progress towards achieving the goals set forth in the plan, informing decisions, and guiding investment priorities for the regional transportation network.

## The TIP and Air Quality

The federal Clean Air Act of 1990 (CAA), requires that transportation projects meet air quality standards in order to be eligible for federal funding. This law requires all transportation plans, programs and projects to conform to regulatory mobile source emissions budgets for transportation-related pollutants in non-attainment and maintenance areas. Under the CAA, each state environmental agency must develop a plan called the State Implementation Plan (SIP). The SIP describes how the state will meet the national standards set for each of six air pollutants identified under the CAA. The six regulated pollutants are ozone, carbon monoxide, particulate matter, sulfur dioxide, nitrogen dioxide and lead. Regions are continually monitored to assure that these pollutants are within acceptable standards for air quality.

The Kansas City region is currently an attainment area for all transportation-related criteria of pollutants, so no conformity analyses or determinations are required. The 2008, eight-hour federal ozone standard is currently under review and proposed revisions are expected by early 2014. A nonattainment designation is expected for the Kansas City area whether the standard remains at 75ppb or becomes more stringent; a conformity analysis is required one year after the designation becomes final. MARC continues to monitor this situation closely while preparing for the impacts of a re-designation to the regional planning processes.

*The Clean Air Act of 1990 is the most recent version of a law first passed in 1970 to clean up air pollution. It gave the Environmental Protection Agency more authority to implement and enforce regulations that reduced air pollutant emissions, and placed an increased emphasis on more cost-effective approaches to reduce air pollution. included in the TIP.*

## The TIP and Environmental Justice

In 1994, Presidential Executive Order 12898 mandated that each federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies and activities on minority and low-income populations. Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as that of the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation set forth the following three principles to ensure nondiscrimination in its federally funded activities:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The 2014–2018 Transportation Improvement Program was developed in consistency with the MARC Public Participation Plan (PPP). The PPP uses a number of strategies to involve traditionally underserved segments of the population in the transportation planning process. MARC also analyzes the projects in the 2014-2018 TIP to ensure federal transportation investments are proportionally funded and made in areas with higher concentrations of low-income and minority populations. The 2014–2018 TIP also includes a safety analysis that seeks to determine if a relationship exists between environmental justice areas, crash injury severity and potential crash causes based on the regional high priority transportation safety issues, including unbelted motorists, aggressive driving, youth and young adults, impaired driving, and pedestrians.



## TIP Development and Maintenance

MARC, the Kansas and Missouri departments of transportation, the public transportation service providers serving the area, and other entities sponsoring surface transportation projects cooperatively developed the TIP for the Kansas City Metropolitan Planning Area. All of the cooperating entities have agreed that the TIP for the Kansas City metropolitan area will cover a five-year period; therefore, this TIP includes projects for 2014–2018.

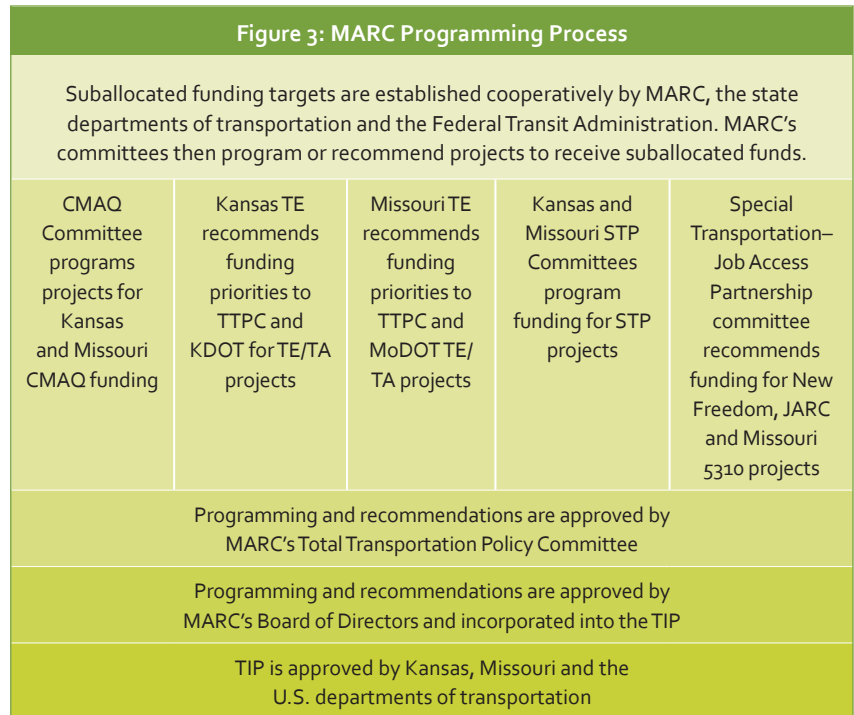
A portion of the federal transportation funds received by the Kansas and Missouri departments of transportation are designated — or sub-allocated — for use in the Kansas City region. For the funding currently shown in the 2014–18 TIP, MARC has used its established committee structure to develop priorities for these following sub-allocated metropolitan programs, as shown in Figure 3.

- Surface Transportation Program (STPM)
- Congestion Mitigation/Air Quality (CMAQ)
- Transportation Enhancements (TE)
- New Freedom
- Job Access Reverse Commute (JARC)
- FTA Section 5310

With the enactment of Moving Ahead for Progress in the Twenty-First Century Act (MAP-21) in 2012, all federal transportation funding programs for which MARC has historically had some decision-making or advisory role were either altered or eliminated. These changes provided both the opportunity to review our transportation programming committee structure and processes and the responsibility to ensure that the structure meets current guidelines. Updates to regional transportation programming processes and structures must be consistent with the requirements of MAP-21 and with the policy framework, performance goals and action plans of the Kansas City region’s metropolitan transportation plan, *Transportation Outlook 2040*.

In June 2013, based on a review of MAP-21, program changes and input from committee members and alternates, the MARC Board of Directors approved modifications to the programming processes and committee structures that MARC will use to develop priorities for sub-allocated funding in the future. A detailed discussion of the modifications and the process used to develop them is available in Appendix B.

The MARC Total Transportation Policy Committee (TTPC) will consider approving the 2014–2018 TIP on October 15, 2013. TTPC serves as the local decision-making, policy-development body related to multimodal transportation in the region. Members of TTPC include elected officials, representatives from the Kansas and Missouri departments of transportation, public transportation officials, and representatives from local governments. After recommendation for approval by TTPC, the MARC Board of Directors will consider the TIP. The TIP is updated through a quarterly cycle of amendments that allows MARC to maintain the accuracy of the TIP while providing local project sponsors flexibility in addressing issues that may arise. Amendments, like the complete TIP, are approved by both TTPC and the MARC Board of Directors.



## 2. Programming Process

As the designated Metropolitan Planning Organization (MPO) for the Kansas City region, MARC is responsible, under Section 134 of Title 23, United States Code, for plans and programs that provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system for the metropolitan area. The Moving Ahead for Progress in the 21st Century Act (MAP-21) is the most recent law establishing federal transportation policy and funding authorizations. Under this legislation, MARC is responsible for preparing the regional Transportation Improvement Program (TIP) in cooperation with the state departments of transportation, transit operators and local governments.

Although federal regulations require the TIP be updated at least every four years and cover a minimum four-year period, MARC produces a new TIP every other year and outlines federal transportation expenditures for the subsequent five-year period.

Table 2: Transportation Improvement Program Update Schedule					
2013	2014	2015	2016	2017	2018
Complete update 2014-20168	Amendments only	Complete update 2016-2020	Amendments only	Complete update 2018-2022	Amendments only

MARC develops the TIP by working cooperatively through its committee structure. MARC programming and policy committees include representatives from local jurisdictions, public transportation agencies, the Kansas and Missouri departments of transportation and other interested parties. Committee members are typically appointed by each participating jurisdiction or state agency and provide input into various MARC documents and recommendations for federally funded projects. Final authority for the adoption of the TIP rests with MARC's Board of Directors.

Under federal regulations, the TIP must be consistent with the Metropolitan Transportation Plan (MTP) for the region, and must incorporate all federally funded projects and all regionally significant projects regardless of funding source. The TIP project listings describe each project, including with the type of work, termini and phase of work identified for each. Cost estimates and the year of implementation of each phase are also clearly stated. The TIP project listings also indicate the amount and sources of federal funds proposed to be obligated during each program year and the amounts and sources of non-federal funds proposed for projects. The TIP listing also identifies all recipients of federal funds, and the state and local agencies responsible for implementation of each project.

The process for including a project in the TIP varies depending on the type of funding proposed for the project. If a project sponsor seeks to use one of the suballocated funding streams prioritized directly by MARC, the project is subject to a competitive programming processes directed by MARC as described below. Projects not seeking suballocated funding are not subject to these processes.

A number of federal funding streams are dedicated by statute, or suballocated, to projects and programs within the MARC metropolitan planning area. As part of MAP-21, all suballocated

### Information included in the TIP project listing:

- Implementing agencies
- Project location
- Cost estimates
- Year of funds to be obligated
- Type of work
- Current phase of work
- Year of implementation for each phase
- Amounts and sources of nonfederal funds
- Amounts and sources of federal funds
- Multimodal elements as appropriate

federal transportation funding programs for which MARC historically had some decision-making or advisory role were either altered or eliminated as detailed in Table 3.

Table 3: The Impact of MAP-21 legislation on MARC programs	
Previous suballocated program	MAP-21 Impact
Bridge	Program eliminated; projects remain eligible for STP funding.
CMAQ	Program continued with minor changes to project eligibility.
STP	Program continued with minor changes to project eligibility.
Transportation Enhancements	Program eliminated; project eligibility distributed to CMAQ, STP and new Transportation Alternatives (TA) programs.
Job Access Reverse Commute (JARC)	Program eliminated; eligibility combined with Section 5307.
New Freedom	Program eliminated; eligibility combined with Section 5310.
5310	Program modified to suballocate some funds to large urban areas.

In early 2013, MARC reviewed its transportation programming committee structure and workflow processes to ensure consistency with federal guidelines in MAP-21 and policy framework of the metropolitan transportation plan. With input from committee members and alternates, MARC outlined a set of recommended committee structure and workflow changes. In June 2013 the MARC Board of Directors approved modifications to the programming processes and committee structures. MARC will use this new system to develop priorities for future suballocated funding. Details of the modifications and the processes used to develop them can be found in Appendix B.

Changes to the MARC programming process have not been fully implemented, but will impact future efforts to prioritize funding suballocated to MARC. The following section provides detail on the processes used to determine the priorities currently included in the 2014-18 TIP.

## Federal Highway Administration Programs

### Congestion Mitigation and Air Quality Program

The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) which reduce transportation-related emissions.

The Kansas City metropolitan area retains eligibility to receive CMAQ funding under MAP-21 since the area was designated as an attainment area for air quality in May 2005. MAP-21

CMAQ program funds are distributed on a national level to states, nonattainment areas, and other eligible areas based on a combination of factors including air quality severity and affected population. Each state receives a set allocation of CMAQ funds. Factors such as population in affected areas — weighted by severity of air quality issues from submarginal to severe — determine an area’s eligibility to receive additional funds.

Prior to 1998, KDOT elected to distribute minimum-allocation CMAQ funds in the Kansas City and Wichita areas; all of MoDOT’s minimum-allocation CMAQ funds were distributed to the St. Louis area. TEA-21 legislation changed the formula for distributing CMAQ funds nationally; currently the Kansas City area receives a share of attributable CMAQ funds from both Kansas and Missouri.

Figure 4: CMAQ Programming Process



For the projects in the 2014–2018 TIP, MARC programmed these CMAQ funds using a competitive application process. MARC’s CMAQ Committee, a joint subcommittee of the MARC Air Quality Forum (AQF) and Total Transportation Policy Committee (TTPC), governed this process.

*A competitive application process requires applications to be reviewed and scored against each other to produce a list of prioritized projects.*

**Project applications were solicited in six categories:**

- Alternative fuels.
- Bicycle and pedestrian.
- Public transportation.
- Traffic flow.
- Outreach and other.
- Diesel retrofit.

MARC staff determined scores for CMAQ funding applications based on criteria developed by the committee. Scoring factors included, (but were not limited to) emissions-reduction capability, cost effectiveness, connectivity, consistency with regional planning and impact on regional vehicle miles traveled. The CMAQ Evaluation Work Group, a subcommittee of the CMAQ Committee developed a ranking of proposed projects within each category using scores, relevant project information and committee discretion. The full CMAQ committee reviewed the Work Group’s rankings and made funding recommendations to the Air Quality Forum and TTPC. Additional information regarding the CMAQ program is available online at [www.marc.org/transportation/cmaq/index.htm](http://www.marc.org/transportation/cmaq/index.htm).

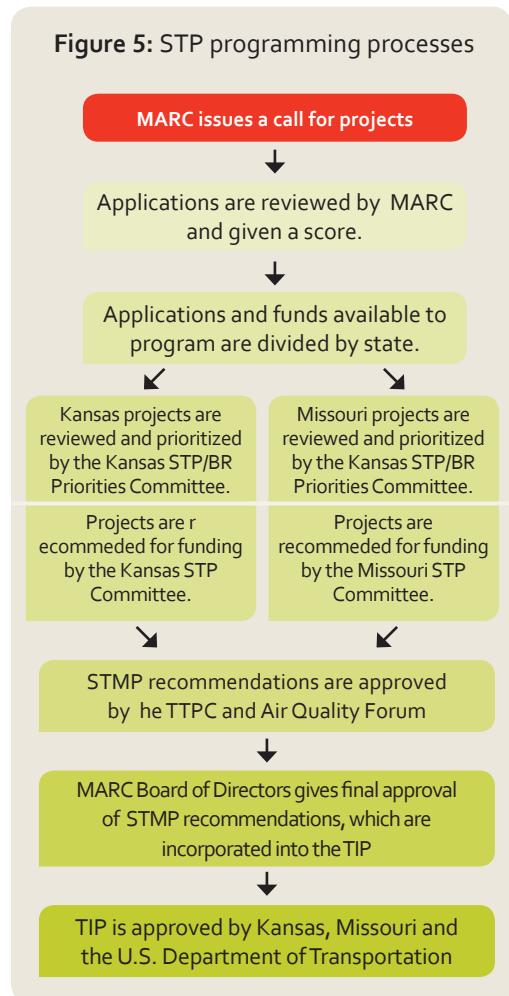
**Surface Transportation Program and Bridge Program**

The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects on any federally aided highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. STP funds are divided into a number of subcategories using a formula based on population; the largest subcategory is for funds suballocated Transportation Management Areas (TMAs) with populations greater than 200,000. These funds are referred to as STPM. MARC programs these funds using two competitive application processes governed by its Kansas and Missouri STP Priorities Committees (PC); both are subcommittees of the Total Transportation Policy Committee.

Project applications are solicited in six categories:

- Bridge restoration and rehabilitation.
- Bicycle and pedestrian, livable communities pilot projects and other.
- Public transportation.
- Roadway capacity.
- Transportation operations and management.
- Transportation safety.

Applications for STP funding undergo a technical review by MARC staff to determine scores based on criteria developed by the committee. Projects are scored based on factors such as system performance and condition, multimodal considerations, safety, environment, economic vitality, and consistency with regional goals. The Priorities Committees use these scores, other relevant information and committee discretion to develop a ranking of proposed projects for each category. Finally, the committees make recommendations to the TTPC. Additional information regarding the STP programs is available online at [www.marc.org/transportation/stp.htm](http://www.marc.org/transportation/stp.htm).



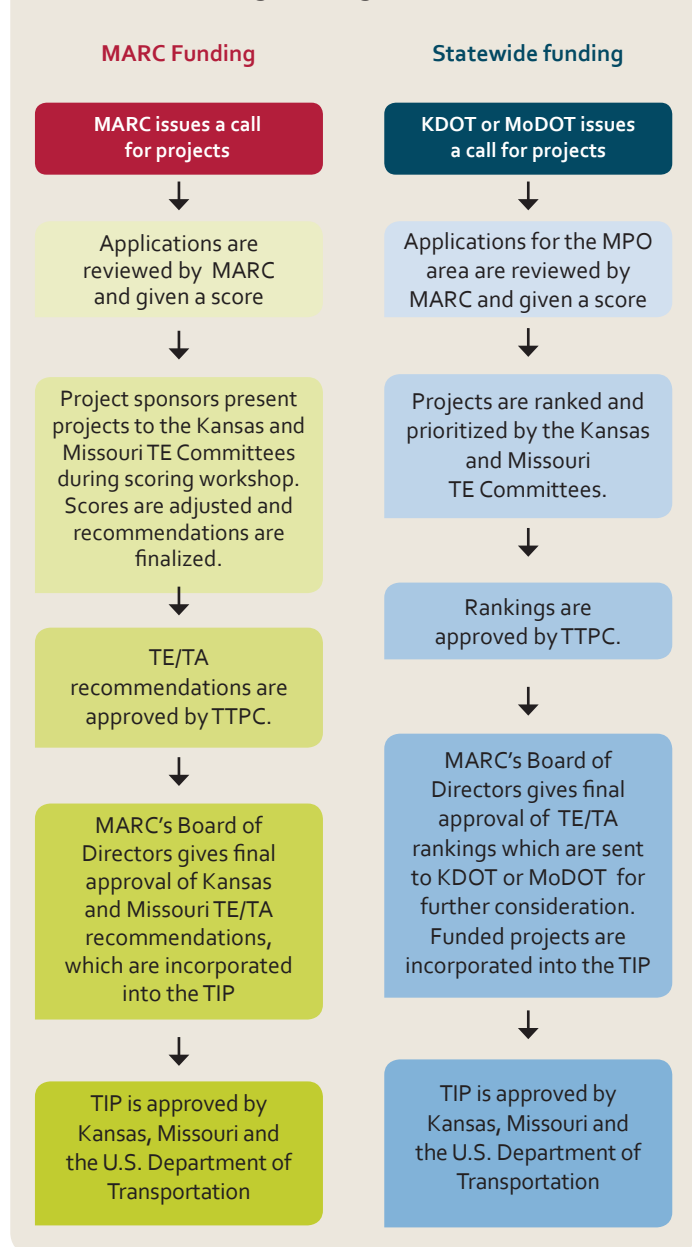
## Transportation Enhancements/ Transportation Alternatives (TE/TA)

MAP-21 established a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs such as Transportation Enhancements and Safe Routes to School. The program continues to support projects that expand travel choices and enhance the transportation experiences through improvements to the cultural, aesthetic, historic and environmental aspects of the transportation network. Eligible activities include bicycle and pedestrian accommodation, safe routes to school programs and recreational trails.

In 2013, MARC used a competitive application process to program Transportation Alternatives funds that Kansas and Missouri directly suballocated to the region for FY 2013. Additionally, MARC provided a prioritized ranking to the Kansas and Missouri departments of transportation regarding remaining FY 2012 Transportation Enhancements funding available through processes administered at the state level in both states. MARC's Kansas and Missouri TE Committees, subcommittees of the Total Transportation Policy Committee (TTPC), governed these processes.

MARC staff conducts a technical review of applications received for TE/TA funding. Applications are scored for prioritization based on factors such as system performance and condition, safety, environment, economic vitality, and economic vitality. The initial scores are presented to the appropriate committees, and project sponsors are allowed to give brief presentations of their projects. The committee may adjust the initial scores before submitting its project recommendations to the TTPC. Additional information regarding the TE/TA program is available online at [www.marc.org/transportation/enhancement.htm](http://www.marc.org/transportation/enhancement.htm).

Figure 6:  
Transportation Enhancements/Alternatives  
Programming Process



## Federal Transit Administration Programs

### Section 5310

MAP-21 modified the Federal Transit Administration's Section 5310 Capital Assistance Program, a program providing funds to support transport of elderly and/or disabled where public transportation services are unavailable, insufficient or inappropriate, by incorporating the former New Freedom program and establishing a direct suballocation of funding to large urbanized areas with populations greater than 200,000. A federally designated recipient for funds suballocated to the Kansas City metropolitan area must be identified.

A locally developed, coordinated public transit-human services transportation plan must include projects selected for funding. A competitive selection process, previously required under the New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 — public transportation projects planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate or unavailable. The remaining 45 percent may be used for public transportation projects that exceed the requirements of the ADA, such as public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit or alternatives to public transportation that assist seniors and individuals with disabilities. These funds require a 50 percent local match when used for operating expenses; a 20 percent local match is required when using these funds for capital expenses, including acquisition of public transportation services.

No funding under Section 5310 has been programmed in the 2014–2018 TIP at this time. MARC expects to program funds under the new 5310 program in 2014.

### New Freedom

The federal New Freedom program is a program authorized in SAFETEA-LU that provides additional tools to overcome barriers facing those Americans with disabilities who seek integration into the workforce and full participation in society. This formula grant program helps reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

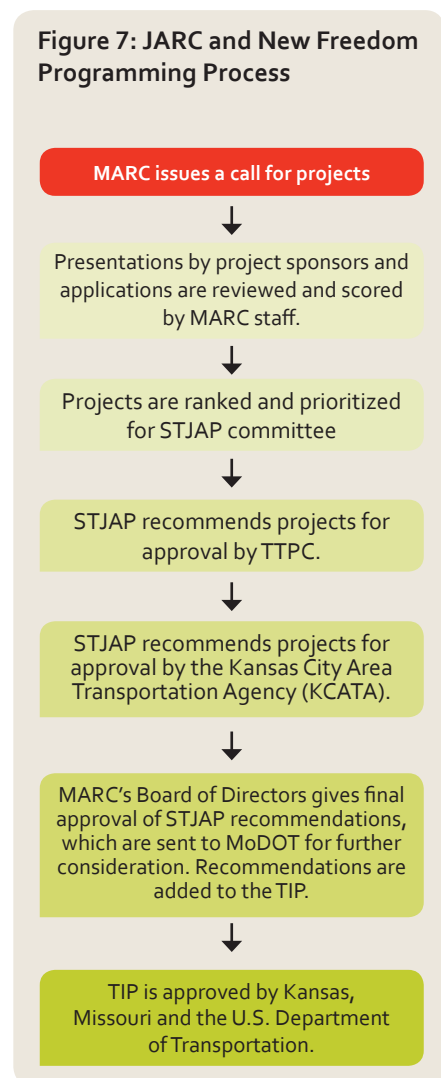
For New Freedom funds, MARC uses a competitive application process governed by its Special Transportation Job Access Partnership (ST-JAP) which provides funding recommendation to the federally designated recipient of the funds, the Kansas City Area Transportation Authority (KCATA) and MARC’s Total Transportation Policy Committee (TTPC).

Project applications for New Freedom funding must be consistent with the Coordinated Public Transit — Human Services Transportation Plan and must support the three objectives adopted by ST-JAP to guide the competitive selection of projects supporting the region’s mobility goals. Successful projects:

- Are sustainable.
- Are community-based.
- Exist within the framework of the coordinated plan and Smart Moves transit plan.

MARC staff conducts a technical review of applications for New Freedom funds to determine scores based on criteria developed by the committee. Once this process is completed, initial scores are presented to the committee. Project sponsors are allowed to give brief presentations of their projects; afterwards the committee may adjust the scores provided by MARC staff. A ranking of proposed projects is used to make a recommendation to the KCATA and TTPC. Additional information regarding the JARC program is available online at [www.marc.org/transportation/newfreedom.htm](http://www.marc.org/transportation/newfreedom.htm).

**Figure 7: JARC and New Freedom Programming Process**





## Job Access Reverse Commute

The federal Job Access and Reverse Commute (JARC) program provides funding to states and urbanized areas to assist with development and maintenance of transportation services designed to transport welfare recipients and other low-income individuals to and from job related activities, and to provide reverse commute services between central cities and suburban employment locations.

For JARC funds, MARC uses a competitive application process governed by the Special Transportation Job Access Partnership (ST-JAP) to provide a funding recommendation to the federally designated recipient of the funds, the Kansas City Area Transportation Authority (KCATA) and the MARC Total Transportation Policy Committee (TTPC).

Project applications for JARC funding must be consistent with the Coordinated Public Transit – Human Services Transportation Plan and must support the three objectives adopted by ST-JAP to guide the competitive selection of projects supporting the regions mobility goals. Successful projects:

- Are sustainable.
- Are community-based.
- Exist within the framework of the coordinated plan and Smart Moves Transit Plan

Applications received for JARC funding initially undergo a technical review by MARC staff to determine scores based on a criteria developed by the committee. Once this process is completed, initial scores are presented to the committee. Project sponsors are allowed to give a brief presentation of their projects, after which the committee may adjust the scores provided by MARC staff. The process results in a ranking of proposed projects and a funding recommendation submitted to the KCATA and TTPC. Additional information regarding the JARC program is available on the MARC website at [www.marc.org/transportation/jarc.htm](http://www.marc.org/transportation/jarc.htm).

## Other Federal Funds

The majority of Federal Highway Administration (FHWA) program funds in the TIP are not directly suballocated. The state departments of transportation make programming decisions for these funds in cooperation with MARC and its committees.

In Missouri, MoDOT establishes funding targets for each of its seven MoDOT districts as directed by funding allocation policies from the Missouri Highways and Transportation Commission. MoDOT works through MARC's various transportation committees to establish priorities for state-system projects in the Kansas City area. More information about MoDOT's planning framework is available online at: [www.modot.org/plansandprojects/planning\\_projects/PlanningFramework.htm](http://www.modot.org/plansandprojects/planning_projects/PlanningFramework.htm).

In Kansas, KDOT established ranges of funding targets for elements of the T-WORKS program for each of its six districts. KDOT also implemented an extensive stakeholder engagement process to gather input into its statewide project selection process. More information about KDOT's T-WORKS process is available at: <http://kdotapp.ksdot.org/TWorks/>.

The bistate Kansas City Area Transportation Authority (KCATA) is the largest provider of public transportation in the Kansas City metropolitan area. In addition, three local governments provide substantial public transportation services: Johnson County, Kan., operates Johnson County Transit/ The JO; the city of Independence, Mo., operates IndeBus; and the Unified Government of Kansas City, Kan., and Wyandotte County operates Unified Government Transit/UGT. These four transit agencies submit projects to MARC for inclusion in the TIP. KCATA is the designated recipient for Federal Transit Administration (FTA) programs other than those listed above. All four transit authorities are members of MARC's Total Transportation Policy Committee.

All proposed projects are evaluated prior to inclusion in the TIP. Projects of regional significance are analyzed for their impacts on regional air quality. All projects are subject to financial analysis to determine if there are sufficient resources available for construction, operations and maintenance. All projects are also subject to an environmental justice analysis that examines their impact on traditionally underserved populations.

## Congestion Management Process

Limited financial resources can restrict the ability to increase highway capacity. Planning is necessary for efficient management and operation of the existing transportation system. The Congestion Management Process (CMP) helps create a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region's multimodal transportation systems; evaluating and recommending alternative strategies to manage current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage congestion.

MARC has developed a CMP to meet the unique needs of the Kansas City area. This CMP includes methods to provide information on the performance of the transportation system and on alternative strategies to manage congestion and enhance mobility and safety. It uses an objectives-driven, performance-based approach to manage congestion, and emphasizes effective management of existing facilities through travel demand and operational management strategies.

The MARC CMP is related to the development of the regional Transportation Improvement Program in four ways:

- It provides system performance information for use by MARC in evaluating projects nominated for inclusion in the TIP.
- It provides system-performance information for project sponsors and may influence project recommendations for incorporation in the TIP.
- It provides information about alternative-congestion management strategies considered for single-occupant vehicle capacity projects to be advanced using federal funds.
- Its objectives are integrated with the application scoring process used to select and prioritize projects in the TIP.

Regulations about the CMP state that federal funds may not be programmed for any project in a Transportation Management Area (TMA) that will create a significant increase in the carrying capacity of single-occupant vehicles (SOVs), unless the project is addressed through a CMP. MARC's TMA defines a project with significant increase to SOV capacity as adding one or more through lanes for a distance of one-half mile or longer on a facility classified as minor arterial or higher on the FHWA functional classification system. In preparation for a possible re-designation to nonattainment air quality status during the 2014–2018 TIP timeframe, MARC's CMP includes procedures to justify the addition of SOV capacity.

To justify additional capacity, a project sponsor shall conduct and document a congestion mitigation analysis during the planning stage of project development which shows that additional SOV capacity is necessary to manage congestion. The analysis should include consideration of noncapacity strategies such as The documentation must also indicate how the capacity project includes management and operations strategies. More information about MARC's CMP is available online at [www.marc.org/transportation/congestionmanagementprocess.htm](http://www.marc.org/transportation/congestionmanagementprocess.htm). Completed analyses for projects meeting the significant SOV capacity definition are included in Appendix F.



## Complete Streets

In March 2013, the MARC Board of Directors approved a Complete Streets Policy in support of the region's vision for a safe, balanced, multimodal and equitable transportation system that is coordinated with land-use planning and protective of the environment and that guides and informs MARC's planning and programming work.

Complete streets are streets, highways and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right-of-way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles, or buses; bicycling; using transit or mobility aids; and freight shippers.

MARC's programming processes for suballocated funding include consideration of Complete Streets policy requirements during the application and evaluation of each project. The policy recognizes that every street may not be suitable for complete street planning and exceptions may be granted; however, no project requiring an exception has been funded through the MARC suballocated process since the adoption of the Complete Streets policy. Information regarding MARC's Complete Streets policy is available on the online at [www.marc.org/transportation/completestreets.htm](http://www.marc.org/transportation/completestreets.htm).

## TIP Timeline

Following the analyses and committee approvals described above, a proposed list of TIP projects is presented to the TTPC and released for public review and comment, as detailed in MARC's Public Participation Plan. After the public comment period and resolution of any issues raised, MARC's Board of Directors reviews and adopts the TIP. At that point, MARC's commitment to projects utilizing suballocated funding is formalized. Following its adoption by MARC's Board of Directors, the TIP is incorporated by reference and without modification, into the Statewide Transportation Improvement Program (STIP) for both Kansas and Missouri.

From time to time, project information in the TIP must be updated after its official adoption. MARC updates the TIP on quarterly cycle at no cost to project sponsors through the TIP amendment process. TIP modifications that do not coincide with the regular quarterly cycle are done through special amendment; all costs for this process must be borne by the project sponsor.

Revisions to the TIP are categorized as either Amendments or Administrative Modifications, depending on the type and scope of the revision. The criteria used to determine the modification category are detailed online at [www.marc.org/transportation/tip/modifications.htm](http://www.marc.org/transportation/tip/modifications.htm).

The list of projects proposed for amendment is analyzed by MARC for impacts to air quality and financial constraint. The amendment is then presented to the TTPC and released for public review and comment as detailed in the MARC Public Participation Plan. Following completion of the public comment period and resolution of any issues raised, the TIP amendment is submitted to the MARC Board of Directors for formal adoption.

## Projects from the 2012-2016 TIP implemented or delayed

Federal regulations require that the TIP include a list of major projects from the previous TIP that have been implemented or have experienced significant delays in their planned implementation (23 CFR 450.324(l) (2)). To comply with this regulation only, MARC created the following definitions for a major project and a significant delay.

**Major project:** A project that has a total cost of more than \$30 million.

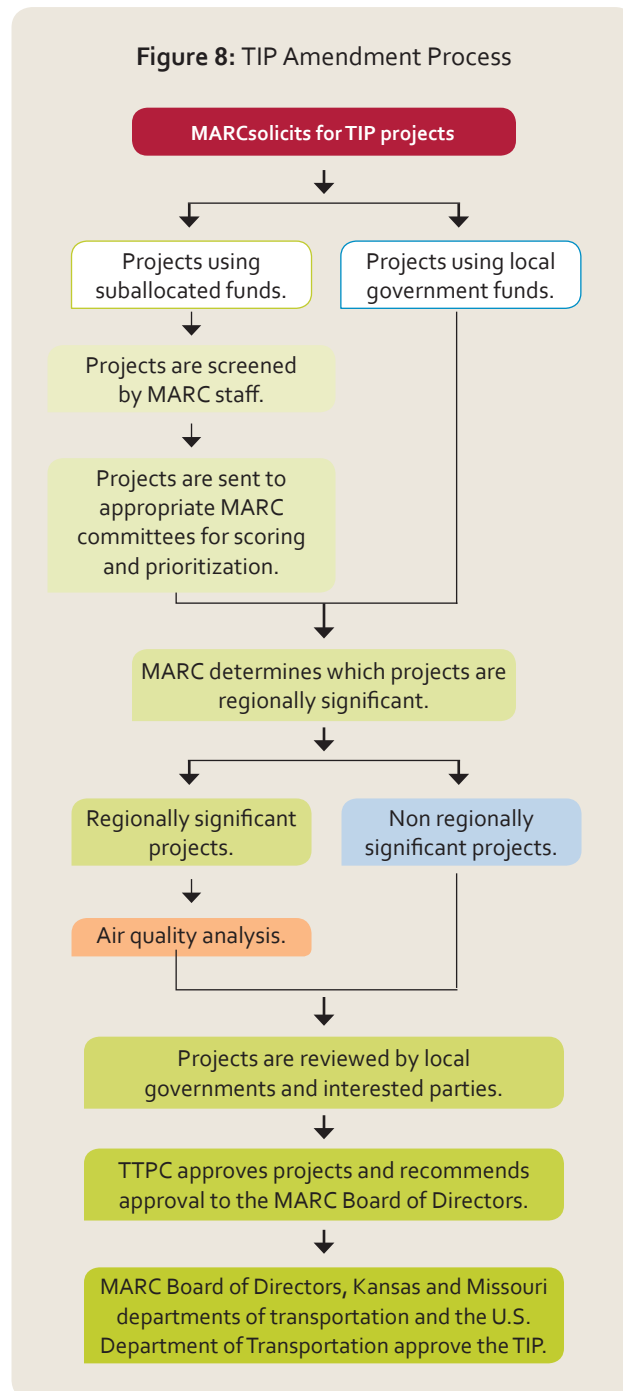
**Significant delay:** A delay of two years or more from a project's first year listed in the previous TIP.

No projects from the 2012-2016 TIP meet this criteria.

MARC has compiled a listing of all projects included in the 2012–2016 TIP which been completed, are under construction, or have been withdrawn by request of the project sponsor. This information is available in Appendix E.

### Annual listing of obligated projects

In addition to the requirement previously noted, MARC is also required to produce an Annual Listing of Obligated Projects for which Federal funds have been obligated in the preceding year (23 CFR 450.332). The 2013 report, like its predecessors, will be cooperatively developed through the efforts of states, transit operators, and MARC, and will cover the period from Oct. 1, 2012 to Sept. 30, 2013. MARC will produce the Annual Listing by Dec. 31, 2013 in accordance with 23 CFR 450.332 and the MARC public participation plan.



## 3. Public Participation

MARC seeks to provide participation opportunities for residents interested in the transportation planning process, and to engage members of the community who have not traditionally been involved. It is MARC's goal to have a significant, ongoing public participation process that ensures early and continuous involvement in all major transportation decisions. The Public Participation Plan provides a framework that guides public involvement in MARC's transportation planning projects, including the Transportation Improvement Program (TIP). The Public Participation Plan specifies goals, strategies and techniques that encourage successful public participation.

MARC uses a range of public involvement strategies throughout the development of its core transportation plans. The Public Participation Plan sets a consistent standard across different planning efforts, but recognizes that strategies may vary by project. Early engagement and continuous participation are important goals that merit consideration in all transportation planning processes.

### When to Get Involved

Because the TIP is dependent on previous planning and programming work, early public involvement in its development — well in advance of circulating a draft document — is key. The earliest, most relevant point for public participation is during the development of the Metropolitan Transportation Plan (MTP), as funding priorities are established during this stage. MARC's funding programs and associated projects are derived directly from the policies and the transportation investments contained in the MTP. Once the MTP is complete, public participation opportunities continue as funding programs are developed, projects are selected, and the TIP is drafted. When projects in the TIP enter the preliminary engineering phase, the detailed environmental review process allows additional opportunities for public comment.

### Public Notification and Participation Procedures and Techniques

#### Inform and educate the public

MARC's extensive **website**, [www.marc.org](http://www.marc.org), hosts information on all aspects of the transportation planning process, including TIP documents and project listings. Through the website, MARC provides information to the public and solicits input, feedback, review and comment on all TIP updates and amendments.

**Visualization techniques**, including interactive and static maps that illustrate project locations and other information, enhance the website user's understanding of the TIP.

MARC also uses **publications and mailings** to inform interested parties about the TIP, providing information about public comment periods, points of contact and ways to get involved. MARC staff maintains a contact list of interested parties to share this information. People can sign up to receive information free of charge by completing an online form, calling 816/474-4240 or emailing [transportation@marc.org](mailto:transportation@marc.org).

When the TIP is updated or amended, information is shared via the following resources:

- **ReMARC** — a bimonthly newsletter, published by MARC, that reports on activities and issues of interest to cities and counties in the Kansas City region. Regional transportation issues, TIP updates, and TIP amendment announcements may be included in this newsletter.
- **Transportation Matters** — a blog, written and edited by MARC staff, that provides information about major transportation plans and projects; public comment period announcements; TIP updates and amendments; upcoming meetings, events and activities; and possible transportation decisions and actions.

In addition to its electronic communications, MARC keeps all documents, publications and pertinent material on file for public inspection during regular office hours at 600 Broadway, Suite 200, Kansas City, Mo. Persons wishing to view this material may call 816/474-4240 for an appointment.

**Newspaper advertisements and social media** are used to help notify the public of public review and comment periods for the TIP updates and amendments. Advertisements are placed in a variety of local newspapers, including Spanish-language newspapers. These advertisements and notices announce each 14-day public review and comment period and include instructions on how to submit comments. MARC also announces public comment periods on its Facebook and Twitter pages.

### **Public engagement and inclusion**

MARC maintains a consultation list to provide ongoing participation and communication opportunities for those individuals, organizations and agencies who seek additional interaction. This list is used to share expanded involvement opportunities and provide early notification of events and meetings. Individuals have the opportunity to indicate specific areas of interest and receive notification of comment periods, public forums and other regional activities related to related topics or projects. Interested parties may join the list via the MARC website or by calling 816/474-4240.

MARC's committee structure provides an opportunity for transportation stakeholders, local governments and citizens to work together to address transportation and air quality issues. Complete TIP updates and amendments are reviewed and approved by the Total Transportation Policy Committee (TTPC) prior to their release for public review and comment. Committees operating under the TTPC's guidance meet to program and prioritize projects for suballocated funds — such as the Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Enhancements (TE) — to be included in the TIP (see Chapter 2: Transportation Improvement Program).

Public notification of MARC Board, TTPC and other committee meetings occurs at the same time committee members are notified. Operating procedures (such as, methods of notification and handling of impromptu meetings or changes in the agenda) may vary for each committee. Detailed information can be found in the bylaws or operating procedures of each committee. MARC completes public notification by posting the agenda or meeting notice, including the time, date, and place of the meeting, on the appropriate committee page of the MARC website and meeting calendar. Additionally, an email notification is sent to committee members, interested parties and members of the news media who have expressed an interest in receiving such notifications. Hard copies may also be requested or downloaded directly from the website.

All of MARC's transportation committee meetings are open to the public, and citizens are encouraged to attend, participate, and become informed about the planning process.

### **Use input to shape policies, plans and programs**

MARC summarizes and responds to all substantive written comments and reports comments and responses to policy committees (including TTPC), regulatory agencies and the MARC Board of Directors before final adoption of the document or amendment. A complete list of comments and responses received during the comment period for a full TIP update is also provided in the Appendix D of the TIP document. This document can be found on the MARC website.

### **Evaluate public participation strategies**

Each year, MARC staff evaluates the effectiveness of the public participation process as it relates to the TIP. The evaluation focuses on five areas: outreach, engagement, communication and acknowledgement, influence and incorporation, and participant assessments and suggestions. For a complete overview of this process, please access the Public Participation Plan on the MARC website or contact MARC to request a copy.

### **MARC's public participation goals:**

- *Inform and educate the public.*
- *Reach out and build connections.*
- *Public engagement and inclusion.*
- *Use input to shape policies, plans and programs.*
- *Evaluate public participation strategies.*

## 4. Financial Plan

Current federal transportation law and regulations require that metropolitan transportation improvement programs include a financial plan that demonstrates how the TIP can be implemented; indicates resources from public and private sources that can be reasonably expected to be available to carry out the program; identifies innovative financing techniques to finance projects, programs, and strategies; and may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

This section estimates the anticipated available revenues and compares them to the costs to implement the FFY 2014–2018 TIP. The analysis is based largely on revenue and expenditure information supplied to MARC by the Kansas and Missouri Departments of Transportation, public transportation agencies and local governments.

Estimates of highway revenues and expenditures were developed separately for the Kansas and Missouri portions of the metropolitan area, since the expenditure of federal funds in a state other than the one to which they were allocated would require special legislative action. Transit revenues and expenditures, however, were estimated on a region-wide basis, because the majority of federal transit funds are allocated directly to the region. Revenue estimates for the 2014–2018 TIP were developed cooperatively by MARC, the states and public transportation operators. These estimates are also adjusted for inflation. Estimates of federal suballocated funds were developed using amounts authorized under MAP-21, reduced by 10 percent to account for obligation limitation.

Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in July of 2012, continues the basic requirements for financial planning as first introduced by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and reaffirmed by its program successor, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 continues two financial planning requirements established under SAFETEA-LU. First, the TIP must contain a system-level estimate of the costs and revenue sources that can be reasonably expected to be available to adequately operate and maintain the multimodal transportation system. Second, the TIP is required to use revenue and cost estimates that apply an inflation rate to reflect “year-of-expenditure” dollars.

Project cost estimates in the 2014–2018 TIP are developed by individual project sponsors based on historical costs for projects of comparable scale and design. In most cases, these project cost estimates account for inflation. For projects where inflation was not factored in by the individual project sponsors, MARC has applied a 4 percent inflation factor. The inflation factor was not applied to suballocated federal funds in the TIP because these funds are capped by MARC and are not subject to inflation.

### **It is important to note that this analysis is subject to a number of inherent limitations:**

- Projections of federal funding involve a measure of uncertainty as the current legislation authorizing federal transportation will expire at the end of the 2014 fiscal year. At this time, considerable concern exists about the viability of the federal transportation program. MARC recognizes these concerns, but must continue to program funds in order to accommodate the often lengthy project-development process.
- Revenue from local sources was extrapolated from data provided by local governments, and may not fully account for private sector (developer) funding or for the level of general-fund support for transportation.

### **Suballocated Federal Programs**

A number of federal funding streams are dedicated by statute, or suballocated, to specific projects and programs within the MARC metropolitan planning area. With the enactment of MAP-21, all suballocated federal transportation funding programs for which MARC has historically had some decision-making or advisory role were either altered or eliminated as detailed in Table 4.

**Table 4: Impact of MAP-21 on planning workflow and programs**

Previous suballocated program	Impact
Bridge	Program eliminated. Projects remain eligible for STP funding.
CMAQ	Program continued with minor changes to project eligibility.
STP	Program continued with minor changes to project eligibility.
Transportation Enhancements	Program eliminated. Project eligibility distributed to CMAQ, STP and new Transportation Alternatives (TA) programs.
Job Access Reverse Commute (JARC)	Program eliminated. Eligibility combined with Section 5307.
New Freedom	Program eliminated. Eligibility combined with Section 5310.
5310	Program modified to suballocate some funds to large urban areas.

In early 2013, as a result of the MAP-21 changes to the federal program, MARC reviewed its transportation programming committee structure and processes to ensure consistency and compliance with current federal guidelines and the policy framework of the Metropolitan Transportation Plan. A recommendation of committee restructuring and work-flow changes was created based on a review of MAP-21, program changes and input from MARC committees. In June 2013 the MARC Board of Directors approved these recommended modifications to the programming processes and committee structure. MARC will use the new structure to develop priorities for sub-allocated funding in the future. A detailed review of the modifications and the process used to develop them is available in Appendix B.

At the time of this update, the new programming process have not been fully implemented. They will, however, impact future efforts to prioritize suballocated funding. The following section provides detail on the processes used to determine the priorities currently represented in the 2014-2018 TIP.

It is important to first understand the distinction between MARC’s actions to “program” funds for projects in the TIP and state and federal actions to “obligate” funds for projects. When MARC programs federal funds for a project in the TIP, the project becomes eligible for future reimbursement of funds, pending satisfactory completion of a number of project-development activities. However, at this point no actual dollars are committed to the project by the federal government. Only when the project has completed the required project-development process and has obtained all necessary local, state and federal approvals are real dollars committed — or obligated — by the federal government.

The TIP identifies the first year in which a project is authorized for federal reimbursement. Funds may actually be obligated for the project in that year or in any of the subsequent three years. Federal rules establish a four-year window during which funds may be obligated for authorized transportation projects. MARC assumes that all projects will be obligated in the year programmed unless otherwise notified. To meet this expectation, a number of MARC committees have implemented “reasonable progress” policies that are designed to ensure that the region is obtaining the maximum benefit of its federal transportation funds.

MARC estimates federal revenues on an annual basis, even though projects may be implemented at any time during a four-year period, so annual revenues and expenditures may not always appear to reconcile within the TIP database. The financial analysis for these programs compares the original program years for revenues and expenditures against each other and may not reflect actual obligations in any given year.

**Know the terms:**

- *Program means to delegate a project to be eligible for future reimbursement of federal funds.*
- *Obligate means federal approval of the project and the actual money is committed to the project.*

## Congestion Mitigation and Air Quality Program

The Congestion Mitigation and Air Quality Program (CMAQ), continued in MAP-21, provides a flexible funding source to states, local governments and other eligible project sponsors for transportation projects and programs that help meet the requirements of the Clean Air Act of 1991. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide or particulate matter (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). Although it was redesignated as an attainment area for air quality in May 2005, the Kansas City metropolitan area remains eligible to receive CMAQ funding.

In 2012, MARC programmed CMAQ funds through FY 2014 using a competitive application process. The MARC CMAQ Committee, a joint subcommittee of the MARC Air Quality Forum (AQF) and Total Transportation Policy Committee (TTPC), governed this process.

As mentioned previously, projections of federal funding involve a measure of uncertainty because the current legislation authorizing federal transportation will expire at the end of the 2014 fiscal year. In early 2014, MARC expects to begin the process of developing a new program for CMAQ projects in both Kansas and Missouri through at least FY 2016. MARC recognizes the concerns about the instability of the federal program and the potential for significant future program revisions; but program funds in later years of the TIP must be assumed in order to accommodate the often lengthy project-development process.

The 2014–2018 TIP includes previously programmed CMAQ projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2015–2018 have been projected based on levels of funding under MAP-21. Table 5 summarizes the expected revenues and expenditures for the CMAQ program.

Table 5: MARC CMAQ Program Revenue and Expenditures (\$1,000s)						
Available Revenue	2014	2015	2016	2017	2018	Total
Kansas	\$3,213.87	\$2,900.00	\$2,900.00	\$2,900.00	\$2,900.00	\$14,813.87
Missouri	\$2,610.48	\$2,500.00	\$2,500.00	\$2,500.00	\$2,500.00	\$12,610.48
Program Expenditures						
Kansas	\$3,213.87	\$1,102.00	\$0.00	\$0.00	\$0.00	\$4,315.87
Missouri	\$2,610.48	\$0.00	\$0.00	\$0.00	\$0.00	\$2,610.48
<b>Total Remaining</b>	<b>\$0.00</b>	<b>\$4,298.00</b>	<b>\$5,400.00</b>	<b>\$5,400.00</b>	<b>\$5,400.00</b>	<b>\$20,498.00</b>

## Surface Transportation Program

MAP-21 continues the Surface Transportation Program (STP), which provides flexible funding for use by states, local governments and other eligible project sponsors for projects to preserve or improve conditions and performance on any federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.

As noted in Table 6, most current STP eligibilities are continued, with some additions and clarifications. Some program activities no longer funded separately include transportation enhancement activities and truck parking facilities. Additionally, explicit eligibilities have been added for electric vehicle charging infrastructure for existing or new fringe and corridor parking facilities, and projects and strategies that support congestion pricing, such as electronic toll collection and travel demand management strategies and programs.

In 2012, MARC programmed STP funds through FY 2016 using a competitive application process. MARC's Kansas and Missouri STP Priorities Committees, subcommittees of the Total Transportation Policy



Committee (TTPC), govern this process. As with other programs, projections of federal STP funding involves a measure of uncertainty. In early 2014, both the Kansas and Missouri STP Priorities Committees will begin the process of developing a new round of projects for FFY 2017–2018. While there is potential for significant future program revisions, program funds in later years of the TIP must be assumed in order to accommodate the often lengthy project-development process.

The 2014–2018 TIP includes previously programmed STP projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2017–2018 have been projected based on levels of funding under MAP-21. Since MARC has programmed STP funds only through 2016, no expenditures exist for 2017–2018 in these programs.

Table 6: Kansas STPM Program Revenue and Expenditures (\$1,000s)						
Available Revenue	2014	2015	2016	2017	2018	Total
STPM	\$12,722.72	\$13,300.00	\$13,300.00	\$13,300.00	\$13,300.00	\$65,922.72
Program Expenditures						
STPM	\$12,722.72	\$13,300.00	\$13,300.00	\$0.00	\$0.00	\$39,322.72
Total Remaining	\$0.00	\$0.00	\$0.00	\$13,300.00	\$13,300.00	\$26,600.00

Table 7: Missouri STPM Program Revenue and Expenditures (\$1,000s)						
Available Revenue	2014	2015	2016	2017	2018	Total
STPM	\$31,403.98	\$17,957.23	\$18,685.23	\$18,685.23	\$18,685.23	\$105,416.90
Program Expenditures						
STPM	\$31,403.98	\$17,957.23	\$18,685.23	\$0.00	\$0.00	\$68,046.44
Total Remaining	\$0.00	\$0.00	\$0.00	\$18,685.23	\$18,685.23	\$37,370.46

## Transportation Enhancements/Alternatives

MAP-21 established a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs such as Transportation Enhancements and Safe Routes to School. The program continues to support projects that expand travel choices and enhance the transportation experience through improvements to the cultural, aesthetic, historic and environmental aspects of the transportation network. Examples of eligible activities include bicycle and pedestrian accommodations, Safe Routes to School programs and recreational trails.

In 2013, MARC used a competitive application process to program Transportation Alternatives funding directly suballocated to the region for FY 2013 in both Kansas and Missouri. MARC also provided a prioritized ranking to both the Kansas and Missouri departments of transportation for remaining FY 2012 Transportation Enhancements (TE) funds available through processes administered at the state level in both states. MARC’s Kansas and Missouri TE Committees, both subcommittees of the Total Transportation Policy Committee (TTPC), governed these processes.

MARC expects to begin developing a new round of Transportation Alternatives projects through at least FY 2016 for both Kansas and Missouri in early 2014. Because of the instability of the federal program and the potential for significant future program revisions there is a measure of uncertainty, but program funds in later years of the TIP must be assumed in order to accommodate the often lengthy project-development process. The 2014–2018 TIP includes previously programmed Transportation Enhancements/Alternatives projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2014–2018 have been projected based on levels of funding provided under MAP-21.

<b>Table 8: Transportation Enhancements/Alternatives Program (\$1,000s)</b>						
Available Revenue	2014	2015	2016	2017	2018	Total
Kansas	\$6,371.71	\$1,195.10	\$1,195.10	\$1,195.10	\$1,195.10	\$10,497.01
Missouri	\$5,276.93	\$1,258.80	\$1,258.80	\$1,258.80	\$1,258.80	\$10,312.13
Program Expenditures						
Kansas	\$5,716.61	\$0.00	\$0.00	\$0.00	\$0.00	\$5,716.61
Missouri	\$5,276.93	\$0.00	\$0.00	\$0.00	\$0.00	\$5,276.93
<b>Total Remaining</b>	<b>\$655.10</b>	<b>\$2,453.90</b>	<b>\$2,453.90</b>	<b>\$2,453.90</b>	<b>\$2,453.90</b>	<b>\$9,815.60</b>

**FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities**

MAP-21 modified the Federal Transit Administration’s Section 5310 Capital Assistance Program, which provides funding to support transporting the elderly and/or disabled where public transportation services are unavailable, insufficient or inappropriate, by incorporating the former New Freedom program and establishing a direct suballocation of funding to large urbanized areas (those with more than 200,000 in population). A federally designated recipient for the funds suballocated to the Kansas City metropolitan area has yet to be identified.

Projects selected for funding must be included in a locally developed, coordinated public transit/ human services transportation plan; and the competitive selection process, previously required under the New Freedom program, is now optional. At least 55 percent of program funds must be spent on capital projects eligible under the former section 5310 — public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for public transportation projects that exceed the requirements of the ADA, improve access to fixed-route service, and decrease reliance on complementary paratransit by individuals with disabilities; or alternatives to public transportation that assist seniors and individuals with disabilities. A 50 percent local match is required when using these funds for operating expenses; a 20 percent local match is required when using these funds for capital expenses.

Section 5310 funding has not been programmed in the 2014-18 TIP. MARC expects to program funds under the new Section 5310 program in 2014.

**Job Access Reverse Commute**

The Job Access and Reverse Commute (JARC) program provides funding to states and urbanized areas for transportation development and maintenance assistance for the purpose of job-related commuting for welfare recipients and low-income individuals. The program is designed to provide transportation assistance between central cities and suburban employment locations for targeted individuals. MAP-21 consolidated this program with the FTA Section 5307 program that is administered by the federally designated funding recipient, the Kansas City Area Transportation Authority (KCATA).

In 2013, the Special Transportation–Job Access Partnership used a competitive application process to determine priorities for the remaining JARC funds authorized under SAFETEA-LU and provided a list of recommended projects to KCATA and MARC’s Total Transportation Policy Committee.

The 2014–2018 TIP includes previously programmed JARC projects for which funds have not been obligated; obligation authority for these projects has been reserved.

Table 9: JARC Program (\$1,000s)						
Available Revenue	2014	2015	2016	2017	2018	Total
JARC	\$58.67	\$0.00	\$0.00	\$0.00	\$0.00	\$58.67
Program Expenditures						
JARC	\$58.67	\$0.00	\$0.00	\$0.00	\$0.00	\$58.67
Total Remaining	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

### New Freedom

The New Freedom program provides additional tools to overcome existing barriers facing Americans with disabilities who seek integration into the work force and full participation in society. As noted above, MAP-21 consolidated this program with FTA Section 5310.

In 2013, the Special Transportation–Job Access Partnership used a competitive application process to determine priorities for the remaining New Freedom funds authorized under SAFETEA-LU and provided a list of recommended projects to KCATA and MARC’s Total Transportation Policy Committee.

The 2014–2018 TIP includes previously programmed New Freedom projects for which funds have not been obligated; obligation authority for these projects has been reserved.

Table 10: New Freedom Program (\$1,000s)						
Available Revenue	2014	2015	2016	2017	2018	Total
New Freedom	\$76.41	\$176.06	\$0.00	\$0.00	\$0.00	\$252.47
Program Expenditures						
New Freedom	\$76.41	\$176.06	\$0.00	\$0.00	\$0.00	\$252.47
Total Remaining	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

### Street and Highway

The following sections describe the financial analysis for street and highway projects that are not funded through suballocated federal programs. In general, these projects are advanced by KDOT or MoDOT, using combinations of state and federal funds, or by local governments using local fund or local and federal funds.

#### Kansas Analysis

MAP-21 provides federal aid to states and local units of government through FFY 2014. In general, MAP-21 funding levels are consistent with those seen for FFY 2012 under SAFETEA-LU. Funds received in FY 2013 were used to estimate funding for future years, to create a conservative forecast for KDOT programming.

In 2010, Kansas developed a new comprehensive transportation program, Transportation Works for Kansas (T-WORKS). This program, primarily funded through a sales tax increase, new bonding capacity and an increase to heavy-truck registration fees, represents a \$7.8 billion investment over a 10-year period. Additional funding sources for the T-WORKS program include, but are not limited to, motor fuels taxes, vehicle registration fees, drivers’ license fees, mineral royalties and signboard permit fees. Sales tax receipts, comprising 38.5 percent, are the largest source of state-generated highway revenues, followed by taxes on motor fuels, estimated at 32.5 percent. Vehicle registration fees and the other income sources represent the remainder of state-generated highway revenues. Revenue collectively generated from these sources is expected to remain steady over the period covered by the 2014–2018 TIP.

No allocation formula can predict federal and state revenues available to the Kansas City region for Kansas highway funding. Therefore, for Kansas programming, implementation revenues are tied directly to programmed project expenditures.

Local government sources of transportation funds include state and federal motor-fuel tax revenue, state funds, property taxes, local-option sales taxes and bond issues. Regional Economic Modeling Inc. created the local revenue forecasts for the 2014–2018 TIP and *Transportation Outlook 2040*, the region's metropolitan transportation plan. The forecast was created by applying the projected Kansas City gross regional product (GRP) growth rate to aggregate local revenue. A percentage was derived from the U.S. Census 2008 Annual Surveys of State and Local Government Finances, and applied to calculate the estimate of local revenue available for transportation. For the Kansas portion of the MARC region, this was 8.62 percent. Please note, the forecasts of local revenue may not fully account for the level of private-sector funding available or for additional funding sources available to local governments.

Kansas projects that were programmed prior to FY 2014 but were not placed under contract as of September 2013 are carried forward into the FY 2014–2018 TIP.

### **Missouri Analysis**

MAP-21 provides federal aid to states and local units of government through FFY 2014. In general MAP-21 funding levels are consistent with those seen for FFY 2012 under SAFETEA-LU; however, Missouri will actually receive approximately \$71 million less each year over the next two years. While future federal funding remains uncertain, MoDOT has assumed level federal funding based on FY 2013 and has intentionally scaled back the number of proposed projects that will be funded in the later years of the 2014–2018 TIP.

In order to maximize transportation improvement funding, MoDOT continues to emphasize efficiency. As a result, MoDOT's operating expenses remain flat. Its Bolder Five-Year Direction cost-saving initiative redirected more than \$500 million to roadway improvements and will allow MoDOT to use all available federal funding through the life of the 2014–2018 TIP.

Funding for MoDOT consists of federal and state revenue and existing cash balances. The largest source of transportation revenue for MoDOT is from the federal government, including the 18.4 cents-per-gallon tax on gasoline and 24.4 cents-per-gallon tax on diesel fuel. Combined with other sources, revenues from the federal government account for approximately 39 percent of MoDOT's transportation revenue. MoDOT's second largest source of transportation revenue is the state fuel tax. Approximately 27 percent of the revenue generated from the state's 17 cents-per-gallon tax on gasoline and diesel fuels is distributed to cities and counties, to spend on highway and bridge projects. This revenue source also includes a 9 cents-per-gallon tax on aviation fuel which must be spent on airport projects. These tax revenues represent approximately 28 percent of transportation revenues.

MoDOT also receives a portion of the state sales and use taxes, generated through the purchase or lease of motor vehicles. This revenue source includes the sales tax paid on aviation fuel which is dedicated to airport projects. These tax revenues represent approximately 14 percent of transportation revenues. Additional revenue is provided through a number of miscellaneous fees, such as interest, sales of surplus property, and the General Revenue fund.

Local government sources of transportation funds in Missouri include state and federal motor fuel tax revenue, state funds, property taxes, local option sales taxes and bond issues. For the 2014–2018 TIP and *Transportation Outlook 2040*, the region's metropolitan transportation plan, Regional Economic Modeling Inc. created local revenue forecasts based on Kansas City's gross regional product models. The forecast was created by applying the predicted GRP growth rate to total local revenue. A percentage, derived from the U.S. Census 2008 Annual Surveys of State and Local Government Finances, was then applied to arrive at an estimate of local revenue available for transportation. For the Missouri portion of the MARC region, this was 6.19 percent. The forecasts of local revenue may not fully account for the level of private-sector funding available or for access to additional funding sources by local governments, when necessary.

Those Missouri projects programmed prior to FY 2014 and included in the FY 2012–2016 TIP that were not placed under contract as of September 2013 will be carried forward into the FY 2014–2018 TIP.

The estimated street and highway revenues are shown in Table 11; the project costs for each year of the FFY 2014–2018 TIP are included in Table 12. The comparison between these estimates is shown in Table 13. Differences between the estimated federal and state revenue and amounts identified in the TIP are largely due to the variance in the state program from the estimated amounts.

### **Advance Construction**

State and local governments use a federal funding tool called “advance construction” to maximize the receipt of federal funds and provide greater flexibility and efficiency in matching federal aid categories to individual projects. Advance construction (AC) is an innovative funding technique that allows project sponsors to initiate a project using non-federal funds while preserving eligibility for future federal aid. The Federal Highway Administration (FHWA) determines eligibility for federal aid, however no present or future federal aid is committed to the project. Project sponsors may convert the project to regular federal aid, provided that federal aid is available for the project. Advance construction does not provide additional federal funding; it simply allows project sponsors to construct projects with state or local money but seek federal reimbursement in the future. Projects using advance construction are included in the project listing of the 2014–2018 TIP and are accounted for in the financial plan.

### **Public Transportation Element**

The public transportation analysis is limited to the region’s primary fixed-route transit operators — Kansas City Area Transportation Authority (KCATA), Johnson County Transit, city of Independence, and Unified Government Transit — and their associated paratransit services, since they are the recipients of virtually all of the federal funding for transit purposes in the region. Federal transit funds are allocated to the region as a whole and include both transit and paratransit. FTA grant programs, local-option tax funds (Missouri only), local government general funds, and passenger fares make up the funding sources for public transportation. Local transit revenue estimates are based on data supplied by area transit operators.

MAP-21 provides a significant source of funding for transit in the region. This legislation emphasizes several important goals, including safety, state of good repair, performance and program efficiency and establishes performance-based planning requirements that align federal funding with key goals and performance measures.

In Kansas City, Mo., the majority of local support for transit is derived from three separate taxes. A half-cent tax for transportation was approved by the state legislature in 1971, and a 3/8-cent sales tax was approved by voters in 2003 and renewed for 15 years in 2008. In 2013, a Transportation Development District (TDD) was formed in support of the Kansas City Downtown Streetcar project. The TDD will generate revenue from a one-cent sales tax and special assessments on real property only within the designated development district. Other jurisdictions on the Missouri side of the region support the KCATA with general tax revenues. General tax revenues also fund local support on the Kansas side of the region. Local revenue estimates include passenger fares, which represent a significant source of revenue for public transit services.

The FFY 2014–2018 TIP includes estimated transit revenues and expenditures for each year, and shown in Tables 11 and 12, respectively. A comparison of these estimates is shown in Table 13. The KCATA’s ability to secure necessary local funds and federal discretionary funds will help determine the financial feasibility of the transit portion of the FY 2014–2018 TIP.

**Table 11: Estimated Revenues by Year and Funding Source (\$1,000s)**

STATE	SOURCE	2014	2015	2016	2017	2018
Bistate	5307	\$12,945.00	\$1,425.00	\$10,470.00	\$1,075.00	\$1,100.00
	5309	\$0.00	\$5,065.00	\$0.00	\$6,630.00	\$1,751.00
	AC CONVERSION	\$0.00	\$0.00	(\$34,325.00)	(\$400.00)	\$0.00
	CMAQ-KS	\$964.17	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$86,418.66	\$88,114.60	\$87,056.00	\$78,689.00	\$96,198.00
	NHPP-KS	\$14,435.00	\$16,898.00	\$0.00	\$400.00	\$0.00
	NHPP-MO	\$0.00	\$0.00	\$31,925.00	\$0.00	\$0.00
	STATE-KS	\$6,391.00	\$10,171.00	\$250.00	\$0.00	\$0.00
	STATE-MO	\$4,615.00	\$3,315.00	\$0.00	\$0.00	\$0.00
	STATE-MO (AC)	\$18,264.00	\$13,261.00	\$2,400.00	\$0.00	\$0.00
	STPM-KS	\$0.00	\$663.00	\$163.00	\$0.00	\$0.00
	STPM-MO	\$0.00	\$882.93	\$382.93	\$0.00	\$0.00
Kansas	5310	\$126.00	\$0.00	\$0.00	\$0.00	\$0.00
	5317	\$0.00	\$176.06	\$0.00	\$0.00	\$0.00
	AC CONVERSION	(\$59,895.12)	(\$84,395.00)	(\$37,891.80)	(\$60,811.00)	(\$13,431.00)
	CMAQ-KS	\$2,249.70	\$1,102.00	\$2,900.00	\$2,900.00	\$2,900.00
	HRRR-KS	\$2,400.00	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$1,352.70	\$1,050.00	\$955.40	\$750.00	\$750.00
	JARC	\$58.67	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$173,547.57	\$178,409.97	\$183,384.34	\$188,393.77	\$193,055.87
	LOCAL (AC)	\$0.00	\$309.00	\$0.00	\$0.00	\$0.00
	NHPP-KS	\$68,031.10	\$79,191.00	\$35,267.10	\$58,384.00	\$4,191.00
	STATE-KS	\$43,389.44	\$4,160.20	\$35.20	\$40.00	\$2,150.00
	STATE-KS (AC)	\$258,752.30	\$26,928.00	\$0.00	\$160.00	\$8,600.00
	STP-KS	\$4,156.46	\$2,427.00	\$2,427.00	\$2,427.00	\$9,240.00
	STPM-KS	\$12,722.72	\$12,636.60	\$13,137.00	\$13,300.00	\$13,300.00
	TA-KS	\$2,116.21	\$1,195.10	\$1,195.10	\$1,195.10	\$1,195.10
TE-KS	\$4,736.83	\$0.00	\$0.00	\$0.00	\$0.00	

**Table 11: Estimated Revenues by Year and Funding Source (\$1,000s)**

STATE	SOURCE	2014	2015	2016	2017	2018
Missouri	TE-KS	\$19,274.00	\$17,589.00	\$18,153.00	\$18,677.00	\$19,281.00
	5309	\$0.00	\$11,807.00	\$11,392.00	\$8,000.00	\$0.00
	5317	\$76.41	\$0.00	\$0.00	\$0.00	\$0.00
	AC CONVERSION	(\$7,518.00)	(\$102,305.00)	(\$52,181.00)	(\$24,759.00)	\$0.00
	BR-MO	\$53,169.00	\$10,567.00	\$2,274.00	\$0.00	\$0.00
	BRO-MO	\$2,879.00	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$2,610.48	\$2,591.06	\$2,591.06	\$2,591.06	\$2,591.06
	IM-MO	\$5,718.00	\$23,819.00	\$0.00	\$0.00	\$0.00
	ITS-MO	\$523.00	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$133,894.27	\$137,275.20	\$140,753.74	\$144,306.10	\$147,591.79
	NHPP-MO	\$16,974.00	\$77,553.00	\$53,427.00	\$11,567.00	\$0.00
	NHS-MO	\$11,147.00	\$541.00	\$6,702.00	\$5,330.00	\$0.00
	PRIVATE	\$11,011.00	\$0.00	\$0.00	\$0.00	\$0.00
	SP-MO	\$4,441.00	\$3,298.00	\$0.00	\$0.00	\$0.00
	SRTS-MO	\$24.44	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$34,528.00	\$16,784.00	\$4,482.00	\$1,216.00	\$222.00
	STATE-MO (AC)	\$92,073.00	\$63,743.00	\$11,812.00	\$4,863.00	\$1,998.00
	STPM-MO	\$31,188.98	\$17,074.30	\$18,302.30	\$18,685.23	\$18,685.23
	STP-MO	\$534.00	\$12,091.00	\$0.00	\$16,862.00	\$0.00
	TA-MO	\$4,826.93	\$1,258.80	\$1,258.80	\$1,258.80	\$1,258.80
TE-MO	\$450.00	\$0.00	\$0.00	\$0.00	\$0.00	
TIGER-MO	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
<b>Bi-State Subtotal</b>		\$146,293.83	\$144,585.53	\$100,721.93	\$86,394.00	\$99,049.00
<b>Kansas Subtotal</b>		\$513,618.58	\$223,189.93	\$201,409.34	\$206,738.87	\$221,950.97
<b>Missouri Subtotal</b>		\$437,824.51	\$293,686.36	\$218,966.90	\$208,597.19	\$191,627.88
<b>Subtotal by Year</b>		\$1,097,736.92	\$661,461.82	\$521,098.17	\$501,730.06	\$512,627.85
<b>Total: \$3,294,654.82</b>						



**Table 12: Estimated Expenditures by Year and Funding Source (\$1,000s)**

STATE	SOURCE	2014	2015	2016	2017	2018
Bistate	5307	\$12,945.00	\$1,425.00	\$10,470.00	\$1,075.00	\$1,100.00
	5309	\$0.00	\$5,065.00	\$0.00	\$6,630.00	\$1,751.00
	CMAQ-KS	\$964.17	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$86,418.66	\$88,114.60	\$87,056.00	\$78,689.00	\$96,198.00
	NHPP-KS	\$14,435.00	\$16,898.00	\$0.00	\$0.00	\$0.00
	NHPP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$6,391.00	\$10,171.00	\$250.00	\$0.00	\$0.00
	STATE-MO	\$4,615.00	\$3,315.00	\$0.00	\$0.00	\$0.00
	STATE-MO (AC)	\$18,264.00	\$13,261.00	\$2,400.00	\$0.00	\$0.00
	STPM-KS	\$0.00	\$663.00	\$163.00	\$0.00	\$0.00
	STPM-MO	\$0.00	\$882.93	\$382.93	\$0.00	\$0.00
	STP-MO	\$2,261.00	\$4,790.00	\$0.00	\$0.00	\$0.00
	Kansas	5310	\$126.00	\$176.06	\$0.00	\$0.00
5317		\$0.00	\$176.06	\$0.00	\$0.00	\$0.00
CMAQ-KS		\$2,249.70	\$1,102.00	\$0.00	\$0.00	\$0.00
HRRR-KS		\$2,400.00	\$0.00	\$0.00	\$0.00	\$0.00
HSIP-KS		\$1,316.70	\$1,247.30	\$750.00	\$750.00	\$750.00
JARC		\$58.67	\$0.00	\$0.00	\$0.00	\$0.00
LOCAL		\$33,480.18	\$26,287.66	\$48,161.94	\$8,500.00	\$13,010.00
LOCAL (AC)		\$0.00	\$309.00	\$0.00	\$0.00	\$0.00
NHPP-KS		\$15,041.90	\$0.00	\$111.30	\$0.00	\$0.00
STATE-KS		\$43,389.44	\$4,160.20	\$35.20	\$40.00	\$2,150.00
STATE-KS (AC)		\$258,752.30	\$26,928.00	\$0.00	\$160.00	\$8,600.00
STP-KS		\$4,156.46	\$0.00	\$0.00	\$0.00	\$0.00
STPM-KS		\$5,816.80	\$9,859.60	\$12,828.00	\$0.00	\$0.00
TA-KS		\$921.11	\$0.00	\$0.00	\$0.00	\$0.00
TE-KS		\$4,736.83	\$0.00	\$0.00	\$0.00	\$0.00

**Table 12: Estimated Expenditures by Year and Funding Source (\$1,000s)**

STATE	SOURCE	2014	2015	2016	2017	2018
Missouri	5307	\$19,274.00	\$17,589.00	\$18,153.00	\$18,677.00	\$19,281.00
	5309	\$0.00	\$11,807.00	\$11,392.00	\$8,000.00	\$0.00
	5317	\$76.41	\$0.00	\$0.00	\$0.00	\$0.00
	BR-MO	\$53,169.00	\$10,567.00	\$2,274.00	\$0.00	\$0.00
	BRO-MO	\$2,879.00	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$2,610.48	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$50,303.00	\$36,220.50	\$27,691.20	\$13,369.00	\$4,820.00
	NHPP-MO	\$15,801.00	\$11,699.00	\$7,948.00	\$0.00	\$0.00
	NHS-MO	\$11,147.00	\$0.00	\$0.00	\$0.00	\$0.00
	PRIVATE	\$11,011.00	\$0.00	\$0.00	\$0.00	\$0.00
	SP-MO	\$4,441.00	\$3,298.00	\$0.00	\$0.00	\$0.00
	SRTS-MO	\$24.44	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$34,528.00	\$16,784.00	\$4,482.00	\$1,216.00	\$222.00
	STATE-MO (AC)	\$92,073.00	\$63,743.00	\$11,812.00	\$4,863.00	\$1,998.00
	STPM-MO	\$31,403.98	\$17,074.30	\$18,302.30	\$0.00	\$0.00
	STP-MO	\$430.00	\$0.00	\$0.00	\$9,000.00	\$0.00
	TA-MO	\$4,826.93	\$0.00	\$0.00	\$0.00	\$0.00
	TE-MO	\$450.00	\$0.00	\$0.00	\$0.00	\$0.00
	TIGER-MO	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Bi-State Subtotal</b>		\$146,293.83	\$144,585.53	\$100,721.93	\$86,394.00	\$99,049.00
<b>Kansas Subtotal</b>		\$372,387.59	\$69,872.52	\$62,081.84	\$9,450.00	\$24,510.00
<b>Missouri Subtotal</b>		\$354,448.24	\$188,781.80	\$102,054.50	\$55,125.00	\$26,321.00
<b>Subtotal by Year</b>		\$873,129.66	\$403,239.85	\$264,868.27	\$150,969.00	\$149,880.00
<b>Total: \$1,842,086.78</b>						

## System Operations and Maintenance

As stated in 23 CFR 450.324(h), for purposes of transportation operations and maintenance, the financial plan must contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In order to develop a system-level estimate of operations and maintenance costs in the Kansas City region, MARC used estimates of the amount of lane miles of roadway on the federal-aid system developed for *Transportation Outlook 2040* and applied the estimated cost-per-lane-mile of \$6,535, as developed by MoDOT. Since MoDOT has the largest system and most detailed information on the costs of system operations and maintenance, its baseline was a logical choice.

MoDOT's maintenance costs include salaries, fringe benefits, materials and equipment needed to deliver roadway and bridge maintenance programs. Basic maintenance activities include minor surface treatments, such as sealing, small concrete repairs and pothole patching, mowing right of way, snow removal, sign replacement, striping, guardrail repairs, and traffic signals repairs. These maintenance activities require employees, vehicles and other machinery, and facilities to house equipment and materials such as salt, asphalt and fuel. Maintenance operations expenditures are projected to increase one percent annually. In fiscal year 2014, MoDOT has budgeted \$456,740,000 for maintenance expenditures; this cost is expected to grow to \$475,285,476 by the end of fiscal year 2018. At this time, we project the costs for fleet investments, capital improvements and information systems investments will remain constant through 2018.

The following table summarizes the system-level estimates of highway operations and maintenance expenditures. The financial capacity of the region is detailed in Table 13, immediately following this section.

Table 13: Federal-Aid Highway Operations and Maintenance								
	Estimated Lane Miles	Cost/Lane Mile	2014	2015	2016	2017	2018	Total
Kansas	4,403	\$6,534.55	\$28,771.62	\$29,634.77	\$30,523.82	\$31,439.53	\$32,382.72	\$152,752.46
Missouri	7,008	\$6,534.55	\$45,794.13	\$47,167.95	\$48,582.99	\$50,040.48	\$51,541.69	\$243,127.24
Total	11,411	\$6,534.55	\$74,565.75	\$76,802.72	\$79,106.80	\$81,480.01	\$83,924.41	\$395,879.69

As with highways, the region must account for transit operations and maintenance costs. Since the majority of federal transit funds are allocated directly to the region, transit maintenance and operations financial forecasts were not included in the states' projections. To develop an estimate of transit system operation and maintenance costs, MARC used estimates derived from the transit maintenance and operations information contained in *Transportation Outlook 2040*. The transit projects included in the 2014-2018 TIP directly address the current operations and maintenance of the transit system; previously presented revenue and expenditure summary tables account for these costs.

System-level estimates of transit operations and maintenance costs are summarized in the following table.

Many projects in the 2014-2018 TIP address the operation and maintenance of the system. However a number of operations and maintenance activities that will take place in the region are not appropriate to include as individual projects in the TIP — either because they are not federally funded or because they do not rise to the level of a regionally significant project.

Table 14: Transit Operations & Maintenance						
Region	2014	2015	2016	2017	2018	Total
	\$65,870,645	\$67,846,765	\$69,882,168	\$71,978,633	\$74,137,992	\$349,716,202

Table 15: Estimated Revenues vs. Expenditures (\$1,000s)

	2014	2015	2016	2017	2018
<b>Bi-State Revenue</b>	\$146,293.83	\$144,585.53	\$100,721.93	\$86,394.00	\$99,049.00
<b>Bi-State Expenditure</b>	\$146,293.83	\$144,585.53	\$100,721.93	\$86,394.00	\$99,049.00
<b>Difference</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Kansas Revenue</b>	\$513,618.58	\$223,409.13	\$201,181.14	\$206,738.87	\$221,950.97
<b>Kansas O&amp;M Expenditure</b>	\$28,771.62	\$29,634.77	\$30,523.82	\$31,439.53	\$32,382.72
<b>Kansas Project Expenditure</b>	\$372,387.59	\$70,091.72	\$61,863.64	\$9,450.00	\$24,510.00
<b>Difference</b>	\$112,459.37	\$123,682.63	\$108,793.68	\$165,849.34	\$165,058.25
<b>Missouri Revenue</b>	\$437,824.51	\$293,686.36	\$218,966.90	\$208,597.19	\$191,627.88
<b>Missouri O&amp;M Expenditure</b>	\$45,794.13	\$47,167.95	\$48,582.99	\$50,040.48	\$51,541.69
<b>Missouri Project Expenditure</b>	\$354,448.24	\$188,781.80	\$102,054.50	\$55,125.00	\$26,321.00
<b>Difference</b>	\$37,582.14	\$57,736.61	\$68,329.41	\$103,431.71	\$113,765.19
<b>Total Revenue</b>	\$1,097,736.92	\$661,681.02	\$520,869.97	\$501,730.06	\$512,627.85
<b>Total Expenditure</b>	\$947,965.41	\$480,261.77	\$343,746.87	\$232,449.01	\$233,804.41
<b>Difference</b>	\$150,041.51	\$181,419.25	\$177,123.09	\$269,281.05	\$278,823.44

## 5. Measuring Progress

*Transportation Outlook 2040* is the metropolitan transportation plan (MTP) that will guide the Kansas City region in management, operation and investment of approximately \$18 billion for its multimodal transportation system over the next 30 years. Approved by the Mid-America Regional Council Board of Directors in 2010, the plan responds to many challenges we face — growing more efficiently, maintaining a competitive economy and preserving the health of the environment — all while enabling everyone to access opportunity.

Our region needs a clear direction to guide its response to these evolving challenges. *Transportation Outlook 2040* supports the MARC Board’s vision for a sustainable region and provide a framework for addressing how we will manage, operate and invest in Greater Kansas City’s multimodal transportation system to help that vision.

One of the primary purposes of the MTP is to provide policy guidance on priorities for regional transportation resources. Decisions about the strategic allocation of resources to different uses within the plan can be significant and impact actual decisions made for the regional Transportation Improvement Program (TIP) as well as other state and local programs.

Extensive stakeholder input helped establish the goals found in *Transportation Outlook 2040* . These goals are consistent with those identified in the plans of local cities and counties. Serving as the foundation of the plan, Transportation Outlook 2040’s goals help direct the actions, strategies and investments that will help the region meet its needs. They help to define the criteria for prioritizing the region’s transportation expenditures and help to ensure that the public’s priorities are reflected in funded projects.

### Transportation System Goals:

Accessibility	Maximize mobility and access to opportunities for all area residents.
Climate Change and Energy Use	Decrease the use of fossil fuels by reduction in travel demand, technological advancements and transition to renewable energy sources.
Economic Vitality	Support an innovative, competitive economy.
Environment	Protect and restore the region’s natural resources (land, water and air) through proactive stewardship.
Place Making	Coordinate transportation and land-use planning to create quality places in existing and developing areas and to strengthen the quality of the region.
Public Health	Facilitate healthy, active living.
Safety and Security	Improve safety and security for all transportation users.
System Condition	Ensure the transportation system is maintained in good condition.
System Performance	Manage the system to achieve reliable and efficient performance.

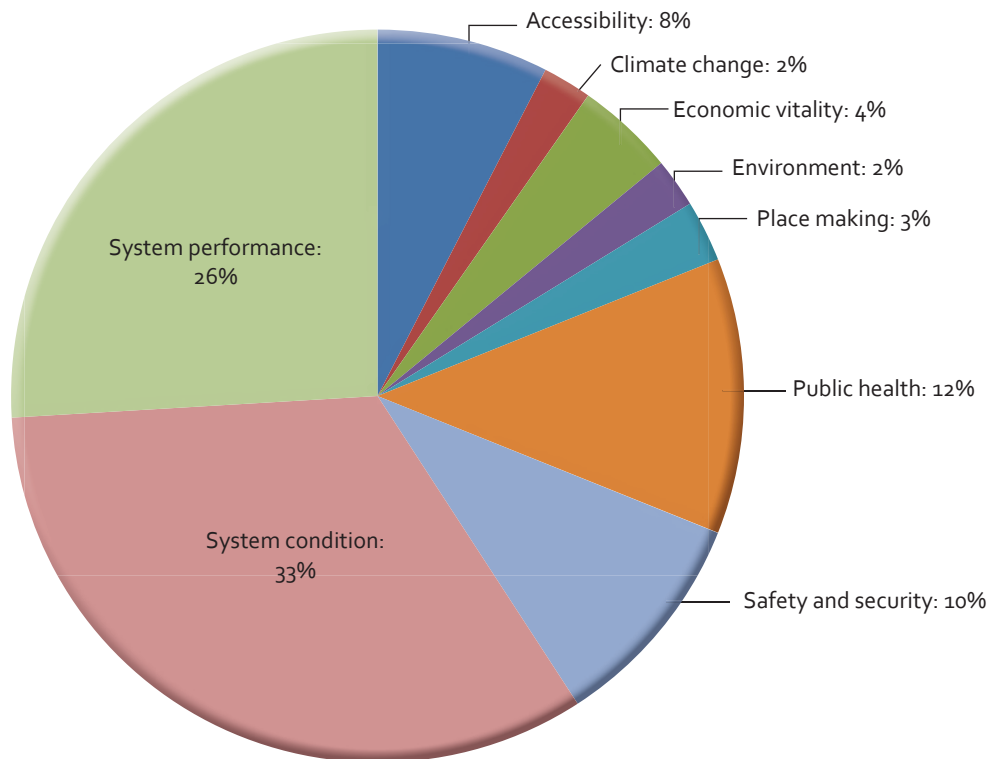
The MTP provides policy guidance for the investment of transportation resources in the region. This guidance is evident in the programming processes that MARC uses to determine priorities for the portion of federal funding that is directly suballocated to the Kansas City region. For each suballocated funding program, MARC has developed an evaluation methodology to help determine how each potential project addresses the goals identified in the MTP. The scores developed by through these methodologies are an integral part of the MARC programming process.

Although the MTP does not necessarily provide the basis for investment decisions and priorities made outside of MARC, it does have a role in these external decisions. As required under federal transportation legislation, all regionally significant capacity or fixed guideway transit projects documented in the TIP must be also listed in the plan. The 2014–2018 TIP meets this requirement.

To further illustrate the connections between the TIP and the MTP, MARC analyzed the 372 projects listed in the 2014–2018 TIP to determine the primary goal addressed by each project and also identified any additional goals that may be affected by each project. The results of these analyses, as shown in the following tables, indicate that the projects documented in the 2014–2018 TIP:

- Address all of the goals identified in *Transportation Outlook 2040*.
- Show a primary regional emphasis on improving:
  - Accessibility.
  - Economic Vitality.
  - System Condition.
  - System Performance

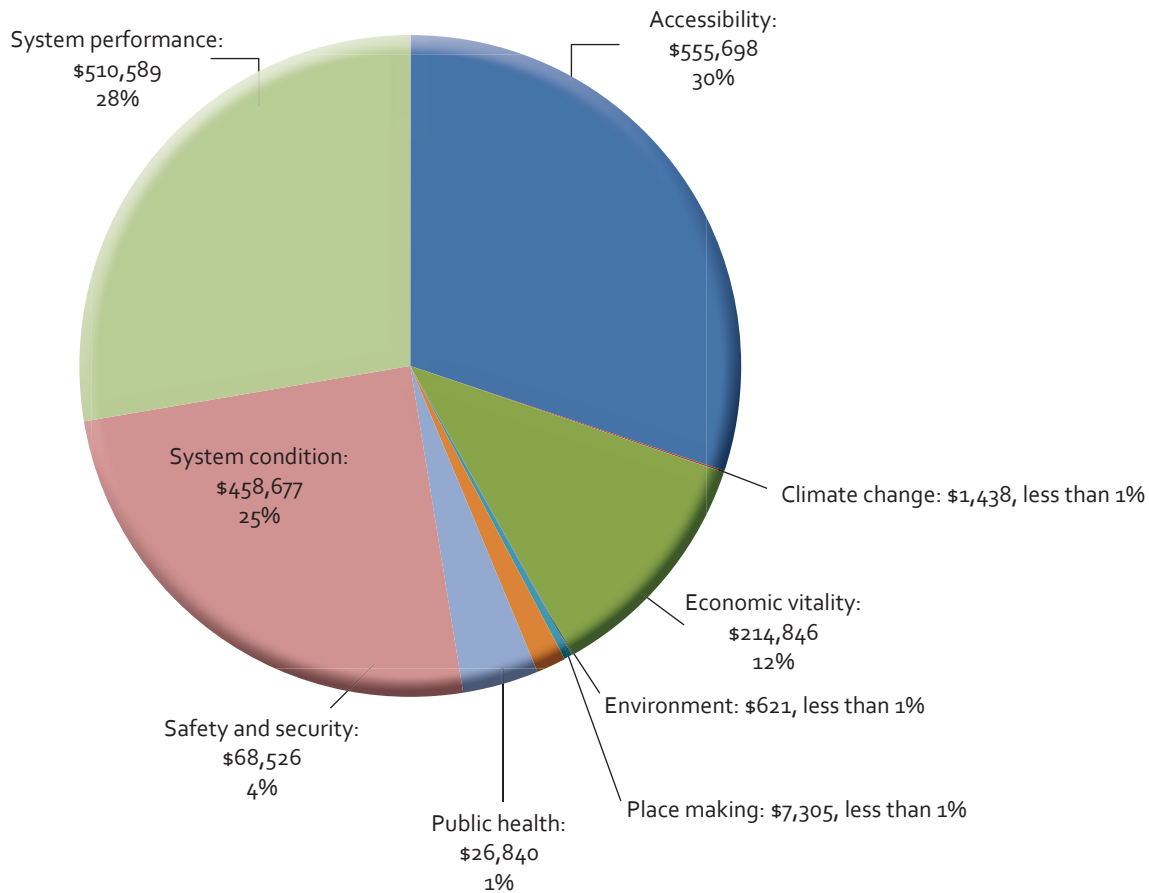
**Figure 8: Percentage of 2014-2018 TIP Projects by Predominant *Transportation Outlook 2040* Goal**





**Figure 9: 2014-2018 TIP Investment by Predominant *Transportation Outlook 2040* Goal**

All numbers in thousands. Total investment documented in the 2014-2018 TIP equals \$1,844,520



The above analyses are subject to a number of inherent limitations:

- The TIP is not inclusive of all projects that may be implemented in the region, as some projects are not federally funded or do not rise to the level of a regionally significant project.
- The information available to complete this analysis may not reflect the entire scope of an individual project.

Since adopting *Transportation Outlook 2040* in 2010, MARC has produced annual progress reports to actively track a number of performance measures related to the goals of that plan. These measures and the resulting trends help to quantify regional progress towards achieving the goals set forth in the plan, informing decisions, and guiding investment priorities for the regional transportation network. The progress reports, available for 2011-2013, are available for review at [http://www.marc.org/2040/Measuring\\_Progress/index.aspx](http://www.marc.org/2040/Measuring_Progress/index.aspx).

A new feature of MAP-21 is the establishment of a performance- and outcome-based program. This objective was added to ensure the investment of resources in projects that collectively make progress toward the achievement of national goals. The legislation requires the U.S. Department of Transportation (USDOT), in consultation with states, metropolitan planning organizations (MPOs), and other stakeholders to establish performance measures in the areas listed:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

The TIP and other plans, are required to include information regarding these performance measures. However, the regulations and guidance regarding the establishment and use of these performance measures have not been developed or implemented; therefore, they are not included in the 2014–2018 TIP. Future versions of the TIP will address these requirements.

# 6. Environmental Justice Analysis

## Background

The U.S. Environmental Protection Agency (EPA) defines environmental justice as *the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.*

Environmental justice plays an important role in transportation planning and visioning. Transportation projects have long-lasting physical impacts on communities, and it is critical to incorporate fairness and equity into the development of transportation policies and funding decisions. No group of people — by race, ethnicity or socio-economic status — should receive unfair treatment or bear a disproportionate share of negative environmental consequences as a result of decisions made at the federal, state, regional or local levels.

## Ensuring Nondiscrimination

In 1994, Presidential Executive Order 12898 mandated that federal agencies incorporate environmental justice analyses in their missions by analyzing and addressing the effects of all programs, policies and activities. Drawing from the framework established by Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act (NEPA) of 1969, the U.S. Department of Transportation (USDOT) established three principles to ensure nondiscrimination in federally funded activities:

- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects — including social and economic effects — on minority populations and low-income populations.
- Ensure full and fair participation by all potentially affected communities in transportation decision-making processes.
- Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

## MARC's Approach to Environmental Justice

MARC strives to incorporate fairness and equity into its transportation planning and programming processes. MARC analyzes the distribution of impacts and benefits resulting from financial investments in the regional transportation system. In the 2014–2018 TIP, MARC assesses the impacts of all major surface transportation projects planned that will receive federal, state and local funding in the Kansas City region in the next five years. This assessment, the Environmental Justice Analysis, reviews how federal investments are distributed across the region and how target populations — particularly minority and low-income populations — will be affected, as required by Executive Order 12898. MARC pursues public involvement from minority and low-income populations as part of the TIP process and works to ensure these populations receive a proportionate share of the benefits of federal transportation investments.

In addition, MARC examines the geographic distribution of federal transportation investments that impact Hispanic populations, elderly populations (age 65 or older) and people who use public transportation as a means to get to work; MARC also analyzes the effects of the TIP 2014–2018 on zero-car households using travel model data.

## Public Participation

*Transportation Outlook 2040*, the metropolitan transportation plan for the Kansas City region, emphasizes nondiscrimination in planning and programming processes. Public participation is central to environmental justice, and Chapter 3: Public Participation outlines clear strategies for involving traditionally underserved segments of the population, including minority and low-income populations, in the transportation planning process.

In preparation for updating the 2014–2018 TIP, MARC met with community equity partners on Aug. 6, 2013, to review and discuss the agency’s approach to conducting environmental justice analyses. Participants — including representatives from community organizations, educational institutions, health departments and housing corporations — received background information on environmental justice, reviewed how MARC has conducted environmental justice analyses in the past, and discussed plans for environmental justice analysis in the 2014–2018 TIP. Area community equity partners provided their thoughts and feedback on how MARC identifies environmental justice populations, analyzes these populations, and engages residents through public participation. See Appendix G for the meeting summary and a list of participants.

## Analyzing Transportation Investments

MARC examines transportation investments by breaking down federal funds associated with the 2014–2018 TIP projects, calculating investments per capita and analyzing the distribution of funds in identified environmental justice areas and non-environmental justice areas. MARC also reviews programming for previous rounds of federal transportation funding to determine whether funds have been equitably allocated in environmental justice areas around the region.

The TIP’s Environmental Justice Analysis is a spatial analysis that views proposed transportation projects in relation to concentrations of minority populations, low-income households and other selected populations. It visually and geographically assesses whether certain populations are receiving disproportionately adverse impacts as a result of federal transportation investments; and conversely, whether minority or low-income populations are receiving a fair share and distribution of benefits. The spatial analysis displays the geographic distribution of transportation investments using a series of clear, readable maps to help answer these questions. These maps are available online.

## Methodology

### Spatial Analysis of Transportation Investments

The MARC region is diverse in terms of its population and demographic characteristics. In addition to analyzing the target populations required by Executive Order 12898 (i.e., minority and low-income populations), the 2014–2018 TIP examines the geographic distribution of Hispanic populations, elderly populations, and people who use public transportation to get to work. This is done using dot-density maps to show concentrations of these populations in relation to the location of projects in the TIP. MARC chooses to include these populations because they represent a significant number of people in communities throughout the region, and may face greater challenges than the others in using Kansas City’s transportation system to travel around the region. MARC also analyzes the effects of TIP projects on zero-car households, which is discussed in a later section.

### Analysis Tools

MARC uses Geographic Information System (GIS) tools — specifically Environmental System Research Institute’s (ESRI) ArcMap 10.0 software — to view and tabulate demographic information, and display the locations of TIP projects. A free GIS data viewer called ArcGIS Explorer, available at <http://www.esri.com/software/arcgis/explorer>, can be used to view and analyze the data in the TIP.

## Data Sources

Demographic data from the U.S. Census Bureau's 2007-2011 American Community Survey (ACS) Five-Year Estimates were used to conduct the environmental justice analysis. The analysis includes census tracts and block groups that fall completely or partially within MARC's Metropolitan Planning Organization (MPO) Planning Boundary. The data was joined to tract and block group GIS layers for the spatial analysis.

A census tract is a statistical subdivision of a county designated for the purpose of presenting data. Tracts typically average 4,000 people and their boundaries usually follow visible features; however, they also follow governmental unit boundaries. A census block group is a subset of blocks contained within a census tract.

## Identifying Populations

The first step of the environmental justice analysis was to identify minority and low-income populations. They were defined as:

- **Minority populations** — Any identifiable minority group(s) who live in a geographic proximity. This includes people who are Black/African-American, Hispanic or Latino, Asian American, American Indian and Alaskan Native, and Native Hawaiian and other Pacific Islander.
- **Low-income populations** — People whose median household incomes are at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.

More information on how the U.S. Census Bureau calculates poverty thresholds is available on the HHS website at <http://aspe.hhs.gov/poverty/faq.cfm>. Additional populations that were analyzed include:

- **Elderly populations** — Individuals ages 65 and over.
- **People who rely on public transportation to get to work** — Individuals who use public transportation (excluding taxicabs) as their mode of travel or type of conveyance to get from home to work. Public transportation includes bus or trolley bus, streetcar or trolley car, subway or elevated train, railroad or ferryboat.

## Defining Environmental Justice Areas

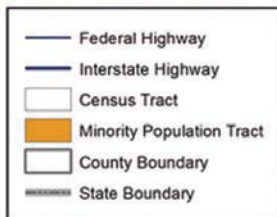
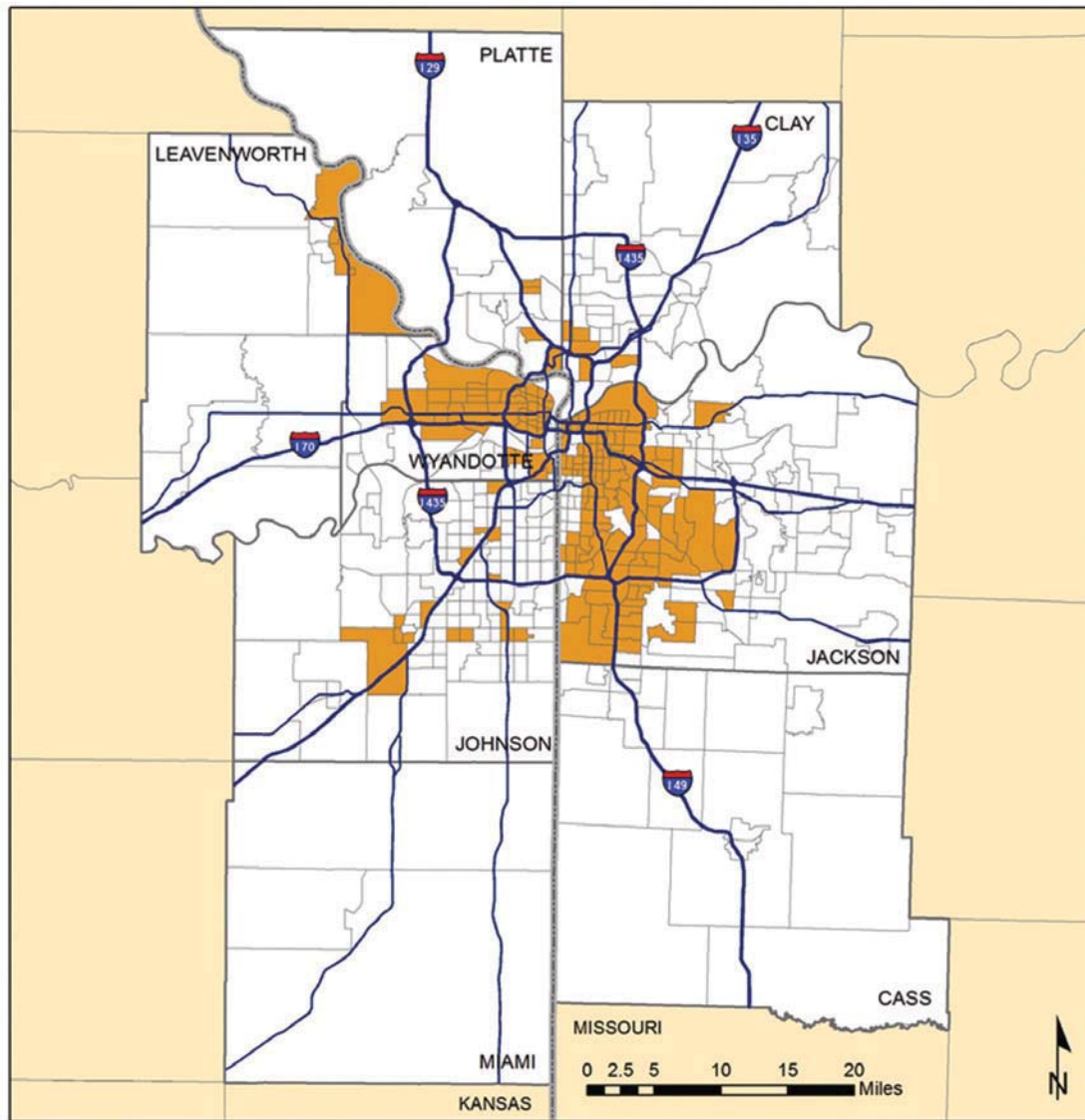
Although any population within the community may be subject to disproportionate impacts from given transportation projects and investments, the identification of minority and low-income populations was useful in understanding the comparative effects throughout all of the affected populations. Benchmarks for both minority and low-income populations were established in accordance with Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) policy guidance on environmental justice. MARC defines environmental justice areas as census tracts in which:

1. Minority populations are greater than the MPO area average (21.54%).
2. More than 20 percent of households are in poverty.

## Identifying Minority Areas

Once minority populations in the study area were identified, MARC calculated the average percentage of minority populations for all census tracts within the MPO boundary. Tracts that exceeded this average, 21.54 percent, were identified as environmental justice areas. See Figure 10 for a spatial view of tracts where minority populations exceed the regional average.

**Figure 10: Minority Population Map**



Map created using ArcGIS 10.0, September 2013  
Data courtesy 2007-2011 American Community Survey

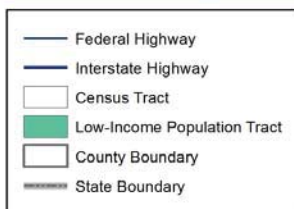
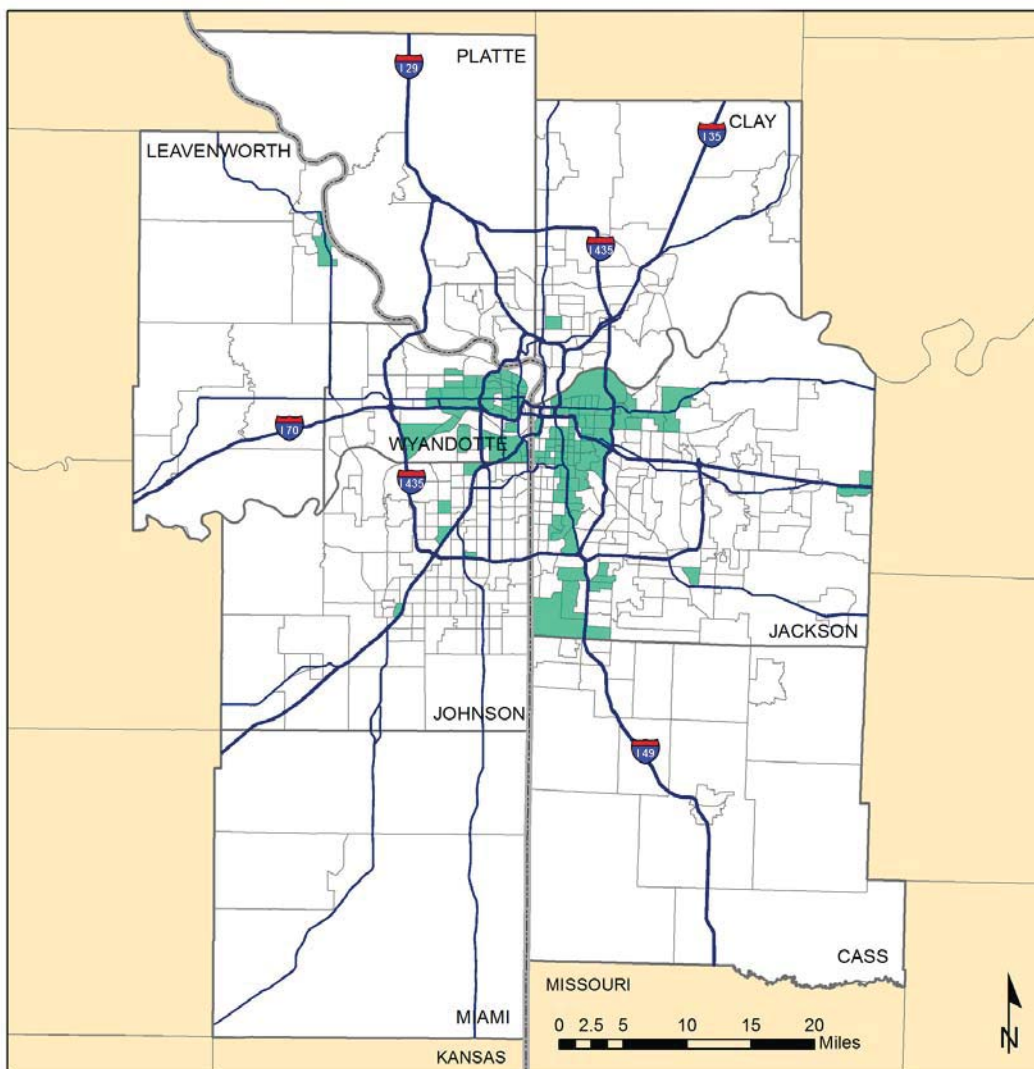


## Low-Income Populations

MARC identified low-income populations based on census tracts as identified by the ACS that more than 20 percent of households were living in poverty. ACS calculated this for each tract based off the U.S. Census Bureau's 2011 poverty thresholds, which are available online at [www.census.gov/hhes/www/poverty/about/overview/measure.html](http://www.census.gov/hhes/www/poverty/about/overview/measure.html). Thresholds vary by family size and composition. If a family income is less than the dollar value of a particular threshold, the family's household is considered to be in poverty. More information about ACS definitions and determinations of poverty status is available in the *2011 Subject Definitions* document, available online at [www.census.gov/acs/www/Downloads/data\\_documentation/SubjectDefinitions/2011\\_ACSSubjectDefinitions.pdf](http://www.census.gov/acs/www/Downloads/data_documentation/SubjectDefinitions/2011_ACSSubjectDefinitions.pdf).

See Figure 11 for a spatial summary of low-income population areas.

**Figure 11: Low-income Populations Map**

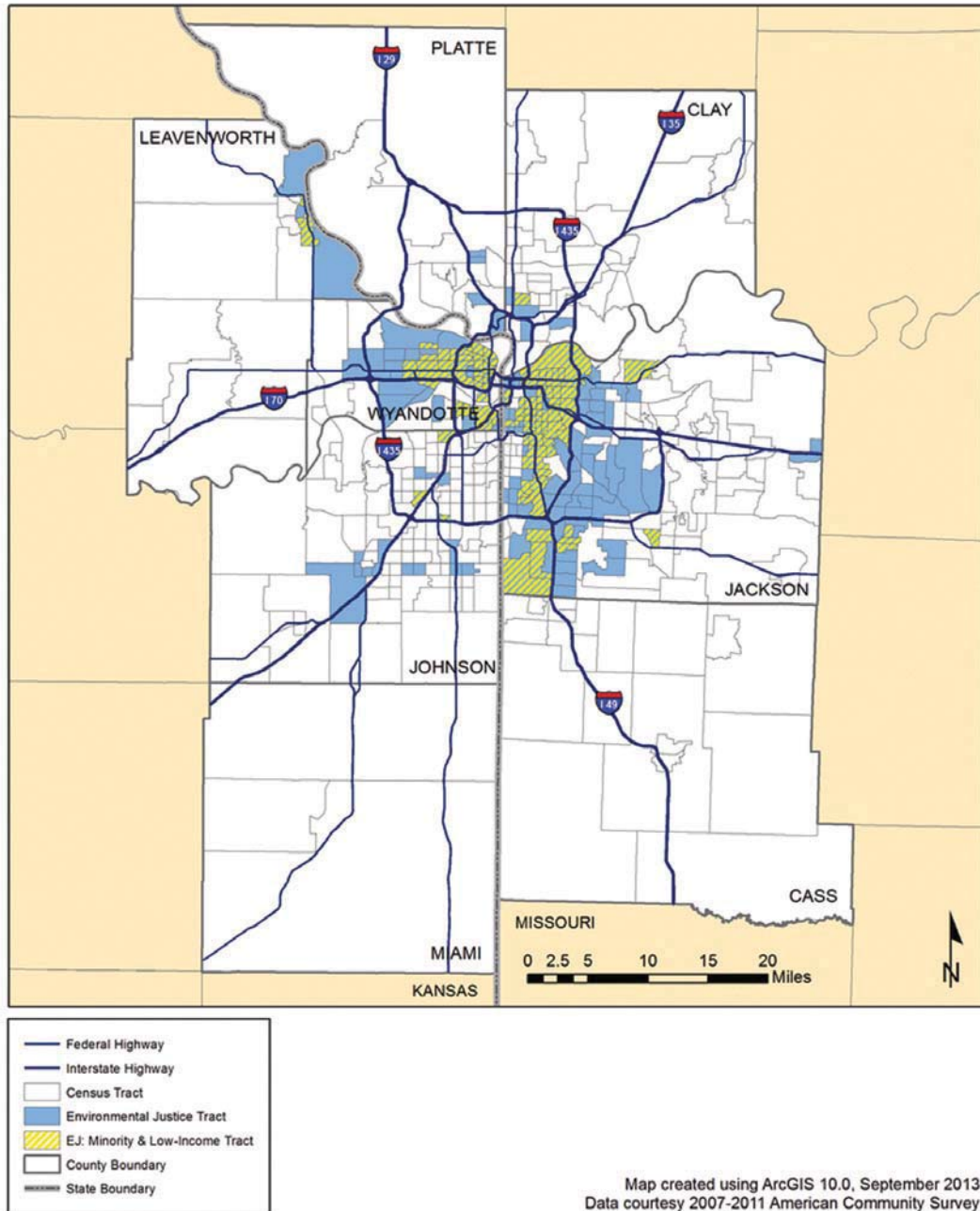


Map created using ArcGIS 10.0, September 2013  
Data courtesy 2007-2011 American Community Survey

## Environmental Justice Areas

Census tracts meeting one or both the criteria are referred to throughout this document as environmental justice (EJ) areas or tracts. Census tracts that do not meet the criteria or fall outside of defined EJ area boundaries are referred to as non-environmental justice (non-EJ) areas or tracts. Minority or low-income populations within EJ areas may also be referred to throughout this document as protected populations. See Figure 12 for a spatial summary of EJ areas as defined by MARC in accordance with FTA and FHWA policy guidance.

Figure 12: Environmental Justice Map



## Findings

### Transportation Investment

To conduct the spatial analysis component of the environmental justice analysis, all regionally significant transportation projects were geocoded in ArcMap 10.0. See Figure 13 for the location of all transportation projects listed in the 2014–2018 TIP. Approximately 52 percent of mapped transportation projects fell within defined EJ areas. EJ areas account for approximately 334.6 square miles (8.7 percent of the MARC MPO region’s total 3,849 square miles).

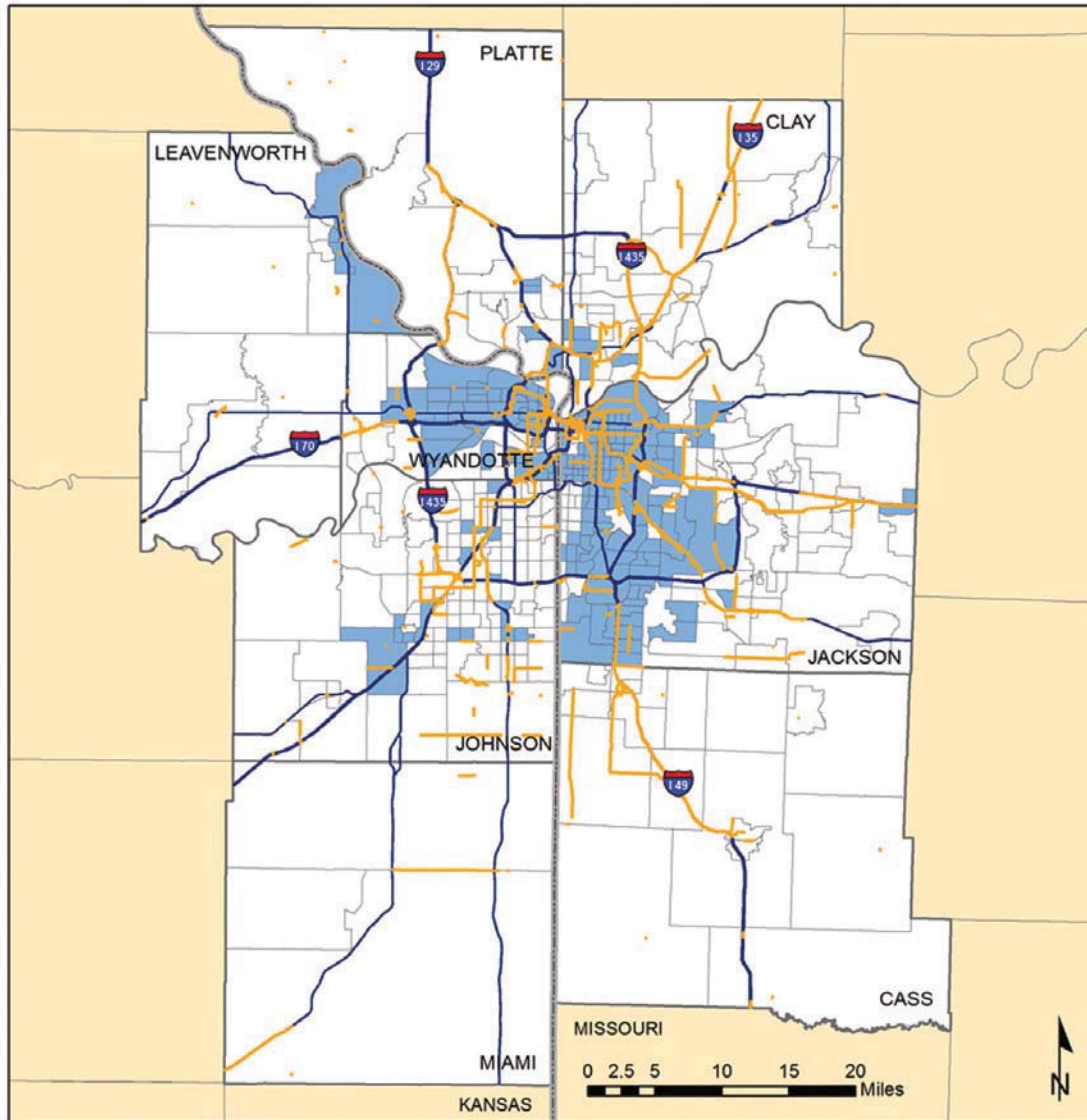
Examination of transportation investment per capita provides another view of the distribution of transportation impacts and benefits. Transportation investment per capita was calculated by dividing the total cost of projects within a particular area by the number of people living in that area. Investment per capita was calculated for both EJ and non-EJ tracts in the MARC MPO region, as displayed in Table 16 below.

Table 16: Transportation Federal Investment Per Capita			
	EJ Areas	Non-EJ Areas	Total
Population in EJ Tracts	620,937	1,347,932	1,968,869
Percent of Total Population	31.5%	68.5%	100.0%
Total Federal Funds 2014-2018	\$174,278,144	\$78,429,983	\$252,708,127
Percent of Total Federal Funds	69.0%	31.0%	100.0%
Per Capita Funding	\$280.67	\$58.19	\$128.35

Table 16 indicates that minority and low-income populations are receiving more benefits from federal transportation investment funds per capita — by a factor of four — than non-minority and non-low-income populations. Furthermore, there do not appear to be any disproportionately high or adverse impacts from federal transportation investments (human or environmental) on protected populations. (See Conclusions on page 65.)

**Note:** Only those projects which can be mapped or relate to a specific location are included in this analysis. Due to the difficulties of associating community benefits and impacts from programs such as RideShare, education programs, or alternative fuel vehicles to exact geographies, those types of projects are not included in this analysis. Additionally, the funding data in Table 16 includes federal transportation dollars for projects that cross EJ/non-EJ boundaries, as both populations may benefit from these projects. Finally, only projects for which federal funding has been received are included in this analysis.

Figure 13: 2014-2018 TIP Projects Map



- 2014-2018 TIP Projects
- Federal Highway
- Interstate Highway
- Census Tract
- Environmental Justice Tract
- County Boundary
- State Boundary

Map created using ArcGIS 10.0, September 2013  
Data courtesy 2007-2011 American Community Survey

## Spatial Analysis of Transportation Investments

In addition to the spatial analysis of 2014–2018 TIP projects in relation to environmental justice areas, this document examines the projects in relation to other selected populations that may be impacted. By identifying where these populations exist throughout the region, we can assess whether or not they will equitably benefit from the geographic distribution of transportation investments.

<b>Table 17: Traditionally Underserved Populations within MARC MPO Region</b>		
<b>Minority Populations</b>	<b>Total</b>	<b>Percentage</b>
<b>Black or African American</b>	244,838	12.4%
<b>American Indian and Alaska Native</b>	8,543	0.4%
<b>Asian</b>	44,091	2.2%
<b>Native Hawaiian and Pacific Islander</b>	2,354	0.1%
<b>Some Other Race</b>	49,221	2.5%
<b>Two or More Races</b>	49,969	2.5%
<b>Hispanic or Latino*</b>	150,753	7.7%
<i>White Hispanic or Latino</i>	81,811	4.2%
<i>Non-White Hispanic or Latino</i>	68,942	3.5%
<b>Minority Population</b>	480,827	24.4%
<b>Total Population</b>	1,968,869	100.0%
<b>Households</b>	<b>Total</b>	<b>Percentage</b>
<b>Low-Income Households</b>	76,670	10.4%
<b>All Other Households</b>	657,214	89.6%
<b>Total Households</b>	733,884	100.0%

\*Note: Hispanic or Latino is an ethnicity, not a race. Racial populations above contain non-White Hispanic or Latino populations.

Table 17 above displays population totals and percentage of population compared to the total MARC MPO region population. See Figures 10 and 11 for spatial summaries of minority populations and low-income households in relation to the location of transportation projects listed in the TIP. These populations are spatially distributed by census block group boundaries on each map, a subdivision of a census tract, although the block group boundaries are not visible on the maps.

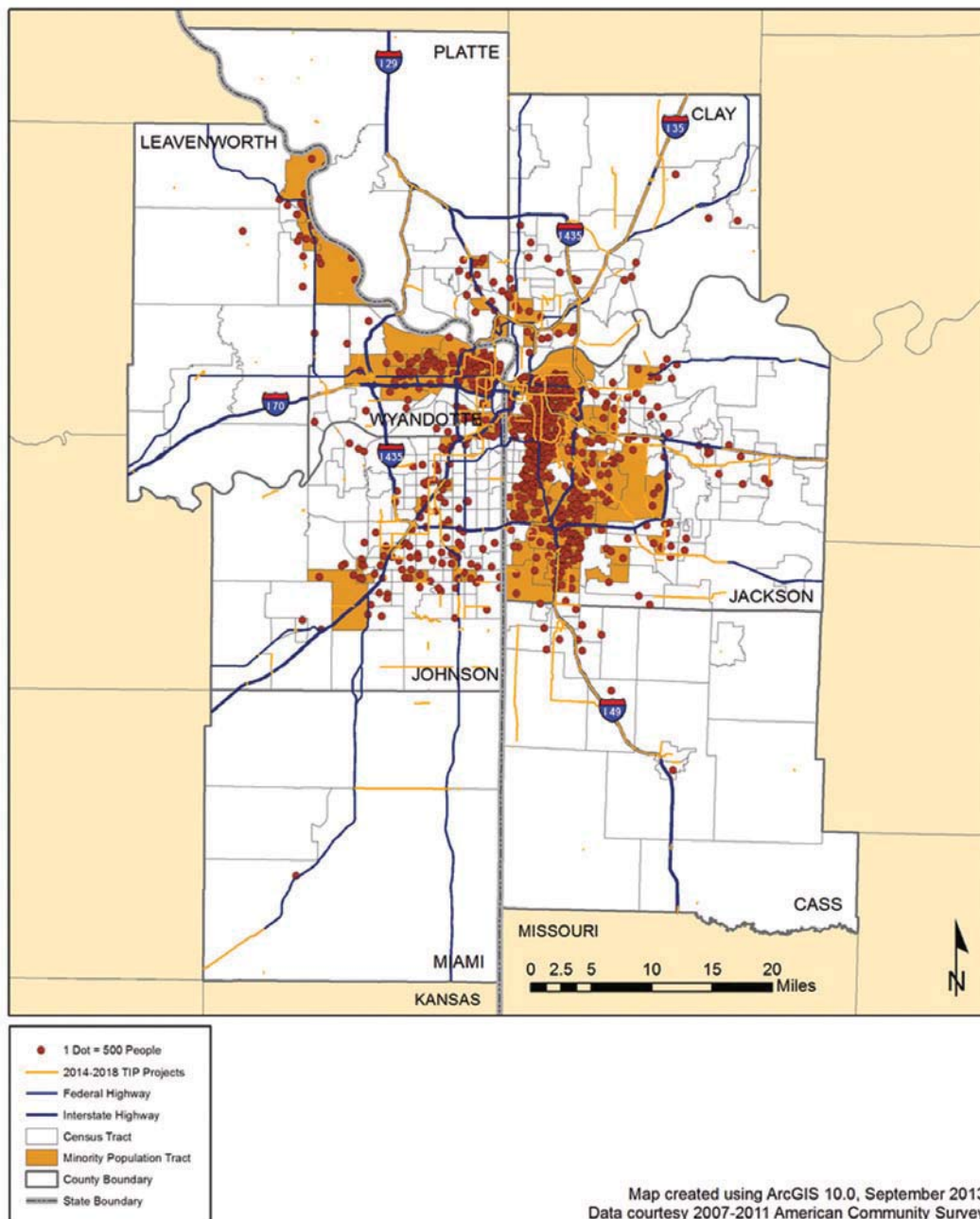


## Minority Populations

According to 2007-2011 ACS Five-Year Estimates, there are 480,827 minority persons in the eight-county MARC MPO region; this comprises 24.4 percent of the total population. Spatial analysis reveals that minority populations are clustered along western Jackson County, Mo., and eastern Wyandotte County, Kan. Minority populations are also dispersed around Johnson County, Kan., and Clay County, Mo., but not as prevalent in other parts of the region.

Approximately 49.3 percent of mapped 2014-2018 TIP projects fall within or intersect census tracts that were identified as having large numbers of minority populations. This amounts to \$173,700,344 in federal funds, or 68.7 percent of the total federal funds within the TIP.

Figure 14: Minority Populations Map



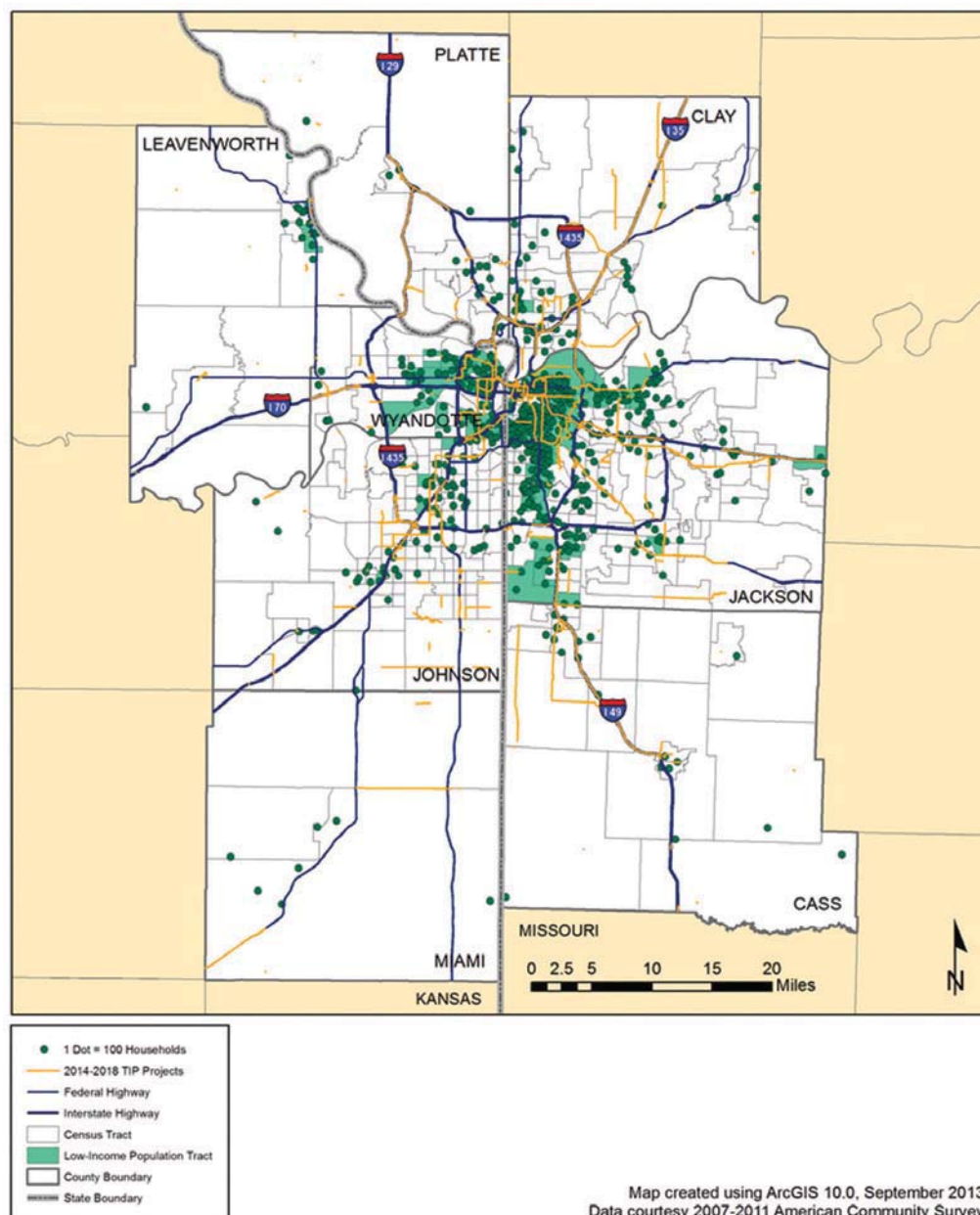


## Low-Income Populations

According to ACS five-year estimates from 2007–2011, there are 76,670 low-income households in the MARC MPO region; this comprises 10.4 percent of total households. Spatial analysis reveals that low-income households are predominately clustered in western Jackson County, Mo., and eastern Wyandotte County, Kan. These populations is sparsely dispersed in the region’s outlying counties and not identified as low-income household tracts.

Approximately 20.4 percent of mapped TIP projects reside in or intersect with low-income population census tracts. This amounts to \$29,209,016 in federal funds, 11.2 percent of the total federal funds within the TIP. Transportation investments outside of the identified low-income population census tracts depicted in Figure 15 will serve low-income households as well.

**Figure 15: Low-income Populations Map**



## Additional Spatial Analysis of Transportation Investments

Separate from the spatial analysis of EJ populations, this document examines TIP projects which may impact additional populations, including elderly and persons who use public transportation to get to work. This spacial analysis helps to identify where these populations exist throughout the region and to define how the 2014–2018 TIP may serve them in the future. These populations contain transportation-disadvantaged individuals who face mobility challenges traveling around the region.

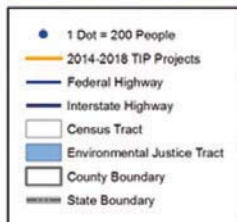
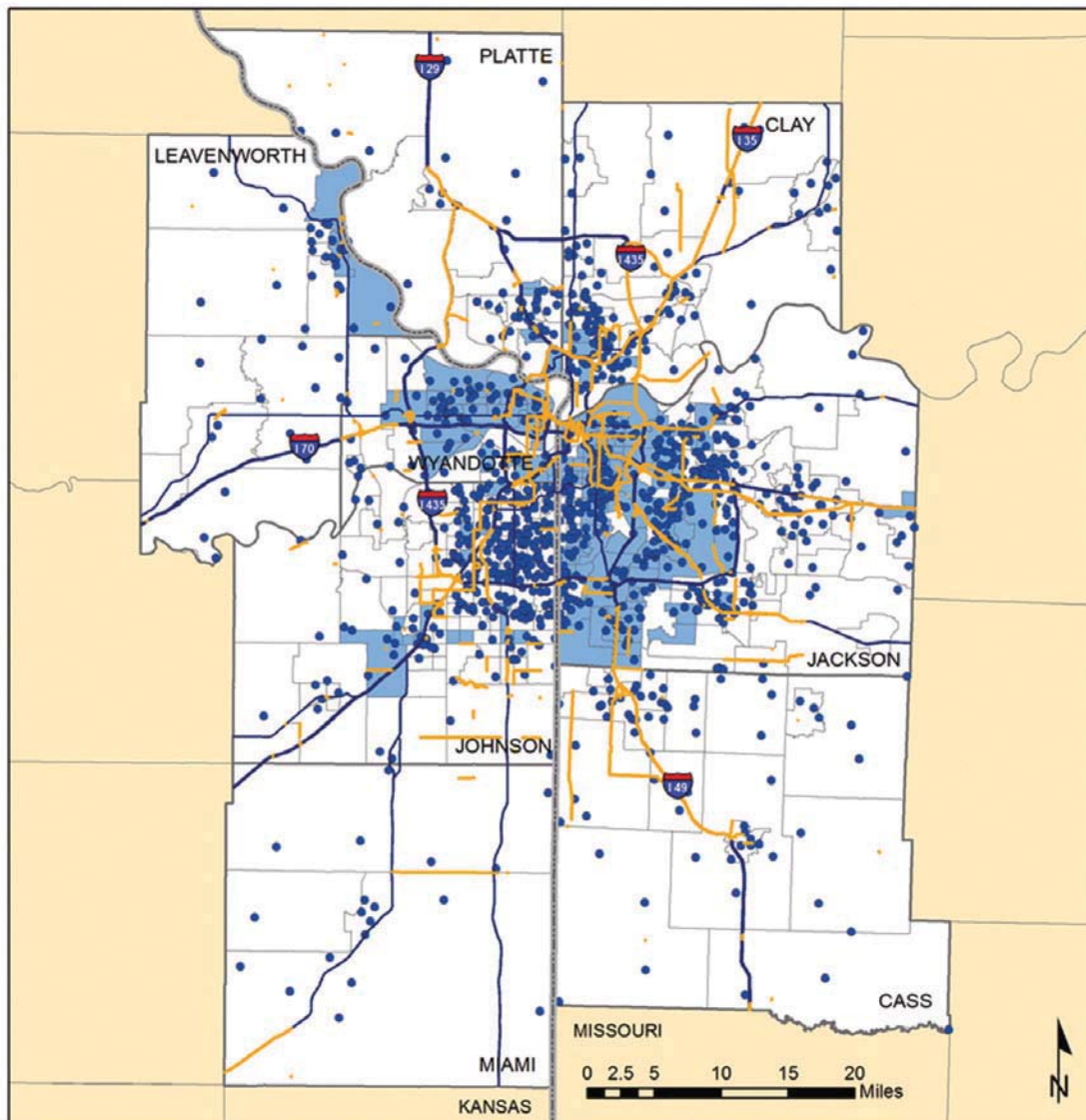
Table 18: Additional Populations within MARC MPO Region within MARC MPO Region		
Population	Total	Percentage
Elderly Populations	212,754	11.4%
Persons taking Public Transportation to Work	12,319	0.7%

See Figure 16 and 17 for spatial summaries of these additional populations relating to the location of transportation projects listed in the TIP. Populations are spatially distributed by census block group boundaries on each map, a statistical subdivision of a census tract not visible in the maps.

## Elderly Populations

According to ACS five-year estimates, the MARC MPO region is home to 212,754 elderly persons, 11.4 percent of the total population. Spatial analysis reveals elderly populations are widely dispersed around the region, predominately clustered throughout Kansas City's first-ring suburbs within the I-435 loop. Assessment of the transportation investments reveals that most of the TIP projects serve areas that contain large numbers of elderly populations.

Figure 17: Elderly Populations Map



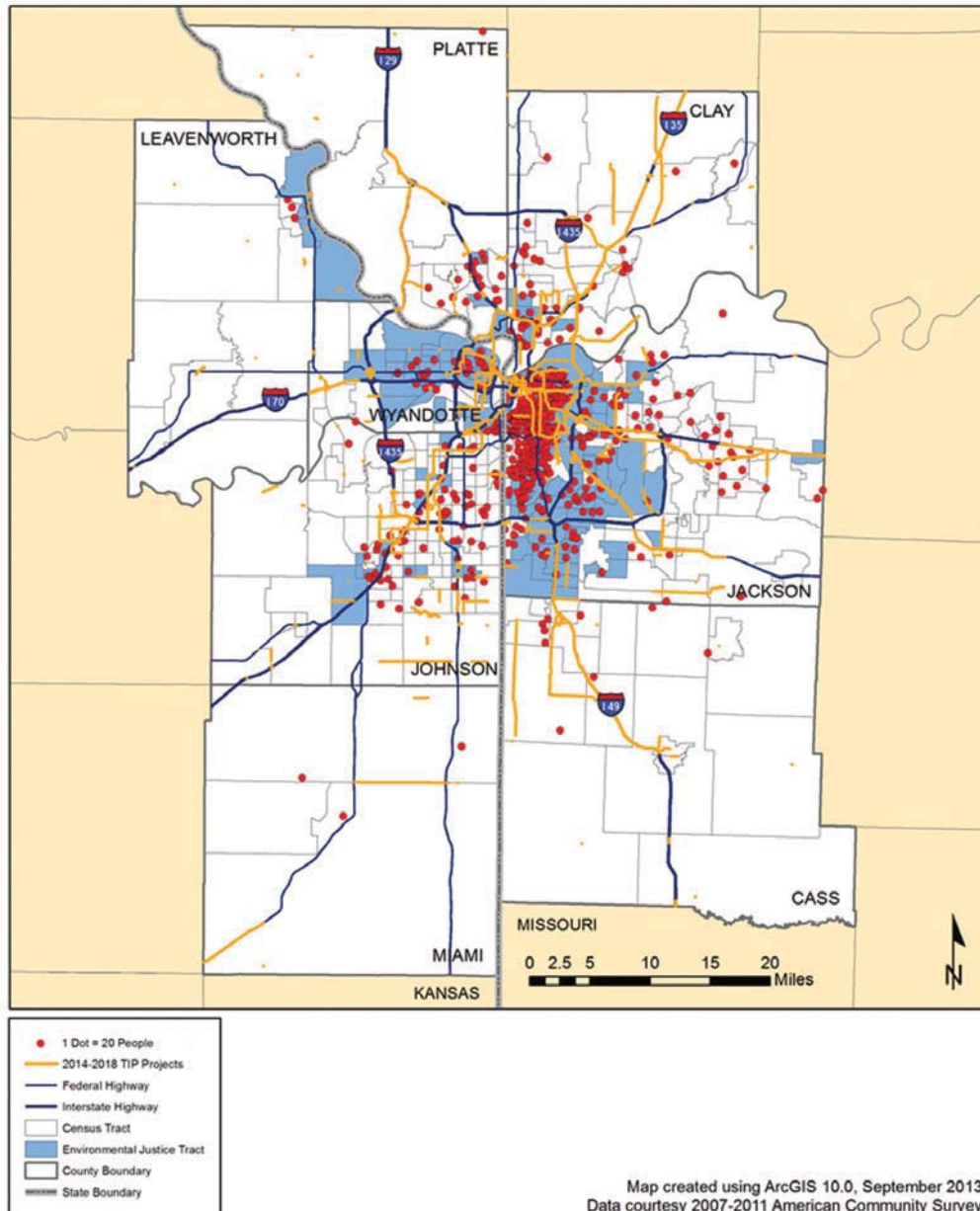
Map created using ArcGIS 10.0, September 2013  
Data courtesy 2007-2011 American Community Survey

## People who take Public Transportation to Work

According to 2007-2011 ACS Five-Year Estimates, around 12,319 people use public transportation as their primary mode of transportation to work in the eight-county MARC MPO region; this comprises just 0.7 percent of the total population. Spatial analysis reveals that many people who take public transportation to work reside in locations where minority and low-income populations exist; however, large populations are also heavily clustered in Kansas City, Mo., in eastern Jackson County, Mo., Coincidentally, these areas are where the majority of regional transit service exists. People who take public transportation to work are also dispersed throughout the rest of Jackson County, Mo.; Wyandotte County, Kan.; and Johnson County, Kan.

Approximately 52.3 percent of mapped 2014-2018 TIP projects fall within or intersect environmental justice tracts that were identified as having large numbers of people taking public transportation to work. This amounts to \$174,278,144 in federal funds, or 69.0 percent of the total federal funds in the TIP.

Figure 18: People Who Take Public Transportation to Work Map





## Transit Service

An examination of fixed-route transit service compared to environmental justice areas provides another context for assessing regional equity — particularly whether minority and low-income populations equitably benefit from the geographic distribution of available transit service. Figure 18 provides a spatial summary of fixed-route daily transit service in MARC’s MPO region in relation to EJ areas.

Figure 19 reveals that EJ areas benefit from more daily hours of transit service than non-EJ areas. When looking at average headways (time between buses) for peak hours of the day (7–9:00 a.m. and 4–6 p.m.), Figure 20 shows that EJ areas have shorter headways than non-EJ areas.

**Figure 19: Hours of Daily Transit Services Map**

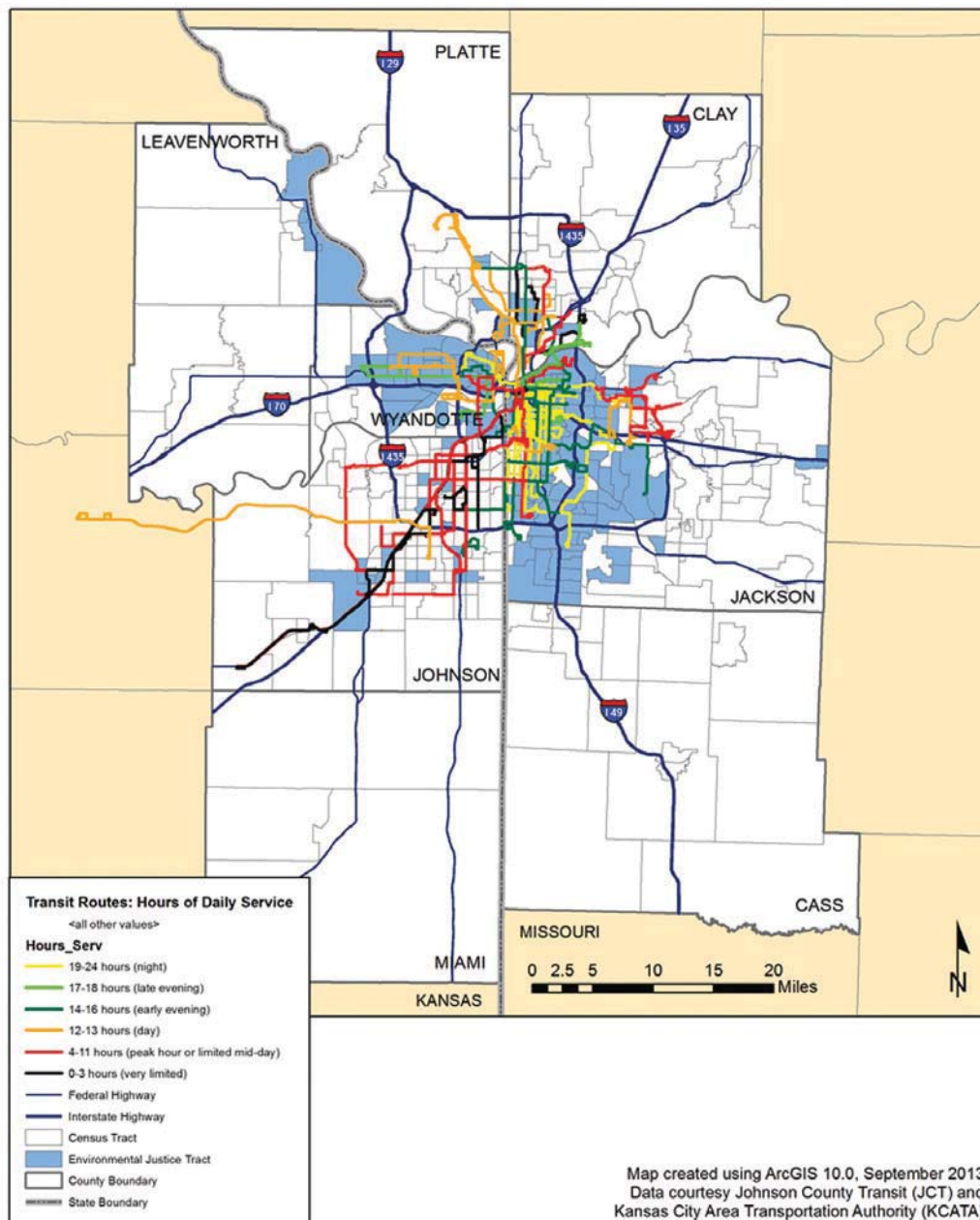
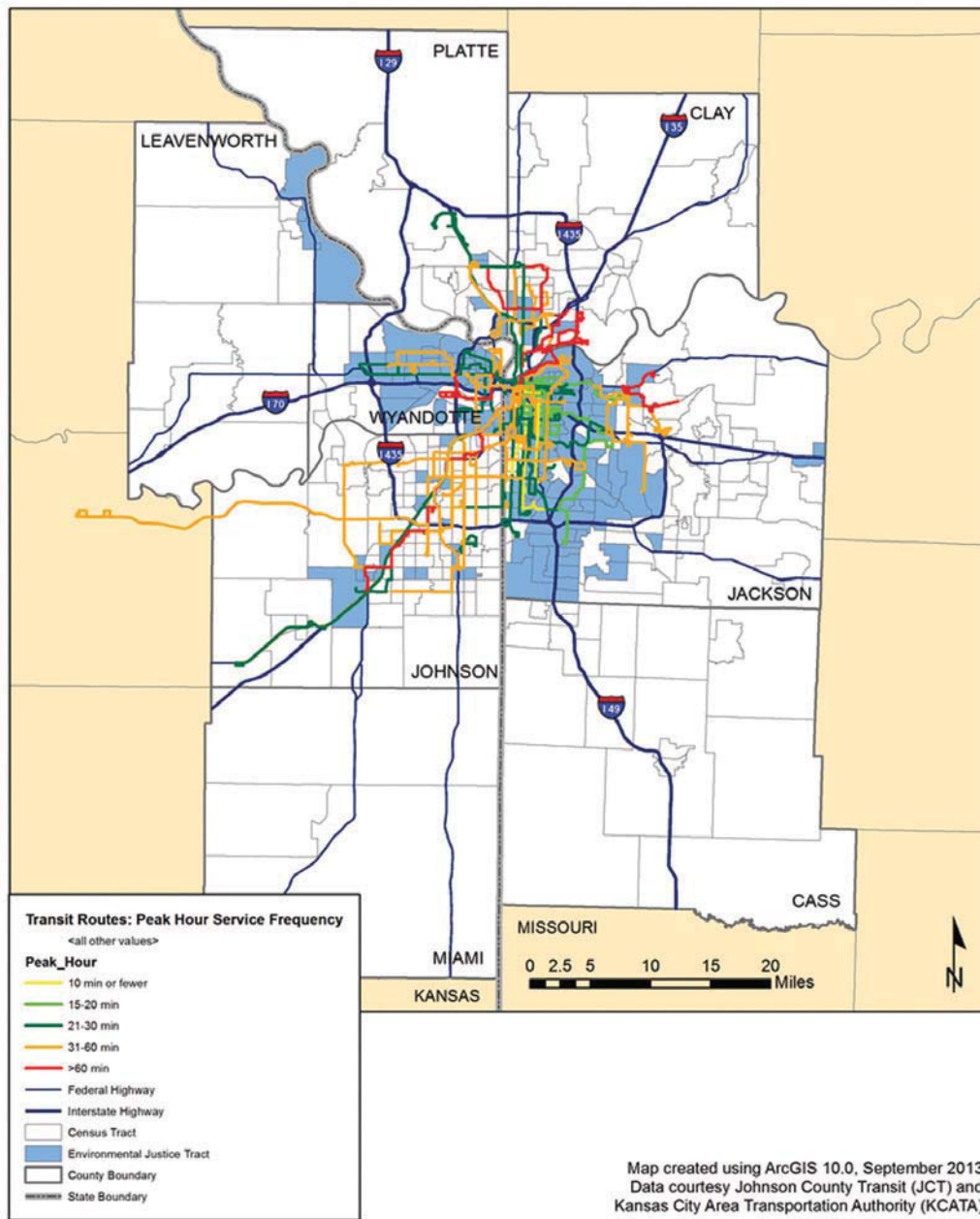


Figure 20: Peak Hours of Transit Service Frequency Map



## Transportation Safety

Progress toward improving the safety and well-being of the traveling public is impacted by transportation investments, including projects listed in the 2014–2018 TIP. For example, projects that maintain and modernize existing roadways, affect congestion levels, accommodate and promote non-motorized travel modes, enforce traffic laws, invest in public transit, and educate roadway users about responsible driving behaviors all can affect transportation safety. MARC’s 2014–2018 TIP includes projects and programs that incorporate safety strategies of the four E’s of transportation safety — education, engineering, enforcement and emergency response — as a way to improve regional safety and public health.

- *The four Es of Transportation Safety:*
- *Education.*
- *Engineering.*
- *Enforcement.*
- *Emergency response.*

Due to the importance of safety to the region’s transportation users, another component of the spatial analysis is an examination of crash data in relation to identified EJ areas. This analysis helps determine whether or not a disproportionately high numbers of crashes occur in areas with traditionally underserved populations, and if so, how to address these negative impacts.

### Methodology

MARC maintains a traffic crash geodatabase that contains traffic crash records obtained from the Missouri Department of Transportation (MoDOT) and Kansas Department of Transportation (KDOT). These records are spatially located along street centerlines in the region and can be examined by a variety of characteristics and contributing factors. MARC selected crash data from the geodatabase over the most recent four-year period of time available (2009–2012) and assigned those crash records to specific geographic point locations using ArcMap 10.0 software.

This portion of the Environmental Justice Analysis looks at high-severity crashes (i.e., crashes where vehicle occupants were fatally injured or suffered disabling injuries). High-severity crashes result in tremendous fiscal, emotional and societal damage and typically have the largest impacts on the transportation system and society. See Figure 20 for a spatial summary of high-severity crash locations recorded over the four-year period.

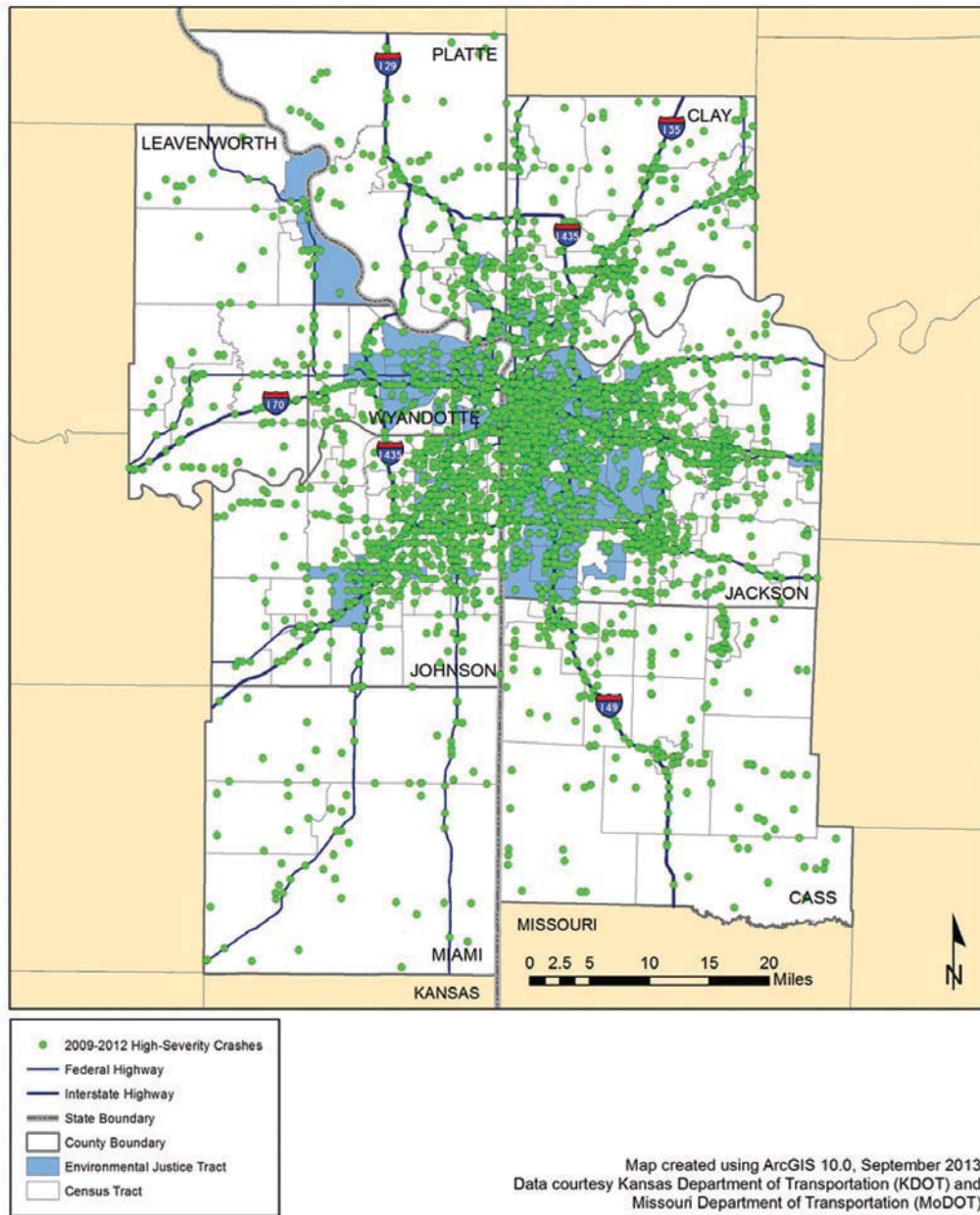
**Note:** The spatial analysis of crash data examines traffic crashes in relation to geographic areas, not the makeup of the individuals(s) involved in the crash. When traffic crashes occur within an EJ area, it does not necessarily mean the individual(s) involved in the crash incident belong to a minority or low-income population or reside within an EJ area.

Table 18: High-severity crashes, 2009–2012			
	EJ Areas	Non-EJ Areas	Total
Total number of high-severity crashes	1,630	3,294	4,924
Total percentage	33.1%	66.9%	100.0%
Total Population	620,937	1,347,932	1,968,869
Population Percentage	31.5%	68.5%	100.0%

Table 18 compares high-severity crashes in EJ areas vs. non-EJ areas. Slightly more than one-third of high-severity crashes occurred in EJ tracts — slightly higher than the proportion of population residing in those tracts.



Figure 20: High-severity Crash Locations



Almost every trip taken requires some form of pedestrian travel. Walking is both a healthy and economical form of transportation; however, if pedestrians are involved in a crash, they are more likely to sustain injuries compared to other roadway users.

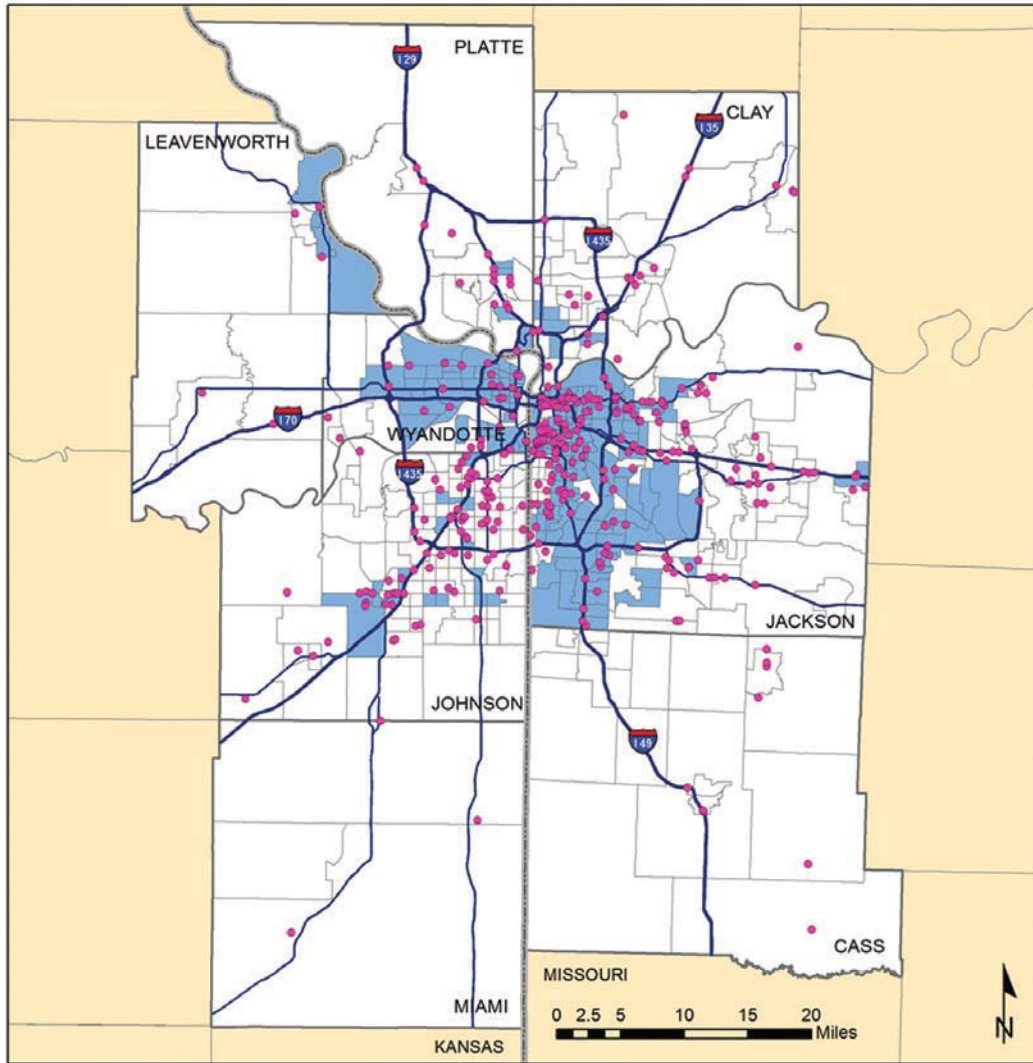
Pedestrian safety was identified as a “high priority” emphasis area in the Kansas City Regional Transportation Safety Blueprint, a document modeled after the Strategic Highway Safety Plans of both Kansas and Missouri. Additionally, MARC’s 2012 Annual Safety Report — a document that supplements the blueprint with an annual update of crash trends for high priority areas — found that pedestrian travel was the only high-priority area with an increase in fatalities and disabling injuries in the region in 2011 compared to the previous five-year average. As a result, MARC included an examination of pedestrian-related crashes with motorized vehicles in this Environmental Justice Analysis. See Figure 21 for a spatial summary of pedestrian-related crash locations — recorded over the five-year period from 2008-2012 — in relation to environmental justice areas.

Figure 20 reveals high-severity crashes involving pedestrians are dispersed throughout the region, with a majority of locations around Kansas City’s first-ring suburbs within the I-435 loop. Many crashes occurred along highways. The greatest grouping of high-severity crashes involving pedestrians exists in northeast Jackson County, Mo., around the downtown’s central business district that have high pedestrian traffic; these areas tend to be home to large minority and low-income populations.

Table 19: High-severity crashes involving pedestrians, 2008-2012			
	EJ Areas	Non-EJ Areas	Total
<b>Total Number of High-Severity Crashes involving Pedestrians</b>	183	209	392
<b>Total Percentage</b>	46.7%	53.3%	100.0%
<b>Total Population</b>	620,937	1,347,932	1,968,869
<b>Population Percentage</b>	31.5%	68.5%	100.0%

Table 19 indicates a disproportionate share of crashes involving pedestrians in EJ areas compared to non-EJ areas. More than half of all crashes involving pedestrians were reported in identified EJ areas. In late 2013, MARC will release a Pedestrian Crash Analysis report that will spatially and numerically examine the data at a deeper level. The report will also identify trends and patterns, and provide strategies to combat pedestrian-related crashes from occurring.

Figure 21: High-severity Crash Locations involving Pedestrians



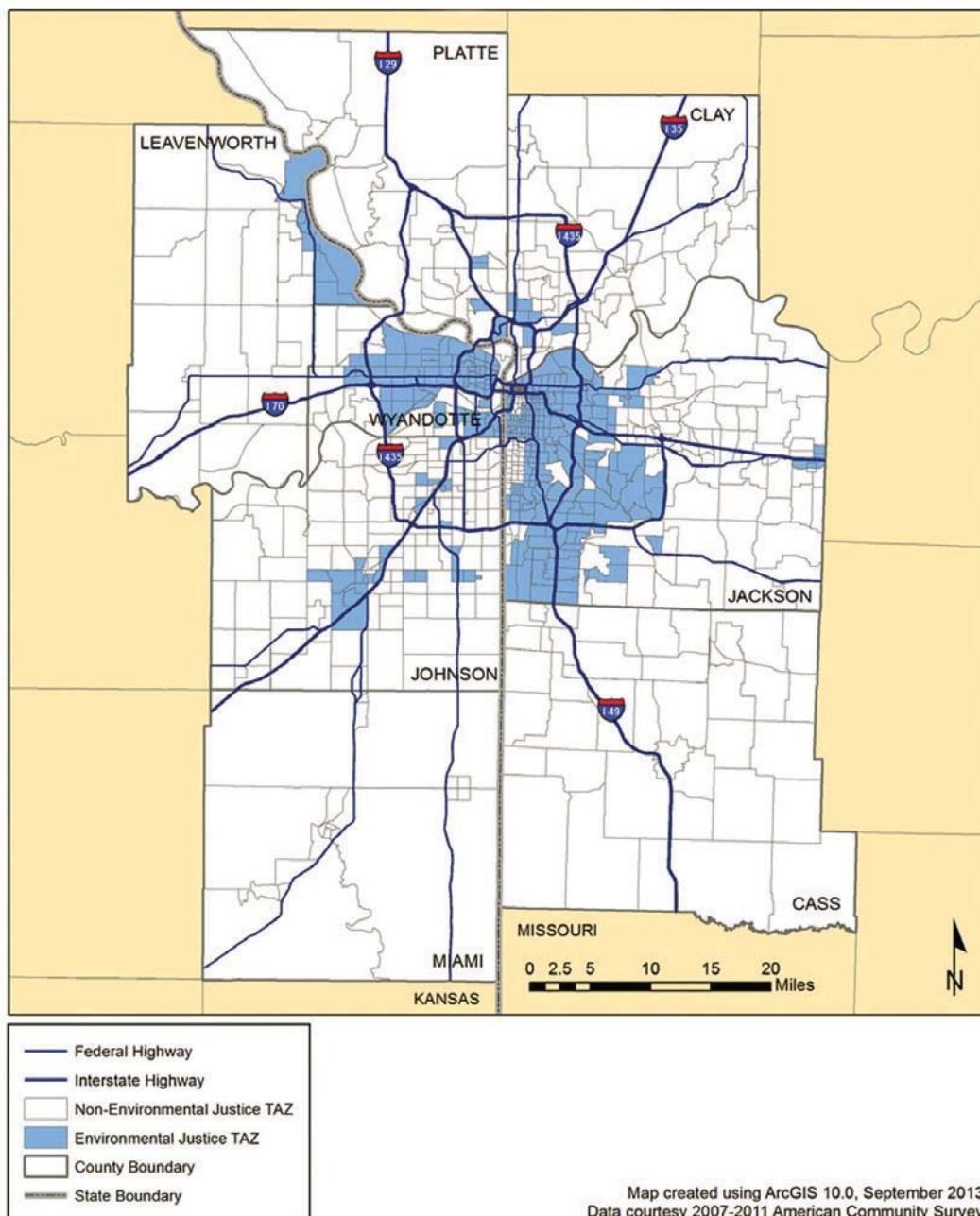
- 2009-2012 High-Severity Crashes involving Pedestrians
- Federal Highway
- Interstate Highway
- Census Tract
- Environmental Justice Tract
- County Boundary
- State Boundary

Map created using ArcGIS 10.0, September 2013  
Data courtesy Kansas Department of Transportation (KDOT) and  
Missouri Department of Transportation (MoDOT)

## Travel Model Analysis

MARC analyzes the effects of TIP projects on the region's transportation system through its travel-demand model. The travel-demand model is mathematical — taking into account traffic volumes, land use, roadway type, and population — to predict travel patterns and trip-generation statistics for particular geographic areas in the region, Traffic Analysis Zones (TAZs). TAZs are similar land-use and activity areas that serve as the primary analytical unit in travel demand forecasting, containing socioeconomic data related to land use and representing where trips begin and end. In terms of size, TAZs are similar to the sizes of census tracts. The MARC MPO region contains 951 TAZs. See Figure 22 for a spatial summary of EJ TAZs and non-EJ TAZs in the MARC MPO region.

Figure 22: Traffic Analysis Zones



MARC maintains a travel-demand model network for each decade listed in the region's Metropolitan Transportation Plan, *Transportation Outlook 2040*, as well as for each TIP update. This analysis uses land-use and demographics adopted by the MARC Board, and integrates projects contained in the 2014–2018 TIP into the region's current transportation system. The results of the model's analysis are displayed in Table 21.

**Note:** Trips originating from an EJ TAZ may not necessarily end in that same TAZ. Trips can have destinations reside in another TAZ, which may be an EJ TAZ or not. Household vehicles include cars, vans, and pickup or panel trucks of one-ton capacity or less.

Categories in Table 21 are defined as:

- Single-occupant vehicle: a privately operated motorized vehicle whose only occupant is the driver.
- High-occupancy vehicle: a motorized vehicle that includes a driver and at least one or more passengers.
- Home-based work trip: a trip originating from the home for work-related purpose; destinations typically end in employment centers.
- Home-based other: a trip originating from home with its purpose being non-work-related.
- Non home-based trip: a trip originating at a location other than the home.
- Peak hour trip: a trip originating between 7–9 a.m. or 4–6 p.m.
- Non-peak hour trip: trip originating a times other than 7–9 a.m. or 4–6 p.m.
- Park-and-ride to transit – Traveling facility that allows commuters to park and leave vehicles, then transfer to a transit mode.
- Kiss-and-ride to transit: carpooling and being dropped off by another driver, then transfer to a transit mode.

<b>Table 21: Travel-demand Model Results</b>		
<b>Demographics</b>	<b>EJ TAZs</b>	<b>Non-EJ TAZs</b>
Population	494,601	1,368,164
Households	197,109	535,881
Area (square miles)	265	2,996
Employment	322,762	599,442
<b>Vehicles Available</b>	<b>EJ TAZs</b>	<b>Non-EJ TAZs</b>
Households with zero vehicles	25,919	35,833
Households with one vehicle	69,989	172,087
Households with two vehicles	75,027	230,079
Households with three or more vehicles	26,175	97,883
<b>Percentage of vehicles available</b>	<b>EJ TAZs</b>	<b>Non-EJ TAZs</b>
Percentage of households with zero vehicles	13.1%	6.7%
Percentage of Households with one vehicle	35.5%	32.1%
Percentage of Households with two vehicles	38.1%	42.9%
Percentage of Households with three or more vehicles	13.3%	18.3%
<b>Trips generated (by mode)</b>	<b>EJ TAZs</b>	<b>Non-EJ TAZs</b>
Single-occupant vehicle trips (originating from)	1,079,021	2,979,640
High-occupancy vehicle trips (originating from)	378,544	1,085,480
Transit trips (originating from)	28,120	14,326
<b>Trips generated (by purpose)</b>	<b>EJ TAZs</b>	<b>Non-EJ TAZs</b>
Home-based work trips	301,269	853,761
Home-based other trips	764,183	2,063,751
Non home-based trips	392,113	1,147,608
<b>Travel times (Average time in min.)</b>	<b>EJ TAZs</b>	<b>Non-EJ TAZs</b>
Peak hour trips	23.7	34.4
Off-peak hour trips	23.2	33.7
<b>Transit travel times (avg. Time in min.)</b>	<b>EJ TAZs</b>	<b>Non-EJ TAZs</b>
Peak walk to transit	107.7	142.9
Off-peak walk to transit	133.5	192.7
Peak park-and-ride to transit	120.7	133.0
Off-peak park-and-ride to transit	156.9	183.5
Peak kiss-and-ride to transit	106.8	134.1
Off-peak kiss-and-ride to transit	134.7	187.4



Table 21 indicates that while EJ TAZs contain less than half the population and households as non-EJ TAZs, but EJ TAZs will generate more transit trips. Looking at the percentage of households, there's a greater proportion of households in EJ TAZs with 0 vehicles and 1 vehicle available than non-EJ TAZs; whereas Non-EJ TAZs have a greater proportion of households with two or more vehicles available. This tells us that populations residing in EJ TAZs have less access to vehicles than non-EJ TAZs; programming TIP projects that reduce transportation system users' dependence on the automobile is important. EJ TAZs benefit from shorter trip travel times (an average of 23.7 minutes) than non-EJ TAZs (an average of 34.4 minutes). Looking closer at travel times associated with transit trips, EJ TAZs have shorter average (peak and off-peak) walking, park-and-ride, and kiss-and-ride trips to transit.

## MARC Programming

MARC incorporates environmental justice into its planning and programming processes. In 2012, MARC's Missouri and Kansas Surface Transportation Program (STP) committees, and Missouri Transportation Enhancements (TE) Committee programmed funds using environmental justice as an element in their project evaluation criteria. In 2013, MARC's Kansas TE Committee also programmed funds using environmental justice as an element in its project evaluation criteria.

Individuals submitting project applications through MARC's programming processes must provide project location(s). MARC staff maps the project locations as a layer in ArcMap 10.0; these project locations are then compared to identified EJ areas. If a portion of any project intersects with a census tract defined as an EJ area, that project is noted. In all of MARC's programming scoring criteria, a project that touches or resides within an EJ area receives more points than a project that doesn't. Additionally, projects can receive more points if individuals clearly explain in the application how the project will improve access for or positively impact an EJ area and its populations. Table 22 compares total applications submitted and funded in MARC's most recent programming rounds to those that received points for improving access for or positively impacting EJ areas.

<b>Table 22: Comparison of Total Applications and Funded Projects</b>			
<b>MO-STP (FFY 2015-2016)</b>	<b>Projects Receiving EJ Points</b>	<b>All Projects</b>	<b>% EJ</b>
Applications	21	44	47.7%
Total federal funds requested	\$45,793,000	\$113,274,000	40.4%
Funded Projects	8	14	57.1%
Total federal funds programmed	\$25,808,350	\$44,642,450	57.8%
<b>KS-STP (FFY 2015-2016)</b>	<b>Projects Receiving EJ Points</b>	<b>All Projects</b>	<b>% EJ</b>
Applications	6	25	24.0%
Total federal funds requested	\$13,752,000	\$58,296,000	23.6%
Funded Projects	4	16	25.0%
Total federal funds programmed	\$6,466,000	\$26,599,600	24.3%
<b>MO-TE (FFY 2012-2013)</b>	<b>Projects Receiving EJ Points</b>	<b>All Projects</b>	<b>% EJ</b>
Applications	13	42	40.0%
Total federal funds requested	\$5,049,212	\$16,336,806	30.9%
Funded Projects	5	15	33.3%
Total federal funds programmed	\$1,443,320	\$5,376,926	26.8%

**Table 22: Comparison of Total Applications and Funded Projects**

KS-TE (FFY 2012-2013)	Projects Receiving EJ Points	All Projects	% EJ
Applications	5	12	41.7%
Total federal funds requested	\$5,379,601	\$8,974,164	59.9%
Funded Projects	1	4	25.0%
Total federal funds programmed	\$880,000	\$2,097,492	42.0%

The Missouri STP Committee and Kansas STP committees programmed a greater proportion of federal funds for projects touching or residing within EJ areas than was originally requested. Although the Missouri TE Committee and Kansas TE Committee programmed smaller proportions of federal funds for these types of projects, keep in mind that EJ areas only make up 8.7 percent of MARC’s MPO region. Additionally, the Kansas Department of Transportation (KDOT) awarded statewide transportation enhancement funds in June 2013 to two of the five EJ projects whose applications were also submitted through MARC’s TE programming process; thus three of the five original EJ project applications requesting federal funds through the Kansas TE Committee were programmed.

### Additional Analysis

Analysis of transportation investments and their impact on environmental justice was performed by MARC in 2010 as part of the update to the region’s metropolitan transportation plan, *Transportation Outlook 2040*. The analysis examines percentages of operations and maintenance, travel times by mode, and the congestion management network performance as a percentage of posted speed. The results of the analysis are available at: [http://www.marc.org/2040/assets/plan/AppendixF\\_EnvironmentalJusticeAnalysis.pdf](http://www.marc.org/2040/assets/plan/AppendixF_EnvironmentalJusticeAnalysis.pdf).

MARC will conduct an additional assessment of transportation investments and their impact on environmental justice in 2014 as part of the update to *Transportation Outlook 2040*.

### Conclusion

MARC’s Environmental Justice Analysis for the 2014–2018 TIP assesses the impacts of all major surface transportation projects planned to receive federal, state and local funding in the Kansas City region in the next five years. The analysis looks at the distribution of federal transportation investments throughout the region and how target populations — particularly minority and low-income populations — will be affected. The Environmental Justice Analysis numerically, geographically, and visually assesses whether or not protected populations, required by Executive Order 12898, and other selected target populations are equitably benefiting from the 2014–2018 TIP.

### Numeric Conclusions

Numeric analysis reveals that 52 percent of mapped 2014–2018 TIP projects fall within identified EJ areas; this comprises \$174,335,744 of federal funding, or 64.8 percent of total federal funding. EJ areas make up only 8.7 percent of the region’s geographic area and 31.5 percent of its population, yet these areas benefit from almost two-thirds of the investments associated with the 2014–2018 TIP.

Minority and low-income populations also receive four times more benefits from federal transportation investment funds per capita than non-minority and non-low-income populations. There do not appear to be any disproportionately high or adverse impacts (human or environmental) to these protected populations when examining the breakdown of federal transportation investments.

### Spatial Conclusions

Spatial analysis shows large proportions of mapped 2014–2018 TIP projects within or intersecting census tracts containing selected target populations; 66.5 percent of total federal funding is allocated in census tracts with high minority populations, and 66.8 percent of funding is allocated in EJ tracts that contain



large numbers of Hispanic populations and people who take public transportation to work. Nearly all funding serves areas that contain large numbers of elderly populations. Census tracts with high minority populations account for only 8.0 percent of the region's square mileage and EJ tracts account for only 8.7 percent.

Areas containing large numbers of low-income households, on the other hand, displayed different results. Only 11.2 percent of total federal funding is allocated in census tracts that contain large numbers of low-income households, but these tracts account for an even smaller portion — 3.6 percent — of the region's square mileage. It's also important to keep in mind that transportation investments outside of these identified census tracts will serve low-income households as well.

### **Additional Population Spatial Conclusions**

Spatial analysis of additional populations shows environmental justice Census tracts containing large numbers of persons taking public transportation to work. 69.0 percent of total federal funding is allocated in environmental justice Census tracts. Nearly all funding contained in the TIP serves areas containing large numbers of elderly populations. It's estimated that over 200,000 individuals ages 65 and over reside within MARC's region, and that population is expected to double over the next 20 years. Additionally, the elderly face a number of physical and geographic mobility challenges in reaching employment, retail, and social service destinations around the Kansas City region.

An additional population to consider exploring in the future is Hispanics (i.e., individuals of Hispanic, Latino, or Spanish origin. This includes the heritage, nationality group, lineage, or country of birth of the person or the person's parents or ancestor before their arrival in the United States). Though they only comprise 7.7% of MARC's MPO region population, Hispanics are the second-largest minority group in the region and grew 77.8 percent between 2000 and 2010, well above the region's total population rate of 11.5 percent. Moreover, Spanish is the most prevalent language spoken by Limited English Proficiency (LEP) individuals in the MARC MPO region.

### **Transit Service Conclusions**

Spatial analysis shows that EJ areas benefit from more daily hours of transit service and shorter transit headways during peak hours of the day, compared to non-EJ areas.

### **Transportation Safety Conclusions**

Analysis of high-severity crashes within the MARC MPO region reveals that crashes tend to be located along roadways meant to accommodate higher traffic speeds, and crashes tend to be concentrated in areas with large population densities. Furthermore, there doesn't appear to be disproportionately high numbers of high-severity crashes occurring in EJ areas based on existing population percentages.

When examining high-severity crashes involving pedestrians, it's apparent that crashes are located in parts of the region where larger population densities exist — such as near the downtown central business district — and more trips occur by foot. These locations tend to be areas where large minority and low-income populations exist. Additionally, numeric analysis reveals that close to half of all high-severity crashes involving pedestrians are located in EJ areas. It's important to keep in mind that traffic crashes that occurred within EJ areas don't necessarily mean the individual(s) involved in the crash incident are of a minority population, low-income population, or reside within an EJ area. MARC will further explore this issue and address potential strategies in its Pedestrian Crash Analysis report to be released at the end of 2013.

### **Travel Model Conclusions**

MARC's travel-demand model shows that — with the implementation of projects contained the 2014–2018 TIP — EJ TAZs will benefit from shorter-trip travel times than non-EJ TAZs, and EJ TAZs will have shorter average walking, park-and-ride and kiss-and-ride trips to transit than non-EJ TAZs. Looking at the number of vehicles available per household, EJ TAZs have a greater proportion of zero vehicles and one vehicle available than non-EJ TAZs; non-EJ TAZs have a greater proportion of households with two or more vehicles available. It's important to continue programming TIP projects that reduce transportation system users' dependence on the automobile.

## Programming Conclusions

Comparison of project applications and funding results from MARC's programming committees indicates that MARC's STP/BR Committees programmed a greater proportion of federal funds towards projects within or intersection EJ areas than was originally requested. For the Missouri STP/BR Committee, eight projects affecting EJ areas (out of 44 applications) received 57.8 percent of total federal funding. For the Kansas STP/BR Committee, four projects affecting EJ areas (out of 25 applications) received 24.3 percent of total federal funding. The Missouri TE Committee had five projects affecting EJ areas (out of 42 applications) receive 26.8 percent of total federal funding. The Kansas TE Committee had one project (out of 12 applications) receive 42.0 percent of total federal funding.

## 7. Air Quality Analysis

In accordance with the 1990 Clean Air Act-Section 176(c)(4), all transportation plans, programs and projects must conform to regulatory mobile source emissions budgets for transportation-related pollutants in nonattainment and maintenance areas. From the late 1970s, five counties in the Kansas City metropolitan area — Johnson and Wyandotte counties in Kansas, and Clay, Jackson and Platte counties in Missouri, — were designated nonattainment under the one-hour standard for ground-level ozone. In 1992, the U.S. Environmental Protection Agency (EPA) redesignated the region as a maintenance area, as the region had met the one-hour standard.

Because the Kansas City region is currently an attainment area for all transportation-related criteria pollutants; conformity analysis and determinations are not currently required.

The 2008 eight-hour federal ozone standard is currently under review, and may be revised by early 2014. A nonattainment designation is likely for the Kansas City region, whether the ozone standard remains at 75ppb or becomes more stringent, and conformity analysis would be required one year after the finalization of a nonattainment designation. MARC continues to monitor this situation closely while preparing for the impacts that redesignation would have on the regional planning processes.

The documented, fiscally constrained capacity and regionally significant roadway projects in the 2014-2018 TIP are entirely consistent with those contained in *Transportation Outlook 2040*, the metropolitan transportation plan for the Kansas City region. The results of the air quality analysis prepared for *Transportation Outlook 2040* shown below remain accurate and applicable to the 2014-2018 TIP.

The air quality analysis clearly indicates that regional mobile-source emissions of VOC and NOx remain below the budgeted level in the regional SIP, and accounts for the roadway capacity projects listed in the 2014-2018 TIP and *Transportation Outlook 2040* that are expected to be operational by the year 2040. For more information and a discussion of the methodology used to perform the analysis, please refer to the *Transportation Outlook 2040* Air Quality Analysis online at: [http://www.marc.org/2040/assets/plan/AppendixG\\_AirQualityAnalysis.pdf](http://www.marc.org/2040/assets/plan/AppendixG_AirQualityAnalysis.pdf).

**Table 21: Transportation Outlook 2040 Air Quality Analysis using MOBILE6 and Existing Budgets**

Environmental measurement	2040 Forecast
Seasonally Adjusted VMT (miles)	78,437,168
VOC Budget (kg)	49,623
Estimated Mobile VOC Emissions (kg)	27,924
VOC Margin (kg)	21,699
NOx Budget (kg)	88,722
Estimated Mobile NOx Emissions (kg)	26,826
NOx margin (kg)	61,897

# 8. Project listings

## How to Read the TIP Project Listings

The project listing is a complete list of all projects in the TIP for 2012–2016. The state is noted in the heading. Bistate projects are listed first, followed by Kansas and Missouri projects.

View the complete listing at [www.marc.org/transportation/tip/tiplisting2014-18.htm](http://www.marc.org/transportation/tip/tiplisting2014-18.htm).

Below is a sample TIP project listing. Each field or category is defined in the diagram.

**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.)
Length (miles):

4 Project Type: PEDESTRIAN AND/OR BIKE WAYS

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	
Construction	2011	Non-Federal	LOCAL	\$133.5	13 Amendment Description: New project
<b>Federal Total:</b>		<b>Non-Federal Total:</b>		<b>11 Total:</b>	

14  New  Deleted  Schedule  Budget  AirQuality  Scope

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

# Appendix A: Funding Definitions

Code or abbreviation	Program	Program Summary
<b>5307</b>	Urbanized Area Formula Grant Program	Provides Federal Transit Administration (FTA) funding to urbanized areas. This funding can be spent on public transit and paratransit capital improvements, operating assistance, and preventive maintenance.
<b>5309</b>	Transit Capital Improvements Program	Provides Federal Transit Administration (FTA) funding for the establishment of new rail or busway projects, the improvement and maintenance of existing rail and other fixed guideway systems, and the upgrading of bus systems.
<b>5310</b>	Elderly and Persons with Disabilities Program	Provides FTA funding (through the states) for transit capital assistance to private, non-profit human service organizations for the purchase of vehicles to transport elderly and disabled individuals.
<b>5311</b>	Nonurbanized Area Formula Grant Program	Provides FTA funding (through the States) for rural and small urban transit and paratransit assistance, capital improvements, and operating assistance. These funds are distributed to transit authorities and nonurbanized areas.
<b>5317</b>	FTA New Freedom	FTA funding to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society.
<b>5339</b>	Bus and Bus Facilities Program	Funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.
<b>BR</b>	Statewide Bridge Rehabilitation and Replacement	Provides funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance.
<b>BRO</b>	Offsystem Bridge	Provides funding to improve the condition of bridges that are not on a Federal-aid highway through replacement, rehabilitation, and systematic preventive maintenance.
<b>CMAQ</b>	Congestion Mitigation Air Quality	Provides funds for transportation projects that improve air quality in areas where the EPA considers air quality to be poor, or where there have been air quality problems in the past.
<b>HP</b>	Congressional High Priority Project	Funding for projects deemed by legislation to be of national importance.
<b>HSIP</b>	Highway Safety Improvement Program	Program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands.
<b>IM</b>	Interstate Maintenance	Provides funding for resurfacing, restoring, rehabilitating and reconstructing most routes on the interstate system.
<b>ITS</b>	Intelligent Transportation Systems	Provides for the research, development, and operational testing of ITS aimed at solving congestion and safety problems, improving operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand. Proven technologies that are technically feasible and highly cost effective will be deployed nationwide as a component of the surface transportation systems of the U.S.
<b>JARC</b>	Job Access and Reverse Commute	The purpose of the federal JARC grant program is to improve mobility and economic opportunity for welfare recipients and low-income individuals by funding new or expanded transportation services. The Federal Transit Administration (FTA) considers grants for the Kansas City region under the definition of Job Access.

Code or abbreviation	Program	Program Summary
<b>NCPD</b>	National Corridor Planning and Development Program	Provide allocations to states and metropolitan planning organizations for coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade
<b>NHPP</b>	National Highway Performance Program	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
<b>NHS</b>	National Highway System	Provides funding for improvements to rural and urban roads that are part of the NHS, including the interstate system, as well as, other roadway important to the nation's economy, defense, and mobility. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.
<b>SP</b>	Surface Transportation Program Safety Program	Provides funding for safety activities in the Hazard Elimination Program and the Railway-Highway Crossing Program. Safety funds may be used for highway safety improvement projects on any federal-aid system highway, public transportation facility, or any public bicycle and/or pedestrian facility.
<b>SRTS</b>	Safe Routes to School	Provides funds to the states to substantially improve the ability of primary and middle school students to walk and bicycle to school safely.
<b>STP</b>	Statewide Surface Transportation Program	Flexible funds that can be used on Federal-aid highway, bridges, transit capital projects, bicycle and pedestrian facilities and related non-construction projects. STP funds are sub-allocated to MARC by the Federal Highway Administration.
<b>STPM</b>	Metropolitan Surface Transportation Program	A subcategory of statewide STP funds suballocated to Transportation Management Areas.
<b>TCSP</b>	Transportation and Community and System Preservation Pilot Program	Provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation and to identify private sector-based initiatives.
<b>TA</b>	Transportation Alternatives	Program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, recreational trails, Safe Routes to School, and other discretionary programs, wrapping them into a single funding source.
<b>TE</b>	Transportation Enhancement Program (STP)	Provides funds to sponsors of transportation projects that expand travel choice and enhance the transportation experience through cultural, aesthetic, and environmental aspects.
<b>TIGER</b>	Transportation Investment Generating Economic Recovery	Discretionary program for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area or region.

## **Appendix B: MARC's programming process**

In May, MARC's Board of Directors approved changes to the transportation program's committee structure to comply with current federal legislation. When Congress enacted the new Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012, funding for some transportation programs was altered or eliminated.

As a metropolitan planning organization, one of MARC's fundamental roles is to facilitate cooperative decision-making processes for the use of federal transportation funds in the Kansas City region. The newly adopted structure allows transportation committees to continue to function well and comply with MAP-21.

Under this new structure, planning committees will identify priorities based on their respective transportation modes, and programming committees will develop project and program recommendations for their assigned funding programs. The Total Transportation Policy Committee (TTPC) will provide programming and policy direction as the region's long-range transportation plan is updated. TTPC will retain the authority for funding decisions and will submit funding recommendations to the MARC Board for approval.

More information about the changes made to the committee structure and work flow is available online at [www.marc.org/transportation/pdf/Rec\\_ProgramProces\\_DRAFT051013\\_vFINw.pdf](http://www.marc.org/transportation/pdf/Rec_ProgramProces_DRAFT051013_vFINw.pdf).

## **Appendix C: Public Participation Plan**

The Public Participation Plan is a core document that contains public engagement strategies and policies for the region's transportation planning process. MARC's Public Participation Plan is available online at [marc.org/transportation/participation.htm](http://marc.org/transportation/participation.htm).

## **Appendix D: Public Comments and Responses**

The 2012–2016 Transportation Improvement Program will be released for public review and comment at [www.marc.org/transportation/input.htm](http://www.marc.org/transportation/input.htm) on September 17, 2013, for a two-week period. Announcements were printed in various local newspapers, posted on the MARC website, and shared with the agency's social media followers.

# Appendix E: Projects removed from TIP

MARC has compiled a listing of projects included in the 2012–2016 Transportation Improvement Program that have been completed, are under construction, or have been withdrawn by request of the project sponsor.

Table 22: Projects From TIP 2012–2016 Completed		
Lead Agency	Project Name	Total Cost
<b>Bistate:</b>		
ThinkFirst of Greater Kansas City	ThinkFirst Injury Prevention Program	\$20,760
MoDOT	State Fiscal Year 2012 ITS Operations	\$4,162,000
MARC	Operation Green Light Priority Corridors	\$618,400
KCATA	Compressed Natural Gas Bus Acquisition	\$2,075,000
KCATA	Ozone Alert Day Reduced Fare Program	\$231,250
Johnson County Transit	I-35 Bus on Shoulder	\$2,647,400
<b>Kansas</b>		
Bonner Springs	Bonner Springs Walking Trail System Phase 4	\$203,000
Johnson County	Alternative Fuel Center	\$500,000
Johnson County Transit	Metcalf/Shawnee Mission Parkway Vehicle Purchase	\$3,000,000
Johnson County Transit	"Johnson County Transit Compressed Natural Gas Vehicle Purchase"	\$450,000
KCATA	UG/KCK Bus Stop & Access Improvements	\$300,000
KDOT	Corridor: from 119th St. North to I-35 and I-35 No to 75th Street	\$123,902,000
KDOT	I-35 SW Johnson County Interchange Project	\$36,013,700
KDOT	I-435 from I-435/I-35/K-10 west to I-435/K-10	\$17,569,800
KDOT	191st St. From Four Corners Road East to South Gardner Road	\$14,000,100
KDOT	Homestead Lane from 199th St. N to 191st St.	\$8,083,400
KDOT	K-10 & Lone Elm Road, 1 mile east of K-10/K-7 Junction	\$6,673,000
KDOT	I-70 and K-7 Interchange	\$5,975,000
KDOT	Redeck Bridges 048 & 049 on I-635 in Wyandotte County Located at Junction I-635/State Ave.	\$4,042,000
KDOT	K-10 Cable Median Barriers in Johnson and Douglas Counties	\$1,366,300
KDOT	Wolf Creek Parkway N of US-24 between 155th St. and 158th Street	\$1,224,300
KDOT	I-35 Managed Lanes Study in Johnson and Wyandotte Counties	\$1,000,000
KDOT	US-69 Corridor - From 119th Street North to I-35 & I-35 North To 75th Street	\$968,000



**Table 22: Projects From TIP 2012–2016 Completed**

Lead Agency	Project Name	Total Cost
KDOT	Highway Advisory Radio (HAR) beacons & Real Time Traveler Information	\$850,000
KDOT	Basehor: 155th St from US24 to Wolfcreek	\$757,000
KDOT	Intersection Improvements: US-24 & 158th St.	\$640,200
KDOT	I-35, BNSF Gardner Intermodal Facility	\$500,000
KDOT	Basehor: 158th St from US24 to Wolfcreek Parkway	\$458,000
KDOT	I-35 BNSF/Gardner Intermodal Facility	\$344,000
KDOT	Corridor from 119th St. No to I-35 and I-35 N to 75th Street	\$173,000
KDOT	Transit FTA Section 5310 Capital Assistance for Elderly & Handicapped Transportation	\$157,500
KDOT	Mission Road, 7th Street Trafficway and Eaton Street, in Wyandotte County	\$123,200
KDOT	K-7/US-73 in Leavenworth; 16th Street to MO River Bridge	\$40,000
KDOT	K-92: from US-73/K-92 N Jct, E to Missouri State Line	\$40,000
KDOT	I-35 from 119th St., North to I-435/I-35/K-10 interchange	\$24,500
Lansing	Safe Routes to School – Lansing Elementary & Middle Schools	\$250,000
Leavenworth	Safe Routes to School – Various Leavenworth Schools	\$251,800
Leavenworth County	147th Street and Fairmount Road Intersection Improvements	\$382,500
Leawood	State Line Rd; 128th St to 135th St	\$140,000
Lenexa	87th Street Parkway - Pflumm Rd. to Renner Rd. (Phase 3)	\$17,776,500
Lenexa	Lackman Road Traffic Signal Adaptive	\$290,000
Olathe	Santa Fe Streetscape, Kansas City Rd to Kansas Ave	\$4,346,000
Olathe	US-169/K-7 and 159th Street Geometric Improvements	\$1,205,000
Olathe	151st & Mahaffie Intersection	\$350,000
Overland Park	159th St., Antioch to Metcalf	\$17,563,658
Overland Park	Quivira Rd., College Blvd to 119th St.	\$11,233,000
Overland Park	Quivira Rd., 105th St. to 99th St.	\$7,990,000
Shawnee	Clear Creek Trail Ph. 3 - Woodland Rd to Gary Haller Trail	\$2,107,214
Unified Government of Wyandotte County/Kansas City	State Ave Improvements	\$6,700,000
Unified Government of Wyandotte County/Kansas City	SRTS Quindaro Elementary School, Phase II	\$593,484
Unified Government of Wyandotte County/Kansas City	Safe Routes to School – Grant and Douglass Elementary Schools	\$474,900
Unified Government of Wyandotte County/Kansas City	Dynamic Message Signs for Speedway Area	\$362,500
<b>Missouri</b>		

**Table 22: Projects From TIP 2012–2016 Completed**

Lead Agency	Project Name	Total Cost
Cass County	Replace Bridge Number 2170001 - Park Road over Cold Water Creek	\$390,153
EITAS	EITAS Vehicle Replacement	\$195,000
Excelsior Springs	Hwy 69 Trail Phase 3	\$191,750
Grandview	135th St	\$600,550
Independence	City of Independence Job Access Program	\$605,768
Independence	City of Independence Dial-a-Ride Program	\$347,944
Kansas City, Mo.	Blue River and Indian Creek Greenway Trail Confluence	\$1,332,000
Kansas City, Mo.	Truman Road Deck Study	\$1,169,000
Kansas City, Mo.	Highway 150 Trail	\$625,000
Kansas City, Mo.	CNG Heavy Trucks - City of KCMO	\$518,750
Kansas City, Mo.	Feet First Challenge - Bike Week - Carfree Week	\$148,750
KCATA	FY2013 State of Good Repair Projects	\$2,530,000
KCATA	Eastside Activity Connector	\$1,800,000
KCATA	Troost Corridor Transit Service Expansion	\$1,175,500
KCATA	Travel Training Program	\$248,428
KCATA	18th/Truman and Prospect Bus Stop & Pedestrian Improvements	\$125,000
KCATA	31st & Van Brunt Bus Stop & Pedestrian Improvements	\$125,000
KCATA	Antioch Transit Center Improvements	\$125,000
MARC	Transit FTA Section 5310 Capital Assistance for Elderly & Handicapped Transportation	\$538,000
MARC	Safe Streets for Bikes	\$121,333
Metropolitan Energy Center	Clean Cities Coalition Outreach and Education	\$37,500
MoDOT	M-45 - Route K to Route 9	\$30,021,000
MoDOT	Construction of a new interchange at Route 150 & Botts Road in the City of Kansas City.	\$25,410,000
MoDOT	M-269 - I-35 to M-210	\$20,000,000
MoDOT	Rehabilitate metal bin wall along NB US-169	\$16,539,000
MoDOT	Route 169; Construction of a new interchange at NW 96th Street and connecting into city streets at North Oak and North Summit.	\$12,901,000
MoDOT	M-7; Pavement improvements from Rte. 71 to Rte. B near Creighton	\$12,114,000
MoDOT	I-70 - Pavement and shoulder treatments from I-670 to I-435 within the limits of Kansas City	\$11,090,000
MoDOT	I-435 at Front Street Interchange	\$9,607,000
MoDOT	I-435 - Pavement improvements from Rt. 78 to south of Bannister Road in the city of Kansas City	\$9,422,000

**Table 22: Projects From TIP 2012–2016 Completed**

Lead Agency	Project Name	Total Cost
MoDOT	I-70; Pavement and shoulder improvements from I-35 to I-435 in Kansas City	\$9,125,000
MoDOT	M-78; Pavement, bridge and sidewalk improvements from I-435 to Rte. 291.	\$7,836,000
MoDOT	I-70 - Pavement improvements (eastbound and westbound) from M-7 to the Lafayette County Line	\$7,790,000
MoDOT	M-45 - Bridge replacement over the Platte River near the city of Farley	\$7,782,000
MoDOT	Bridge Improvements at Broadway Boulevard over I-670	\$6,726,000
MoDOT	I-70 - Pavement improvements from I-435 to I-470	\$6,677,000
MoDOT	I-29 — Pavement improvements from Rte. 273 to the Buchanan County Line	\$6,583,000
MoDOT	Pavement improvements on various minor routes in urban District 4	\$6,523,000
MoDOT	I-70 - Bridge improvements at Rte. 40 and Sterling Avenue in the city of Independence.	\$6,398,000
MoDOT	M-152 - Pavement improvements from Rte N to Rte 1	\$6,372,000
MoDOT	US-40 — Pavement improvements from Sterling Avenue to Rte. BB	\$5,946,000
MoDOT	I-435 — Pavement improvements from I-29 to Cookingham Drive	\$5,442,000
MoDOT	I-435 — Bridge improvements at various locations within the I-35/Rte. 69 interchange	\$5,390,000
MoDOT	I-470 - Pavement improvements from west of Raytown Road to I-70 in the city of Lee's Summit	\$5,167,000
MoDOT	State Fiscal Year 2011 ITS Operations	\$5,123,000
MoDOT	I-70; Pavement repair from the Kansas State Line to I-435 within Kansas City.	\$5,112,000
MoDOT	Interchange improvements at M-150 and Thunderbird Road	\$4,935,200
MoDOT	US-169; Bridge improvements over the Missouri River levee within the limits of Kansas City	\$4,817,000
MoDOT	US-71; Pavement improvements including pedestrian upgrades on crossovers and outer roads from Blue Ridge to 163rd Street in Grandview.	\$4,045,000
MoDOT	M-58 Pavement improvements from Prairie Road to Rte. 291 and from Rte. 291 to the Johnson County line	\$3,739,000
MoDOT	I-70 at Route 40 north outer roads	\$3,699,000
MoDOT	US-71 at 307th Street Interchange	\$3,671,000
MoDOT	Pavement improvements on Rtes. 50, 250, 7 and 291	\$3,664,000
MoDOT	US-169; Pavement improvements from I-29 south to the north end of the Broadway Bridge	\$3,649,000

**Table 22: Projects From TIP 2012–2016 Completed**

Lead Agency	Project Name	Total Cost
MoDOT	Rehabilitate various bridges at various locations in Platte County	\$3,505,000
MoDOT	Pavement Treatments on various routes in the urban area	\$3,432,000
MoDOT	US-50 - Pavement improvements from Rt. RA to the Johnson County Line	\$3,379,000
MoDOT	M-7 - US-24 to Pink Hill Road	\$3,370,000
MoDOT	M-210 - Pavement improvements from Ameristar Dr. to Rte. 291	\$3,300,000
MoDOT	MO-W; Bridge improvements over Rte. W at Grandview Road in Kansas City.	\$3,259,000
MoDOT	Pavement improvements on various routes	\$3,236,000
MoDOT	M-210 - Pavement improvements from Walker Road to east of I-435 in the city of Kansas City	\$3,232,000
MoDOT	Pavement improvements on various ramps at various locations	\$3,231,000
MoDOT	I-435; Pavement improvements from State Line Road to Bannister Road within Kansas City	\$3,172,000
MoDOT	Route 2, Pavement improvements, including shoulder additions, from Commercial St (in Harrisonville) to Route ZZ.	\$2,990,000
MoDOT	Resurfacing on various minor routes in Platte and Clay Counties	\$2,890,000
MoDOT	I-435 - M-78 to US-24	\$2,786,000
MoDOT	Pavement improvements on various routes in Jackson County.	\$2,772,000
MoDOT	I-435 - Pavement repair and drainage improvements from I-29 to Cookingham Drive in the city of Kansas City	\$2,732,000
MoDOT	I-35; Bridge improvements at 12th Street in downtown Kansas City	\$2,666,000
MoDOT	M-45; Pavement improvements from the Buchanan County line to just south of Rte. 273	\$2,624,000
MoDOT	US-71 Conversion to I-49 Signage Upgrade	\$2,538,000
MoDOT	Rt. W - Bridge improvements over Blue River. Project involves bridge A0235	\$2,374,000
MoDOT	Bridge painting on various bridges along I-29, I-435 and I-635	\$2,368,000
MoDOT	Rt. F - Pavement and bridge improvements at I-70 in the city of Oak Grove	\$2,288,000
MoDOT	I-70; Preventative maintenance and repair on various bridges in the urban Kansas City District.	\$2,277,000
MoDOT	Contract chip seal treatments on various routes in urban District 4	\$2,265,000
MoDOT	Preventative maintenance on various bridges in urban District 4	\$2,251,000
MoDOT	US-71 at 327th Street Overpass	\$2,209,000
MoDOT	Preventative Maintenance on various bridges	\$2,196,000
MoDOT	KC Scout ITS expansion along various routes in various counties	\$2,105,000

**Table 22: Projects From TIP 2012–2016 Completed**

Lead Agency	Project Name	Total Cost
MoDOT	I-470; Bridge improvements over Rte. 50/350 in the city of Lee's Summit.	\$2,048,000
MoDOT	M-291 - M-210 to North of US-24	\$2,034,000
MoDOT	I-435 in Jackson and Clay Counties	\$2,023,000
MoDOT	US-169; Retaining wall and ditch improvements at Rte. 152	\$1,942,000
MoDOT	I-435; Installation of permanent erosion control from the Missouri River to the Big Blue River within Kansas City	\$1,821,000
MoDOT	I-35; Rehabilitate bridge over Charlotte Street in Kansas City	\$1,804,000
MoDOT	I-29 - Pavement improvements from Vivion Rd. to Parvin Rd. in the city of Kansas City	\$1,787,000
MoDOT	Rt. J - Pavement improvements from M-58 to US-71 near the city of Raymore	\$1,768,000
MoDOT	US-71 at 283rd Street Overpass	\$1,763,000
MoDOT	Guardrail and guardcable repair	\$1,762,000
MoDOT	Various Counties Various Routes	\$1,737,000
MoDOT	Scoping for pavement improvements at Union Pacific Railroad in Strasburg	\$1,700,000
MoDOT	M-92; Payment to KDOT in SFY2013 for bridge rehabilitation work done at the Missouri River crossing near Leavenworth, KS.	\$1,577,000
MoDOT	Thin pavement treatments on various routes in Cass County	\$1,448,000
MoDOT	M-92; Pavement improvements from Rte. DD to Nations Road and from Platte/Clay Way to Rte. 33	\$1,423,000
MoDOT	US-40 - Pavement and shoulder treatments	\$1,401,000
MoDOT	Pavement improvements on various minor routes in Jackson and Cass Counties	\$1,396,000
MoDOT	Intersection improvements at Route N and 136th Street	\$1,274,000
MoDOT	Bridge improvements over Rte. 71 in Peculiar. Project involves bridge A2330	\$1,266,000
MoDOT	M-291; Pavement improvements from 39th Street to just south of Rte. 78 in Independence.	\$1,255,000
MoDOT	US-71 - ITS expansion from I-70 to Rte 7	\$1,255,000
MoDOT	I-35; Payment to the city of Kearney for planning work to provide a new interchange 1 mile south of Rte. 92 at 19th Street.	\$1,202,000
MoDOT	US-69; Bridge improvements on US-69 at Spur 69 just south of I-35	\$1,191,000
MoDOT	US-169 - Pavement improvements on southbound lanes from S of Commercial Street to N of I-435 and south of Northwest Cookingham to south of Barry Road	\$1,162,000
MoDOT	US-71; Ramp improvements on disconnected sections from I-435 to I-44 as part of the upgrade of I-49.	\$1,151,000
MoDOT	I-35; Bridge Asphalt Overlays on various routes in downtown Kansas City.	\$1,114,000
MoDOT	Repair slides at various locations in urban District 4	\$1,106,000

**Table 22: Projects From TIP 2012–2016 Completed**

Lead Agency	Project Name	Total Cost
MoDOT	M-7 - Pavement improvements from Moreland School Road to Wyatt Road in Blue Springs	\$1,073,000
MoDOT	I-435 and Bannister Road Bicycle and Pedestrian Crossing	\$1,042,200
MoDOT	I-470 - ITS expansion of dynamic message boards and cameras along I-470 from Raytown Road to Route 40 and along Rte 50 from I-470 to 3rd Street.	\$1,037,000
MoDOT	M-7 - Pavement improvements from south of US-40 to Moreland School Road in Blue Springs	\$945,000
MoDOT	M-45; Pavement improvements from I-29 to Rte. 9	\$922,000
MoDOT	Payment to KDOT for bridge repairs. Project involves bridge K0941	\$814,000
MoDOT	US-71 - Pavement treatments	\$802,000
MoDOT	Improve sign trusses at various locations in urban District 4	\$762,000
MoDOT	I-29; Payment to the Corps of Engineers for bridge improvements at the Platte River Bridge	\$756,000
MoDOT	Contract chip seal treatments on various lettered routes in Cass County	\$752,000
MoDOT	US-71 Interchange improvements at Rte. 58 in Belton	\$749,000
MoDOT	Utility relocation at Rte 40/I-435.	\$725,000
MoDOT	Payment to the city of Raytown for access management study from I-435 to I-470	\$720,000
MoDOT	US-69; Payment to Riverside for replacement of the Line Creek Bridge in Riverside.	\$718,000
MoDOT	M-45 - Pavement and shoulder treatments	\$675,000
MoDOT	Kansas City Scout - Computer Aided Dispatch Integration	\$667,000
MoDOT	M-210 - Repair slide within the limits of the I-435 interchange in the city of Kansas City	\$606,000
MoDOT	Bridge approach repairs at various locations in urban District 4	\$587,000
MoDOT	Various Routes Various locations	\$544,000
MoDOT	Various Interstates in the Urban Area	\$534,000
MoDOT	US-71; Rehabilitate bridge at Main Street in Grandview.	\$361,000
MoDOT	Regional video integration project with the Kansas City Scout Traffic Management Center in urban Kansas City District.	\$350,000
MoDOT	Route W; Bridge improvements over Smithville Reservoir.	\$341,000
MoDOT	US-71; Guardrail improvements on disconnected sections from I-435 to 1 mile south of Rte. H in McDonald County.	\$294,000
MoDOT	US-71; Scoping for signal improvements, replace bridge, and capacity improvements at Route 291 in Harrisonville	\$250,000
MoDOT	I-35; Improve drainage grates, sidewalk condition and accessibility to the Wyandotte Bridge over I-70 in downtown Kansas City	\$128,000
MoDOT	Kansas City Scout - Video Integration	\$119,000

**Table 22: Projects From TIP 2012–2016 Completed**

Lead Agency	Project Name	Total Cost
MoDOT	US-71; Scoping for new interchange at South Rockhaven Road north of Harrisonville	\$67,000
MoDOT	Scoping for the Missouri River Bed Degradation Feasibility Study in Missouri and Kansas	\$66,000
MoDOT	M-2; Scoping for bridge improvements 1 mile east of Rte. 71 over Muddy Creek.	\$18,000
MoDOT	I-470; Scoping for interchange improvements at I-70 in Independence	\$16,000
MoDOT	I-435; Scoping for corridor improvements from south of 48th Street to south of Missouri River	\$15,000
MoDOT	I-470; Scoping for capacity improvements from 39th Street to Rte. 50 in Lee's Summit and Independence	\$14,000
MoDOT	Battle of the Belt	\$11,772
MoDOT	I-35; Scoping to improve interchange at Rte. 291	\$11,000
MoDOT	M-150; Scoping to construct a shared use path between Prospect Road and Thunderbrid Road in Kansas City	\$11,000
MoDOT	M-92; Scoping for capacity improvements from the Kansas State Line to Smithville	\$11,000
MoDOT	Route B; Scoping for roadway improvements due to flood mitigation near Route KK in Platte County	\$10,000
MoDOT	Route FF; Scoping for slide repairs near NW Bluffs Dale Drive in the city of Parkville	\$9,000
MoDOT	I-29; Scoping to improve the interchange at Tiffany Springs Parkway in Kansas City	\$7,000
MoDOT	M-350; Scoping to realign roadway westbound from Sterling Road to Maple Street in Raytown	\$7,000
MoDOT	Distracted Driving Presentations	\$5,709
MoDOT	I-670; Lighting study at Bartle Hall	\$5,000
MoDOT	I-70; Scoping for interchange modifications at Woods Chapel Road in Blue Springs	\$5,000
Platte County	Hwy 45 Pedestrian/Bicycle Extension	\$846,385
Pleasant Hill	Business M-7 Highway Improvements	\$800,000
Pleasant Hill	Downtown Pleasant Hill Trail	\$427,400
Pleasant Hill	M-7 Hwy & Country Club Dr - Signal	\$152,450
Riverside	Vivion Road Bridge over Line Creek	\$4,626,580
Safety & Health Council of Western MO and KS	Child Passenger Safety	\$4,800
Tri-County Mental Health Services	Youth Prevention and Educational Programming	\$38,475
Truman Medical Center	Reflect on This	\$5,000
UMKC	UMKC Bicycle Safety Education and Support	\$48,351
Weston	Weston Community Connectivity Initiative - 5th Street - Phase 2	\$357,174



**Table 23: Projects From TIP 2012–2016 Under construction/in progress**

Lead Agency	Project Name	Total Cost
Bistate		
MARC	Operation Green Light Communications and Corridor Video Monitoring	\$620,638
MARC	Regional Bikeway Plan Update	\$120,000
MoDOT	Various interstates in Clay, Jackson, and Platte Counties	\$4,467,000
Kansas		
KC Scout	KC Scout I-435 Dynamic Message Sign Board Expansion	\$2,080,000
KC Scout	KC Scout I-35 South ITS Expansion Project	\$1,575,000
Leavenworth	Limit St. Reconstruction	\$2,156,500
Lenexa	95th & Quivira Turn Lanes	\$993,500
Lenexa	College & Lackman Turn Lane	\$620,000
Lenexa	College & Strang Line Turn Lane	\$536,863
Lenexa	79th St. and Lackman Signalization	\$196,000
Olathe	127th St, Blackbob to Pflumm	\$16,487,584
Overland Park	159th Street, Quivira Road to Antioch Road	\$24,000,000
Overland Park	Turkey Creek Bicycle and Pedestrian Trail	\$1,611,800
Overland Park	Traffic Signal - 151st and England Intersection	\$370,000
Overland Park	Overland Park Safe Bicycle Use Outreach	\$125,000
Shawnee	Monticello Road - 66th Street to Johnson Drive	\$1,897,500
Unified Government of Wyandotte County/Kansas City	North 55th Street, Replacement of Two Bridges	\$1,300,000
Missouri		
Clay County	Bridge Replacement on Schoolfield Road over Williams Creek - Bridge #1010007	\$799,913
Grandview	Farmers Market Place	\$300,000
Grandview	Grandview - Safe Routes to School - Noninfrastructure	\$21,830
Grandview	Main Street, from 13th to 15th St (Phase III)	\$566,670
Harrisonville	Replace N. Independence Culvert over Town Creek	\$278,394
Independence	35th Street Improvements	\$3,500,000
Independence	39th Street Bridge Over the Little Blue River	\$3,580,000
Independence	Bly Road Bridge Replacement	\$2,186,000
Independence	Delaware Historic Streetscape Restoration Phase 1	\$884,055
Independence	Englewood Art District Streetscape Phase II	\$304,175
Kansas City, Mo.	48th Street Sidewalk (Safe Routes to School)	\$375,000
Kansas City, Mo.	Blue River and Trolley Track Trails South Connector	\$670,000

**Table 23: Projects From TIP 2012–2016 Under construction/in progress**

Kansas City, Mo.	Blue River Greenway Trail	\$500,000
Kansas City, Mo.	Brush Creek Beautification / Streetscape Improvements (Cleaver Blvd.)	\$2,885,769
Kansas City, Mo.	Ciclovia Open Streets	\$114,123
Kansas City, Mo.	KCMO Bike Transportation Initiative (PH 3)	\$318,986
Kansas City, Mo.	Longview Rd (Sec 2), Spring Valley Dr. to Blue Ridge Blvd.	\$7,800,310
Kansas City, Mo.	Main Street Bridge over I-670 Replacement	\$4,000,000
Kansas City, Mo.	N Brighton, Rte 210 to Parvin Rd.	\$13,665,390
Kansas City, Mo.	Route 152 Trail - Ambassador to Green Hills	\$795,103
Kansas City, Mo.	Route 152 Trail - Green Hills to Line Creek Parkway	\$769,704
Kansas City, Mo.	Share the Road Safety Program	\$166,000
Kansas City, Mo.	Shoal Creek Trail (Sec 6) - Maplewoods Pkwy to Barry	\$765,466
Kansas City, Mo.	Tiffany Springs Parkway - Platte Purchase to US-169	\$3,265,306
Kansas City, Mo.	Town of Kansas Demonstration Project	\$437,475
Kansas City, Mo.	Upper Line Creek Valley Trail	\$733,072
Missouri Bicycle Foundation	Various Schools - Safe Routes to School - Noninfrastructure	\$35,000
MoDOT	Flintlock Road Overpass	\$24,769,000
MoDOT	I-29; Interchange improvements at Tiffany Springs Parkway	\$13,450,000
MoDOT	I-35 - Bridge Improvements at Southwest Boulevard and BNSF Railroad	\$7,082,000
MoDOT	I-35 Bridge over 23rd Street	\$15,133,000
MoDOT	I-635 - Rehabilitate bridge over Union Pacific Railroad and Missouri River.	\$1,842,000
MoDOT	I-635 over Union Pacific Railroad and the Missouri River	\$4,194,000
MoDOT	I-70; Relocation and upgrade of existing guard cable from Rte. 7 to Rte. F in Oak Grove	\$1,463,000
MoDOT	M-152; Intersection improvements, including sidewalk upgrades, at Church Road in Kansas City	\$193,000
MoDOT	M-92; Bridge improvements over Rte. 45 in Beverly. Project involves bridge K0754	\$4,457,200
MoDOT	M-92; Congestion relief from Nations Road to I-35.	\$6,923,000
MoDOT	Repair slides at various locations in urban District 4	\$551,000
MoDOT	Route 169; Construction of a new interchange at NW 108th Street and city street connections to North Oak in Kansas City.	\$15,015,000
MoDOT	Route 273 Pavement improvements, including shoulder additions, from Route 45 to Spur Route 92	\$1,322,000
MoDOT	Route 40 and Routes AA/BB roadway and intersection improvements in the City of Grain Valley.	\$11,673,000
MoDOT	Route E; Replace bridge over I-29 near Camden Point.	\$1,331,000
MoDOT	Shoulder Additons on Various Routes	\$2,143,000

**Table 23: Projects From TIP 2012–2016 Under construction/in progress**

MoDOT	Traffic Signal Communication and Coordination	\$764,000
MoDOT	Widening of Route F from 13th Street to 31st Street in the city of Oak Grove.	\$10,444,000
Parkville	Parkville Regional Multi-Modal Access and Livable Community Study	\$145,000
Parkville Police Dept	Parkville - Safe Routes to School - Noninfrastructure	\$11,659
Platte County	Jowler Creek Road Bridge (No. 1370012) Replacement	\$406,250
Raytown	Highway 350 Bike-Pedestrian Trail	\$577,500
Raytown	Raytown Downtown Streetscape	\$604,688
Sugar Creek	Lewis and Clark Expressway	\$13,080,106

**Table 24: Projects From TIP 2012–2016 Cancelled**

Lead Agency	Project Name	Total Cost
<b>Kansas</b>		
Johnson County	143rd Street - Spoon Creek Bridge	\$1,181,000
Johnson County	199th Street, Ridgeview to Antioch	\$30,405,000
Johnson County	Four Corners, Bull Creek Bridge Replacement	\$675,000
Johnson County	199th Street, RR Bridge in Stillwell to Mission	\$8,920,770
KDOT	I-435 from Shawnee Mission Pkwy to State Line	\$1,440,000
KDOT	Kansas City Scout K-7 and US-69 Ramp Metering Expansion <sup>1</sup>	\$650,000
KDOT	Bus Operation on Shoulders along I-35 in Wyandotte County	\$245,100
Lansing	DeSoto Road: Ida St. to Eisenhower Rd.	\$11,527,200
Leavenworth County	Leavenworth County K-19 Bridge Replacement	\$424,000
Lenexa	95th Street & I-35 Interchange Reconstruction <sup>2</sup>	\$12,352,400
Lenexa	College Blvd. - Renner Rd. to Penrose <sup>3</sup>	\$9,725,000
Lenexa	101st Street - Lone Elm Road to Monticello	\$2,830,000
Lenexa	95th Street - Quivira to I-35	\$1,594,000
Lenexa	95th Street - Noland to Pflumm	\$1,085,000
Olathe	Westview Trail along Little Cedar Creek, Park St to Dennis Ave	\$1,578,271

<sup>1</sup> Removed as a duplicate project

<sup>2</sup> Combined with current project #380122

<sup>3</sup> Combines with current project #380122

**Table 24: Projects From TIP 2012–2016 Cancelled**

Lead Agency	Project Name	Total Cost
Missouri		
Clay County	Smithville Lake Trail (Hwy W to 188th St.)	\$336,203
Drexel	Drexel Route "A" Rain Garden Enhancement	\$140,150
Kansas City, MO	Kansas City Downtown Streetcar — Vehicle Procurement	\$20,000,000
Kansas City, MO	Kansas City Downtown Streetcar — Stations	\$3,780,000
Kansas City, MO	Paseo Bridge Bike/Ped Connection	\$2,911,250
Lee's Summit	Blackwell Interchange at US50	\$23,385,000
Liberty	Liberty Green Fleet	\$581,700
MoDOT	I-35; Interchange and ramp improvements at the Pleasant Valley Road/South Liberty Parkway/US 69 interchange	\$25,119,000
MoDOT	Various Routes; Operational and safety improvements at various interchanges in the urban Kansas City District	\$11,589,000
MoDOT	Route 9 and Briarcliff Parkway Interchange	\$7,524,000
MoDOT	US 69 Shoulders — Project Combined with #490127	\$794,000
MoDOT	Route 169 Shoulders — Project Combined with #490127	\$504,000

## Appendix F: Single-occupant vehicle capacity analysis worksheets

This appendix includes completed analyses for projects in the 2014-2018 Transportation Improvement Program that meet the significant single-occupant vehicle capacity definition. MARC's SOV analysis worksheets are available online at [marc.org/transportation/tip/2014-2018/SOV\\_report\\_2014-2018.pdf](http://marc.org/transportation/tip/2014-2018/SOV_report_2014-2018.pdf).



# Appendix G: Equity Partners Meeting on Transportation and Environmental Justice

This appendix includes the meeting notes and roster from the Equity Partners Meeting on Transportation and Environmental Justice held on Aug. 6, 2013.



## Special CSP Equity Partners Meeting on Transportation and Environmental Justice

August 6, 2013 (1:30 – 3:00 P.M.)  
600 Broadway Blvd, Broadway Room  
Kansas City, MO 64105-1659

### Meeting Attendees

Ursula Copeland – Kansas City, Missouri Health Department  
Damon Daniel – CCO  
Gloria Fischer – Westside Housing  
David Stadler – Mattie Rhoades Center  
Lori Wetmore – William Jewell College

Ron Achelpohl – MARC Transportation  
Karen Clawson – MARC Transportation  
Dean Katerndahl – MARC Community Development  
Stephen Lachky – MARC Transportation  
Frank Lenk – MARC Research  
Anita Maltbia – MARC Green Impact Zone  
Twana Scott – MARC Green Impact Zone

### Background

MARC is currently updating the region's Transportation Improvement Program (TIP) for 2014-2018. This is a part of federal transportation policy that details how USDOT funds will be allocated to surface transportation projects in the region over the next five years. As part of this work, MARC evaluates how proposed transportation investments effect environmental justice, equitable investment and access in communities of color and with low incomes relative to the region as a whole.

On August 6, 2013 MARC convened a meeting with its community equity partners to review and discuss changes to MARC's environmental justice analysis for the TIP and for the pending update to the region's long-range transportation plan (LRTP). This included representatives from community organizations, educational institutions, health department, and housing corporations. The purpose of the meeting was to:

- 1) Provide a historic background on environmental justice
- 2) Explain how MARC conducts environmental justice in its planning & programming processes
- 3) Provide a forum for discussion, thoughts and feedback on how MARC is identifying, analyzing, and engaging (via public participation) environmental justice populations

### Questions and feedback from discussion

**How does MARC conduct public outreach to environmental justice populations?**



- MARC places announcements in local newspapers including the Kansas City Star and Dos Mundos, a local bilingual newspaper. MARC also holds an open comment period for both the TIP and LRTP.
- The engagement process is more proactive for the LRTP as the projects contained in the TIP originate from the LRTP's visioning process.
- Most of the meeting's participants were unaware how the transportation implementation process — from visioning to project development — worked. It was suggested that MARC better utilize and provide its document *A Guide to Transportation Decision Making* to the local public.
- Regarding the TIP process, the group felt MARC was being reactive in its public engagement efforts vs. proactive. For example, MARC engages the public to comment on the TIP after it's released rather than gathering feedback beforehand.
- One idea is to ask the public how our transportation system is/isn't serving them.

**Thoughts on MARC's current measures for environmental justice impacts**

- The meeting attendees were satisfied with the way MARC analyzes financial and geographic distribution of federal funds throughout the region.
- Folks didn't understand the purpose for why MARC measures travel times and performance. They wanted to better understand what story is being told by these statistics.
- Average travel time data seems very abstract to people. The group was more interested in knowing which specific destinations commuters are traveling to, and how many jobs environmental justice populations are/aren't able to access.

**Multi-modal mobility throughout the region is highly valued.**

- Meeting attendees commented that accessibility and connectivity (between modes of service) needs to be improved; this includes a greater variety of services and more frequent and direct transit routes.
- MARC supports the Smart Moves vision for regional transit, a concept of connecting community-based services and demand-response transportation with public transit.
- The group was curious to know the region's spending on transit vs. highway projects; furthermore, they asked how they could influence the TIP to place a greater emphasis on transit.
- MARC needs to continue developing and advocating its Smart Moves vision. Additionally, more public input is needed surrounding Smart Moves initiatives.
- The meeting attendees were also interested in knowing which regional transit routes had the highest ridership, service/frequency, and were most efficient in terms of revenue.
- Public perception of safety while utilizing transit needs to be improved, especially considering recent national incidents of violence on public transportation vehicles.
- The group expressed interest in analyzing sidewalk conditions. MARC created a walkability index that takes land use, density, and transit into consideration to score walkability on a scale of 1 to 10.

**Presentation on commuter workflow using LEHD data**

- Frank Lenk, Director of Research Services, presented a visualization of commuter workflow throughout the Kansas City region, particularly low-income and minority populations.
- While MARC currently analyzes where federal transportation funding is being spent in environmental justice areas, it's not examining how these project improve access to these tracts besides improving travel time.

- This is an opportunity to geographically examine travel flow; additionally, plan ahead for future developments such as new Cerner offices in Kansas City, Ks. and at the former Bannister Mall.
- While it's nice to know the region's work flow patterns and average travel times to work destinations, the meeting participants were more interested in knowing where people are traveling for non-work trips (e.g., grocery store, doctor's office) and the average non-work travel time.

**Analytical considerations for elderly and disabled populations**

- Rather than measuring average travel times for trips, the meeting attendees were more interested in knowing the accessibility these populations have to grocery stores, jobs, and medical facilities.
- Do they have equal access compared to other populations? Do they have to cross busy streets? Is the current timing on pedestrian signals adequate for these populations? It was recommended MARC address this in its LRTP update next year.

**Citizens need to feel empowered and see their input is making an impact**

- It was stated that the public can get worn down by an extensive planning process. Often times, they feel they've been advocating the same causes for years (and sometimes decades) and nothing ever happens; furthermore, if change does occur, it takes time.
- It's important that neighborhood residents feel empowered to participate and that their voices are being heard.
- One suggestion is — for whenever public participation meetings are held — to summarize the group's feedback and explicitly state how their input will be used, and at what stage, in the transportation planning process.
- It was also recommended that public meeting facilitators gauge the makeup and ages of the community participants they're talking to.



600 Broadway, Suite 200 ■ Kansas City, MO 64105-1659  
Phone: 816/474-4270 ■ Fax: 816/421-7758 ■ [www.marc.org](http://www.marc.org)

KANSAS CITY METROPOLITAN REGION  
TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2014-2018  
Revision Date: Wednesday, October 30, 2013

**Bistate**

TIP #: 956004		Juris: JOHNSON COUNTY TRANSIT		Location/Improvement: FIXED ROUTE LINE HAUL SERVICE		Length (mi): N/A	
State #:	Federal #:	County:	REGIONAL	Type:	Vehicle Operations	Description:	Includes Capital Cost of Contracting, Preventive Maintenance Activities, Vehicle Purchases, and Miscellaneous Capital Items.
Phase	Year of Obligation	Source	Cost (IN THOUSANDS)	Status:			
Other	2014	Federal	5307 \$2,781.0				
Other	2012	Federal	5307 \$1,704.0				
Other	2013	Federal	5307 \$1,686.0				
Other	2014	Non-Federal	LOCAL \$1,142.5				
Other	2013	Non-Federal	LOCAL \$761.0				
Other	2012	Non-Federal	LOCAL \$426.0				
<b>Federal Total:</b>	<b>\$6,171.0</b>	<b>Non-Federal Total:</b>	<b>\$2,329.5</b>	<b>Total:</b>	<b>\$8,500.5</b>		

TIP #: 996087		Juris: JOHNSON COUNTY TRANSIT		Location/Improvement: TRANSPORTATION SERVICE FOR THE JO ROUTES 546		Length (mi): N/A	
State #:	Federal #:	County:	REGIONAL	Type:	Other (Transit)	Description:	Maintain service on The JO Route 546 which provides transit service between Kansas City, Kansas and cities located in Johnson County, Kansas. This route provides transportation services to welfare recipients, eligible low-income individuals, and employees who work in portions of the metropolitan area that are underserved by transit.
Phase	Year of Obligation	Source	Cost (IN THOUSANDS)	Status:			
Other	2012	LOCAL	\$115.7				
Other	2012	JARC	\$115.7				
<b>Federal Total:</b>	<b>\$115.7</b>	<b>Non-Federal Total:</b>	<b>\$115.7</b>	<b>Total:</b>	<b>\$231.4</b>		

TIP #: 995001		Juris: KCATA		Location/Improvement: STATION STOPS/TERMINALS/FACILITIES		Length (mi): N/A	
State #:	Federal #:	County:	REGIONAL	Type:	Other (capital)	Description:	Transit Centers, Passenger Amenities, Facility and Bus Stop upgrades. This includes upgrading bus stops with new passenger shelters and benches; repairing and installing concrete pad passenger waiting areas; adding sidewalk between the stops; adding ADA-accessible ramps at the intersections and constructing in-street concrete bus pads and related curbing.
Phase	Year of Obligation	Source	Cost (IN THOUSANDS)	Status:			
Other	2018	Federal	5307 \$600.0				
Other	2017	Federal	5307 \$575.0				
Other	2016	Federal	5307 \$550.0				
Other	2015	Federal	5307 \$525.0				
Other	2014	Federal	5307 \$500.0				
Other	2018	Non-Federal	LOCAL \$150.0				
Other	2017	Non-Federal	LOCAL \$144.0				
Other	2016	Non-Federal	LOCAL \$138.0				
Other	2015	Non-Federal	LOCAL \$131.0				
Other	2014	Non-Federal	LOCAL \$125.0				
<b>Federal Total:</b>	<b>\$2,750.0</b>	<b>Non-Federal Total:</b>	<b>\$688.0</b>	<b>Total:</b>	<b>\$3,438.0</b>		

**Bistate**

TIP #: 995002		Juris: KCATA		Location/Improvement: REVENUE ROLLING STOCK INCLUDING VANPOOL PROGRAM EXPANSION		Length (mi): N/A	
State #:		Federal #:		County: REGIONAL		Type: Rolling Stock	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	Length (mi):
Other	2018	Non-Federal	LOCAL	\$9,923.0	Replacement Buses, Associated Capital Equipment, Fareboxes, Vans		N/A
Other	2016	Federal	5307	\$9,000.0			
Other	2014	Federal	5307	\$8,784.0			
Other	2017	Federal	5309	\$6,630.0			
Other	2015	Federal	5309	\$5,065.0			
Other	2015	Non-Federal	LOCAL	\$2,595.0			
Other	2018	Federal	5309	\$1,751.0			
Other	2016	Non-Federal	LOCAL	\$1,588.0			
Other	2014	Non-Federal	LOCAL	\$1,550.0			
Other	2017	Non-Federal	LOCAL	\$1,170.0			
<b>Federal Total:</b>	<b>\$31,230.0</b>	<b>Non-Federal Total:</b>	<b>\$16,826.0</b>	<b>Total:</b>	<b>\$48,056.0</b>		

TIP #: 995142		Juris: KCATA		Location/Improvement: OPERATION WELCOME ABOARD INFRASTRUCTURE		Length (mi): N/A	
State #:		Federal #:		County: REGIONAL		Type: Other (capital)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	Length (mi):
Other	2016	Federal	5307	\$200.0	Operation Welcome Aboard is a program designed to increase transit ridership by improving the comfort, attractiveness & usefulness of bus stops and at the same time providing customers with better information on transit services and schedules.		N/A
Other	2015	Federal	5307	\$200.0			
Other	2014	Federal	5307	\$200.0			
Other	2016	Non-Federal	LOCAL	\$50.0			
Other	2015	Non-Federal	LOCAL	\$50.0			
Other	2014	Non-Federal	LOCAL	\$50.0			
<b>Federal Total:</b>	<b>\$600.0</b>	<b>Non-Federal Total:</b>	<b>\$150.0</b>	<b>Total:</b>	<b>\$750.0</b>		

TIP #: 995184		Juris: KCATA		Location/Improvement: ADVANTAGE VANPOOL PROGRAM EXPANSION/REPLACEMENT		Length (mi): N/A	
State #:		Federal #:		County: REGIONAL		Type: Rolling Stock	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	Length (mi):
Other	2014	Federal	CMAQ-KS	\$202.0	Procurement of replacement/new vehicles for the continued operation/expansion of the vanpool program		N/A
Other	2014	Non-Federal	LOCAL	\$50.5			
<b>Federal Total:</b>	<b>\$202.0</b>	<b>Non-Federal Total:</b>	<b>\$50.5</b>	<b>Total:</b>	<b>\$252.5</b>		

**Bistate**

<b>TIP #:</b> 995186	<b>Juris:</b> KCATA	<b>Location/Improvement:</b> CNG TRANSIT BUS PURCHASE	<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> REGIONAL <b>Type:</b> Rolling Stock	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Description:</b> Purchase of Compressed Natural Gas (CNG) buses for fixed route transit service. Funded by 2012 Clean Fuels funds.
Other	2013	Federal	
Other	2013	Non-Federal	
			<b>Status:</b>
		5309	\$1,394.4
		LOCAL	\$285.6
<b>Federal Total:</b>	<b>\$1,394.4</b>	<b>Non-Federal Total:</b>	<b>\$285.6</b>
		<b>Total:</b>	<b>\$1,680.0</b>

<b>TIP #:</b> 996067	<b>Juris:</b> KCATA	<b>Location/Improvement:</b> ELECTRIFICATION/POWER DISTRIBUTION/SIGNAL & COMMUNICATION	<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> REGIONAL <b>Type:</b> Other (capital)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Description:</b> AVLS/Radio and Communication Equipment
Other	2016	Federal	
Other	2015	Federal	
Other	2014	Federal	
Other	2018	Federal	
Other	2017	Federal	
Other	2016	Non-Federal	
Other	2015	Non-Federal	
Other	2014	Non-Federal	
Other	2018	Non-Federal	
Other	2017	Non-Federal	
		5307	\$720.0
		5307	\$700.0
		5307	\$680.0
		5307	\$500.0
		5307	\$500.0
		LOCAL	\$180.0
		LOCAL	\$175.0
		LOCAL	\$170.0
		LOCAL	\$125.0
		LOCAL	\$125.0
<b>Federal Total:</b>	<b>\$3,100.0</b>	<b>Non-Federal Total:</b>	<b>\$775.0</b>
		<b>Total:</b>	<b>\$3,875.0</b>

<b>TIP #:</b> 996071	<b>Juris:</b> KCATA	<b>Location/Improvement:</b> FIXED ROUTE LINE, DEMAND RESPONSIVE AND BRT SERVICE	<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> REGIONAL <b>Type:</b> Vehicle Operations	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Description:</b> Transit Service Operated by the Kansas City Area Transportation Authority
Other	2018	Non-Federal	
Other	2017	Non-Federal	
Other	2016	Non-Federal	
Other	2015	Non-Federal	
Other	2014	Non-Federal	
		LOCAL	\$78,000.0
		LOCAL	\$77,250.0
		LOCAL	\$76,500.0
		LOCAL	\$75,750.0
		LOCAL	\$75,000.0
<b>Federal Total:</b>		<b>Non-Federal Total:</b>	<b>\$382,500.0</b>
		<b>Total:</b>	<b>\$382,500.0</b>



**Bistate**

TIP #: 996072      Juris: KCATA      Location/Improvement: SHARE-A-FARE SERVICES      Length (mi): N/A  
 State #:      Federal #:      County: REGIONAL      Type: Other (Transit)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Other	2016	Non-Federal	LOCAL	\$8,600.0	Paratransit Services	
Other	2015	Non-Federal	LOCAL	\$8,400.0		
Other	2014	Non-Federal	LOCAL	\$8,200.0		
Other	2018	Non-Federal	LOCAL	\$8,000.0		
Other	2012	Non-Federal	LOCAL	\$7,800.0		
<b>Federal Total:</b>		<b>Non-Federal Total:</b>		<b>Total:</b>		<b>\$41,000.0</b>

TIP #: 970039      Juris: MARC      Location/Improvement: REGIONAL AIR QUALITY PUBLIC EDUCATION      Length (mi): N/A  
 State #: N-0435-03      Federal #: CMQ-N034(502)      County: REGIONAL      Type: Other(Environmental, Scenic, Historic)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Other	2014	Federal	CMAQ-KS	\$453.0	Program uses media ads and targeted outreach to educate public about health, env., and economic impacts of ozone pollution. Promotes vehicle maintenance, VMT reduction, and alternative modes. Is a key element of KS/MO SIPs and Clean Air Action Plan. This project will utilize up to \$55,000 in toll credits as much for the FFY 2013 CMAQ-KS funds.	
Other	2013	Federal	CMAQ-KS	\$275.0		
Other	2013	Federal	CMAQ-MO	\$178.0		
Other	2014	Non-Federal	LOCAL	\$113.3		
Other	2013	Non-Federal	LOCAL	\$113.3		
<b>Federal Total:</b>	<b>\$906.0</b>	<b>Non-Federal Total:</b>		<b>Total:</b>	<b>\$1,132.5</b>	

TIP #: 970040      Juris: MARC      Location/Improvement: ACTIVE TRANSPORTATION PROGRAM      Length (mi): N/A  
 State #: N-0318-04      Federal #: CMQ-3301(464)      County: REGIONAL      Type: Pedestrian and/or Bikeways

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Other	2014	Federal	CMAQ-KS	\$69.7	MARC supports walking & bicycling as integral transportation modes of a total transportation system. This work provides necessary support for bicycle & pedestrian education & promotion programs. This funding will provide continued support through FY 2012. This project will utilize up to \$8,464 in toll credits as match for the FFY 2013 CMAQ-KS funds.	
Other	2013	Federal	CMAQ-KS	\$42.3		
Other	2013	Federal	CMAQ-MO	\$27.4		
Other	2014	Non-Federal	LOCAL	\$17.4		
Other	2013	Non-Federal	LOCAL	\$17.4		
<b>Federal Total:</b>	<b>\$139.4</b>	<b>Non-Federal Total:</b>		<b>Total:</b>	<b>\$174.2</b>	

**Bistate**

TIP #: 970041      Juris: MARC      Location/Improvement: REGIONAL RIDESHARE PROGRAM      Length (mi): N/A  
 State #: N-0436-06      Federal #: CMQ-NO34(602)      County: REGIONAL      Type: Outreach/Other

**Description:**  
 The regional RIDESHARE program, funded through the CMAQ program, promotes the use of alternative modes of commuting, telecommute programs, flexible work schedules, parking management programs and working with schools to educate young people on the value of alternative modes. Project N-0436-06 utilizes the STPM funds to enable RideShare to update its network of highway signs and procure advertising via television, internet and radio.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Other	2014	Federal	CMAQ-KS	\$239.5		
Other	2013	Federal	CMAQ-KS	\$145.5		
Other	2011	Federal	CMAQ-KS	\$125.0		
Other	2013	Federal	CMAQ-MO	\$94.1		
Other	2013	Federal	STPM-KS	\$80.0		
Other	2012	Federal	STPM-MO	\$40.0		
Other	2011	Federal	STPM-MO	\$40.0		
Other	2012	Non-Federal	LOCAL	\$30.0		
Other	2011	Non-Federal	LOCAL	\$10.0		
<b>Federal Total:</b>	<b>\$764.1</b>					
		<b>Non-Federal Total:</b>		<b>\$40.0</b>		
			<b>Total:</b>	<b>\$804.1</b>		

TIP #: 970045      Juris: MARC      Location/Improvement: KANSAS CITY SMARTPORT STUDY      Length (mi): N/A  
 State #: J4Q1941      Federal #: DP-3422(402)      County: REGIONAL      Type: Intelligent Transportation Infrastructure

**Description:**  
 Complete the necessary planning, design & operational testing for a key component of the Kansas City metropolitan area's freight transportation & international trade strategy.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Other	2007	Federal	HP-MO	\$2,400.0		
Other	2010	Federal	HP-MO	\$1,187.0		
Other	2006	Non-Federal	PRIVATE	\$750.0		
Other	2006	Federal	ITS-MO	\$750.0		
Other	2007	Non-Federal	PRIVATE	\$600.0		
Other	2004	Non-Federal	STATE-MO	\$416.0		
Other	2004	Federal	ITS-KS	\$416.0		
Other	2013	Federal	HP-MO	\$413.0		
Other	2010	Non-Federal	PRIVATE	\$400.0		
Other	2006	Non-Federal	PRIVATE	\$172.3		
Other	2006	Federal	ITS-MO	\$172.3		
<b>Federal Total:</b>	<b>\$5,338.3</b>					
		<b>Non-Federal Total:</b>		<b>\$2,338.3</b>		
			<b>Total:</b>	<b>\$7,676.6</b>		

**Bistate**

<b>TIP #:</b> 970087		<b>Juris:</b> MARC		<b>Location/Improvement:</b> LIVABLE COMMUNITIES PILOT PLANNING PROGRAM		<b>Length (mi):</b> N/A	
<b>State #:</b>		<b>Federal #:</b> STP-3301(459)		<b>County:</b> REGIONAL		<b>Type:</b> Outreach/Other	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>		
Other	2015	Federal	STPM-KS	\$500.0	The Program will provide local governments with financial support to advance detailed planning and project development activities in support of 2040's Activity Centers and Corridors framework. Funds received will be used to advance detailed local planning in support of these identified nodes.\$120,000 of 2013 STPM-MO split from this project and added to 690426 in February 2013.		
Other	2015	Federal	STPM-MO	\$500.0			
Other	2013	Federal	STPM-KS	\$400.0			
Other	2013	Federal	STPM-MO	\$305.0			
Other	2015	Non-Federal	LOCAL	\$250.0			
Other	2013	Non-Federal	LOCAL	\$206.3			
<b>Federal Total:</b> \$1,705.0			<b>Non-Federal Total:</b> \$456.3			<b>Total:</b> \$2,161.3	

<b>TIP #:</b> 970095		<b>Juris:</b> MARC		<b>Location/Improvement:</b> VETERANS TRANSPORTATION AND COMMUNITY LIVING INITIATIVE		<b>Length (mi):</b> N/A	
<b>State #:</b>		<b>Federal #:</b>		<b>County:</b> REGIONAL		<b>Type:</b> Outreach/Other	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>		
Other	2012	Federal	5309	\$160.9	Development of an One-Call/One-Click Integrated and Shared Kansas City Database and User Interface		
Other	2013	Federal	5312	\$50.0			
Other	2012	Non-Federal	LOCAL	\$40.2			
<b>Federal Total:</b> \$210.8			<b>Non-Federal Total:</b> \$40.2			<b>Total:</b> \$251.1	

<b>TIP #:</b> 970097		<b>Juris:</b> MARC		<b>Location/Improvement:</b> OPERATION GREEN LIGHT ARTERIAL TRAFFIC MANAGEMENT SYSTEM OPERATIONS		<b>Length (mi):</b> N/A	
<b>State #:</b>		<b>Federal #:</b>		<b>County:</b> REGIONAL		<b>Type:</b> Signalization & Computerization (Roadway)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>		
Operations	2016	Federal	STPM-MO	\$382.9	On going support of the regional arterial signal timing and communications that provides real-time traffic signal operations for 25 agencies arterial operations and communications network		
Operations	2015	Federal	STPM-MO	\$382.9			
Operations	2015	Non-Federal	LOCAL	\$381.8			
Operations	2015	Non-Federal	LOCAL	\$381.8			
Operations	2016	Federal	STPM-KS	\$163.0			
Operations	2015	Federal	STPM-KS	\$163.0			
<b>Federal Total:</b> \$1,091.9			<b>Non-Federal Total:</b> \$763.6		<b>Total:</b> \$1,855.5		

**Bistate**

**TIP #:** 490118    **Juris:** MODOT    **Location/Improvement:** US-69: BRIDGE IMPROVEMENTS OVER THE MISSOURI RIVER.  
**State #:** 4P2279/KA-2838-    **Federal #:**    **County:** REGIONAL    **Type:** New Bridge    **Length (mi):** 1

**Description:** Potential design/build. Project involves the Platte Purchase bridge A0450 and the Fairfax Bridge K0456. This project is being done in partnership with the Kansas Department of Transportation.

**Description:**

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2016	Federal	NHPP-MO	\$31,925.0
Construction	2014	Federal	NHPP-KS	\$29,398.8
Construction	2014	Non-Federal	STATE-MO (AC)	\$16,330.0
Construction	2015	Non-Federal	STATE-MO (AC)	\$13,069.0
Construction	2014	Non-Federal	STATE-KS	\$7,349.7
Construction	2014	Non-Federal	STATE-MO	\$4,082.0
Construction	2015	Non-Federal	STATE-MO	\$3,267.0
Engineering	2014	Non-Federal	STATE-MO (AC)	\$1,934.0
Engineering	2014	Federal	NHPP-KS	\$1,933.6
Engineering	2013	Non-Federal	STATE-KS	\$775.0
Engineering	2014	Non-Federal	STATE-MO	\$533.0
Other	2016	Non-Federal	STATE-KS	\$250.0
Right-of-Way	2014	Non-Federal	STATE-KS	\$250.0
Engineering	2013	Non-Federal	STATE-MO (AC)	\$200.0
Engineering	2015	Non-Federal	STATE-MO (AC)	\$192.0
Engineering	2013	Non-Federal	STATE-MO	\$50.0
Engineering	2015	Non-Federal	STATE-MO	\$48.0
Other	2016	Non-Federal	CREDIT	(\$31,925.0)
<b>Federal Total:</b>	<b>\$63,257.4</b>	<b>Non-Federal Total:</b>	<b>\$16,404.7</b>	<b>Total: \$79,662.1</b>

**TIP #:** 490123    **Juris:** MODOT

**Location/Improvement:** US-69: ENVIRONMENTAL STUDY FOR BRIDGE IMPROVEMENTS TO FAIRFAX BRIDGE OVER THE MISSOURI RIVER

**State #:** 4P2279B    **Federal #:**    **County:** REGIONAL    **Type:** Bridge Replacement (No Added Capacity)    **Length (mi):** 1

**Description:** This project involves bridge A0450 and represents KDOT project KA-2838-01. The total project cost, including all work phases, is estimated at \$25000 K to \$50000K. This estimate should be used for planning purposes only. Additional engineering work for this project is referenced under #490118 (4P2279) in the approved 2012-16 Transportation Improvement Program. Expenditures for #490118 are included in the estimate of total project cost provided above.

**Description:**

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2017	Federal	NHPP-KS	\$400.0
Engineering	2012	Non-Federal	STATE-KS (AC)	\$400.0
Engineering	2012	Federal	BR-MO	\$400.0
Engineering	2012	Non-Federal	STATE-KS	\$100.0
Engineering	2012	Non-Federal	STATE-MO	\$100.0
Other	2017	Non-Federal	CREDIT	(\$400.0)
<b>Federal Total:</b>	<b>\$800.0</b>	<b>Non-Federal Total:</b>	<b>\$200.0</b>	<b>Total: \$1,000.0</b>

**Bistate**

<b>TIP #:</b> 990176	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> STATE FISCAL YEAR 2014 ITS OPERATIONS		<b>Length (mi):</b> N/A
<b>State #:</b> 4Q2269	<b>Federal #:</b>	<b>County:</b> REGIONAL	<b>Type:</b> Other (Traffic Management/Engineering)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Operations	2014	Federal	\$2,261.0	ITS operations, staffing and equipment for the KC Scout Intelligent Transportation System based at the Traffic Management Center (TMC) in the Kansas City District. \$1.935 million will be transferred to MoDOT's operations budget. \$2.175 million funded by KDOT.
Operations	2014	Non-Federal	\$2,175.0	
<b>Federal Total:</b>	<b>\$2,261.0</b>	<b>Non-Federal Total:</b>	<b>\$2,175.0</b>	<b>Status:</b>
			<b>Total:</b>	<b>\$4,436.0</b>

<b>TIP #:</b> 990177	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> STATE FISCAL YEAR 2015 ITS OPERATIONS		<b>Length (mi):</b> N/A
<b>State #:</b> 4Q2306	<b>Federal #:</b>	<b>County:</b> REGIONAL	<b>Type:</b> Other (Traffic Management/Engineering)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Operations	2015	Federal	\$2,395.0	ITS operations, staffing and equipment for the KC Scout Intelligent Transportation System based at the Traffic Management Center (TMC) in the Kansas City District. \$1.935 million will be transferred to MoDOT's operations budget. \$2.175 million funded by KDOT.
Operations	2015	Non-Federal	\$2,175.0	
<b>Federal Total:</b>	<b>\$2,395.0</b>	<b>Non-Federal Total:</b>	<b>\$2,175.0</b>	<b>Status:</b>
			<b>Total:</b>	<b>\$4,570.0</b>

<b>TIP #:</b> 990178	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> STATE FISCAL YEAR 2016 ITS OPERATIONS		<b>Length (mi):</b> N/A
<b>State #:</b> 4Q2351	<b>Federal #:</b>	<b>County:</b> REGIONAL	<b>Type:</b> Other (Traffic Management/Engineering)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Operations	2015	Federal	\$2,395.0	ITS operations, staffing and equipment for the KC Scout Intelligent Transportation System based at the Traffic Management Center (TMC) in the Kansas City District. \$1.935 million will be transferred to MoDOT's operations budget. \$2.175 million funded by KDOT.
Operations	2015	Non-Federal	\$2,175.0	
<b>Federal Total:</b>	<b>\$2,395.0</b>	<b>Non-Federal Total:</b>	<b>\$2,175.0</b>	<b>Status:</b>
			<b>Total:</b>	<b>\$4,570.0</b>

<b>TIP #:</b> 990192	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> VARIOUS ROUTES; ITS OPERATIONS, STAFFING AND EQUIPMENT FOR THE KC SCOUT INTELLIGENT TRANSPORTATION SYSTEM AT THE TRAFFIC MANAGEMENT CENTER (TMC) IN THE URBAN KANSAS CITY DISTRICT.		<b>Length (mi):</b> 1
<b>State #:</b> 4Q3000	<b>Federal #:</b>	<b>County:</b> REGIONAL	<b>Type:</b> Traffic Flow	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Conversion	2016	Federal	\$2,400.0	\$1.935 million will be transferred to MoDOT's operations budget. \$1.875 million funded by KDOT.
Operations	2016	Non-Federal	\$2,400.0	
Operations	2015	Non-Federal	\$1,875.0	
Other	2016	Non-Federal	(\$2,400.0)	
<b>Federal Total:</b>	<b>\$2,400.0</b>	<b>Non-Federal Total:</b>	<b>\$1,875.0</b>	<b>Status:</b>
			<b>Total:</b>	<b>\$4,275.0</b>

**Bistate**

TIP #: 990194      Juris: MODOT      Location/Improvement: KC SCOUT INTEGRATED TRAFFIC IMPROVEMENTS & UPGRADES      Length (mi): N/A  
 State #:      Federal #:      County: REGIONAL      Type: Intelligent Transportation Infrastructure

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Other	2013	Federal	CMAQ-MO	\$305.0	Integrate Automated Camera Detection into Scouts Camera network for faster detection and response of incidents to get them cleared as quick as possible for the reduction of congestion and secondary accidents. Upgrade the Kansas City Scout Web Alerts System. The Kansas City Metropolitan area relies on Scout's real time information to make informed decisions on the road. With over 10,000 users of Scout's real time customizable web alerts system motorists get e-mail, text and voice mail (text to speech) messages. This system is not only used by passenger car drivers but also by businesses, trucking companies, freight and bus transit. Mobile Terminals in Missouri Motorist Assist Trucks: The reduction of non-recurring congestion is directly related to the average time it takes to clear an incident from the roadway. The faster incidents are cleared the more travel time reliability is increased. Kansas City Scout dispatches and keeps all performance measures for the Missouri Motorist Assist unit. To better facilitate this dispatching system, mobile terminals inside the Motorist Assist trucks for 2 way communication and data entry is essential. Location, lane blockage and video information will be routed inside the trucks to clear incidents faster, help stranded motorist more efficiently and provide detailed information to our partners directly into their CAD systems with the use of mobile terminals inside Motorist Assist trucks.
Engineering	2013	Federal	CMAQ-MO	\$120.0	
Other	2013	Non-Federal	STATE-MO	\$80.0	
Other	2013	Federal	CMAQ-KS	\$75.0	
Engineering	2013	Non-Federal	STATE-MO	\$30.0	
Other	2013	Non-Federal	STATE-KS	\$15.0	
<b>Federal Total:</b>	<b>\$500.0</b>	<b>Non-Federal Total:</b>	<b>\$125.0</b>	<b>Total:</b>	

**Status:**

TIP #: 259169      Juris: UNIFIED GOVERNMENT TRANSIT      Location/Improvement: UNIFIED GOVT TRANSIT ROUTES 104 & 106      Length (mi): N/A

State #:	Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
	Operations	2012	Non-Federal	LOCAL	\$371.3	Continued operation of RT 104 & 106
	Operations	2012	Federal	JARC	\$371.3	
	Operations	2013	Non-Federal	LOCAL	\$117.3	
	Operations	2013	Federal	JARC	\$117.3	
<b>Federal Total:</b>	<b>\$488.6</b>	<b>Non-Federal Total:</b>	<b>\$488.6</b>	<b>Total:</b>	<b>\$977.1</b>	

**Status:**



# Kansas

**TIP #:** 341002 **Juris:** DESOTO **Location/Improvement:** 95TH STREET OVER CEDAR CREEK **Length (mi):** .1  
**State #:** U-0163-01 **Federal #:** STP-U016(301) **County:** JOHNSON **Type:** Bridge Replacement (No Added Capacity)

**Description:** Bridge replacement on 95th Street over Cedar Creek

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2014	Federal	STP-KS	\$1,000.8	
Construction	2014	Non-Federal	LOCAL	\$250.2	
Engineering	2014	Non-Federal	LOCAL	\$111.0	
Other	2014	Non-Federal	LOCAL	\$30.0	
Right-of-Way	2014	Non-Federal	LOCAL	\$20.0	
<b>Federal Total:</b>	<b>\$1,000.8</b>	<b>Non-Federal Total:</b>	<b>\$411.2</b>	<b>Total:</b>	<b>\$1,412.0</b>

**TIP #:** 341003 **Juris:** DESOTO **Location/Improvement:** DESOTO CITY HALL RECREATION TRAIL & LEXINGTON AVENUE LIGHTING PROJECT **Length (mi):** .5  
**State #:** TE-0383-01 **Federal #:** TEA-T038(301) **County:** JOHNSON **Type:** Other (Safety)

**Description:** Project will construct a 10-ft. multi-use recreational path between City Hall and Lexington Ave. Second, the project will install improved street lights on eight existing poles and thirteen new steel poles along Lexington Ave. between Peoria St. and 83rd St.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2014	Federal	TE-KS	\$87.5	
Construction	2014	Non-Federal	LOCAL	\$21.9	
<b>Federal Total:</b>	<b>\$87.5</b>	<b>Non-Federal Total:</b>	<b>\$21.9</b>	<b>Total:</b>	<b>\$109.4</b>

**TIP #:** 356098 **Juris:** JOHNSON COUNTY **Location/Improvement:** MISSION ROAD SAFETY IMPROVEMENTS - 0.85 MILES NORTH OF 175TH STREET **Length (mi):** .2  
**State #:** C-0051-01 **Federal #:** HRRR-C005(101) **County:** JOHNSON **Type:** Other (Safety)

**Description:** This project will address a segment of Mission Road 0.85 miles north of 175th Street that has had a history of accidents. This segment is characterized by a series of sharp substandard curves with steep, non-recoverable sideslopes adjacent to a narrow roadbed. The project would re-align Mission Road through the problem area to provide a 45 mph design speed and the roadside geometrics would be improved to meet standards for roadside design.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2014	Federal	HRRR-KS	\$1,500.0	
Engineering	2012	Non-Federal	LOCAL	\$250.0	
Construction	2014	Non-Federal	LOCAL	\$210.0	
Other	2013	Non-Federal	LOCAL	\$40.0	
Right-of-Way	2013	Non-Federal	LOCAL	\$40.0	
<b>Federal Total:</b>	<b>\$1,500.0</b>	<b>Non-Federal Total:</b>	<b>\$540.0</b>	<b>Total:</b>	<b>\$2,040.0</b>

**TIP #:** 356099 **Juris:** JOHNSON COUNTY **Location/Improvement:** 207TH STREET & METCALF AVE. AT-GRADE RAILROAD CROSSING ELIMINATION PROJECT **Length (mi):** .25  
**State #:** C-0364-01 **Federal #:** HSIP-C036(401) **County:** JOHNSON **Type:** Other (Safety)

**Description:** This project will realign 207th St. beginning approximately 1,000 ft. east of Metcalf Ave. The realigned section of 207th St. will connect to Metcalf Ave. approximately 1,250 ft. south of the 207th St. and Metcalf Ave. intersection. This will allow 207th St. traffic to utilize the existing bridge on Metcalf Ave. to cross the Union Pacific Railroad tracks and thereby eliminate the at-grade crossing with the railroad

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2014	Non-Federal	LOCAL	\$205.0	
Right-of-Way	2012	Non-Federal	LOCAL	\$200.0	
Construction	2014	Federal	HSIP-KS	\$150.0	
Engineering	2012	Non-Federal	LOCAL	\$60.0	
Other	2013	Non-Federal	LOCAL	\$60.0	
<b>Federal Total:</b>	<b>\$150.0</b>	<b>Non-Federal Total:</b>	<b>\$525.0</b>	<b>Total:</b>	<b>\$675.0</b>

# Kansas

**TIP #:** 356100 **Juris:** JOHNSON COUNTY **Location/Improvement:** CNG VEHICLE AND INFRASTRUCTURE UPGRADES **Length (mi):** N/A  
**State #:** **Federal #:** **County:** JOHNSON **Type:** Environmental, Scenic, Historic

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Other	2013	Non-Federal	LOCAL	\$287.7	Johnson County will upgrade its compressed natural gas (CNG) refueling station in Mission, KS, replace four heavy-duty diesel trucks with CNG equivalents and acquire two new medium-duty CNG vehicles.	
Other	2013	Federal	CMAQ-KS	\$219.0		
Other	2014	Non-Federal	LOCAL	\$153.3		
Other	2014	Federal	CMAQ-KS	\$116.0		
<b>Federal Total:</b>	<b>\$335.0</b>	<b>Non-Federal Total:</b>	<b>\$441.0</b>	<b>Total:</b>	<b>\$776.0</b>	

**TIP #:** 356101 **Juris:** JOHNSON COUNTY **Location/Improvement:** COFFEE CREEK STREAMWAY TRAIL PHASE 1 **Length (mi):** 1.75  
**State #:** **Federal #:** **County:** JOHNSON **Type:** Pedestrian and/or Bike Ways

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2015	Federal	CMAQ-KS	\$406.0	Construction of a 10' wide asphalt shared use trail pedestrian and bicycle facility. The project follows Coffee Creek from Quivira Road to approximately one quarter mile West of Pflumm Road in Heritage Park. The trail length is approximately 1.75 miles.	
Construction	2013	Federal	TA-KS	\$276.4		
Construction	2013	Non-Federal	LOCAL	\$269.7		
Construction	2013	Federal	TE-KS	\$183.3		
<b>Federal Total:</b>	<b>\$865.7</b>	<b>Non-Federal Total:</b>	<b>\$269.7</b>	<b>Total:</b>	<b>\$1,135.4</b>	

**TIP #:** 956003 **Juris:** JOHNSON COUNTY **Location/Improvement:** ELECTRIFICATION/POWER DISTRIBUTION/SIGNAL & COMMUNICATION **Length (mi):** N/A  
**State #:** **Federal #:** **County:** JOHNSON **Type:** Other (capital)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Other	2010	Federal	5309	\$492.0	AVL Equipment	
Other	2010	Non-Federal	LOCAL	\$122.0		
<b>Federal Total:</b>	<b>\$492.0</b>	<b>Non-Federal Total:</b>	<b>\$122.0</b>	<b>Total:</b>	<b>\$614.0</b>	

**TIP #:** 996092 **Juris:** JOHNSON COUNTY **Location/Improvement:** BUS PASSENGER INFRASTRUCTURE IMPROVEMENTS **Length (mi):** N/A  
**State #:** **Federal #:** **County:** JOHNSON **Type:** Facilities

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Other	2012	Federal	5309	\$376.0	Improve the usability and efficiency of the transit system by installing "basic passenger infrastructure" improvements at existing and new bus stops along high-priority corridors, including signage, concrete pads, benches, shelters, bicycle racks, trash cans, route information kiosks, and real-time arrival signage.	
Other	2012	Non-Federal	LOCAL	\$94.0		
<b>Federal Total:</b>	<b>\$376.0</b>	<b>Non-Federal Total:</b>	<b>\$94.0</b>	<b>Total:</b>	<b>\$470.0</b>	

<b>TIP #:</b> 996094	<b>Juris:</b> JOHNSON COUNTY TRANSIT	<b>Location/Improvement:</b> JOHNSON COUNTY TRANSIT - ROUTE 546	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Demand Response
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Operations	2013	LOCAL	\$79.0
Operations	2013	JARC	\$79.0
<b>Federal Total:</b>	<b>\$79.0</b>	<b>Non-Federal Total:</b>	<b>\$79.0</b>
		<b>Total:</b>	<b>\$158.0</b>

**Description:** JARC funding to operate route 546 which connects Olathe and Overland Park in Johnson County to downtown Kansas City, KS and the State Avenue Connex.

**Status:**

<b>TIP #:</b> 980023	<b>Juris:</b> KC SCOUT	<b>Location/Improvement:</b> US-69 RAMP METERING AT 135TH ST	<b>Length (mi):</b> .1
<b>State #:</b> KA-3060-01	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Intelligent Transportation Infrastructure
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2014	STATE-KS	\$326.0
Construction	2014	CMAQ-KS	\$164.0
Engineering	2013	STATE-KS	\$160.0
<b>Federal Total:</b>	<b>\$164.0</b>	<b>Non-Federal Total:</b>	<b>\$486.0</b>
		<b>Total:</b>	<b>\$650.0</b>

**Description:** Install traffic responsive ramp meters on each of the two onramps onto US 69 from 135th Street. The KC Scout Traffic Management Center will operate and monitor the ramp meters in order to maximize traffic flow along the corridor.

**Status:**

<b>TIP #:</b> 349224	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> JOHNSON COUNTY GATEWAY INTERCHANGE PROJECT AREA: I-435 FROM 87TH STREET E TO PFLUMM ROAD, I-35 & K-10	<b>Length (mi):</b> 6
<b>State #:</b> KA-1002-03/05	<b>Federal #:</b> ACIM-4353(362)/	<b>County:</b> JOHNSON	<b>Type:</b> Reconstruction (Added Capacity)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Right-of-Way	2012	STATE-KS	\$33,254.0
Conversion	2022	NHPP-KS	\$22,986.2
Other	2013	STATE-KS (AC)	\$12,600.0
Engineering	2012	STATE-KS (AC)	\$10,386.2
Engineering	2012	STATE-KS	\$1,400.0
Other	2013	STATE-KS	\$1,400.0
Engineering	2012	CMAQ-KS	\$563.8
Other	2022	CREDIT	(\$22,986.2)
<b>Federal Total:</b>	<b>\$23,550.0</b>	<b>Non-Federal Total:</b>	<b>\$36,054.0</b>
		<b>Total:</b>	<b>\$59,604.0</b>

**Description:** The consultant will develop the plans for the entire Gateway concept to a point that identifies constructible improvements and Right of Way requirements. This complete Gateway project will reconstruct portions of mainline I-435 and K-10; interchanges at the I-435/I-35, I-435/K-10, I-435/Lackman Rd., I-435/95th St., K-10/Renner Rd. & K-10/Ridgeview Rd.; parts of interchanges at K-10/Woodland, I-435/87th St. and I-35/ 95th St. and construct CD and service roads. This project will incorporate the design of a diverging diamond interchange at the existing K-10 and Ridgeview to replace the existing stop controlled condition. This DDI will be compatible with the ultimate Johnson County Gateway Concept.

**Status:**

# Kansas

TIP #: 380075      Juris: KDOT      Location/Improvement: I-435 FROM 95TH STREET E TO QUIVIRA ROAD, I-35 AND K-10  
 State #: KA-1002-01      Federal #: ACIM-4353(357)      County: JOHNSON      Type:

Length (mi): 1.4

**Description:** Interim Improvements-add auxiliary lanes on I-35 from I-435/I-35 interchange south to 119th Street. There will be a traffic analysis to determine current and future levels of service and the expected operational life of the interim improvements. This project, as part of the overall Gateway project. Improvements to this facility will alleviate a significant freight bottleneck in the region. This facility also is utilized by Johnson County Transit's K-10 Connector bus service between stops in Johnson and Douglas counties.

**Status:**

Federal Total: \$2,970.0      Non-Federal Total: \$330.0      Total: \$3,300.0

TIP #: 380091      Juris: KDOT      Location/Improvement: VARIOUS RAILROAD SAFETY PROJECTS IN THE REGION

State #:      Federal #:      County: JOHNSON      Type: Safety

Length (mi): N/A

**Description:** Safety improvement projects along railroad corridors in the region as identified by KDOT. These funds benefit the region by working to correct or improve identified safety hazards public railway-highway crossings in a proactive manner. These improvements serve to benefit all modes utilizing the facility.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Federal	HSIP-KS	\$750.0
Construction	2014	Federal	HSIP-KS	\$750.0
Construction	2018	Federal	HSIP-KS	\$750.0
Construction	2017	Federal	HSIP-KS	\$750.0
Construction	2016	Federal	HSIP-KS	\$750.0
<b>Federal Total:</b>	<b>\$3,750.0</b>			<b>Total: \$3,750.0</b>

TIP #: 380112      Juris: KDOT      Location/Improvement: BRIDGES #054, #055, #273 AND #274 IN JOHNSON COUNTY ON I-435 (RECONSTRUCTION OF ROE BLVD. INTERCHANGE)

State #: KA-2100-01      Federal #: NHPP-4353(361)      County: JOHNSON      Type: Bridge Replacement (No Added Capacity)

Length (mi): 0

**Description:** Replace bridges #054 and #055 with new bridges #415 and #418. Remove bridges #273 (pedestrian) and #274 (median) The interchange configuration will be changed from the existing compressed diamond interchange to a diverging-diamond interchange (DDI). Pedestrians will be accommodated in the new bridges and DDI improvements.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Federal	NHPP-KS	\$8,835.2
Conversion	2014	Federal	NHPP-KS	\$1,698.8
Engineering	2011	Non-Federal	STATE-KS (AC)	\$1,485.0
Construction	2014	Non-Federal	STATE-KS	\$981.7
Right-of-Way	2012	Non-Federal	STATE-KS	\$237.5
Other	2013	Non-Federal	STATE-KS (AC)	\$213.8
Engineering	2011	Non-Federal	STATE-KS	\$165.0
Other	2013	Non-Federal	STATE-KS	\$23.7
Other	2014	Non-Federal	CREDIT	(\$1,698.8)
<b>Federal Total:</b>	<b>\$10,534.0</b>			<b>Total: \$11,941.9</b>

# Kansas

**TIP #:** 380115     **Juris:** KDOT     **Location/Improvement:** GARDNER, INTERSECTION OF US-56 & CENTER STREET     **Length (mi):** .25  
**State #:** KA-2290-01     **Federal #:**     **County:** JOHNSON     **Type:** Traffic Flow  
**Phase**     **Year of Obligation**     **Type**     **Source**     **Cost (IN THOUSANDS)**     **Description:**  
 Construction     2014     Non-Federal     STATE-KS     \$870.0     Construction of EB/WB left turn lanes on US-56 and NB/SB right turn lanes on Center Street. This project is in the very early stages of design and the multimodal aspect has not yet been fully investigated. The concept plan for this project calls for adding a 5' sidewalk on the NW side of the intersection to add sidewalk connectivity.

**Federal Total:**     **Non-Federal Total:** \$870.0     **Total:**     \$870.0     **Status:**

**TIP #:** 380118     **Juris:** KDOT     **Location/Improvement:** INTERSECTION OF K-7 & 43RD ST IN SHAWNEE     **Length (mi):** 0  
**State #:** KA-2281-01     **Federal #:**     **County:** JOHNSON     **Type:** Signalization & Computerization (Roadway)

**Phase**     **Year of Obligation**     **Type**     **Source**     **Cost (IN THOUSANDS)**     **Description:**  
 Construction     2014     Non-Federal     STATE-KS     \$141.0     Installation of new traffic signal equipment on K-7 at 43rd St

**Federal Total:**     **Non-Federal Total:** \$141.0     **Total:**     \$141.0     **Status:**

**TIP #:** 380119     **Juris:** KDOT     **Location/Improvement:** INTERSECTION OF K-7 & 75TH STREET IN SHAWNEE     **Length (mi):** 0  
**State #:** KA-2280-01     **Federal #:**     **County:** JOHNSON     **Type:** Other (Safety)

**Phase**     **Year of Obligation**     **Type**     **Source**     **Cost (IN THOUSANDS)**     **Description:**  
 Construction     2014     Non-Federal     STATE-KS     \$347.0     Replace safe-hit posts with permanent median dividers on K-7 at 75th St

**Federal Total:**     **Non-Federal Total:** \$347.0     **Total:**     \$347.0     **Status:**

**Kansas**

**TIP #:** 380122    **Juris:** KDOT    **Location/Improvement:** JOHNSON COUNTY GATEWAY: I-435 FROM 87TH STREET E TO PFLUMM ROAD, I-35 & K-10  
**State #:** KA-1002-04    **Federal #:**    **County:** JOHNSON    **Type:** Reconstruction (Added Capacity)    **Length (mi):** 0

**Description:** DESIGN BUILD PROJECT - The Gateway project will reconstruct portions of mainline I-435 and K-10 interchanges at the I-435/I-35, I-435/K-10, I-435/Lackman Rd., I-435/95th St., K-10/Renner Rd. & K-10/Ridgeview Rd.; parts of interchanges at K-10/Woodland, I-435/87th St. and I-35/95th St. and construct CD and service roads. The project will also include College Blvd. - Renner Rd. to Ridgeview (College Boulevard widen from 2-lanes to 4-lane divided with turn lanes at intersections) and 95th Street & I-35 Interchange Reconstruction (Reconstruct interchange at 95th Street and I-35 including improvements to Marshall Drive and to Lenexa Dr.)  
 For additional information, please visit the project website at: <http://jocogateway.com>

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Non-Federal	STATE-KS (AC)	\$254,700.0
Conversion	2019	Federal	NHPP-KS	\$109,867.0
Conversion	2015	Federal	NHPP-KS	\$79,191.0
Conversion	2017	Federal	NHPP-KS	\$58,384.0
Construction	2014	Non-Federal	STATE-KS	\$20,755.0
Engineering	2011	Non-Federal	STATE-KS (AC)	\$13,500.0
Construction	2014	Non-Federal	LOCAL	\$7,545.5
Conversion	2014	Federal	STPM-KS	\$5,600.0
Conversion	2018	Federal	NHPP-KS	\$4,191.0
Conversion	2015	Federal	STPM-KS	\$2,777.0
Conversion	2015	Federal	STP-KS	\$2,427.0
Conversion	2017	Federal	STP-KS	\$2,427.0
Conversion	2016	Federal	STP-KS	\$2,427.0
Engineering	2011	Non-Federal	STATE-KS	\$973.0
Engineering	2011	Non-Federal	LOCAL	\$527.5
Other	2015	Non-Federal	CREDIT	(\$2,427.0)
Other	2017	Non-Federal	CREDIT	(\$2,427.0)
Other	2016	Non-Federal	CREDIT	(\$2,427.0)
Other	2015	Non-Federal	CREDIT	(\$2,777.0)
Other	2018	Non-Federal	CREDIT	(\$4,191.0)
Other	2014	Non-Federal	CREDIT	(\$5,600.0)
Other	2017	Non-Federal	CREDIT	(\$58,384.0)
Other	2015	Non-Federal	CREDIT	(\$79,191.0)
Other	2019	Non-Federal	CREDIT	(\$109,867.0)
<b>Federal Total:</b>	<b>\$267,291.0</b>	<b>Non-Federal Total:</b>	<b>\$30,710.0</b>	<b>Total: \$298,001.0</b>

**TIP #:** 380124    **Juris:** KDOT    **Location/Improvement:** HOMESTEAD LANE FROM 199TH ST. NORTH TO 191ST STREET  
**State #:** KA-1109-06    **Federal #:**    **County:** JOHNSON    **Type:**    **Length (mi):** 1

**Description:** Ground/soil preparation and permanent seeding of approximately 17 acres

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2013	Non-Federal	STATE-KS	\$80.6
<b>Federal Total:</b>		<b>Non-Federal Total:</b>	<b>\$80.6</b>	<b>Total: \$80.6</b>

**Kansas**

**TIP #:** 380126     **Juris:** KDOT     **Location/Improvement:** SW JOHNSON COUNTY INTERCHANGE PROJECT AT I-35 AND HOMESTEAD LANE     **Length (mi):** 1.48  
**State #:** KA-1109-05     **Federal #:** NHPP-0353(414)     **County:** JOHNSON     **Type:**

**Description:** Ground/soil preparation and permanent seeding

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2013	Federal	NHPP-KS	\$140.2
Construction	2013	Non-Federal	STATE-KS	\$15.6
<b>Federal Total:</b>	<b>\$140.2</b>			<b>Total: \$155.8</b>

**TIP #:** 380127     **Juris:** KDOT     **Location/Improvement:** I-435 FROM 87TH ST. EAST TO PFLUMM ROAD, I-35 AND K-10     **Length (mi):** N/A  
**State #:** KA-1002-06     **Federal #:** NHPP-4353(366)     **County:** JOHNSON     **Type:** Other

**Description:** Project Manager Consultant for the Design-Build Project, Project No. KA-1002-04. The Project Manager will assist in the development of contract documents for the Design-Build project, KA-1002-04. The Project Manager Consultant will assist the Design-Build Contractor during Project KA-1002-04 development and construction.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2020	Federal	NHPP-KS	\$11,700.0
Engineering	2012	Non-Federal	STATE-KS (AC)	\$11,700.0
Engineering	2012	Non-Federal	STATE-KS	\$1,300.0
Other	2020	Non-Federal	CREDIT	(\$11,700.0)
<b>Federal Total:</b>	<b>\$11,700.0</b>			<b>Total: \$13,000.0</b>

**TIP #:** 380132     **Juris:** KDOT     **Location/Improvement:** K-10: FROM RIDGEVIEW RD, EAST TO LACKMAN RD.     **Length (mi):** .1  
**State #:** KA-1002-08     **Federal #:**

**Description:** Remediate undetermined areas of influence under K-10, Renner Rd and proposed ramps

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2013	Non-Federal	STATE-KS	\$3,648.0
<b>Federal Total:</b>				<b>Total: \$3,648.0</b>

**TIP #:** 380133     **Juris:** KDOT     **Location/Improvement:** BRIDGE #001 ON I-35 IN JOHNSON COUNTY LOCATED 1.03 MILES NORTHEAST OF THE JOHNSON/MIAMI COUNTY LINE (SUNFLOWER RD OVER I-35)     **Length (mi):** 0

**Description:** Bridge replacement. This project is authorized for PE only. The total project cost, including all work phases, is estimated at \$6124.8K. This estimate should be used for planning purposes only.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2022	Federal	NHPP-KS	\$504.0
Engineering	2013	Non-Federal	STATE-KS (AC)	\$504.0
Engineering	2013	Non-Federal	STATE-KS	\$56.0
Other	2022	Non-Federal	CREDIT	(\$504.0)
<b>Federal Total:</b>	<b>\$504.0</b>			<b>Total: \$560.0</b>



# Kansas

**TIP #:** 380134 **Juris:** KDOT **Location/Improvement:** US-69: BRIDGE #099, 5.12 MILES NORTH OF THE JOHNSON/MIAMI COUNTY LINE (BLUE RIVER) **Length (mi):** 0  
**State #:** KA-3084-01 **Federal #:** ACNHS-A308(40) **County:** JOHNSON **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2022	Federal	NHPP-KS	\$184.0	Bridge replacement. This project is authorized for PE only. The total project cost, including all work phases, is estimated at \$2498K. This estimate should be used for planning purposes only.	
Engineering	2013	Non-Federal	STATE-KS (AC)	\$184.0		
Engineering	2013	Non-Federal	STATE-KS	\$46.0		
Other	2022	Non-Federal	CREDIT	(\$184.0)		
<b>Federal Total:</b>	<b>\$184.0</b>	<b>Non-Federal Total:</b>	<b>\$46.0</b>	<b>Total:</b>	<b>\$230.0</b>	

**TIP #:** 380135 **Juris:** KDOT **Location/Improvement:** CORRIDOR:FROM 119TH ST, NO TO I-35 & I-35 NO TO 75TH ST **Length (mi):** 0  
**State #:** K-8251-14 **Federal #:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Engineering	2013	Non-Federal	STATE-KS	\$3,100.0	Preliminary Engineering for grading, surfacing and bridges are for improvements to US-69 for expansion to a 6-Lane freeway. This project includes constructing US-69 to a 6-Lane section, constructing a portion of the US-69/I435 interchange, Signing, Pavement Marking, Lighting and ITS.	
Engineering	2013	Non-Federal	LOCAL	\$1,000.0		
Right-of-Way	2014	Non-Federal	STATE-KS	\$50.0		
<b>Federal Total:</b>	<b>\$4,150.0</b>	<b>Non-Federal Total:</b>	<b>\$4,150.0</b>	<b>Total:</b>	<b>\$4,150.0</b>	

**TIP #:** 380136 **Juris:** KDOT **Location/Improvement:** US-69 CORRIDOR IN JOHNSON COUNTY: FROM INDIAN CREEK, NORTH TO I-435 **Length (mi):** 3  
**State #:** K-8251-19 **Federal #:** NHPP-K825(119) **County:** JOHNSON **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	NHPP-KS	\$152.1	Permanent Seeding	
Construction	2014	Non-Federal	STATE-KS	\$38.1		
<b>Federal Total:</b>	<b>\$152.1</b>	<b>Non-Federal Total:</b>	<b>\$38.1</b>	<b>Total:</b>	<b>\$190.2</b>	

**TIP #:** 344028 **Juris:** LEAWOOD **Location/Improvement:** 143RD ST, NALL TO WINDSOR **Length (mi):** 1.0  
**State #:** N-0426-01 **Federal #:** STP-N042(601) **County:** JOHNSON **Type:** Reconstruction (Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2015	Non-Federal	LOCAL	\$7,035.7	Improve existing 2-lane ditch street to 4-lanes w/ undivided curb & gutter, stormsewer, street lights, sidewalks on one side and 10-foot bike/hike trail on other, plus signalization of 143rd & Mission Rd.	
Construction	2015	Federal	STPM-KS	\$1,191.0		
Construction	2015	Non-Federal	LOCAL (AC)	\$309.0		
Conversion	2016	Federal	STPM-KS	\$309.0		
Other	2016	Non-Federal	CREDIT	(\$309.0)		
<b>Federal Total:</b>	<b>\$1,500.0</b>	<b>Non-Federal Total:</b>	<b>\$7,035.7</b>	<b>Total:</b>	<b>\$8,535.7</b>	

# Kansas

<b>TIP #:</b> 345099	<b>Juris:</b> LENEXA	<b>Location/Improvement:</b> RIDGEVIEW RD. - K-10 TO 95TH STREET (PRAIRIE STAR PARKWAY)	<b>County:</b> JOHNSON	<b>Type:</b> New Construction	<b>Length (mi):</b> 1.0
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2016	Non-Federal	LOCAL	\$18,000.0	Ridgeview Road New 5-lane roadway from K-10 Highway to 95th Street (Prairie Star Parkway)
Other	2016	Non-Federal	LOCAL	\$2,000.0	
Engineering	2014	Non-Federal	LOCAL	\$1,204.0	
Engineering	2014	Non-Federal	LOCAL	\$322.0	
Right-of-Way	2015	Non-Federal	LOCAL	\$166.0	
<b>Federal Total:</b>		<b>Non-Federal Total:</b>	<b>Total:</b>	<b>\$21,692.0</b>	<b>Status:</b>

<b>TIP #:</b> 345120	<b>Juris:</b> LENEXA	<b>Location/Improvement:</b> CITY CENTER MIXED USE BIKE/HIKE TRAIL	<b>County:</b> JOHNSON	<b>Type:</b> Pedestrian and/or Bikeways	<b>Length (mi):</b> 1
<b>State #:</b> N-0596-01	<b>Federal #:</b> CMQ-N059(601)				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2014	Federal	CMAQ-KS	\$232.0	This trail will provide an alternate access to Lenexa's City Center. City Center is a mixed use development that is intended to be more walkable and pedestrian and bicycle friendly. On-street parking, wide sidewalks and store fronts directly on the street are all part of the plan for City Center. This proposed trail will link to other areas in Lenexa as well as ultimately to Metro Green corridors. This trail will connect between existing trails on 87th Street and Renner Boulevard.
Construction	2014	Non-Federal	LOCAL	\$138.0	
<b>Federal Total:</b>	<b>\$232.0</b>	<b>Non-Federal Total:</b>	<b>\$138.0</b>	<b>Total:</b>	<b>\$370.0</b>
					<b>Status:</b>

<b>TIP #:</b> 345121	<b>Juris:</b> LENEXA	<b>Location/Improvement:</b> QUIVIRA ROAD SIDEWALK 83RD STREET TO 85TH STREET	<b>County:</b> JOHNSON	<b>Type:</b>	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2014	Federal	TE-KS	\$466.0	5-foot sidewalk on Quivira Road from 83rd Street to 85th Street including intersection improvements and signal modifications to accommodate pedestrians at the adjacent signalized intersections.
Construction	2014	Non-Federal	LOCAL	\$117.6	
Engineering	2013	Non-Federal	LOCAL	\$46.6	
Right-of-Way	2014	Federal	TE-KS	\$4.0	
Right-of-Way	2014	Non-Federal	LOCAL	\$1.0	
<b>Federal Total:</b>	<b>\$470.0</b>	<b>Non-Federal Total:</b>	<b>\$165.2</b>	<b>Total:</b>	<b>\$635.3</b>
					<b>Status:</b>

<b>TIP #:</b> 345122	<b>Juris:</b> LENEXA	<b>Location/Improvement:</b> I-435 AND 87TH STREET SB OFF RAMP TURN LANE	<b>County:</b> JOHNSON	<b>Type:</b> Widening & Resurfacing(No Added Capacity)	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2015	Non-Federal	LOCAL	\$300.0	Construct an additional turn lane on the southbound off ramp at I-435 and 87th Street. Including signal replacement to accommodate the widening for the turn lane.
Construction	2015	Federal	HSIP-KS	\$300.0	
Engineering	2013	Non-Federal	LOCAL	\$50.0	
<b>Federal Total:</b>	<b>\$300.0</b>	<b>Non-Federal Total:</b>	<b>\$350.0</b>	<b>Total:</b>	<b>\$650.0</b>
					<b>Status:</b>

# Kansas

TIP #: 346007      Juris: MERRIAM      Location/Improvement: JOHNSON DRIVE BRIDGE AT TURKEY CREEK REHABILITATION  
 State #: N-0576-01      Federal #:      County: JOHNSON      Type:      Length (mi): .10

**Description:** Johnson Drive Bridge is identified as highest priority for improvement per Bridge Inspection Report due to its poor structural condition and functionally obsolete classification. The goal is to provide a safe route to access I-35, commercial and employment centers and MetroGreen Streamway trails.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2013	Federal	STPM-KS	\$934.1
Construction	2013	Non-Federal	LOCAL	\$674.0
Engineering	2013	Non-Federal	LOCAL	\$200.0
Conversion	2014	Federal	STPM-KS	\$185.9
Construction	2013	Non-Federal	LOCAL (AC)	\$185.9
Other	2014	Non-Federal	CREDIT	(\$185.9)
<b>Federal Total:</b>	<b>\$1,120.0</b>	<b>Non-Federal Total:</b>	<b>\$874.0</b>	<b>Total: \$1,994.0</b>

TIP #: 346008      Juris: MERRIAM      Location/Improvement: SHAWNEE MISSION PARKWAY BRIDGE OVER BNSF REHABILITATION

**Description:** Scope of work includes clean/replace expansion joints; paint to prevent corrosion, and repair failed embankment slope etc. The bridge is vital to freight mobility, all types of vehicular traffic with direct connection to I-35 and the Plaza in Kansas City, MO.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	STPM-KS	\$1,678.0
Construction	2016	Non-Federal	LOCAL	\$652.0
<b>Federal Total:</b>	<b>\$1,678.0</b>	<b>Non-Federal Total:</b>	<b>\$652.0</b>	<b>Total: \$2,330.0</b>

TIP #: 347009      Juris: MISSION      Location/Improvement: JOHNSON DRIVE REHABILITATION PROJECT (LAMAR AVE TO NALL AVE)

**Description:** The project will include full removal and replacement of all pavement, curb & gutter, and catch basins, include widened sidewalks, improved curb ramps and reconstruction of the drainage system.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2013	Non-Federal	LOCAL	\$5,739.0
Construction	2013	Federal	STPM-KS	\$1,680.0
Construction	2013	Non-Federal	LOCAL (AC)	\$1,120.0
Conversion	2014	Federal	STPM-KS	\$1,120.0
Other	2014	Non-Federal	CREDIT	(\$1,120.0)
<b>Federal Total:</b>	<b>\$2,800.0</b>	<b>Non-Federal Total:</b>	<b>\$5,739.0</b>	<b>Total: \$8,539.0</b>

<b>TIP #:</b> 347010	<b>Juris:</b> MISSION	<b>Location/Improvement:</b> MARTWAY IMPROVEMENTS - CONSTRUCTION IMPROVEMENTS [REF. P.L. 110-244, SEC 109(15)] ASSOCIATED WITH THE ROCK CREEK PROJECT IN MISSION.		<b>Length (mi):</b> .65
<b>State #:</b> N-0563-01	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Bridge Replacement (No Added Capacity)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2012	LOCAL	\$1,850.0	The project will include removal and replacement of all curb and gutter, full depth base repair in select locations, mill and overlay of surface, repair or replacement of catch basins, widened sidewalks and improved curb ramps, and reconstruction of drainage system.
Construction	2012	TIP-KS	\$1,202.8	
Engineering	2011	LOCAL	\$320.0	
Other	2012	LOCAL	\$15.0	
Right-of-Way	2012	LOCAL	\$5.0	
<b>Federal Total:</b>	<b>\$1,202.8</b>	<b>Non-Federal Total:</b>	<b>\$2,190.0</b>	<b>Status:</b>
		<b>Total:</b>	<b>\$3,392.8</b>	

<b>TIP #:</b> 347011	<b>Juris:</b> MISSION	<b>Location/Improvement:</b> TURKEY CREEK TRAIL - MISSION		<b>Length (mi):</b> 1.0
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Pedestrian and/or Bikeways	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2015	LOCAL	\$1,040.0	Continuation of the 10' wide Turkey Creek Trail from the Mission city limit with Overland Park to the Mission city limit with Kansas City, KS. Project provides alternative mode of transportation in area of city that currently has no similar facilities, but is important regional transportation corridor (I-35).
Construction	2015	STPM-KS	\$960.0	
<b>Federal Total:</b>	<b>\$960.0</b>	<b>Non-Federal Total:</b>	<b>\$1,040.0</b>	<b>Status:</b>
		<b>Total:</b>	<b>\$2,000.0</b>	

<b>TIP #:</b> 349218	<b>Juris:</b> OLATHE	<b>Location/Improvement:</b> OLATHE TAXI COUPON/VOUCHER PROGRAM		<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Other (Transit)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Operations	2012	LOCAL	\$375.9	Provide access to transportation through the sale of taxi coupons/vouchers to meet the on-going demand for personal "life enhancing" medical and/or work related one-way trips for disabled participants.
Operations	2012	5317	\$375.9	
Operations	2015	LOCAL	\$176.1	
Operations	2015	5317	\$176.1	
<b>Federal Total:</b>	<b>\$552.0</b>	<b>Non-Federal Total:</b>	<b>\$552.0</b>	<b>Status:</b>
		<b>Total:</b>	<b>\$1,104.0</b>	

<b>TIP #:</b> 349219	<b>Juris:</b> OLATHE	<b>Location/Improvement:</b> OLATHE TAXI WORK COUPON/VOUCHER PROGRAM		<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Other (Transit)	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Operations	2012	LOCAL	\$170.6	Provide low-income Olathe residents with affordable transportation services to job preparation sites, childcare sites, work sites, and job interviews.
Operations	2012	JARC	\$170.6	
Operations	2014	LOCAL	\$58.7	
Operations	2014	JARC	\$58.7	
<b>Federal Total:</b>	<b>\$229.3</b>	<b>Non-Federal Total:</b>	<b>\$229.3</b>	<b>Status:</b>
		<b>Total:</b>	<b>\$458.6</b>	

**TIP #:** 349227    **Juris:** OLATHE    **Location/Improvement:** 159TH ST.; OLD US-56 TO I-35 STREET IMPROVEMENTS    **Length (mi):** 1.8  
**State #:**    **Federal #:**    **County:** JOHNSON    **Type:** Reconstruction (No Added Capacity)

**Description:** This project improves 159th Street to a two lane roadway with curb and gutter, sidewalk, storm sewer and an above grade crossing at the BNSF railway. Its goal is to improve passenger and freight mobility and promote economic development by constructing safe and sustainable infrastructure.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2016	Non-Federal	LOCAL	\$6,879.5	
Construction	2016	Federal	STPM-KS	\$4,260.0	
Construction	2016	Non-Federal	LOCAL	\$2,840.0	
Other	2015	Non-Federal	LOCAL	\$700.0	
Engineering	2014	Non-Federal	LOCAL	\$575.0	
Other	2014	Non-Federal	LOCAL	\$383.0	
Construction	2016	Federal	STPM-KS	\$368.0	
Engineering	2015	Non-Federal	LOCAL	\$350.0	
Other	2014	Non-Federal	LOCAL	\$200.0	
Engineering	2016	Non-Federal	LOCAL	\$150.0	
<b>Federal Total:</b>	<b>\$4,628.0</b>	<b>Non-Federal Total:</b>	<b>\$12,077.5</b>	<b>Total:</b>	<b>\$16,705.5</b>

**TIP #:** 349228    **Juris:** OLATHE    **Location/Improvement:** OLATHE 2013-2014 FLEET EMISSIONS REDUCTION INITIATIVE: CNG REPLACEMENT    **Length (mi):** N/A  
**State #:**    **Federal #:**    **County:** JOHNSON    **Type:** Environmental, Scenic, Historic

**Description:** Olathe 2013-2014 Fleet Emissions Reduction Initiative: CNG Replacement project seeks to improve regional air quality by replacing four diesel powered Solid Waste vehicles with cleaner burning and more environmentally sensitive CNG vehicles.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Other	2013	Federal	CMAQ-KS	\$105.6	
Other	2013	Non-Federal	LOCAL	\$26.4	
<b>Federal Total:</b>	<b>\$105.6</b>	<b>Non-Federal Total:</b>	<b>\$26.4</b>	<b>Total:</b>	<b>\$132.0</b>

**TIP #:** 349229    **Juris:** OLATHE    **Location/Improvement:** OLATHE 2013-2014 FLEET EMISSIONS REDUCTION INITIATIVE: IDLE REDUCTION    **Length (mi):** N/A  
**State #:**    **Federal #:**    **County:** JOHNSON    **Type:** Environmental, Scenic, Historic

**Description:** Olathe 2013-2014 Fleet Emissions Reduction Initiative: Idle Reduction project seeks to improve regional air quality by utilizing idle reduction technology within the city's Public Safety, Solid Waste & Public Works fleets. PHASE ONE of the project will install a power management system that operates a vehicle's full electrical system and provides clean mobile power for tools and equipment without engaging the vehicle's engine, which greatly reduces truck idling, to a fleet of 16 Fire Trucks and Apparatus, 34 Public Works Dump Trucks, 4 Public Works Boom Trucks. PHASE TWO will install pre-heaters to 35 Solid Waste Trucks, eliminating the need to idle these trucks prior to operation.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Other	2014	Federal	CMAQ-KS	\$277.7	
Other	2013	Federal	CMAQ-KS	\$277.7	
Other	2014	Non-Federal	LOCAL	\$69.4	
Other	2013	Non-Federal	LOCAL	\$69.4	
<b>Federal Total:</b>	<b>\$555.4</b>	<b>Non-Federal Total:</b>	<b>\$138.9</b>	<b>Total:</b>	<b>\$694.3</b>

# Kansas

**TIP #:** 349230 **Juris:** OLATHE **Location/Improvement:** OLATHE 119TH ST. & I-35 INTERSECTION AESTHETIC IMPROVEMENTS **Length (mi):** .1  
**State #:** TE-0379-01 **Federal #:** TEA-T037(901) **County:** JOHNSON **Type:** Other(Environmental, Scenic, Historic)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	TE-KS	\$311.7	Construction of a new entry monument sign with landscaping and lighting, along with extensive landscape improvements at all quadrants of the 119th Street and I-35 interchange.	
Construction	2014	Non-Federal	LOCAL	\$103.9		
Engineering	2014	Non-Federal	LOCAL	\$1.0		
<b>Federal Total:</b>	<b>\$311.7</b>			<b>\$416.6</b>		

**TIP #:** 349231 **Juris:** OLATHE **Location/Improvement:** CLAIRBORNE ROAD & COLLEGE WAY ROUNDABOUT **Length (mi):** .10  
**State #:** N-0579-01 **Federal #:** **County:** JOHNSON **Type:** Safety

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	HSIP-KS	\$414.0	This project includes the construction of a single lane roundabout at the intersection of Clairborne Road and College Way. The project includes streetlights, signs, pavement markings, and other necessary improvements.	
Construction	2014	Non-Federal	LOCAL	\$86.0		
Other	2014	Non-Federal	LOCAL	\$83.0		
Engineering	2014	Non-Federal	LOCAL	\$22.0		
<b>Federal Total:</b>	<b>\$414.0</b>			<b>\$605.0</b>		

**TIP #:** 349232 **Juris:** OLATHE **Location/Improvement:** 127TH ST, MUR-LEN TO BLACKBOB **Length (mi):** 1.0  
**State #:** **Federal #:** **County:** JOHNSON **Type:** Reconstruction (Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Non-Federal	LOCAL	\$2,100.0	This project includes the reconstruction of a two-lane collector roadway to a four-lane arterial roadway. The project will be an extension of the 127th St overpass and improvement of 127th St from Mur-Len to Black Bob. The project will include storm sewers, lighting, landscaping, sidewalks on both sides of the roadway and bicycle accommodations.	
Other	2014	Non-Federal	LOCAL	\$783.2		
Right-of-Way	2014	Non-Federal	LOCAL	\$404.9		
Engineering	2014	Non-Federal	LOCAL	\$198.6		
<b>Federal Total:</b>				<b>\$3,486.7</b>		

**TIP #:** 350196 **Juris:** OLATHE **Location/Improvement:** 143RD, PFLUMM TO QUIVIRA **Length (mi):** 1.0  
**State #:** **Federal #:** **County:** JOHNSON **Type:** Reconstruction (Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2017	Non-Federal	LOCAL	\$4,845.0	Reconstruct unimproved 2-lane to 4-lane thoroughfare w/ curbs, gutters, median, turn lanes, storm sewers, streetlights. Includes construction of a 10 ft bicycle/pedestrian trail along the north side further extending the City's greenway linkage already in place along 143rd St.	
Other	2017	Non-Federal	LOCAL	\$2,105.0		
Right-of-Way	2016	Non-Federal	LOCAL	\$900.0		
Other	2016	Non-Federal	LOCAL	\$100.0		
Engineering	2016	Non-Federal	LOCAL	\$85.0		
Engineering	2017	Non-Federal	LOCAL	\$50.0		
<b>Federal Total:</b>				<b>\$8,085.0</b>		

# Kansas

<b>TIP #:</b> 350213	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> SWITZER ROAD, 151ST STREET TO 159TH STREET	<b>County:</b> JOHNSON	<b>Type:</b> Reconstruction (Added Capacity)	<b>Length (mi):</b> 1.0
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2014	Non-Federal	LOCAL	\$6,425.0	Reconstruct unimproved 2-lane roadway to 4-lane thoroughfare with curb and gutter, sidewalk, raised median, turn lanes, storm sewers and streetlighting. This project also includes construction of a 10 foot bicycle and pedestrian trail along the corridor further extending the city's Greenway Linkage already in place along Switzer Road.
Engineering	2013	Non-Federal	LOCAL	\$700.0	
<b>Federal Total:</b>		<b>Non-Federal Total:</b> \$7,125.0	<b>Total:</b>	<b>\$7,125.0</b>	<b>Status:</b> UNDER DESIGN

<b>TIP #:</b> 350214	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> METCALF AVENUE, 159TH STREET TO 167TH STREET	<b>County:</b> JOHNSON	<b>Type:</b> Reconstruction (Added Capacity)	<b>Length (mi):</b> 1.0
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2016	Non-Federal	LOCAL	\$7,878.0	Reconstruct unimproved 2-lane roadway to 4-lane thoroughfare with curb and gutter, sidewalks, raised median, turn lanes, storm sewers and streetlighting.
Construction	2016	Federal	STPM-KS	\$1,992.0	
Engineering	2014	Non-Federal	LOCAL	\$700.0	<b>Status:</b>
<b>Federal Total:</b>	<b>\$1,992.0</b>	<b>Non-Federal Total:</b> \$8,578.0	<b>Total:</b>	<b>\$10,570.0</b>	

<b>TIP #:</b> 350215	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> QUIVIRA ROAD, 183RD STREET TO 187TH STREET	<b>County:</b> JOHNSON	<b>Type:</b> New Construction	<b>Length (mi):</b> 1
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2018	Non-Federal	LOCAL	\$2,660.0	This section of Quivira Road currently does not exist. This project would include construction of Quivira Road to a standard two lane roadway with curb and gutter, sidewalks, bike/pedestrian path, storm sewer, streetlighting and bridge over Wolf Creek.
Engineering	2016	Non-Federal	LOCAL	\$400.0	
<b>Federal Total:</b>	<b>\$3,060.0</b>	<b>Non-Federal Total:</b> \$3,060.0	<b>Total:</b>	<b>\$3,060.0</b>	<b>Status:</b>

<b>TIP #:</b> 350216	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> METCALF BRIDGE OVER BLUE RIVER	<b>County:</b> JOHNSON	<b>Type:</b>	<b>Length (mi):</b> .08
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2013	Non-Federal	LOCAL	\$713.0	Remove and replace deteriorating bridge deck on Metcalf Avenue over Blue River.
Engineering	2012	Non-Federal	LOCAL	\$102.0	
<b>Federal Total:</b>	<b>\$815.0</b>	<b>Non-Federal Total:</b> \$815.0	<b>Total:</b>	<b>\$815.0</b>	<b>Status:</b> UNDER DESIGN



# Kansas

<b>TIP #:</b> 350217	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> 159TH ST.; METCALF AVE. TO NALL AVE.	<b>Length (mi):</b> 1.0
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Reconstruction (Added Capacity)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2015	Non-Federal	Reconstruction of 159th Street to a four-lane divided thoroughfare with turn lanes stormsewers, ADA compliant sidewalks and bike/hike trail, street lights, and traffic signals. This project will maximize access, improve safety, and address system preservation needs.
Construction	2015	Federal	
Engineering	2014	Non-Federal	
<b>Federal Total:</b>	<b>\$3,473.6</b>	<b>Non-Federal Total:</b>	<b>\$5,776.4</b>
<b>Total:</b>	<b>\$9,250.0</b>	<b>Status:</b>	

<b>TIP #:</b> 350219	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> 159TH STREET AND US 69 HIGHWAY INTERCHANGE	<b>Length (mi):</b> 0.1
<b>State #:</b> KA-3114-01	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Reconstruction (Added Capacity)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Non-Federal	The design and construction of onramps and offramps at the intersection of US Highway 69 and 159th Street, widening existing bridges over US Highway 69 at 159th Street, widening 159th Street to include left and right turn lanes in the vicinity of the aforementioned onramps and offramps, widening southbound, and northbound US Highway 69 to include auxiliary lanes, traffic signals, sidewalks, bike/hike trail, storm drainage systems, street lights, retaining walls, landscaping and other incidental items as required to complete an interchange at US 69 Highway and 159th Street.
Engineering	2012	Non-Federal	
Right-of-Way	2013	Non-Federal	
Right-of-Way	2013	Non-Federal	
Other	2013	Non-Federal	
Engineering	2013	Non-Federal	
<b>Federal Total:</b>	<b>\$16,250.0</b>	<b>Non-Federal Total:</b>	<b>\$16,250.0</b>
<b>Total:</b>	<b>\$16,250.0</b>	<b>Status:</b>	UNDER DESIGN

<b>TIP #:</b> 350222	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> PRAIRIE TRACE - HILTOP CAMPUS TRAIL	<b>Length (mi):</b> .25
<b>State #:</b> TE-0391-01	<b>Federal #:</b> TEA-T039(101)	<b>County:</b> JOHNSON	<b>Type:</b> Other(Environmental, Scenic, Historic)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Federal	East side of US 69 Highway from 135th Street to 138th Street and 140th Terrace to 143rd Street. Construction of two segments, A-1 (500 l.f.) and B-1 (730 l.f.) 10-ft. wide asphalt bicycle/pedestrian trail to include grading, retaining walls, drainage improvements, landscaping and seeding. Segments will complete missing links between existing trails that connect to the main Tomahawk Creek trail system.
Construction	2014	Non-Federal	
Engineering	2014	Non-Federal	
<b>Federal Total:</b>	<b>\$140.4</b>	<b>Non-Federal Total:</b>	<b>\$36.1</b>
<b>Total:</b>	<b>\$176.5</b>	<b>Status:</b>	

<b>TIP #:</b> 350223	<b>Juris:</b> OVERLAND PARK	<b>Location/Improvement:</b> 159TH STREET, NALL AVENUE TO MISSION ROAD	<b>Length (mi):</b> 1
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Reconstruction (Added Capacity)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2018	Non-Federal	Reconstruction of 159th Street from a two-lane unimproved roadway to a four-lane divided thoroughfare with curb and gutter, turn lanes, storm sewers, ADA compliant sidewalks and bike/hike trail, street lighting, and traffic signals.
Engineering	2015	Non-Federal	
<b>Federal Total:</b>	<b>\$11,100.0</b>	<b>Non-Federal Total:</b>	<b>\$11,100.0</b>
<b>Total:</b>	<b>\$11,100.0</b>	<b>Status:</b>	

# Kansas

**TIP #:** 350224 **Juris:** OVERLAND PARK **Location/Improvement:** US-69 FROM 167TH ST. NORTH TO 151ST ST. **Length (mi):** 1  
**State #:** KA-3114-02 **Federal #:** COUNTY: JOHNSON **Type:** Widening & Resurfacing (Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2014	Non-Federal	STATE-KS	\$2,530.0	Construct auxillary lanes on US-69 (NB and SB) from 167th St. north to 151st
Engineering	2013	Non-Federal	STATE-KS	\$400.0	
Right-of-Way	2013	Non-Federal	STATE-KS	\$50.0	
Other	2013	Non-Federal	STATE-KS	\$20.0	
<b>Federal Total:</b>		<b>Non-Federal Total:</b>	<b>Total:</b>	<b>\$3,000.0</b>	<b>Status:</b>

**TIP #:** 351001 **Juris:** PRAIRIE VILLAGE **Location/Improvement:** 75TH STREET IMPROVEMENT- MISSION TO STATE LINE **Length (mi):** 1.2  
**State #:** N-0581-01 **Federal #:** STP-N058(101) **Type:** Pedestrian and/or Bikeways

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2014	Federal	STPM-KS	\$1,616.8	This project is for improvements to 75th St. The goal of the project is to improve the basic roadway infrastructure, improve safety for the pedestrian/bicycle experience, and increase mobility along 75th St. by better accommodating alternative modes of transportation.
Construction	2014	Non-Federal	LOCAL	\$910.2	
<b>Federal Total:</b>	<b>\$1,616.8</b>	<b>Non-Federal Total:</b>	<b>Total:</b>	<b>\$2,527.0</b>	<b>Status:</b>

**TIP #:** 352001 **Juris:** ROELAND PARK **Location/Improvement:** INTERSECTION IMPROVEMENTS AT 48TH ST. AND ROE AVE. **Length (mi):** 0.1  
**State #:** **Federal #:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2015	Federal	STPM-KS	\$171.0	To install and construct the improvements recommended in the 2009 Safety Audit for the Intersection of Roe Avenue and 48th Street to enhance safety measures. The project will address the safety concerns noted in the Audit, primarily: Signal mast arms are not parallel to 48th Street.. Narrow receiving lanes may distract drivers. Pedestrian walkways in the islands are narrow. Protected right turn lane may create rear end crashes.
Construction	2015	Non-Federal	LOCAL	\$43.0	
<b>Federal Total:</b>	<b>\$171.0</b>	<b>Non-Federal Total:</b>	<b>Total:</b>	<b>\$214.0</b>	<b>Status:</b>

**TIP #:** 353083 **Juris:** SHAWNEE **Location/Improvement:** SHAWNEE MISSION PARKWAY REHABILITATION; MAURER TO WIDMER **Length (mi):** 1.5  
**State #:** **Federal #:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2015	Federal	STPM-KS	\$1,036.0	This project includes mill and asphalt overlay, shoulder rehabilitation, new pavement markings, updating signs for proper reflectivity, and retrofit street lights with LED lighting.
Construction	2015	Non-Federal	LOCAL	\$404.0	
<b>Federal Total:</b>	<b>\$1,036.0</b>	<b>Non-Federal Total:</b>	<b>Total:</b>	<b>\$1,440.0</b>	<b>Status:</b>

# Kansas

**TIP #:** 353084 **Juris:** SHAWNEE **Location/Improvement:** INTERSECTION IMPROVEMENTS - SHAWNEE MISSION PKWY AND WOODLAND **Length (mi):** 0.1  
**State #:** **Federal #:** **County:** JOHNSON **Type:** Traffic Flow

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	CMAQ-KS	\$512.0	Construction of a second southbound left turn lane, a 150' northbound right turn lane, and relocation of traffic signal equipment. Existing bicycle and pedestrian features will be retained and enhanced where possible.	
Construction	2014	Non-Federal	LOCAL	\$128.0		
Engineering	2014	Federal	CMAQ-KS	\$48.0		
Engineering	2014	Non-Federal	LOCAL	\$12.0		
<b>Federal Total:</b>	<b>\$560.0</b>	<b>Non-Federal Total:</b>	<b>\$140.0</b>	<b>Total:</b>	<b>\$700.0</b>	

**TIP #:** 180065 **Juris:** KDOT **Location/Improvement:** LEAVENWORTH: INTERSECTION OF US-73 AND POPLAR STREET **Length (mi):** .1  
**State #:** KA-3041-01 **Federal #:** **County:** LEAVENWORTH **Type:** Widening and Resurfacing (No Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2015	Non-Federal	STATE-KS	\$700.0	Widening, addition of turn lanes and striping, installation of sidewalks and associated ADA ramps.	
Construction	2015	Non-Federal	LOCAL	\$411.8		
Engineering	2013	Non-Federal	LOCAL	\$44.0		
<b>Federal Total:</b>	<b>\$1,155.8</b>	<b>Non-Federal Total:</b>	<b>\$1,155.8</b>	<b>Total:</b>		

**TIP #:** 180066 **Juris:** KDOT **Location/Improvement:** BRIDGE #022 ON K-32 IN LEAVENWORTH COUNTY **Length (mi):** 0  
**State #:** KA-3078-01 **Federal #:** ACSTP-A307(80) **County:** LEAVENWORTH **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2022	Federal	STP-KS	\$280.0	Bridge replacement. Project is authorized for PE ONLY. The total project cost, including all work phases, is estimated at \$3893 K. This estimate should be used for planning purposes only. The PE work phase will utilize AC in the amount of \$280 K with conversion to STP in 2022.	
Engineering	2013	Non-Federal	STATE-KS (AC)	\$280.0		
Engineering	2013	Non-Federal	STATE-KS	\$70.0		
Other	2022	Non-Federal	CREDIT	(\$280.0)		
<b>Federal Total:</b>	<b>\$280.0</b>	<b>Non-Federal Total:</b>	<b>\$70.0</b>	<b>Total:</b>	<b>\$350.0</b>	

# Kansas

**TIP #:** 180067 **Juris:** KDOT **Location/Improvement:** EAST APPROACH OF K-5 TO 123RD & MCINTRYE RD  
**State #:** KA-3194-01 **Federal #:** HSIP-A319(401) **County:** LEAVENWORTH **Type:**

**Length (mi):** 0

**Description:** Improve vertical profile to improve sight distance on approach

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2016	Federal	HSIP-KS	\$205.4	
Right-of-Way	2014	Federal	HSIP-KS	\$36.0	
Construction	2016	Non-Federal	STATE-KS	\$22.8	
Engineering	2013	Federal	HSIP-KS	\$18.0	
Right-of-Way	2013	Non-Federal	STATE-KS	\$4.0	
Other	2014	Federal	HSIP-KS	\$2.7	
Engineering	2013	Non-Federal	STATE-KS	\$2.0	
Other	2014	Non-Federal	STATE-KS	\$0.3	
<b>Federal Total:</b>	<b>\$262.1</b>	<b>Non-Federal Total:</b>	<b>\$29.1</b>	<b>Total:</b>	<b>\$291.2</b>

**TIP #:** 180069 **Juris:** KDOT **Location/Improvement:** CENTENNIAL BRIDGE ON K-92 IN LEAVENWORTH COUNTY

**Length (mi):** 0

**Description:** PE ONLY - This project will be an Advance Preliminary Engineering (APE) study on this section of K-92 over the Missouri River. The Project Team will evaluate the project area to develop and prioritize highway improvements on this section of K-92. This project will include Public Involvement.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Engineering	2013	Non-Federal	STATE-KS	\$950.0	
<b>Federal Total:</b>	<b>\$950.0</b>	<b>Non-Federal Total:</b>	<b>\$950.0</b>	<b>Total:</b>	<b>\$950.0</b>

**TIP #:** 162006 **Juris:** LANSING **Location/Improvement:** ANGEL FALLS TRAIL

**Length (mi):** 1

**Description:** Improved Bicycle/Pedestrian Trail with Bike/Ped bridge crossing 7-Mile Creek at Angel Falls. Connects Ida St. Trail to Angel Falls, and provides ROW for future connection to Mary St. Trail. This trail is part of the Lansing Master Trail Plan. Angel Falls is an important local scenic feature. Trail width 10 ft. Trail surface PCC. Bridge pre-fabricated truss.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2014	Federal	TE-KS	\$221.8	
Construction	2014	Non-Federal	LOCAL	\$55.4	
Construction	2014	Federal	TA-KS	\$41.1	
Engineering	2013	Non-Federal	LOCAL	\$31.0	
Engineering	2014	Federal	TE-KS	\$24.8	
Right-of-Way	2013	Non-Federal	LOCAL	\$16.0	
Engineering	2014	Non-Federal	LOCAL	\$7.4	
<b>Federal Total:</b>	<b>\$287.7</b>	<b>Non-Federal Total:</b>	<b>\$109.8</b>	<b>Total:</b>	<b>\$397.5</b>

# Kansas

**TIP #:** 163009 **Juris:** LEAVENWORTH **Location/Improvement:** RIVERFRONT COMMUNITY CENTER EXTERIOR REPAIRS **Length (mi):** N/A  
**State #:** TE-0360-01 **Federal #:** TEA-T036(001) **County:** LEAVENWORTH **Type:** Other(Environmental, Scenic, Historic)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	TE-KS	\$1,290.3	Complete replacement & restoration of structural sandstone details on building exterior on the exterior of the historic Union Pacific Railroad depot building	
Construction	2014	Non-Federal	LOCAL	\$322.6		
Engineering	2013	Non-Federal	LOCAL	\$1.0		
<b>Federal Total:</b>	<b>\$1,290.3</b>	<b>Non-Federal Total:</b>	<b>\$323.6</b>	<b>Total:</b>	<b>\$1,613.9</b>	

**TIP #:** 165000 **Juris:** LEAVENWORTH **Location/Improvement:** 2ND ST AT 3 MILE CREEK **Length (mi):** .03  
**State #:** U-1848-01 **Federal #:** BRO-U184(801) **County:** LEAVENWORTH **Type:** Bridge Replacement (No Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Non-Federal	STATE-KS	\$882.7	Repair substructure and replace the driving surface and pedestrian walkways to bring them into compliance with modern safety and ADA standards.	
Construction	2014	Non-Federal	LOCAL	\$220.7		
<b>Federal Total:</b>	<b>\$1,103.4</b>	<b>Non-Federal Total:</b>	<b>\$1,103.4</b>	<b>Total:</b>		

**TIP #:** 180045 **Juris:** LEAVENWORTH **Location/Improvement:** REPLACE BRIDGE OVER FIVE MILE CREEK AT 2ND AVENUE AND LIMIT STREET **Length (mi):** .13  
**State #:** U-1887-01 **Federal #:** BHM-U188(701) **County:** LEAVENWORTH **Type:** Bridge Replacement (No Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2013	Federal	STPM-KS	\$1,440.0	Replace existing functionally obsolete bridge that has substandard waterway opening and pedestrian access. Bridge provides primary access to Fire Station located at this site.	
Construction	2013	Non-Federal	STATE-KS	\$492.5		
Construction	2013	Non-Federal	LOCAL	\$483.1		
Engineering	2011	Non-Federal	LOCAL	\$324.6		
Right-of-Way	2013	Non-Federal	LOCAL	\$100.0		
<b>Federal Total:</b>	<b>\$1,440.0</b>	<b>Non-Federal Total:</b>	<b>\$1,400.2</b>	<b>Total:</b>	<b>\$2,840.2</b>	

**TIP #:** 165010 **Juris:** LEAVENWORTH COUNTY **Location/Improvement:** BRIDGE REPLACEMENT, LEAVENWORTH COUNTY BRIDGE ST-43 **Length (mi):** .10  
**State #:** C-0327-01 **Federal #:** **County:** LEAVENWORTH **Type:** Bridge Replacement (No Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2013	Federal	BRO-KS	\$442.8	Replacement of existing off system bridge ST-43 on 178th St. over Hog Creek between State Avenue and Leavenworth Road. Funded under KDOT Local Off System Bridge Program. Replacement of fracture critical truss bridge.	
Construction	2013	Non-Federal	LOCAL	\$110.7		
Engineering	2011	Non-Federal	LOCAL	\$50.0		
Right-of-Way	2012	Non-Federal	LOCAL	\$25.0		
Other	2012	Non-Federal	LOCAL	\$10.0		
<b>Federal Total:</b>	<b>\$442.8</b>	<b>Non-Federal Total:</b>	<b>\$195.7</b>	<b>Total:</b>	<b>\$638.5</b>	

# Kansas

**TIP #:** 165011 **Juris:** LEAVENWORTH COUNTY **Location/Improvement:** REPLACEMENT OF COUNTY BRIDGE E-20  
**State #:** C-4611-01 **Federal #:** STP-C461(101) **County:** LEAVENWORTH **Type:** Bridge Replacement (No Added Capacity) **Length (mi):** 0.1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2016	Non-Federal	LOCAL	\$418.0	Replacement of an existing bridge structure located over Dawson Creek along a local road within the Easton Growth Area. Replacement of this bridge will allow local drivers of cars, trucks, and agricultural equipment to continue to effectively traverse Cemetery Road.	
Construction	2016	Federal	STPM-KS	\$290.0		
<b>Federal Total:</b>	<b>\$290.0</b>	<b>Non-Federal Total:</b>	<b>\$418.0</b>	<b>Total:</b>	<b>\$708.0</b>	

**TIP #:** 165012 **Juris:** LEAVENWORTH COUNTY **Location/Improvement:** REPLACEMENT OF COUNTY BRIDGE HP-25  
**State #:** C-4597-01 **Federal #:** STP-C459(701) **County:** LEAVENWORTH **Type:** Bridge Replacement (No Added Capacity) **Length (mi):** 0.1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2015	Federal	STPM-KS	\$320.0	Replacement of an existing bridge structure located over a tributary to Little Stranger Creek along a local road in the north central region of Leavenworth County. Replacement of this bridge will allow local drivers of cars, trucks, and agricultural equipment to continue to effectively traverse High Prairie Road.	
Construction	2015	Non-Federal	LOCAL	\$296.0		
<b>Federal Total:</b>	<b>\$320.0</b>	<b>Non-Federal Total:</b>	<b>\$296.0</b>	<b>Total:</b>	<b>\$616.0</b>	

**TIP #:** 165013 **Juris:** LEAVENWORTH COUNTY **Location/Improvement:** REPLACEMENT OF LEAVENWORTH COUNTY BRIDGE A-32  
**State #:** **Federal #:** **County:** LEAVENWORTH **Type:** Bridge Replacement (No Added Capacity) **Length (mi):** .1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2017	Non-Federal	LOCAL	\$1,500.0	Replace existing structurally deficient reinforced concrete deck girder bridge along RS 391 (231st Street) over Walnut Creek.	
Engineering	2013	Non-Federal	LOCAL	\$85.0		
Right-of-Way	2014	Non-Federal	LOCAL	\$30.0		
<b>Federal Total:</b>		<b>Non-Federal Total:</b>	<b>\$1,615.0</b>	<b>Total:</b>	<b>\$1,615.0</b>	

**TIP #:** 165014 **Juris:** LEAVENWORTH COUNTY **Location/Improvement:** LEAVENWORTH COUNTY ROUTE #33 SAFETY ENHANCEMENTS  
**State #:** **Federal #:** **County:** LEAVENWORTH **Type:** Other (Safety) **Length (mi):** 4

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	HRRR-KS	\$400.0	HRRR funding to rehabilitate guardrail fencing and provide additional safety enhancements	
Engineering	2013	Non-Federal	LOCAL	\$30.0		
Right-of-Way	2014	Non-Federal	LOCAL	\$10.0		
<b>Federal Total:</b>	<b>\$400.0</b>	<b>Non-Federal Total:</b>	<b>\$40.0</b>	<b>Total:</b>	<b>\$440.0</b>	

# Kansas

TIP #: 164103      Juris: TONGANOXIE      Location/Improvement: TONGANOXIE TRAIL PH. 2      Length (mi): 1.2  
 State #: TE-0356-01      Federal #: TEA-T035(601)      County: LEAVENWORTH      Type: Pedestrian and/or Bikeways

Phase      Year of Obligation      Type      Description:      Status:  
 Construction      2014      Federal      10-ft wide concrete trail from Tonganoxie Dr at the end of the 1st St leg of the Chieftein Trail, along Tonganoxie Dr to Laming Rd, south on Laming to Woodfield Dr      TE-KS      \$974.2

Construction      2014      Non-Federal           LOCAL      \$243.6  
 Engineering      2013      Non-Federal           LOCAL      \$1.0

**Federal Total: \$974.2      Non-Federal Total: \$244.6      Total: \$1,218.8**

TIP #: 880000      Juris: KDOT      Location/Improvement: K-68: FROM US-169, EAST TO US-69 AT LOUISBURG      Length (mi): 8  
 State #: KA-2373-01      Federal #: ACSTP-A237(30)      County: MIAMI      Type: Reconstruction (No Added Capacity)

Phase      Year of Obligation      Type      Description:      Status:  
 Conversion      2018      Federal      Interim improvements on K-68 in Miami County; Plan Development for a 4-Lane Expressway and construction improvements.      STP-KS      \$9,240.0

Construction      2018      Non-Federal           STATE-KS (AC)      \$8,600.0  
 Construction      2018      Non-Federal           STATE-KS      \$2,150.0

Engineering      2011      Non-Federal           STATE-KS (AC)      \$480.0  
 Right-of-Way      2015      Non-Federal           STATE-KS      \$200.0

Other      2017      Non-Federal           STATE-KS (AC)      \$160.0  
 Engineering      2011      Non-Federal           STATE-KS      \$120.0

Other      2017      Non-Federal           STATE-KS      \$40.0  
 Other      2018      Non-Federal           CREDIT      (\$9,240.0)

**Federal Total: \$9,240.0      Non-Federal Total: \$2,510.0      Total: \$11,750.0**

TIP #: 880001      Juris: KDOT      Location/Improvement: K-68 FRONTAGE RD FROM CRESTVIEW CIR TO SUTHERLAND DR      Length (mi): 1  
 State #: KA-1265-02      Federal #:      County: MIAMI      Type: Traffic Flow

Phase      Year of Obligation      Type      Description:      Status:  
 Construction      2015      Non-Federal      Construct frontage road S of K68 from Crestview to Sutherland Drive      STATE-KS      \$268.0

**Federal Total:      Non-Federal Total: \$268.0      Total: \$268.0**



# Kansas

<b>TIP #:</b> 880002	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> US-169; FRANKLIN-MIAMI COUNTY LINE TO 1.2 MILES SOUTHWEST OF K-7	<b>Length (mi):</b> 6
<b>State #:</b> KA-0735-01	<b>Federal #:</b> NHPP-A073(501)	<b>County:</b> MIAMI	<b>Type:</b> Resurfacing Only
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Conversion	2014	Federal	Heavy Roadway Rehabilitation - 44 ft. roadway which includes 2 - 12 ft driving lanes and 10 ft. shoulders (6 ft. paved and 4 ft. turf). Project includes culvert extensions as warranted.
Construction	2013	Non-Federal	
Construction	2013	Non-Federal	
Other	2012	Non-Federal	
Right-of-Way	2012	Non-Federal	
Engineering	2010	Non-Federal	
Engineering	2010	Non-Federal	
Other	2014	Non-Federal	
<b>Federal Total:</b>	<b>\$9,597.6</b>	<b>Non-Federal Total:</b>	<b>\$3,724.3</b>
		<b>Total:</b>	<b>\$13,321.9</b>

<b>TIP #:</b> 880003	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> US-169 IN MIAMI COUNTY; FRANKLIN-MIAMI COUNTY LINE NORTHEAST TO 1.2 MILES SOUTHWEST OF K-7	<b>Length (mi):</b> 6
<b>State #:</b> KA-0735-02	<b>Federal #:</b> NHPP-A073(502)	<b>County:</b> MIAMI	<b>Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Federal	permanent seeding for six miles of right of way
Construction	2014	Non-Federal	
<b>Federal Total:</b>	<b>\$47.3</b>	<b>Non-Federal Total:</b>	
		<b>Total:</b>	<b>\$59.1</b>

<b>TIP #:</b> 880004	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> K-68 & METCALF IN LOUISBURG	<b>Length (mi):</b> 0
<b>State #:</b> KA-2821-01	<b>Federal #:</b>	<b>County:</b> MIAMI	<b>Type:</b> Traffic Flow
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Non-Federal	Widen K-68 & Metcalf for Left Turn Lanes, Install Signal & Construct Sidewalks @ K68 & Metcalf
<b>Federal Total:</b>	<b>Non-Federal Total:</b>	<b>Total:</b>	
		<b>Total:</b>	<b>\$1,176.0</b>

<b>TIP #:</b> 867001	<b>Juris:</b> MIAMI COUNTY	<b>Location/Improvement:</b> 223RD STREET FROM 0.25 E OF PFLUMM TO 0.10 MI W OF QUIVIRA	<b>Length (mi):</b> 1.35
<b>State #:</b> C-0326-01	<b>Federal #:</b> HRRR-C032(601)	<b>County:</b> MIAMI	<b>Type:</b> Resurfacing Only
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Federal	Grading, Surfacing, & Seeding-Lower Roadway Elevation in Miami County
Construction	2014	Non-Federal	
<b>Federal Total:</b>	<b>\$500.0</b>	<b>Non-Federal Total:</b>	<b>\$340.3</b>
		<b>Total:</b>	<b>\$840.3</b>

# Kansas

**TIP #:** 867002    **Juris:** MIAMI COUNTY    **Location/Improvement:** BRIDGE F-0.7 REPLACEMENT    **Length (mi):** .1  
**State #:** C-0424-01    **Federal #:**    **County:** MIAMI    **Type:** Bridge Replacement (No Added Capacity)

**Description:** Bridge F-0.7 replacement on Crescent Hill Road 0.3 Miles South of 399th Street  
**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2014	Federal	STP-KS	\$956.5	
Construction	2014	Non-Federal	LOCAL	\$239.1	
Engineering	2012	Non-Federal	LOCAL	\$120.0	
Engineering	2014	Non-Federal	LOCAL	\$100.0	
Other	2013	Non-Federal	LOCAL	\$40.0	
Engineering	2013	Non-Federal	LOCAL	\$25.0	
Right-of-Way	2013	Non-Federal	LOCAL	\$19.5	
Engineering	2013	Non-Federal	LOCAL	\$0.7	
<b>Federal Total:</b>	<b>\$956.5</b>	<b>Non-Federal Total:</b>	<b>\$544.3</b>	<b>Total:</b>	<b>\$1,500.9</b>

**TIP #:** 980021    **Juris:** KDOT    **Location/Improvement:** TRANSIT FTA SECTION 5310 CAPITAL ASSISTANCE FOR ELDERLY & HANDICAPPED TRANSPORTATION

**Description:** Funding to support capital vehicle purchases for private non-profit corporations and associations of public bodies to provide transportation services to meet the special needs of the elderly and persons with disabilities. Funding amount for 2014 determined using a historical average of awards to the Kansas City metropolitan area through the KDOT administered process for the distribution of funds.  
**Status:** COMPLETE

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Other	2014	Federal	5310	\$126.0	
Other	2014	Non-Federal	LOCAL	\$31.5	
<b>Federal Total:</b>	<b>\$126.0</b>	<b>Non-Federal Total:</b>	<b>\$31.5</b>	<b>Total:</b>	<b>\$157.5</b>

**Length (mi):** N/A

**TIP #:** 258002    **Juris:** EDWARDSVILLE    **Location/Improvement:** KANSAS AVE., 94TH ST. TO 102ND ST.

**Description:** Improve Kansas Avenue from narrow, uneven, and restricted profile to provide adequate roadway width along with curb, storm and culvert improvements, and sidewalks on an improved alignment to provide a safe and appropriate facility for passenger, freight, bicycle, and pedestrian users.  
**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2015	Non-Federal	LOCAL	\$1,417.0	
Construction	2015	Federal	STPM-KS	\$1,308.0	
<b>Federal Total:</b>	<b>\$1,308.0</b>	<b>Non-Federal Total:</b>	<b>\$1,417.0</b>	<b>Total:</b>	<b>\$2,725.0</b>

**Length (mi):** 1.0

# Kansas

TIP #: 258003      Juris: EDWARDSVILLE      Location/Improvement: EDWARDSVILLE TRAIL -- PHASE 1  
 State #: N-0589-01      Federal #: CMQ-N058(901)      County: WYANDOTTE      Type: Pedestrian and/or Bikeways

Length (mi): 1.0

The project would create a trail system connecting Edwardsville City Park, Riverfront Park and downtown Edwardsville including city facilities (city hall, police and fire, community city)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	CMAQ-KS	\$460.8		
Construction	2014	Non-Federal	LOCAL	\$115.2		
Engineering	2014	Federal	CMAQ-KS	\$39.2		
Engineering	2014	Non-Federal	LOCAL	\$34.7		
Other	2014	Non-Federal	LOCAL	\$16.0		
<b>Federal Total:</b>	<b>\$500.0</b>	<b>Non-Federal Total:</b>	<b>\$165.9</b>	<b>Total:</b>	<b>\$665.9</b>	

TIP #: 280089      Juris: KDOT      Location/Improvement: I-70 AND K-7 INTERCHANGE

State #: KA-1003-02      Federal #: ACIM-0706(112)      County: WYANDOTTE      Type: Right-Of-Way (Roadway)

Length (mi): N/A

Acquire all remaining ROW necessary for all constructible segments of the ultimate interchange configuration. This project will also include utility relocation for all constructible segments of this ultimate interchange configuration. Multimodal considerations were evaluated for the entire interchange concept, and several are being implemented on individual phases of the project. On the local road network, bicycle and pedestrians have been accommodated with the design of sidewalks and shared use paths that follow the local municipalities transportation plan. While transit is not currently utilized in this part of the corridor, the geometrics of the interchange would accommodate those vehicle types if implemented in the future. Lastly, a conscious effort was made in regards to Park and Ride facilities, since one already exists unofficially at the KTA service yard in the NE loop ramp. Discussions were held with MARC and KDOT about creating new facilities versus using existing parking lots at local businesses, and a decision was made by the group to utilize existing infrastructure versus adding additional parking areas for use as Park and Ride facilities. PROJECT IS AUTHORIZED FOR ROW and UTIL Phases ONLY

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2014	Federal	NHPP-KS	\$0.9		
Right-of-Way	2008	Non-Federal	STATE-KS (AC)	\$0.9		
Right-of-Way	2008	Non-Federal	STATE-KS	\$0.1		
Other	2014	Non-Federal	CREDIT	(\$0.9)		
<b>Federal Total:</b>	<b>\$0.9</b>	<b>Non-Federal Total:</b>	<b>\$0.1</b>	<b>Total:</b>	<b>\$1.0</b>	

Status:

**TIP #:** 280101    **Juris:** KDOT    **Location/Improvement:** I-70 AND K-7 INTERCHANGE; WEST HALF OF THE I-70 AND K-7 INTERCHANGE    **Length (mi):** 2  
**State #:** KA-1003-05    **Federal #:** NHPP-0706(113)    **County:** WYANDOTTE    **Type:** Reconstruction (Added Capacity)

**Description:** Construct the west half of the proposed interchange (SW and NW Loop Ramps). Add acceleration and deceleration lanes to existing I-70 for a 6-Lane section. Reconstruct approx 1500 ft. of existing K-7, south of I-70. Remove existing loop ramps south of I-70 and east of K-7. Existing loop ramps north of I-70 and east of K-7 will remain in place.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Conversion	2014	Federal	NHPP-KS	\$25,931.0	
Construction	2013	Non-Federal	STATE-KS (AC)	\$21,881.0	
Right-of-Way	2011	Federal	NHPP-KS	\$13,416.0	
Other	2012	Non-Federal	STATE-KS (AC)	\$4,050.0	
Conversion	2013	Federal	NHPP-KS	\$3,341.0	
Construction	2013	Non-Federal	STATE-KS	\$2,431.2	
Right-of-Way	2011	Non-Federal	STATE-KS (AC)	\$2,171.0	
Right-of-Way	2011	Non-Federal	STATE-KS	\$1,732.2	
Engineering	2011	Non-Federal	STATE-KS (AC)	\$1,170.0	
Other	2012	Non-Federal	STATE-KS	\$450.0	
Engineering	2011	Non-Federal	STATE-KS	\$130.0	
Other	2013	Non-Federal	CREDIT	(\$3,341.0)	
Other	2014	Non-Federal	CREDIT	(\$25,931.0)	
<b>Federal Total:</b>	<b>\$42,688.0</b>		<b>Non-Federal Total:</b>	<b>\$4,743.4</b>	<b>Total: \$47,431.4</b>

**TIP #:** 280102    **Juris:** KDOT    **Location/Improvement:** I-70 AND K-7 INTERCHANGE; RIVERVIEW AVENUE OVERPASS, 0.9 MILES EAST OF K-7    **Length (mi):** .34  
**State #:** KA-1003-06    **Federal #:** NHPP-0706(114)    **County:** WYANDOTTE    **Type:** Reconstruction (Added Capacity)

**Description:** Construct Riverview Avenue realignment; includes reconstruction of 122nd Street connection south of I-70. Multimodal considerations were evaluated for the entire interchange concept, and several are being implemented on individual phases of the project. On the local road network, bicycle and pedestrians have been accommodated with the design of sidewalks and shared use paths that follow the local municipalities transportation plan. While transit is not currently utilized in this part of the corridor, the geometrics of the interchange would accommodate those vehicle types if implemented in the future. Lastly, a conscious effort was made in regards to Park and Ride facilities, since one already exists unofficially at the KTA service yard in the NE loop ramp. Discussions were held with MARC and KDOT about creating new facilities versus using existing parking lots at local businesses, and a decision was made by the group to utilize existing infrastructure versus adding additional parking areas for use as Park and Ride facilities.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Conversion	2014	Federal	NHPP-KS	\$5,783.1	
Construction	2013	Non-Federal	STATE-KS (AC)	\$5,220.6	
Construction	2013	Non-Federal	STATE-KS	\$580.1	
Engineering	2011	Non-Federal	STATE-KS (AC)	\$562.5	
Other	2012	Non-Federal	STATE-KS	\$108.0	
Engineering	2011	Non-Federal	STATE-KS	\$62.5	
Other	2014	Non-Federal	CREDIT	(\$5,783.1)	
<b>Federal Total:</b>	<b>\$5,783.1</b>		<b>Non-Federal Total:</b>	<b>\$750.6</b>	<b>Total: \$6,533.7</b>

TIP #:	280103	Juris:	KDOT	Location/Improvement:	I-70 AND K-7 INTERCHANGE; 118TH STREET OVERPASS, 1.3 MILES EAST OF K-7	Length (mi):	.25	
State #:	KA-1003-07	Federal #:	NHPP-0706(115)	County:	WYANDOTTE	Type:	Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:			
Conversion	2014	Federal	NHPP-KS	\$6,363.1	Construct the 118th Street Overpass. Multimodal considerations were evaluated for the entire interchange concept, and several are being implemented on individual phases of the project. On the local road network, bicycle and pedestrians have been accommodated with the design of sidewalks and shared use paths that follow the local municipalities transportation plan. For example, the Riverview Ave overpass and 118th Street overpass both incorporate these features on the bridge structures. While transit is not currently utilized in this part of the corridor, the geometrics of the interchange would accommodate those vehicle types if implemented in the future. Lastly, a conscious effort was made in regards to Park and Ride facilities, since one already exists unofficially at the KTA service yard in the NE loop ramp. Discussions were held with MARC and KDOT about creating new facilities versus using existing parking lots at local businesses, and a decision was made by the group to utilize existing infrastructure versus adding additional parking areas for use as Park and Ride facilities.			
Construction	2014	Non-Federal	STATE-KS (AC)	\$4,000.6				
Other	2013	Non-Federal	STATE-KS (AC)	\$1,800.0				
Engineering	2011	Non-Federal	STATE-KS (AC)	\$562.5				
Construction	2014	Non-Federal	STATE-KS	\$444.5				
Other	2013	Non-Federal	STATE-KS	\$200.0				
Engineering	2011	Non-Federal	STATE-KS	\$62.5				
Other	2014	Non-Federal	CREDIT	(\$6,363.1)				
<b>Federal Total:</b>	<b>\$6,363.1</b>	<b>Non-Federal Total:</b>	<b>\$707.0</b>	<b>Total:</b>		<b>\$7,070.1</b>		

**Status:**

TIP #:	280104	Juris:	KDOT	Location/Improvement:	I-70 FROM THE I-70/K-7 INTERCHANGE, EAST TO THE I-70/110TH ST. INTERCHANGE	Length (mi):	3.0
State #:	KA-1003-08	Federal #:	NHPP-0706(116)	County:	WYANDOTTE	Type:	Reconstruction (Added Capacity)
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:		
Conversion	2016	Federal	NHPP-KS	\$34,255.8	Reconstruct I-70 to a 6-ln section with continuous acceleration and deceleration lanes from the I-70/K-7 interchange east to the I-70/110th St. interchange. Multimodal considerations were evaluated for the entire interchange concept, and several are being implemented on individual phases of the project. On the local road network, bicycle and pedestrians have been accommodated with the design of sidewalks and shared use paths that follow the local municipalities transportation plan. While transit is not currently utilized in this part of the corridor, the geometrics of the interchange would accommodate those vehicle types if implemented in the future. Lastly, a conscious effort was made in regards to Park and Ride facilities, since one already exists unofficially at the KTA service yard in the NE loop ramp. Discussions were held with MARC and KDOT about creating new facilities versus using existing parking lots at local businesses, and a decision was made by the group to utilize existing infrastructure versus adding additional parking areas for use as Park and Ride facilities.		
Construction	2015	Non-Federal	STATE-KS (AC)	\$26,928.0			
Right-of-Way	2011	Non-Federal	STATE-KS (AC)	\$5,441.4			
Construction	2015	Non-Federal	STATE-KS	\$2,992.2			
Engineering	2011	Non-Federal	STATE-KS (AC)	\$1,332.0			
Right-of-Way	2011	Non-Federal	STATE-KS	\$604.6			
Other	2012	Non-Federal	STATE-KS (AC)	\$554.4			
Engineering	2011	Non-Federal	STATE-KS	\$148.0			
Other	2012	Non-Federal	STATE-KS	\$61.6			
Other	2016	Non-Federal	CREDIT	(\$34,255.8)			
<b>Federal Total:</b>	<b>\$34,255.8</b>	<b>Non-Federal Total:</b>	<b>\$3,806.4</b>	<b>Total:</b>	<b>\$38,062.2</b>		

**Status:**

# Kansas

**TIP #:** 280106      **Juris:** KDOT      **Location/Improvement:** I-70 AND K-7 INTERCHANGE; I-70 FROM .7 MI W OF I-70/K-7 INTERCHANGE EAST TO I-70/I10 ST INTERCHANGE

**State #:** KA-1003-09      **Federal #:** NHPP-0706(117)      **County:** WYANDOTTE      **Type:** Reconstruction (Added Capacity)      **Length (mi):** 3.0

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Conversion	2022	Federal	NHPP-KS	\$1,980.0	Construct the east half of the proposed interchange. Add the K-7 to westbound ramp movement to the west half of proposed interchange constructed under Proj. No. KA-1003-05. Construct the 134th St. overpass. Add accel and decel lanes to I-70. Add Collector/Distributor roads from K-7 east to 110th St. Project authorized for PE Only. The total project cost, including all work phases, is estimated at \$39487 K. This estimate should be used for planning purposes only.
Engineering	2011	Non-Federal	STATE-KS (AC)	\$1,980.0	
Engineering	2011	Non-Federal	STATE-KS	\$220.0	
Other	2022	Non-Federal	CREDIT	(\$1,980.0)	

**Federal Total:** \$1,980.0      **Non-Federal Total:** \$220.0      **Total:** \$2,200.0      **Status:**

**TIP #:** 280107      **Juris:** KDOT      **Location/Improvement:** BRIDGE #068 IN WYANDOTTE COUNTY ON US-73 LOCATED 1.77 MILES NORTH OF US-24 (PIPER CREEK)

**State #:** KA-2092-01      **Federal #:** NHPP-A209(201)      **County:** WYANDOTTE      **Type:** Bridge Replacement (No Added Capacity)      **Length (mi):** 0

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2014	Federal	NHPP-KS	\$1,380.0	Bridge Replacement (southbound lanes) based on a 40 ft. roadway.
Construction	2014	Non-Federal	STATE-KS	\$345.0	
Conversion	2014	Federal	NHPP-KS	\$323.0	
Engineering	2011	Non-Federal	STATE-KS (AC)	\$280.0	
Engineering	2011	Non-Federal	STATE-KS	\$70.0	
Right-of-Way	2012	Non-Federal	STATE-KS	\$54.0	
Other	2013	Non-Federal	STATE-KS (AC)	\$43.0	
Other	2013	Non-Federal	STATE-KS	\$11.0	
Other	2014	Non-Federal	CREDIT	(\$323.0)	

**Federal Total:** \$1,703.0      **Non-Federal Total:** \$480.0      **Total:** \$2,183.0      **Status:**

# Kansas

TIP #: 280110      Juris: KDOT      Location/Improvement: I-70 STUDY FOR THE LEWIS AND CLARK VIADUCT  
 State #: KA-2130-01      Federal #: ACIM-0706(119)      County: WYANDOTTE      Type:

Length (mi): N/A

**Description:**  
 Complete a Concept Study for improvements to I-70 in the area of the Lewis and Clark Viaduct. Review current transportation needs and regional development to identify potential improvements. Many aspects of multimodal transportation are being evaluated as part of the Lewis and Clark Viaduct Study. The Unified Government will be constructing a multilevel ramp to access the Kaw River Park from the street level. The connector point will also tie into the bike/ped trail that crosses the River under the viaduct. A component of the study will review access to that connector as well and the trail system contained in downtown KCK and the West Bottoms. KCK is also planning expanded transit services connecting locations from KC, MO, downtown KCK, and the western development in KCK, (The Legends). Our study will incorporate those routes in our future conditions. We are also working with the Union Pacific Railroad because we cross the UPRR tracks with the viaduct and a number of our ramps. Preliminary Engineering will be using Advance Construction with conversion of \$900 K to NHPP-KS funds in 2016.

**Status:**

Length (mi): 0

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2016	Federal	NHPP-KS	\$900.0
Engineering	2011	Non-Federal	STATE-KS (AC)	\$900.0
Engineering	2011	Non-Federal	STATE-KS	\$100.0
Other	2016	Non-Federal	CREDIT	(\$900.0)
<b>Federal Total:</b>	<b>\$900.0</b>	<b>Non-Federal Total:</b>	<b>\$100.0</b>	<b>Total: \$1,000.0</b>

TIP #: 280111      Juris: KDOT      Location/Improvement: BRIDGE #033 IN WYANDOTTE COUNTY ON I-635 LOCATED 1.43 MILES NORTH OF I-35  
 State #: KA-2093-01      Federal #: NHPP-6853(338)      County: WYANDOTTE      Type: Bridge Replacement (No Added Capacity)

**Description:**  
 Bridge Replacement based on a 32 ft. roadway

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Federal	NHPP-KS	\$2,779.0
Conversion	2014	Federal	NHPP-KS	\$321.7
Construction	2014	Non-Federal	STATE-KS	\$309.0
Engineering	2011	Non-Federal	STATE-KS (AC)	\$270.0
Right-of-Way	2013	Non-Federal	STATE-KS	\$57.4
Other	2014	Non-Federal	STATE-KS (AC)	\$51.7
Engineering	2011	Non-Federal	STATE-KS	\$30.0
Other	2014	Non-Federal	STATE-KS	\$5.7
Other	2014	Non-Federal	CREDIT	(\$321.7)
<b>Federal Total:</b>	<b>\$3,100.7</b>	<b>Non-Federal Total:</b>	<b>\$402.2</b>	<b>Total: \$3,502.9</b>



**TIP #:** 280114      **Juris:** KDOT      **Location/Improvement:** I-70 AND K-7 INTERCHANGE; K-7 FROM 0.3 MILES SOUTH OF SPEAKER ROAD, NORTH TO RIVERVIEW AVENUE      **County:** WYANDOTTE      **Type:**

**State #:** KA-1003-12      **Federal #:** NHPP-0706(123)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Conversion	2022	Federal	NHPP-KS	\$900.0	
Engineering	2012	Non-Federal	STATE-KS (AC)	\$900.0	
Engineering	2012	Non-Federal	STATE-KS	\$100.0	
Other	2022	Non-Federal	CREDIT	(\$900.0)	
<b>Federal Total:</b>	<b>\$900.0</b>	<b>Non-Federal Total:</b>	<b>\$100.0</b>	<b>Total:</b>	<b>\$1,000.0</b>

**Length (mi):** .61

**Description:** Construct K-7 to a 6-Lane Freeway section. This project includes the overpasses at Speaker Road & I-70, overpasses at Speaker Road, completion of the eastbound CD road along I-70, and a ramp from northbound K-7 to eastbound I-70. Geometrics will accommodate buses, sidewalks are provided for bike/ped where appropriate and follow the local municipalities transportation plan, park and ride facilities are not being constructed but are available at local businesses as decided by MARC/KDOT. The total project cost, including all work phases, is estimated at \$67118 K. This estimate should be used for planning purposes only. Project is authorized for PE only.

**Status:**

**TIP #:** 280115      **Juris:** KDOT      **Location/Improvement:** I-70 AND K-7 INTERCHANGE; I-70 FROM 0.1 MILES EAST OF WYANDOTTE/LEAVENWORTH COUNTY LINE, EAST TO 0.8 MILES EAST OF I-70/K-7

**State #:** KA-1003-13      **Federal #:** NHPP-0706(121)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Conversion	2022	Federal	NHPP-KS	\$675.0	
Engineering	2012	Non-Federal	STATE-KS (AC)	\$675.0	
Engineering	2012	Non-Federal	STATE-KS	\$75.0	
Other	2022	Non-Federal	CREDIT	(\$675.0)	
<b>Federal Total:</b>	<b>\$675.0</b>	<b>Non-Federal Total:</b>	<b>\$75.0</b>	<b>Total:</b>	<b>\$750.0</b>

**Length (mi):** 3.0

**Description:** Construct I-70 Eastbound to a 3-Lane Freeway section. Geometrics will accommodate buses, sidewalks are provided for bike/ped where appropriate and follow the local municipalities transportation plan, park and ride facilities are not being constructed but are available at local businesses (existing infrastructure) as decided by MARC/KDOT. The total project cost, including all work phases, is estimated at \$22627 K. This project is authorized for PE only. This estimate should be used for planning purposes only.

**Status:**

**TIP #:** 280116      **Juris:** KDOT      **Location/Improvement:** I-70 AND K-7 INTERCHANGE; I-70 FROM 0.1 MILES EAST OF WYANDOTTE/LEAVENWORTH COUNTY LINE, EAST TO 1 MILE EAST OF I-70/K-7

**State #:** KA-1003-14      **Federal #:** NHPP-0706(122)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Conversion	2022	Federal	NHPP-KS	\$810.0	
Engineering	2012	Non-Federal	STATE-KS (AC)	\$810.0	
Engineering	2012	Non-Federal	STATE-KS	\$90.0	
Other	2022	Non-Federal	CREDIT	(\$810.0)	
<b>Federal Total:</b>	<b>\$810.0</b>	<b>Non-Federal Total:</b>	<b>\$90.0</b>	<b>Total:</b>	<b>\$900.0</b>

**Length (mi):** 3.0

**Description:** Construct I-70 Westbound to a 3-Lane Freeway section. This project includes completion of the westbound CD road along I-70. Geometrics will accommodate buses, sidewalks are provided for bike/ped where appropriate and follow the local municipalities transportation plan, park and ride facilities are not being constructed but are available at local businesses (existing infrastructure) as decided by MARC/KDOT. The total project cost, including all work phases, is estimated at \$39628 K. This estimate should be used for planning purposes only. Project is authorized for PE only.

**Status:**

# Kansas

**TIP #:** 280117      **Juris:** KDOT      **Location/Improvement:** I-70 AND K-7 INTERCHANGE: K-7 FROM 0.1 MILES SOUTH OF I-70, NORTH TO 0.1 MILES NORTH OF K-7/130TH STREET.      **County:** WYANDOTTE      **Type:**

State #:	KA-1003-15	Federal #:	NHPP-0706(124)	Source	Cost (IN THOUSANDS)	Length (mi):	.36
Phase	Year of Obligation	Type				Description:	
Conversion	2022	Federal		NHPP-KS	\$900.0	Construct K-7 to a 6-Lane Freeway section. This project includes completion of the north bound CD road over 130th St, the overpass at Canaan Center Drive, the Riverview overpass and reconstruction of local roads. Geometrics will accommodate buses, sidewalks are provided for bike/ped where appropriate and follow the local municipalities transportation plan, park and ride facilities are not being constructed but are available at local businesses (existing infrastructure) as decided by MARC/KDOT. This project is authorized for PE only. The total project cost, including all work phases, is estimated at \$38201 K. This estimate should be used for planning purposes only.	<b>Status:</b>
Engineering	2012	Non-Federal		STATE-KS (AC)	\$900.0		
Engineering	2012	Non-Federal		STATE-KS	\$100.0		
Other	2022	Non-Federal		CREDIT	(\$900.0)		
<b>Federal Total:</b>	<b>\$900.0</b>	<b>Non-Federal Total:</b>	<b>\$100.0</b>	<b>Total:</b>	<b>\$1,000.0</b>		

**TIP #:** 280118      **Juris:** KDOT      **Location/Improvement:** I-70 AND K-7 INTERCHANGE: K-7 FROM 0.6 MILES SOUTH OF KANSAS AVENUE, NORTH TO SPEAKER ROAD.      **County:** WYANDOTTE      **Type:**

State #:	KA-1003-10	Federal #:	NHPP-A100(310)	Source	Cost (IN THOUSANDS)	Length (mi):	2.3
Phase	Year of Obligation	Type				Description:	
Conversion	2022	Federal		NHPP-KS	\$800.0	Construct K-7 to a 6 lane section with a single point urban interchange at K-7/Kansas Ave. This project includes reconstruction of Kansas Ave. This project is authorized for PE only. The total project cost, including all work phases, is estimated at \$52750 K. This estimate should be used for planning purposes only.	<b>Status:</b>
Engineering	2012	Non-Federal		STATE-KS (AC)	\$800.0		
Engineering	2012	Non-Federal		STATE-KS	\$200.0		
Other	2022	Non-Federal		CREDIT	(\$800.0)		
<b>Federal Total:</b>	<b>\$800.0</b>	<b>Non-Federal Total:</b>	<b>\$200.0</b>	<b>Total:</b>	<b>\$1,000.0</b>		

**TIP #:** 280119      **Juris:** KDOT      **Location/Improvement:** I-70 AND K-7 INTERCHANGE: K-7 FROM CANAAN CENTER DRIVE, N TO 6 MI NORTH OF 130TH STREET. PROJECT IS AUTHORIZED FOR PRELIMINARY ENGINEERING ONLY.      **County:** WYANDOTTE      **Type:**

State #:	KA-1003-11	Federal #:	ACNHS-A100(31)	Source	Cost (IN THOUSANDS)	Length (mi):	1.0
Phase	Year of Obligation	Type				Description:	
Conversion	2022	Federal		NHPP-KS	\$880.0	Construct K-7 to a 6-lane Freeway section with a single point urban interchange at K-7/130th Street. This project includes reconstruction of 130th Street, 131st Street, and local frontage roads. This project is authorized for PE only. The total project cost, including all work phases, is estimated at \$56249 K. This estimate should be used for planning purposes only.	<b>Status:</b>
Engineering	2012	Non-Federal		STATE-KS (AC)	\$880.0		
Engineering	2012	Non-Federal		STATE-KS	\$220.0		
Other	2022	Non-Federal		CREDIT	(\$880.0)		
<b>Federal Total:</b>	<b>\$880.0</b>	<b>Non-Federal Total:</b>	<b>\$220.0</b>	<b>Total:</b>	<b>\$1,100.0</b>		

# Kansas

<b>TIP #:</b> 280120	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> BRIDGES #030 & #173 OF THE LEWIS & CLARK VIADUCT IN KANSAS CITY, KANSAS		<b>Length (mi):</b> 1
<b>State #:</b> KA-2130-02	<b>Federal #:</b> NHPP-0706(125)	<b>County:</b> WYANDOTTE	<b>Type:</b>	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Conversion	2022	Federal	NHPP-KS	\$2,925.0
Engineering	2013	Non-Federal	STATE-KS (AC)	\$2,925.0
Engineering	2013	Non-Federal	STATE-KS	\$325.0
Other	2022	Non-Federal	CREDIT	(\$2,925.0)
<b>Federal Total:</b>	<b>\$2,925.0</b>	<b>Non-Federal Total:</b>	<b>\$325.0</b>	<b>Total:</b> <b>\$3,250.0</b>

**Description:** Construct Phase 1 of the select alternative from the completed study of Project No. 70-105 KA-2130-01 (Westbound I-70 River Truss over the Kansas River). This includes Units 1 through 7 of Bridge #030 and Unit 3 of Bridge #173. Project is Authorized for PE only; The total project cost, including all work phases, is estimated at \$57510 K. This estimate should be used for planning purposes only.

**Status:**

<b>TIP #:</b> 280122	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> I-70 FROM THE I-70/K-7 INTERCHANGE, EAST TO THE I-70/110TH ST. INTERCHANGE.		<b>Length (mi):</b> 2
<b>State #:</b> KA-1003-17	<b>Federal #:</b> NHPP-0706(127)	<b>County:</b> WYANDOTTE	<b>Type:</b> Environmental, Scenic, Historic	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2016	Federal	NHPP-KS	\$111.3
Construction	2016	Non-Federal	STATE-KS	\$12.4
<b>Federal Total:</b>	<b>\$111.3</b>	<b>Non-Federal Total:</b>	<b>\$12.4</b>	<b>Total:</b> <b>\$123.7</b>

**Description:** Permanent seeding from I-70/K-7 interchange, east to the I-70/110th St. interchange

**Status:**

<b>TIP #:</b> 280123	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> WEST HALF OF I-70 AND K-7 INTERCHANGE IN WYANDOTTE CO		<b>Length (mi):</b> 2
<b>State #:</b> KA-1003-16	<b>Federal #:</b> NHPP-0706(126)	<b>County:</b> WYANDOTTE	<b>Type:</b> Environmental, Scenic, Historic	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2014	Federal	NHPP-KS	\$102.0
Construction	2014	Non-Federal	STATE-KS	\$11.3
<b>Federal Total:</b>	<b>\$102.0</b>	<b>Non-Federal Total:</b>	<b>\$11.3</b>	<b>Total:</b> <b>\$113.3</b>

**Description:** Permanent seeding at I-70/K-7 in Wyandotte Co.

**Status:**

<b>TIP #:</b> 280125	<b>Juris:</b> KDOT	<b>Location/Improvement:</b> BRIDGE #105 ON K-32 IN WYANDOTTE COUNTY		<b>Length (mi):</b> 0
<b>State #:</b> KA-3079-01	<b>Federal #:</b> ACNHS-A307(90)	<b>County:</b> WYANDOTTE	<b>Type:</b>	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Conversion	2022	Federal	NHPP-KS	\$288.0
Engineering	2013	Non-Federal	STATE-KS (AC)	\$288.0
Engineering	2013	Non-Federal	STATE-KS	\$72.0
Other	2022	Non-Federal	CREDIT	(\$288.0)
<b>Federal Total:</b>	<b>\$288.0</b>	<b>Non-Federal Total:</b>	<b>\$72.0</b>	<b>Total:</b> <b>\$360.0</b>

**Description:** Bridge replacement. Project is authorized for PE ONLY. The total project cost, including all work phases, is estimated at \$3969 K. This estimate should be used for planning purposes only. The PE work phase will utilize AC in the amount of \$288 K with conversion to NHPP in 2022.

**Status:**

# Kansas

**TIP #:** 280127 **Juris:** KDOT **Location/Improvement:** I-435/STATE AVENUE INTERCHANGE ON I-435 IN WYANDOTTE CO  
**State #:** KA-3228-01 **Federal #:** County: WYANDOTTE **Type:** Length (mi): 0

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:**  
 Engineering 2013 Non-Federal STATE-KS \$500.0 Preliminary Engineering has been approved to review the impacts on the interchange at I-435/State Avenue by the proposed construction by Unified Government at the intersection of State Avenue/Village West Parkway, just west of the I-435/State Avenue interchange. This will include the impacts on the existing interchange and investigation of future interchange configurations.  
**Federal Total:** **Non-Federal Total:** \$500.0 **Total:** \$500.0 **Status:**

**TIP #:** 259135 **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY **Location/Improvement:** MILL STREET BRIDGE OVER TURKEY CREEK  
**State #:** **Federal #:** County: WYANDOTTE **Type:** Bridge Replacement (No Added Capacity) **Length (mi):** .06

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:**  
 Construction 2013 Non-Federal LOCAL \$2,355.0 Replacement of the structurally deficient and functionally obsolete Mill Street bridge over Turkey Creek. This construction would be done in coordination with the Corps of Engineers Turkey Creek channel improvement project.  
 Engineering 2011 Non-Federal LOCAL \$395.0 Project includes the addition of sidewalks.  
 Right-of-Way 2012 Non-Federal LOCAL \$100.0  
**Federal Total:** **Non-Federal Total:** \$2,850.0 **Total:** \$2,850.0 **Status:**

**TIP #:** 259179 **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY **Location/Improvement:** STATE AVENUE AND VILLAGE WEST PARKWAY INTERCHANGE  
**State #:** C-4590-01 **Federal #:** HPS-C459(001) County: WYANDOTTE **Type:** Interchange Improvement **Length (mi):** N/A

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:**  
 Engineering 2011 Federal SP-KS \$1,500.0 Preliminary engineering services for the design of a single point urban interchange to accommodate significant increase in traffic with continuing growth in the Village West area as identified in the I-435/I-70/Village West Study completed by KDOT/UG in 2010.  
 Right-of-Way 2013 Federal SP-KS \$360.0  
**Federal Total:** \$1,860.0 **Non-Federal Total:** **Total:** \$1,860.0 **Status:**

**TIP #:** 259180 **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY **Location/Improvement:** HUTTON ROAD IMPROVEMENTS -- CLEVELAND AVENUE TO LEAVENWORTH ROAD  
**State #:** C-0014-01 **Federal #:** STP-C001(401) County: WYANDOTTE **Type:** Reconstruction (No Added Capacity) **Length (mi):** .80

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:**  
 Construction 2014 Federal STP-KS \$2,199.1 Involves the total reconstruction of Hutton Road with curb/gutter/sidewalks and storm sewer improvements to accommodate the increase of traffic from adjacent development. The project includes a walking a trail.  
 Construction 2014 Non-Federal LOCAL \$549.8  
 Engineering 2010 Non-Federal LOCAL \$225.0  
 Right-of-Way 2013 Non-Federal LOCAL \$100.0  
**Federal Total:** \$2,199.1 **Non-Federal Total:** \$874.8 **Total:** \$3,073.9 **Status:**

# Kansas

**TIP #:** 259182    **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY    **Location/Improvement:** SOUTHWEST BOULEVARD BICYCLE LANES - 10TH ST TO IOWA ST.

**State #:** N-0557-01    **Federal #:** CMQ-N055(701)    **County:** WYANDOTTE    **Type:** Pedestrian and/or Bikeways    **Length (mi):** 2.7

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2012	Federal	CMAQ-KS	\$360.0	UG is requesting CMAQ funding to create five foot (5') wide bicycle lanes on each side of that portion of Merriam Lane/Southwest Boulevard that runs northeast from the Johnson County line to the intersection of Mission Road and Southwest Boulevard through the Rosedale neighborhood of KCK. The bike lanes proposed to be funded by CMAQ will run 0.9 road miles (1.8 miles of bike lanes) within a total project of 2.7 road miles (5.4 miles of bike lanes). Work will include the following as necessary: surveying, laying a base, relocating drainage ditches, reconstructing curbs, taking appropriate steps to comply with ADA, milling of existing pavement, paving, striping and adding signage that indicates the bike lanes and routes. All facilities will meet AASHTO standards.
Construction	2012	Non-Federal	LOCAL	\$90.0	
<b>Federal Total:</b>	<b>\$360.0</b>	<b>Non-Federal Total:</b>	<b>\$90.0</b>	<b>Total:</b>	<b>\$450.0</b>

**Status:**

**TIP #:** 259185    **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY    **Location/Improvement:** MERRIAM LANE RECONSTRUCTION, EAST OF 24TH STREET TO 10TH STREET

**State #:**    **Federal #:**    **County:** WYANDOTTE    **Type:** Reconstruction (No Added Capacity)    **Length (mi):** 1.3

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2014	Federal	STPM-KS	\$4,200.0	Reconstruct Merriam Lane to quality urban standard, with sidewalk, curb and gutter, controlled entrances, green space in R/W, & new signals at 14th St. Adds bike lanes, sidewalks and improved drainage to protect lives during flash floods. Excludes 24th Street (Lamar) intersection.
Construction	2014	Non-Federal	LOCAL	\$1,200.0	
Engineering	2012	Non-Federal	LOCAL	\$525.0	
Right-of-Way	2013	Non-Federal	LOCAL	\$200.0	
<b>Federal Total:</b>	<b>\$4,200.0</b>	<b>Non-Federal Total:</b>	<b>\$1,925.0</b>	<b>Total:</b>	<b>\$6,125.0</b>

**Status:**

**TIP #:** 259186    **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY    **Location/Improvement:** 5TH STREET / WASHINGTON BLVD - TRAFFIC SIGNAL IMPROVEMENT PROJECT

**State #:**    **Federal #:**    **County:** WYANDOTTE    **Type:** Signalization & Computerization (Roadway)    **Length (mi):** 1.0

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2012	Federal	TCSP-KS	\$800.0	This project will replace the complete traffic signal system at 2 intersections, provide major traffic signal upgrade at one location, provide replacement interconnection conduit and cable for 9 traffic signal locations, and provide network connectivity for 9 traffic signal locations. This project does not develop or implement traffic signal coordination timings.
Engineering	2012	Non-Federal	LOCAL	\$400.0	
<b>Federal Total:</b>	<b>\$800.0</b>	<b>Non-Federal Total:</b>	<b>\$400.0</b>	<b>Total:</b>	<b>\$1,200.0</b>

**Status:**

# Kansas

**TIP #:** 259189      **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY      **Location/Improvement:** MERRIAM LANE; COUNTY LINE ROAD TO 24TH ST.

**State #:**      **Federal #:**      **County:** WYANDOTTE      **Type:** Reconstruction (No Added Capacity)      **Length (mi):** 0.7

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2016	Federal	STPM-KS	\$4,240.0	Complete reconstruction of Merriam Lane to quality urban standard, with sidewalk, curb, controlled entrances, green space in R/W & new signals at 34th Street. Add bike lanes and improved drainage. Excludes the 24th Street (Lamar) intersection.
Construction	2016	Non-Federal	LOCAL	\$2,460.0	
<b>Federal Total:</b>			<b>Non-Federal Total:</b>	<b>\$2,460.0</b>	<b>Status:</b>
				<b>Total:</b>	<b>\$6,700.0</b>

**TIP #:** 259190      **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY      **Location/Improvement:** SOUTHWEST BLVD BICYCLE LANES

**State #:** N-0592-01      **Federal #:** CMQ-N059(201)      **County:** WYANDOTTE      **Type:** Pedestrian and/or Bikeways      **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2014	Federal	CMAQ-KS	\$336.0	Create 5' bicycle lanes on Southwest Boulevard from Iowa Street to the state line near 35th, including new pavement striping for all lanes and parking, signing, special treatments at intersections, and select repair of in-lane hazards.
Construction	2014	Non-Federal	LOCAL	\$84.0	
Engineering	2014	Federal	CMAQ-KS	\$64.0	
Engineering	2014	Non-Federal	LOCAL	\$16.0	
<b>Federal Total:</b>			<b>Non-Federal Total:</b>	<b>\$100.0</b>	<b>Status:</b>
				<b>Total:</b>	<b>\$500.0</b>

**TIP #:** 259191      **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY      **Location/Improvement:** LEAVENWORTH ROAD INTERSECTIONS: 72ND AND 55TH

**State #:**      **Federal #:**      **County:** WYANDOTTE      **Type:** Reconstruction (No Added Capacity)      **Length (mi):** 0.1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2015	Non-Federal	LOCAL	\$3,000.0	Upgrade 72nd and 55th street intersections along Leavenworth Road (K-5), plus related fire-station signal near 55th. Widen for left turn lanes, reconstruct side road approaches, align 72nd, new traffic signals, ADA, sidewalks, grading, drainage, curb, and retaining walls.
Construction	2015	Federal	STPM-KS	\$1,400.0	
Construction	2015	Federal	CMAQ-KS	\$696.0	
<b>Federal Total:</b>			<b>Non-Federal Total:</b>	<b>\$3,000.0</b>	<b>Status:</b>
				<b>Total:</b>	<b>\$5,096.0</b>

# Kansas

**TIP #:** 259192     **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY     **Location/Improvement:** MISSOURI RIVER/JERSEY CREEK CONNECTOR, PHASE I

**State #:**     **Federal #:**     **County:** WYANDOTTE     **Type:**     **Source**     **Cost (IN THOUSANDS)**     **Description:**     **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Length (mi):
Construction	2014	Federal	TA-KS	\$768.0	Construction of a 10-foot multi-use trail along 5th Street from south of Parallel to Rowland Avenue and along Rowland from 5th to 7th Street (US-69 highway), including connections to Jersey Creek Park and John Garland Park. This is the first phase of an eventual connection over the Missouri River via 7th Street.	.25
Engineering	2013	Non-Federal	LOCAL	\$200.0		
Construction	2014	Non-Federal	LOCAL	\$192.0		
Engineering	2014	Federal	TA-KS	\$112.0		
Engineering	2014	Non-Federal	LOCAL	\$28.0		
<b>Federal Total:</b>	<b>\$880.0</b>	<b>Non-Federal Total:</b>	<b>\$420.0</b>	<b>Total:</b>	<b>\$1,300.0</b>	<b>Status:</b>

**TIP #:** 259193     **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY     **Location/Improvement:** KAW POINT PARK CONNECTOR TRAIL

**State #:** TE-0395-01     **Federal #:** TEA-T039(501)     **County:** WYANDOTTE     **Type:**     **Source**     **Cost (IN THOUSANDS)**     **Description:**     **Length (mi):** .25

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Length (mi):
Construction	2014	Federal	TE-KS	\$1,216.0	The Kaw Point Trail is located near the confluence of the Kansas and Missouri Rivers. Trail and ramp structure to provide a link from the Riverfront Heritage Trail to Kaw Point Park, a total length of 1,300 ft. The proposed trail will use ROW along 3rd Street and the Minnesota Ave bridge. The bridge will be retrofitted to accommodate the trail and to create access to the Kaw Point Park.	.25
Construction	2014	Non-Federal	LOCAL	\$184.0		
Engineering	2014	Non-Federal	LOCAL	\$120.0		
<b>Federal Total:</b>	<b>\$1,216.0</b>	<b>Non-Federal Total:</b>	<b>\$304.0</b>	<b>Total:</b>	<b>\$1,520.0</b>	<b>Status:</b>

**TIP #:** 280079     **Juris:** UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY     **Location/Improvement:** FIFTH STREET TRAIL LINK IMPROVEMENTS

**State #:** N-0433-01     **Federal #:** TE-N043(301)     **County:** WYANDOTTE     **Type:** Pedestrian and/or Bikeways     **Source**     **Cost (IN THOUSANDS)**     **Description:**     **Length (mi):** .5

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Length (mi):
Construction	2012	Federal	TE-KS	\$556.8	Construction of a pedestrian/bike trail along the west side of 5th Street from the Riverfront Heritage Trail (at Armstrong Avenue) to the Jersey Creek Trail (at Jersey Creek).	.5
Construction	2012	Non-Federal	LOCAL	\$139.2		
<b>Federal Total:</b>	<b>\$556.8</b>	<b>Non-Federal Total:</b>	<b>\$139.2</b>	<b>Total:</b>	<b>\$696.0</b>	<b>Status:</b>

Alternate bids will be solicited for construction of a concrete trail located within Kaw Point Park. However, the construction in Kaw Point Park is identified as KDOT non-participating items and will be paid for separately by sources independent of TE funding.



# Kansas

<b>TIP #:</b> 296001		<b>Juris:</b> UNIFIED GOVERNMENT TRANSIT		<b>Location/Improvement:</b> UNIFIED GOVERNMENT TRANSIT SERVICE		<b>Length (mi):</b> N/A	
<b>State #:</b>		<b>Federal #:</b>		<b>County:</b> WYANDOTTE		<b>Type:</b> Vehicle Operations	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	<b>Status:</b>	
Other	2016	Non-Federal	LOCAL	\$5,399.4	Transportation Services for citizens throughout Wyandotte County. Programs include fixed-route transit service, paratransit service, and senior group and aging transportation services.		
Other	2015	Non-Federal	LOCAL	\$5,191.7			
Other	2014	Non-Federal	LOCAL	\$4,992.0			
<b>Federal Total:</b>		<b>Non-Federal Total:</b> \$15,583.2		<b>Total:</b> \$15,583.2			

# Missouri

TIP #: 735025      Juris: BELTON      Location/Improvement: BELTON NEXUS  
 State #:      Federal #:      County: CASS      Type:

Length (mi): 0

Description: Bike/ped accommodations connecting activity centers and residential areas.

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Other	2014	Federal	TA-MO	\$326.2
Other	2014	Non-Federal	LOCAL	\$157.0
<b>Federal Total:</b>	<b>\$326.2</b>	<b>Non-Federal Total:</b>	<b>\$157.0</b>	<b>Total:</b>
				<b>\$483.2</b>

TIP #: 790049      Juris: CASS COUNTY      Location/Improvement: REPLACE BRIDGE NUMBER 5110010 - MAIN CITY ROAD OVER SOUTH FORK GRAND RIVER  
 State #:      Federal #: BRO-B019(31)      County: CASS      Type: Bridge Replacement (No Added Capacity)      Length (mi): .10

Description: Replace Bridge Number 5110010, Main City Rd. Over South Fork Grand River

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2013	Federal	BRO-MO	\$560.0
Construction	2013	Non-Federal	LOCAL	\$140.0
<b>Federal Total:</b>	<b>\$560.0</b>	<b>Non-Federal Total:</b>	<b>\$140.0</b>	<b>Total:</b>
				<b>\$700.0</b>

TIP #: 780004      Juris: HARRISONVILLE      Location/Improvement: IMPROVEMENTS TO MECHANIC STREET, (ROUTE 7) FROM INDEPENDENCE TO EAST OF PRICE

Description: Improve Mechanic Street to City Standards for a three lane section and addressing safety concerns at Price and Independence. Mechanic Street needs capacity and safety related improvements between and including the intersections with Independence and Price.

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Federal	STPM-MO	\$2,040.0
Construction	2014	Non-Federal	LOCAL	\$960.0
<b>Federal Total:</b>	<b>\$2,040.0</b>	<b>Non-Federal Total:</b>	<b>\$960.0</b>	<b>Total:</b>
				<b>\$3,000.0</b>

TIP #: 780006      Juris: HARRISONVILLE      Location/Improvement: PAVEMENT IMPROVEMENTS TO LOCUST ST.  
 State #:      Federal #: STP-2900(409)      County: CASS      Type: Resurfacing Only      Length (mi): .54

Description: Pavement Improvements to Locust St.

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2013	Federal	STP-MO	\$31.7
Construction	2013	Non-Federal	LOCAL	\$7.9
<b>Federal Total:</b>	<b>\$31.7</b>	<b>Non-Federal Total:</b>	<b>\$7.9</b>	<b>Total:</b>
				<b>\$39.7</b>

# Missouri

**TIP #:** 690374    **Juris:** MODOT    **Location/Improvement:** I-49; SCOPING FOR CAPACITY IMPROVEMENTS FROM 155TH STREET TO NORTH CASS PARKWAY IN BELTON

**State #:** 412291    **Federal #:**    **County:** CASS    **Type:**    **Length (mi):** 5

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2014	Federal	NHPP-MO	\$12.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$12.0		
Engineering	2013	Non-Federal	STATE-MO	\$3.0		
Other	2014	Non-Federal	CREDIT	(\$12.0)		
<b>Federal Total:</b>				<b>\$12.0</b>		
				<b>Total:</b>		<b>\$15.0</b>

**TIP #:** 790056    **Juris:** MODOT    **Location/Improvement:** I-49; BRIDGE IMPROVEMENTS OVER THE SOUTH GRAND RIVER AND TENNESSEE CREEK. PROJECT INVOLVES BRIDGES A2069, A2641 AND A2642

**State #:** 4P2360    **Federal #:**    **County:** CASS    **Type:**    **Length (mi):** .75

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2017	Federal	NHS-MO	\$5,330.0		
Construction	2017	Non-Federal	STATE-MO (AC)	\$4,863.0		
Construction	2017	Non-Federal	STATE-MO	\$1,216.0		
Engineering	2016	Non-Federal	STATE-MO (AC)	\$353.0		
Engineering	2011	Non-Federal	STATE-MO	\$121.0		
Engineering	2016	Non-Federal	STATE-MO	\$88.0		
Engineering	2015	Non-Federal	STATE-MO (AC)	\$56.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$56.0		
Engineering	2015	Non-Federal	STATE-MO	\$14.0		
Engineering	2014	Non-Federal	STATE-MO	\$14.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$2.0		
Engineering	2013	Non-Federal	STATE-MO	\$1.0		
Engineering	2012	Non-Federal	STATE-MO	\$1.0		
Other	2017	Non-Federal	CREDIT	(\$5,330.0)		
<b>Federal Total:</b>				<b>\$5,330.0</b>		
				<b>Total:</b>		<b>\$6,785.0</b>

**Description:** US-71; Bridge improvements over the South Grand River and Tennessee Creek. Project involves bridges A2069, A2641 and A2642

# Missouri

**TIP #:** 790066      **Juris:** MODOT      **Location/Improvement:** I-49; PAVEMENT IMPROVEMENTS ON DISCONNECTED SECTIONS FROM RTES. A/B IN CASS COUNTY TO RTE. 54 IN VERNON COUNTY.      **Type:** Resurfacing Only      **Length (mi):** 19.0

**State #:** 7P2199      **Federal #:**      **County:** CASS      **Source**      **Cost (IN THOUSANDS)**      **Description:** Pavement improvements on disconnected sections from Rtes. A/B in Cass County to Rte. 54 in Vernon County.      **Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2016	Federal	NHS-MO	\$5,376.0		
Construction	2014	Non-Federal	STATE-MO (AC)	\$4,952.0		
Construction	2014	Non-Federal	STATE-MO	\$1,238.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$322.0		
Engineering	2014	Non-Federal	STATE-MO	\$80.0		
Engineering	2012	Non-Federal	STATE-MO (AC)	\$67.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$35.0		
Engineering	2012	Non-Federal	STATE-MO	\$17.0		
Engineering	2013	Non-Federal	STATE-MO	\$9.0		
Other	2016	Non-Federal	CREDIT	(\$5,376.0)		
<b>Federal Total:</b>	<b>\$5,376.0</b>	<b>Non-Federal Total:</b>	<b>\$1,344.0</b>	<b>Total:</b>	<b>\$6,720.0</b>	

**TIP #:** 790067      **Juris:** MODOT      **Location/Improvement:** I-49; PAVEMENT IMPROVEMENTS ON DISCONNECTED SECTIONS FROM RTES. A/B IN CASS COUNTY TO RTES. A/B IN BATES COUNTY.      **Type:** Resurfacing Only      **Length (mi):** 27.0

**State #:** 7P2175B      **Federal #:**      **County:** CASS      **Source**      **Cost (IN THOUSANDS)**      **Description:** Pavement improvements on disconnected sections from Rtes. A/B in Cass County to Rtes. A/B in Bates County.      **Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	NHS-MO	\$6,040.0		
Construction	2014	Non-Federal	STATE-MO	\$1,510.0		
Engineering	2014	Federal	NHS-MO	\$446.0		
Engineering	2014	Non-Federal	STATE-MO	\$112.0		
Engineering	2012	Federal	NHS-MO	\$111.0		
Engineering	2012	Non-Federal	STATE-MO	\$28.0		
<b>Federal Total:</b>	<b>\$6,597.0</b>	<b>Non-Federal Total:</b>	<b>\$1,650.0</b>	<b>Total:</b>	<b>\$8,247.0</b>	

# Missouri

**TIP #:** 790068 **Juris:** MODOT **Location/Improvement:** I-49; INTERCHANGE IMPROVEMENTS AT RTE. 291 **Length (mi):** 1  
**State #:** 4P1475 **Federal #:** **County:** CASS **Type:** Reconstruction (Added Capacity)

**Description:** Project is a cost share project between MoDOT and the 71/291 Partners in Progress TDD. MoDOT's maximum is \$3.7 m from the cost share program, \$1.3 m from district funds and \$826k for engineering.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2014	Non-Federal	PRIVATE	\$7,610.0	
Construction	2014	Federal	NHS-MO	\$4,000.0	
Construction	2015	Federal	STPM-MO	\$2,000.0	
Engineering	2012	Non-Federal	PRIVATE	\$1,629.0	
Construction	2014	Non-Federal	STATE-MO	\$1,000.0	
Right-of-Way	2012	Non-Federal	PRIVATE	\$729.0	
Engineering	2014	Federal	NHS-MO	\$661.0	
Construction	2012	Non-Federal	PRIVATE	\$290.0	
Engineering	2014	Non-Federal	PRIVATE	\$176.0	
Engineering	2014	Non-Federal	STATE-MO	\$165.0	
<b>Federal Total:</b>	<b>\$6,661.0</b>	<b>Non-Federal Total:</b>	<b>\$11,599.0</b>	<b>Total:</b>	<b>\$18,260.0</b>

**TIP #:** 790070 **Juris:** MODOT **Location/Improvement:** I-49; CONSTRUCTION OF A NEW INTERCHANGE AT 211TH STREET FROM RTE. Y TO RTE. J IN PECULIAR.

**Description:** Cost share with Peculiar. \$5.134 million cost share funds and \$6.053 million city. MoDOT's maximum is \$8.164.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2014	Federal	NHPP-MO	\$8,495.0	
Construction	2014	Non-Federal	STATE-MO	\$2,124.0	
Engineering	2014	Federal	NHPP-MO	\$767.0	
Right-of-Way	2013	Federal	NHPP-MO	\$243.0	
Engineering	2013	Federal	NHPP-MO	\$236.0	
Engineering	2014	Non-Federal	STATE-MO	\$192.0	
Right-of-Way	2013	Non-Federal	STATE-MO	\$61.0	
Engineering	2013	Non-Federal	STATE-MO	\$59.0	
<b>Federal Total:</b>	<b>\$9,741.0</b>	<b>Non-Federal Total:</b>	<b>\$2,436.0</b>	<b>Total:</b>	<b>\$12,177.0</b>

**TIP #:** 790071 **Juris:** MODOT **Location/Improvement:** RTE. Y; PAVEMENT IMPROVEMENTS FROM RTE. 58 TO YY **Length (mi):** 6  
**State #:** 4S2180 **Federal #:** **County:** CASS **Type:**

**Description:** Rte. Y; Pavement improvements from Rte. 58 to YY

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Engineering	2013	Federal	STP-MO	\$53.0	
Engineering	2013	Non-Federal	STATE-MO	\$13.0	
<b>Federal Total:</b>	<b>\$53.0</b>	<b>Non-Federal Total:</b>	<b>\$13.0</b>	<b>Total:</b>	<b>\$66.0</b>

# Missouri

TIP #: 790073 Juris: MODOT

Location/Improvement: MO 291; CAPACITY IMPROVEMENTS FROM WATERS ROAD TO ROYAL STREET IN HARRISONVILLE.

State #: 4P3002 Federal #: [blank]

County: CASS Type: Widening & Resurfacing(Added Capacity)

Length (mi): 1

Description: Projects is funded through the Cost Share program, MoDOT's maximum is \$2,305,904 in SFY2016. \$2,518,000 in city funds.

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Non-Federal	STATE-MO (AC)	\$4,147.0
Conversion	2016	Federal	NHPP-MO	\$3,744.0
Construction	2015	Non-Federal	STATE-MO	\$1,037.0
Engineering	2015	Non-Federal	STATE-MO (AC)	\$442.0
Right-of-Way	2013	Non-Federal	STATE-MO (AC)	\$224.0
Engineering	2013	Non-Federal	STATE-MO (AC)	\$120.0
Engineering	2015	Non-Federal	STATE-MO	\$110.0
Engineering	2014	Non-Federal	STATE-MO (AC)	\$80.0
Right-of-Way	2013	Non-Federal	STATE-MO	\$56.0
Engineering	2013	Non-Federal	STATE-MO	\$30.0
Engineering	2014	Non-Federal	STATE-MO	\$20.0
Other	2016	Non-Federal	CREDIT	(\$3,744.0)
<b>Federal Total:</b>	<b>\$3,744.0</b>	<b>Non-Federal Total:</b>	<b>\$2,522.0</b>	<b>Total:</b>
				<b>\$6,266.0</b>

TIP #: 790074 Juris: MODOT

Location/Improvement: I-49; PAVEMENT IMPROVEMENTS FROM 163RD STREET TO RTE. 291 IN HARRISONVILLE

State #: 4S2395 Federal #: [blank]

County: CASS Type: [blank]

Length (mi): 19

Description:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2015	Federal	NHPP-MO	\$7,958.0
Construction	2014	Non-Federal	STATE-MO (AC)	\$7,321.0
Construction	2014	Non-Federal	STATE-MO	\$814.0
Engineering	2013	Non-Federal	STATE-MO (AC)	\$637.0
Engineering	2013	Non-Federal	STATE-MO	\$142.0
Other	2015	Non-Federal	CREDIT	(\$7,958.0)
<b>Federal Total:</b>	<b>\$7,958.0</b>	<b>Non-Federal Total:</b>	<b>\$956.0</b>	<b>Total:</b>
				<b>\$8,914.0</b>

TIP #: 790075 Juris: MODOT

Location/Improvement: MO D; ADDITION OF SHOULDERS FROM RTE. 58 TO RTE. Y.

State #: 4S3049 Federal #: [blank]

County: CASS Type: [blank]

Length (mi): 19

Description:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Federal	SP-MO	\$478.0
Construction	2014	Non-Federal	STATE-MO	\$119.0
Engineering	2013	Federal	SP-MO	\$47.0
Engineering	2013	Non-Federal	STATE-MO	\$10.0
<b>Federal Total:</b>	<b>\$525.0</b>	<b>Non-Federal Total:</b>	<b>\$129.0</b>	<b>Total:</b>
				<b>\$654.0</b>

# Missouri

TIP #: 790076      Juris: MODOT      Location/Improvement: MO Y; ADDITION OF SHOULDERS AND PAVEMENT IMPROVEMENTS FROM RTE 58 TO RTE. YY NEAR BELTON.      Length (mi): 6

State #: 4S2180      Federal #:      County: CASS      Source      Cost (IN THOUSANDS)      Type:      Description: \$1,063,000 in Open Container Funds      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Type:	Description:	Status:
Construction	2014	Federal	SP-MO	\$1,257.0			
Engineering	2013	Federal	SP-MO	\$185.0			
Construction	2014	Non-Federal	STATE-MO	\$140.0			
Right-of-Way	2013	Federal	SP-MO	\$64.0			
Engineering	2014	Federal	SP-MO	\$41.0			
Engineering	2013	Non-Federal	STATE-MO	\$21.0			
Right-of-Way	2013	Non-Federal	STATE-MO	\$7.0			
Engineering	2014	Non-Federal	STATE-MO	\$4.0			
<b>Federal Total:</b>	<b>\$1,547.0</b>						
<b>Non-Federal Total:</b>	<b>\$172.0</b>						
<b>Total:</b>	<b>\$1,719.0</b>						

TIP #: 790077      Juris: MODOT      Location/Improvement: MO YY; ADDITION OF SHOULDERS AND PAVEMENT IMPROVEMENTS FROM RTE. Y TO RTE. C.      Length (mi): 4

State #: 4S3053      Federal #:      County: CASS      Source      Cost (IN THOUSANDS)      Type:      Description: \$419,000 Repeat Offender Funds      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Type:	Description:	Status:
Construction	2013	Federal	SP-MO	\$570.0			
Construction	2013	Non-Federal	STATE-MO	\$142.0			
Engineering	2013	Federal	SP-MO	\$54.0			
Engineering	2013	Non-Federal	STATE-MO	\$12.0			
<b>Federal Total:</b>	<b>\$624.0</b>						
<b>Non-Federal Total:</b>	<b>\$154.0</b>						
<b>Total:</b>	<b>\$778.0</b>						

TIP #: 790078      Juris: MODOT      Location/Improvement: MO 58; SCOPING FOR SIDEWALK IMPROVEMENTS AT TOWNE CENTER ROAD IN BELTON      Length (mi): 1

State #: 4P3096D      Federal #:      County: CASS      Source      Cost (IN THOUSANDS)      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Type:	Description:	Status:
Conversion	2014	Federal	STP-MO	\$104.0			
Engineering	2013	Non-Federal	STATE-MO (AC)	\$104.0			
Engineering	2013	Non-Federal	STATE-MO	\$26.0			
Other	2014	Non-Federal	CREDIT	(\$104.0)			
<b>Federal Total:</b>	<b>\$104.0</b>						
<b>Non-Federal Total:</b>	<b>\$26.0</b>						
<b>Total:</b>	<b>\$130.0</b>						



# Missouri

TIP #: 790079    Juris: MODOT    Location/Improvement: MO J; SCOPING FOR SIGNAL IMPROVEMENTS AT I-49 INTERCHANGE IN PECULIAR    Length (mi): 1  
 State #: 4P3096E    Federal #:    County: CASS    Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2014	Federal	NHPP-MO	\$16.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$16.0		
Engineering	2013	Non-Federal	STATE-MO	\$4.0		
Other	2014	Non-Federal	CREDIT	(\$16.0)		
<b>Federal Total:</b>				<b>\$16.0</b>	<b>Non-Federal Total:</b>	<b>\$4.0</b>
				<b>Total:</b>	<b>\$20.0</b>	

TIP #: 790080    Juris: MODOT    Location/Improvement: ROUTE B; BRIDGE IMPROVEMENTS OVER EIGHTMILE CREEK, JUST EAST OF I-49.    Length (mi): 0  
 State #: 4S3072    Federal #:    County: CASS    Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2015	Federal	NHPP-MO	\$258.0		
Construction	2015	Non-Federal	STATE-MO	\$65.0		
Engineering	2015	Federal	NHPP-MO	\$32.0	Project involves bridge A1403	
Engineering	2015	Non-Federal	STATE-MO	\$8.0		
Engineering	2014	Federal	NHPP-MO	\$1.0		
Engineering	2013	Federal	NHPP-MO	\$1.0		
<b>Federal Total:</b>				<b>\$292.0</b>	<b>Non-Federal Total:</b>	<b>\$73.0</b>
				<b>Total:</b>	<b>\$365.0</b>	

TIP #: 790081    Juris: MODOT    Location/Improvement: ROUTE D; BRIDGE IMPROVEMENTS NORTH OF ROUTE Y OVER THE KANSAS CITY SOUTHERN RAILROAD    Length (mi): 1  
 State #: 4S3067    Federal #:    County: CASS    Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2015	Federal	NHPP-MO	\$479.0		
Construction	2015	Non-Federal	STATE-MO	\$120.0		
Engineering	2015	Federal	NHPP-MO	\$55.0		
Engineering	2015	Non-Federal	STATE-MO	\$14.0		
Engineering	2014	Federal	NHPP-MO	\$7.0	Project involves bridge A2250	
Engineering	2014	Non-Federal	STATE-MO	\$3.0		
Engineering	2013	Federal	NHPP-MO	\$1.0		
<b>Federal Total:</b>				<b>\$542.0</b>	<b>Non-Federal Total:</b>	<b>\$137.0</b>
				<b>Total:</b>	<b>\$679.0</b>	

# Missouri

TIP #: 790082      Juris: MODOT      Location/Improvement: ROUTE D; BRIDGE IMPROVEMENTS OVER MINERAL CREEK, JUST SOUTH OF RTE. Y, IN CLEVELAND.

State #: 4S3070      Federal #:      County: CASS      Type:      Description: Project involves bridge L0173      Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2015	Federal	NHPP-MO	\$166.0	
Construction	2015	Non-Federal	STATE-MO	\$41.0	
Engineering	2015	Federal	NHPP-MO	\$20.0	
Engineering	2015	Non-Federal	STATE-MO	\$5.0	
Engineering	2014	Federal	NHPP-MO	\$3.0	
Engineering	2014	Non-Federal	STATE-MO	\$1.0	
Engineering	2013	Federal	NHPP-MO	\$1.0	
<b>Federal Total:</b>	<b>\$190.0</b>	<b>Non-Federal Total:</b>	<b>\$47.0</b>	<b>Total:</b>	<b>\$237.0</b>

TIP #: 790083      Juris: MODOT      Location/Improvement: ROUTE M; BRIDGE IMPROVEMENTS OVER EAST CAMP BRIDGE CREEK, JUST NORTH OF ROUTE 2.

State #: 4S3069      Federal #:      County: CASS      Type:      Description: Project involves      Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2015	Federal	NHPP-MO	\$302.0	
Construction	2015	Non-Federal	STATE-MO	\$76.0	
Engineering	2015	Federal	NHPP-MO	\$35.0	
Engineering	2015	Non-Federal	STATE-MO	\$9.0	
Engineering	2014	Federal	NHPP-MO	\$4.0	
Engineering	2014	Non-Federal	STATE-MO	\$1.0	
Engineering	2013	Federal	NHPP-MO	\$1.0	
<b>Federal Total:</b>	<b>\$342.0</b>	<b>Non-Federal Total:</b>	<b>\$86.0</b>	<b>Total:</b>	<b>\$428.0</b>

TIP #: 790084      Juris: MODOT      Location/Improvement: CRD OVERPASS ROAD; BRIDGE IMPROVEMENTS OVER I-49.

State #: 4S3073      Federal #:      County: CASS      Type:      Description: Project involves bridge A2292.      Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2015	Federal	NHPP-MO	\$618.0	
Construction	2015	Non-Federal	STATE-MO	\$155.0	
Engineering	2015	Federal	NHPP-MO	\$72.0	
Engineering	2015	Non-Federal	STATE-MO	\$18.0	
Engineering	2014	Federal	NHPP-MO	\$3.0	
Engineering	2014	Non-Federal	STATE-MO	\$1.0	
Engineering	2013	Federal	NHPP-MO	\$1.0	
<b>Federal Total:</b>	<b>\$694.0</b>	<b>Non-Federal Total:</b>	<b>\$174.0</b>	<b>Total:</b>	<b>\$868.0</b>

# Missouri

TIP #:	Juris:	Location/Improvement:	ROUTE YY; BRIDGE IMPROVEMENTS OVER EAST CREEK, JUST EAST OF RTE. Y.	Length (mi):
State #:	Federal #:	County:	CASS	0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Federal	NHPP-MO	\$409.0
Construction	2015	Non-Federal	STATE-MO	\$102.0
Engineering	2015	Federal	NHPP-MO	\$50.0
Engineering	2015	Non-Federal	STATE-MO	\$13.0
Engineering	2014	Federal	NHPP-MO	\$3.0
Engineering	2014	Non-Federal	STATE-MO	\$1.0
Engineering	2013	Federal	NHPP-MO	\$1.0
<b>Federal Total:</b>	<b>\$463.0</b>	<b>Non-Federal Total:</b>	<b>\$116.0</b>	<b>Total: \$579.0</b>

**Description:** Project involves bridge N0784  
**Status:**

TIP #:	Juris:	Location/Improvement:	BELTON TO CASCO AREA WORKSHOP	Length (mi):
State #:	Federal #:	County:	CASS	N/A
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Operations	2012	Non-Federal	LOCAL	\$63.9
Operations	2012	Federal	JARC	\$63.9
Operations	2013	Non-Federal	LOCAL	\$30.2
Operations	2013	Federal	JARC	\$30.2
<b>Federal Total:</b>	<b>\$94.2</b>	<b>Non-Federal Total:</b>	<b>\$94.2</b>	<b>Total: \$188.3</b>

**Description:** To provide safe and reliable transportation to disabled/low-income individuals that reside in Belton to the CASCO Area Workshop in Harrisonville for the purpose of employment.  
**Status:**

TIP #:	Juris:	Location/Improvement:	CONSTRUCT MONUMENT / LANDSCAPING IMPROVEMENTS NEAR 71 HWY.	Length (mi):
State #:	Federal #:	County:	CASS	.10
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2013	Federal	TE-MO	\$92.0
Construction	2013	Non-Federal	LOCAL	\$23.0
<b>Federal Total:</b>	<b>\$92.0</b>	<b>Non-Federal Total:</b>	<b>\$23.0</b>	<b>Total: \$115.0</b>

**Description:** Construct Monument / Landscaping Improvements Near 71 Hwy. Monument is generally located 1500 ft NW of the SB US-71 off-ramp intersection with Missouri Route C.  
**Status:**

TIP #:	Juris:	Location/Improvement:	CITY OF PLEASANT HILL - OATS, INC. SENIOR CITIZEN CIRCULATOR	Length (mi):
State #:	Federal #:	County:	CASS	0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Operations	2013	Non-Federal	LOCAL	\$3.6
Operations	2013	Federal	5317	\$3.6
<b>Federal Total:</b>	<b>\$3.6</b>	<b>Non-Federal Total:</b>	<b>\$3.6</b>	<b>Total: \$7.2</b>

**Description:** New Freedom funding to continue and expand transportation service to the senior citizens of Pleasant Hill, MO and surrounding area.  
**Status:**

# Missouri

TIP #: 524001		Juris: CLAY COUNTY		Location/Improvement: BRIDGE REPLACEMENT ON BISHOP ROAD OVER MUDDY FORK		County: CLAY		Type: Bridge Replacement (No Added Capacity)		Length (mi): .1	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
		2014	Federal	BRO-MO	\$1,000.0	Remove existing narrow one-lane, inadequate and dangerous bridge and replace with adequate structure and roadway improvements including raising of the roadbed out of the floodplain. Bridge is located over Muddy Fork of the Fishing River northeast of Kearney, MO					
		2014	Non-Federal	LOCAL	\$200.0						
		2013	Federal	BRO-MO	\$75.0						
		2014	Federal	BRO-MO	\$25.0						
		2013	Non-Federal	LOCAL	\$15.0						
		2014	Non-Federal	LOCAL	\$5.0						
<b>Federal Total:</b>		<b>\$1,100.0</b>	<b>Non-Federal Total:</b>	<b>\$220.0</b>	<b>Total:</b>	<b>\$1,320.0</b>					

TIP #: 518010		Juris: GLADSTONE		Location/Improvement: N. OAK AND 76TH SIGNAL AND TURN LANE		County: CLAY		Type: Traffic Flow		Length (mi): .10	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
		2013	Federal	OMAQ-MO	\$600.0	The project will include signal upgrades, turn lane, and sidewalk improvements.					
		2013	Non-Federal	LOCAL	\$150.0						
<b>Federal Total:</b>		<b>\$600.0</b>	<b>Non-Federal Total:</b>	<b>\$150.0</b>	<b>Total:</b>	<b>\$750.0</b>					

TIP #: 518011		Juris: GLADSTONE		Location/Improvement: PLEASANT VALLEY ROAD, FROM N. INDIANA TO N.BRIGHTON		County: CLAY		Type: Reconstruction (No Added Capacity)		Length (mi): 1.3	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
		2016	Federal	STPM-MO	\$3,825.0	Construction of Pleasant Valley Road as a 3 lane urban roadway on new alignment. Project includes bike/ped accommodations, curb and gutter, structures and intersection improvements.					
		2016	Non-Federal	LOCAL	\$2,175.0						
<b>Federal Total:</b>		<b>\$3,825.0</b>	<b>Non-Federal Total:</b>	<b>\$2,175.0</b>	<b>Total:</b>	<b>\$6,000.0</b>					

TIP #: 518012		Juris: GLADSTONE		Location/Improvement: ROCK CREEK GREENWAY - PHASE 1		County: CLAY		Type:		Length (mi): 1	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
		2014	Federal	TA-MO	\$450.0	Construction of approximately 1-mile of 10-foot wide bike/ped trail from M-1 and NE 67th Terr to approximately N. Brooktree Lane at NE 59th Terr along Rock Creek.					
		2014	Non-Federal	LOCAL	\$308.6						
<b>Federal Total:</b>		<b>\$450.0</b>	<b>Non-Federal Total:</b>	<b>\$308.6</b>	<b>Total:</b>	<b>\$758.6</b>					

**Missouri**

**TIP #:** 510061 **Juris:** KANSAS CITY, MO **Location/Improvement:** VIVION RD TRAIL (PHASE 3) **Length (mi):** .68  
**State #:** **Federal #:** CMQ-9900(413) **County:** CLAY **Type:** Pedestrian and/or Bikeways

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:** Design and purchase Right-of-Way for Phase 3 of Vivion Road Trail. Phase 3 will connect to Phase 2 trail.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2014	Federal	CMAQ-MO	\$296.0	
Construction	2014	Non-Federal	LOCAL	\$74.0	
<b>Federal Total:</b>	<b>\$296.0</b>			<b>Total:</b>	<b>\$370.0</b>

**TIP #:** 510070 **Juris:** KANSAS CITY, MO **Location/Improvement:** N BRIGHTON - 58TH STREET TO PLEASANT VALLEY ROAD **Length (mi):** 1.0  
**State #:** **Federal #:** **County:** CLAY **Type:** Reconstruction (Added Capacity)

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:** Widen N Brighton from existing 2-lane roadway to 4 lanes along the current alignment with curbs, sidewalks, on-street bicycle facilities, storm sewers and street lights.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2015	Non-Federal	LOCAL	\$10,800.0	CURRENTLY IN RIGHT OF WAY ACQUISITION
Right-of-Way	2011	Non-Federal	LOCAL	\$1,800.0	
<b>Federal Total:</b>				<b>Total:</b>	<b>\$12,600.0</b>

**TIP #:** 519002 **Juris:** KEARNEY **Location/Improvement:** 19TH STREET BRIDGE REPLACEMENT **Length (mi):** .05  
**State #:** **Federal #:** BRM-3400(431) **County:** CLAY **Type:** Bridge Replacement (No Added Capacity)

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:** The existing 19th Street bridge, located just east of Route 33, is a narrow two-lane facility and will be replaced with a wider structure. The current structure does not provide for bicycle or pedestrian accommodation. The new structure will provide an opportunity to include these accommodations.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2014	Federal	STPM-MO	\$560.0	
Construction	2014	Non-Federal	LOCAL	\$227.4	
Engineering	2012	Federal	STP-MO	\$55.4	
Engineering	2012	Non-Federal	LOCAL	\$4.3	
<b>Federal Total:</b>	<b>\$615.4</b>			<b>Total:</b>	<b>\$847.1</b>

**TIP #:** 519003 **Juris:** KEARNEY **Location/Improvement:** ROUTE 33 AND MEADOWBROOK DRIVE TURN LANE IMPROVEMENTS **Length (mi):** .25  
**State #:** **Federal #:** **County:** CLAY **Type:** Other (Safety)

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:** Construct a southbound turn lane and a northbound deceleration lane on Missouri Route 33 at Meadowbrook Drive in Kearney, MO. Meadowbrook Drive serves as a south access point to the Kearney School District campus as well as several neighborhoods.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2014	Federal	STP-MO	\$230.0	
Construction	2014	Non-Federal	LOCAL	\$65.0	
Engineering	2012	Federal	STP-MO	\$25.0	
Right-of-Way	2013	Federal	STP-MO	\$5.0	
<b>Federal Total:</b>	<b>\$260.0</b>			<b>Total:</b>	<b>\$325.0</b>

# Missouri

TIP #: 519004      Juris: KEARNEY      Location/Improvement: KEARNEY ELEMENTARY - INFRASTRUCTURE      Length (mi): 0  
 State #:      Federal #: SRTS-INF-H32C(      County: CLAY      Type: Other (Safety)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2013	Federal	SRTS-MO	\$37.2	Crosswalk improvements on Missouri Route 33 (also known as South Jefferson) at East 9th Street to consist of ADA ramps, crosswalk striping, pedestrian-activated school cross sign assemblies, and advance warning signs, with an add alternate to include flashing advance warning signs. The City was awarded a 2012 SRTS grant to fund the project.
Engineering	2013	Federal	SRTS-MO	\$2.9	
<b>Federal Total:</b>	<b>\$40.1</b>	<b>Non-Federal Total:</b>	<b>Total:</b>	<b>\$40.1</b>	<b>Status:</b>

TIP #: 520039      Juris: LIBERTY      Location/Improvement: M-291 RAMP MODIFICATIONS @ I-35 INTERCHANGE      Length (mi): 1.0  
 State #: 411773      Federal #:      County: CLAY      Type: Reconstruction (No Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2014	Federal	IM-MO	\$5,718.0	Realign northbound off-ramp of I-35 with Glenn Hendren and move the northbound on-ramp to the same location. Also realign "A" Highway/Church Road to the west for separation from I-35 west ramp intersection. Realign southbound on/off-ramps of I-35 to Church Road.	
Construction	2013	Federal	STPM-MO	\$5,550.0		
Construction	2013	Non-Federal	STATE-MO (AC)	\$4,995.0		
Engineering	2011	Non-Federal	LOCAL	\$713.0		
Engineering	2012	Non-Federal	STATE-MO (AC)	\$679.0		
Construction	2013	Non-Federal	STATE-MO	\$555.0		
Engineering	2005	Non-Federal	LOCAL	\$450.0		
Engineering	2012	Non-Federal	STATE-MO	\$75.4		
Right-of-Way	2012	Non-Federal	STATE-MO (AC)	\$44.0		
Construction	2013	Non-Federal	LOCAL	\$43.0		
Right-of-Way	2012	Non-Federal	STATE-MO	\$11.0		
Other	2014	Non-Federal	CREDIT	(\$5,718.0)		
<b>Federal Total:</b>	<b>\$11,268.0</b>	<b>Non-Federal Total:</b>	<b>Total:</b>	<b>\$13,115.4</b>		

TIP #: 520046      Juris: LIBERTY      Location/Improvement: LIBERTY DRIVE IMPROVEMENTS      Length (mi): 1.0  
 State #:      Federal #: STP-3392(404)      County: CLAY      Type: Widening & Resurfacing (No Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	STPM-MO	\$510.0	Widening one mile of Liberty Drive roadway from M-291 to Mill Street to include bicycle lanes and sidewalks.	
Construction	2014	Non-Federal	LOCAL	\$180.0		
Engineering	2012	Non-Federal	LOCAL	\$100.0		
<b>Federal Total:</b>	<b>\$510.0</b>	<b>Non-Federal Total:</b>	<b>Total:</b>	<b>\$790.0</b>		

# Missouri

TIP #: 590166    Juris: MODOT    Location/Improvement: ROUTE N; REPLACE BRIDGE OVER FISHING RIVER 6 MILES SOUTH OF EXCELSIOR SPRINGS    Length (mi): 1.0  
 State #: 4S1473    Federal #:    County: CLAY    Type: Bridge Replacement (No Added Capacity)

Description: Project involves bridge K0647

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2013	Federal	BR-MO	\$1,344.0	
Construction	2013	Non-Federal	STATE-MO	\$336.0	
Engineering	2011	Federal	BR-MO	\$236.0	
Engineering	2013	Federal	BR-MO	\$87.0	
Engineering	2011	Non-Federal	STATE-MO	\$59.0	
Engineering	2013	Non-Federal	STATE-MO	\$22.0	
<b>Federal Total:</b>	<b>\$1,667.0</b>	<b>Non-Federal Total:</b>	<b>\$417.0</b>	<b>Total:</b>	<b>\$2,084.0</b>

TIP #: 590173    Juris: MODOT    Location/Improvement: MO 210; SCOPING FOR CORRIDOR IMPROVEMENTS FROM WEST OF ELDON ROAD TO EAST OF RTE. 291

State #: 4U1114    Federal #:    County: CLAY    Type:    Length (mi): 3

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2014	Federal	NHPP-MO	\$633.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$633.0		
Engineering	2014	Non-Federal	STATE-MO	\$158.0		
Other	2014	Non-Federal	CREDIT	(\$633.0)		
<b>Federal Total:</b>	<b>\$633.0</b>	<b>Non-Federal Total:</b>	<b>\$158.0</b>	<b>Total:</b>	<b>\$791.0</b>	

TIP #: 590175    Juris: MODOT    Location/Improvement: I-35; SCOPING TO DETERMINE NEED FOR INTERCHANGE SOUTH OF RTE. 92 AT 19TH STREET IN KEARNEY

State #: 4I2006    Federal #:    County: CLAY    Type:    Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2014	Federal	NHPP-MO	\$6.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$6.0		
Engineering	2013	Non-Federal	STATE-MO	\$1.0		
Other	2014	Non-Federal	CREDIT	(\$6.0)		
<b>Federal Total:</b>	<b>\$6.0</b>	<b>Non-Federal Total:</b>	<b>\$1.0</b>	<b>Total:</b>	<b>\$7.0</b>	



# Missouri

**TIP #:** 590176    **Juris:** MODOT    **Location/Improvement:** I-35 PAVEMENT IMPROVEMENTS FROM PLEASANT VALLEY ROAD TO PARVIN ROAD    **Length (mi):** 6.0  
**State #:** 412354    **Federal #:**    **County:** CLAY    **Type:** Resurfacing Only

**Description:** I-35 Pavement improvements from Pleasant Valley Road to Parvin Road    **Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2013	Federal	IM-MO	\$4,133.0	
Construction	2013	Non-Federal	STATE-MO	\$459.0	
Engineering	2013	Federal	IM-MO	\$267.0	
Engineering	2011	Federal	IM-MO	\$153.0	
Engineering	2013	Non-Federal	STATE-MO	\$30.0	
Engineering	2011	Non-Federal	STATE-MO	\$17.0	
<b>Federal Total:</b>	<b>\$4,553.0</b>	<b>Non-Federal Total:</b>	<b>\$506.0</b>	<b>Total:</b>	<b>\$5,059.0</b>

**TIP #:** 590179    **Juris:** MODOT    **Location/Improvement:** M-10; BRIDGE IMPROVEMENTS OVER THE EAST FORK OF THE FISHING RIVER AND MARRIETTA STREET IN THE CITY OF EXCELSIOR SPRINGS.

**State #:** 4P3007    **Federal #:**    **County:** CLAY    **Type:** Bridge Replacement (No Added Capacity)    **Length (mi):** 1

**Description:** Involves bridges K0307 and K0363.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2014	Federal	BR-MO	\$4,412.0	
Construction	2014	Non-Federal	STATE-MO	\$1,103.0	
Engineering	2014	Federal	BR-MO	\$329.0	
Engineering	2014	Non-Federal	STATE-MO	\$82.0	
Engineering	2013	Federal	BR-MO	\$12.0	
Engineering	2012	Federal	BR-MO	\$4.0	
Engineering	2013	Non-Federal	STATE-MO	\$3.0	
Engineering	2012	Non-Federal	STATE-MO	\$1.0	
<b>Federal Total:</b>	<b>\$4,757.0</b>	<b>Non-Federal Total:</b>	<b>\$1,189.0</b>	<b>Total:</b>	<b>\$5,946.0</b>

# Missouri

**TIP #:** 590181    **Juris:** MODOT    **Location/Improvement:** I-435; PAVEMENT IMPROVEMENTS FROM 108TH STREET TO I-35 WITHIN THE CITY OF KANSAS CITY

**State #:** 413007    **Federal #:**    **County:** CLAY    **Type:** Resurfacing Only    **Length (mi):** 5

**Phase**    **Year of Obligation**    **Type**    **Source**    **Cost (IN THOUSANDS)**    **Description:**    **Status:**

Conversion	2015	Federal	IM-MO	\$6,138.0	I-435; Pavement improvements from 108th Street to I-35 within the city of Kansas City	Status:
Construction	2014	Non-Federal	STATE-MO (AC)	\$5,568.0		
Construction	2014	Non-Federal	STATE-MO	\$619.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$463.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$103.0		
Engineering	2014	Non-Federal	STATE-MO	\$51.0		
Engineering	2013	Non-Federal	STATE-MO	\$12.0		
Engineering	2012	Non-Federal	STATE-MO (AC)	\$4.0		
Engineering	2012	Non-Federal	STATE-MO	\$1.0		
Other	2015	Non-Federal	CREDIT	(\$6,138.0)		

**Federal Total:** \$6,138.0    **Non-Federal Total:** \$683.0    **Total:** \$6,821.0

**TIP #:** 590182    **Juris:** MODOT    **Location/Improvement:** I-435; PAVEMENT IMPROVEMENTS FROM 108TH STREET TO NW COOKINGHAM DRIVE IN THE CITY OF KANSAS CITY

**State #:** 413029    **Federal #:**    **County:** CLAY    **Type:** Resurfacing Only    **Length (mi):** 7

**Phase**    **Year of Obligation**    **Type**    **Source**    **Cost (IN THOUSANDS)**    **Description:**    **Status:**

Conversion	2015	Federal	IM-MO	\$7,251.0	I-435; Pavement improvements from 108th Street to NW Cookingham Drive in the city of Kansas City	Status:
Construction	2014	Non-Federal	STATE-MO (AC)	\$6,650.0		
Construction	2014	Non-Federal	STATE-MO	\$740.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$538.0		
Engineering	2014	Non-Federal	STATE-MO	\$60.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$45.0		
Engineering	2012	Non-Federal	STATE-MO (AC)	\$18.0		
Engineering	2013	Non-Federal	STATE-MO	\$5.0		
Engineering	2012	Non-Federal	STATE-MO	\$2.0		
Other	2015	Non-Federal	CREDIT	(\$7,251.0)		

**Federal Total:** \$7,251.0    **Non-Federal Total:** \$807.0    **Total:** \$8,058.0

# Missouri

TIP #: 590183      Juris: MODOC      Location/Improvement: US-69; BRIDGE IMPROVEMENTS OVER THE FISHING RIVER      Length (mi): 1  
 State #: 4P3005      Federal #:      County: CLAY      Type:      Description: Involves bridge KO108

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2014	Federal	BR-MO	\$1,790.0	
Construction	2014	Non-Federal	STATE-MO	\$447.0	
Engineering	2014	Federal	BR-MO	\$268.0	
Engineering	2013	Federal	BR-MO	\$160.0	
Engineering	2014	Non-Federal	STATE-MO	\$67.0	
Engineering	2013	Non-Federal	STATE-MO	\$40.0	
Engineering	2012	Federal	BR-MO	\$2.0	
Engineering	2012	Non-Federal	STATE-MO	\$1.0	
<b>Federal Total:</b>	<b>\$2,220.0</b>	<b>Non-Federal Total:</b>	<b>\$555.0</b>	<b>Total:</b>	<b>\$2,775.0</b>

TIP #: 590185      Juris: MODOC

Location/Improvement: I-35; INTERCHANGE, RAMP AND AUXILIARY LANE IMPROVEMENTS FROM THE I-435 INTERCHANGE TO THE PLEASANT VALLEY ROAD/SOUTH LIBERTY PARKWAY/ US 69 INTERCHANGE.

State #: 413005      Federal #:      County: CLAY      Type: Reconstruction (Added Capacity)      Length (mi): 2

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$25,007.0	\$13,194,000 MoDOT Economic Development Funds, \$4,200,000 Liberty, \$100,000 Pleasant Valley, \$5,000,000 in MARC STP-Urban funds.	
Construction	2014	Non-Federal	STATE-MO (AC)	\$20,605.0		
Construction	2015	Federal	STPM-MO	\$3,200.0		
Construction	2016	Federal	STPM-MO	\$1,800.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$1,756.0		
Engineering	2014	Non-Federal	STATE-MO	\$439.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$104.0		
Right-of-Way	2013	Non-Federal	STATE-MO (AC)	\$96.0		
Engineering	2013	Non-Federal	STATE-MO	\$26.0		
Right-of-Way	2013	Non-Federal	STATE-MO	\$24.0		
Other	2015	Non-Federal	CREDIT	(\$25,007.0)		
<b>Federal Total:</b>	<b>\$30,007.0</b>	<b>Non-Federal Total:</b>	<b>(\$1,957.0)</b>	<b>Total:</b>	<b>\$28,050.0</b>	

# Missouri

TIP #: 590187      Juris: MODOT      Location/Improvement: I-35; SCOPING FOR BRIDGE IMPROVEMENTS OVER POE STREET IN THE CITY OF CLAYCOMO      Length (mi): 1  
 State #: 413023      Federal #:      County: CLAY      Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Construction	2015	Federal	NHPP-MO	\$2,230.0	Involves twin bridges L0759		
Construction	2015	Non-Federal	STATE-MO	\$557.0			
Engineering	2015	Federal	NHPP-MO	\$353.0			
Engineering	2015	Non-Federal	STATE-MO	\$88.0			
Engineering	2015	Federal	NHPP-MO	\$60.0			
Engineering	2014	Federal	NHPP-MO	\$40.0			
Engineering	2015	Non-Federal	STATE-MO	\$15.0			
Engineering	2014	Non-Federal	STATE-MO	\$10.0			
<b>Federal Total:</b>	<b>\$2,683.0</b>	<b>Non-Federal Total:</b>	<b>\$670.0</b>	<b>Total:</b>			<b>\$3,353.0</b>

TIP #: 590188      Juris: MODOT      Location/Improvement: I-35; SCOPING FOR BRIDGE IMPROVEMENTS AT US 69 IN THE CITY OF LIBERTY      Length (mi): 1  
 State #: 413026      Federal #:      County: CLAY      Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Construction	2016	Federal	NHPP-MO	\$2,230.0	Involves twin bridges A0677		
Construction	2016	Non-Federal	STATE-MO	\$557.0			
Engineering	2016	Federal	NHPP-MO	\$418.0			
Engineering	2016	Non-Federal	STATE-MO	\$88.0			
Engineering	2014	Federal	NHPP-MO	\$80.0			
Engineering	2015	Federal	NHPP-MO	\$24.0			
Engineering	2014	Non-Federal	STATE-MO	\$20.0			
Engineering	2015	Non-Federal	STATE-MO	\$6.0			
<b>Federal Total:</b>	<b>\$2,752.0</b>	<b>Non-Federal Total:</b>	<b>\$671.0</b>	<b>Total:</b>			<b>\$3,423.0</b>

# Missouri

TIP #: 590189    Juris: MODOT    Location/Improvement: I-435; OPERATIONAL IMPROVEMENTS TO THE INTERCHANGE AT RTE. 210.    Length (mi): 1  
 State #: 411980    Federal #:    County: CLAY    Type: Traffic Flow

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2016	Federal	NHPP-MO	\$9,848.0		
Engineering	2015	Non-Federal	STATE-MO (AC)	\$8,670.0		
Engineering	2015	Non-Federal	STATE-MO	\$2,168.0		
Engineering	2015	Non-Federal	STATE-MO (AC)	\$1,018.0		
Engineering	2015	Non-Federal	STATE-MO	\$254.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$80.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$80.0		
Engineering	2014	Non-Federal	STATE-MO	\$20.0		
Engineering	2013	Non-Federal	STATE-MO	\$20.0		
Other	2016	Non-Federal	CREDIT	(\$9,848.0)		
<b>Federal Total:</b>	<b>\$9,848.0</b>	<b>Non-Federal Total:</b>	<b>\$2,462.0</b>	<b>Total:</b>	<b>\$12,310.0</b>	

TIP #: 590193    Juris: MODOT    Location/Improvement: I-35; JOB ORDER CONTRACTING FOR PAVEMENT REPAIR

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	Length (mi):
Construction	2013	Federal	IM-MO	\$225.0	I-35; Job Order Contracting for pavement repair from Rte. 6 in Daviess County near Winston to Rte. 92 in Clay County. Most of project is outside of MPO boundary.		38
Construction	2013	Non-Federal	STATE-MO	\$25.0			
Engineering	2013	Federal	IM-MO	\$2.0			
<b>Federal Total:</b>	<b>\$227.0</b>	<b>Non-Federal Total:</b>	<b>\$25.0</b>	<b>Total:</b>	<b>\$252.0</b>		

TIP #: 590194    Juris: MODOT    Location/Improvement: MO 1; PAVEMENT AND SIDEWALK IMPROVEMENTS FROM 64TH STREET TO I-35 IN KANSAS CITY.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	Length (mi):
Construction	2013	Non-Federal	STATE-MO (AC)	\$1,328.0			
Conversion	2015	Federal	NHPP-MO	\$1,149.0			
Construction	2013	Non-Federal	STATE-MO	\$266.0			
Engineering	2013	Non-Federal	STATE-MO (AC)	\$86.0			
Engineering	2013	Non-Federal	STATE-MO	\$22.0			
Other	2015	Non-Federal	CREDIT	(\$1,149.0)			
<b>Federal Total:</b>	<b>\$1,149.0</b>	<b>Non-Federal Total:</b>	<b>\$553.0</b>	<b>Total:</b>	<b>\$1,702.0</b>		

# Missouri

**TIP #:** 590195     **Juris:** MODOT  
**State #:** 4P3047     **Federal #:**

**Location/Improvement:** MO 33; ADDITION OF SHOULDERS AND PEDESTRIAN IMPROVEMENTS FROM RTE. PP TO RTE. 69 IN KEARNEY.     **Length (mi):** 13

**Phase**     **Year of Obligation**     **Type**     **Source**     **Cost (IN THOUSANDS)**     **Description:** \$690,000 Repeat Offender funds, \$41,000 High Risk Rural Road funds and \$28,000 Open Container Funds.     **Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	NHPP-MO	\$1,390.0		
Construction	2014	Non-Federal	STATE-MO	\$347.0		
Engineering	2013	Federal	NHPP-MO	\$105.0		
Engineering	2013	Non-Federal	STATE-MO	\$26.0		
Right-of-Way	2013	Federal	NHPP-MO	\$8.0		
Right-of-Way	2013	Non-Federal	STATE-MO	\$2.0		
<b>Federal Total:</b>	<b>\$1,503.0</b>			<b>Total:</b>	<b>\$1,878.0</b>	

**TIP #:** 590196     **Juris:** MODOT  
**State #:** 4S3028     **Federal #:**

**Location/Improvement:** MO A; SHOULDER ADDITION AND PAVEMENT IMPROVEMENTS FROM RTE. 92 TO END OF STATE MAINTENANCE.     **Length (mi):** 6

**Phase**     **Year of Obligation**     **Type**     **Source**     **Cost (IN THOUSANDS)**     **Description:** \$773,000 Repeat Offender funds and \$88,000 Open Container Funds     **Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	SP-MO	\$962.0		
Engineering	2013	Federal	SP-MO	\$174.0		
Construction	2014	Non-Federal	STATE-MO	\$107.0		
Engineering	2013	Non-Federal	STATE-MO	\$19.0		
<b>Federal Total:</b>	<b>\$1,136.0</b>			<b>Total:</b>	<b>\$1,262.0</b>	

**TIP #:** 590197     **Juris:** MODOT  
**State #:** 4P3096F     **Federal #:**

**Location/Improvement:** MO 1; SCOPING FOR INTERSECTION IMPROVEMENTS AT PARVIN ROAD IN KANSAS CITY     **Length (mi):** 1

**Phase**     **Year of Obligation**     **Type**     **Source**     **Cost (IN THOUSANDS)**     **Description:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2014	Federal	NHPP-MO	\$56.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$56.0		
Engineering	2013	Non-Federal	STATE-MO	\$14.0		
Other	2014	Non-Federal	CREDIT	(\$56.0)		
<b>Federal Total:</b>	<b>\$56.0</b>			<b>Total:</b>	<b>\$70.0</b>	

# Missouri

**TIP #:** 590198 **Juris:** MODOT **Location/Improvement:** MO 152; SCOPING FOR INTERCHANGE IMPROVEMENTS AT I-35 IN LIBERTY. **Length (mi):** 1  
**State #:** 4S3083 **Federal #:** County: CLAY **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Engineering	2013	Federal	NHPP-MO	\$10.0		
Engineering	2013	Non-Federal	STATE-MO	\$2.0		
<b>Federal Total:</b>	<b>\$10.0</b>	<b>Non-Federal Total:</b>	<b>\$2.0</b>	<b>Total:</b>	<b>\$12.0</b>	

**TIP #:** 590199 **Juris:** MODOT **Location/Improvement:** US-169; SCOPING FOR OPERATIONAL CORRIDOR IMPROVEMENTS FROM I-29 TO 68TH STREET IN KANSAS CITY **Length (mi):** 1  
**State #:** 4S3088 **Federal #:** County: CLAY **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2014	Federal	NHPP-MO	\$120.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$120.0		
Engineering	2013	Non-Federal	STATE-MO	\$30.0		
Other	2014	Non-Federal	CREDIT	(\$120.0)		
<b>Federal Total:</b>	<b>\$120.0</b>	<b>Non-Federal Total:</b>	<b>\$30.0</b>	<b>Total:</b>	<b>\$150.0</b>	

**TIP #:** 590200 **Juris:** MODOT **Location/Improvement:** I-29; SCOPING FOR OPERATIONAL CORRIDOR IMPROVEMENTS FROM RTE. 210 TO I-635 IN KANSAS CITY **Length (mi):** 7  
**State #:** 4I3087 **Federal #:** County: CLAY **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$157.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$157.0		
Engineering	2014	Non-Federal	STATE-MO	\$18.0		
Other	2015	Non-Federal	CREDIT	(\$157.0)		
<b>Federal Total:</b>	<b>\$157.0</b>	<b>Non-Federal Total:</b>	<b>\$18.0</b>	<b>Total:</b>	<b>\$175.0</b>	

**TIP #:** 590201 **Juris:** MODOT **Location/Improvement:** MO 291; SCOPING FOR CORRIDOR IMPROVEMENTS FROM ASH TO I-435 IN KANSAS CITY **Length (mi):** 3  
**State #:** 4P3099 **Federal #:** County: CLAY **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2014	Federal	NHPP-MO	\$20.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$20.0		
Engineering	2013	Non-Federal	STATE-MO	\$5.0		
Other	2014	Non-Federal	CREDIT	(\$20.0)		
<b>Federal Total:</b>	<b>\$20.0</b>	<b>Non-Federal Total:</b>	<b>\$5.0</b>	<b>Total:</b>	<b>\$25.0</b>	



# Missouri

TIP #: 590202      Juris: MODOT      Location/Improvement: MO 9; PAVEMENT IMPROVEMENTS FROM 32ND STREET TO 10TH STREET IN NORTH KANSAS CITY.      Length (mi): 2

State #: 4P2364C      Federal #:      County: CLAY      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Conversion	2015	Federal	NHPP-MO	\$783.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$720.0	
Construction	2014	Non-Federal	STATE-MO	\$180.0	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$62.0	
Engineering	2013	Non-Federal	STATE-MO	\$16.0	
Other	2015	Non-Federal	CREDIT	(\$783.0)	
<b>Federal Total:</b>	<b>\$783.0</b>	<b>Non-Federal Total:</b>	<b>\$195.0</b>	<b>Total:</b>	<b>\$978.0</b>

TIP #: 590203      Juris: MODOT      Location/Improvement: MO 210; BRIDGE IMPROVEMENTS OVER THE UNION PACIFIC, BNSF, AND ABANDONED RAILROAD LINES.      Length (mi): 1

State #: 4S3066      Federal #:      County: CLAY      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2015	Federal	NHPP-MO	\$1,672.8	
Construction	2015	Non-Federal	STATE-MO	\$418.2	
Engineering	2014	Federal	NHPP-MO	\$239.2	
Engineering	2014	Non-Federal	STATE-MO	\$59.8	
<b>Federal Total:</b>	<b>\$1,912.0</b>	<b>Non-Federal Total:</b>	<b>\$478.0</b>	<b>Total:</b>	<b>\$2,390.0</b>

TIP #: 590204      Juris: MODOT      Location/Improvement: I-35; PAVEMENT IMPROVEMENTS FROM FISHING RIVER BRIDGE TO RTE. 69/PLEASANT VALLEY INTERCHANGE      Length (mi): 11

State #: 4I3026      Federal #:      County: CLAY      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Conversion	2016	Federal	NHPP-MO	\$7,751.0	
Construction	2015	Non-Federal	STATE-MO (AC)	\$7,096.0	
Construction	2015	Non-Federal	STATE-MO	\$788.0	
Engineering	2015	Non-Federal	STATE-MO (AC)	\$558.0	
Engineering	2014	Non-Federal	STATE-MO (AC)	\$90.0	
Engineering	2015	Non-Federal	STATE-MO	\$62.0	
Engineering	2014	Non-Federal	STATE-MO	\$10.0	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$8.0	
Engineering	2013	Non-Federal	STATE-MO	\$1.0	
Other	2016	Non-Federal	CREDIT	(\$7,751.0)	
<b>Federal Total:</b>	<b>\$7,751.0</b>	<b>Non-Federal Total:</b>	<b>\$862.0</b>	<b>Total:</b>	<b>\$8,613.0</b>

# Missouri

TIP #: 590205      Juris: MODOT      Location/Improvement: I-435; PAVEMENT IMPROVEMENTS FROM I-35 TO RTE. 24  
 State #: 413038      Federal #:      County: CLAY      Type:      Length (mi): 7

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2016	Federal	NHPP-MO	\$7,399.0		
Construction	2015	Non-Federal	STATE-MO (AC)	\$6,726.0		
Construction	2015	Non-Federal	STATE-MO	\$747.0		
Engineering	2015	Non-Federal	STATE-MO (AC)	\$624.0		
Engineering	2015	Non-Federal	STATE-MO	\$69.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$45.0		
Engineering	2014	Non-Federal	STATE-MO	\$5.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$4.0		
Engineering	2013	Non-Federal	STATE-MO	\$1.0		
Other	2016	Non-Federal	CREDIT	(\$7,399.0)		
<b>Federal Total:</b>	<b>\$7,399.0</b>	<b>Non-Federal Total:</b>	<b>\$822.0</b>	<b>Total:</b>	<b>\$8,221.0</b>	

TIP #: 990170      Juris: MODOT      Location/Improvement: US-69; PAVEMENT IMPROVEMENTS FROM RTE. 92 TO RTE. 10  
 State #: 4P2364      Federal #:      County: CLAY      Type:      Length (mi): 3

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$2,035.0		
Construction	2013	Non-Federal	STATE-MO (AC)	\$1,070.0		
Construction	2013	Non-Federal	STATE-MO	\$267.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$99.0		
Engineering	2013	Non-Federal	STATE-MO	\$25.0		
Other	2015	Non-Federal	CREDIT	(\$2,035.0)		
<b>Federal Total:</b>	<b>\$2,035.0</b>	<b>Non-Federal Total:</b>	<b>(\$574.0)</b>	<b>Total:</b>	<b>\$1,461.0</b>	

TIP #: 634062      Juris: BIKEWALKKC      Location/Improvement: BIKESHAREKC - PHASE 2  
 State #:      Federal #:      County: JACKSON      Type: Pedestrian and/or Bikeways      Length (mi): N/A

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Other	2014	Federal	CMAQ-MO	\$257.4	BikeWalkKC will expand the existing bike share system in Kansas City by adding stations and increasing the service area. The project will also feature an education and encouragement component.	
Other	2014	Non-Federal	PRIVATE	\$225.0		
Other	2014	Non-Federal	LOCAL	\$65.3		
<b>Federal Total:</b>	<b>\$257.4</b>	<b>Non-Federal Total:</b>	<b>\$290.3</b>	<b>Total:</b>	<b>\$547.7</b>	

# Missouri

<b>TIP #:</b> 634063	<b>Juris:</b> BIKEWALKKC	<b>Location/Improvement:</b> SRTS: LOCAL SPOKES	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> Outreach/Other
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Other	2014	Federal	\$100.0
Other	2014	Non-Federal	\$36.1
<b>Federal Total:</b> \$100.0	<b>Non-Federal Total:</b> \$36.1	<b>Total:</b>	<b>\$136.1</b>

**Description:** Local Spokes is a unique, comprehensive and targeted Safe Routes to School education program that engages and empowers local youth to bicycle to and from school and to ultimately improve their neighborhood.

**Status:**

<b>TIP #:</b> 634064	<b>Juris:</b> BIKEWALKKC	<b>Location/Improvement:</b> SRTS: LOCAL SPOKES BICYCLE/PEDESTRIAN EDUCATION	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b> SRTS-NI-H32C(5)	<b>County:</b> JACKSON	<b>Type:</b> Other (Safety)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Other	2014	Federal	\$24.4
<b>Federal Total:</b> \$24.4	<b>Non-Federal Total:</b>	<b>Total:</b>	<b>\$24.4</b>

**Description:** Local Spokes is intended to promote bicycling among KC area youth through bicycle safety education and empowerment. Local Spokes will introduce students in the Hickman Mills School District to a wide array of bicycling and pedestrian topics.

**Status:**

<b>TIP #:</b> 634065	<b>Juris:</b> BIKEWALKKC	<b>Location/Improvement:</b> BIKEWALK KC	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> Pedestrian and/or Bike Ways
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Operations	2013	Non-Federal	\$10.2
Operations	2013	Federal	\$10.2
<b>Federal Total:</b> \$10.2	<b>Non-Federal Total:</b> \$10.2	<b>Total:</b>	<b>\$20.4</b>

**Description:** JARC funding to strengthen the tie between the bike share system and local fixed-route transit.

**Status:**

<b>TIP #:</b> 995169	<b>Juris:</b> FULL EMPLOYMENT COUNCIL	<b>Location/Improvement:</b> FULL EMPLOYMENT COUNCIL CAREER TRANSIT PROGRAM	<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> Other (Transit)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Operations	2012	Non-Federal	\$68.9
Operations	2012	Federal	\$68.9
Operations	2013	Non-Federal	\$45.0
Operations	2013	Federal	\$45.0
<b>Federal Total:</b> \$114.0	<b>Non-Federal Total:</b> \$114.0	<b>Total:</b>	<b>\$228.0</b>

**Description:** The Full Employment Council Accessible Transportation Program will provide outreach and marketing activities to inform potential applicants of the employment and training services available through the One Stop centers, as well as the transportation resources available.

**Status:**

# Missouri

<b>TIP #:</b> 666003	<b>Juris:</b> GRAIN VALLEY	<b>Location/Improvement:</b> BUCKNER-TARSNEY (MAIN STREET) IMPROVEMENTS	<b>County:</b> JACKSON	<b>Type:</b>	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Other	2014	Federal	TA-MO	\$443.1	Complete Street enhancements to Buckner Tarsney including a dedicated on-street bike lane, dual sidewalks, enhanced crosswalks and street lighting. New asphalt for vehicular traffic as well as providing on-street parking to improve access to downtown business and public places. The goal is to improve access to all modes of traffic while improving public safety and investing in Grain Valleys downtown corridor.
Other	2014	Non-Federal	LOCAL	\$213.4	
<b>Federal Total:</b> \$443.1	<b>Non-Federal Total:</b> \$213.4		<b>Total:</b> \$656.5		<b>Status:</b>

<b>TIP #:</b> 627010	<b>Juris:</b> GRANDVIEW	<b>Location/Improvement:</b> BLUE RIDGE BLVD	<b>County:</b> JACKSON	<b>Type:</b> Resurfacing Only	<b>Length (mi):</b> .34
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2015	Non-Federal	LOCAL	\$1,637.8	Resurface 2/3 lane section of street and add curb and gutter
Right-of-Way	2014	Non-Federal	LOCAL	\$168.7	
Engineering	2013	Non-Federal	LOCAL	\$129.8	
<b>Federal Total:</b>	<b>Non-Federal Total:</b> \$1,936.3		<b>Total:</b> \$1,936.3		<b>Status:</b>

<b>TIP #:</b> 627013	<b>Juris:</b> GRANDVIEW	<b>Location/Improvement:</b> PHASE IV MAIN STREET IMPROVEMENTS	<b>County:</b> JACKSON	<b>Type:</b> Reconstruction (No Added Capacity)	<b>Length (mi):</b> .33
<b>State #:</b>	<b>Federal #:</b> STP-3322(408)				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2014	Federal	STPM-MO	\$1,136.8	Upgrade of street surface, geometry, sidewalks, landscaping and street furniture to improve traffic operations and increase pedestrian and bicycle safety.
Construction	2014	Non-Federal	LOCAL	\$363.2	
<b>Federal Total:</b> \$1,136.8	<b>Non-Federal Total:</b> \$363.2		<b>Total:</b> \$1,500.0		<b>Status:</b>

<b>TIP #:</b> 627016	<b>Juris:</b> GRANDVIEW	<b>Location/Improvement:</b> MAIN STREET PHASE 7/ HIGHGROVE ROAD UPGRADING	<b>County:</b> JACKSON	<b>Type:</b> Reconstruction (No Added Capacity)	<b>Length (mi):</b> 1.8
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2015	Federal	STPM-MO	\$850.0	Improvement of Main Street and Highgrove road to include road diet and complete street considerations including new curbs, surface, signs and markings.
Construction	2015	Non-Federal	LOCAL	\$400.0	
<b>Federal Total:</b> \$850.0	<b>Non-Federal Total:</b> \$400.0		<b>Total:</b> \$1,250.0		<b>Status:</b>

# Missouri

<b>TIP #:</b> 627017	<b>Juris:</b> GRANDVIEW	<b>Location/Improvement:</b> EAST LEG 155TH STREET CORRIDOR IMPROVEMENTS	<b>County:</b> JACKSON	<b>Type:</b> Reconstruction (No Added Capacity)	<b>Length (mi):</b> 2
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2016	Federal	STPM-MO	\$4,375.8	Reconstruct two-lane county road to modern standards including improved geometrics, C&G, paved shoulders, and a center turn lane. Proposal includes a 10-foot wide multi-use path, new traffic control devices, pavement markings and storm sewer.
Construction	2016	Non-Federal	LOCAL	\$2,059.2	
<b>Federal Total:</b>	<b>\$4,375.8</b>	<b>Non-Federal Total:</b>	<b>\$2,059.2</b>	<b>Total:</b>	<b>\$6,435.0</b>

<b>TIP #:</b> 627018	<b>Juris:</b> GRANDVIEW	<b>Location/Improvement:</b> BYARS MULTIUSE PATH ENHANCEMENTS	<b>County:</b> JACKSON	<b>Type:</b>	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Other	2014	Federal	TA-MO	\$250.0	Extensions and completion multi-use path connecting MO 150 path to Longview Lake path.
Other	2014	Non-Federal	LOCAL	\$83.3	
<b>Federal Total:</b>	<b>\$250.0</b>	<b>Non-Federal Total:</b>	<b>\$83.3</b>	<b>Total:</b>	<b>\$333.3</b>

<b>TIP #:</b> 628122	<b>Juris:</b> INDEPENDENCE	<b>Location/Improvement:</b> PHASE 1, US 24 HIGHWAY – BROOKSIDE TO OVERTON	<b>County:</b> JACKSON	<b>Type:</b> Pedestrian and/or Bikeways	<b>Length (mi):</b> .60
<b>State #:</b>	<b>Federal #:</b> STP-3379(428)				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2014	Federal	STPM-MO	\$567.8	This project will construct 5 foot sidewalks along both sides of US 24 Highway, intersection modifications, drive approaches and curb & gutter. It will provide area residents access to local services including bus transit, grocery, shopping & health clinics along with improving pedestrian safety.
Other	2014	Non-Federal	LOCAL	\$267.2	
<b>Federal Total:</b>	<b>\$567.8</b>	<b>Non-Federal Total:</b>	<b>\$267.2</b>	<b>Total:</b>	<b>\$835.0</b>

<b>TIP #:</b> 628127	<b>Juris:</b> INDEPENDENCE	<b>Location/Improvement:</b> CRYSLER AVENUE COMPLETE STREETS IMPROVEMENTS	<b>County:</b> JACKSON	<b>Type:</b> Pedestrian and/or Bikeways	<b>Length (mi):</b> 3.5
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2016	Federal	STPM-MO	\$554.2	This project would add pedestrian push buttons, countdown signal heads and sidewalk ramps at signalized intersections from River Blvd. to 40 Hwy. Signals along Crysler at River, Walnut, Winner, 23rd St, 35th St, 39th St, 43rd St and 40 Hwy would have improved bicycle and pedestrian provisions.
Construction	2016	Non-Federal	LOCAL	\$260.8	
<b>Federal Total:</b>	<b>\$554.2</b>	<b>Non-Federal Total:</b>	<b>\$260.8</b>	<b>Total:</b>	<b>\$815.0</b>

<b>TIP #:</b> 628128	<b>Juris:</b> INDEPENDENCE	<b>Location/Improvement:</b> 39TH AND NOLAND RIGHT TURN LANES	<b>County:</b> JACKSON	<b>Type:</b> Traffic Flow	<b>Length (mi):</b> 0.1
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2016	Federal	STPM-MO	\$550.8	Operational efficiencies for all modes will be improved at the high volume intersection of 39th and Noland by adding right-turn lanes on Noland, rebuilding curb radii, pulling back raised center medians, adding sidewalk/ramps and replacing outdated signal equipment & adding countdown ped signals.
Construction	2016	Non-Federal	LOCAL	\$259.2	
<b>Federal Total:</b>	<b>\$550.8</b>	<b>Non-Federal Total:</b>	<b>\$259.2</b>	<b>Total:</b>	<b>\$810.0</b>

# Missouri

<b>TIP #:</b> 628129	<b>Juris:</b> INDEPENDENCE	<b>Location/Improvement:</b> TRUMAN ROAD AND M-78 INTERSECTION ALIGNMENT		<b>Length (mi):</b> 0.1
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> Traffic Flow	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>	
Construction	2015	Federal	Project realigns Truman Rd skewed approach to nearly right-angle with M-78 including RT & LT lanes on all approaches in conformance w/ travel demand studies for growth in eastern Independence. Project also includes signalization, countdown pedestrian signals, sidewalk and multiuse path to connect to Little Blue Trace trail to the east.	
Construction	2015	Non-Federal		
<b>Federal Total:</b>	<b>\$1,664.3</b>	<b>Non-Federal Total:</b>	<b>\$783.7</b>	<b>Status:</b>
		<b>Total:</b>	<b>\$2,448.0</b>	

<b>TIP #:</b> 628130	<b>Juris:</b> INDEPENDENCE	<b>Location/Improvement:</b> TRUMAN RD STREETSCAPE - PHASE II		<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b>	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>	
Other	2014	Federal	The Truman Rd Streetscape is Phase II of a multi-phased streetscaping project in and around the Independence Square. This phase will construct half-street pedestrian improvements and stormwater bmp streetscape elements along a six-block segment of Truman Rd.	
Other	2014	Non-Federal		
<b>Federal Total:</b>	<b>\$447.1</b>	<b>Non-Federal Total:</b>	<b>\$215.3</b>	<b>Status:</b>
		<b>Total:</b>	<b>\$662.4</b>	

<b>TIP #:</b> 628131	<b>Juris:</b> INDEPENDENCE	<b>Location/Improvement:</b> CITY OF INDEPENDENCE - INDEBUS		<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> Demand Response	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>	
Operations	2013	Non-Federal	JARC funding to operate the following Indebus routes in the City of Independence: Blue, Purple, and Green.	
Operations	2013	Federal		
<b>Federal Total:</b>	<b>\$80.9</b>	<b>Non-Federal Total:</b>	<b>\$80.9</b>	<b>Status:</b>
		<b>Total:</b>	<b>\$161.8</b>	

<b>TIP #:</b> 628132	<b>Juris:</b> INDEPENDENCE	<b>Location/Improvement:</b> CITY OF INDEPENDENCE - ROUTES 15 AND 24X		<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> Demand Response	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>	
Operations	2013	Non-Federal	JARC funding to operate two routes that connect the City of Independence to downtown Kansas City, MO.	
Operations	2013	Federal		
<b>Federal Total:</b>	<b>\$82.4</b>	<b>Non-Federal Total:</b>	<b>\$82.4</b>	<b>Status:</b>
		<b>Total:</b>	<b>\$164.8</b>	

<b>TIP #:</b> 628133	<b>Juris:</b> INDEPENDENCE	<b>Location/Improvement:</b> CITY OF INDEPENDENCE - INDEACCESS AND ACCESS PLUS		<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> Demand Response	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>	
Operations	2014	Non-Federal	New Freedom funding to operate a transportation service that is above and beyond ADA requirements.	
Operations	2014	Federal		
<b>Federal Total:</b>	<b>\$76.4</b>	<b>Non-Federal Total:</b>	<b>\$76.4</b>	<b>Status:</b>
		<b>Total:</b>	<b>\$152.8</b>	

# Missouri

<b>TIP #:</b> 995187	<b>Juris:</b> ITN GREATER KANSAS CITY	<b>Location/Improvement:</b> ITN GREATER KANSAS CITY	<b>County:</b> JACKSON	<b>Type:</b> Demand Response	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	<b>Status:</b>
		LOCAL	\$88.3	New Freedom funding to provide door-through-door transportation service that goes above and beyond ADA requirements.	
		JARC	\$88.3		
<b>Federal Total:</b> \$88.3	<b>Non-Federal Total:</b> \$88.3	<b>Total:</b>	<b>\$176.5</b>		

<b>TIP #:</b> 634058	<b>Juris:</b> JACKSON COUNTY	<b>Location/Improvement:</b> IMPROVEMENTS TO LEE'S SUMMIT ROAD, ANDERSON DRIVE TO 40 HWY	<b>County:</b> JACKSON	<b>Type:</b> Reconstruction (No Added Capacity)	<b>Length (mi):</b> 1.4
<b>State #:</b> 4P2387	<b>Federal #:</b> STP-3301(454)	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	<b>Status:</b>
		STPM-MO	\$7,120.0	Reconstruct from 2-lanes to 3-lanes w/ curb and gutter and enclosed drainage system, sidewalks, bike trail, on-road bike lanes, new bridge at Little Blue River crossing, environmental enhancements. Improved horizontal and vertical alignments for safety.	
		LOCAL	\$1,780.0		
		LOCAL	\$780.4		
		LOCAL	\$100.0		
<b>Federal Total:</b> \$7,120.0	<b>Non-Federal Total:</b> \$2,660.4	<b>Total:</b>	<b>\$9,780.4</b>		

<b>TIP #:</b> 634060	<b>Juris:</b> JACKSON COUNTY	<b>Location/Improvement:</b> BROWNING ROAD BRIDGE	<b>County:</b> JACKSON	<b>Type:</b> Bridge Replacement (No Added Capacity)	<b>Length (mi):</b> .10
<b>State #:</b>	<b>Federal #:</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	<b>Status:</b>
		BRO-MO	\$450.0	Replacement of existing low water crossing with a new structure	
		LOCAL	\$80.0		
		LOCAL	\$10.0		
<b>Federal Total:</b> \$450.0	<b>Non-Federal Total:</b> \$90.0	<b>Total:</b>	<b>\$540.0</b>		

<b>TIP #:</b> 510065	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> FRONT STREET - I-35 TO UNIVERSAL	<b>County:</b> JACKSON	<b>Type:</b> Right-Of-Way (Roadway)	<b>Length (mi):</b> 3.0
<b>State #:</b>	<b>Federal #:</b> STP-3377(408)	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	<b>Status:</b>
		STPM-MO	\$3,000.0	Right-of-Way for reconstruction of the existing facility and the addition of 2 through lanes with a center turn lane.	
		LOCAL	\$1,500.0		
		LOCAL	\$750.0		
		LOCAL	\$375.0		
<b>Federal Total:</b> \$3,000.0	<b>Non-Federal Total:</b> \$2,625.0	<b>Total:</b>	<b>\$5,625.0</b>		



# Missouri

<b>TIP #:</b> 611041	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> BLUE PARKWAY AND EASTWOOD TRAFFICWAY INTERSECTION AND BRIDGE	<b>Length (mi):</b> .02
<b>State #:</b> BRM-3301(470)	<b>Federal #:</b> STP-3301(457)	<b>County:</b> JACKSON	<b>Type:</b> Bridge Replacement (No Added Capacity)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Federal	Intersection capacity improvements and rehabilitation of the bridge over Small Creek including necessary roadway and intersection improvements and adjustment of vertical grades and horizontal alignments. Pedestrian access included.
Engineering	2009	Non-Federal	
Construction	2014	Non-Federal	
Construction	2015	Federal	
Right-of-Way	2012	Federal	
<b>Federal Total:</b>	<b>\$4,285.0</b>	<b>Non-Federal Total:</b>	<b>\$2,775.0</b>
		<b>Total:</b>	<b>\$7,060.0</b>

**Status:**

<b>TIP #:</b> 611132	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> BYRAM'S FORD BATTLEFIELD	<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> Environmental, Scenic, Historic
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Other	2012	Federal	The principal purpose of this project is acquisition and restoration of a portion of a major Civil War battlefield. The restoration will consist of removing a modern warehouse structure (single story of 30,000 square feet) and returning the project site to a green space as it appeared in 1864.
Other	2012	Non-Federal	
<b>Federal Total:</b>	<b>\$498.0</b>	<b>Non-Federal Total:</b>	<b>\$166.0</b>
		<b>Total:</b>	<b>\$664.0</b>

**Status:**

<b>TIP #:</b> 611153	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> BLUE RIVER TRAILS - SWOPE PARK TO BRUSH CREEK	<b>Length (mi):</b> 2.4
<b>State #:</b>	<b>Federal #:</b> STP-3301(456)	<b>County:</b> JACKSON	<b>Type:</b> Pedestrian and/or Bikeways
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Federal	2.4 mi. of 10-ft wide concrete surface. Connecting two major transportation routes, Swope Park at 63rd St. and the Brush Creek corridor at Blue Parkway. Connects business and residents to bus stops, shopping, recreation, Restaurants, health services, and historical sites.
Construction	2014	Non-Federal	
<b>Federal Total:</b>	<b>\$453.9</b>	<b>Non-Federal Total:</b>	<b>\$271.1</b>
		<b>Total:</b>	<b>\$725.0</b>

**Status:**

<b>TIP #:</b> 611155	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> TRUMAN ROAD ATMS FIBER, CHARLOTTE TO WINCHESTER	<b>Length (mi):</b> 4.0
<b>State #:</b>	<b>Federal #:</b> CMQ-3379(429)	<b>County:</b> JACKSON	<b>Type:</b> Signalization & Computerization (Roadway)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Federal	Design, construction, inspection of traffic signal fiber optics connection To interconnect traffic signal along Truman Road to reduce delay, traffic accidents and gas consumption.
Construction	2014	Non-Federal	
<b>Federal Total:</b>	<b>\$360.0</b>	<b>Non-Federal Total:</b>	<b>\$90.0</b>
		<b>Total:</b>	<b>\$450.0</b>

**Status:**

# Missouri

<b>TIP #:</b> 611158	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> CLIFF DRIVE LIVABILITY IMPROVEMENTS	<b>Length (mi):</b> 3.2
<b>State #:</b>	<b>Federal #:</b> SB-11MO-1	<b>County:</b> JACKSON	<b>Type:</b> Pedestrian and/or Bikeways
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2013	Federal	Install 12 sharrows and 12 "bike route" signs, rebuilding staircases throughout the corridor and connecting them with walking trails, installing benches, clearing trees to restore scenic overlooks, erecting steel fences at five dangerous overlooks and repairing stone retaining walls at three locations.
Construction	2013	Non-Federal	
Engineering	2012	Federal	
Engineering	2012	Non-Federal	
<b>Federal Total:</b>	<b>\$642.0</b>	<b>Non-Federal Total:</b>	<b>\$160.5</b>
		<b>Total:</b>	<b>\$802.5</b>

<b>TIP #:</b> 611159	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> LEE'S SUMMIT ROAD - SPACE CENTER DR. TO LAKEWOOD BOULEVARD	<b>Length (mi):</b> 1.0
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> Reconstruction (No Added Capacity)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Non-Federal	Reconstruct and widen to three lane with curb gutter and sidewalks Lee's Summit Road from Space Center Drive to Lakewood Boulevard
Engineering	2012	Non-Federal	
Right-of-Way	2013	Non-Federal	
<b>Federal Total:</b>	<b>\$3,800.0</b>	<b>Non-Federal Total:</b>	<b>\$3,800.0</b>

<b>TIP #:</b> 611161	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> BLUE RIVER TRAILS - TRUMAN ROAD TO STADIUM DRIVE	<b>Length (mi):</b> 2.3
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> Pedestrian and/or Bikeways
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Non-Federal	Continuation of the Blue River trails along the Blue River between Stadium Dr and Truman Road.
		Non-Federal	
<b>Federal Total:</b>	<b>\$1,400.0</b>	<b>Non-Federal Total:</b>	

<b>TIP #:</b> 611162	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> SWOPE PARK INDUSTRIAL AREA FLYOVER BRIDGE	<b>Length (mi):</b> .39
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> New Bridge
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2013	Non-Federal	New bridge for safe ingress/egress over a dangerous at-grade RR crossing and over a new floodwall/levee protecting the Swope Park Industrial Area where over 400 skilled workers are employed. Access would be out of the 100-year floodplain.
		Non-Federal	
<b>Federal Total:</b>	<b>\$5,000.0</b>	<b>Non-Federal Total:</b>	

# Missouri

**TIP #:** 611163 **Juris:** KANSAS CITY, MO **Location/Improvement:** RED BRIDGE ROAD - JACKSON TO GRANDVIEW ROAD **Length (mi):** 1.0  
**State #:** **Federal #:** **County:** JACKSON **Type:** Widening & Resurfacing (No Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2017	Non-Federal	LOCAL	\$6,700.0	Widen Red Bridge Road from existing 2-lane roadway to 3 lanes along the current alignment. Improvements include curbs, sidewalks, storm sewers, street lights and potentially traffic signals if warranted.	
Engineering	2015	Non-Federal	LOCAL	\$1,500.0		
Right-of-Way	2016	Non-Federal	LOCAL	\$800.0		
<b>Federal Total:</b>				<b>Total: \$9,000.0</b>		

**TIP #:** 611164 **Juris:** KANSAS CITY, MO **Location/Improvement:** RED BRIDGE ROAD - MONTGALL TO JACKSON **Length (mi):** 1.0  
**State #:** **Federal #:** **County:** JACKSON **Type:** Widening & Resurfacing (No Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2016	Non-Federal	LOCAL	\$5,400.0	Widen Red Bridge Road from existing 2-lane roadway to 3 lanes along the current alignment. Improvements include curbs, sidewalks, storm sewers, street lights and potentially traffic signals if warranted.	
Engineering	2014	Non-Federal	LOCAL	\$1,150.0		
Right-of-Way	2015	Non-Federal	LOCAL	\$650.0		
<b>Federal Total:</b>				<b>Total: \$7,200.0</b>		

**TIP #:** 611165 **Juris:** KANSAS CITY, MO **Location/Improvement:** RED BRIDGE ROAD - BLUE RIVER ROAD TO MONTGALL **Length (mi):** 1.0  
**State #:** **Federal #:** **County:** JACKSON **Type:** Widening & Resurfacing (No Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2015	Non-Federal	LOCAL	\$6,300.0	Widen Red Bridge Road from existing 2-lane roadway to 3 lanes along the current alignment. Improvements include curbs, sidewalks, storm sewers, street lights and potentially traffic signals if warranted.	
Engineering	2011	Non-Federal	LOCAL	\$1,250.0		
Right-of-Way	2012	Non-Federal	LOCAL	\$750.0		
<b>Federal Total:</b>				<b>Total: \$8,300.0</b>		

**TIP #:** 611166 **Juris:** KANSAS CITY, MO **Location/Improvement:** 135TH STREET - HOLMES TO M-150 **Length (mi):** 1.0  
**State #:** **Federal #:** **County:** JACKSON **Type:** Widening & Resurfacing (No Added Capacity)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2015	Non-Federal	LOCAL	\$3,800.0	Widen 135th Street from existing 2-lane to 3 lanes along the current alignment. Improvements include curbs, sidewalks, storm sewers, street lights, traffic signals at 2 intersections and RR xing improvements. Phase 1 construction is from Holmes to Oak (2013). Phase 2 from Oak to Wornall (2015).	
Construction	2013	Non-Federal	LOCAL	\$2,000.0		
Right-of-Way	2011	Non-Federal	LOCAL	\$300.0		
<b>Federal Total:</b>				<b>Total: \$6,100.0</b>		

# Missouri

TIP #:	Juris:	Location/Improvement:	County:	Type:	Length (mi):
611167	KANSAS CITY, MO	KANSAS CITY STREETCAR	JACKSON		2
<b>State #:</b>	<b>Federal #:</b>				
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2013	Non-Federal	LOCAL	\$84,700.0	The Downtown Kansas City Streetcar Project is a modern electric streetcar line on Main Street in Kansas City, Missouri. The approximately 2 mile north-south streetcar route (4 track-miles) will operate in City-owned streets connecting the River Market area, near 3rd and Grand Ave. to Union Station near Pershing Rd. It would include approximately 4 individual and 7 pairs of stations, spaced roughly every two blocks, operating at approximately 10-minute headways. The system will include 4 modern electric streetcar vehicles and a Vehicle Maintenance Facility.
Construction	2014	Federal	TIGER-MO	\$20,000.0	
Other	2015	Federal	STPM-MO	\$8,000.0	
Other	2013	Federal	STPM-MO	\$8,000.0	
Engineering	2012	Non-Federal	LOCAL	\$2,000.0	
Construction	2013	Federal	CMAQ-MO	\$1,130.2	
Engineering	2012	Federal	5307	\$500.0	<b>Status:</b>
<b>Federal Total:</b>	<b>\$37,630.2</b>	<b>Non-Federal Total:</b>		<b>\$86,700.0</b>	<b>Total:</b>
				<b>\$124,330.2</b>	

TIP #:	Juris:	Location/Improvement:	County:	Type:	Length (mi):
611169	KANSAS CITY, MO	INDEPENDENCE AND BENTON AVENUE INTERSECTION	JACKSON		0.1
<b>State #:</b>	<b>Federal #:</b>				
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2016	Federal	STPM-MO	\$1,402.5	New roadway and pedestrian surfaces, traffic signals, pedestrian crosswalks, landscape, stormwater BMPs, bike lanes and neighborhood identification.
Construction	2016	Non-Federal	LOCAL	\$660.0	
<b>Federal Total:</b>	<b>\$1,402.5</b>	<b>Non-Federal Total:</b>		<b>\$660.0</b>	<b>Status:</b>
				<b>\$2,062.5</b>	

TIP #:	Juris:	Location/Improvement:	County:	Type:	Length (mi):
611170	KANSAS CITY, MO	47TH ST./CLEAVER II BLVD ATMS	JACKSON		2.5
<b>State #:</b>	<b>Federal #:</b>				
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2014	Federal	CMAQ-MO	\$372.8	Fiber optic interconnect, energy efficient traffic signal cabinets/controllers, accessible pedestrian signals, flashing yellow arrow signals, PTZ cameras and other traffic signal appurtenances at the existing signals along Cleaver II Blvd corridor from Benton Blvd to 35th Street.
Construction	2014	Non-Federal	LOCAL	\$93.2	
<b>Federal Total:</b>	<b>\$372.8</b>	<b>Non-Federal Total:</b>		<b>\$93.2</b>	<b>Status:</b>
				<b>\$466.0</b>	

TIP #:	Juris:	Location/Improvement:	County:	Type:	Length (mi):
611172	KANSAS CITY, MO	DOWNTOWN LOOP AND NEIGHBORHOOD BIKE CONNECTOR	JACKSON		N/A
<b>State #:</b>	<b>Federal #:</b>				
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2014	Federal	CMAQ-MO	\$524.0	This project will establish a 12-mile downtown loop for bicycle facilities and establish key neighborhood connections to 18th/Vine, Crossroads, the Westside, West Bottoms, and a key link to both Wyandotte and Johnson County, KS residents.
Engineering	2013	Federal	CMAQ-MO	\$200.0	
Construction	2014	Non-Federal	LOCAL	\$171.4	
Engineering	2013	Non-Federal	LOCAL	\$50.0	
<b>Federal Total:</b>	<b>\$724.0</b>	<b>Non-Federal Total:</b>		<b>\$221.4</b>	<b>Status:</b>
				<b>\$945.4</b>	UNDER DESIGN

# Missouri

<b>TIP #:</b> 611173		<b>Juris:</b> KANSAS CITY, MO		<b>Location/Improvement:</b> CLIFF DRIVE AND SPIRIT OF KANSAS CITY SCENIC BYWAYS TRAIL PROJECT		<b>Length (mi):</b> .75
<b>State #:</b>		<b>Federal #:</b> SB-2012-MO-01		<b>County:</b> JACKSON		<b>Type:</b> Pedestrian and/or Bikeways
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	
Construction	2013	Federal	NSB-MO	\$832.5	This project will connect the Cliff Drive Scenic Byway located 1 mile northeast of downtown Kansas City, Missouri, to the Spirit of Kansas City Scenic Byway located on the northern regions of downtown through a multi-use trail. This project will also install trail and way finding signage so visitors can easily navigate the byways and the features within them. Additional safety facilities of bike route signage, crosswalks, ADA ramps, and sidewalks will be installed to protect cyclists and pedestrians. This multi-use trail will draw additional visitors to each byway through the proposed connection, thereby expanding recreational opportunities available to Cliff Drive and Spirit of Kansas City travelers.	
Construction	2013	Non-Federal	LOCAL	\$208.1		
<b>Federal Total:</b>	<b>\$832.5</b>	<b>Non-Federal Total:</b>	<b>\$208.1</b>	<b>Total:</b>	<b>\$1,040.7</b>	

**Status:**

<b>TIP #:</b> 611175		<b>Juris:</b> KANSAS CITY, MO		<b>Location/Improvement:</b> BLUE RIVER TRAIL--BRUSH CREEK TO STADIUM DRIVE		<b>Length (mi):</b> 2.2
<b>State #:</b>		<b>Federal #:</b>		<b>County:</b> JACKSON		<b>Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	
Other	2013	Non-Federal	LOCAL	\$550.0	2.2 miles of 10-ft wide bike/ped concrete surface continuing the Blue River Trail north to Stadium Drive from the Swope Park to Brush Creek segment that will be constructed in 2012. Connects urban core to region and to commercial and industrial centers where over 4100 businesses employ 66100 people.	
Other	2013	Federal	TA-MO	\$450.0		
<b>Federal Total:</b>	<b>\$450.0</b>	<b>Non-Federal Total:</b>	<b>\$550.0</b>	<b>Total:</b>	<b>\$1,000.0</b>	

**Status:**

<b>TIP #:</b> 611176		<b>Juris:</b> KANSAS CITY, MO		<b>Location/Improvement:</b> MINOR PARK TRAIL CONNECTION		<b>Length (mi):</b> 0
<b>State #:</b>		<b>Federal #:</b> STP-3400(439)		<b>County:</b> JACKSON		<b>Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	
Other	2014	Federal	TA-MO	\$450.0	Connection of the Blue River Greenway Trail from Alex George Lake to Minor Park and Red Bridge Road.	
Other	2014	Non-Federal	LOCAL	\$150.0		
<b>Federal Total:</b>	<b>\$450.0</b>	<b>Non-Federal Total:</b>	<b>\$150.0</b>	<b>Total:</b>	<b>\$600.0</b>	

**Status:**

<b>TIP #:</b> 611177		<b>Juris:</b> KANSAS CITY, MO		<b>Location/Improvement:</b> CARONDELET DRIVE - STATE LINE TO WORNALL ROAD		<b>Length (mi):</b> .80
<b>State #:</b>		<b>Federal #:</b>		<b>County:</b> JACKSON		<b>Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	
Engineering	2013	Federal	TCSP-MO	\$300.0	Widening and improvements to Carondelet Drive between State Line and Wornall Road using . The current phase will be for concept evaluation, a traffic study and plan development. The construction phase, estimated at \$2M, will be added when funding becomes available.	
<b>Federal Total:</b>	<b>\$300.0</b>	<b>Non-Federal Total:</b>		<b>Total:</b>		<b>\$300.0</b>

**Status:**

# Missouri

<b>TIP #:</b> 611178	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> INDEPENDENCE & PASEO	<b>County:</b> JACKSON	<b>Type:</b> Other (Safety)	<b>Length (mi):</b> 0.1
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2017	Federal	STP-MO	\$9,000.0	Realignment and reconfiguration of the Paseo and Independence intersection including connections between the boulevard, the avenue, adjacent crossover and deceleration lanes, sidewalks/pedestrian walkways, and traffic signalization leading into and out of the intersection. This project would address long-standing safety issues associated with transition of traffic speeds from highway to residential, functioning of intersection lights which are currently too tightly spaced, adjacent road and bridge infrastructure in need of improvement, and provide for safe pedestrian egress north and south across Independence and east and west across Paseo.
Construction	2015	Non-Federal	LOCAL	\$3,000.0	
Right-of-Way	2014	Non-Federal	LOCAL	\$3,000.0	
Engineering	2014	Non-Federal	LOCAL	\$400.0	
<b>Federal Total:</b>	<b>\$9,000.0</b>	<b>Non-Federal Total:</b>	<b>\$6,400.0</b>	<b>Total:</b>	<b>\$15,400.0</b>

<b>TIP #:</b> 690302	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> WOODSWEATHER ROAD OVER BNSF RR	<b>County:</b> JACKSON	<b>Type:</b> Bridge Replacement (No Added Capacity)	<b>Length (mi):</b> .17
<b>State #:</b>	<b>Federal #:</b> BRM-3301(471)				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2014	Non-Federal	LOCAL	\$2,900.0	Replace bridge at Woodsweather Road over BNSF RR
Construction	2014	Federal	STPM-MO	\$1,000.0	
Engineering	2009	Non-Federal	LOCAL	\$980.0	
Right-of-Way	2011	Non-Federal	LOCAL	\$890.0	
<b>Federal Total:</b>	<b>\$1,000.0</b>	<b>Non-Federal Total:</b>	<b>\$4,770.0</b>	<b>Total:</b>	<b>\$5,770.0</b>

<b>TIP #:</b> 690303	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> WOODSWEATHER ROAD OVER UP RR	<b>County:</b> JACKSON	<b>Type:</b> Bridge Replacement (No Added Capacity)	<b>Length (mi):</b> .18
<b>State #:</b>	<b>Federal #:</b> BRM-3301(472)				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2014	Non-Federal	LOCAL	\$7,600.0	Replace bridge at Woodsweather Road over UP RR
Engineering	2009	Non-Federal	LOCAL	\$2,400.0	
Construction	2014	Federal	STPM-MO	\$2,000.0	
Right-of-Way	2010	Non-Federal	LOCAL	\$950.0	
<b>Federal Total:</b>	<b>\$2,000.0</b>	<b>Non-Federal Total:</b>	<b>\$10,950.0</b>	<b>Total:</b>	<b>\$12,950.0</b>

<b>TIP #:</b> 690369	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> NOLAND RD. AND M-350 INTERSECTION	<b>County:</b> JACKSON	<b>Type:</b> Reconstruction (Added Capacity)	<b>Length (mi):</b> 1.0
<b>State #:</b>	<b>Federal #:</b>				
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>
Construction	2014	Federal	STPM-MO	\$5,100.0	Improve capacity of Route 350 and Noland Road intersection including improvements to Noland Road north of Route 350.
Construction	2014	Non-Federal	LOCAL	\$2,900.0	
Engineering	2012	Non-Federal	LOCAL	\$400.0	
<b>Federal Total:</b>	<b>\$5,100.0</b>	<b>Non-Federal Total:</b>	<b>\$3,300.0</b>	<b>Total:</b>	<b>\$8,400.0</b>

# Missouri

**TIP #:** 970084 **Juris:** KANSAS CITY, MO **Location/Improvement:** ARMOUR/BENTON BICYCLE FACILITIES **Length (mi):** 6.0  
**State #:** **Federal #:** CMQ-3301(463) **County:** JACKSON **Type:** Pedestrian and/or Bikeways

**Description:** This project will retrofit 2 existing streets with bike lanes or narrow pavement markings and signage. Funds would complete plans and construct facilities on Armour from Broadway to Paseo and Benton from St. John to Swope Parkway.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2013	Federal	CMAQ-MO	\$400.4	
Construction	2013	Non-Federal	LOCAL	\$100.1	
Engineering	2013	Federal	CMAQ-MO	\$21.8	
Engineering	2013	Non-Federal	LOCAL	\$5.4	
<b>Federal Total:</b>	<b>\$422.2</b>	<b>Non-Federal Total:</b>	<b>\$105.5</b>	<b>Total:</b>	<b>\$527.7</b>

**TIP #:** 970098 **Juris:** KANSAS CITY, MO **Location/Improvement:** CNG HEAVY TRUCKS - CITY OF KCMO **Length (mi):** N/A

**State #:** **Federal #:** CMQ-3300(423) **County:** JACKSON **Type:** Environmental, Scenic, Historic

**Description:** The City of KCMO, Water Services Department is seeking to replace 2 diesel powered trucks with CNG. The project funds are being requested to cover the cost of the CNG engine, CNG tank package, and installation.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Other	2014	Federal	CMAQ-MO	\$465.4	
Other	2014	Non-Federal	LOCAL	\$116.3	
Other	2013	Federal	CMAQ-MO	\$68.2	
Other	2013	Non-Federal	LOCAL	\$31.8	
<b>Federal Total:</b>	<b>\$533.6</b>	<b>Non-Federal Total:</b>	<b>\$148.1</b>	<b>Total:</b>	<b>\$681.7</b>

**TIP #:** 695002 **Juris:** KCATA **Location/Improvement:** OPERATING ASSISTANCE FOR LEE'S SUMMIT

**State #:** **County:** JACKSON **Type:** Other (Transit)

**Description:** Transit service between Lee's Summit and Kansas City, MO

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Other	2018	Federal	5307	\$579.0	
Other	2017	Federal	5307	\$562.0	
Other	2016	Federal	5307	\$545.0	
Other	2015	Federal	5307	\$529.0	
Other	2014	Federal	5307	\$514.0	
Other	2018	Non-Federal	LOCAL	\$144.0	
Other	2017	Non-Federal	LOCAL	\$140.0	
Other	2016	Non-Federal	LOCAL	\$136.0	
Other	2015	Non-Federal	LOCAL	\$132.0	
Other	2014	Non-Federal	LOCAL	\$128.0	
<b>Federal Total:</b>	<b>\$2,729.0</b>	<b>Non-Federal Total:</b>	<b>\$680.0</b>	<b>Total:</b>	<b>\$3,409.0</b>



**Missouri**

TIP #: 995171      Juris: KCATA      Location/Improvement: 296 METROFLEX SERVICE      Length (mi): N/A  
 State #:      Federal #:      County: JACKSON      Type: Other (Transit)

Description: Continuation of the Route #296 MetroFlex service

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Operations	2012	Non-Federal	LOCAL	\$240.3
Operations	2012	Federal	5317	\$240.3
Operations	2013	Non-Federal	LOCAL	\$86.6
Operations	2013	Federal	5317	\$86.6
<b>Federal Total:</b>	<b>\$326.9</b>	<b>Non-Federal Total:</b>	<b>\$326.9</b>	<b>Total: \$653.7</b>

TIP #: 996066      Juris: KCATA      Location/Improvement: SUPPORT EQUIPMENT & FACILITIES      Length (mi): N/A  
 State #:      Federal #:      County: JACKSON      Type: Facilities

Description: Office & Shop Equipment, Service Vehicle Replacement, Facilities Rehab

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Other	2014	Federal	5307	\$8,300.0
Other	2018	Federal	5307	\$7,004.0
Other	2017	Federal	5307	\$6,867.0
Other	2016	Federal	5307	\$6,732.0
Other	2015	Federal	5307	\$6,600.0
Other	2014	Non-Federal	LOCAL	\$2,095.0
Other	2018	Non-Federal	LOCAL	\$1,751.0
Other	2017	Non-Federal	LOCAL	\$1,717.0
Other	2016	Non-Federal	LOCAL	\$1,683.0
Other	2015	Non-Federal	LOCAL	\$1,650.0
<b>Federal Total:</b>	<b>\$35,503.0</b>	<b>Non-Federal Total:</b>	<b>\$8,896.0</b>	<b>Total: \$44,399.0</b>

TIP #: 630068      Juris: LEE'S SUMMIT      Location/Improvement: TODD GEORGE INTERCHANGE UPGRADE      Length (mi): .25  
 State #:      Federal #:      County: JACKSON      Type:

Description: Reconstruct the Todd George Parkway Interchange with US50 as a Tight Urban Diamond (TUD)

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2014	Non-Federal	LOCAL	\$1,425.0
<b>Federal Total:</b>		<b>Non-Federal Total:</b>	<b>\$1,425.0</b>	<b>Total: \$1,425.0</b>

# Missouri

<b>TIP #:</b> 630070	<b>Juris:</b> LEE'S SUMMIT	<b>Location/Improvement:</b> LEE'S SUMMIT ROAD - COLBERN RD. TO GREGORY BOULEVARD	<b>Length (mi):</b> 2.25
<b>State #:</b>	<b>Federal #:</b> STP-3301(455)	<b>County:</b> JACKSON	<b>Type:</b> Widening & Resurfacing (Added Capacity)
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Non-Federal	Widen and realign Lee's Summit Road from Colbern north to Gregory. The project improves 2.25 miles of roadway. Scope includes improved alignments, wider lanes, adds turn lanes, curb, intersection and signal modifications at Colbern Road, utility relocation, sidewalks, shared-use lanes, multi-use trail, and street lighting.
Construction	2014	Federal	
Engineering	2011	Non-Federal	
Right-of-Way	2011	Non-Federal	
<b>Federal Total:</b> \$4,737.9	<b>Non-Federal Total:</b> \$7,776.1	<b>Total:</b> \$12,514.0	<b>Status:</b>

<b>TIP #:</b> 630071	<b>Juris:</b> LEE'S SUMMIT	<b>Location/Improvement:</b> BAILEY ROAD - M-291 TO HAMBLEN ROAD	<b>Length (mi):</b> .66
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JACKSON	<b>Type:</b> New Construction
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2011	Non-Federal	Extend Bailey Road from Hablen Road west approximately 0.88 miles to M-291 at the existing intersection with Persels Road
Construction	2010	Non-Federal	
Engineering	2008	Non-Federal	
Right-of-Way	2009	Non-Federal	
<b>Federal Total:</b>	<b>Non-Federal Total:</b> \$8,337.0	<b>Total:</b> \$8,337.0	<b>Status:</b>

<b>TIP #:</b> 630078	<b>Juris:</b> LEE'S SUMMIT	<b>Location/Improvement:</b> SW MURRAY ROAD BRIDGE REPLACEMENT	<b>Length (mi):</b> 0
<b>State #:</b> 2435008	<b>Federal #:</b> 31002	<b>County:</b> JACKSON	<b>Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Description:</b>
Construction	2014	Federal	Replacement of a bridge built in 1960 on SW Murray Road. This double box has a sufficiency rating of 70.5%, and the culverts are rated as a four, according to the 2011 off system inspection report. Of primary concern is that the downstream wing walls are undermined, and this has begun to compromise the road and sidewalk.
Engineering	2012	Non-Federal	
Right-of-Way	2013	Non-Federal	
<b>Federal Total:</b> \$400.0	<b>Non-Federal Total:</b> \$190.0	<b>Total:</b> \$590.0	<b>Status:</b>

# Missouri

**TIP #:** 690370 **Juris:** MODOT **Location/Improvement:** US-40 HIGHWAY & LEE'S SUMMIT ROAD INTERSECTION IMPROVEMENTS  
**State #:** 4P2387 **Federal #:** County: JACKSON **Type:** Traffic Flow **Length (mi):** .35

**Description:** This project involves improvements at the intersection of US 40 Highway & Lee's Summit Road in Kansas City, Mo. These improvements include the addition of turn lanes, new islands and signal work. This project will also include new sidewalks and drainage improvements.

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2013	Federal	STPM-MO	\$983.5	
Construction	2013	Non-Federal	STATE-MO	\$245.8	
Construction	2013	Federal	STP-MO	\$167.0	
Engineering	2012	Federal	STP-MO	\$142.0	
Engineering	2011	Non-Federal	STATE-MO	\$90.7	
Right-of-Way	2013	Federal	STP-MO	\$82.0	
Engineering	2013	Federal	STP-MO	\$79.0	
Engineering	2012	Non-Federal	STATE-MO	\$35.0	
Right-of-Way	2013	Non-Federal	STATE-MO	\$21.0	
Engineering	2013	Non-Federal	STATE-MO	\$20.0	
<b>Federal Total:</b>	<b>\$1,453.5</b>	<b>Non-Federal Total:</b>	<b>\$412.5</b>	<b>Total:</b>	<b>\$1,866.0</b>

**TIP #:** 690376 **Juris:** MODOT **Location/Improvement:** I-435; REPLACE BRIDGE AT STADIUM DRIVE WITHIN KANSAS CITY.

**State #:** 4I2383 **Federal #:** County: JACKSON **Type:** Bridge Replacement (No Added Capacity) **Length (mi):** 1.0

**Description:** Project involves bridge A0993

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2012	Federal	BR-MO	\$2,439.0	
Construction	2012	Non-Federal	STATE-MO	\$610.0	
Engineering	2011	Federal	BR-MO	\$348.0	
Engineering	2012	Federal	BR-MO	\$162.0	
Engineering	2011	Non-Federal	STATE-MO	\$87.0	
Engineering	2012	Non-Federal	STATE-MO	\$41.0	
<b>Federal Total:</b>	<b>\$2,949.0</b>	<b>Non-Federal Total:</b>	<b>\$738.0</b>	<b>Total:</b>	<b>\$3,687.0</b>

# Missouri

**TIP #:** 690388 **Juris:** MODOT **Location/Improvement:** US-71; PAVEMENT IMPROVEMENTS FROM I-670 TO SWOPE PARKWAY WITHIN KANSAS CITY  
**State #:** 4P2332C **Federal #:** County: JACKSON **Type:** Resurfacing Only **Length (mi):** 4.0

**Description:** Pavement improvements from I-670 to Swope Parkway within Kansas City

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Conversion	2016	Federal	NHS-MO	\$1,326.0	
Construction	2012	Non-Federal	STATE-MO (AC)	\$1,223.0	
Construction	2012	Non-Federal	STATE-MO	\$306.0	
Engineering	2012	Non-Federal	STATE-MO (AC)	\$82.0	
Engineering	2011	Non-Federal	STATE-MO (AC)	\$21.0	
Engineering	2012	Non-Federal	STATE-MO	\$20.0	
Engineering	2011	Non-Federal	STATE-MO	\$5.0	
Other	2016	Non-Federal	CREDIT	(\$1,326.0)	
<b>Federal Total:</b>	<b>\$1,326.0</b>	<b>Non-Federal Total:</b>	<b>\$331.0</b>	<b>Total:</b>	<b>\$1,657.0</b>

**TIP #:** 690390 **Juris:** MODOT **Location/Improvement:** M-291; PAYMENT TO SUGAR CREEK FOR OUTER ROAD IMPROVEMENTS FROM COURTNEY ROAD TO KENTUCKY ROAD.

**Description:** Reconstruction (No Added Capacity) **Length (mi):** 1.0

**Description:** MoDOT's share represents earmark MO088 with a maximum of \$1,439,839

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2013	Federal	HP-MO	\$1,151.0	
Construction	2013	Non-Federal	STATE-MO	\$288.0	
Engineering	2013	Federal	HP-MO	\$79.0	
Engineering	2011	Federal	HP-MO	\$34.0	
Engineering	2013	Non-Federal	STATE-MO	\$20.0	
Engineering	2011	Non-Federal	STATE-MO	\$9.0	
<b>Federal Total:</b>	<b>\$1,264.0</b>	<b>Non-Federal Total:</b>	<b>\$317.0</b>	<b>Total:</b>	<b>\$1,581.0</b>

**TIP #:** 690394 **Juris:** MODOT **Location/Improvement:** I-435; SCOPING FOR CORRIDOR IMPROVEMENTS FROM THE KANSAS STATE LINE TO JUST WEST OF I-49

**Description:** **Length (mi):** 5

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Conversion	2014	Federal	NHPP-MO	\$42.0	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$42.0	
Engineering	2013	Non-Federal	STATE-MO	\$5.0	
Other	2014	Non-Federal	CREDIT	(\$42.0)	
<b>Federal Total:</b>	<b>\$42.0</b>	<b>Non-Federal Total:</b>	<b>\$5.0</b>	<b>Total:</b>	<b>\$47.0</b>

# Missouri

**TIP #:** 690397 **Juris:** MODOT  
**State #:** 4P2233 **Federal #:**

**Location/Improvement:** RTE. 50; NEW INTERCHANGE, INCLUDING AUXILIARY LANES AND OUTER ROAD IMPROVEMENTS AT BLACKWELL PARKWAY IN LEE'S SUMMIT.

**Length (mi):** 2

**Description:** SFY2015 Cost Share with the city of Lee's Summit. MoDOT's maximum is \$8,911,110. City to provide design.

**Type:** New Construction

**Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Non-Federal	STATE-MO (AC)	\$13,663.0
Conversion	2015	Federal	NHPP-MO	\$10,352.0
Construction	2014	Non-Federal	STATE-MO	\$3,416.0
Right-of-Way	2013	Non-Federal	STATE-MO (AC)	\$1,080.0
Engineering	2014	Non-Federal	STATE-MO (AC)	\$1,000.0
Right-of-Way	2013	Non-Federal	STATE-MO	\$270.0
Engineering	2014	Non-Federal	STATE-MO	\$250.0
Engineering	2013	Non-Federal	STATE-MO (AC)	\$214.0
Engineering	2013	Non-Federal	STATE-MO	\$54.0
Other	2015	Non-Federal	CREDIT	(\$10,352.0)
<b>Federal Total:</b>	<b>\$10,352.0</b>	<b>Non-Federal Total:</b>	<b>\$9,595.0</b>	<b>Total: \$19,947.0</b>

**TIP #:** 690398 **Juris:** MODOT **Location/Improvement:** US-50; SCOPING FOR INTERCHANGE IMPROVEMENTS AT RTE. 291 SOUTH JUNCTION IN LEE'S SUMMIT.

**Length (mi):** 1

**Description:** Project involves bridge A1483

**Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2015	Federal	NHPP-MO	\$12.0
Engineering	2014	Non-Federal	STATE-MO (AC)	\$12.0
Engineering	2014	Non-Federal	STATE-MO	\$3.0
Other	2015	Non-Federal	CREDIT	(\$12.0)
<b>Federal Total:</b>	<b>\$12.0</b>	<b>Non-Federal Total:</b>	<b>\$3.0</b>	<b>Total: \$15.0</b>

**TIP #:** 690399 **Juris:** MODOT **Location/Improvement:** US-50; SCOPING FOR CORRIDOR IMPROVMENTS FROM CHIPMAN ROAD TO TODD GEORGE PARKWAY IN LEE'S SUMMIT

**Length (mi):** 5

**Description:**

**Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2015	Federal	NHPP-MO	\$200.0
Engineering	2014	Non-Federal	STATE-MO (AC)	\$200.0
Engineering	2014	Non-Federal	STATE-MO	\$50.0
Other	2015	Non-Federal	CREDIT	(\$200.0)
<b>Federal Total:</b>	<b>\$200.0</b>	<b>Non-Federal Total:</b>	<b>\$50.0</b>	<b>Total: \$250.0</b>

# Missouri

**TIP #:** 690401    **Juris:** MODOT    **Location/Improvement:** I-70; 2ND TIER ENVIRONMENTAL IMPACT STATEMENT FROM KANSAS STATE LINE TO JUST EAST OF I-470 IN JACKSON COUNTY    **Length (mi):** 15.0

**State #:** 411486C    **Federal #:**    **County:** JACKSON    **Type:**    **Description:** Future project cost estimate: > \$100M    **Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2011	Federal	IM-MO	\$1,621.0
Engineering	2014	Federal	NHPP-MO	\$234.0
Engineering	2011	Non-Federal	STATE-MO	\$179.0
Engineering	2014	Non-Federal	STATE-MO	\$26.0
Engineering	2012	Non-Federal	STATE-MO	\$1.0
<b>Federal Total:</b>	<b>\$1,855.0</b>	<b>Non-Federal Total:</b>	<b>\$206.0</b>	<b>Total: \$2,061.0</b>

**TIP #:** 690402    **Juris:** MODOT    **Location/Improvement:** I-70; SCOPING FOR INTERCHANGE IMPROVEMENTS AT I-435 WITHIN THE LIMITS OF KANSAS CITY    **Length (mi):** 1

**State #:** 411597C    **Federal #:**    **County:** JACKSON    **Type:**    **Description:**    **Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2015	Federal	NHPP-MO	\$1,896.0
Engineering	2014	Non-Federal	STATE-MO (AC)	\$1,896.0
Engineering	2014	Non-Federal	STATE-MO	\$474.0
Other	2015	Non-Federal	CREDIT	(\$1,896.0)
<b>Federal Total:</b>	<b>\$1,896.0</b>	<b>Non-Federal Total:</b>	<b>\$474.0</b>	<b>Total: \$2,370.0</b>

**TIP #:** 690404    **Juris:** MODOT    **Location/Improvement:** I-70; SCOPING FOR CAPACITY IMPROVEMENTS FROM RTE. 7 TO RTE. F IN OAK GROVE    **Length (mi):** 5

**State #:** 412293    **Federal #:**    **County:** JACKSON    **Type:**    **Description:**    **Status:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2015	Federal	NHPP-MO	\$22.0
Engineering	2014	Non-Federal	STATE-MO (AC)	\$22.0
Engineering	2014	Non-Federal	STATE-MO	\$3.0
Other	2015	Non-Federal	CREDIT	(\$22.0)
<b>Federal Total:</b>	<b>\$22.0</b>	<b>Non-Federal Total:</b>	<b>\$3.0</b>	<b>Total: \$25.0</b>

# Missouri

TIP #: 690405      Juris: MODOT      Location/Improvement: I-49; SCOPING TO IMPROVE INTERCHANGE AT 155TH STREET IN GRANDVIEW, BELTON AND KANSAS CITY

State #: 4P2256      Federal #:      County: JACKSON      Type:      Length (mi): .63

Description: Future project cost estimate: \$15M - \$25M

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	NHPP-MO	\$4,775.0
Construction	2016	Non-Federal	STATE-MO	\$531.0
Engineering	2016	Federal	NHPP-MO	\$525.0
Engineering	2015	Federal	NHPP-MO	\$238.0
Engineering	2014	Federal	NHPP-MO	\$90.0
Engineering	2016	Non-Federal	STATE-MO	\$58.0
Engineering	2015	Non-Federal	STATE-MO	\$26.0
Right-of-Way	2015	Federal	NHPP-MO	\$25.0
Engineering	2014	Non-Federal	STATE-MO	\$10.0
Right-of-Way	2015	Non-Federal	STATE-MO	\$3.0
<b>Federal Total:</b>	<b>\$5,653.0</b>	<b>Non-Federal Total:</b>	<b>\$628.0</b>	<b>Total: \$6,281.0</b>

TIP #: 690407      Juris: MODOT      Location/Improvement: I-670; PAYBACK TO THE CITY OF KANSAS CITY FOR THE REPLACEMENT OF WYANDOTTE AND CENTRAL BRIDGES

State #: 4P2316      Federal #:      County: JACKSON      Type: Bridge Replacement (No Added Capacity)      Length (mi): 1.0

Description: Payback to the city of Kansas City for the replacement of Wyandotte and Central bridges

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2017	Federal	STP-MO	\$6,000.0
Other	2014	Non-Federal	STATE-MO (AC)	\$6,000.0
Other	2014	Non-Federal	STATE-MO	\$1,500.0
Engineering	2012	Federal	STP-MO	\$2.0
Other	2017	Non-Federal	CREDIT	(\$6,000.0)
<b>Federal Total:</b>	<b>\$6,002.0</b>	<b>Non-Federal Total:</b>	<b>\$1,500.0</b>	<b>Total: \$7,502.0</b>

TIP #: 690408      Juris: MODOT      Location/Improvement: I-670; BRIDGE IMPROVEMENTS AT CHARLOTTE STREET BRIDGE IN DOWNTOWN KANSAS CITY.

State #: 4I2023      Federal #:      County: JACKSON      Type:      Length (mi): 1

Description: Project involves bridge A0807

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Federal	NHPP-MO	\$2,161.0
Construction	2014	Non-Federal	STATE-MO	\$540.0
Engineering	2013	Federal	NHPP-MO	\$228.0
Engineering	2013	Non-Federal	STATE-MO	\$57.0
<b>Federal Total:</b>	<b>\$2,389.0</b>	<b>Non-Federal Total:</b>	<b>\$597.0</b>	<b>Total: \$2,986.0</b>



**Missouri**

**TIP #:** 690413      **Juris:** MODOT      **Location/Improvement:** I-70; BRIDGE AND PAVEMENT IMPROVEMENTS FROM I-435 TO 31ST ST. AND BRIDGE IMPROVEMENTS ON US-40 OVER THE BLUE RIVER AND THE MANCHESTER TRAFFICWAY IN KANSAS CITY.

**State #:** 411916      **Federal #:**      **County:** JACKSON      **Type:** Bridge Replacement (Added Capacity)      **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	BR-MO	\$36,871.0	Bridge and pavement improvements on I-70 between I-435 and 31st Street and bridge improvements on US-40 over the Blue River and the Manchester Trafficway in Kansas City. Design/build project. Project involves bridge L0966, L0967, J0526 and A0622.	
Construction	2013	Federal	BR-MO	\$12,583.0		
Construction	2014	Non-Federal	STATE-MO	\$9,218.0		
Engineering	2013	Federal	BR-MO	\$5,198.0		
Construction	2013	Non-Federal	STATE-MO	\$3,146.0		
Engineering	2014	Federal	BR-MO	\$1,781.0		
Engineering	2013	Non-Federal	STATE-MO	\$1,300.0		
Engineering	2014	Non-Federal	STATE-MO	\$445.0		
Engineering	2012	Federal	BR-MO	\$280.0		
Engineering	2012	Non-Federal	STATE-MO	\$70.0		
Right-of-Way	2012	Federal	BR-MO	\$50.0		
Engineering	2011	Non-Federal	STATE-MO	\$12.0		
Right-of-Way	2012	Non-Federal	STATE-MO	\$10.0		
<b>Federal Total:</b>	<b>\$56,763.0</b>	<b>Non-Federal Total:</b>	<b>\$14,201.0</b>	<b>Total:</b>		

**TIP #:** 690415      **Juris:** MODOT      **Location/Improvement:** I-49; BRIDGE REPLACEMENT ON MAIN STREET IN THE CITY OF GRANDVIEW.

**State #:** 4P3004      **Federal #:**      **County:** JACKSON      **Type:** Bridge Replacement (No Added Capacity)      **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2016	Federal	BR-MO	\$2,274.0	Project involves bridge L0950.	
Construction	2016	Non-Federal	STATE-MO	\$568.0		
Engineering	2015	Federal	BR-MO	\$382.0		
Engineering	2015	Non-Federal	STATE-MO	\$96.0		
Engineering	2014	Federal	BR-MO	\$80.0		
Engineering	2014	Non-Federal	STATE-MO	\$20.0		
Engineering	2013	Federal	BR-MO	\$6.0		
Engineering	2012	Federal	BR-MO	\$6.0		
Engineering	2013	Non-Federal	STATE-MO	\$2.0		
Engineering	2012	Non-Federal	STATE-MO	\$1.0		
<b>Federal Total:</b>	<b>\$2,748.0</b>	<b>Non-Federal Total:</b>	<b>\$687.0</b>	<b>Total:</b>	<b>\$3,435.0</b>	

# Missouri

**TIP #:** 690418 **Juris:** MODOT **Location/Improvement:** US-24; SCOPING FOR BRIDGE IMPROVEMENTS AT VARIOUS LOCATIONS **Length (mi):** 1  
**State #:** 4P3015 **Federal #:** County: JACKSON **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2012	Federal	BR-MO	\$8.0	US-24; Scoping for bridge improvements at various locations
Engineering	2012	Non-Federal	STATE-MO	\$2.0	
<b>Federal Total:</b>				<b>\$10.0</b>	
<b>Non-Federal Total:</b>				<b>\$2.0</b>	
<b>Total:</b>				<b>\$10.0</b>	

**TIP #:** 690419 **Juris:** MODOT **Location/Improvement:** I-435; SCOPING FOR INTERCHANGE IMPROVEMENTS AT 63RD STREET WITHIN KANSAS CITY **Length (mi):** 1  
**State #:** 4I3018 **Federal #:** County: JACKSON **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Conversion	2015	Federal	NHPP-MO	\$6.0	
Engineering	2014	Non-Federal	STATE-MO (AC)	\$6.0	
Engineering	2014	Non-Federal	STATE-MO	\$1.0	
Other	2015	Non-Federal	CREDIT	(\$6.0)	
<b>Federal Total:</b>				<b>\$7.0</b>	
<b>Non-Federal Total:</b>				<b>\$1.0</b>	
<b>Total:</b>				<b>\$7.0</b>	

**TIP #:** 690420 **Juris:** MODOT **Location/Improvement:** US-50; SCOPING FOR BRIDGE IMPROVEMENTS AT CHIPMAN ROAD IN THE CITY OF LEE'S SUMMIT **Length (mi):** 1  
**State #:** 4P3009 **Federal #:** County: JACKSON **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2014	Federal	NHPP-MO	\$5.0	US-50; Scoping for bridge improvements at Chipman Road in the city of Lee's Summit
Engineering	2012	Federal	BR-MO	\$4.0	
Engineering	2014	Non-Federal	STATE-MO	\$2.0	
Engineering	2012	Non-Federal	STATE-MO	\$1.0	
<b>Federal Total:</b>				<b>\$12.0</b>	
<b>Non-Federal Total:</b>				<b>\$3.0</b>	
<b>Total:</b>				<b>\$12.0</b>	

**TIP #:** 690421 **Juris:** MODOT **Location/Improvement:** I-70; SCOPING FOR BRIDGE IMPROVEMENTS ON OVERHEAD STRUCTURES AT VARIOUS LOCATIONS **Length (mi):** 1  
**State #:** 4I3024 **Federal #:** County: JACKSON **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2012	Federal	BR-MO	\$16.0	I-70; Scoping for bridge improvements on overhead structures at various locations
Engineering	2014	Federal	NHPP-MO	\$8.0	
Engineering	2012	Non-Federal	STATE-MO	\$4.0	
Engineering	2014	Non-Federal	STATE-MO	\$2.0	
<b>Federal Total:</b>				<b>\$30.0</b>	
<b>Non-Federal Total:</b>				<b>\$6.0</b>	
<b>Total:</b>				<b>\$30.0</b>	

# Missouri

**TIP #:** 690422 **Juris:** MODOT **Location/Improvement:** I-435; SCOPING FOR BRIDGE IMPROVEMENTS IN JACKSON AND CLAY COUNTY **Length (mi):** 1  
**State #:** 4I3022 **Federal #:** County: JACKSON **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Engineering	2014	Federal	NHPP-MO	\$20.0		
Engineering	2014	Non-Federal	STATE-MO	\$5.0		
<b>Federal Total:</b>	<b>\$20.0</b>	<b>Non-Federal Total:</b>	<b>\$5.0</b>	<b>Total:</b>	<b>\$25.0</b>	

**TIP #:** 690423 **Juris:** MODOT **Location/Improvement:** I-49; SCOPING TO IDENTIFY TRAFFIC FLOW IMPROVEMENTS ON I-49 OUTER ROADS IN GRANDVIEW **Length (mi):** 3

**State #:** 4P2237 **Federal #:** County: JACKSON **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$80.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$80.0		
Engineering	2014	Non-Federal	STATE-MO	\$20.0		
Other	2015	Non-Federal	CREDIT	(\$80.0)		
<b>Federal Total:</b>	<b>\$80.0</b>	<b>Non-Federal Total:</b>	<b>\$20.0</b>	<b>Total:</b>	<b>\$100.0</b>	

**TIP #:** 690424 **Juris:** MODOT **Location/Improvement:** BLUE RIDGE BLVD. PEDESTRIAN IMPROVEMENTS OVER US71/I-49 IN GRANDVIEW **Length (mi):** 0

**State #:** 4S3055 **Federal #:** County: JACKSON **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Other	2014	Federal	TA-MO	\$193.3	This project will construct sidewalks and pedestrian signals along Blue Ridge Blvd. over US71/I-49 in Grandview.	
Other	2014	Non-Federal	LOCAL	\$164.7		
<b>Federal Total:</b>	<b>\$193.3</b>	<b>Non-Federal Total:</b>	<b>\$164.7</b>	<b>Total:</b>	<b>\$358.0</b>	

**TIP #:** 690426 **Juris:** MODOT **Location/Improvement:** ROUTE AA, SCOPING FOR ROADWAY IMPROVEMENTS SOUTH OF YENNIE AVENUE IN THE CITY OF GRAIN VALLEY **Length (mi):** N/A

**State #:** 4S2029B **Federal #:** County: JACKSON **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Engineering	2013	Federal	STP-MO	\$120.0	Route AA, Scoping for roadway improvements south of Yennie Avenue in the city of Grain Valley. This project is partially funded through the Liveable Communities Pilot Planning Program. STPM-MO funding split from #970087.	
Engineering	2013	Federal	STPM-MO	\$120.0		
Engineering	2013	Non-Federal	STATE-MO	\$30.0		
Engineering	2013	Non-Federal	LOCAL	\$30.0		
<b>Federal Total:</b>	<b>\$240.0</b>	<b>Non-Federal Total:</b>	<b>\$60.0</b>	<b>Total:</b>	<b>\$300.0</b>	

# Missouri

TIP #: 690427    Juris: MODOT    Location/Improvement: I-70; JOB ORDER CONTRACTING FOR PAVEMENT REPAIR    Length (mi): 61  
 State #: 212165H    Federal #:    County: JACKSON    Type:

Description: I-70; Job Order Contracting for pavement repair from Rte. F near Oak Grove in Jackson County to the Saline/Cooper County Line. Most of project is outside of MPO boundary.

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2013	Federal	IM-MO	\$225.0
Construction	2013	Non-Federal	STATE-MO	\$25.0
Engineering	2013	Federal	IM-MO	\$1.0
<b>Federal Total:</b>	<b>\$226.0</b>	<b>Non-Federal Total:</b>	<b>\$25.0</b>	<b>Total: \$251.0</b>

TIP #: 690428    Juris: MODOT    Location/Improvement: MO 150; PAYMENT TO GRANDVIEW FOR IMPROVEMENTS TO THE OUTER ROADS OF THE INTERCHANGE AT I-49.

State #: 4P3100    Federal #:    County: JACKSON    Type: Reconstruction (No Added Capacity)    Length (mi): 1

Description: \$1,167,932 funds from MoDOT cost share program

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2015	Federal	STP-MO	\$970.0
Construction	2014	Non-Federal	STATE-MO (AC)	\$934.0
Construction	2014	Non-Federal	STATE-MO	\$234.0
Engineering	2013	Non-Federal	STATE-MO (AC)	\$36.0
Engineering	2013	Non-Federal	STATE-MO	\$9.0
Other	2015	Non-Federal	CREDIT	(\$970.0)
<b>Federal Total:</b>	<b>\$970.0</b>	<b>Non-Federal Total:</b>	<b>\$243.0</b>	<b>Total: \$1,213.0</b>

TIP #: 690429    Juris: MODOT    Location/Improvement: MO 150; SHOULDER ADDITION, PAVEMENT AND GUARD RAIL IMPROVEMENTS FROM RTE. 291 IN GREENWOOD TO RTE. E.

State #: 4S2194    Federal #:    County: JACKSON    Type:    Length (mi): 12

Description: \$580,000 in Repeat Offender funds

Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Federal	SP-MO	\$1,139.0
Engineering	2013	Federal	SP-MO	\$157.0
Construction	2014	Non-Federal	STATE-MO	\$126.0
Right-of-Way	2013	Federal	SP-MO	\$33.0
Engineering	2013	Non-Federal	STATE-MO	\$18.0
Right-of-Way	2013	Non-Federal	STATE-MO	\$4.0
<b>Federal Total:</b>	<b>\$1,329.0</b>	<b>Non-Federal Total:</b>	<b>\$148.0</b>	<b>Total: \$1,477.0</b>

# Missouri

**TIP #:** 690430    **Juris:** MODOT    **Location/Improvement:** MO 291; SIDEWALK IMPROVEMENTS AT VARIOUS LOCATIONS BETWEEN MULBERRY AND BAYBERRY STREETS IN LEE'S SUMMIT.    **Length (mi):** 2

**State #:** 4P3054    **Federal #:**    **County:** JACKSON    **Type:** Pedestrian and/or Bike Ways

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	TA-MO	\$232.2		
Construction	2014	Non-Federal	STATE-MO	\$62.0		
Conversion	2015	Federal	STP-MO	\$43.8		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$29.0		
Construction	2014	Non-Federal	STATE-MO (AC)	\$14.8		
Engineering	2013	Non-Federal	STATE-MO	\$7.0		
Other	2015	Non-Federal	CREDIT	(\$43.8)		
<b>Federal Total:</b>	<b>\$276.0</b>	<b>Non-Federal Total:</b>	<b>\$69.0</b>	<b>Total:</b>	<b>\$345.0</b>	

**TIP #:** 690431    **Juris:** MODOT    **Location/Improvement:** MO 350; PAVEMENT IMPROVEMENTS FROM I-435 IN RAYTOWN TO WEST OF COLBERN ROAD IN LEE'S SUMMIT.    **Length (mi):** 8

**State #:** 4P2364D    **Federal #:**    **County:** JACKSON    **Type:** Resurfacing Only

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$2,732.0		
Construction	2014	Non-Federal	STATE-MO (AC)	\$2,476.0		
Construction	2014	Non-Federal	STATE-MO	\$619.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$256.0		
Engineering	2013	Non-Federal	STATE-MO	\$64.0		
Other	2015	Non-Federal	CREDIT	(\$2,732.0)		
<b>Federal Total:</b>	<b>\$2,732.0</b>	<b>Non-Federal Total:</b>	<b>\$683.0</b>	<b>Total:</b>	<b>\$3,415.0</b>	

**TIP #:** 690432    **Juris:** MODOT    **Location/Improvement:** US-50; OUTER ROAD IMPROVEMENTS FROM BLACKWELL ROAD TO RTE. 7 ON THE NORTH SIDE AND FROM SMART ROAD TO RTE. 7 ON THE SOUTH SIDE IN LEE'S SUMMIT

**State #:** 4P3046    **Federal #:**    **County:** JACKSON    **Type:**    **Length (mi):** 3

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2015	Federal	SP-MO	\$3,298.0		
Construction	2015	Non-Federal	STATE-MO	\$366.0		
Engineering	2014	Federal	SP-MO	\$346.0		
Engineering	2013	Federal	SP-MO	\$225.0		
Right-of-Way	2014	Federal	SP-MO	\$218.0		
Engineering	2014	Non-Federal	STATE-MO	\$38.0		
Engineering	2013	Non-Federal	STATE-MO	\$25.0		
Right-of-Way	2014	Non-Federal	STATE-MO	\$24.0		
<b>Federal Total:</b>	<b>\$4,087.0</b>	<b>Non-Federal Total:</b>	<b>\$453.0</b>	<b>Total:</b>	<b>\$4,540.0</b>	

# Missouri

TIP #: 690433    Juris: MODOT    Location/Improvement: US-169; SCOPING FOR BRIDGE IMPROVEMENTS AT THE MISSOURI RIVER.    Length (mi): .1  
 State #: 4S3085    Federal #:    County: JACKSON    Type:

Description: Project involves bridge L0490

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Engineering	2014	Federal	NHPP-MO	\$400.0	
Engineering	2014	Non-Federal	STATE-MO	\$100.0	
<b>Federal Total:</b>				<b>\$400.0</b>	
<b>Non-Federal Total:</b>				<b>\$100.0</b>	
<b>Total:</b>				<b>\$500.0</b>	

TIP #: 690434    Juris: MODOT    Location/Improvement: US-24; SCOPING FOR BRIDGE IMPROVEMENTS AT THE UNION PACIFIC RAILROAD, DRAINAGE DITCH AND FIRE PRAIRIE CREEK NEAR BUCKNER    Length (mi): 1  
 State #: 4P3015    Federal #:    County: JACKSON    Type:

Description:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Engineering	2013	Federal	NHPP-MO	\$7.0	
Engineering	2013	Non-Federal	STATE-MO	\$2.0	
<b>Federal Total:</b>				<b>\$7.0</b>	
<b>Non-Federal Total:</b>				<b>\$2.0</b>	
<b>Total:</b>				<b>\$9.0</b>	

TIP #: 690435    Juris: MODOT    Location/Improvement: US-24; BRIDGE IMPROVEMENTS OVER THE BIG BLUE RIVER    Length (mi): 1  
 State #: 4P3096G    Federal #:    County: JACKSON    Type:

Description:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2014	Federal	NHPP-MO	\$1,563.0	
Construction	2014	Non-Federal	STATE-MO	\$391.0	
Engineering	2014	Federal	NHPP-MO	\$160.0	
Engineering	2014	Non-Federal	STATE-MO	\$40.0	
Engineering	2013	Federal	NHPP-MO	\$20.0	
Engineering	2013	Non-Federal	STATE-MO	\$5.0	
<b>Federal Total:</b>				<b>\$1,743.0</b>	
<b>Non-Federal Total:</b>				<b>\$436.0</b>	
<b>Total:</b>				<b>\$2,179.0</b>	

# Missouri

TIP #: 690436      Juris: MODOT      Location/Improvement: MO 291; SCOPING FOR INTERSECTION IMPROVEMENTS AT LANGSFORD ROAD IN LEE'S SUMMIT      Length (mi): 1

State #: 4P3096C      Federal #:      County: JACKSON      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Federal	NHPP-MO	\$160.0
Construction	2014	Non-Federal	STATE-MO	\$40.0
Conversion	2014	Federal	NHPP-MO	\$40.0
Engineering	2013	Non-Federal	STATE-MO (AC)	\$40.0
Engineering	2013	Non-Federal	STATE-MO	\$10.0
Other	2014	Non-Federal	CREDIT	(\$40.0)
<b>Federal Total:</b>	<b>\$200.0</b>		<b>Non-Federal Total:</b>	<b>\$50.0</b>
			<b>Total:</b>	<b>\$250.0</b>

TIP #: 690437      Juris: MODOT      Location/Improvement: US-40; SCOPING FOR ITS OPERATIONAL AND MOBILITY IMPROVEMENTS FROM I-70 WEST OF I-435 TO THE JACKSON COUNTY LINE      Length (mi): 4

State #: 4S3091      Federal #:      County: JACKSON      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2014	Federal	NHPP-MO	\$160.0
Engineering	2013	Non-Federal	STATE-MO (AC)	\$160.0
Engineering	2013	Non-Federal	STATE-MO	\$40.0
Other	2014	Non-Federal	CREDIT	(\$160.0)
<b>Federal Total:</b>	<b>\$160.0</b>		<b>Non-Federal Total:</b>	<b>\$40.0</b>
			<b>Total:</b>	<b>\$200.0</b>

TIP #: 690438      Juris: MODOT      Location/Improvement: US-50; SCOPING FOR INTERCHANGE IMPROVEMENTS AT 3RD STREET IN LEE'S SUMMIT      Length (mi): 1

State #: 4P3096B      Federal #:      County: JACKSON      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Federal	NHPP-MO	\$120.0
Conversion	2014	Federal	NHPP-MO	\$68.0
Engineering	2013	Non-Federal	STATE-MO (AC)	\$68.0
Construction	2014	Non-Federal	STATE-MO	\$30.0
Engineering	2013	Non-Federal	STATE-MO	\$17.0
Other	2014	Non-Federal	CREDIT	(\$68.0)
<b>Federal Total:</b>	<b>\$188.0</b>		<b>Non-Federal Total:</b>	<b>\$47.0</b>
			<b>Total:</b>	<b>\$235.0</b>



# Missouri

TIP #: 690439    Juris: MODOT    Location/Improvement: US-50; PAVEMENT IMPROVEMENTS FROM 3RD STREET TO RTE. RA IN LEE'S SUMMIT    Length (mi): 1  
 State #: 4P2364E    Federal #:    County: JACKSON    Type:

**Description:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Conversion	2015	Federal	NHPP-MO	\$1,653.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$1,499.0	
Construction	2014	Non-Federal	STATE-MO	\$375.0	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$154.0	
Engineering	2013	Non-Federal	STATE-MO	\$39.0	
Other	2015	Non-Federal	CREDIT	(\$1,653.0)	

**Federal Total: \$1,653.0    Non-Federal Total: \$414.0    Total: \$2,067.0**

TIP #: 690440    Juris: MODOT    Location/Improvement: CST STADIUM DRIVE; BRIDGE IMPROVEMENTS OVER I-70 IN KANSAS CITY.    Length (mi): 1  
 State #: 4S3068    Federal #:    County: JACKSON    Type:

**Description:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2015	Federal	NHPP-MO	\$1,971.0	
Construction	2015	Non-Federal	STATE-MO	\$493.0	
Engineering	2015	Federal	NHPP-MO	\$207.0	
Engineering	2015	Non-Federal	STATE-MO	\$52.0	
Engineering	2014	Federal	NHPP-MO	\$24.0	
Engineering	2014	Non-Federal	STATE-MO	\$6.0	
Engineering	2013	Federal	NHPP-MO	\$5.0	
Engineering	2013	Non-Federal	STATE-MO	\$1.0	

**Federal Total: \$2,207.0    Non-Federal Total: \$552.0    Total: \$2,759.0**

TIP #: 690441    Juris: MODOT    Location/Improvement: US-24; PAVEMENT AND SIDEWALK IMPROVEMENTS FROM EWING AVENUE TO THE RTE. 291 OUTER ROAD IN INDEPENDENCE.    Length (mi): 7  
 State #: 4S3052    Federal #:    County: JACKSON    Type:

**Description:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Conversion	2016	Federal	NHPP-MO	\$2,838.0	
Construction	2015	Non-Federal	STATE-MO (AC)	\$2,589.0	
Construction	2015	Non-Federal	STATE-MO	\$647.0	
Engineering	2015	Non-Federal	STATE-MO (AC)	\$233.0	
Engineering	2015	Non-Federal	STATE-MO	\$58.0	
Engineering	2014	Non-Federal	STATE-MO (AC)	\$16.0	
Engineering	2014	Non-Federal	STATE-MO	\$4.0	
Other	2016	Non-Federal	CREDIT	(\$2,838.0)	

**Federal Total: \$2,838.0    Non-Federal Total: \$709.0    Total: \$3,547.0**

# Missouri

**TIP #:** 632006 **Juris:** RAYTOWN **Location/Improvement:** 350 HIGHWAY & RAYTOWN ROAD INTERSECTION IMPROVEMENTS

**State #:** **Federal #:** **County:** JACKSON **Type:** Traffic Flow **Length (mi):** .15

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:**  
 Construction 2013 Federal STPM-MO \$637.5 Intersection improvements to decrease accidents and delay by modifying the turning movements from Eastbound 350 Highway to North and South bound Raytown Road. Add more transportation options by extending sidewalks and bike paths proposed by adjacent private re-development.  
 Construction 2013 Non-Federal LOCAL \$312.5  
**Status:**

**Federal Total:** \$637.5 **Non-Federal Total:** \$312.5 **Total:** \$950.0

**TIP #:** 632007 **Juris:** RAYTOWN **Location/Improvement:** BLUE RIDGE BOULEVARD BIKE LANES

**State #:** **Federal #:** CMQ-3343(407) **County:** JACKSON **Type:** Pedestrian and/or Bikeways **Length (mi):** 1.5

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:**  
 Construction 2014 Federal CMAQ-MO \$175.0 The project would convert Blue Ridge Boulevard from an existing three-lane road to a two-lane road with bike lanes running north and south.  
 Construction 2014 Non-Federal LOCAL \$75.0  
**Status:**

**Federal Total:** \$175.0 **Non-Federal Total:** \$75.0 **Total:** \$250.0

**TIP #:** 632010 **Juris:** RAYTOWN **Location/Improvement:** 59TH STREET SIDEWALKS

**State #:** **Federal #:** **County:** JACKSON **Type:** Pedestrian and/or Bikeways **Length (mi):** .50

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:**  
 Construction 2014 Federal CMAQ-MO \$160.0 Add a 5 ft concrete sidewalk on the south side of 59th Street from the existing sidewalk at Central Middle School to Woodson. The existing roadway is narrow and visible paths are adjacent to the roadway that pedestrians currently utilize.  
 Construction 2014 Non-Federal LOCAL \$40.0  
**Status:**

**Federal Total:** \$160.0 **Non-Federal Total:** \$40.0 **Total:** \$200.0

**TIP #:** 410060 **Juris:** KANSAS CITY, MO **Location/Improvement:** I-29/ROUTE 45 INTERCHANGE

**State #:** **Federal #:** **County:** PLATTE **Type:** Reconstruction (Added Capacity) **Length (mi):** .5

**Phase** **Year of Obligation** **Type** **Source** **Cost (IN THOUSANDS)** **Description:**  
 Construction 2014 Non-Federal PRIVATE \$3,000.0 Capacity improvements to the I-29/Route 45 interchange  
 Construction 2014 Non-Federal LOCAL \$2,400.0  
 Construction 2012 Non-Federal LOCAL \$1,200.0  
 Right-of-Way 2012 Non-Federal LOCAL \$800.0  
 Engineering 2011 Non-Federal LOCAL \$200.0  
**Status:**

**Federal Total:** **Non-Federal Total:** \$7,600.0 **Total:** \$7,600.0

# Missouri

<b>TIP #:</b> 410061	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> KCI CORRIDOR TRAIL SEGMENT 1- OLD TIFFANY SPRINGS ROAD TO TIFFANY SPRINGS PARKWAY	<b>County:</b> PLATTE	<b>Type:</b>	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>			
Other	2014	Federal	\$500.0	Extension of the 10 wide concrete KCI Corridor Trail to connect to Tiffany Springs Parkway to the Route 152 Trail and provide access to additional residents and businesses along the I-29 corridor.	
Other	2014	Non-Federal	\$367.8		
<b>Federal Total:</b>	<b>\$500.0</b>	<b>Non-Federal Total:</b>	<b>\$367.8</b>	<b>Total:</b>	<b>\$867.8</b>

<b>TIP #:</b> 410062	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> 152 TRAIL SEGMENT 4- CONGRESS TO OLD TIFFANY SPRINGS	<b>County:</b> PLATTE	<b>Type:</b> Pedestrian and/or Bike Ways	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>			
Other	2014	Federal	\$450.0	Extension of the 10 wide concrete Route 152 Trail to connect to Old Tiffany Springs Road and provide access to additional residents and businesses near Zona Rosa.	
Other	2014	Non-Federal	\$298.0		
<b>Federal Total:</b>	<b>\$450.0</b>	<b>Non-Federal Total:</b>	<b>\$298.0</b>	<b>Total:</b>	<b>\$748.0</b>

<b>TIP #:</b> 410063	<b>Juris:</b> KANSAS CITY, MO	<b>Location/Improvement:</b> ROUTE 152 TRAIL SEGMENT 8- LINE CREEK PARKWAY TO PLATTE PURCHASE	<b>County:</b> PLATTE	<b>Type:</b>	<b>Length (mi):</b> 0
<b>State #:</b>	<b>Federal #:</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>			
Other	2014	Federal	\$500.0	Extension of the 10 wide concrete Route 152 Trail to connect to Platte Purchase Drive and provide access to additional residents and businesses near Metro North Mall.	
Other	2014	Non-Federal	\$375.6		
<b>Federal Total:</b>	<b>\$500.0</b>	<b>Non-Federal Total:</b>	<b>\$375.6</b>	<b>Total:</b>	<b>\$875.6</b>

<b>TIP #:</b> 490111	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> I-435; PAVEMENT IMPROVEMENTS FROM THE KANSAS STATE LINE TO I-29	<b>County:</b> PLATTE	<b>Type:</b> Resurfacing Only	<b>Length (mi):</b> 10.0
<b>State #:</b> 412356	<b>Federal #:</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Description:</b>	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>			
Construction	2013	Federal	\$5,602.0	Pavement improvements from the Kansas State line to I-29	
Construction	2013	Non-Federal	\$1,245.0		
Engineering	2013	Federal	\$363.0		
Engineering	2011	Federal	\$91.0		
Engineering	2013	Non-Federal	\$81.0		
Engineering	2011	Non-Federal	\$20.0		
<b>Federal Total:</b>	<b>\$6,056.0</b>	<b>Non-Federal Total:</b>	<b>\$1,346.0</b>	<b>Total:</b>	<b>\$7,402.0</b>

# Missouri

**TIP #:** 490113    **Juris:** MODOT    **Location/Improvement:** I-635; PAVEMENT IMPROVEMENTS FROM THE KANSAS STATE LINE TO I-29    **Length (mi):** 3.0  
**State #:** 412353    **Federal #:**    **County:** PLATTE    **Type:** Resurfacing Only

**Description:** Pavement improvements from the Kansas State Line to I-29

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2013	Federal	IM-MO	\$1,039.0	
Construction	2013	Non-Federal	STATE-MO	\$231.0	
Engineering	2013	Federal	IM-MO	\$67.0	
Engineering	2011	Federal	IM-MO	\$38.0	
Engineering	2013	Non-Federal	STATE-MO	\$8.0	
Engineering	2011	Non-Federal	STATE-MO	\$4.0	
<b>Federal Total:</b>	<b>\$1,144.0</b>	<b>Non-Federal Total:</b>	<b>\$243.0</b>	<b>Total:</b>	<b>\$1,387.0</b>

**TIP #:** 490116    **Juris:** MODOT    **Location/Improvement:** REHABILITATE BRIDGES AT VARIOUS LOCATIONS ON I-29 AND I-635 IN PLATTE COUNTY    **Length (mi):** 1.0  
**State #:** 412374    **Federal #:**    **County:** PLATTE    **Type:**

**Description:** Rehabilitate bridges at various locations on I-29 and I-635 in Platte County

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2013	Federal	IM-MO	\$4,789.0	
Construction	2013	Non-Federal	STATE-MO	\$532.0	
Engineering	2013	Federal	IM-MO	\$310.0	
Engineering	2011	Federal	IM-MO	\$275.0	
Engineering	2013	Non-Federal	STATE-MO	\$34.0	
Engineering	2011	Non-Federal	STATE-MO	\$31.0	
<b>Federal Total:</b>	<b>\$5,374.0</b>	<b>Non-Federal Total:</b>	<b>\$597.0</b>	<b>Total:</b>	<b>\$5,971.0</b>

**TIP #:** 490126    **Juris:** MODOT    **Location/Improvement:** RTE. Z; SCOPING FOR BRIDGE IMPROVEMENTS AT BEE CREEK. PROJECT INVOLVES BRIDGE H0917

**Description:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Engineering	2014	Federal	NHPP-MO	\$3.0	
Engineering	2014	Non-Federal	STATE-MO	\$1.0	
<b>Federal Total:</b>	<b>\$3.0</b>	<b>Non-Federal Total:</b>	<b>\$1.0</b>	<b>Total:</b>	<b>\$4.0</b>

# Missouri

TIP #: 490129    Juris: MODOT    Location/Improvement: MO-152; RAMP IMPROVEMENT TO NORTHBOUND I-435    Length (mi): 1  
 State #: 4S3035    Federal #:    County: PLATTE    Type: Reconstruction (No Added Capacity)

Description: Geometric revisions to ramp

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Conversion	2015	Federal	NHS-MO	\$541.0	
Construction	2013	Non-Federal	STATE-MO (AC)	\$492.0	
Construction	2013	Non-Federal	STATE-MO	\$193.0	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$49.0	
Engineering	2013	Non-Federal	STATE-MO	\$12.0	
Other	2015	Non-Federal	CREDIT	(\$541.0)	
<b>Federal Total:</b>	<b>\$541.0</b>	<b>Non-Federal Total:</b>	<b>\$205.0</b>	<b>Total:</b>	<b>\$746.0</b>

TIP #: 490130    Juris: MODOT    Location/Improvement: MO 45; GUARDRAIL IMPROVEMENTS AT BRIDGE OVER MISSION CREEK

State #: 4P3034    Federal #:    County: PLATTE    Type:    Description: Involves Bridge B0295    Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Conversion	2015	Federal	STP-MO	\$126.0	
Construction	2013	Non-Federal	STATE-MO (AC)	\$101.0	
Construction	2013	Non-Federal	STATE-MO	\$25.0	
Right-of-Way	2013	Non-Federal	STATE-MO (AC)	\$16.0	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$9.0	
Right-of-Way	2013	Non-Federal	STATE-MO	\$4.0	
Engineering	2013	Non-Federal	STATE-MO	\$3.0	
Other	2015	Non-Federal	CREDIT	(\$126.0)	
<b>Federal Total:</b>	<b>\$126.0</b>	<b>Non-Federal Total:</b>	<b>\$32.0</b>	<b>Total:</b>	<b>\$158.0</b>

TIP #: 490131    Juris: MODOT    Location/Improvement: MO 152; REPLACE PIPES JUST WEST OF PLATTE PURCHASE ROAD

State #: 4S3076    Federal #:    County: PLATTE    Type:    Description:    Length (mi): 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Conversion	2015	Federal	NHPP-MO	\$46.0	
Construction	2014	Non-Federal	STATE-MO (AC)	\$39.0	
Construction	2014	Non-Federal	STATE-MO	\$10.0	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$7.0	
Engineering	2013	Non-Federal	STATE-MO	\$2.0	
Other	2015	Non-Federal	CREDIT	(\$46.0)	
<b>Federal Total:</b>	<b>\$46.0</b>	<b>Non-Federal Total:</b>	<b>\$12.0</b>	<b>Total:</b>	<b>\$58.0</b>

# Missouri

TIP #: 490132      Juris: MODOT      Location/Improvement: I-635; EROSION REPAIRS FROM RTE. 69 TO RTE. 9      Length (mi): 1  
 State #: 413020C      Federal #:      County: PLATTE      Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$130.0		
Construction	2014	Non-Federal	STATE-MO (AC)	\$121.0		
Construction	2014	Non-Federal	STATE-MO (AC)	\$14.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$9.0		
Engineering	2013	Non-Federal	STATE-MO	\$1.0		
Other	2015	Non-Federal	CREDIT	(\$130.0)		
<b>Federal Total:</b>	<b>\$130.0</b>	<b>Non-Federal Total:</b>	<b>\$15.0</b>	<b>Total:</b>	<b>\$145.0</b>	

TIP #: 490133      Juris: MODOT      Location/Improvement: MO M; REPLACE CULVERT 1.2 MILES EAST OF DYE STORE ROAD      Length (mi): 1  
 State #: 4S3075      Federal #:      County: PLATTE      Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$191.0		
Construction	2014	Non-Federal	STATE-MO (AC)	\$160.0		
Construction	2014	Non-Federal	STATE-MO	\$40.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$31.0		
Engineering	2013	Non-Federal	STATE-MO	\$8.0		
Other	2015	Non-Federal	CREDIT	(\$191.0)		
<b>Federal Total:</b>	<b>\$191.0</b>	<b>Non-Federal Total:</b>	<b>\$48.0</b>	<b>Total:</b>	<b>\$239.0</b>	

TIP #: 490134      Juris: MODOT      Location/Improvement: I-29; SCOPING TO IMPROVE INTERCHANGE AT RTE. 45 IN KANSAS CITY      Length (mi): 1  
 State #: 413086      Federal #:      County: PLATTE      Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Engineering	2014	Federal	NHPP-MO	\$20.0		
Engineering	2014	Non-Federal	STATE-MO	\$5.0		
<b>Federal Total:</b>	<b>\$20.0</b>	<b>Non-Federal Total:</b>	<b>\$5.0</b>	<b>Total:</b>	<b>\$25.0</b>	

# Missouri

TIP #: 490135      Juris: MODOT      Location/Improvement: RTE. 45; SCOPING AND RIGHT OF WAY FOR ROADWAY IMPROVEMENTS FROM RTE. K TO I-435 IN PLATTE COUNTY      Length (mi): 3

State #: 4U1108C      Federal #:      County: PLATTE      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$2,263.0		
Right-of-Way	2014	Non-Federal	STATE-MO (AC)	\$2,163.0		
Right-of-Way	2014	Non-Federal	STATE-MO	\$433.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$100.0		
Engineering	2013	Non-Federal	STATE-MO	\$25.0		
Other	2015	Non-Federal	CREDIT	(\$2,263.0)		
<b>Federal Total:</b>	<b>\$2,263.0</b>			<b>Total:</b>	<b>\$2,721.0</b>	

TIP #: 490136      Juris: MODOT      Location/Improvement: I-29; PAVEMENT IMPROVEMENTS FROM RTE. 273 TO I-435

State #: 4I3037      Federal #:      County: PLATTE      Type:      Description:      Status:      Length (mi): 7

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2016	Federal	NHPP-MO	\$6,493.0		
Construction	2015	Non-Federal	STATE-MO (AC)	\$5,917.0		
Construction	2015	Non-Federal	STATE-MO	\$658.0		
Engineering	2015	Non-Federal	STATE-MO (AC)	\$563.0		
Engineering	2015	Non-Federal	STATE-MO	\$63.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$12.0		
Engineering	2014	Non-Federal	STATE-MO	\$2.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$1.0		
Other	2016	Non-Federal	CREDIT	(\$6,493.0)		
<b>Federal Total:</b>	<b>\$6,493.0</b>			<b>Total:</b>	<b>\$7,216.0</b>	

TIP #: 490137      Juris: MODOT      Location/Improvement: I-435; PAYMENT TO KDOT IN SFY2016 FOR BRIDGE IMPROVEMENTS OVER THE MISSOURI RIVER.      Length (mi): 1

State #: 4I3032      Federal #:      County: PLATTE      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2015	Federal	NHPP-MO	\$2,122.0		
Construction	2015	Non-Federal	STATE-MO	\$530.0	Project involves bridge A3289	
<b>Federal Total:</b>	<b>\$2,122.0</b>			<b>Total:</b>	<b>\$2,652.0</b>	



# Missouri

TIP #: 990183 Juris: MODOT Location/Improvement: MO FF; REPAIR SLIDE AT NORTHWEST BLUFF DRIVE Length (mi): .10  
 State #: 413020 Federal #: County: PLATTE Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	STP-MO	\$397.0		
Construction	2014	Non-Federal	STATE-MO (AC)	\$362.0		
Construction	2014	Non-Federal	STATE-MO	\$90.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$34.0		
Engineering	2013	Non-Federal	STATE-MO	\$9.0		
Other	2015	Non-Federal	CREDIT	(\$397.0)		
<b>Federal Total:</b>	<b>\$397.0</b>	<b>Non-Federal Total:</b>	<b>\$98.0</b>	<b>Total:</b>	<b>\$495.0</b>	

TIP #: 420004 Juris: PARKVILLE Location/Improvement: ROUTE 9 BICYCLE/PEDESTRIAN TRAIL - PHASE 1 Length (mi): 1.1  
 State #: Federal #: STP-3301(449) County: PLATTE Type: Pedestrian and/or Bikeways Description: Construction of a 10 wide bicycle/pedestrian trail from the intersection of Rte 9 & Rte 45 south to end at Honor Lane (in Phase I)

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2014	Federal	TE-MO	\$350.0		
Construction	2014	Non-Federal	LOCAL	\$150.0		
<b>Federal Total:</b>	<b>\$350.0</b>	<b>Non-Federal Total:</b>	<b>\$150.0</b>	<b>Total:</b>	<b>\$500.0</b>	

TIP #: 420005 Juris: PARKVILLE Location/Improvement: ROUTE 45 WIDENING -- PHASE C Length (mi): 1.5  
 State #: Federal #: County: PLATTE Type: Reconstruction (Added Capacity) Description: Improve 45 Hwy from K Hwy to I-435, completing widening between I-29 & I-435. Complete improvements for all users - widen rural two lane section to 4 lanes with bike/ped facilities, curb/gutter/stormwater improvements, access management, traffic signals, & improved horizontal/vertical alignments.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Construction	2016	Non-Federal	LOCAL	\$8,691.0		
Construction	2016	Federal	STPIM-MO	\$5,794.0		
<b>Federal Total:</b>	<b>\$5,794.0</b>	<b>Non-Federal Total:</b>	<b>\$8,691.0</b>	<b>Total:</b>	<b>\$14,485.0</b>	

TIP #: 420006 Juris: PARKVILLE Location/Improvement: ROUTE 9 DOWNTOWN ENTRYWAY SIDEWALK AND BEAUTIFICATION Length (mi): 0  
 State #: Federal #: County: PLATTE Type: Pedestrian and/or Bike Ways Description: This project will improve the 9 Highway corridor and the eastern gateway to Parkville. It will add: a sidewalk connection from the recently constructed White Aloe bridge on 9 Highway to improve pedestrian access to the existing historic train depot & visitor's center; street and pedestrian lighting for improved visibility on 9 Highway from the eastern City limits to downtown Parkville; landscaping to visually improve the corridor, better define the vehicular and pedestrian spaces and improve water quality; an gateway/entry monument and landscaping along 9 Highway at the eastern City limits; and wayfinding signage for vehicles and pedestrians.

# Missouri

TIP #: 468001		Juris: PLATTE CITY		Location/Improvement: PLATTE CITY - SAFE ROUTES TO SCHOOL SIDEWALK IMPROVEMENTS		County: PLATTE		Type: Pedestrian and/or Bike Ways		Length (mi): 0.4	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
Construction	2013	Federal	SRTS-MO	\$212.4	Construction of 2,135' of 5' sidewalk from 300' west of 92 Highway on Bello Mondo Drive, to 92 Highway, then along the west side of 92 Highway to the south entrance of the school complex, then west to connect with existing sidewalk on Platte Falls Road.						
Engineering	2013	Federal	SRTS-MO	\$37.0							
<b>Federal Total:</b>	<b>\$249.4</b>	<b>Non-Federal Total:</b>		<b>Total:</b>	<b>\$249.4</b>						

TIP #: 415205		Juris: PLATTE COUNTY		Location/Improvement: DYE STORE ROAD BRIDGE (NO. 0290004) REPLACEMENT		County: PLATTE		Type: Bridge Replacement (No Added Capacity)		Length (mi): .06	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
Construction	2012	Federal	BRO-MO	\$266.7	Remove existing narrow and inadequate bridge on Dye Store Road near Fairview Rd. Replace with a new structure and roadway tie-in improvements. The local share is to be covered by Platte County Soft Match Bridge Credits.						
Construction	2012	Non-Federal	LOCAL	\$66.7							
Right-of-Way	2012	Federal	BRO-MO	\$13.2							
Engineering	2012	Federal	BRO-MO	\$5.5							
Right-of-Way	2012	Non-Federal	LOCAL	\$3.3							
Engineering	2012	Non-Federal	LOCAL	\$1.4							
<b>Federal Total:</b>	<b>\$285.4</b>	<b>Non-Federal Total:</b>	<b>\$71.4</b>	<b>Total:</b>	<b>\$356.8</b>						

TIP #: 415206		Juris: PLATTE COUNTY		Location/Improvement: DYE STORE ROAD BRIDGE (NO. 0210002) REPLACEMENT		County: PLATTE		Type: Bridge Replacement (No Added Capacity)		Length (mi): .04	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
Construction	2012	Federal	BRO-MO	\$306.3	Remove existing narrow and inadequate bridge on Dye Store Rd between Salem Rd and Taulbee Rd. Replace with a new structure and roadway tie-in improvements. The local share is to be covered by Platte County Soft Match Bridge Credits.						
Construction	2012	Non-Federal	LOCAL	\$76.5							
Right-of-Way	2012	Federal	BRO-MO	\$13.2							
Engineering	2012	Federal	BRO-MO	\$5.5							
Right-of-Way	2012	Non-Federal	LOCAL	\$3.3							
Engineering	2012	Non-Federal	LOCAL	\$1.4							
<b>Federal Total:</b>	<b>\$325.0</b>	<b>Non-Federal Total:</b>	<b>\$81.2</b>	<b>Total:</b>	<b>\$406.2</b>						

# Missouri

TIP #: 415208		Juris: PLATTE COUNTY		Location/Improvement: COUNTY LINE NORTH BRIDGE (NO. 0970001 ) REPLACEMENT		County: PLATTE		Type: Bridge Replacement (No Added Capacity)		Length (mi): .1	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
		2014	Federal	BRO-MO	\$208.0	Remove the deficient and functionally obsolete bridge located on County Line Rd. between Highway Z and Buena Vista Rd. Replace with a new two lane structure, realign the structure, and roadway tie-in improvements . The local share is to be covered by the use of County Soft-Match funds.					
		2013	Federal	BRO-MO	\$76.0						
		2014	Non-Federal	LOCAL	\$52.0						
		2014	Federal	BRO-MO	\$24.0						
		2013	Non-Federal	LOCAL	\$19.0						
		2014	Federal	BRO-MO	\$12.0						
		2014	Non-Federal	LOCAL	\$6.0						
		2014	Non-Federal	LOCAL	\$3.0						
<b>Federal Total: \$320.0</b>				<b>Non-Federal Total: \$80.0</b>		<b>Total: \$400.0</b>					

TIP #: 415209		Juris: PLATTE COUNTY		Location/Improvement: CLARK AVENUE BRIDGE (NO. 1255001) REPLACEMENT		County: PLATTE		Type: Bridge Replacement (No Added Capacity)		Length (mi): .1	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
		2014	Federal	BRO-MO	\$492.0	Remove the severely deficient and functionally obsolete bridge located on Clark Avenue between Main St. and Perry St. Replace with a new two lane structure and roadway tie-in improvements. The local share is to be covered by the City of Edgerton cash match.					
		2014	Non-Federal	LOCAL	\$123.0						
		2013	Federal	BRO-MO	\$76.0						
		2013	Federal	BRO-MO	\$48.0						
		2014	Federal	BRO-MO	\$24.0						
		2013	Non-Federal	LOCAL	\$19.0						
		2013	Non-Federal	LOCAL	\$12.0						
		2014	Non-Federal	LOCAL	\$6.0						
<b>Federal Total: \$640.0</b>				<b>Non-Federal Total: \$160.0</b>		<b>Total: \$800.0</b>					

# Missouri

TIP #: 415210		Juris: PLATTE COUNTY		Location/Improvement: COUNTY LINE SOUTH BRIDGE (NO. 0970031) REPLACEMENT		County: PLATTE		Type: Bridge Replacement (No Added Capacity)		Length (mi): .1	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
		2014	Federal	BRO-MO	\$208.0	Remove the deficient and functionally obsolete bridge located on County Line Rd. between Ridgely Rd. and Fry Rd. Replace with a new two lane structure and roadway tie-in improvements. The local share is to be covered by the use of County Soft-Match funds.					
		2013	Federal	BRO-MO	\$76.0						
		2014	Non-Federal	LOCAL	\$52.0						
		2014	Federal	BRO-MO	\$24.0						
		2013	Non-Federal	LOCAL	\$19.0						
		2014	Federal	BRO-MO	\$12.0						
		2014	Non-Federal	LOCAL	\$6.0						
		2014	Non-Federal	LOCAL	\$3.0						
<b>Federal Total:</b>	<b>\$320.0</b>			<b>Non-Federal Total:</b>	<b>\$80.0</b>	<b>Total:</b>	<b>\$400.0</b>				

TIP #: 440001		Juris: PLATTE WOODS		Location/Improvement: ROUTE 9 AND NW PRAIRIE VIEW ROAD SIDEWALK/BIKE LANE IMPROVEMENT		County: PLATTE		Type:		Length (mi): 0	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
		2014	Federal	TA-MO	\$450.0	Completion of missing sidewalk links between ATA bus stop pads and radiating from the intersection of Route 9 and NW Prairie View Road into the Platte Woods business areas and KCMO neighborhoods and businesses nearby. Project also converts existing shoulders into bicycle lanes.					
		2014	Non-Federal	LOCAL	\$308.6						
<b>Federal Total:</b>	<b>\$450.0</b>			<b>Non-Federal Total:</b>	<b>\$308.6</b>	<b>Total:</b>	<b>\$758.6</b>				

TIP #: 498002		Juris: WESTON		Location/Improvement: WESTON COMMUNITY CONNECTIVITY INITIATIVE - HIGHWAY 45 - PHASE 1		County: PLATTE		Type: Pedestrian and/or Bikeways		Length (mi): .30	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
		2014	Federal	STPM-MO	\$215.0	The goal of this project is to construct approximately 1,500 feet of pedestrian and bicycle trail along the north side of Highway 45 from Washington Street to Library Drive as well as traffic signalization at the intersection of Highway 45 and Washington Street					
		2014	Non-Federal	LOCAL	\$75.0						
<b>Federal Total:</b>	<b>\$215.0</b>			<b>Non-Federal Total:</b>	<b>\$75.0</b>	<b>Total:</b>	<b>\$290.0</b>				

TIP #: 970083		Juris: KANSAS CITY, MO		Location/Improvement: HEAVY DUTY TRUCK CNG PURCHASE		County: REGIONAL		Type: Other(Environmental, Scenic, Historic)		Length (mi): N/A	
State #:	Federal #:	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
		2012	Federal	CMAQ-MO	\$640.0	The City of Kansas City, MO is seeking to replace 4 diesel powered trucks and 8 diesel powered sweepers with heavy-duty CNG trucks and sweepers. The project funds are being requested to cover the cost of the CNG engine, CNG tank package, and installation.					
		2012	Non-Federal	LOCAL	\$160.0						
<b>Federal Total:</b>	<b>\$640.0</b>			<b>Non-Federal Total:</b>	<b>\$160.0</b>	<b>Total:</b>	<b>\$800.0</b>	FUNDS FROM #611130 WERE INCLUDED IN THIS PROJECT IN NOVEMBER 2011.			

# Missouri

TIP #:	Juris:	Location/Improvement:	Length (mi):
630056	KCATA	TRANSIT WAY LINES	N/A
State #:	Federal #:	County: REGIONAL	Type: Other (capital)
Phase	Year of Obligation	Source	Cost (IN THOUSANDS)
Other	2015	Federal	\$11,807.0
Other	2016	Federal	\$11,392.0
Other	2017	Federal	\$8,000.0
Other	2015	Non-Federal	\$2,952.0
Other	2016	Non-Federal	\$2,848.0
Other	2017	Non-Federal	\$2,000.0
Other	2014	Federal	\$400.0
Other	2014	Non-Federal	\$100.0
<b>Federal Total:</b>	<b>\$31,599.0</b>	<b>Non-Federal Total:</b>	<b>\$7,900.0</b>
		<b>Total:</b>	<b>\$39,499.0</b>

Description: Preliminary Engineering, Final Design, Right of Way, Construction of Bus Rapid Transit

Status:

TIP #:	Juris:	Location/Improvement:	Length (mi):
995008	KCATA	BIKE RACKS ON BUSES	N/A
State #:	Federal #:	County: REGIONAL	Type: Pedestrian and/or Bikeways
Phase	Year of Obligation	Source	Cost (IN THOUSANDS)
Other	2014	Federal	\$60.0
Other	2015	Federal	\$60.0
Other	2016	Federal	\$60.0
Other	2014	Non-Federal	\$15.0
Other	2015	Non-Federal	\$15.0
Other	2016	Non-Federal	\$15.0
<b>Federal Total:</b>	<b>\$180.0</b>	<b>Non-Federal Total:</b>	<b>\$45.0</b>
		<b>Total:</b>	<b>\$225.0</b>

Description: Install 75 bike racks on buses over a period of 3 years

Status:

TIP #:	Juris:	Location/Improvement:	Length (mi):
995164	KCATA	NORTHLAND JOB LINK	N/A
State #:	Federal #:	County: REGIONAL	Type: Other (Transit)
Phase	Year of Obligation	Source	Cost (IN THOUSANDS)
Operations	2012	Non-Federal	\$231.1
Operations	2012	Federal	\$231.1
Operations	2013	Federal	\$121.6
Operations	2013	Non-Federal	\$121.6
<b>Federal Total:</b>	<b>\$352.8</b>	<b>Non-Federal Total:</b>	<b>\$352.8</b>
		<b>Total:</b>	<b>\$705.5</b>

Description: Continuation of RT 129 service to the airport & Tiffany Springs Metroflex

Status:

# Missouri

TIP #: 996068		Juris: KCATA		Location/Improvement: OTHER CAPITAL ITEMS		Length (mi): N/A	
State #:		Federal #:		County: REGIONAL		Type: Other (capital)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Other	2018	Federal	5307	\$11,698.0	Preventive Maintenance, Capital Cost of Contracting, Fixed Guideway (Bus Lanes) Maint, Project Administration		
Other	2017	Federal	5307	\$11,248.0			
Other	2016	Federal	5307	\$10,816.0			
Other	2015	Federal	5307	\$10,400.0			
Other	2014	Federal	5307	\$10,000.0			
Other	2018	Non-Federal	LOCAL	\$2,925.0			
Other	2017	Non-Federal	LOCAL	\$2,812.0			
Other	2016	Non-Federal	LOCAL	\$2,704.0			
Other	2015	Non-Federal	LOCAL	\$2,600.0			
Other	2014	Non-Federal	LOCAL	\$2,500.0			
<b>Federal Total:</b>	<b>\$54,162.0</b>						<b>Total: \$67,703.0</b>

TIP #: 990107		Juris: MODOT		Location/Improvement: BRIDGES ON VARIOUS ROUTES IN CLAY, JACKSON, AND PLATTE COUNTIES		Length (mi): N/A		
State #: 5B0800S		Federal #:		County: REGIONAL		Type:		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:		
Construction	2013	Federal	BR-MO	\$3,007.2	Payback for Safe & Sound bridges for Urban District 4. This program will improve the condition of more than 800 of the state's worst bridges by the end of 2012. The expected total cost is between \$400 and \$600 million to be paid in annual payments over the next 25 years. The District 4 Urban area will pay approximately \$2 - \$3 million annually beginning in 2011. Other jobs will be removed with job 5B0800S is awarded in Fall 2008. Funding from Other Sources in 2009 Right of Way costs from contractor.  The list of bridges can be viewed at <a href="http://www.modot.gov/safeandsound">www.modot.gov/safeandsound</a> .			
Construction	2012	Federal	BR-MO	\$3,007.2				
Construction	2011	Federal	BR-MO	\$3,007.2				
Construction	2010	Federal	BR-MO	\$3,007.2				
Construction	2013	Non-Federal	STATE-MO	\$751.8				
Construction	2012	Non-Federal	STATE-MO	\$751.8				
Construction	2011	Non-Federal	STATE-MO	\$751.8				
Construction	2010	Non-Federal	STATE-MO	\$751.8				
<b>Federal Total:</b>	<b>\$12,028.8</b>							<b>Total: \$15,036.0</b>

TIP #: 990161		Juris: MODOT		Location/Improvement: ON-THE-JOB TRAINING OUTREACH PROGRAM IN THE KANSAS CITY AREA		Length (mi): N/A	
State #:		Federal #:		County: REGIONAL		Type: Outreach/Other	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Other	2011	Federal	STP-MO	\$350.0	Program administered by The Sanctuary		
<b>Federal Total:</b>	<b>\$350.0</b>						

# Missouri

TIP #: 990162      Juris: MODOT      Location/Improvement: INSPECTION OF VARIOUS BRIDGES AT VARIOUS LOCATIONS ON THE NATIONAL HIGHWAY SYSTEM IN THE KANSAS CITY REGION      Length (mi): N/A

State #:	Federal #:	County:	REGIONAL	Type:	Description:	Status:
Phase	Year of Obligation	Source	Cost (IN THOUSANDS)			
Engineering	2014	BR-MO	\$80.0		Inspection of various bridges at various locations on the national highway system in the Kansas City Region	
Engineering	2014	STATE-MO	\$20.0			
<b>Federal Total:</b>	<b>\$80.0</b>	<b>Non-Federal Total:</b>	<b>\$20.0</b>	<b>Total:</b>	<b>\$100.0</b>	

TIP #: 990171      Juris: MODOT      Location/Improvement: PAVEMENT IMPROVEMENTS ON VARIOUS MINOR ROUTES IN URBAN DISTRICT 4      Length (mi): N/A

State #: 4S2365      Federal #:

State #:	Federal #:	County:	REGIONAL	Type:	Description:	Status:
Phase	Year of Obligation	Source	Cost (IN THOUSANDS)			
Conversion	2015	STP-MO	\$9,037.0			
Construction	2015	STATE-MO (AC)	\$8,487.0		Resurfacing Only	
Construction	2015	STATE-MO	\$2,122.0			
Engineering	2014	STATE-MO (AC)	\$550.0			
Engineering	2011	STATE-MO	\$137.0			
Engineering	2011	STATE-MO (AC)	\$122.0			
Engineering	2014	STATE-MO	\$69.0			
Other	2015	CREDIT	(\$9,037.0)			
<b>Federal Total:</b>	<b>\$9,037.0</b>	<b>Non-Federal Total:</b>	<b>\$2,450.0</b>	<b>Total:</b>	<b>\$11,487.0</b>	

TIP #: 990173      Juris: MODOT      Location/Improvement: CONTRACT CHIP SEAL TREATMENTS ON VARIOUS ROUTES IN URBAN DISTRICT 4      Length (mi): N/A

State #: 4S2393      Federal #:

State #:	Federal #:	County:	REGIONAL	Type:	Description:	Status:
Phase	Year of Obligation	Source	Cost (IN THOUSANDS)			
Conversion	2017	STP-MO	\$1,862.0		Contract chip seal treatments on various routes in urban District 4	
Construction	2013	STATE-MO (AC)	\$1,731.0			
Construction	2013	STATE-MO	\$433.0			
Engineering	2013	STATE-MO (AC)	\$112.0			
Engineering	2013	STATE-MO	\$28.0			
Engineering	2011	STATE-MO (AC)	\$19.0			
Engineering	2011	STATE-MO	\$5.0			
Other	2017	CREDIT	(\$1,862.0)			
<b>Federal Total:</b>	<b>\$1,862.0</b>	<b>Non-Federal Total:</b>	<b>\$466.0</b>	<b>Total:</b>	<b>\$2,328.0</b>	



# Missouri

TIP #: 990184      Juris: MODOT  
 State #: 413021      Federal #:

Location/Improvement: VARIOUS ROUTES; PREVENTATIVE MAINTENANCE AND REPAIR ON VARIOUS BRIDGES IN THE URBAN KANSAS CITY DISTRICT  
 County: REGIONAL      Type:      Length (mi): 1

Description: Various Routes; P reventative maintenance and repair on various bridges in the urban Kansas City District

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Construction	2015	Federal	BR-MO	\$1,698.0	
Construction	2015	Non-Federal	STATE-MO	\$424.0	
Engineering	2014	Federal	BR-MO	\$130.0	
Engineering	2014	Non-Federal	STATE-MO	\$32.0	
Engineering	2013	Federal	BR-MO	\$8.0	
Engineering	2013	Non-Federal	STATE-MO	\$2.0	
Engineering	2012	Non-Federal	STATE-MO	\$1.0	
<b>Federal Total:</b>	<b>\$1,836.0</b>			<b>Total: \$2,295.0</b>	

TIP #: 990185      Juris: MODOT  
 State #: 413027      Federal #:

Location/Improvement: VARIOUS ROUTES; OPERATIONAL AND SAFETY IMPROVEMENTS AT VARIOUS INTERCHANGES IN THE URBAN KANSAS CITY DISTRICT  
 County: REGIONAL      Type:      Length (mi): 1

Description: Various Routes; Operational and safety improvements at various interchanges in the urban Kansas City District

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Status:
Conversion	2015	Federal	IM-MO	\$10,430.0	
Construction	2015	Non-Federal	STATE-MO (AC)	\$9,548.0	
Construction	2015	Non-Federal	STATE-MO	\$1,061.0	
Engineering	2014	Non-Federal	STATE-MO (AC)	\$792.0	
Engineering	2014	Non-Federal	STATE-MO	\$88.0	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$45.0	
Engineering	2012	Non-Federal	STATE-MO (AC)	\$45.0	
Engineering	2013	Non-Federal	STATE-MO	\$5.0	
Engineering	2012	Non-Federal	STATE-MO	\$5.0	
Other	2015	Non-Federal	CREDIT	(\$10,430.0)	
<b>Federal Total:</b>	<b>\$10,430.0</b>			<b>Total: \$11,589.0</b>	

# Missouri

TIP #: 990186      Juris: MODOT      Location/Improvement: VARIOUS ROUTES; BRIDGE IMPROVEMENTS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT      Length (mi): 1

State #: 413028      Federal #:      County: REGIONAL      Type:      Description: Various Routes; Bridge improvements at various locations in the urban Kansas City District      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Federal	BR-MO	\$8,487.0
Construction	2015	Non-Federal	STATE-MO	\$2,122.0
Engineering	2014	Federal	BR-MO	\$704.0
Engineering	2014	Non-Federal	STATE-MO	\$176.0
Engineering	2013	Federal	BR-MO	\$45.0
Engineering	2012	Federal	BR-MO	\$45.0
Engineering	2013	Non-Federal	STATE-MO	\$5.0
Engineering	2012	Non-Federal	STATE-MO	\$5.0
<b>Federal Total:</b>	<b>\$9,281.0</b>			<b>Total: \$11,589.0</b>

TIP #: 990187      Juris: MODOT      Location/Improvement: VARIOUS ROUTES; BRIDGE IMPROVEMENTS ON VARIOUS BRIDGES IN THE URBAN KANSAS CITY DISTRICT

State #: 4P2191      Federal #:      County: REGIONAL      Type:      Description: Various Routes; Bridge improvements on various bridges in the urban Kansas City District      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Federal	BR-MO	\$5,043.0
Construction	2014	Non-Federal	STATE-MO	\$1,261.0
Engineering	2013	Federal	BR-MO	\$536.0
Engineering	2011	Non-Federal	STATE-MO	\$146.0
Engineering	2013	Non-Federal	STATE-MO	\$134.0
Engineering	2012	Federal	BR-MO	\$10.0
Engineering	2012	Non-Federal	STATE-MO	\$2.0
<b>Federal Total:</b>	<b>\$5,589.0</b>			<b>Total: \$7,132.0</b>

TIP #: 990188      Juris: MODOT      Location/Improvement: VARIOUS ROUTES; PREVENTATIVE MAINTENANCE AND REPAIR ON VARIOUS BRIDGES IN THE URBAN KANSAS CITY DISTRICT

State #: 4P2191B      Federal #:      County: REGIONAL      Type:      Description: Various Routes; Preventative maintenance and repair on various bridges in the urban Kansas City District      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2014	Federal	BR-MO	\$1,681.0
Construction	2014	Non-Federal	STATE-MO	\$420.0
Engineering	2013	Federal	BR-MO	\$208.0
Engineering	2013	Non-Federal	STATE-MO	\$52.0
Engineering	2012	Federal	BR-MO	\$8.0
Engineering	2012	Non-Federal	STATE-MO	\$2.0
<b>Federal Total:</b>	<b>\$1,897.0</b>			<b>Total: \$2,371.0</b>

# Missouri

<b>TIP #:</b> 990189	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> VARIOUS ROUTES; OPERATION GREEN LIGHT INTEGRATION WITH KANSAS CITY SCOUT IN JACKSON, CASS, CLAY AND PLATTE COUNTIES.				<b>Length (mi):</b> 1
<b>State #:</b> 4Q1572F	<b>Federal #:</b>	<b>County:</b> REGIONAL	<b>Type:</b> Signalization & Computerization (Roadway)	<b>Description:</b> Federal ITS Earmark 0129(401) for \$326,000. Federal fiber credits for \$195,600		
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Status:</b>		
Conversion	2014	ITS-MO	\$523.0			
Construction	2012	STATE-MO (AC)	\$522.0			
Construction	2012	STATE-MO	\$130.0			
Engineering	2012	STATE-MO (AC)	\$1.0			
Other	2014	CREDIT	(\$523.0)			
<b>Federal Total:</b>	<b>\$523.0</b>	<b>Non-Federal Total:</b>	<b>\$130.0</b>	<b>Total:</b>	<b>\$653.0</b>	

<b>TIP #:</b> 990190	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> VARIOUS ROUTES; IMPROVE GUARDRAIL ON DIVIDED HIGHWAY MEDIANS AT VARIOUS BRIDGE LOCATIONS WITHIN THE KANSAS CITY URBAN DISTRICT.				<b>Length (mi):</b> 1
<b>State #:</b> 9P2264I	<b>Federal #:</b>	<b>County:</b> REGIONAL	<b>Type:</b> Other (Safety)	<b>Description:</b> Funded from Open Container Program Funds		
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Status:</b>		
Construction	2013	SP-MO	\$977.0			
Construction	2013	STATE-MO	\$109.0			
Engineering	2013	SP-MO	\$80.0			
Engineering	2013	STATE-MO	\$9.0			
Engineering	2012	SP-MO	\$4.0			
Engineering	2012	STATE-MO	\$1.0			
<b>Federal Total:</b>	<b>\$1,061.0</b>	<b>Non-Federal Total:</b>	<b>\$119.0</b>	<b>Total:</b>	<b>\$1,180.0</b>	

<b>TIP #:</b> 990191	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> VARIOUS ROUTES; SIGNING AND STRIPING IMPROVEMENTS AT VARIOUS INTERSECTIONS IN THE KANSAS CITY URBAN DISTRICT				<b>Length (mi):</b> 1
<b>State #:</b> 9P2264M	<b>Federal #:</b>	<b>County:</b> REGIONAL	<b>Type:</b> Other (Safety)	<b>Description:</b> Funded from Open Container Program Funds		
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>	<b>Status:</b>		
Construction	2013	SP-MO	\$68.0			
Engineering	2013	SP-MO	\$9.0			
Construction	2013	STATE-MO	\$8.0			
Engineering	2013	STATE-MO	\$1.0			
Engineering	2012	STATE-MO	\$1.0			
<b>Federal Total:</b>	<b>\$77.0</b>	<b>Non-Federal Total:</b>	<b>\$10.0</b>	<b>Total:</b>	<b>\$87.0</b>	

# Missouri

<b>TIP #:</b> 990193	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> REDUCTION IN DIESEL FLEET IDLING	<b>Length (mi):</b> N/A
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> REGIONAL	<b>Type:</b> Environmental, Scenic, Historic
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Other	2013	Federal	\$98.0
Other	2013	Non-Federal	\$24.5
<b>Federal Total: \$98.0</b>		<b>Non-Federal Total: \$24.5</b>	
<b>Federal Total: \$98.0</b>		<b>Total: \$122.5</b>	

**Description:** Install Fuel Operated Heaters in 49 vehicles from MoDOT's Heavy Duty Diesel fleet to reduce idling requirements during low temperature conditions. This will result in measureable reductions in VOC and NOx emissions for the KC area.

**Status:**

<b>TIP #:</b> 990195	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> FENCE IMPROVEMENTS ALONG VARIOUS INTERSTATES IN THE URBAN KANSAS CITY DISTRICT.	<b>Length (mi):</b> 2
<b>State #:</b> 413033	<b>Federal #:</b>	<b>County:</b> REGIONAL	<b>Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2013	Federal	\$450.0
Construction	2013	Non-Federal	\$50.0
Engineering	2013	Federal	\$4.0
Engineering	2013	Non-Federal	\$1.0
<b>Federal Total: \$454.0</b>		<b>Non-Federal Total: \$51.0</b>	
<b>Federal Total: \$454.0</b>		<b>Total: \$505.0</b>	

**Description:** Job order contract for fence improvements along various interstates in the urban Kansas City District.

**Status:**

<b>TIP #:</b> 990196	<b>Juris:</b> MODOT	<b>Location/Improvement:</b> VARIOUS ROUTES; JOB ORDER CONTRACTING FOR ASPHALT REPAIR AT VARIOUS INTERSTATE LOCATIONS IN THE URBAN KANSAS CITY DISTRICT	<b>Length (mi):</b> 1
<b>State #:</b> 212166F	<b>Federal #:</b>	<b>County:</b> REGIONAL	<b>Type:</b>
<b>Phase</b>	<b>Year of Obligation</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Conversion	2015	Federal	\$972.0
Construction	2014	Non-Federal	\$900.0
Construction	2014	Non-Federal	\$100.0
Engineering	2013	Non-Federal	\$72.0
Engineering	2013	Non-Federal	\$8.0
Other	2015	Non-Federal	(\$972.0)
<b>Federal Total: \$972.0</b>		<b>Non-Federal Total: \$108.0</b>	
<b>Federal Total: \$972.0</b>		<b>Total: \$1,080.0</b>	

**Description:**

**Status:**

# Missouri

TIP #: 990197      Juris: MODOT      Location/Improvement: VARIOUS ROUTES; JOB ORDER CONTRACTING FOR CONCRETE REPAIR AT VARIOUS INTERSTATE LOCATIONS IN THE URBAN KANSAS CITY DISTRICT      Length (mi): 1

State #: 2I2166G      Federal #:      County: REGIONAL      Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$972.0		
Construction	2014	Non-Federal	STATE-MO (AC)	\$900.0		
Construction	2014	Non-Federal	STATE-MO	\$100.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$72.0		
Engineering	2013	Non-Federal	STATE-MO	\$8.0		
Other	2015	Non-Federal	CREDIT	(\$972.0)		
<b>Federal Total:</b>	<b>\$972.0</b>			<b>Total:</b>	<b>\$1,080.0</b>	

TIP #: 990198      Juris: MODOT      Location/Improvement: VARIOUS ROUTES; JOB ORDER CONTRACTING FOR REPAIRS ON VARIOUS BRIDGES IN THE URBAN KANSAS CITY DISTRICT      Length (mi): 1

State #: 4I3017      Federal #:      County: REGIONAL      Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$1,936.0		
Construction	2014	Non-Federal	STATE-MO (AC)	\$1,800.0		
Construction	2014	Non-Federal	STATE-MO	\$200.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$137.0		
Engineering	2013	Non-Federal	STATE-MO	\$15.0		
Other	2015	Non-Federal	CREDIT	(\$1,936.0)		
<b>Federal Total:</b>	<b>\$1,936.0</b>			<b>Total:</b>	<b>\$2,152.0</b>	

TIP #: 990199      Juris: MODOT      Location/Improvement: VARIOUS ROUTES; JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT      Length (mi): 1

State #: 4P2309      Federal #:      County: REGIONAL      Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$1,555.0		
Construction	2014	Non-Federal	STATE-MO (AC)	\$1,441.0		
Construction	2014	Non-Federal	STATE-MO	\$160.0		
Engineering	2013	Non-Federal	STATE-MO (AC)	\$114.0		
Engineering	2013	Non-Federal	STATE-MO	\$23.0		
Other	2015	Non-Federal	CREDIT	(\$1,555.0)		
<b>Federal Total:</b>	<b>\$1,555.0</b>			<b>Total:</b>	<b>\$1,738.0</b>	

# Missouri

TIP #: 990200      Juris: MODOT      Location/Improvement: VARIOUS ROUTES; JOB ORDER CONTRACTING FOR PAVEMENT REPAIR ON MAJOR ROUTES AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT      Length (mi): 1

State #: 4P2363      Federal #:      County: REGIONAL      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2015	Federal	NHPP-MO	\$307.0
Construction	2014	Non-Federal	STATE-MO (AC)	\$280.0
Construction	2014	Non-Federal	STATE-MO	\$70.0
Engineering	2013	Non-Federal	STATE-MO (AC)	\$27.0
Engineering	2013	Non-Federal	STATE-MO	\$7.0
Other	2015	Non-Federal	CREDIT	(\$307.0)
<b>Federal Total:</b>	<b>\$307.0</b>		<b>Total:</b>	<b>\$384.0</b>

TIP #: 990201      Juris: MODOT      Location/Improvement: VARIOUS ROUTES; OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT      Length (mi): 1

State #: 4P3095      Federal #:      County: REGIONAL      Type:      Description: SFY2015 project      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2016	Federal	NHPP-MO	\$1,938.0
Construction	2015	Non-Federal	STATE-MO (AC)	\$1,648.0
Construction	2015	Non-Federal	STATE-MO	\$412.0
Engineering	2014	Non-Federal	STATE-MO (AC)	\$170.0
Engineering	2013	Non-Federal	STATE-MO (AC)	\$120.0
Engineering	2014	Non-Federal	STATE-MO	\$42.0
Engineering	2013	Non-Federal	STATE-MO	\$30.0
Other	2016	Non-Federal	CREDIT	(\$1,938.0)
<b>Federal Total:</b>	<b>\$1,938.0</b>		<b>Total:</b>	<b>\$2,422.0</b>

TIP #: 990202      Juris: MODOT      Location/Improvement: VARIOUS ROUTES; OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT      Length (mi): 1

State #: 4P3096      Federal #:      County: REGIONAL      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2015	Federal	NHPP-MO	\$3,340.0
Construction	2014	Non-Federal	STATE-MO (AC)	\$2,741.0
Construction	2014	Non-Federal	STATE-MO	\$688.0
Engineering	2013	Non-Federal	STATE-MO (AC)	\$589.0
Engineering	2013	Non-Federal	STATE-MO	\$147.0
Other	2015	Non-Federal	CREDIT	(\$3,340.0)
<b>Federal Total:</b>	<b>\$3,340.0</b>		<b>Total:</b>	<b>\$4,165.0</b>

# Missouri

**TIP #:** 990203      **Juris:** MODOT      **Location/Improvement:** VARIOUS ROUTES; SCOPING FOR BRIDGE IMPROVEMENTS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT      **Length (mi):** 1

**State #:** 4P3093      **Federal #:**      **County:** REGIONAL      **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Engineering	2014	Federal	NHPP-MO	\$20.0		
Engineering	2014	Non-Federal	STATE-MO	\$5.0		
<b>Federal Total:</b>	<b>\$20.0</b>	<b>Non-Federal Total:</b>	<b>\$5.0</b>	<b>Total:</b>	<b>\$25.0</b>	

**TIP #:** 990204      **Juris:** MODOT      **Location/Improvement:** VARIOUS ROUTES; SCOPING FOR ITS IMPROVEMENTS ON VARIOUS ROUTES IN THE URBAN KANSAS CITY DISTRICT

**State #:** 4S3094      **Federal #:**      **County:** REGIONAL      **Type:**      **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	NHPP-MO	\$100.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$100.0		
Engineering	2014	Non-Federal	STATE-MO	\$25.0		
Other	2015	Non-Federal	CREDIT	(\$100.0)		
<b>Federal Total:</b>	<b>\$100.0</b>	<b>Non-Federal Total:</b>	<b>\$25.0</b>	<b>Total:</b>	<b>\$125.0</b>	

**TIP #:** 990205      **Juris:** MODOT      **Location/Improvement:** VARIOUS; JOC FOR GUARDCABLE AND GUARDRAIL REPAIR AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT

**State #:** 4I2366      **Federal #:**      **County:** REGIONAL      **Type:**      **Length (mi):** 1

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2016	Federal	NHPP-MO	\$1,800.0		
Construction	2015	Non-Federal	STATE-MO (AC)	\$1,685.0		
Construction	2015	Non-Federal	STATE-MO	\$187.0		
Engineering	2015	Non-Federal	STATE-MO (AC)	\$115.0		
Engineering	2015	Non-Federal	STATE-MO	\$13.0		
Other	2016	Non-Federal	CREDIT	(\$1,800.0)		
<b>Federal Total:</b>	<b>\$1,800.0</b>	<b>Non-Federal Total:</b>	<b>\$200.0</b>	<b>Total:</b>	<b>\$2,000.0</b>	



# Missouri

TIP #: 990206      Juris: MODOT      Location/Improvement: VARIOUS; JOC FOR GUARD CABLE AND GUARDRAIL REPAIR AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT      Length (mi): 1

State #: 413011      Federal #:      County: REGIONAL      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2017	Federal	NHPP-MO	\$1,966.0
Construction	2016	Non-Federal	STATE-MO (AC)	\$1,822.0
Construction	2016	Non-Federal	STATE-MO	\$203.0
Engineering	2016	Non-Federal	STATE-MO (AC)	\$144.0
Engineering	2016	Non-Federal	STATE-MO	\$16.0
Other	2017	Non-Federal	CREDIT	(\$1,966.0)
<b>Federal Total:</b>	<b>\$1,966.0</b>	<b>Non-Federal Total:</b>	<b>\$219.0</b>	<b>Total: \$2,185.0</b>

TIP #: 990207      Juris: MODOT      Location/Improvement: VARIOUS; JOC FOR REPAIRS ON VARIOUS BRIDGES AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT      Length (mi): 1

State #: 413019      Federal #:      County: REGIONAL      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2016	Federal	NHPP-MO	\$1,992.0
Construction	2015	Non-Federal	STATE-MO (AC)	\$1,854.0
Construction	2015	Non-Federal	STATE-MO	\$206.0
Engineering	2014	Non-Federal	STATE-MO (AC)	\$139.0
Engineering	2014	Non-Federal	STATE-MO	\$15.0
Other	2016	Non-Federal	CREDIT	(\$1,992.0)
<b>Federal Total:</b>	<b>\$1,992.0</b>	<b>Non-Federal Total:</b>	<b>\$222.0</b>	<b>Total: \$2,214.0</b>

TIP #: 990208      Juris: MODOT      Location/Improvement: VARIOUS; JOC FOR GUARD CABLE AND GUARDRAIL REPAIR IN THE URBAN KANSAS CITY DISTRICT      Length (mi): 1

State #: 413042      Federal #:      County: REGIONAL      Type:      Description:      Status:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2019	Federal	NHPP-MO	\$1,997.0
Construction	2018	Non-Federal	STATE-MO (AC)	\$1,877.0
Construction	2018	Non-Federal	STATE-MO	\$209.0
Engineering	2018	Non-Federal	STATE-MO (AC)	\$121.0
Engineering	2018	Non-Federal	STATE-MO	\$13.0
Other	2019	Non-Federal	CREDIT	(\$1,997.0)
<b>Federal Total:</b>	<b>\$1,997.0</b>	<b>Non-Federal Total:</b>	<b>\$223.0</b>	<b>Total: \$2,220.0</b>

# Missouri

**TIP #:** 990209      **Juris:** MODOT      **Location/Improvement:** VARIOUS; JOC FOR GUARD CABLE AND GUARDRAIL REPAIR AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT      **Length (mi):** 1

**State #:** 4P2311      **Federal #:**      **County:** REGIONAL      **Type:**

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2016	Federal	NHPP-MO	\$1,676.0		
Construction	2015	Non-Federal	STATE-MO (AC)	\$1,558.0		
Construction	2015	Non-Federal	STATE-MO	\$173.0		
Engineering	2015	Non-Federal	STATE-MO (AC)	\$118.0		
Engineering	2015	Non-Federal	STATE-MO	\$14.0		
Other	2016	Non-Federal	CREDIT	(\$1,676.0)		
<b>Federal Total:</b>	<b>\$1,676.0</b>			<b>Total:</b>	<b>\$1,863.0</b>	

**TIP #:** 990210      **Juris:** MODOT      **Location/Improvement:** VARIOUS; MOTORIST ASSIST OPERATIONS AND STAFF IN THE URBAN KANSAS CITY DISTRICT.

**State #:** 4Q2268      **Federal #:**      **County:** REGIONAL      **Type:**      **Length (mi):** 1

**Description:** These funds will be transferred to the district operations budget.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2015	Federal	STP-MO	\$1,285.0		
Operations	2014	Non-Federal	STATE-MO (AC)	\$1,285.0		
Operations	2014	Non-Federal	STATE-MO	\$321.0		
Other	2015	Non-Federal	CREDIT	(\$1,285.0)		
<b>Federal Total:</b>	<b>\$1,285.0</b>			<b>Total:</b>	<b>\$1,606.0</b>	

**TIP #:** 990211      **Juris:** MODOT      **Location/Improvement:** VARIOUS ROUTES; STATE SYSTEM BRIDGE INSPECTION PROGRAM      **Length (mi):** 0

**Description:** Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately \$285,000 in performance of these inspections on the state system in the \$100,000 MIPO.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Engineering	2014	Federal	STP-MO	\$80.0		
Engineering	2014	Non-Federal	STATE-MO	\$20.0		
<b>Federal Total:</b>	<b>\$80.0</b>			<b>Total:</b>	<b>\$100.0</b>	

**TIP #:** 990212      **Juris:** MODOT      **Location/Improvement:** VARIOUS ROUTES; STATE SYSTEM BRIDGE INSPECTION PROGRAM      **Length (mi):** 1

**Description:** Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately \$282,500 in performance of these inspections on the state system in the \$150,000 MIPO.

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Engineering	2014	Federal	STP-MO	\$120.0		
Engineering	2014	Non-Federal	STATE-MO	\$30.0		
<b>Federal Total:</b>	<b>\$120.0</b>			<b>Total:</b>	<b>\$150.0</b>	

# Missouri

TIP #: 990213      Juris: MODOT      Location/Improvement: VARIOUS ROUTES; CORRIDOR SAFETY IMPROVEMENTS ON VARIOUS ROUTES IN THE URBAN KANSAS CITY DISTRICT      Length (mi): 1

State #: 4P3079      Federal #:      County: REGIONAL      Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2017	Federal	NHPP-MO	\$4,865.0		
Construction	2016	Non-Federal	STATE-MO (AC)	\$4,329.0		
Construction	2016	Non-Federal	STATE-MO	\$1,082.0		
Engineering	2016	Non-Federal	STATE-MO (AC)	\$440.0		
Engineering	2016	Non-Federal	STATE-MO	\$110.0		
Engineering	2015	Non-Federal	STATE-MO (AC)	\$80.0		
Engineering	2015	Non-Federal	STATE-MO	\$20.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$16.0		
Engineering	2014	Non-Federal	STATE-MO	\$4.0		
Other	2017	Non-Federal	CREDIT	(\$4,865.0)		
<b>Federal Total:</b>	<b>\$4,865.0</b>	<b>Non-Federal Total:</b>	<b>\$1,216.0</b>	<b>Total:</b>	<b>\$6,081.0</b>	

TIP #: 990214      Juris: MODOT      Location/Improvement: VARIOUS; PAVEMENT IMPROVEMENTS ON VARIOUS ROUTES IN THE URBAN KANSAS CITY DISTRICT

State #: 4P3081      Federal #:      County: REGIONAL      Type:

Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Conversion	2017	Federal	NHPP-MO	\$4,736.0		
Construction	2016	Non-Federal	STATE-MO (AC)	\$4,244.0		
Construction	2016	Non-Federal	STATE-MO	\$1,061.0		
Engineering	2016	Non-Federal	STATE-MO (AC)	\$480.0		
Engineering	2016	Non-Federal	STATE-MO	\$120.0		
Engineering	2015	Non-Federal	STATE-MO (AC)	\$11.0		
Engineering	2015	Non-Federal	STATE-MO	\$3.0		
Engineering	2014	Non-Federal	STATE-MO (AC)	\$1.0		
Other	2017	Non-Federal	CREDIT	(\$4,736.0)		
<b>Federal Total:</b>	<b>\$4,736.0</b>	<b>Non-Federal Total:</b>	<b>\$1,184.0</b>	<b>Total:</b>	<b>\$5,920.0</b>	



City of Lawrence  
Douglas County  
PLANNING & DEVELOPMENT SERVICES

6 East 6<sup>th</sup> St.  
P.O. Box 708  
Lawrence, KS 66044

[www.lawrenceplanning.org](http://www.lawrenceplanning.org)

Phone 785-832-3150  
Tdd 785-832-3205  
Fax 785-832-3160

October 21, 2013

Davonna C. Moore  
Urban Planning Manager  
Bureau of Transportation Planning  
Kansas Department of Transportation  
700 SW Harrison Street  
Topeka, KS 66603

Dear Ms. Moore:

I'm sending this letter to inform you that on October 17, 2013 the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) approved an amendment to the 2012-2015 Transportation Improvement Program (TIP). This amendment will make changes to several KDOT and City projects in Douglas County.

These TIP changes were reviewed by L-DC MPO staff and recommended for approval by the L-DC MPO Technical Advisory Committee at their October 1, 2013 meeting. The MPO approved amended TIP is enclosed with this letter.

I would appreciate it if you could review and approve these TIP changes and forward a copy of them to the Federal Transit Administration and Federal Highway Administration for their approval. If you have any questions concerning this amended TIP please call me at (785) 832-3165. I appreciate your assistance with this matter.

Sincerely,

Jessica Mortinger  
Transportation Planner

Enclosures: 2012-2015 TIP Amendment #7 resolutions and attachments

cc: Joni Roeseler, FTA-Kansas City  
Paul Foundoukis, FHWA-Topeka



## RESOLUTION

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive (3 C) planning program, including transportation planning; and,

WHEREAS, the Transportation Improvement Program (TIP) of a MPO identifies the projects to use Federal Highway Administration, Federal Transit Administration and certain other State and local funds for the advancement of projects that implement the region's Metropolitan Transportation Plan (MTP) approved by the MPO; and

WHEREAS, a Transportation Improvement Program for each MPO is customarily adopted on a regular basis, and must be amended and/or revised when necessary, in accordance with 23 USC 134, 49 USC 5303-5306 and associated regulations and laws; and

WHEREAS, the local government sponsors of the projects described in this amendment have placed the necessary funds for those projects into their Capital Improvement Plans and conferred with the Kansas Department of Transportation to ensure that any needed federal and/or state funding for those projects is also available, and that this amendment maintains a fiscally constrained TIP; and

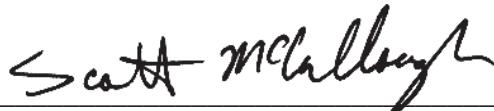
WHEREAS, the projects listed in this TIP that are sponsored by the Lawrence Transit System constitute the Program Of Projects (POP) for Lawrence Transit and by approving this TIP amendment the L-DC MPO is also reviewing and approving the POP for transit to bring the Lawrence Transit System into compliance with current FTA regulations regarding their POP.

NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.210, the Kansas Department of Transportation and the Lawrence-Douglas County Metropolitan Planning Organization hereby agree that the public involvement activities carried out in response to 23 CFR 450.324 (b) satisfy the public involvement requirements to add this TIP amendment into the Statewide Transportation Improvement Program (STIP); and that the 2012-2015 Transportation Improvement Program for the Lawrence-Douglas County Area be amended to make the text and projects table changes shown on the attached pages.

The Lawrence-Douglas County Metropolitan Planning Organization hereby approves this TIP revision on this 17<sup>th</sup> day of October 2013.



Davonna Moore, L-DC MPO Vice Chairperson



Scott McCullough, L-DC MPO Secretary

## 2012-2015 TIP Project Changes List – TIP Amendment #7

### Project Additions - None

### Project Changes/Revisions

o MPO#: 214 KDOT#: 23 U-2117-01

Decrease local construction funding from \$5,281,000 to \$3,913,000. Decrease local CE funding from \$792,000 to \$300,000. Add Federal PE funding for \$550,000. Add Local ROW funding for \$397,000 and Federal ROW funding for \$250,000. Decrease total project costs from \$6,873,000 to \$6,210,000.

o MPO#: 221

Remove all 2013 funding. In 2014 add HSIP construction funding for \$200,000, local construction funding for \$33,000 and local CE funding for \$11,000. Increase total project costs from \$224,000 to \$244,000.

o MPO#: 222 KDOT#: KA-2611-01

Remove local PE funding in 2012. Add local PE funding for \$118,000. Increase local CE funding from \$196,000 to \$366,000. Increase state Construction from \$500,000 to \$1,500,000. Increase local construction funding from \$561,000 to \$742,000. Increase total project costs from \$1,574,000 to \$2,925,000.

o MPO#: 223

Remove 2013 local funding for Construction. In 2013, add local PE funding for \$111,000. In 2014, add State Construction funding for \$1,389,000, local CE funding for \$100,000 and \$111,000 state AC funding for PE. Increase total project cost from \$900,000 to \$2,509,000. Add Comment: In 2014, State funding will reimburse \$111,000 local funding spent in 2013 for PE as part of a payback agreement.

## **IV. FISCAL CONSTRAINTS ON THE DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM**

### **Project Funding Overview**

The funding of transportation system improvements depends on the availability of funds, on criteria established by State and Federal laws, and policies established by the local governments on the use of funds. 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides federal-aid to state and local units of government for surface transportation projects.

The use of 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 in Topeka. Those funds are utilized for the operations of the City of Lawrence Public Transit System commonly referred to as The T and various paratransit operations in the region. For urban public transit operators like the T the federal funding flows from the FTA Region Office directly to the operators and for the small paratransit operators the federal funding flows through KDOT to local agencies. State transit funds from the new T-Works Program flows through KDOT to both urban transit and paratransit providers. Local sources of funding for transit projects are provided through a variety of sources including local government general funds, general obligation bonds, local sales taxes, agency contributions, farebox revenues, and other sources of funds available to local governments and agencies providing transit services.

The use of FHWA funds and state highway and bridge funding supplied through the new T-Works Program are all administered by KDOT. Those federal funds come in various forms from several different FHWA programs (e.g., Surface Transportation Program, Bridge Rehabilitation & Replacement, Transportation Enhancement), but all of this federal money flows through KDOT to local governments.

### **Funding for Locally Sponsored Projects**

In November 2008 Lawrence voters approved three increases in sales taxes to support the improvement of roads and transit services in the city. A 0.3% increase was dedicated to roads and infrastructure, a 0.2% increase was dedicated to funding transit service, and a 0.05% increase was dedicated to expanding transit services in Lawrence. For 2010 these new taxes were projected to produce approximately \$3.9 million, \$2.6 million, and \$.7 million dollars of additional revenue for the city. Actual revenues from these sources for 2010 were \$ 3.9 million, \$ 2.6 million, and \$ .6 million. With the recently slowed economy in Lawrence it is uncertain if the original estimates for these revenues will ring true for the 2012-2015 period covered by this TIP, but even if these new taxes don't produce quite as much funding as projected they are still a welcomed change for transportation financing in Lawrence. All three of these new taxes are set to expire in ten years. With the addition of these taxes the City of Lawrence has a local dedicated funding source for road and transit improvements that should make funding for those projects more predictable and lessen pressure on other city funds to pay for road work and transit operations. With the passage of these new sales taxes the city is now designing and programming some large road projects that were not financially feasible in the recent past. Some projects are now funded with this new sales tax revenue and some are still funded with a combination of federal aid and local matching funds.



In 2010 the City of Lawrence received about \$1 million in federal Surface Transportation Program (STP) funds through the KDOT sub-allocation process of sharing federal funds with local governments. During that same year Lawrence did not receive any federal Bridge (BR) funding through KDOT. Currently all of the Lawrence bridges are in good shape, and the City has not needed or received BR funding in recent years. If needed for a future bridge rehabilitation or replacement project the City may request BR funds from KDOT and possibly receive them. If that occurs, the MPO will make a TIP amendment to program that funding. Because the use of BR funding by Lawrence has been sporadic at best and non-existent in recent years it is not possible to predict an annual amount of BR funding for Lawrence and that funding source is not included in this fiscal analysis. What is included for Lawrence is \$1.0 million in federal aid that in the future could be all STP or a combination of STP and BR funds.

The STP and BR programs are the two main federal sources of funding that cities receive through KDOT. For Lawrence that federal funding has come recently in the form of STP only and remained the same at about \$1 million each year. All of the road and bridge projects sponsored by Lawrence are listed in the Lawrence budget documents, and the federal aid road and bridge projects sponsored by the City are also listed in the 5-Year Plan filed with the KDOT Local Projects Bureau as well as in this TIP approved by the MPO. The MPO and Lawrence Public Works staffs jointly review the city budget and the TIP to coordinate these two documents, and the MPO staff confers with KDOT staff to make sure the TIP and 5-Year Plan are coordinated.

Lawrence also receives Transportation Enhancement (TE) funds from time to time as the city submits discretionary grant applications and they are selected by KDOT. These TE funds help the city build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements.

Since the City of Lawrence operates the T transit system it also receives federal transit funding from the FTA. That funding comes in two types - capital and operating assistance. It also comes in two forms - discretionary for capital and formula based that can be used for capital or operating needs. Transit capital funding for buses and related facilities can be a varied mix of formula and discretionary grant funding along with local funds. Transit operating assistance is typically more predictable using a fixed percentage mix of federal and local funds. Under T-Works some state operating assistance is also received by Lawrence each year.

Douglas County has a similar funding situation for road and bridge projects in that the County can receive both STP and BR federal funds through KDOT and the County can apply for TE funds if it chooses to do so. The county does not operate transit service and does not receive federal or state transit funding. The county does provide a 5-Year Plan to KDOT, and Douglas County has a CIP that is updated on a regular basis. The annual CIP allocation in Douglas County in recent years has been approximately 4 mills, or approximately \$4 million. This allocation is reviewed and adjusted annually by the Board of County Commissioners. The county programs its projects in the CIP and as federal funding becomes available the County staff coordinates those actions with the MPO staff for TIP development and changes. In 2010 the County received approximately \$600,000 in federal aid (STP and BR combined) through KDOT.

With the publication of the 2010 Census data the City of Eudora is expected to show continued growth and become a second class city under Kansas statutes. With this designation Eudora will receive an annual allocation of STP and BR funding through KDOT. This amount of funding is expected to be approximately \$75,000 annually. In the past the three small cities in the county (Baldwin City, Eudora and Lecompton) have used federal funding sporadically and

worked with the county 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 in the region is expected to continue through the life of this TIP, but the Eudora-Douglas County relationship is now being reviewed and may be re-negotiated soon.

The paratransit providers in the region provide their own funds to operate their services, and in some cases use FTA grants for vehicle purchases. KDOT also funds paratransit vehicles in the region. 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. The MPO staff works closely with the KDOT-Public Transportation Division, and Coordinated Transit District #1 members including paratransit providers to keep informed about the status of paratransit projects in Douglas County.

In the case of locally sponsored road, bridge, transit and transportation enhancement projects the project sponsor works to put the project into the appropriate local budget and then requests that the MPO staff adds the project to the TIP. When there are major changes to the project budget or the project is cancelled the project sponsor informs the MPO staff about that change and the TIP is amended. The local government process is used to determine if the project can be afforded and what outside aid from federal and state sources may be used for the project. If the project sponsor cannot secure adequate funding for the improvement then it does not go into the local budget and the local public works staff does not ask the MPO staff to add it into the TIP. The MPO staff discusses project additions to the TIP at TAC meetings, and the project sponsor is asked to explain where the project funding is coming from. KDOT staff also has an opportunity to review projects at TAC meetings and to check to see if the level of state and federal aid for the project is reasonable. With this two-tiered process of projects being debated at the local budget and the TIP budget levels, the road, bridge, transit and transportation enhancement projects receive an appropriate review for fiscal constraint. This ensures that the TIP will not become a "wish list" of projects that cannot be afforded with reasonably available funding levels.

### **State of Kansas Funding for KDOT and Other Projects**

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 has been spending a large amount of money to widen and improve US 59 south of Lawrence, and KDOT is spending funds to replace the K-10/23<sup>rd</sup> Bridge over the BNSF railway line in Lawrence. KDOT is also planning on spending a large amount of T-Works funds on the South Lawrence Traffic Way Project soon. All of those projects are KDOT administered projects on KDOT routes. Those projects do not impact the local governments' budgets for transportation improvements.

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. That funding is welcomed by local governments, but it typically makes up a rather small amount of the local governments budget for transportation improvements. For 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 improvement programs.

The one example in the region where the state funding does make a routine and significant difference in the local budget process is state transit operating assistance. The Lawrence T

operation receives about \$ 250,986 in state operating assistance annually and that is an important part of their budget.

In the recent past state funding came from the Comprehensive Transportation Program (CTP) which was a ten-year state transportation program approved in 2000. Now the state has a new transportation program called T-Works that was approved in 2010, but it is much smaller than its CTP predecessor. However, in light of current economic conditions the passage of a statewide comprehensive transportation funding package of any size in 2010 was a good thing for transportation in Kansas. During the drafting of this TIP document the Governor made an announcement of major projects selected for funding in the first round under this new T-Works program. On June 3, 2011 the projects for NE Kansas were announced and the South Lawrence Traffic Way was on the list. This is a major road project in the Lawrence Area that has been planned for decades. Funding for this major project is included in this 2012-2015 TIP.

Transit funding is also included in the T-Works program and will be part of the funding mix for the Lawrence Transit System. The T-Works program is funded by an increase in the state sales tax and other revenues that will run for ten years until the T-Works program ends.

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, the KDOT requests for TIP actions represent a fiscally constrained condition for state funded and managed projects.

## **Federal Funding**

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 \$ 600,000 and the City of Lawrence receiving about \$ 1 million annually in federal aid for roads and bridges. The three smaller cities in the county (Lecompton, Eudora, and Baldwin City) have small public works departments, and if they do large road or bridge projects those are often managed by Douglas County or KDOT. However, there are times when these smaller cities do receive significant amounts of federal transportation funding that does make a difference in their budgets. In the case of all three of these small cities the major highways through the cities are either major county and/or state routes.

The public transit operations in Lawrence are composed of a mix of services operated by the Lawrence T and the University of Kansas. The KU On wheels transit operations are supported by student fees. The City transit service uses state operating assistance and both federal capital assistance and federal operating assistance to keep buses running. Lawrence also uses local sales taxes to pay for transit. In recent years Lawrence has used about \$ 1.6 million annually in flexible federal formula Section 5307 subsidies to provide transit services. This annually allocated funding can be used for both capital and operating needs, but most of it has been used for operations. Lawrence also recently received some Section 5316-JARC (Jobs Access-Reverse Commute) funds for operating assistance. However, those funds are not routine formula allocations so there is no guarantee that Lawrence will receive them in the future.

Capital assistance levels are typically much more unpredictable than operating assistance. Federal capital assistance has consisted of discretionary Section 5309 grants and more recently American Recovery and Reinvestment Act (ARRA) funds for bus purchases and other capital needs. When the capital transit assistance will be needed is fairly predictable because it is

based on the life span of buses. When the transit capital funding will arrive is not so predictable because it is based on FTA budgets which are based on federal laws but also on annual budget appropriations approved by Congress. The local transit operators will make requests for transit capital funds as they are needed, but it is not possible at this time to accurately predict how much of that funding our region's transit services will receive in each year covered by this TIP.

Discretionary funding for transportation enhancements, safety improvements, Safe Routes to School, and other special projects is also available on a more sporadic competitive grant basis. This funding is not guaranteed in any given year, but our region has received some funding from these sources and expects to receive more in the foreseeable future. Based on a review of recent TIP tables, it is expected that some local government in Douglas County will receive some project funding from these discretionary sources each year. However, because of the current uncertainty of these discretionary programs continuing, as well as uncertainty about when a new federal act to replace SAFETEA-LU will be passed, most of these discretionary funding sources are not included in the fiscal constraint amounts included in this TIP. Some safety funds that are known now are included. 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.

All of these estimated amounts are included in the Funding Summary Table at the end of this section. The estimates of reasonably expected funding levels based on recent experience 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 as called for in the federal regulations. If programmed costs are much higher than the expected funding levels then either more funding needs to be identified or some projects need to be dropped from the TIP or reduced in cost through scope changes or other means. That analysis looks primarily at capital improvement programming and that is not a complete picture of funding for the region's multi-modal transportation system.

Not only does the regional transportation system need to be improved for capacity and safety reasons, but the existing transportation infrastructure and services need to be maintained and operated efficiently. Local and state government agencies cannot set unreasonably low levels of Operations & Maintenance (O & M) funding in order to provide funds to capital projects and still show a fiscally constrained TIP. Federal regulations state that an adequate level of O&M funding needs to be budgeted to maintain the federal-aid highways in the region. Shortchanging the O&M budgets to make the road improvement projects fiscally feasible is not allowed.

### **Operation and Maintenance Funding**

The operation and maintenance of the roadway network throughout Douglas County 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, and other minor work tasks. The expenses for these 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 connecting link agreement between KDOT and the city. That agreement includes annual payments from KDOT to the city to pay a share of the maintenance costs for those route segments. KDOT does play

a role in the maintenance of some major roads in the region, but major highway mileage comprises a small percentage of total roadway mileage in our region. Most of the road mileage in Douglas County is owned by the County, City or Township Governments that levy local property 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 state gas tax funding is a major component of the Operation & Maintenance (O & M) budgets for Lawrence and Douglas County. The City of Lawrence received about \$ 2.6 million in state gas tax funds during 2010 while Douglas County received about \$ 1.8 million. This amount of funding is anticipated to continue during this 2012-2015 TIP period. This state supplied pass through funding is supplemented by local government funds (typically property and sales taxes) to make up the bulk of local government roadway O&M budgets.

The federal transportation funds coming to the region are not used by local governments for small routine roadway operation and maintenance projects, however, these federal funds may be used for bridge rehabilitation and roadway mill and overlay work. Even though the federal funds are not typically used for O&M expenses the federal funding and O&M costs can be related in the local government budgeting process. Roadway operation and maintenance needs of local governments are factored into their budgets, and this can impact how much local money is available for capital projects including federal aid projects that require a local match. Federal transportation policy stresses the preservation of the existing transportation system so the local governments cannot deplete their O&M budgets to make budgets for new roads and bridges or other transportation system improvements whole. Federal funding for large roadway and bridge projects can often free up locally derived funds that can then be used for routine maintenance. So the federal aid has an indirect impact on local O&M budgets. This TIP documents has to demonstrate that the local governments are still funding O&M activities adequately to preserve the region’s multi-modal transportation system.

For 2010 the City of Lawrence had an O&M budget for its road system of approximately \$ 5.5 million. Those costs were paid for with \$ 2.6 million of state gas tax funds and \$ 2.9 million of local tax sources including the recently passed sales tax increase which was dedicated to infrastructure improvements. For 2010 the roadway O&M budget for Douglas County was approximately \$ 5.3 million which \$ 1.8 million came from state gas tax funds and \$ 3.5 million from county tax sources. During the recent recession both of these local governments have leveled out or trimmed their O&M budgets some, but have worked to keep those activities funded as much as possible while struggling to balance their budgets. 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 2012-2015 TIP period.

<b>2012 - 2015 Total Funds Operations &amp; Maintenance (O &amp; M)</b>		
<b>(X \$1,000)</b>		
<b>Road and Bridge System O &amp; M</b>		
<b>FY</b>	<b>City</b>	<b>** County</b>
2012	5,500	5,300
2013	5,500	5,300
2014	5,500	5,300
2015	5,500	5,300
<b>4-year Total</b>	<b>22,000</b>	<b>21,200</b>

Note: O & M calculations include state gas tax funds and local tax sources.

\*\* Does not include Township road maintenance funds.

The table at right shows the expected level of funding for operations and maintenance of the region’s roadways and bridges by Lawrence and Douglas County over the four-year period covered by this TIP. This table shows that continued support exists locally for maintenance and preservation of the existing transportation infrastructure. This table also displays that the O&M funding is not planned for drastic cuts or diversions to pay the local shares of capital projects. This is in keeping with federal regulations and good transportation planning practices.



For the transit operations in the region there is a mix of local, state and federal funds to support those services. The transit system in Douglas County is a mix 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 runs a commuter bus service between Lawrence and various locations in Johnson County. This commuter service run by Johnson County is called the JO and its funding is programmed in the TIP produced by the Mid-America Regional Council which is the MPO for the Kansas City Area. The Lawrence T transit service uses some federal and state funds for operating and routine maintenance expenses. The T also uses local funding for O&M costs.

Because a transit system is service based rather than facility based like road networks there can be differences in how local funding for transit and roads is raised. The T needs to pay for its services when they are rendered (i.e., when the buses are rolling burning fuel and labor costs are incurred). The T needs to maintain 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 road projects if costs go up then a project might be delayed for a year, but with transit service you cannot do that since vendors and drivers will not wait a year to get paid. The MPO and T staffs meet as needed to discuss these O&M budget issues and update TIP information about transit projects for Lawrence. For 2010 the Lawrence T had an O&M budget of \$ 3.8 million which was funded with \$ 1.6 million of federal aid, \$ .2 million of state aid, and \$ 2.0 million of local funds. This level of O&M budget and revenues from these sources is anticipated to continue for the 2012-2015 TIP period.

The paratransit providers in the region for the most part provide their own funds to operate their services, but in some cases receive a small amount of operating subsidy from KDOT. Typically, this state operating assistance is only about \$4,000 per year. Most of the federal and state aid to paratransit is for vehicle purchases. As part of these vehicle purchases the agency requesting the vehicle provides a local match and those vehicles are programmed in the TIP. The requesting agency also identifies how it will pay for the maintenance and operation of the vehicle when they apply for the grant. Operational expenses and maintenance costs for the vehicles are constant concerns for paratransit providers in Douglas County because most of those providers are human service agencies on tight budgets. The MPO staff works closely with the KDOT staff and the Coordinated Transit District #1 members to keep informed about the status of paratransit operations in Douglas County. These paratransit issues are discussed in more detail in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) which is now being updated.

### **Programming Funds for Transportation System Improvements in the TIP**

Most of the transportation improvement projects in Douglas County that are funded with state and/or federal aid are roadway and bridge improvements. These projects generally replace old facilities with new ones and often improve the capacity of the road or bridge. Bridge replacements, roadway widening, and intersection improvements are typically things that local governments use much of their federal aid to build. These projects are split into stages (i.e., preliminary engineering/design, right-of-way, utilities, construction,) and are sometimes large projects that are built in phases (e.g., phase one to replace a bridge, phase two that improves the nearby intersection, etc.) with each phase programmed for a different year. At the other extreme, some smaller projects go through all stages and phases in the same year.

There are some transit projects, like the construction of the new transit operations and maintenance center recently built by KU, that are major capital projects that take several

months to build and include an equally long time for planning and design. However, most transit capital projects take the form of buying new buses and related equipment. There may also be some transportation enhancements, like the restoration of the BNSF passenger depot in Lawrence, that are large capital projects. However, these non-road/bridge projects are still a small part of the total list of improvements to the region's transportation system. Almost all of the federal and state money used to improve the transportation facilities in our area is used on road or bridge projects. These projects have an expected life of at least twenty years, and, in the case of bridges, the life span is much longer.

The amount of federal aid for capital improvements available each year has closely matched the amount of federal aid spent each year by the local governments in Douglas County for road and bridge projects. That is expected. The amount of federal aid that a local government can spend on road and bridge projects at any given time is controlled by how much money they have in their account with the KDOT Local Projects Bureau. Some local governments prefer to spend their federal aid from KDOT as they receive it, and others prefer not to spend much of their federal aid for a few years and build up a balance in their KDOT account so they can later spend all of it on a large project or two. This varies over time.

Within the L-DC MPO area (i.e., Douglas County) the level of local funding as well as historic levels of federal and state aid are studied, and only projects with a reasonable assurance of funding are proposed for inclusion in the TIP. The following tables include the totals for expected revenues and expenses for TIP projects. These tables and notes demonstrate that the projects programmed in this TIP are based on reasonable assumptions of funding and that this TIP is fiscally constrained.

### **TIP Fiscal Analysis**

Federal law requires that the first four years of the TIP be financially constrained. The definition of financially constrained is having enough financial resources to fund projects listed in the TIP. Fiscal constraint for this TIP applies to Surface Transportation Program (STP), Bridge Rehabilitation and Replacement (BR), Highway Safety Improvement Program, High Risk Rural Roads (HRRR), Section 5307 Formula Funds, Section 5309 Discretionary Transit Capital Funds, Section 5310 Funds for paratransit, Section 5311 Rural Transit Funds, Section 5316 Jobs Access-Reverse Commute (JARC), Transportation Enhancement (TE), Safe Routes to School (SRTS), KDOT funds, and local funds. For some of these funding sources that reach local budgets on an irregular basis the MPO has stated in this TIP text that it is impossible to accurately predict funding levels on an annual basis so these funds are just programmed as awarded. For other funding sources that are more regular the following tables show that funds from those sources are capped at reasonable expectations based on historical data. They are fiscally constrained.

This document provides realistic cost and funding estimates for improvement projects in the first two years of the TIP. Predicting the revenues that will be available and project costs for projects in the later two years of this TIP are a more speculative exercise, however, even rough estimates of available funds and costs are helpful in giving an insight into the feasibility of implementing projects within the four-year period covered by this TIP. In this uncertain time of federal funding it is difficult to estimate those funding levels two years from now on the MPO has assumed that 2010 levels will remain in place for STP and BR funding through 2015. These estimates are somewhat rough but still valuable in assessing the local financial ability to meet grant matching requirements and meet the total cost of the projects that those local governments want to put in the TIP. Projects that are under the jurisdiction of KDOT are subject to statewide KDOT financial constraints and reviews that are beyond the purview of the



MPO and done by KDOT before the project information is sent to the MPO. KDOT projects are considered to be fiscally constrained when submitted to the MPO staff for inclusion in the TIP. Projects submitted by the local governments in the region or other agencies will be reviewed by the TAC and the project sponsor will be asked to describe the funding which is committed to each project. This will include the review of TIP project listings at TAC meetings. If any source of funding for TIP projects, including KDOT sources, later becomes unavailable or significantly reduced then the MPO staff and TAC will review this situation and process an amendment to the TIP to reflect those changes and maintain a fiscally constrained TIP. Likewise, if new funding sources or increased funding levels occur then the MPO will amend the TIP to reflect those changes.

This TIP is a financially constrained document, and in accordance with USC Titles 23 and 49 it provides an account of funding sources for transportation improvements. The 2012 period is the first year in this TIP and lists projects now being implemented (i.e., currently in preliminary engineering/design, in right-of-way acquisition, underway with utility relocations, or under construction) or planned for implementation soon. The first year of this TIP includes transportation projects or phases of projects amounting to approximately \$ 50.8 million.

The projects and the funding included in the TIP are also included in the area's local government capital improvement plans and budgets. Locally-sponsored projects in the TIP are based on the best available cost estimates and reasonable projections of revenues made by the local governments in Douglas County in conjunction with the MPO, KDOT, and public transit providers in the county.

If a project is desired but no source of funding can be found, then it should not be put into the TIP. For federal aid projects the local government sponsors work closely with the KDOT-Local Projects Bureau to track their levels of federal funding. KDOT does not allow the local governments to program more projects than the federal funding will allow. Local governments also work with KDOT to annually produce and update five-year plans that outline what projects they are going to advance each year and how that relates to their current and projected levels of federal funding. The five-year plan created for KDOT is closely coordinated with TIP development through meetings between City, County, MPO and KDOT staffs. Both KDOT and MPO staffs work together to see that the TIP tables and the KDOT Five-Year Plans are fiscally constrained. A similar arrangement for transit projects exists with the MPO and the FTA working together to ensure that the TIP projects listed for the Lawrence T match the reasonable expectations of federal funding. Projects do not get added into the TIP simply because someone wants the project. It must have a clearly stated funding source that matches local budgets, capital improvement plans, and KDOT-MPO estimates of available federal and state aid.

In addition to having a clearly identified source of funding for each roadway, bridge and transit 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. In order to comply with federal regulations, this fiscal analysis uses an annual inflation factor of 3.5% for all transit, road, bridge, enhancement and other projects in the TIP to determine the estimated costs in the year of expenditure. This inflation factor was developed by KDOT in 2011 for use with federal aid projects. This inflation factor was discussed at TAC meetings including representatives from KDOT, the public transit provider, and local governments in the region. TAC members agreed to use this KDOT inflation rate in the TIP, and the TIP draft with this rate was sent to the MPO for approval. That discussion and TAC approval and subsequent MPO approval of this TIP

satisfies the federal requirement to have a YOE inflation rate cooperatively developed by the area's MPO planning partners.

Starting with the development of this 2012-2015 TIP the MPO staff will be asking all project sponsors to use the agreed upon inflation factor to calculate YOE costs for all of their projects. If a project is scheduled for work the same year it is requested then no cost inflation is needed, but if a project is requested in one year but not scheduled for work until a later year then the inflation factor will be employed to calculate YOE costs. In the past some project sponsors used estimates based on what year the project was requested and if the project moved to a later year they simply changed the date but did not adjust the costs to reflect YOE. A YOE cost calculation should be used for all types of TIP projects and whenever a project moves backwards or forwards in the TIP project tables. This helps ensure fiscal constraint of the TIP.

Before the TIP is approved by the MPO and sent onto KDOT and then onto the FHWA and FTA for inclusion in the STIP, the draft TIP is reviewed at TAC meetings where representatives from the MPO, FHWA, FTA, KDOT, Lawrence, Baldwin City, Lecompton, Eudora, and Douglas County review it and check its information against local budgets to review and ensure fiscal constraint. Only after the TAC has reviewed and approved the draft TIP does it move onto the MPO Policy Board for approval.

The need to have this TIP fiscally constrained is clear. Fiscal constraint is a federal requirement. That is true. Albeit, the more important reason why we fiscally constrain our TIP is because it just makes good sense. If we put all of the desired projects at all of the desired amounts in the TIP then we do come up with an interesting list of needs. That is a good thing to have and review in creating a long range plan. However, if we include such a list in the TIP it greatly diminishes the TIP's value as a programming document. The TIP is not a "wish list" of projects. It is and must remain a list of projects that can really happen. That is the type of sound programming judgment and valuable information that needs to be presented to the public. If a TIP is allowed to include projects that are not going to be built anytime soon because nobody can afford them, then the TIP loses its credibility as a document that makes the connection between the end of planning and the beginning of implementation for our region's important transportation improvements.

As shown in the following funding summary tables this TIP is not a list of wishful thinking but is a realistic collection of needed projects that can actually be afforded using a "reasonable" expectation of current and future funding. This TIP is fiscally constrained for the four-year period required under SAFETEA-LU planning regulations.

Lawrence Transit - Funding Estimates and Funds Programmed In the TIP in 1,000's								
Year	Funding Estimates				Programmed Funds in TIP			
	Federal Funds *	KDOT Funds **	Local Funds ***	Total Estimated Funds	Federal	KDOT	Local	Total Programmed Funds
2012	3,539	180	1,304	5,023	3,539	180	1,304	5,023
2013	2,261	251	1,625	4,137	2,261	251	1,625	4,137
2014	2,991	1,058	1,767	5,816	2,991	1,058	1,767	5,816
2015	2,069	-	1,571	3,640	2,069	-	1,571	3,640
<b>4 Year Totals</b>	<b>10,860</b>	<b>1,489</b>	<b>6,267</b>	<b>18,616</b>	<b>10,860</b>	<b>1,489</b>	<b>6,267</b>	<b>18,616</b>

\* Includes 5307, JARC and all other FTA funds, including FTA funds from previous years.

\*\* Includes all state capital and operating funds.

\*\*\* Includes regionally significant locally funded projects and local match for federal transit funds.

Additional local funds are provided from the City of Lawrence for operations and capital projects.

The table above shows recent estimates from the T staff for federal, state and local funding of urban transit services provided by the City of Lawrence. The T transit system estimates are based on past allocations of funding from state and federal sources and the assumption that these funding sources will continue to be available at recent levels through 2015. However, with the current situation of the federal surface transportation program being funded through continuing resolutions and KDOT budgets getting smaller under the new T-Works program, future funding levels are somewhat uncertain. At this point the MPO and KDOT staffs believe these funding figures are based on reasonable assumptions of future funding, but it is likely that these figures will need to be adjusted after a new federal surface transportation program is passed. Another assumption included in this transit funding table is that periodically as needs arise the T will be awarded some discretionary capital assistance for bus replacements. This has occurred in the past, and some of this discretionary capital funding is assumed to be available for the period covered by this TIP. The other major assumption in this table is that the T will need to use most of its Section 5307 money for operating assistance and not have large amounts of that flexible funding for capital needs. These assumptions and figures in the table above present a picture of transit funding for Lawrence that is reasonable based on the current funding programs. As required under SAFETEA-LU regulations the transit funding table above presents a funding situation for the next four years that is based on "reasonable" expectations of funding and is fiscally constrained.

The table above show the projected federal funding for the Lawrence provided public transit services that must be programmed in the TIP, but that is not the whole picture of fixed route transit in Lawrence. 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 does not include federal dollars that must be programmed in the TIP, but that information is supplied below to give a more complete and realistic account of the size of the transit system in Lawrence.

**KU on Wheels (KUOW) University of Kansas Transit System - Funding Estimates in 1000's**

Year	Funding Programmed in KU Parking & Transit Budget			
	KU Parking Funds	KU Student Fee Funds	Other Funds	Total Programmed Funds
2012	1,482	3,534	133	5,149
2013	1,482	3,534	133	5,149
2014	1,482	3,534	133	5,149
2015	1,482	3,534	133	5,149
<b>4 Year Totals</b>	<b>5,928</b>	<b>14,136</b>	<b>532</b>	<b>20,596</b>

Note: KUOW projects undergo fiscal constraint analysis prior to submission to MPO for TIP inclusion so all KUOW projects are presumed to be fiscally constrained.

The KU On Wheels (KUOW) and the Lawrence (T) services are now 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 the T system receives FTA Section 5307 formula funds and other FTA funding. The KUOW operations

are supported by a student fee. This fee supports the KUOW services and those fees are expected to maintain the KUOW transit service at current levels through the years covered by this TIP. The KUOW part of the public transit system in Lawrence is fiscally constrained by the revenues provided by student fees that support it.

<b>City of Lawrence - Funding Estimates and Funds Programmed In the TIP in 1,000's</b>								
	<b>Funding Estimates</b>				<b>Programmed Funds in TIP</b>			
<b>Year</b>	<b>Federal Funds *</b>	<b>KDOT Funds **</b>	<b>Local Funds ***</b>	<b>Total Estimated Funds</b>	<b>Federal</b>	<b>KDOT</b>	<b>Local</b>	<b>Total Programmed Funds</b>
<b>2012</b>	1,300	5	1,000	2,305	-	5	1,000	1,005
<b>2013</b>	1,000	3,200	17,205	21,405	2,000	3,200	17,205	22,405
<b>2014</b>	2,445	3,500	7,053	12,998	1,845	3,500	7,053	12,398
<b>2015</b>	1,000	-	4,458	5,458	-	-	4,458	4,458
<b>4 Year Totals</b>	5,745	6,705	29,716	42,166	3,845	6,705	29,716	40,266

\* Includes Surface Transportation Program-STP, Highway Bridge Program-BR, and Highway Safety Improvement Program-HSIP.

\*\* Includes geometric improvement funds.

\*\*\* Includes regionally significant locally funded projects and local match for federal funds.

<b>Douglas County - Funding Estimates and Funds Programmed In the TIP in 1,000's</b>								
	<b>Funding Estimates</b>				<b>Programmed Funds in TIP</b>			
<b>Year</b>	<b>Federal Funds *</b>	<b>KDOT Funds **</b>	<b>Local Funds ***</b>	<b>Total Estimated Funds</b>	<b>Federal</b>	<b>KDOT</b>	<b>Local</b>	<b>Total Programmed Funds</b>
<b>2012</b>	591	432	4,399	5,422	2,690	432	4,399	7,521
<b>2013</b>	591	865	1,330	2,786	-	865	1,330	2,195
<b>2014</b>	591	-	2,320	2,911	-	-	2,320	2,320
<b>2015</b>	591	-	2,040	2,631	-	-	2,040	2,040
<b>4 Year Totals</b>	2,364	1,297	10,089	13,750	2,690	1,297	10,089	14,076

\* Includes Surface Transportation Program-STP, Highway Bridge Program-BR, and High Risk Rural Roads-HRRR funds.

\*\* Includes KDOT corridor management funds.

\*\*\* Includes regionally significant locally funded projects and local match for federal funds.

The local funds in the TIP for both Lawrence and Douglas County are more than the required funding to match the federal funds that those local governments receive each year from KDOT. This is because both of those governments fund some of their road and bridge projects wholly with local funding sources and sometimes overmatch their federal aid projects. In 2008 Lawrence passed a sales tax increase for infrastructure improvements and has now programmed some of its projects with this new funding source. Douglas County has recently programmed projects using its Capital Improvement Plan (CIP) funds.

The amount of federal aid programmed in the TIP for Lawrence and Douglas County in some years is more than the annual allocation of those funds from KDOT. This occurs because KDOT allows local governments to program more funds than they receive from annual sub-allocations if additional funds are available in the statewide pool of federal aid. That is being done in this TIP for STP funds being used on the Iowa Street Project in Lawrence. This budget process allows KDOT to spend federal aid in a timely manner. In addition to this KDOT process, there are also delays in certain large projects that cause them to be funded with previous year federal aid which makes the amount of funding in certain years much larger than the annual allocation. The use of older federal aid and the amounts of programming done by each local government is monitored by the KDOT Local Projects Bureau. KDOT reviews the spending

records of each local government to see that any over spending in one year is later balanced with some under spending in another year. This monitoring allows the state to use its federal aid efficiently and to use federal aid for projects that are eligible and ready to bid. If a project is delayed to a later year but its funding sources remain the same then those amounts of federal aid and other fund sources are moved with the project to the new program year and are subject to a YOY calculation. That movement of the project and its funding is reflected in the Fiscal Constraint Summary Table at the end of this chapter. That table is updated as part of all TIP amendments that change funding information.

The road and bridge funding tables above show the most recent estimates from the KDOT Local Projects Bureau as well as the Douglas County and Lawrence Public Works Departments for federal, state and local funding. These estimates are based on current and past allocations of funding from state and federal sources and the assumption that these funding sources will continue to be available at recent levels through the life of this TIP. However, with the current situation of uncertainty about federal funding, the future of road and bridge funds for the term of this TIP is a bit uncertain. At this point the MPO and KDOT staffs believe these funding figures are based on reasonable assumptions of future funding, but it is likely that these figures will need to be adjusted after a new federal surface transportation act is passed to replace SAFETEA-LU. Those adjustments will be made as needed with each TIP update. As required under SAFETEA-LU regulations the road and bridge funding tables above present a financial situation for the next four years that is based on "reasonable" expectations of funding and is fiscally constrained.

**Highway and Bridge Projects – KDOT**

KDOT completes various projects in Douglas County as capacity improvements and maintenance needs arise on KDOT roads and bridges. KDOT uses federal aid to maintain a state system of roads and no set amount of funding is used each year to work on KDOT roads in any particular county. Therefore, it is difficult to estimate how much federal aid KDOT will use in any given year in Douglas County. When work is needed on KDOT facilities in Douglas County those transportation improvements are incorporated into a fiscally constrained TIP. The following table shows a breakdown of funding sources for KDOT projects programmed in this TIP.

KDOT				
Programmed Funds in TIP in 1,000's				
Year	Federal Funds	KDOT *	Local	Total Programmed Funds
2012	14,825	21,735	125	36,685
2013	9,011	162,913	536	172,460
2014	84,614	(65,066)	-	19,548
2015	83,144	(82,644)	-	500
<b>4 Year Totals</b>	191,594	36,938	661	229,193

Note: KDOT projects undergo fiscal constraint analysis prior to submission to MPO for TIP inclusion so all KDOT projects are presumed to be fiscally constrained.

\*During Advanced Construction years KDOT totals reflect funds in which KDOT initially pays for project costs using state funds. During Advanced Construction conversion years, project funding becomes federal funds and KDOT state funds are credited back. Negative values represent a balance where AC conversion outweighs KDOT total financial commitment in the region.

\*\* 2013 State contribution includes TWORKS commitments for the South Lawrence Trafficway.

**Summary Table**

The following table displays the fiscal breakdown by funding source for all projects listed in the TIP. This summary table focuses on federal Surface Transportation Program (STP), Bridge (BR), and Transit funds as well as State, and Local funding sources. These categories are the main sources of revenue for transportation improvements in Douglas County. The category labeled Other Federal Funds includes a variety of special programs like Safe Routes To School (SRTS) that are listed at the bottom of the table.

<b>TIP 2012 - 2015 Total Funds Programmed in 1000's</b>						
<b>Programmed Dollars in the TIP</b>						
<b>FY</b>	<b>Federal (STP, BR &amp; NHPP)</b>	<b>* KDOT Funds</b>	<b>**Local Funds</b>	<b>***Federal Transit Funds</b>	<b>****Other Federal Funds</b>	<b>Total</b>
2012	13,374	22,367	7,000	3,613	4,151	50,505
2013	8,511	167,142	20,716	2,480	2,700	201,549
2014	84,114	(53,639)	11,116	3,071	2,145	46,807
2015	82,644	(82,644)	8,069	2,069	500	10,638
<b>4-year Total</b>	<b>188,643</b>	<b>53,226</b>	<b>46,901</b>	<b>11,233</b>	<b>9,496</b>	<b>309,499</b>

\* During Advanced Construction years KDOT totals reflect funds in which KDOT initially pays for project costs using state funds. During Advanced Construction conversion years, project funding becomes federal funds and KDOT state funds are credited back. Negative values represent a balance where AC conversion outweighs KDOT total financial commitment in the region.

\*\* Includes regionally significant locally funded projects, match funding for federal aid road and bridge projects, and local match for federal transit funds.

\*\*\* Includes Sections 5307, 5309, 5310, 5311, 5316-JARC, and all other FTA funds allocated to all transit operators based in Douglas County.

\*\*\*\* Includes Transportation Alternative-TA, Transportation Enhancement-TE, Safe Routes to Schools-SRTS, High Risk Rural Roads-HRRR, Highway Safety Improvement Program-HSIP and funds from any federal economic stimulus act passed during this TIP period.

## V. TIP AMENDMENTS AND REVISIONS

Although project cost and funding levels put into the TIP are based on the best available estimates, and even though the schedules set for projects are the result of careful planning, there are times when changes to the information about TIP 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 some public involvement. Regardless of whether the proposed changes to the TIP are revisions or amendments, all TIP changes will be discussed by MPO and KDOT staffs and at MPO TAC meetings. The TAC will then recommend actions for the MPO Policy Board to take to address the requested TIP changes. The most frequent types of changes to the TIP are changes to the project tables which generally involve a budget and/or schedule change to road, bridge or transit projects. However, changes to the text of the document can also occur either alone or in conjunction with changes to project information. A key element of this TIP change process is to assure that funding balances are maintained in order to keep the TIP fiscally constrained. The types of changes that can be made to the TIP and how those changes are processed are described below.



# WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

September 23, 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) that was approved by the WAMPO Transportation Policy Body on September 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, 10<sup>th</sup> Floor  
Wichita, KS 67212

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

cc: Paul Foundoukis, FHWA  
Allison Smith, KDOT



# 2014 TIP

# TRANSPORTATION IMPROVEMENT PROGRAM

Adopted September 10, 2013



Copies of this document are available upon request. Please contact WAMPO staff. An electronic copy of this document may be downloaded from the WAMPO website [www.wampoks.org](http://www.wampoks.org). Hard copies of this document may be viewed at the WAMPO office.

WAMPO staff may be contacted at the following:

Wichita Area Metropolitan Planning Organization  
445 N. Main, 10<sup>th</sup> Floor  
Wichita, KS 67202-1688  
Office: (316) 352-4863  
Fax: (316) 268-4390  
[www.wampoks.org](http://www.wampoks.org)

The preparation of this report has been financed in part through funds from Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under Title 23 USC, Sections 104(f) and 134, and Title 49 USC, Section 5303. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The Wichita Area Metropolitan Planning Organization (WAMPO) 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, Executive Order 13166 on Limited English Proficiency, 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 WAMPO receives federal financial assistance. Any persons who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our web site at [www.wampoks.org](http://www.wampoks.org) or call 316.352.48

# Table of Contents

2014 Transportation Improvement Program (TIP)	3	State and Local Funds	12
TIP Projects	3	Operations and Maintenance Costs	13
Overview of WAMPO	4	Year of Expenditure Inflation Factor	13
Metropolitan Transportation Plan (MTP) 2035	5	Project Capping	13
Measures of Effectiveness (MOE)	5	Statement of Fiscal Responsibility	13
MTP 2035 Connection to the TIP	5	Title VI & Environmental Justice Background	15
Congestion Management Process	6	2014 TIP EJ Analysis Methodology	15
Annual Listing of Federally Obligated Projects (ALOP)	8	2014 TIP EJ Analysis Summary	16
Competitive and Non-Competitive Projects	8	Public Involvement	17
Project Selection Process	8	Public Participation Plan (PPP)	17
Project Selection Criteria	9	TIP Adoption and Amendments	17
Acquiring Project Costs	10	Public Involvement Methods and Opportunities	17
Approval Process	10	Emerging Issues	19
Amendments	11	Moving Ahead for Progress in the 21st Century (MAP-21)	19
Financial Considerations	11	Air Quality	19
Fiscal Constraint	11	Progress from the 2013 TIP	19
Programming and Funding Sources	11		
Federal Funding Sources	12		

## 2014 Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is the implementation device for the Metropolitan Transportation Plan (MTP) 2035. It identifies regionally significant transportation projects proposed for implementation in the next four years in the Wichita Area Metropolitan Planning Organization's (WAMPO) region, project scopes, project costs, and federal, state, and local funding sources. The TIP includes capacity improvements for roadways, bridges, intersections, and bicycle facilities, as well as operational and service improvements such as bus routes. The 2014–2017 TIP contains 93 transportation projects (prior to any amendments) totaling over \$625,181,821. Of the total costs, \$208,379,588 is through federal funding sources.

Each year identified in the TIP is reflective of a Federal Fiscal Year (FFY), which is from October 1st through September 30th. The TIP is a federally required document in order for a metropolitan area receive federal transportation funds. It must remain fiscally constrained at all times, which essentially means that funds that are programmed in the TIP are reasonably available during the specified FFY's.

WAMPO develops the TIP on an annual basis to keep regional priorities current. The processes used to develop the annual TIP and account for amendments is identified in the TIP Policy. The TIP Policy is updated as needed and can be found on the WAMPO website at [www.wampoks.org](http://www.wampoks.org).

## TIP Projects

A listing of programmed projects from FFY 2014 to FFY 2017 can be found in **Appendix "C"**. The project listing provides background information about the project and addresses the majority of required areas to be accounted for within a TIP for each transportation project.

## Overview of WAMPO

### Basics of the TIP:

- Covers no less than 4 years.
- Provides relevant background information.
- Summarizes anticipated funding amounts with realistic cost estimates.
- Shows progress of projects from the previous TIP on projects using WAMPO Competitive funds.

### Key Terms:

- **Fiscal Constraint:** Project costs do not exceed anticipated revenues. It is a determination that the region can pay for projects that are identified in the TIP.
- **Sustainability:** An approach to use the resources that aims to meet people's needs without compromising the environment so that basic needs can also be met in the future.
- **Metropolitan Planning Organization (MPO):** MPOs are regional policy making bodies for transportation planning in urbanized areas with populations over 50,000.

Areas addressed in **Appendix "C"** include:

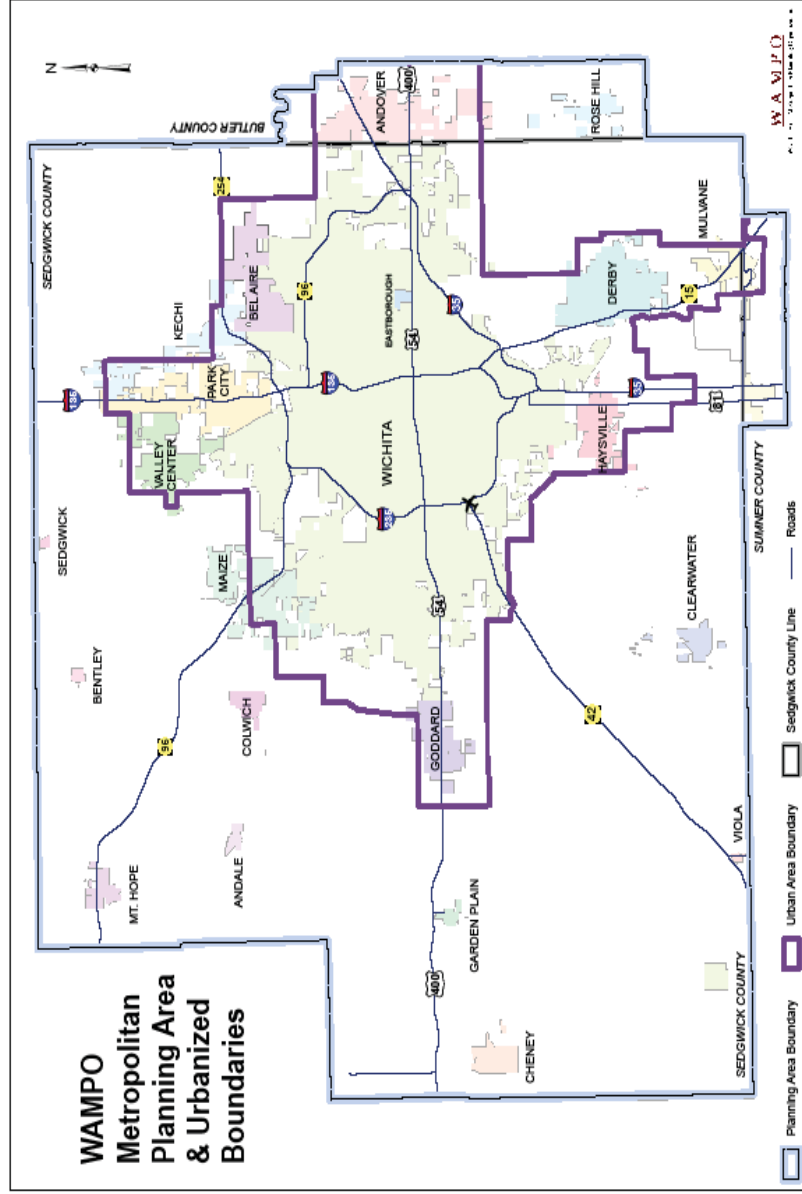
- A clear description of the work proposed.
- The estimated cost of the project and a funding breakdown.
- The proposed funding source(s) of the project.
- The agencies responsible for the project.
- The FFY the project is proposed to begin.
- The project's Federal Functional Classification (FFC) if applicable.
- WAMPO and Kansas Department of Transportation (KDOT) tracking numbers (if available).
- Additional relevant information about the project in the comment section.

WAMPO is the designated Metropolitan Planning Organization (MPO) for the greater Wichita region. WAMPO provides a continuing, comprehensive, and cooperative (3C) transportation planning forum for the region and is responsible for providing guidance and direction in the development of federal aid eligible and regionally significant transportation projects submitted by member jurisdictions.

With a population of approximately 500,000 (according to the 2010

Census), the WAMPO region is one of the largest metropolitan areas within the state of Kansas. The WAMPO region is comprised of 22 jurisdictions, spanning throughout Sedgwick county along with portions of Butler and Sumner counties. See **Figure 1** for a map of the WAMPO region. Of these jurisdictions, many are considered participating communities which means that they are allowed to apply for WAMPO Competitive funds for transportation projects.

**Figure 1: WAMPO Planning Boundary & Urbanized Area**



**Did You Know?**

- The City of Rose Hill became the 22nd jurisdiction of the WAMPO region, being added in 2013.
- WAMPO receives approximately \$12 million a year in WAMPO Competitive funds to program towards transportation project in the region.
- WAMPO underwent a reorganization effort in 2013, with a new Transportation Policy Body holding it's first meeting on August 13, 2013.

## Metropolitan Transportation Plan (MTP) 2035

The MTP 2035 is the long-range transportation plan for the WAMPO region. It identifies the overall vision, goals, and objectives for the region's transportation system over the next 25 years. The MTP reflects projects, strategies, and recommendations for achieving the identified goals and objectives. The MTP 2035 vision calls for the region's multimodal transportation system in 2035 to be safe, efficient, accessible, and affordable. The MTP 2035 goals expand upon the main components of the vision. Since the TIP is one of the main implementation devices for the MTP 2035, projects identified in the TIP must be consistent with the MTP 2035.

### MTP 2035 Vision

*The region's multimodal transportation system in 2035 will be safe, efficient, accessible, and affordable.*

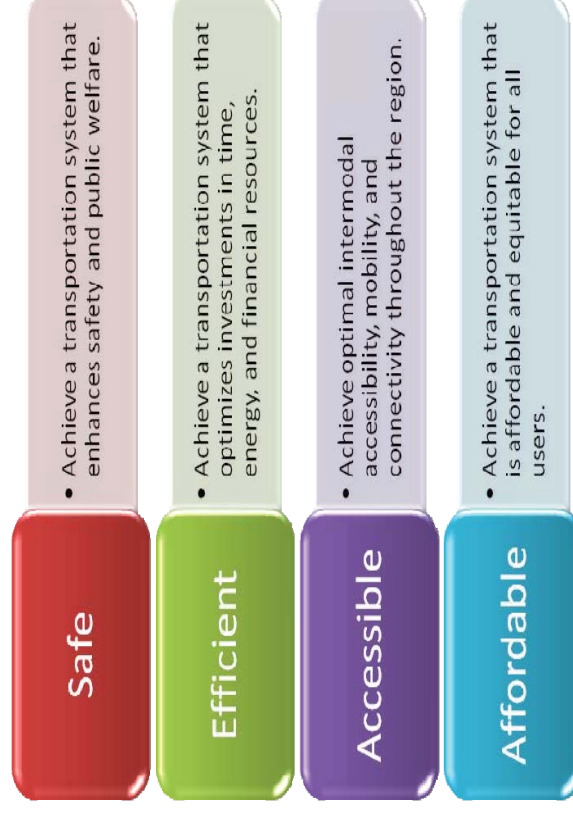
## Measures of Effectiveness (MOE)

The MTP 2035 identifies objectives (Figure 2) that are priorities for achieving the MTP 2035 vision and goals. These objectives serve as the foundation of the Measures of Effectiveness (MOEs) used to score and select the projects submitted for inclusion in the MTP 2035. These objectives can be used as performance measures to track progress in achieving the vision and goals stated in the MTP 2035. Short-term and long-term objectives are defined in the MTP 2035 and are intended to help the region achieve at least one of the goals (safe, efficient, accessible, and affordable) of the MTP 2035.

## MTP 2035 Connection to the TIP

All projects programmed in the TIP must be identified in a fiscally constrained project list included in or consistent with the MTP 2035. The

Figure 2: Metropolitan Transportation Plan (MTP) 2035 Goals



## Key Terms:

- Measures of Effectiveness (MOEs):** Criteria used to evaluate projects and the success of the MTP 2035.
- Metropolitan Transportation Plan (MTP):** The long range transportation plan for the WAMPO region (covering a 25 year period).
- Congestion Management Process (CMP):** A review of the region's congestion that helps identify problem areas for congestion and techniques to mitigate these problems.
- Travel Demand Model (TDM):** A computer program that uses land use characteristics and typical travel patterns to determine future demand on the transportation system.

**WAMPO**

2014 Transportation Improvement Program  
Adopted: September 10, 2013



Figure 3: MTP 2035 Objectives

<b>O B J E C T I V E S</b>		Safe	Efficient	Accessible	Affordable
<b>Short-term</b>	• Select projects that demonstrate the greatest overall improvement of the system.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	• Maintain air quality attainment status.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	• Increase multimodal options and access.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	• Decrease the number of transportation related injuries, fatalities, and wrecks.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	• Reduce the amount of time and energy required for the transportation of people and goods.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Long-term</b>	• Improve volume/capacity ratios and travel times of congested areas identified in the Congestion Management Process (CMP).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	• Increase the miles of off road multiuse paths, on-street bicycle lanes and paved shoulders and sidewalks.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	• Increase the percentage of population that use alternative modes of transportation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	• Increase the affordability of the transportation system for all users, recognizing identified populations in the Environmental Justice Policy.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Reduce Vehicle Miles Traveled (VMT).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	• Make transportation improvements that support economic development.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



MTP 2035 refers to this list as the “Eligible for Funding List.” The Eligible for Funding List includes important, regionally significant transportation projects that are eligible to receive federal transportation funding at any time over the life of the MTP 2035. This list is fiscally constrained, meaning the total cost of these projects does not exceed expected revenues. A project must be on the Eligible for Funding List or consistent with the MTP 2035 to be listed in the TIP.

The projects on the Eligible for Funding List were selected from a pool of project applications submitted by project sponsors during the MTP 2035 Call for Projects Application Period. The call was open for one month, and over 300 applications were received. The total cost of all submitted projects exceeded the expected revenue, so the projects had to compete for inclusion on the Eligible for Funding List. The MTP Project Advisory Committee (MTP-PAC) scored each project application using the MOEs. The highest scoring projects that could be funded with expected revenue were then selected for the initial list called the initial scenario. Other alternative scenarios were developed and evaluated by the Travel Demand Model (TDM) and reviewed by the general public.

After reviewing the results of the WAMPO TDM and the public input, the MTP-PAC developed a final Eligible for Funding List, which is the one included in the MTP 2035. This list includes projects located throughout the WAMPO region representing many transportation modes, including road, bridge, transit, rail, bicycle and pedestrian, travel demand/systems management, and other projects.

An Illustrative List is also included in the MTP 2035 to reflect additional regional priorities; however, funding has not been identified for these projects. Project in the Illustrative List can become eligible if they are moved to the Eligible for Funding List through an amendment to the MTP 2035.

### **Congestion Management Process (CMP) Connections to the TIP**

The Congestion Management Process (CMP) is a federally required process to effectively manage congestion in the region. This process must be integrated into WAMPO’s overall transportation planning process, including the TIP, and includes specific steps involving: collecting critical data, reporting on system performance, identifying congestion issues with the current transportation system, suggesting strategies to mitigate congestion issues, implementing recommend strategies, and reporting on performance of the implemented strategies.

The CMP is based on cooperatively developed regional goals and objectives which are outlined in the MTP 2035 and the CMP Policy. Specifically, the CMP focuses on the safety of all modes as well as efficiency in managing operating all modes. The CMP should be implemented through region-wide strategies to manage congestion on new and existing transportation facilities, in order to enable the region to select projects that demonstrate the greatest overall improvement to system performance.

During the TIP development, effective system management and operational strategies for the region to manage congestion will be considered. Project sponsors can use congestion data provided by the CMP to aid in determining which projects to submit. Performance measures from the CMP can inform the project selection process. The TIP will identify implementation responsibilities and potential funding sources of congestion mitigation strategies. Additionally, the effectiveness of congestion related projects will need to be evaluated.

More information regarding the CMP can be found in the CMP Policy and on the WAMPO website at [www.wampoks.org](http://www.wampoks.org).

### Annual Listing of Federally Obligated Projects (ALOP)

An Annual Listing of Federally Obligated Projects is required according to 23 CFR 450.332. This list is published by WAMPO each year in December that identifies how much federal funding has been obligated (made available) for transportation projects in the WAMPO region. Copies of the most current ALOP may be found at [www.wampoks.org](http://www.wampoks.org); at the WAMPO offices located at 455 N. Main, 10th Floor, Wichita, KS 67202; or mailed or faxed by request by contacting (316) 352-4863.

### Competitive and Non-Competitive Projects

WAMPO is responsible for programming federal funds for the Surface Transportation Program (MPO-STP), Congestion Mitigation and Air Quality Program (MPO-CMAQ), and the Transportation Alternatives Program (MPO-TA) for the WAMPO region. These funds are referred to by WAMPO as WAMPO Competitive funds. The MPO-CMAQ program is a discretionary fund from KDOT, which essentially means that these

#### Key Terms:

- **Statewide Transportation Improvement Program (STIP):** Similar to the TIP, the STIP is a four year short range program that identifies all federally funded transportation projects throughout the state. All federally funded transportation projects in MPO regions are included through reference of the MPO's TIP.
- **Programming:** The act of designating a specific amount of funding for a project(s).
- **Obligation:** When the final estimate for the construction of a project is accepted and the availability of federal funding the project is expected to use is determined.
- **Let:** When a contractor is selected to perform the construction for a transportation improvement project.

funds are shared with WAMPO. MPO-STP and MPO-TA however are allocated funds, which as long as the current federal legislation allows, WAMPO could reasonably expect these funds on a regular basis.

**Figures 4** in this section show the breakdown of anticipated available WAMPO Competitive funds programmed for projects in the 2014 TIP. A full funding summary, which includes this information can be found in the Funding Summary section (**Page 14**).

Non-Competitive projects are included in the TIP due to their significance to the regional transportation network and/or their federal transportation funding status. In order for any project to receive federal transportation funds, the project must be reflected in the TIP. Non-Competitive projects listed in the TIP have gone through the project selection and public involvement requirements of the project sponsors.

### Project Selection Process

Projects in the 2014 TIP have been identified as priorities for the WAMPO region through a cooperative transportation planning process. That federally mandated process and the role of WAMPO is summarized below. The competitive project selection process consists of reviewing, prioritizing, and programming regional transportation projects based on the characteristics of project applying for WAMPO Competitive funds. It allows decision makers to compare the merits of all projects competing for

**Figure 4: WAMPO Competitive Funds Obligation Authority**

FFY	WAMPO Competitive Funds		
	MPO-STP	MPO-CMAQ	MPO-TA
2014	\$9,438,792	\$2,059,889	\$853,431
2015	\$9,438,792	\$2,059,889	\$853,431
2016	\$9,438,792	\$2,059,889	\$853,431
2017	\$9,438,792	\$2,059,889	\$853,431
	<b>\$37,755,168</b>	<b>\$8,239,556</b>	<b>\$3,413,724</b>

**WAMPO**

- limited federal funds and facilitates the selection of projects to receive federal funding.
1. Projects included in the MTP 2035 Eligible for Funding List and subsequently in the TIP, are identified by project sponsors (primarily Kansas Department of Transportation (KDOT) and local governments).
  2. Prior to inclusion of a project in the TIP, WAMPO staff evaluates the project to ensure minimum eligibility criteria are met. This includes items such as the project being listed in the MTP 2035 Eligible for Funding List, functional classification, and applicable funding programs for the project when applying for WAMPO Competitive funds.
  3. WAMPO staff and the Technical Advisory Committee (TAC) evaluate the projects submitted for consideration of WAMPO Competitive funds based on Project Selection Criteria (PSC). Any Non-Competitive projects submitted are also reviewed by the TAC and are typically forwarded onto the Transportation Policy Body (TPB) for inclusion in the TIP.
  4. After TAC develops a recommendation for TPB action, a public review and comment period is held. A public hearing is also held during the TPB meeting where they take action on the TIP.
  5. Once the TIP is adopted by WAMPO, it is forwarded to KDOT for inclusion in the Statewide TIP (STIP). The STIP is then approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
  6. Once a project is included in the TIP, if there are federal funds associated with the project, it can proceed with the development process. This includes environmental review, design, preliminary engineering, and right-of-way acquisition, as appropriate.

**Figure 5** shows the Competitive Project Selection Process used for the 2014 TIP.

**Figure 5: Competitive Project Selection Process**



**Project Selection Criteria (PSC)**

WAMPO has developed Project Selection Criteria (PSC), which is a series of questions and answers used as a tool to evaluate project and assist in the decision making process. The PSC can be viewed in Appendix “B” of the WAMPO TIP Policy.

The TAC uses the PSC scores to aid in determining which project to recommend to the TPB for programming in a new TIP. Some elements of the PSC include: bridge sufficiency ratings, Volume to Capacity (V/C) ratio, accident rates, access to transit, traffic counts, and ADA compatibility.

**Acquiring Project Costs**

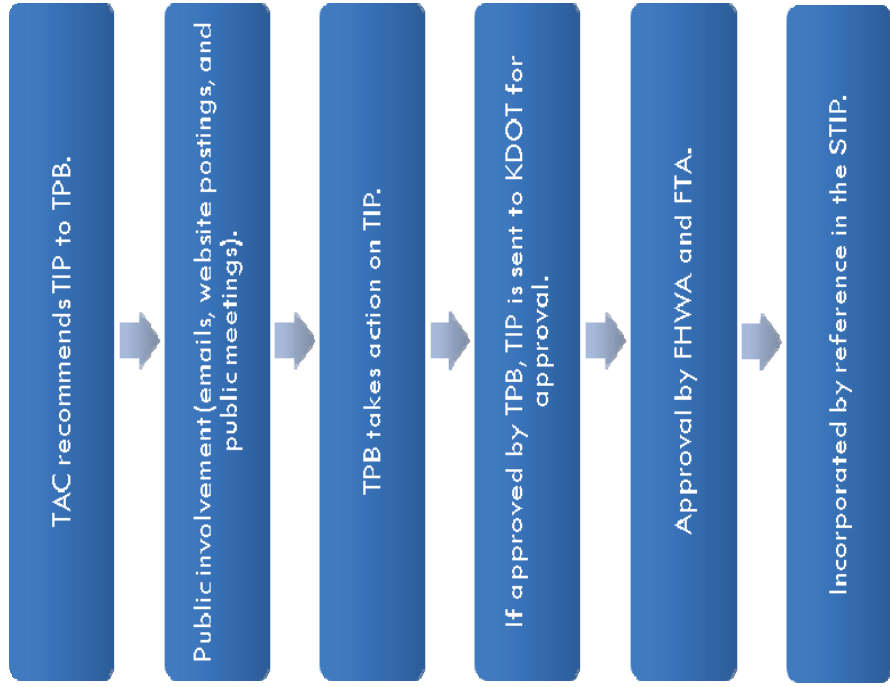
Cost estimates for all phases of constructing a project are provided by the project sponsor in the TIP project application. Project phases generally include preliminary engineering, and actual construction. WAMPO Competitive funds traditionally have only been used to fund Construction Engineering (CE) and Construction (C) phases. In order for a project to be programmed in the TIP, the project sponsor must commit to paying the local match, which is usually 20% of the total project cost. As noted in the WAMPO TIP Policy, no project programmed with WAMPO Competitive funds may fall below the 20% local match threshold.

**Approval Process**

WAMPO creates a new TIP every Federal Fiscal Year (FFY), which enables WAMPO to react to changes in regional priorities. This results in greater flexibility to program transportation projects in the region, and provides opportunities to ensure programmed projects are consistent with MTP updates and amendments.

Public engagement opportunities happen throughout the TIP development and approval process. Project applications and PSC scores for project applying for WAMPO Competitive funds are included in the TAC agenda packet following the end of the Call for Projects Application Period. In addition, WAMPO announces the draft TIP's availability for public review via the WAMPO website, newspapers, newsletters, open houses, public meetings, and emails to stakeholders. Public comments on the TIP are reported to the TPB before they take action on the TIP.

**Figure 6: TIP Approval Diagram**



Once the TIP is reviewed by the TAC, the TAC provides a recommendation to the TPB for approval. After the TPB approves the TIP, it is then submitted to KDOT (as the official representative for the Governor) for approval to amend into the STIP by reference. It is KDOT's responsibility to request FHWA and FTA approval of any amendments to the STIP. Each agency responsible for approving the TIP or the STIP is required to also

verify that it is consistent with the MTP 2035. Once the TIP is approved in the STIP, KDOT and WAMPO are notified. At this point, the projects listed in the TIP are considered “agreed to”. A diagram reflecting the TIP approval process can be found in **Figure 6**

### **Amendments**

The TIP is scheduled to be amended on a quarterly basis, with special amendments occurring as needed. The TIP amendment process is similar to the annual TIP development and approval process. First, a Request for Amendments application period is opened. The Request for Amendments application period allows project sponsors to submit applications for changes to existing projects in the TIP or to apply for new non-competitive projects. The overall approval process of TIP amendments is the process used for the approval of a new TIP, as identified in **Figure 6**.

Whenever the TIP is amended, a summary of changes, an updated list of approved projects, updated project maps, and updated project funding spreadsheets will be added to the appendices located at the end of the annual TIP document. Detailed procedures for the TIP amendment process and the associated public involvement process for TIP amendments are outlined in the TIP Policy and in the WAMPO Public Participation Plan (PPP).

### **Financial Considerations**

This section summarizes types and amounts of federal, state, and local funding that can be programmed for transportation improvements in the WAMPO region.

### **Fiscal Constraint**

Federal legislation requires that the TIP must be fiscally constrained. Simply stated, fiscal constraint is the ability to have enough funds to pay

### **Key Terms:**

- **Year of Expenditure (YOE):** A term used by federal legislation to explain that WAMPO must take into account inflation of revenues and costs, based on when revenues are expected to be available and project expected to be implemented.
- **Capped Project:** A project programmed with a specific maximum amount of federal funding participation.
- **Uncapped Project:** A project programmed without a specified maximum amount of federal funding participation. This occurred in competitive projects prior to FFY 2008 and is only now available on a case by case basis with advanced construction projects.
- **Obligation Authority:** The amount of WAMPO Competitive funds available to program in a given year.

for what is being committed (in this case, transportation projects).

It is important to note that the projects programmed in the TIP represent a large portion of regionally significant transportation improvements in the region. For a more detailed listing of all transportation projects (for individual community's in the WAMPO region, refer to each community's individual Capital Improvement Program (CIP).

### **Programming and Funding Sources**

Programming is the act of designating a specific amount of funding for a project(s). Generally, there are two groups of funding shown in the TIP. The first is WAMPO Competitive funds, which are programmed by the TPB. The second group, non-competitive funds, includes federal, state, or local funds not directly programmed by the TPB, but approved as part of

### **WAMPO**

**2014 Transportation Improvement Program  
Adopted: September 10, 2013**



the TIP. Both Competitive and Non-Competitive projects with federal transportation funds are accessible to the project sponsor.

Projects programmed by the TPB are required to:

- Be federal aid-eligible or be regionally significant to the WAMPO region (if no federal funds are programmed towards the project).
- Be identified in the current MTP (2035) Eligible for Funding List.
- Comply with the goals identified in the MTP (2035).
- Be fiscally constrained.

Funding for projects programmed in the TIP comes from various federal, state, and local sources that include:

- Federal: FHWA, FTA, and other federal agencies.
- State: KDOT.
- Local: metropolitan communities (cities in the WAMPO region), counties (Butler, Sedgwick, and Sumner), and public transportation (paratransit entities and Wichita Transit (WT)).

### **Federal Funding Sources**

One of the most significant source of federal funding for transportation projects in the WAMPO region are WAMPO Competitive funds (MPO-CMAQ, MPO-STP, and MPO-TA). Funding under these categories is programmed for projects submitted and prioritized by procedures contained in the WAMPO TIP Policy. Non-competitive funds are programmed based on the priorities set by the project sponsor and the administrators of the Non-Competitive funds, are not attributable to WAMPO, and are assumed to be fiscally constrained.

### **State and Local Funds**

State and local funding for projects is generated by the vehicle use tax and local sources (fuel tax, bonds, tax increment financing, local property

tax, sales tax, and other local funding sources). These funds are used to provide a local match for federal funds and to fund non-federal participating local projects. These funds are not dedicated solely to the WAMPO region and therefore are assumed to be fiscally constrained.

### **Did You Know?**

- A total of \$208,379,588 in federal funds, along with \$308,527,256 in State and \$108,274,977 in local funds is accounted for within the 2014 TIP.
- The WAMPO TIP is developed annually to account for the most current demands for the transportation system.

**Operations and Maintenance Costs**

Operations and maintenance activities are necessary to ensure the preservation of the existing transportation system. These activities may include resurfacing, restoration, and rehabilitation of existing and future major roadways, modernization, transit facilities, and similar improvements. **Figure 7** shows the estimated operations and maintenance costs for the entire WAMPO region, as reflected in the MTP 2035.

**Year of Expenditure Inflation Factor**

Federal regulations require that inflation be applied to transportation projects programmed in future years of the TIP. Projects programmed in FFY 2015 through FFY 2017 of the WAMPO 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. WAMPO uses this factor to adjust cost estimates to better reflect inflation and to provide a more accurate account of the funding required to accomplish projects programmed in the TIP. WAMPO does not apply YOE to KDOT projects since KDOT includes YOE into their cost estimates to be consistent with other KDOT projects within the STIP.

**Figure 7: Estimated Operations & Maintenance Budgets**

<b>Estimated Operations &amp; Maintenance Budget for the WAMPO Region (FFY 2014 - 2017)</b>				
	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
<b>FFY 2014</b>	\$0	\$28,611,249	\$33,932,411	\$68,527,194
<b>FFY 2015</b>	\$0	\$29,040,418	\$34,442,403	\$69,526,190
<b>FFY 2016</b>	\$0	\$29,476,024	\$37,019,590	\$72,599,417
<b>FFY 2017</b>	\$0	\$29,918,164	\$38,666,962	\$137,170,252
<b>Total 2014 - 2017</b>	<b>\$0</b>	<b>\$117,045,855</b>	<b>\$144,061,366</b>	<b>\$347,823,053</b>

**Project Capping**

Project capping is a fiscal principle that sets a maximum amount of federal funds per project in a given FFY. WAMPO uses this practice when programming projects in the TIP with WAMPO Competitive funds. Should a project's cost exceed the amount of programmed WAMPO Competitive funds, the project sponsor is responsible for making up the difference in project cost. The advantage to WAMPO of capping projects is to assure that the final cost of the project when closed out by KDOT does not exceed its programmed amount for federal funds and does not have negative implications on the current FFY's obligation authority for WAMPO Competitive funds. If the obligation authority was to be exceeded, projects in the TIP would need to be reviewed and adjustments made in order to maintain fiscal constraint.

**Statement of Fiscal Responsibility**

WAMPO accepts the responsibility to act in the public interest to program and fund transportation projects to be executed in the WAMPO region. The 2014 TIP is fiscally constrained for those funding categories in which WAMPO has direct responsibility. WAMPO, at the request of its member jurisdictions, will accept proposed amendments to the TIP. These amendments may affect fiscal constraint. Proposed amendments will not be approved unless the TIP remains fiscally constrained.



Figure 8: 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).

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.

Non-Competitive Funding				
Federal Funding Source	Total	FFY 2014	FFY 2015	FFY 2017
FTA-Section 5307	\$22,865,594	\$10,577,594	\$6,144,000	\$6,144,000
FTA Section 5309	\$0	\$0	\$0	\$0
FTA-Section 5310	\$0	\$0	\$0	\$0
FTA-Section 5316	\$0	\$0	\$0	\$0
FTA-Section 5317	\$0	\$0	\$0	\$0
County Bridge	\$0	\$0	\$0	\$0
Interstate Maintenance (IM)	\$137,000	\$0	\$0	\$137,000
Safety (HSIP)	\$3,572,600	\$1,822,600	\$1,075,000	\$675,000
Safe Routes to Schools (SRTS)	\$250,000	\$250,000	\$0	\$0
National Highway Performance Program (NHP)	\$129,821,644	\$0	\$288,000	\$129,533,644
Transportation Enhancements (TE)	\$2,920,063	\$2,920,063	\$0	\$0
High Risk Rural Roads Program (HRRP)	\$0	\$0	\$0	\$0

### Overall Anticipated Funding Summary \*

FFY	Federal		State		Local		Total
	Federal	State	State	Local	Local	Total	
2014	\$27,819,628	\$190,386,845	\$31,680,184	\$249,886,657	\$249,886,657	\$249,886,657	\$749,886,657
2015	\$19,859,114	\$113,712,000	\$42,494,117	\$176,065,231	\$176,065,231	\$176,065,231	\$505,636,352
2016	\$148,841,756	(\$107,528,589)	\$19,028,128	\$60,341,295	\$60,341,295	\$60,341,295	\$163,454,309
2017	\$11,756,349	\$0	\$10,403,559	\$22,159,908	\$22,159,908	\$22,159,908	\$56,075,165
Total	\$208,276,847	\$196,570,256	\$103,605,988	\$508,453,091	\$508,453,091	\$508,453,091	\$1,415,358,631

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

### WAMPO

2014 Transportation Improvement Program  
Adopted: September 10, 2013

## **Title VI & Environmental Justice Background**

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 WAMPO make environmental justice 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 populations and/or low-income populations (collectively, “EJ populations”). The legal backbone of the federal EJ requirements 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 at all levels, including MPOs. WAMPO and project sponsors work together to assure that the annual TIP process and projects included within the TIP address these core principles.

The WAMPO Title VI and EJ Policy outlines the steps that WAMPO takes to achieve the three core EJ principles. It can be found online at

### **Three Core EJ Principles**

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

[www.wampoks.org](http://www.wampoks.org). It calls for broad public involvement during the development of the annual TIP document and an EJ analysis of the annual TIP projects.

## **2014 TIP EJ Analysis Methodology**

The 2014 TIP EJ analysis review the relative distribution of the costs and benefits of the planned regional transportation system improvements included in the 2014 TIP on EJ populations living in the WAMPO region to ensure that EJ populations are not disproportionately affected. In general, the 2014 TIP projects are considered improvements to the transportation system. One project might involve making a bridge or an intersection safer, one project might increase transportation options for local residents by adding to the region’s bike path or sidewalk system, and another project might add another lane to an existing roadway.

There are; however, negative impacts associated with transportation system projects, like the possibility of increased noise and relocation of existing homes and businesses. This analysis assumes that both negative and positive impacts are associated with all of the 2014 TIP projects and that analyzing impacts associated with specific projects is outside the scope of this analysis. The purpose of this analysis is to verify that impacts are distributed across the region equitably. More specifically, the 2014 TIP EJ analysis consists of comparing the distribution of 2014 TIP projects by the number of projects, project funding, and types of projects in EJ tracts and non-EJ tracts.

The first step in the analysis is identifying where minority and low-income populations live in the WAMPO region. Individual census tracts are defined as EJ tracts if they meet certain race, ethnicity, and household income criteria. The data sources of the population and household information is the 2010 Census and the American Community Survey (ACS). Census tracts that meet these criteria are defined as EJ tracts

**WAMPO**

**2014 Transportation Improvement Program  
Adopted: September 10, 2013**

(Figure 9). The second step in the analysis is mapping the 2014 TIP projects using a Geographic Information System (GIS). Comparing where the projects are located where protected populations live allows many aspects of the projects to be compared across EJ and non-EJ tracts.

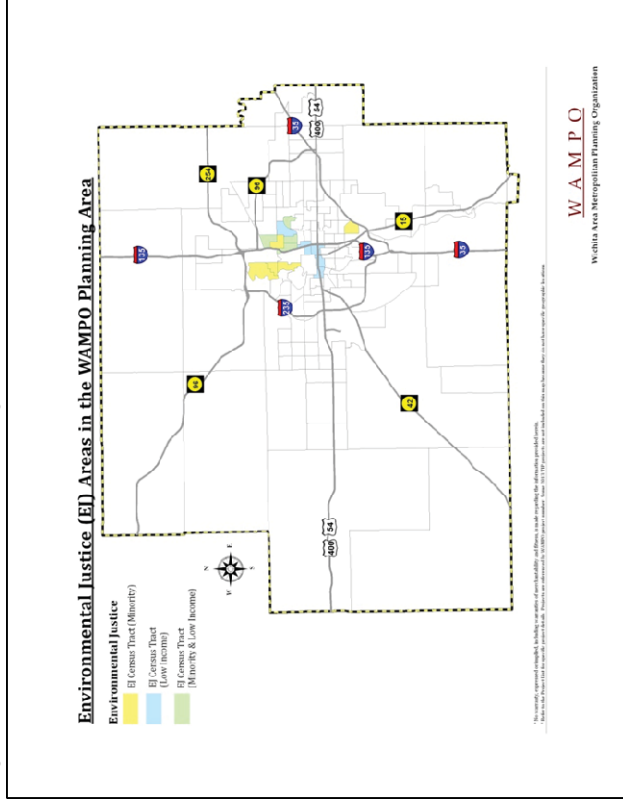
A total of 38 projects worth just over \$250 million are included in the 2014 TIP EJ analysis. Of those projects, a total of seven are located within EJ areas, all of which are bicycle and pedestrian projects that combine for a total of \$1,240,888. The 2014 TIP EJ analysis is limited to 2014 TIP projects that could have an immediate impact on the people living in an EJ tract. These types of projects include construction and right-of-way projected funded by both WAMPO Competitive funds and also non-competitive funds. The analysis does not include Intelligent Transportation System (ITS) projects or transit projects because these types of project have the potential to serve many people living in the region, and many times, these types of projects are not located in specific geographic locations. Design projects are omitted because they do not have an immediate effect on the people living in an EJ tract.

### 2014 TIP EJ Analysis Summary

In many ways, the 2014 TIP projects are distributed equitably between EJ tracts and non-EJ tracts. For example, the proportion of projects located in EJ tracts is similar to that of the region's population living in the EJ tracts. Figure 9 is a map of the EJ areas in the WAMPO region.

Another method to analyze equity in the TIP is to compare the distribution by type of project in EJ tracts and for non-EJ tracts. Transportation projects can be classified as road, bridge, and other projects (intersections, interchanges, bike/pedestrian, and traffic signals). These projects are grouped together because there are usually very few of each individual type of project. In general, there is a proportional distribution of projects across both EJ and non-EJ tracts.

Figure 9: EJ Areas in the WAMPO region



### Key Terms:

- **Census Tract:** A geographic unit of a county for which the Census Bureau collects data. Census tracts are subdivided into block groups.
- **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 50% or greater.
  2. The median household income is at or below the Department of Health and Human Services' poverty guidelines.

## Public Involvement

This section details how public involvement is integrated into the TIP process. **Figure 10** illustrates the various engagement methods and opportunities for public involvement in the development of the 2014 TIP.

## Public Participation Plan (PPP)

The public plays a major role in the development of all WAMPO plans and documents, including the 2014 TIP. One of the main goals of WAMPO's is to involve interested stakeholders along with keeping the general public informed throughout the planning process. The Public Participation Plan (PPP) lays the foundation of strategies and techniques used to obtain and incorporate feedback from the general public. By implementing the strategies of the PPP, WAMPO is making every effort to ensure all segments of the community (especially those not historically involved in the planning process), have numerous opportunities to have their voices heard.

## TIP Adoption and Amendments

The adoption and amendment process is outlined in the TIP Policy, while the public involvement procedures for the TIP can be found in the PPP.

## Public Involvement Methods and Opportunities

From the initial step of soliciting TIP projects to the final step of approval, the public is informed through various media outlets such as e-mail, public meetings, community flyers, newspaper articles, legal notices, and social media such as Facebook, Twitter, and Flickr. Additionally, all meetings announced on [www.wampoks.org](http://www.wampoks.org) are open to the general public.

The project application workshop presentations, open houses, public review and comment period, and the TAC and TPB meetings provide interested parties with opportunities to share their input on the TIP. The advertised public hearing at which the TIP is discussed also provides the public with a change to provide comments, become more informed about the TIP, and learn about the proposed projects for our region. Specific comments received from the public are available for review at the WAMPO office (455 N. Main St., 10th Floor, Wichita, KS 67202).

WAMPO provides the public and project sponsors a variety of opportunities to give input in the development and final product of the 2014 TIP. These opportunities include: Project sponsor application workshops.

- Pre-TIP Open House.
- TAC and TPB meetings for WAMPO Competitive funds project selection and document recommendation/action.
- Public Review and Comment Period.
- Final draft TIP Open House.

Figure 10: 2014 TIP Public Participation Activities





## **Emerging Issues**

Metropolitan Planning Organizations (MPO's) face a variety of emerging issues that affect their transportation planning efforts, including the TIP. These issues can range from change federal legislation to air quality status.

### **Moving Ahead for Progress in the 21st Century Act (MAP-21)**

Map-21 is the current transportation legislation available. This replaced the previous transportation legislation referred to as SAFETEA-LU. MAP-21 is a two year transportation program, instead of the standard four year. With uncertainty in MAP-21's future replacement, MPO's need to be aware of the frequent changes in funding and also planning requirements to help assure that the most beneficial transportation improvements for their regions occurs.

## **Air Quality**

National Ambient Air Quality Standards (NAAQS) are set by the federal government for six pollutants, and air quality is measured across the country to determine whether or not the NAAQS have been exceeded. The WAMPO region is currently in attainment status because the air quality in the region does not violate the standards for any of the regulated pollutants. However, the WAMPO region has three year averages that are close to exceeding the allowable thresholds. It is reasonable to acknowledge that the WAMPO region could be designated as a non-attainment area in the near future.

In line with the MTP 2035 and TPB direction, WAMPO has pursued efforts to help the region maintain air quality attainment status. WAMPO has a CMAQ Policy to proactively use CMAQ funds for their intended purposes. WAMPO participates in the Wichita Regional Air Quality Improvement

Task Force and coordinates with local air quality experts. Regardless of the attainment determination, air quality is a priority for the region and WAMPO will continue to pursue projects and programs to improve air quality for the WAMPO region.

With the most recent NAAQS exceedances, it is likely that the WAMPO region will be designated non-attainment, though there are other possible courses of action to mitigate air quality issues. Should the region be in non-attainment, there will likely be a direct impact on the TIP, funding, and project selection. Since there are many possible ramifications should the region be designated non-attainment, WAMPO is monitoring the situation.

### **Progress from the 2013 TIP**

A responsibility of WAMPO is to report on the progress of projects receiving Competitive funds allocated (MPO-STP) and given (MPO-CMAQ) to the region. This helps WAMPO with project management and informs the public on the progress of the ongoing projects in the region. Project sponsors and KDOT provide information on the status of the project to WAMPO. In order to reflect the most accurate project information, this information will be reflected in the 2014 TIP Amendment #1.

**Appendix A: List of Acronyms & Abbreviations**

<b>ADA</b>	Americans with Disabilities Act of 1990	<b>GIS</b>	Geographic Information Systems
<b>AQ</b>	Air Quality	<b>HDP</b>	Highway Department Program
<b>AQITF</b>	Air Quality Improvement Task Force	<b>HES</b>	Hazard Elimination Safety
<b>ATMS</b>	Advanced Transportation Management System	<b>HOV</b>	High Occupancy Vehicle
<b>AVL</b>	Automatic Vehicle Location	<b>HPP</b>	Congressional High Priority Project
<b>BR</b>	Bridge	<b>HRRRP</b>	High Risk Rural Road Program
<b>CAAA</b>	Clean Air Act Amendments of 1990	<b>HSIP</b>	Highway Safety Improvement Program
<b>CE</b>	Construction Engineering	<b>IM</b>	Interstate Maintenance
<b>CFR</b>	Code of Federal Regulations	<b>ISTEA</b>	Intermodal Surface Transportation & Efficiency Act of 1991
<b>CIP</b>	Capital Improvement Program	<b>ITS</b>	Intelligent Transportation System
<b>CMAQ</b>	Congestion Mitigation and Air Quality	<b>JARC</b>	Job Access Reverse Commute
<b>CMP</b>	Congestion Management Process	<b>KDOT</b>	Kansas Department of Transportation
<b>Co.</b>	County	<b>KTA</b>	Kansas Turnpike Authority
<b>Const.</b>	Construction	<b>LOS</b>	Level of Service
<b>Co-BR</b>	County Bridge funds	<b>MPO</b>	Metropolitan Planning Organization
<b>Co-STP</b>	County Surface Transportation Program funds	<b>MPO-CMAQ</b>	MPO Congestion Mitigation and Air Quality funds
<b>EPA</b>	Environmental Protection Agency	<b>MPO-STP</b>	MPO Surface Transportation Program funds
<b>FFY</b>	Federal Fiscal Year	<b>MPO-TA</b>	MPO Transportation Alternatives program funds
<b>FHWA</b>	Federal Highway Administration	<b>MSA</b>	Metropolitan Statistical Area
<b>FTA</b>	Federal Transit Administration	<b>MTP 2035</b>	Metropolitan Transportation Plan 2035 <b><u>1WAMPO</u></b>



<b>NAAQS</b>	National Ambient Air Quality Standards	<b>TAC</b>	Technical Advisory Committee
<b>NEPA</b>	National Environmental Policy Act of 1970	<b>TA</b>	Transportation Alternatives
<b>NHS</b>	National Highway System	<b>TE</b>	Transportation Enhancements
<b>ppm</b>	Parts Per Million	<b>TIP</b>	Transportation Improvement Program
<b>PPP</b>	Public Participation Plan	<b>TMA</b>	Transportation Management Area
<b>PSC</b>	Project Selection Criteria	<b>TPB</b>	Transportation Policy Body
<b>ROW</b>	Right-of-Way	<b>UPWP</b>	Unified Planning Work Program
<b>RPSP</b>	Regional Pathway System Plan	<b>USC</b>	United States Code
<b>RRCP</b>	Railroad Crossing Plan	<b>TDM</b>	Travel Demand Model
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users	<b>USDOT</b>	United States Department of Transportation
<b>SCAC</b>	Sedgwick County Association of Cities	<b>VMT</b>	Vehicle Miles Traveled
<b>FTA Section 5307</b>	FTA — Capital and Operating	<b>V/C Ratio</b>	Volume over Capacity Ratio
<b>FTA Section 5309</b>	FTA — Discretionary	<b>WAMPO</b>	Wichita Area Metropolitan Planning Organization
<b>FTA Section 5310</b>	FTA — Elderly and Disabled	<b>WT</b>	Wichita Transit
<b>FTA Section 5311</b>	FTA — Rural Capital and Operating		
<b>FTA Section 5316</b>	FTA — Job Access & Reverse Commute (JARC)		
<b>FTA Section 5317</b>	FTA — New Freedom		
<b>SIP</b>	State Implementation Plan		
<b>SRTS</b>	Safe Routes to Schools		
<b>STIP</b>	Statewide Transportation Improvement Program		
<b>STP</b>	Surface Transportation Program		

## Appendix B: Self-Certification

### MPO SELF-CERTIFICATION

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

1. 20 U.S.C. 134, 49 U.S.C. 5303 and this subpart;
2. Title IV 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, 27, 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 title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
\_\_\_\_\_

Tim Norton, Transportation Policy Body Chairperson

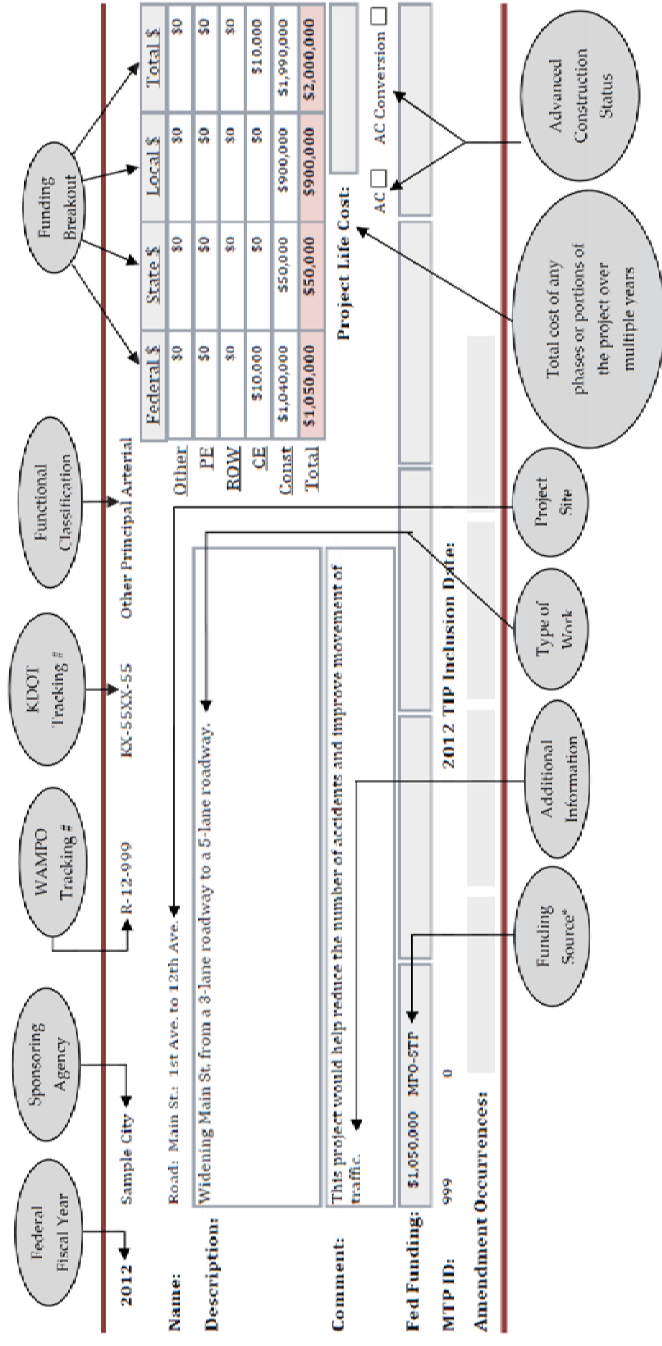
  
\_\_\_\_\_

Jérôme Younger, Deputy-Secretary and State Transportation Engineer

## Appendix C: List of Projects

This section includes five main items: 1) an explanation of how to read the project listings; 2) an index of the programmed projects by project type; 3) the project listings by year; 4) project maps by year; and 5) WAMPO Programmed Funds spreadsheets. The actual year of the project may differ as funding and project status changes due to changing circumstances. All project information has been provided by the project sponsor. WAMPO staff makes revisions to project names and descriptions for consistency. No content will be changed regarding project scope, termini, and funding source. Associated project costs may be reflected differently than what was submitted by the project sponsor, due to WAMPO accounting for Year of Expenditure (YOE), which is a form of inflation use for projects in the last three years or the TIP.

Below is a sample project from the TIP listing. Each field is defined on the diagram. The list of acronyms used in the funding category can be found in Appendix A.



## **Project List Index**

---

This index is for ease of navigation of the project listing tables. The projects are listed in alphabetical order based on project type, then the project name. The project listing index also lists the Federal Fiscal Year (FFY) in which the project is programmed and the page number where the programmed projects details can be found.

# Project Listing Index

Project Name	Project Sponsor	WAMPO #	FFY	Page #
Road: 5th St.: Broadway to Bridge over Floodway	City of Valley Center	R-13-005	2016	C-43
Bridge: 143rd St. E. - 1800' N. of 71st St. S.	Sedgwick County Public Works	B-13-001	2015	C-38
Bridge: 21st St. @ Derby Refinery	City of Wichita	B-11-010	2015	C-32
Bridge: 87th St. S. - 1400' E. of Ridge Rd.	Sedgwick County Public Works	B-12-004-AC	2014	C-24
Bridge: Andover Rd. (SW Butler Rd.) over Fourmile Creek	Butler County	B-11-009	2014	C-9
Bridge: Douglas @ Linden	City of Wichita	B-11-011	2015	C-33
Bridge: Old Lawrence Rd. N. of I-235	City of Wichita	B-11-012	2014	C-12
Bridge: Replacement of Bridges along I-235 (ROW)	KDOT	B-13-010	2015	C-36
Bridge: Replacement of Bridges along I-235 (Utilities)	KDOT	B-13-008	2016	C-47
Bridge: Seneca St. between 85th St. and 77th St.	City of Valley Center	B-11-002	2017	C-54
Bridge: SW Prairie Creek Rd over Dry Creek	Butler County	B-12-005	2016	C-42
Bridge: Various Bridge Replacements in Sedgwick Co. (CE & Const.)	KDOT	B-13-009	2016	C-47
Bridge: Various Bridge Replacements in Sedgwick Co. (ROW)	KDOT	B-13-006	2014	C-20
Bridge: Various Bridge Replacements in Sedgwick Co. (Utilities)	KDOT	B-13-007	2015	C-36
Enhancement: 17th and 18th St. Bikeway	City of Wichita	TA-14-016	2016	C-44
Enhancement: 1st and 2nd St. Bike Lanes	City of Wichita	TA-14-003	2014	C-13
Enhancement: Armour Bicycle Blvd.	City of Wichita	TA-14-007	2014	C-13

# Project Listing Index

Project Name	Project Sponsor	WAMPO #	FFY	Page #
Enhancement: Aviation Pathway: MacArthur/Englewood to Oliver/Commerce (Split 1)	Sedgwick County Public Works	TA-14-01.5-AC	2015	C-38
Enhancement: Aviation Pathway: MacArthur/Englewood to Oliver/Commerce (Split2)	Sedgwick County Public Works	TA-14-01.5-C1	2016	C-50
Enhancement: Delano Douglas Avenue Bicycle Parking	City of Wichita	TA-14-012	2014	C-14
Enhancement: Douglas Ave. Bikeways	City of Wichita	TA-14-005	2014	C-14
Enhancement: Green St, WSU, I-135 Path Connection	City of Wichita	TA-14-010	2014	C-15
Enhancement: K-96 Path Wayfinding	City of Wichita	TA-14-013	2014	C-15
Enhancement: Market and Topeka Bikeways	City of Wichita	TA-14-004	2014	C-16
Enhancement: McLaughlin: 5th St. to Meridian	City of Valley Center	TA-14-018	2014	C-11
Enhancement: Path and Roadway Intersection Signage	City of Wichita	TA-14-008	2014	C-16
Enhancement: Redbud Path - Oliver to Woodlawn	City of Wichita	TA-14-009	2014	C-17
Enhancement: Sycamore Shared Lane Markings	City of Wichita	TA-14-011	2014	C-17
Enhancement: W. Grand: Meridian to Campbell (Split 1)	City of Haysville	TA-14-002-AC	2016	C-43
Enhancement: W. Grand: Meridian to Campbell (Split 2)	City of Haysville	TA-14-002-C1	2017	C-55
Enhancement: Woodhuck Bicycle Blvd.	City of Wichita	TA-14-006	2014	C-18
Enhancement: Redbud Trail: 159th St. to 13th St. Sports Park	City of Andover	TE-11-001	2014	C-9
Enhancement: River Forest Second	City of Haysville	TA-14-001	2015	C-30
Interchange: I-235/US-54 & I-235/Central - Phase I (Construction)	KDOT	ICH-12-008	2015	C-37
Interchange: I-235/US-54 & I-235/Central Phase I	KDOT	ICH-12-007-AC	2014	C-21

# Project Listing Index

Project Name	Project Sponsor	WAMPO #	FFY	Page #
Interchange: US-54 & Webb Rd. (Split 3)	City of Wichita	ICH-12-001	2015	C-33
Intersection: 45th St. & Hillside	City of Wichita	INT-14-001	2017	C-56
Intersection: 13th St. & Edgemoore	City of Wichita	INT-13-001	2014	C-18
Intersection: US-81 and 79th St. (Phase 2)	KDOT	INT-13-003	2014	C-21
ITS: Wichita TMC Phase 3	KDOT	ITS-14-001	2016	C-48
Other: Free Fares Project	City of Wichita - Environmental Health	OTH-14-001	2014	C-20
Other: Multiple User Transportation Study	City of Wichita - Environmental Health	OTH-14-002	2015	C-35
Road: 119th St. W.: 21st St. N. to 29th St. N.	City of Wichita	R-13-003	2016	C-44
Road: 127th St. E.: 13th St. N. to 21st St. N.	City of Wichita	R-13-001	2017	C-56
Road: 13th St.: 119th St. W. to 135th St. W.	City of Wichita	R-10-009	2015	C-34
Road: 143rd St. E.: Kellogg to Central	City of Wichita	R-13-004	2017	C-57
Road: 159th St. E.: N. of KTA Bridge (N. of Central) to 250' S. of 21st St. N. (Split 1)	City of Andover	R-10-001-AC	2014	C-10
Road: 159th St. E.: N. of KTA Bridge (N. of Central) to 250' S. of 21st St. N. (Split 2)	City of Andover	R-10-001-C1	2015	C-29
Road: 37th St.: Oliver to Woodlawn (Split 1)	City of Wichita & City of Bel Aire	R-14-002-AC	2016	C-46
Road: 37th St.: Oliver to Woodlawn (Split 2)	City of Wichita & City of Bel Aire	R-14-002-C1	2017	C-57
Road: 53rd St. N.: Broadway to 1/2 mi. E. of Hydraulic	City of Park City	R-11-010-AC	2015	C-30
Road: 9th St.: I-135 to Hillside	City of Wichita	R-13-002	2016	C-45



# Project Listing Index

Project Name	Project Sponsor	WAMPO #	FFY	Page #
Road: Central: 135th St. W. to 119th St. W. (Split 3)	City of Wichita	R-08-37-C2	2014	C-19
Road: E. Grand Ave.: S. Main St. to Broadway (Split 2)	City of Haysville	R-11-011	2014	C-10
Road: I-135: Junction of K-96 (37th N.) to Park City Limits - Phase III	KDOT	R-11-018-AC	2014	C-22
Road: I-135: Junction of K-96 (37th N.) to Park City Limits - Phase III	KDOT	R-11-018-C1	2016	C-48
Road: Madison Ave.: Derby High School to E. City Limits (High Park)	City of Derby	R-11-012	2016	C-42
Road: Meridian: Orient to McCormick (Split 1)	City of Wichita	R-11-004-AC	2015	C-34
Road: Meridian: Orient to McCormick (Split 2)	City of Wichita	R-11-004-C1	2016	C-45
Road: Meridian: Pawnee to Orient	City of Wichita	R-11-006	2015	C-35
Road: Pawnee: Hydraulic to I-135	City of Wichita	R-11-015	2016	C-46
Road: S. Meridian: 69th St. to 77th St.	City of Valley Center	R-14-001	2015	C-31
Road: US-54: Wiedemann to 127th St. E.	KDOT	R-11-009	2014	C-22
Road: Woodlawn: Lincoln to Kellogg	City of Wichita	R-11-003	2014	C-19
Road: Andover Rd.: Four Mile Creek Bridge to SW 120th St.	City of Andover	R-11-014	2017	C-54
Road: Nelson Dr.: Meadowlark to approx. 250' E. of K-15	City of Derby	R-13-006	2015	C-29
Road: US-54: Cypress to Wiedemann	KDOT	R-11-005-AC	2014	C-23
Road: US-54: Cypress to Wiedemann	KDOT	R-11-005-C1	2016	C-49
Safety: 2014 Railroad Safety Crossing Improvements	KDOT	S-11-002	2014	C-23
Safety: 2015 Railroad Safety Crossing Improvements	KDOT	S-12-001	2015	C-37

# Project Listing Index

Project Name	Project Sponsor	WAMPO #	FFY	Page #
Safety: 2016 Railroad Safety Crossing Improvements	KDOT	S-13-001	2016	C-49
Safety: Center Line and Edge Line Rumble Strips at Various Locations (2014)	Sedgwick County Public Works	S-14-001	2014	C-24
SRTS: Emporia: Main St. to 5th St./McLaughlin	City of Valley Center	SRTS-14-002	2015	C-11
SRTS: Sidewalks: Callier Ave. to K-15	City of Mulvane	SRTS-12-002	2014	C-31
SRTS: Goff: Meridian to Meadow (Split 1)	City of Valley Center	SRTS-14-001-AC	2014	C-12
SRTS: Goff: Meridian to Meadow (Split 2)	City of Valley Center	SRTS-14-001-C1	2015	C-32
Traffic Signal: Andover Rd. & Harry St.	City of Andover	TS-11-001	2017	C-55
Transit: 5307 Funds - Capital (2014)	Wichita Transit	T-13-003	2014	C-25
Transit: Annual 5307 Funds - Metropolitan Planning (2014)	Wichita Transit	T-12-022	2014	C-25
Transit: Annual 5307 Funds - Metropolitan Planning (2015)	Wichita Transit	T-13-002	2015	C-39
Transit: Annual 5307 Funds - Metropolitan Planning (2016)	Wichita Transit	T-14-002	2016	C-50
Transit: Annual 5307 Funds - Operating (2014)	Wichita Transit	T-14-003	2014	C-26
Transit: Annual 5307 Funds - Operating (2015)	Wichita Transit	T-14-004	2015	C-39
Transit: Annual 5307 Funds - Operating (2016)	Wichita Transit	T-14-005	2016	C-51
Transit: Annual 5307 Funds - Other Capital Items (2014)	Wichita Transit	T-12-021	2014	C-26
Transit: Annual 5307 Funds - Other Capital Items (2015)	Wichita Transit	T-13-001	2015	C-40
Transit: Annual 5307 Funds - Other Capital Items (2016)	Wichita Transit	T-14-001	2016	C-51
Transit: Q-Line Trolley (Q-2) - (2014)	Wichita Transit	T-12-018	2014	C-27

## Project Listing Index

Project Name	Project Sponsor	WAMPO #	FFY	Page #
Transit: Bus Purchase (2016)	Wichita Transit	T-14-009	2016	C-52
Transit: Bus Purchase (2017)	Wichita Transit	T-14-025	2017	C-58
Transit: Westside Service Improvements (2014)	Wichita Transit	T-14-006	2014	C-27
Transit: Westside Service Improvements (2015)	Wichita Transit	T-14-007	2015	C-40
Transit: Westside Service Improvements (2016)	Wichita Transit	T-14-008	2016	C-52

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      Butler County      B-11-009      8 N-0549-01      Other Principal Arterial

**Name:**      Bridge: Andover Rd. (SW Butler Rd.) over Fourmile Creek

**Description:**      Construct twin bridges to replace existing bridge to carry 4-lanes of traffic and extend roadway improvements N. to Harry St. intersection. Project will include bike path on east side and sidewalk on west side.

**Comment:**      Project number originally B-11-009-AC.

**Fed Fund:**      \$5,696,000      MPO-STP

**MTP ID:**      146

**TIP Inclusion Date:**      10/4/2011

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5      **Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$275,000	\$275,000
ROW	\$0	\$0	\$100,000	\$100,000
CE	\$656,000	\$0	\$164,000	\$820,000
Const	\$5,040,000	\$0	\$1,260,000	\$6,300,000
<b>Total</b>	<b>\$5,696,000</b>	<b>\$0</b>	<b>\$1,799,000</b>	<b>\$7,495,000</b>

**Project Life Cost:**      AC       AC Conversion

**2014**      City of Andover      TE-11-001      N/A      N/A

**Name:**      Enhancement: Redbud Trail: 159th St. to 13th St. Sports Park

**Description:**      10' bicycle/pedestrian path on the former BNSF rail line from 159th St. E. to 13th St. Sports Park.

**Comment:**

**Fed Fund:**      \$1,209,907      TE

**MTP ID:**      193

**TIP Inclusion Date:**

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5      **Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$150,000	\$150,000
ROW	\$0	\$0	\$0	\$0
CE	\$120,000	\$0	\$30,000	\$150,000
Const	\$1,089,907	\$0	\$272,477	\$1,362,384
<b>Total</b>	<b>\$1,209,907</b>	<b>\$0</b>	<b>\$452,477</b>	<b>\$1,662,384</b>

**Project Life Cost:**      AC       AC Conversion

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      City of Andover      R-10-001-AC      N/A.      Minor Arterial

**Name:** Road: 159th St. E.: N. of KTA Bridge (N. of Central) to 250' S. of 21st St. N. (Split 1)

**Description:** Reconstruct and pave 159th St. to 3-lane arterial standards with curb and gutter. Project has a 10' wide sidewalk that connects bicycle pedestrian sidewalks at 13th St., 21st St., and future Redbud Trail.

**Comment:** AC conversion of funds programmed in FFY 2015 for \$564,614 in MPO-STP.

**Fed Fund:** \$2,235,830      MPO-STP      \$769,160      MPO-CMAQ

**MTP ID:** 78      **TIP Inclusion Date:**

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$292,240	\$292,240
ROW	\$0	\$0	\$638,144	\$638,144
CE	\$465,597	\$0	\$116,399	\$581,996
Const	\$2,539,393	\$0	\$1,340,579	\$3,879,972
<b>Total</b>	<b>\$3,004,990</b>	<b>\$0</b>	<b>\$2,387,362</b>	<b>\$5,392,352</b>

**Project Life Cost:**      \$5,608,046

AC       AC Conversion

**2014**      City of Haysville      R-11-011      87 N-0574-01      Minor Arterial

**Name:** Road: E. Grand Ave.: S. Main St. to Broadway (Split 2)

**Description:** Total rebuild. Remove/replace all asphalt and curb/guttering. Installation of 10' path along 2500' length of project, connecting with existing path. Upgrading ramps to be ADA compliant.

**Comment:** Project split between FFY 2013 and FFY 2014 with Advance Construction (AC).

**Fed Fund:** \$523,021      MPO-STP

**MTP ID:** 25      **TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$523,021	\$0	\$0	\$523,021
<b>Total</b>	<b>\$523,021</b>	<b>\$0</b>	<b>\$0</b>	<b>\$523,021</b>

**Project Life Cost:**      \$2,402,203

AC       AC Conversion

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      City of Mulvane      SRTS-12-002      87 C-4391-02      Local

**Name:**      SRTS: Sidewalks: Collier Ave. to K-15

**Description:**      Sidewalk construction along various streets in the City of Mulvane.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$25,000	\$25,000
ROW	\$0	\$0	\$0	\$0
CE	\$38,000	\$0	\$0	\$38,000
Const	\$212,000	\$0	\$0	\$212,000
<b>Total</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$275,000</b>

**Comment:**      Most sidewalks located on local streets however a pedestrian crossing upgrade and small portion of sidewalk is located at K-15 and 2nd Avenue.

**Project Life Cost:**      \$275,000

AC       AC Conversion

**Fed Fund:**      \$250,000      SRTS

**MTP ID:**      385

**TIP Inclusion Date:**      12/13/2011

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**     

**2014**      City of Valley Center      TA-14-018      N/A.      N/A

**Name:**      Enhancement: McLaughlin: 5th St. to Meridian

**Description:**      A 10' wide multi-purpose concrete path to link sidewalks on E. 5th and N. Meridian, used by children to walk/bike to 4 schools in the immediate area and to walk to McLaughlin Park/McKay Petrie Sports Center.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$13,040	\$13,040
ROW	\$0	\$0	\$0	\$0
CE	\$15,724	\$0	\$3,931	\$19,655
Const	\$96,500	\$0	\$33,905	\$130,405
<b>Total</b>	<b>\$112,224</b>	<b>\$0</b>	<b>\$50,876</b>	<b>\$163,100</b>

**Comment:**

**Project Life Cost:**      \$163,100

AC       AC Conversion

**Fed Fund:**      \$112,224      TE

**MTP ID:**      383

**TIP Inclusion Date:**      9/10/2013

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      City of Valley Center      SRTS-14-001-AC      N/A      N/A

**Name:**      SRTS: Goff: Meridian to Meadow (Split 1)

**Description**  
 Build a 5' sidewalk on Goff, Fieldstone and Clover Streets to provide safe passage for students walking to Valley Center schools, including, Wheatfield Elementary, High School, Middle, Intermediate Schools, and Arrowhead/McLaughlin Park.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$25,248	\$25,248
ROW	\$0	\$0	\$0	\$0
CE	\$30,297	\$0	\$7,574	\$37,871
Const	\$170,398	\$0	\$82,080	\$252,478
<b>Total</b>	<b>\$200,695</b>	<b>\$0</b>	<b>\$114,902</b>	<b>\$315,597</b>

**Comment:**      **Project Life Cost:**      AC       AC Conversion

**Fed Fund:**      \$200,695      MPO-TA      **TIP Inclusion Date:**      9/10/2013

**MTP ID:**      **Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5      **Bike/Ped. Element:**

**2014**      City of Wichita      B-11-012      N/A      Local

**Name:**      Bridge: Old Lawrence Rd. N. of I-235

**Description**  
 Rehabilitation/Replacement of existing bridge.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$30,000	\$30,000
ROW	\$0	\$0	\$0	\$0
CE	\$20,000	\$0	\$100,000	\$120,000
Const	\$300,000	\$0	\$100,000	\$400,000
<b>Total</b>	<b>\$320,000</b>	<b>\$0</b>	<b>\$230,000</b>	<b>\$550,000</b>

**Comment:**      2011 Bridge Inspection Report shows bridge as structurally deficient with a rating of 48.0.      **Project Life Cost:**      AC       AC Conversion

**Fed Fund:**      \$320,000      MPO-STP      **TIP Inclusion Date:**      10/4/2011

**MTP ID:**      399      **Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5      **Bike/Ped. Element:**



**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      City of Wichita      TA-14-003      N/A.      Urban Collector

**Name:**      Enhancement: 1st and 2nd St. Bike Lanes

**Description**  
 This project will construct bike lanes on the one way couplet 1st street and 2nd Street, the one way roadway Wichita Street, and 2nd Street west of the Arkansas River - including, but not be limited to signage, wayfinding, stripe removal, striping, etc.

**Comment:**  
 The project is approximately 4.6 miles long.

**Fed Fund:**      \$147,919      TE

**MTP ID:**      386      **TIP Inclusion Date:**      9/10/2013

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$147,919	\$0	\$48,658	\$196,577
<b>Total</b>	<b>\$147,919</b>	<b>\$0</b>	<b>\$48,658</b>	<b>\$196,577</b>

**Project Life Cost:**      \$196,577  
 AC       AC Conversion

**2014**      City of Wichita      TA-14-007      N/A.      Urban Collector

**Name:**      Enhancement: Armour Bicycle Blvd.

**Description**  
 This project will develop an approximately 4.5 mile long bicycle Blvd. connecting both the K-96 path and the Gypsum Creek Path. It will provide an important transportation option for multiple schools.

**Comment:**  
 The project includes markings, signage, crossing improvements, signals, and traffic calming as necessary.

**Fed Fund:**      \$493,403      MPO-TA

**MTP ID:**      386      **TIP Inclusion Date:**      9/10/2013

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$493,403	\$0	\$162,308	\$655,711
<b>Total</b>	<b>\$493,403</b>	<b>\$0</b>	<b>\$162,308</b>	<b>\$655,711</b>

**Project Life Cost:**      \$655,711  
 AC       AC Conversion

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      City of Wichita      TA-14-012      N/A      N/A

**Name:**      Enhancement: Delano Douglas Avenue Bicycle Parking

**Description:**      Installation of public bicycle parking.

**Comment:**

**Fed Fund:**      \$12,083      TE     

**MTP ID:**      386     

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**TIP Inclusion Date:**      9/10/2013      **Bike/Ped. Element:**     

**Project Life Cost:**      AC       AC Conversion     

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$12,083	\$0	\$3,975	\$16,058
<b>Total</b>	<b>\$12,083</b>	<b>\$0</b>	<b>\$3,975</b>	<b>\$16,058</b>

**2014**      City of Wichita      TA-14-005      N/A      Minor Arterial

**Name:**      Enhancement: Douglas Ave. Bikeways

**Description:**      Construction of bikeways on Douglas Ave. consisting of shared lane markings or bike lanes.

**Comment:**

**Fed Fund:**      \$51,708      TE     

**MTP ID:**      386     

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**TIP Inclusion Date:**      9/10/2013      **Bike/Ped. Element:**     

**Project Life Cost:**      AC       AC Conversion     

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$51,708	\$0	\$17,009	\$68,717
<b>Total</b>	<b>\$51,708</b>	<b>\$0</b>	<b>\$17,009</b>	<b>\$68,717</b>

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      City of Wichita      TA-14-010      N/A      Urban Collector

**Name:** Enhancement: Green St, WSU, I-135 Path Connection

**Description:** This project will develop approximately 6 miles of bikeways that connect the Redbud Path, WSU, & I-135 Path. It will provide access to areas of Wichita where significant portions of the population lack access to vehicles & improved access across Kellogg

**Comment:**

**Fed Fund:** \$116,222 MPO-TA

**MTP ID:** 386

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**TIP Inclusion Date:** 9/10/2013

**Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$116,222	\$0	\$38,321	\$154,543
<b>Total</b>	<b>\$116,222</b>	<b>\$0</b>	<b>\$38,321</b>	<b>\$154,543</b>

**Project Life Cost:** \$154,453

AC  AC Conversion

**2014**

City of Wichita      TA-14-013      N/A      N/A

**Name:** Enhancement: K-96 Path Wayfinding

**Description:** This project will purchase and install wayfinding signage along approximately 10.5 miles of existing path. The signage will provide guidance for path users to the location of the path and for destinations that are accessible from the path.

**Comment:** All signage will follow MUTCD.

**Fed Fund:** \$29,000 TE

**MTP ID:** 386

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**TIP Inclusion Date:** 9/10/2013

**Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$29,000	\$0	\$9,539	\$38,539
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$29,000</b>	<b>\$0</b>	<b>\$9,539</b>	<b>\$38,539</b>

**Project Life Cost:** \$38,539

AC  AC Conversion

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      City of Wichita      TA-14-004      N/A      Urban Collector

**Name:** Enhancement: Market and Topeka Bikeways

**Description:** This project will develop bikeways consisting of bike lanes or shared lane markings along Market Street and Topeka Avenue

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$382,452	\$0	\$125,807	\$508,259
<b>Total</b>	<b>\$382,452</b>	<b>\$0</b>	<b>\$125,807</b>	<b>\$508,259</b>

**Comment:**   
 Project Life Cost:   
 AC  AC Conversion

**Fed Fund:** \$382,452 TE   
**MTP ID:** 386   
**TIP Inclusion Date:** 9/10/2013   
**Amendment Occurrences:**  Amendment #1  Amendment #2  Amendment #3  Amendment #4  Amendment #5   
**Bike/Ped. Element:**

**2014**      City of Wichita      TA-14-008      N/A      N/A

**Name:** Enhancement: Path and Roadway Intersection Signage

**Description:** This project will purchase and install advance and crossing signs near the intersection of roadways and paths within Wichita. These signs will alert motorists to the presence of the path. It will improve awareness of the location of the facilities & safety

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$15,467	\$0	\$5,088	\$20,555
<b>Total</b>	<b>\$15,467</b>	<b>\$0</b>	<b>\$5,088</b>	<b>\$20,555</b>

**Comment:**   
 Project Life Cost:   
 AC  AC Conversion

**Fed Fund:** \$15,467 MPO-TA   
**MTP ID:** 386   
**TIP Inclusion Date:** 9/10/2013   
**Amendment Occurrences:**  Amendment #1  Amendment #2  Amendment #3  Amendment #4  Amendment #5   
**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      City of Wichita      TA-14-009      N/A      N/A

**Name:** Enhancement: Redbud Path - Oliver to Woodlawn

**Description**  
 This project will construct a shared-use path, including the necessary intersection improvements at Oliver and Woodlawn. The project will also purchase and install signage, limited landscaping, counting devices, and a limited amount of benches, lighting,

**Comment:**

**Fed Fund:** \$502,860 TE

**MTP ID:** 386

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**TIP Inclusion Date:** 9/10/2013

**Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$502,860	\$0	\$165,414	\$668,274
<b>Total</b>	<b>\$502,860</b>	<b>\$0</b>	<b>\$165,414</b>	<b>\$668,274</b>

**Project Life Cost:** \$668,275  
 AC  AC Conversion

**2014**      City of Wichita      TA-14-011      N/A      Urban Collector

**Name:** Enhancement: Sycamore Shared Lane Markings

**Description**  
 Development of 2 miles of shared lane markings, providing a bicycle facilities connection to SW Wichita.

**Comment:**

**Fed Fund:** \$27,644 MPO-TA

**MTP ID:** 386

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**TIP Inclusion Date:** 9/10/2013

**Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$27,644	\$0	\$9,242	\$36,886
<b>Total</b>	<b>\$27,644</b>	<b>\$0</b>	<b>\$9,242</b>	<b>\$36,886</b>

**Project Life Cost:** \$154,453  
 AC  AC Conversion

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      City of Wichita      TA-14-006      N/A.      Urban Collector

**Name:** Enhancement: Woodchuck Bicycle Blvd.  
**Description:** Development of a 4.5 mile bicycle boulevard; including signage, markings, crossing enhancements, signals, traffic calming, etc.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$471,910	\$0	\$105,398	\$577,308
<b>Total</b>	<b>\$471,910</b>	<b>\$0</b>	<b>\$105,398</b>	<b>\$577,308</b>

**Comment:** **Project Life Cost:**      AC       AC Conversion

**Fed Fund:** \$471,910 TE      **TIP Inclusion Date:** 9/10/2013

**MTP ID:** 386      **Amendment Occurrences:**  Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Amendment Occurrences:**  Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**2014**      City of Wichita      INT-13-001      N/A.      Other Principal Arterial

**Name:** Intersection: 13th St. & Edgemoore  
**Description:** Construct a westbound left turn lane on 13th Street and install a traffic signal.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$75,000	\$0	\$100,000	\$175,000
Const	\$425,000	\$0	\$400,000	\$825,000
<b>Total</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$1,000,000</b>

**Comment:** **Project Life Cost:**      AC       AC Conversion

**Fed Fund:** \$500,000 HSIP      **TIP Inclusion Date:** 9/10/2013

**MTP ID:** 385      **Amendment Occurrences:**  Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Amendment Occurrences:**  Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      City of Wichita      R-08-37-C2      87 N-0351-01      Other Principal Arterial

**Name:** Road: Central: 135th St. W. to 119th St. W. (Split 3)

**Description:** Improve to a 5-lane facility including drainage and sidewalk. Realign Central so it is constructed on the section line. Two new bridges.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$331,642	\$0	\$0	\$331,642
<b>Total</b>	<b>\$331,642</b>	<b>\$0</b>	<b>\$0</b>	<b>\$331,642</b>

**Comment:** FFY 2012 conversion of \$2,299,909 occurred and in FFY 2013, conversion of \$3,628,041 occurred.

**Project Life Cost:** \$11,500,000  
 AC  AC Conversion

**Fed Fund:** \$331,642 MPO-CMAQ

**MTP ID:** 69      **TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

**2014**      City of Wichita      R-11-003      N/A.      Other Principal Arterial

**Name:** Road: Woodlawn: Lincoln to Kellogg

**Description:** Reconstruct current 4-lane roadway to 5-lane roadway including drainage improvements and sidewalk.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$150,000	\$150,000
Const	\$0	\$0	\$2,350,000	\$2,350,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>

**Comment:** **Project Life Cost:** \$2,600,000  
 AC  AC Conversion

**Fed Fund:**

**MTP ID:** 98      **TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**



**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      City of Wichita - Environmental Health      OTH-14-001      N/A.      N/A

**Name:**      Other: Free Fares Project

**Description**      The Free Fares Project has two parts. 1) Free Fares Week - public can ride the bus for free during this week in order to build ridership. 2) Free Fares Day - public can ride for free on Ozone Alert Days to alleviate on-road traffic to reduce ozone.

**Comment:**      Promotion of the Free Fares Program will go out via press releases, email alerts, social media, and specific communication with local employers.

**Fed Fund:**      \$79,087      MPO-CMAQ

**MTP ID:**      392

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**2014**      KDOT      B-13-006      KA-3109-01      Interstate

**Name:**      Bridge: Various Bridge Replacements in Sedgwick Co. (ROW)

**Description**      Replacement of Bridges #096, #097(Arkansas River), #098 (25th Street), #099 and #100(Wichita Flood Control Canal) in Sedgwick County.

**Comment:**      PE in 2013, Util in 2015, CE and Const in 2016.

**Fed Fund:**      \$79,087      MPO-CMAQ

**MTP ID:**      392

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$79,087	\$0	\$19,772	\$98,859
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$79,087</b>	<b>\$0</b>	<b>\$19,772</b>	<b>\$98,859</b>

**Project Life Cost:**      \$296,574  
 AC       AC Conversion

**Bike/Ped. Element:**     

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$360,000	\$0	\$360,000
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$360,000</b>

**Project Life Cost:**      \$24,322,055  
 AC       AC Conversion

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      KDOT      ICH-12-007-AC      KA-0161-04      Interstate

**Name:** Interchange: I-235/US-54 & I-235/Central Phase I

**Description:** Phase I reconstruction of the I-235/US-54 interchange & I-235/Central interchange.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$1,160,000	\$0	\$1,160,000
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$1,160,000</b>	<b>\$0</b>	<b>\$1,160,000</b>

**Comment:** UTIL using Advanced Construction, \$1,044,000 to be converted to IM funding in 2018. PE & ROW in 2012. CE and CONST in 2015. Linked to KA-0161-04.

**Project Life Cost:**      \$145,860,000  
 AC       AC Conversion

**Fed Fund:**      [ ]      [ ]

**MTP ID:** 365      **TIP Inclusion Date:** 12/13/2011

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

**2014**      KDOT      INT-13-003      KA-3074-01      Minor Arterial

**Name:** Intersection: US-81 and 79th St. (Phase 2)

**Description:** Install Traffic Signals and construct left turn lanes along US-81.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$23,138	\$2,571	\$0	\$25,709
Const	\$578,462	\$64,274	\$0	\$642,736
<b>Total</b>	<b>\$601,600</b>	<b>\$66,845</b>	<b>\$0</b>	<b>\$668,445</b>

**Comment:**      **Project Life Cost:**      \$1,000,581  
 AC       AC Conversion

**Fed Fund:**      \$601,600      HSIP      [ ]      [ ]

**MTP ID:**      **TIP Inclusion Date:** 9/11/2012

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**





**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      Sedgwick County Public Works      B-12-004-AC      087 C-0417 01      Local

**Name:** Bridge: 87th St. S. - 1 400' E. of Ridge Rd.

**Description**  
Remove existing bridge on 87th St. S. and construct a new bridge meeting current  
waterway opening, lane width and structural standards as agreed to with KDOT.  
Reconstruct approaching road bed to meet new bridge elevation and alignment.

**Comment:** This off system bridge project was originally included in the 2012 TIP with BRO funds.

**Fed Fund:** \$561,200 MPO-STP      **TIP Inclusion Date:** 10/4/2011

**MTP ID:** 408      **Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**2014**      Sedgwick County Public Works      S-14-001      N/A.      N/A

**Name:** Safety: Center Line and Edge Line Rumble Strips at Various Locations (2014)

**Description**  
Install center line and edge line rumble strips at selected locations where curves increase  
the likelihood that vehicles will leave the travelled roadway.

**Comment:**

**Fed Fund:** \$46,000 HSIP      **TIP Inclusion Date:** 9/10/2013

**MTP ID:** 385      **Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$50,000	\$50,000
ROW	\$0	\$0	\$10,000	\$10,000
CE	\$73,200	\$0	\$18,300	\$91,500
Const	\$488,000	\$0	\$122,000	\$610,000
<b>Total</b>	<b>\$561,200</b>	<b>\$0</b>	<b>\$200,300</b>	<b>\$761,500</b>

**Project Life Cost:**       AC     AC Conversion   

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$6,000	\$0	\$0	\$6,000
Const	\$40,000	\$0	\$0	\$40,000
<b>Total</b>	<b>\$46,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46,000</b>

**Project Life Cost:**       AC     AC Conversion

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      Wichita Transit      T-13-003      N/A      N/A

**Name:** Transit: 5307 Funds - Capital (2014)

**Description:** Capital funds will be used to purchase Diesel or Compressed Natural Gas (CNG) buses, paratransit vans and/or construction of a CNG Facility.

	Federal \$	State \$	Local \$	Total \$
Other	\$5,137,594	\$0	\$1,284,399	\$6,421,993
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$5,137,594</b>	<b>\$0</b>	<b>\$1,284,399</b>	<b>\$6,421,993</b>

**Comment:** 2014-2015 will include a large bus purchase, a van purchase and possibly the construction of a CNG facility.

**Project Life Cost:**      \$20,221,200

AC       AC Conversion

**Fed Fund:** \$5,137,594      FTA-Section 5307

**MTP ID:** 324

**TIP Inclusion Date:** 9/11/2012

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**

**2014**      Wichita Transit      T-12-022      N/A      N/A

**Name:** Transit: Annual 5307 Funds - Metropolitan Planning (2014)

**Description:** Wichita Transit will apply for annual planning funds to include general planning and program support. These funds are for plans/studies and will assist in planning activities.

	Federal \$	State \$	Local \$	Total \$
Other	\$240,000	\$0	\$60,000	\$300,000
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$240,000</b>	<b>\$0</b>	<b>\$60,000</b>	<b>\$300,000</b>

**Comment:**      \$5,701,295

**Project Life Cost:**      \$5,701,295

AC       AC Conversion

**Fed Fund:** \$240,000      FTA-Section 5307

**MTP ID:** 348

**TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      Wichita Transit      T-14-003      N/A      N/A

**Name:**      Transit: Annual 5307 Funds - Operating (2014)

**Description:**      Operating eligible through FTA to pay for wages and fuel.

**Comment:**

**Fed Fund:**      \$2,000,000      FTA-Section 5307

**MTP ID:**      256      **TIP Inclusion Date:**      9/10/2013

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$2,000,000	\$0	\$2,000,000	\$4,000,000
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$4,000,000</b>

**Project Life Cost:**      \$12,000,000  
 AC       AC Conversion

**Bike/Ped. Element:**

**2014**      Wichita Transit      T-12-021      N/A      N/A

**Name:**      Transit: Annual 5307 Funds - Other Capital Items (2014)

**Description:**      Other Capital Items are annual grant requests for funding to cover the capital cost of 3rd party contracting, preventive maintenance, ADA services, project administration, and training.

**Comment:**

**Fed Fund:**      \$3,200,000      FTA-Section 5307

**MTP ID:**      324      **TIP Inclusion Date:**      10/4/2011

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$3,200,000	\$0	\$800,000	\$4,000,000
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$4,000,000</b>

**Project Life Cost:**      \$20,661,229  
 AC       AC Conversion

**Bike/Ped. Element:**



**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2014**      Wichita Transit      T-12-018      N/A      N/A

**Name:**      Transit: Q-Line Trolley (Q-2) - (2014)

**Description:**      Operation of a day-time service along Douglas Ave.. This will be the third year of CMAQ funding eligible for 3 years of operating.

**Comment:**      The funds will be used to pay for operators and fuel for the daytime service along Douglas Ave.

**Fed Fund:**      \$80,000      MPO-CMAQ

**MTP ID:**      256      **TIP Inclusion Date:**      10/4/2011

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$80,000	\$0	\$20,000	\$100,000
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$100,000</b>

**Project Life Cost:**      \$312,160  
 AC       AC Conversion

**Fed Fund:**      \$80,000      MPO-CMAQ

**MTP ID:**      256      **TIP Inclusion Date:**      10/4/2011

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$800,000	\$0	\$200,000	\$1,000,000
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$1,000,000</b>

**Project Life Cost:**      \$3,000,000  
 AC       AC Conversion

**Fed Fund:**      \$800,000      MPO-CMAQ

**MTP ID:**      256      **TIP Inclusion Date:**      9/10/2013

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Name:**      Transit: Westside Service Improvements (2014)

**Description:**      The westside service improvements would include the redesign and extension of the West Maple route, a new West Central route, and a neighborhood feeder service to connect low demand areas to the West Central and West Maple routes to complete trips.

**Comment:**      The funds will be used to pay for operators and fuel for the daytime service along Douglas Ave.

**Fed Fund:**      \$800,000      MPO-CMAQ

**MTP ID:**      256      **TIP Inclusion Date:**      9/10/2013

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

# FFY 2014 – Project Listing Map

## 2014 Transportation Improvement Program (TIP) Projects FFY 2014


**Legend**

- 2014 Bridge Projects
- 2014 Road Projects
- + 2014 Interservice Projects
- 2014 Sidewalk Projects
- 2014 Bike/Parkways Projects
- 2014 Bike Parking Project
- WAMPO Planning Boundary

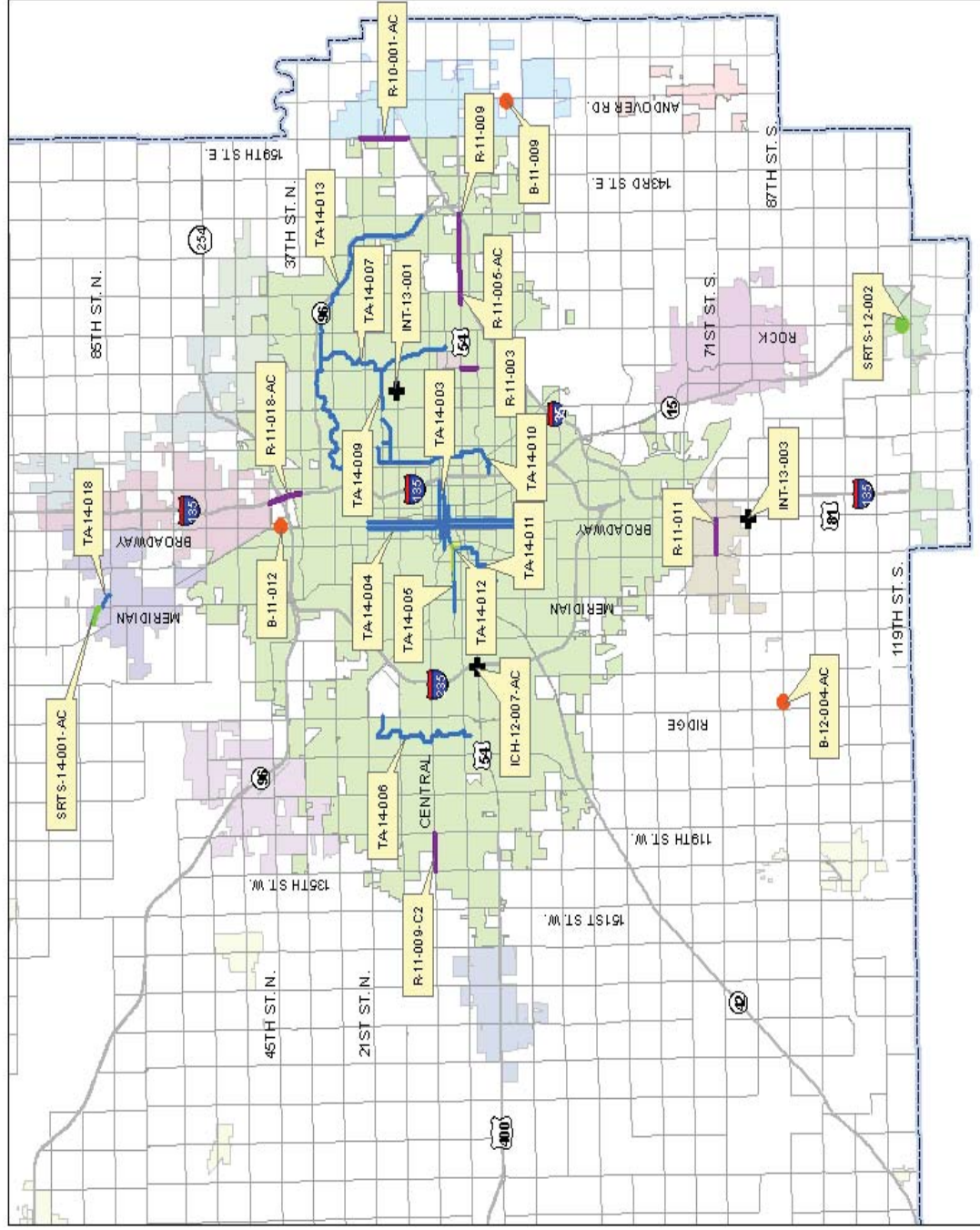
**Roads**

**Cities**

- Andover
- Bel Aire
- Derby
- Goddard
- Haysville
- Keochi
- Maize
- Mulvane
- Park City
- Rose Hill
- Valley Center
- Wichita



**WAMPO**  
www.wamponj.org



**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2015**      City of Andover      R-10-001-C1      N/A.      Minor Arterial

**Name:** Road: 159th St. E.: N. of KTA Bridge (N. of Central) to 250' S. of 21st St. N. (Split 2)

**Description** Reconstruct and pave 159th St. to 3-lane arterial standards with curb and gutter. Project has a 10' wide sidewalk that connects bicycle pedestrian sidewalks at 13th St., 21st St., and future Redbud Trail.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$564,614	\$0	\$0	\$564,614
<b>Total</b>	<b>\$564,614</b>	<b>\$0</b>	<b>\$0</b>	<b>\$564,614</b>

**Comment:**      **Project Life Cost:**      \$5,608,046      AC  AC Conversion

**Fed Fund:** \$564,614 MPO-STP      **Amendment #1**  **Amendment #2**  **Amendment #3**  **Amendment #4**  **Amendment #5**

**MTP ID:** 78      **TIP Inclusion Date:** 9/10/2013      **Bike/Ped. Element:**

**Amendment Occurrences:**  **Amendment #1**  **Amendment #2**  **Amendment #3**  **Amendment #4**  **Amendment #5**

**2015**      City of Derby      R-13-006      N/A.      Other Principal Arterial

**Name:** Road: Nelson Dr.: Meadowark to approx. 250' E. of K-15

**Description** Realignment of Nelson Drive from where it currently intersects Meadowlark Blvd. to approx. 250' E. of K-15.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$130,000	\$130,000
ROW	\$0	\$0	\$676,000	\$676,000
CE	\$0	\$0	\$156,000	\$156,000
Const	\$400,000	\$0	\$640,000	\$1,040,000
<b>Total</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$1,602,000</b>	<b>\$2,002,000</b>

**Comment:**      **Project Life Cost:**      \$1,925,000      AC  AC Conversion

**Fed Fund:** \$400,000 HSIP      **Amendment #1**  **Amendment #2**  **Amendment #3**  **Amendment #4**  **Amendment #5**

**MTP ID:** 385      **TIP Inclusion Date:** 11/13/2012      **Bike/Ped. Element:**

**Amendment Occurrences:**  **Amendment #1**  **Amendment #2**  **Amendment #3**  **Amendment #4**  **Amendment #5**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2015**      City of Haysville      TA-14-001      N/A      N/A

**Name:** Enhancement: River Forest Second

**Description:** 10' multi-use path, connecting existing multi-use path with lighting. 1,650 LF

**Comment:**

**Fed Fund:** \$194,557 MPO-TA

**MTP ID:** 386

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**TIP Inclusion Date:** 9/10/2013

**Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$21,994	\$21,994
ROW	\$0	\$0	\$0	\$0
CE	\$25,377	\$0	\$6,598	\$31,975
Const	\$169,180	\$0	\$43,987	\$213,167
<b>Total</b>	<b>\$194,557</b>	<b>\$0</b>	<b>\$72,578</b>	<b>\$267,136</b>

**Project Life Cost:** \$264,344  
 AC  AC Conversion

**2015**      City of Park City      R-11-010-AC      N/A      Other Principal Arterial

**Name:** Road: 53rd St. N.: Broadway to 1/2 mi. E. of Hydraulic

**Description:** Widening of 53rd Str. N. to 4-lanes from E. of I-135 to 1/2 mi. E. of Hydraulic, construction of sidewalk from Broadway to 1/2 mi. E. of Hydraulic, providing turning lanes and adequate traffic signals at Broadway and Hydraulic intersection.

**Comment:**

**Fed Fund:** \$4,196,042 MPO-STP

**MTP ID:** 16

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**TIP Inclusion Date:** 10/4/2011

**Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$312,000	\$312,000
ROW	\$0	\$0	\$312,000	\$312,000
CE	\$547,200	\$0	\$164,160	\$711,360
Const	\$3,648,842	\$0	\$1,094,653	\$4,743,495
<b>Total</b>	<b>\$4,196,042</b>	<b>\$0</b>	<b>\$1,882,813</b>	<b>\$6,078,855</b>

**Project Life Cost:** \$6,381,440  
 AC  AC Conversion

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2015**      City of Valley Center      R-14-001      N/A.      Other Principal Arterial

**Name:**      Road: S. Meridian: 69th St. to 77th St.

**Description**  
 Mill and overlay S. Meridian from 69th to 77th.

Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0
PE	\$0	\$44,616	\$44,616
ROW	\$0	\$0	\$0
CE	\$0	\$66,924	\$66,924
Const	\$0	\$446,160	\$446,160
<b>Total</b>	<b>\$0</b>	<b>\$557,700</b>	<b>\$557,700</b>

**Comment:**      **Project Life Cost:**      \$536,300

AC       AC Conversion

**Fed Fund:**      [ ]      [ ]

**MTP ID:**      326      **TIP Inclusion Date:**      9/10/2013

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**     

**2015**      City of Valley Center      SRTS-14-002      N/A.      Urban Collector

**Name:**      SRTS: Emporia: Main St. to 5th St./McLaughlin

**Description**  
 Build a multi-purpose 10' concrete path on Emporia Boulevard to link residential neighborhoods south, east and west of Emporia Boulevard for safe passage of school children and adults walking or biking to/from schools and McLaughlin Park.

Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0
PE	\$0	\$19,163	\$19,163
ROW	\$0	\$0	\$0
CE	\$22,112	\$6,633	\$28,745
Const	\$147,411	\$44,224	\$191,635
<b>Total</b>	<b>\$169,523</b>	<b>\$70,020</b>	<b>\$239,543</b>

**Comment:**      **Project Life Cost:**      \$230,330

AC       AC Conversion

**Fed Fund:**      \$169,523      MPO-TA      [ ]      [ ]

**MTP ID:**      383      **TIP Inclusion Date:**      9/10/2013

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2015**      City of Valley Center      SRTS-14-001-C1      N/A.      Urban Collector

**Name:**      SRTS: Goff: Meridian to Meadow (Split 2)

**Description**      Build a 5' sidewalk on Goff, Fieldstone and Clover Streets to provide safe passage for students walking to Valley Center schools, including, Wheatfield Elementary, High School, Middle, and Intermediate Schools, and Arrowhead/McLaughlin Park.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$31,585	\$0	\$0	\$31,585
<b>Total</b>	<b>\$31,585</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,585</b>

**Comment:**      **Project Life Cost:**      \$315,597      AC       AC Conversion

**Fed Fund:**      \$31,585      MPO-TA      **TIP Inclusion Date:**      9/10/2013

**MTP ID:**      **Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5      **Bike/Ped. Element:**     

**2015**      City of Wichita      B-11-010      N/A.      Other Principal Arterial

**Name:**      Bridge: 21st St. @ Derby Refinery

**Description**      Rehabilitation/Replacement of existing bridge.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$72,800	\$72,800
ROW	\$0	\$0	\$0	\$0
CE	\$30,000	\$0	\$105,200	\$135,200
Const	\$552,958	\$0	\$305,042	\$858,000
<b>Total</b>	<b>\$582,957</b>	<b>\$0</b>	<b>\$483,043</b>	<b>\$1,066,000</b>

**Comment:**      2011 Bridge Inspection Report shows bridge as structurally deficient with a rating of 42.7.      **Project Life Cost:**      \$1,108,640      AC       AC Conversion

**Fed Fund:**      \$582,957      MPO-STP      **TIP Inclusion Date:**      10/4/2011

**MTP ID:**      170      **Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5      **Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2015**      City of Wichita      B-111-011      N/A      Minor Arterial

**Name:** Bridge: Douglas @ Linden

**Description:** Rehabilitation/Replacement of existing bridge.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$78,000	\$78,000
ROW	\$0	\$0	\$0	\$0
CE	\$20,000	\$0	\$130,800	\$150,800
Const	\$562,957	\$0	\$248,243	\$811,200
<b>Total</b>	<b>\$582,957</b>	<b>\$0</b>	<b>\$457,043</b>	<b>\$1,040,000</b>

**Comment:** 2011 Bridge Inspection Report shows bridge as structurally deficient with a rating of 48.7.

**Project Life Cost:**

\$1,081,600      AC       AC Conversion

**Fed Fund:** \$582,957 MPO-STP

**MTP ID:** 398      **TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**2015**      City of Wichita      ICH-12-001      87KA-11 63-01      Other Urban Freeway and Expressway

**Name:** Interchange: US-54 & Webb Rd. (Split 3)

**Description:** Acquire ROW, relocate utilities, and construction of interchange at KTA, US-54 and Webb.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$520,000	\$520,000
ROW	\$0	\$0	\$10,400,000	\$10,400,000
CE	\$0	\$0	\$520,000	\$520,000
Const	\$0	\$0	\$1,040,000	\$1,040,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,480,000</b>	<b>\$12,480,000</b>

**Comment:**

**Project Life Cost:**

\$12,979,200      AC       AC Conversion

**Fed Fund:**

**MTP ID:** 188      **TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5



**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2015**      City of Wichita      R-10-009      87 N-0352-01      Minor Arterial

**Name:** Road: 13th St.: 119th St. W. to 135th St. W.

**Description:** Construct a 5-lane facility with sidewalk and drainage between 119th and 135th.

**Comment:**

**Fed Fund:**

**MTP ID:** 40

**TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5    **Bike/Ped. Element:**

**Project Life Cost:**

Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0
PE	\$0	\$0	\$0
ROW	\$0	\$104,000	\$104,000
CE	\$0	\$208,000	\$208,000
Const	\$0	\$4,472,000	\$4,472,000
<b>Total</b>	<b>\$0</b>	<b>\$4,784,000</b>	<b>\$4,784,000</b>

AC  AC Conversion

**2015**

City of Wichita      R-11-004-AC      N/A.      Minor Arterial

**Name:** Road: Meridian: Orient to McCormick (Split 1)

**Description:** Reconstruct current 4-lane roadway to 5-lane roadway including drainage improvements and sidewalk.

**Comment:** This is an extension of previous City of Wichita and Sedgwick project that have improved Meridian from 71st St. S. to Pawnee.

**Fed Fund:**

\$910,222    MPO-STP

\$1,217,907    MPO-CMAQ

**MTP ID:** 87

**TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5    **Bike/Ped. Element:**

**Project Life Cost:**

Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0
PE	\$0	\$260,000	\$260,000
ROW	\$0	\$52,000	\$52,000
CE	\$52,000	\$208,000	\$260,000
Const	\$2,076,129	\$0	\$2,603,872
<b>Total</b>	<b>\$2,128,129</b>	<b>\$3,123,872</b>	<b>\$5,252,001</b>

AC  AC Conversion

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2015**      City of Wichita      R-111-006      N/A      Minor Arterial

**Name:** Road: Meridian: Pawnee to Orient

**Description:** Reconstruct current 4-lane roadway to 5-lane roadway including drainage improvements and sidewalk.

**Comment:**

**Fed Fund:** \$2,050,000 MPO-STP

**MTP ID:** 90      **TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$156,000	\$156,000
ROW	\$0	\$0	\$208,000	\$208,000
CE	\$50,000	\$0	\$158,000	\$208,000
Const	\$2,000,000	\$0	\$600,000	\$2,600,000
<b>Total</b>	<b>\$2,050,000</b>	<b>\$0</b>	<b>\$1,122,000</b>	<b>\$3,172,000</b>

**Project Life Cost:**      \$3,050,000  
 AC     AC Conversion

**Bike/Ped. Element:**

**2015**      City of Wichita - Environmental Health      OTH-14-002      N/A      N/A

**Name:** Other: Multiple User Transportation Study

**Description:** This project will support a 3rd party transportation study to determine feasibility and best practices for vanpooling, carpooling, rideshare, or park and ride options within the Wichita MSA.

**Comment:** The results of this study will be used to prioritize future projects that implement the best practices indicated for the Wichita MSA and local employers.

**Fed Fund:** \$41,983 MPO-CMAQ

**MTP ID:** 392      **TIP Inclusion Date:** 9/10/2013

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$41,983	\$0	\$12,594	\$54,577
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$41,983</b>	<b>\$0</b>	<b>\$12,594</b>	<b>\$54,577</b>

**Project Life Cost:**      \$52,478  
 AC     AC Conversion

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2015**      KDOT      B-13-010      KA-3110-01      Interstate

**Name:** Bridge: Replacement of Bridges along I-235 (ROW)

**Description** 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).

**Comment:**

**Fed Fund:**

**MTP ID:**

**Amendment Occurrences:**    Amendment #1    Amendment #2    Amendment #3    Amendment #4    Amendment #5

**TIP Inclusion Date:**

**Bike/Ped. Element:**  

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$540,000	\$0	\$540,000
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$540,000</b>	<b>\$0</b>	<b>\$540,000</b>

**Project Life Cost:**

\$37,949,470

AC      AC Conversion  

**2015**

KDOT      B-13-007      KA-3109-01      Interstate

**Name:** Bridge: Various Bridge Replacements in Sedgwick Co. (Utilities)

**Description** Replacement of Bridges #096, #097(Arkansas River), #098 (25th Street), #099 and #100(Wichita Flood Control Canal) in Sedgwick County.

**Comment:** PE in 2012, ROW in 2014, CE and Const in 2016

**Fed Fund:** \$288,000   NHP

**MTP ID:**

**Amendment Occurrences:**    Amendment #1    Amendment #2    Amendment #3    Amendment #4    Amendment #5

**TIP Inclusion Date:**

**Bike/Ped. Element:**  

	Federal \$	State \$	Local \$	Total \$
Other	\$288,000	\$72,000	\$0	\$360,000
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$288,000</b>	<b>\$72,000</b>	<b>\$0</b>	<b>\$360,000</b>

**Project Life Cost:**

\$24,322,055

AC      AC Conversion

**Name:**

Interchange: I-235/US-54 & I-235/Central - Phase I (Construction)

**Description**

Phase I reconstruction of the interchange at I-235/US-54 & I-235/Central.

**Comment:**

PE and ROW in 2012. UTIL in 2014. CE using Advanced Construction, \$7,830,000 to be converted to IM in 2018. CONST using Advanced Construction, \$104,400,000 to be converted to IM in 2018.

**Fed Fund:**

**MTP ID:**

365

TIP Inclusion Date: 4/10/2012

Amendment Occurrences:  Amendment #1  Amendment #2  Amendment #3  Amendment #4  Amendment #5

**2015**

KDOT

S-12-001

N/A.

N/A

**Name:**

Safety: 2015 Railroad Safety Crossing Improvements

**Description**

Provide 3 railroad safety improvements in the WAMPO region.

**Comment:**

**Fed Fund:**

\$675,000 HSIP

**MTP ID:**

385

TIP Inclusion Date: 10/4/2011

Amendment Occurrences:  Amendment #1  Amendment #2  Amendment #3  Amendment #4  Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$8,700,000	\$0	\$8,700,000
Const	\$0	\$104,400,000	\$11,600,000	\$116,000,000
<b>Total</b>	<b>\$0</b>	<b>\$113,100,000</b>	<b>\$11,600,000</b>	<b>\$124,700,000</b>

**Project Life Cost:**

\$145,860,000

AC  AC Conversion

Bike/Ped. Element:

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$675,000	\$0	\$0	\$675,000
<b>Total</b>	<b>\$675,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$675,000</b>

**Project Life Cost:**

\$675,000

AC  AC Conversion

Bike/Ped. Element:

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2015**      Sedgwick County Public Works      B-13-001      N/A.      Local

**Name:**      Bridge: 143rd St. E. - 1800' N. of 71st St. S.

**Description**  
 Remove existing bridge on 143rd St. E. and construct a new bridge meeting current waterway opening, lane width and structural standards as agreed to with KDOT. Reconstruct approaching road bed to meet new bridge elevation and alignment.

**Comment:**      This off system bridge project was originally included in the 2012 TIP with BRO funds.

**Fed Fund:**      \$552,000      MPO-STP       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5      **Project Life Cost:**      AC       AC Conversion

**MTP ID:**      406      **TIP Inclusion Date:**      9/11/2012      **Bike/Ped. Element:**     

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**2015**      Sedgwick County Public Works      TA-14-015-AC      N/A.      N/A

**Name:**      Enhancement: Aviation Pathway: MacArthur/Englewood to Oliver/Commerce (Split 1)

**Description**  
 Construction of a 10' wide concrete shared use path with benches connecting the Wichita pathway system to the Derby pathway system.

**Comment:**      **Project Life Cost:**      AC       AC Conversion

**Fed Fund:**      \$457,767      MPO-TA       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5      **Bike/Ped. Element:**     

**MTP ID:**      383      **TIP Inclusion Date:**      9/10/2013

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$45,500	\$45,500
ROW	\$0	\$0	\$10,400	\$10,400
CE	\$72,000	\$0	\$21,600	\$93,600
Const	\$480,000	\$0	\$144,000	\$624,000
<b>Total</b>	<b>\$552,000</b>	<b>\$0</b>	<b>\$221,500</b>	<b>\$773,500</b>

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$26,000	\$26,000
ROW	\$0	\$0	\$10,400	\$10,400
CE	\$140,400	\$0	\$42,120	\$182,520
Const	\$317,367	\$0	\$899,433	\$1,216,800
<b>Total</b>	<b>\$457,767</b>	<b>\$0</b>	<b>\$977,953</b>	<b>\$1,435,720</b>

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2015**      Wichita Transit      T-13-002      N/A      N/A

**Name:** Transit: Annual 5307 Funds - Metropolitan Planning (2015)

**Description:** Annual planning funds to include general planning (plans/studies and assist in planning activities) and program support.

	Federal \$	State \$	Local \$	Total \$
Other	\$280,000	\$0	\$84,000	\$364,000
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$280,000</b>	<b>\$0</b>	<b>\$84,000</b>	<b>\$364,000</b>

**Comment:** Project Life Cost: \$5,701,295

AC  AC Conversion

**Fed Fund:** \$280,000 FTA-Section 5307

**MTP ID:** 348      TIP Inclusion Date: 9/11/2012

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

**2015**      Wichita Transit      T-14-004      N/A      N/A

**Name:** Transit: Annual 5307 Funds - Operating (2015)

**Description:** Operating eligible through FTA to pay for wages and fuel.

	Federal \$	State \$	Local \$	Total \$
Other	\$2,000,000	\$0	\$2,160,000	\$4,160,000
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,160,000</b>	<b>\$4,160,000</b>

**Comment:** Project Life Cost: \$12,000,000

AC  AC Conversion

**Fed Fund:** \$2,000,000 FTA-Section 5307

**MTP ID:** 256      TIP Inclusion Date:

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2015**      Wichita Transit      T-13-001      N/A      N/A

**Name:** Transit: Annual 5307 Funds - Other Capital Items (2015)

**Description:** Funding to cover the capital cost of 3rd party contracting, preventive maintenance, ADA services, project administration, and training.

	Federal \$	State \$	Local \$	Total \$
Other	\$3,864,000	\$0	\$1,159,200	\$5,023,200
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$3,864,000</b>	<b>\$0</b>	<b>\$1,159,200</b>	<b>\$5,023,200</b>

**Project Life Cost:**

\$20,661,229

AC  AC Conversion

**Fed Fund:** \$3,864,000 FTA-Section 5307

**MTP ID:** 324

**TIP Inclusion Date:** 9/11/2012

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

**2015**      Wichita Transit      T-14-007      N/A      N/A

**Name:** Transit: Westside Service Improvements (2015)

**Description:** The westside service improvements would include the redesign and extension of the West Maple route, a new West Central route, and a neighborhood feeder service to connect low demand areas to the West Central and West Maple routes to complete trips.

	Federal \$	State \$	Local \$	Total \$
Other	\$800,000	\$0	\$240,000	\$1,040,000
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$1,040,000</b>

**Project Life Cost:**

\$3,000,000

AC  AC Conversion

**Fed Fund:** \$800,000 MPO-CMAQ

**MTP ID:** 256

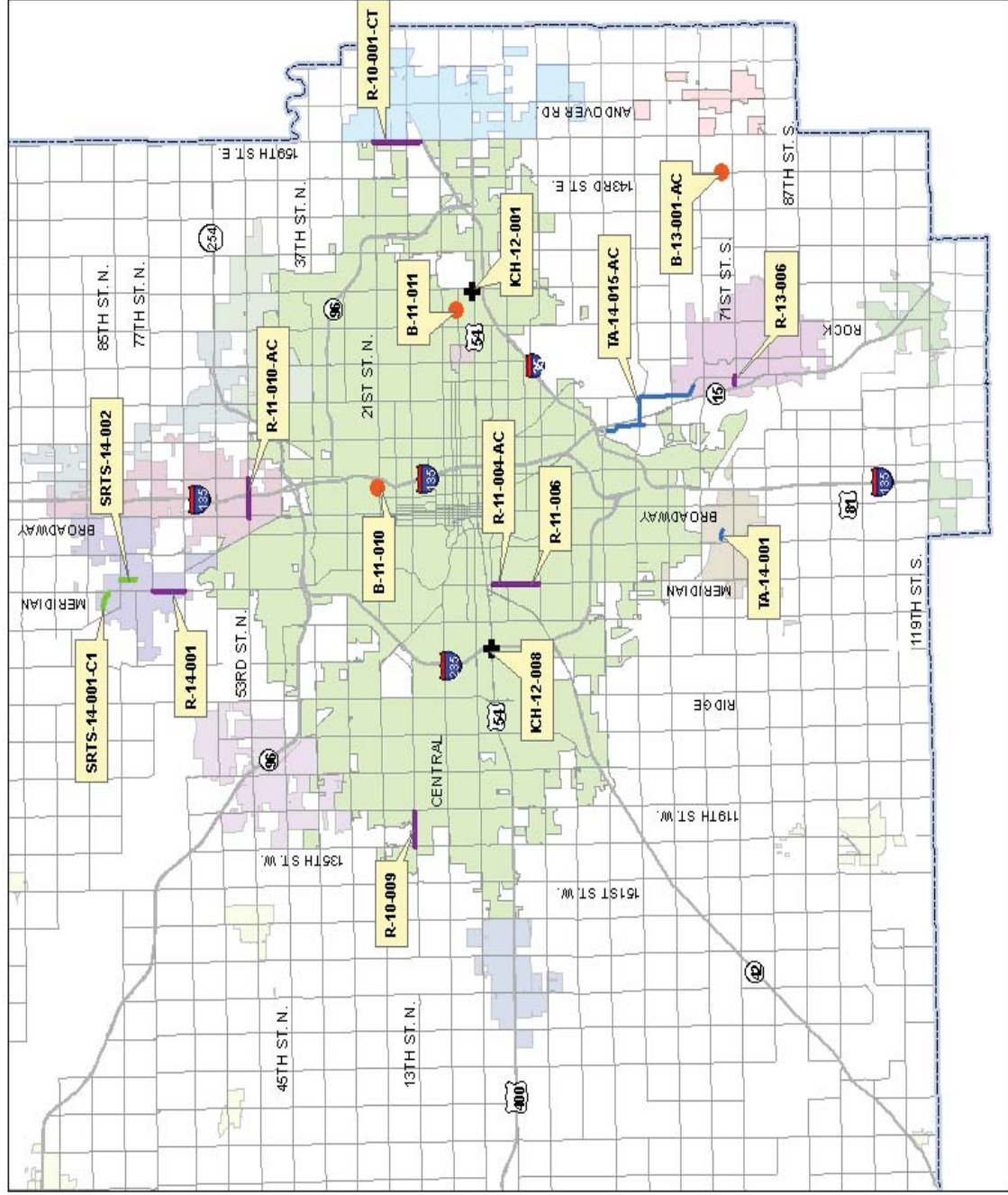
**TIP Inclusion Date:**

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**



# FFY 2015 – Project Listing Map



## 2014 Transportation Improvement Program (TIP) Projects FFY2015

- Legend**
- 2015 Bridge Projects
  - 2015 Road Projects
  - 2015 Sidewalk Projects
  - 2015 Bike/Pathway Projects
  - 2015 Interchange Projects
  - +
  - WAMPO Planning Boundary
  - Roads
- Cities**
- Andover
  - Bel Aire
  - Derby
  - Goddard
  - Haysville
  - Kechi
  - Maize
  - Mulvane
  - Park City
  - Rose Hill
  - Valley Center
  - Wichita



**WAMPO**  
Wichita Area Metropolitan Planning Organization

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2016**      Butler County      B-12-005      N/A      Local

**Name:** Bridge: SW Prairie Creek Rd over Dry Creek

**Description:** Construct new 142.5' RCHS bridge, 45 deg. Skew Rt with 30' Rdwy and approach grading to replace 26.5' RC Deck Girder bridge with 16.3' Rdwy.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$54,080	\$54,080
ROW	\$0	\$0	\$43,264	\$43,264
CE	\$60,000	\$0	\$21,120	\$81,120
Const	\$407,000	\$0	\$150,024	\$557,024
<b>Total</b>	<b>\$466,999</b>	<b>\$0</b>	<b>\$260,918</b>	<b>\$735,488</b>

**Comment:** **Project Life Cost:**      AC       AC Conversion

**Fed Fund:** \$466,999      MPO-STP

**MTP ID:** 400

**TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**

**2016**      City of Derby      R-11-012      87 N-0564-01      Other Principal Arterial

**Name:** Road: Madison Ave.: Derby High School to E. City Limits (High Park)

**Description:** Complete Reconstruction of Madison Ave, from 2-lanes with open ditches to a 5-lane urban standard with curb & gutter, SWS, improved drainage, and a bike path and sidewalks.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$129,792	\$129,792
ROW	\$0	\$0	\$54,080	\$54,080
CE	\$160,000	\$0	\$56,320	\$216,320
Const	\$1,840,000	\$0	\$647,680	\$2,487,680
<b>Total</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$887,872</b>	<b>\$2,887,872</b>

**Comment:** **Project Life Cost:**      AC       AC Conversion

**Fed Fund:** \$2,000,000      MPO-STP

**MTP ID:** 287

**TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2016**      City of Haysville      TA-14-002-AC      N/A.      Minor Arterial

**Name:** Enhancement: W. Grand: Meridian to Campbell (Split 1)  
**Description:** Replacement of 5' sidewalk with 10' multi-use path. 4,500 LF. Includes lighting.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$53,777	\$53,777
ROW	\$0	\$0	\$0	\$0
CE	\$59,664	\$0	\$21,001	\$80,665
Const	\$140,092	\$0	\$397,679	\$537,771
<b>Total</b>	<b>\$199,756</b>	<b>\$0</b>	<b>\$472,458</b>	<b>\$672,213</b>

**Comment:**   
 Project Life Cost: \$621,500  
 AC  AC Conversion

**Fed Fund:** \$199,756 MPO-TA

**MTP ID:** 386

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**2016**      City of Valley Center      R-13-005      N/A.      Urban Collector

**Name:** Road: 5th St.: Broadway to Bridge over Floodway  
**Description:** Improve two-lane roadway and add auxiliary lanes at Seneca. Mill & Overlay.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$68,411	\$68,411
PE	\$0	\$0	\$136,822	\$136,822
ROW	\$0	\$0	\$68,411	\$68,411
CE	\$100,801	\$0	\$36,022	\$136,823
Const	\$1,011,999	\$0	\$356,225	\$1,368,224
<b>Total</b>	<b>\$1,112,800</b>	<b>\$0</b>	<b>\$665,891</b>	<b>\$1,778,691</b>

**Comment:**   
 Project Life Cost: \$1,644,500  
 AC  AC Conversion

**Fed Fund:** \$1,112,800 MPO-STP

**MTP ID:** 318

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2016**      City of Wichita      TA-14-016      N/A.      Minor Arterial

**Name:** Enhancement: 17th and 18th St. Bikeway

**Description:** Construction of approximately 2.5 miles of bikeways consisting of shared lane markings or bike lanes from the I-135 Path to the Rosalie Bradley Path at 21st St.; and will connect to the Porter Bike Route scheduled for installation in 2013.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$35,042	\$0	\$14,246	\$49,288
<b>Total</b>	<b>\$35,042</b>	<b>\$0</b>	<b>\$14,246</b>	<b>\$49,288</b>

**Comment:**   
 **Project Life Cost:**      \$46,569      AC  AC Conversion

**Fed Fund:** \$35,042 MPO-TA      **TIP Inclusion Date:**      **Bike/Ped. Element:**

**MTP ID:** 386      **Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**2016**      City of Wichita      R-13-003      N/A.      Minor Arterial

**Name:** Road: 119th St. W.: 21st St. N. to 29th St. N.

**Description:** Re-construct 119th St. to a 3/4 lane roadway with drainage improvements.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$216,320	\$216,320
ROW	\$0	\$0	\$108,160	\$108,160
CE	\$0	\$0	\$216,320	\$216,320
Const	\$0	\$0	\$3,569,280	\$3,569,280
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,110,080</b>	<b>\$4,110,080</b>

**Comment:**   
 **Project Life Cost:**      \$4,274,483      AC  AC Conversion

**Fed Fund:**      **TIP Inclusion Date:**      9/11/2012      **Bike/Ped. Element:**

**MTP ID:** 54      **Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2016**      City of Wichita      R-13-002      N/A      Urban Collector

**Name:** Road: 9th St.: I-135 to Hillside

**Description:** Re-construct roadway to a 3/5-lane section with drainage, sidewalk/bike path and signal improvements.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$270,400	\$270,400
ROW	\$0	\$0	\$108,160	\$108,160
CE	\$0	\$0	\$216,320	\$216,320
Const	\$0	\$0	\$3,569,280	\$3,569,280
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,164,160</b>	<b>\$4,164,160</b>

**Comment:** **Project Life Cost:** \$4,330,726      AC  AC Conversion

**Fed Fund:**  **Amendment #1**     **Amendment #2**     **Amendment #3**     **Amendment #4**     **Amendment #5**

**MTP ID:** 268      **TIP Inclusion Date:** 9/11/2012      **Bike/Ped. Element:**

**Amendment Occurrences:**  **Amendment #1**     **Amendment #2**     **Amendment #3**     **Amendment #4**     **Amendment #5**

**2016**      City of Wichita      R-11-004-C1      N/A      Minor Arterial

**Name:** Road: Meridian: Orient to McCormick (Split 2)

**Description:** Reconstruct current 4-lane roadway to 5-lane roadway including drainage improvements and sidewalk.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$1,313,186	\$0	\$0	\$1,313,186
<b>Total</b>	<b>\$1,313,186</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,313,186</b>

**Comment:** **Project Life Cost:** \$6,500,000      AC  AC Conversion

**Fed Fund:**  **Amendment #1**     **Amendment #2**     **Amendment #3**     **Amendment #4**     **Amendment #5**

**MTP ID:** 87      **TIP Inclusion Date:** 10/4/2011      **Bike/Ped. Element:**

**Amendment Occurrences:**  **Amendment #1**     **Amendment #2**     **Amendment #3**     **Amendment #4**     **Amendment #5**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2016**      City of Wichita      R-11-015      87N-0387-01      Other Principal Arterial

**Name:** Road: Pawnee: Hydraulic to I-135

**Description**  
 Reconstruct current 4-lane roadway to 5-lane roadway w/drainage improvements and sidewalk. Intersections of Pawnee & Hydraulic and Pawnee & K-15 will also be re-constructed w/upgraded signalization. Project includes bike path on the South side of Pawnee

**Comment:**

**Fed Fund:** \$2,950,000 MPO-STP

**MTP ID:** 93

**TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$108,160	\$108,160
ROW	\$0	\$0	\$54,080	\$54,080
CE	\$50,000	\$0	\$112,240	\$162,240
Const	\$2,900,000	\$0	\$1,156,000	\$4,056,000
<b>Total</b>	<b>\$2,950,000</b>	<b>\$0</b>	<b>\$1,430,480</b>	<b>\$4,380,480</b>

**Project Life Cost:** \$4,555,698

AC  AC Conversion

**2016**

City of Wichita & City of Bel Aire      R-14-002-AC      N/A.      Minor Arterial

**Name:** Road: 37th St.: Oliver to Woodlawn (Split 1)

**Description**  
 Construct 3-lane roadway. Including the Oliver intersection, drainage, sidewalks.

**Comment:**

**Fed Fund:** \$1,771,360 MPO-STP

**MTP ID:**

**TIP Inclusion Date:**

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$324,480	\$324,480
ROW	\$0	\$0	\$270,400	\$270,400
CE	\$50,000	\$0	\$220,400	\$270,400
Const	\$1,721,360	\$0	\$2,064,240	\$3,785,600
<b>Total</b>	<b>\$1,771,360</b>	<b>\$0</b>	<b>\$2,879,520</b>	<b>\$4,650,880</b>

**Project Life Cost:**

\$0

AC  AC Conversion

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2016**      KDOT      B-13-008      KA-3110-01      Interstate

**Name:** Bridge: Replacement of Bridges along I-235 (Utilities)

**Description** 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).

**Comment:** PE in 2013, ROW in 2015, CE and Const in 2017.

**Fed Fund:** \$432,000    NHP

**MTP ID:**      TIP Inclusion Date:

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$432,000	\$108,000	\$0	\$540,000
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$432,000</b>	<b>\$108,000</b>	<b>\$0</b>	<b>\$540,000</b>

**Project Life Cost:**      \$37,949,470

AC     AC Conversion

**Bike/Ped. Element:**

**2016**      KDOT      B-13-009      KA-3109-01      Interstate

**Name:** Bridge: Various Bridge Replacements in Sedgwick Co. (CE & Const.)

**Description** Replacement of Bridges #096, #097(Arkansas River), #098 (25th Street), #099 and #100(Wichita Flood Control Canal) in Sedgwick County.

**Comment:** PE in 2012, ROW in 2014, Util in 2015

**Fed Fund:** \$17,281,644    NHP

**MTP ID:**      TIP Inclusion Date:

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$1,205,696	\$301,424	\$0	\$1,507,120
Const	\$16,075,948	\$4,018,987	\$0	\$20,094,935
<b>Total</b>	<b>\$17,281,644</b>	<b>\$4,320,411</b>	<b>\$0</b>	<b>\$21,602,055</b>

**Project Life Cost:**      \$24,322,055

AC     AC Conversion

**Bike/Ped. Element:**



**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2016**      KDOT      ITS-14-001      KA-2949-01      Interstate

**Name:** ITS: Wichita TMC Phase 3

**Description:** Installation of six closed circuit CCTV cameras and communication.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$60,002	\$0	\$4,894	\$64,896
Const	\$64,999	\$0	\$1,762,905	\$1,827,904
<b>Total</b>	<b>\$125,001</b>	<b>\$0</b>	<b>\$1,767,799</b>	<b>\$1,892,800</b>

**Comment:** All sites have been designed, but were not awarded due to lack of funding.

**Project Life Cost:**

\$1,750,000

AC  AC Conversion

**Fed Fund:** \$125,001 MPO-CMAQ

**MTP ID:** 254

**TIP Inclusion Date:**

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

**2016**      KDOT      R-11-018-C1      KA-0733-01      Interstate

**Name:** Road: I-135: Junction of K-96 (37th N.) to Park City Limits - Phase III

**Description:** Roadway rehabilitation.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$1,500,000	\$0	\$0	\$1,500,000
Const	\$20,000,000	\$0	\$0	\$20,000,000
<b>Total</b>	<b>\$21,637,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,264,000</b>

**Comment:** PE in 2008. ROW and UTIL in 2012. CE and CONST in 2014. Conversion to federal funds in 2016

**Project Life Cost:**

\$22,264,000

AC  AC Conversion

**Fed Fund:** \$21,500,000 NHP

\$137,000 IM

**MTP ID:** 376

**TIP Inclusion Date:** 10/4/2011

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2016**      KDOT      R-11-005-C1      KA-2382-01      Other Urban Freeway and Expressway

**Name:** Road: US-54: Cypress to Wiedemann

**Description:** Resconstruct Kellogg to a 6-lane freeway.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$5,520,000	\$0	\$0	\$5,520,000
Const	\$84,800,000	\$0	\$0	\$84,800,000
<b>Total</b>	<b>\$90,320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$90,320,000</b>

**Comment:** PE in 2011, CE and Const in 2014. This is the conversion of CE and CONST to federal funds.

**Project Life Cost:** \$98,910,000  
 AC  AC Conversion

**Fed Fund:** \$90,320,000 NHP

**MTP ID:** 52

**TIP Inclusion Date:**

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

**2016**      KDOT      S-13-001      N/A      N/A

**Name:** Safety: 2016 Railroad Safety Crossing Improvements

**Description:** Provide 3 RR safety improvements in MPO region.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$67,500	\$0	\$0	\$67,500
<b>Total</b>	<b>\$67,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$67,500</b>

**Comment:** **Project Life Cost:** \$67,500  
 AC  AC Conversion

**Fed Fund:** \$67,500 HSIP

**MTP ID:**

**TIP Inclusion Date:** 9/11/2012

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2016**      Sedgwick County Public Works      TA-14-015-C1      N/A      N/A

**Name:** Enhancement: Aviation Pathway: MacArthur/Englewood to Oliver/Commerce (Split2)  
**Description:** Construction of a 10' wide concrete shared use path with benches connecting the Wichita pathway system to the Derby pathway system.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$618,633	\$0	\$0	\$618,633
<b>Total</b>	<b>\$618,633</b>	<b>\$0</b>	<b>\$0</b>	<b>\$618,633</b>

**Comment:** **Project Life Cost:** \$1,380,500      AC       AC Conversion

**Fed Fund:** \$618,633 MPO-TA

**MTP ID:** 383      **TIP Inclusion Date:** **Bike/Ped. Element:**

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**2016**      Wichita Transit      T-14-002      N/A      N/A

**Name:** Transit: Annual 5307 Funds - Metropolitan Planning (2016)  
**Description:** Annual planning funds to include general planning and program support. These funds are for plans/studies and will assist in planning activities.

	Federal \$	State \$	Local \$	Total \$
Other	\$280,000	\$0	\$98,560	\$378,560
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$280,000</b>	<b>\$0</b>	<b>\$98,560</b>	<b>\$378,560</b>

**Comment:** **Project Life Cost:** \$5,701,295      AC       AC Conversion

**Fed Fund:** \$280,000 FTA-Section 5307

**MTP ID:** 348      **TIP Inclusion Date:** **Bike/Ped. Element:**

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2016**      Wichita Transit      T-14-005      N/A      N/A

**Name:**      Transit: Annual 5307 Funds - Operating (2016)

**Description:**      Operating eligible through FTA to pay for wages and fuel.

	Federal \$	State \$	Local \$	Total \$
Other	\$2,000,000	\$0	\$2,326,400	\$4,326,400
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,326,400</b>	<b>\$4,326,400</b>

**Comment:**      **Project Life Cost:**      \$12,000,000

AC       AC Conversion

**Fed Fund:**      \$2,000,000      FTA-Section 5307

**MTP ID:**      256

**TIP Inclusion Date:**

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**     

**2016**      Wichita Transit      T-14-001      N/A      N/A

**Name:**      Transit: Annual 5307 Funds - Other Capital Items (2016)

**Description:**      Funding to cover the capital cost of 3rd party contracting, preventive maintenance, ADA services, project administration, and training.

	Federal \$	State \$	Local \$	Total \$
Other	\$3,864,000	\$0	\$1,360,128	\$5,224,128
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$3,864,000</b>	<b>\$0</b>	<b>\$1,360,128</b>	<b>\$5,224,128</b>

**Comment:**      **Project Life Cost:**      \$20,661,229

AC       AC Conversion

**Fed Fund:**      \$3,864,000      FTA-Section 5307

**MTP ID:**      324

**TIP Inclusion Date:**

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2016**      Wichita Transit      T-14-009      N/A      N/A

**Name:** Transit: Bus Purchase (2016)

**Description:** Purchase of up to 10 Buses - either Diesel or CNG depending on fuel type of the Transit system in 2016.

**Comment:** 44 Buses will reach their useful life between 2014 and 2016. Wichita Transit will only be able to afford 35 buses with apportioned funding from FTA.

**Fed Fund:** \$959,335 MPO-CMAQ

**MTP ID:** 324

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**TIP Inclusion Date:**

**Bike/Ped. Element:**

AC     AC Conversion

**Project Life Cost:**

	Federal \$	State \$	Local \$	Total \$
Other	\$959,335	\$0	\$239,835	\$1,199,170
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$959,335</b>	<b>\$0</b>	<b>\$239,835</b>	<b>\$1,199,170</b>

**2016**      Wichita Transit      T-14-008      N/A      N/A

**Name:** Transit: Westside Service Improvements (2016)

**Description:** The westside service improvements would include the redesign and extension of the West Maple route, a new West Central route, and a neighborhood feeder service to connect low demand areas to the West Central and West Maple routes to complete trips.

**Comment:**

**Fed Fund:** \$800,000 MPO-CMAQ

**MTP ID:** 256

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**TIP Inclusion Date:**

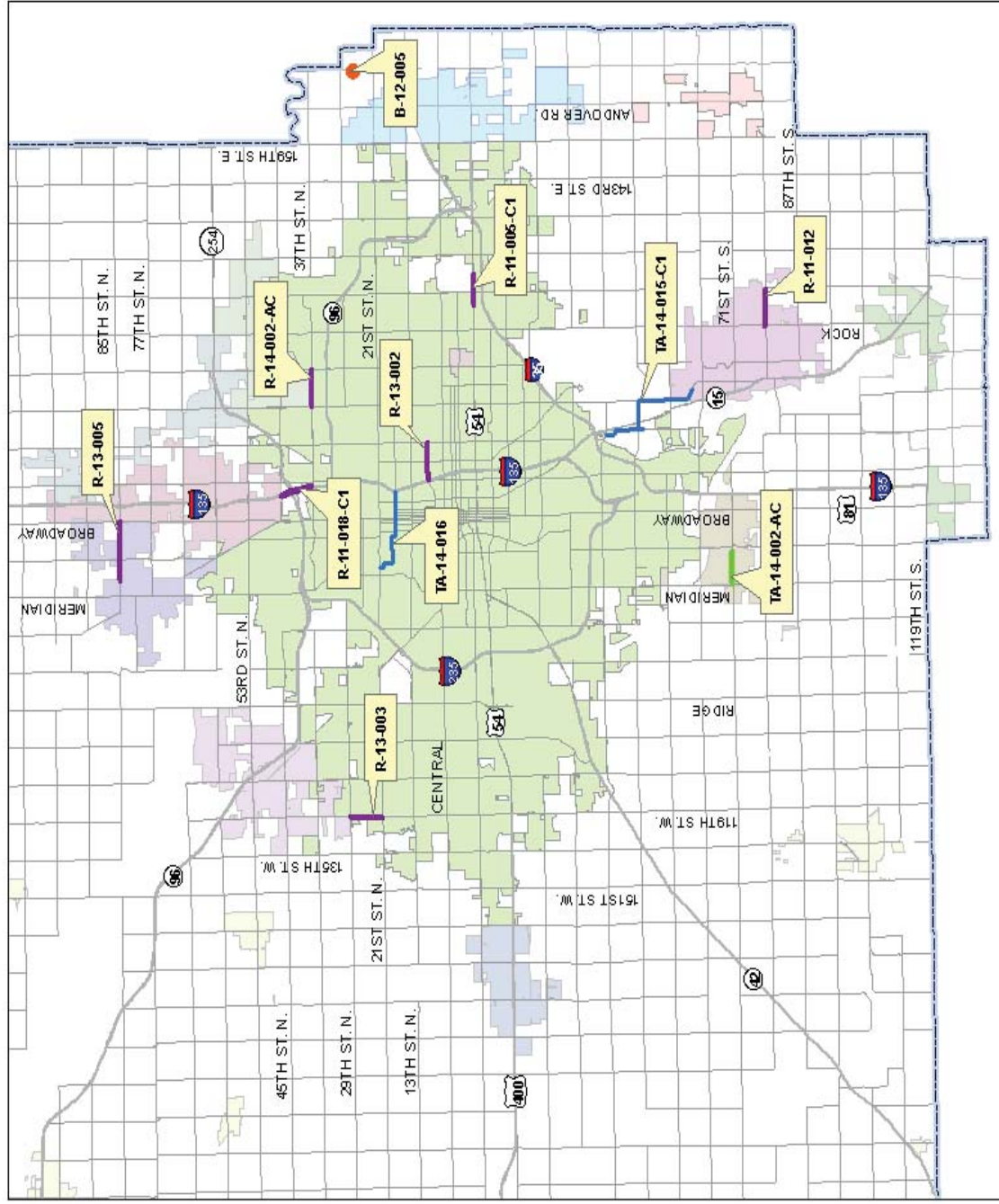
**Bike/Ped. Element:**

AC     AC Conversion

**Project Life Cost:**

	Federal \$	State \$	Local \$	Total \$
Other	\$800,000	\$0	\$281,600	\$1,081,600
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$281,600</b>	<b>\$1,081,600</b>

# FFY 2016 – Project Listing Map



## 2014 Transportation Improvement Program (TIP) Projects FFY2016

- Legend**
- 2016 Bridge Projects
  - 2016 Road Projects
  - 2016 Sidewalk Projects
  - 2016 Bike/Pedway Projects

WAMPO Planning Boundary  
Roads

- Cities**
- Andover
  - Bel Aire
  - Derby
  - Goddard
  - Haysville
  - Keochi
  - Maize
  - Mulvane
  - Park City
  - Rose Hill
  - Valley Center
  - Wichita



**WAMPO**  
Western Area Metropolitan Planning Organization  
www.wamponpo.org

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2017**      City of Valley Center      B-111-002      N/A.      Urban Collector

**Name:**      Bridge: Seneca St. between 85th St. and 77th St.  
**Description:**      Replacement of the Seneca St. Bridge including roadway improvements for the tie in from a 3-lane bridge to existing 2-lane facility, pedestrian sidewalk and appurtenances.

	Federal \$	State \$	Local \$	Total \$
<u>Other</u>	\$0	\$0	\$0	\$0
<u>PE</u>	\$0	\$0	\$95,613	\$95,613
<u>ROW</u>	\$0	\$0	\$33,746	\$33,746
<u>CE</u>	\$0	\$0	\$84,365	\$84,365
<u>Const</u>	\$0	\$0	\$478,067	\$478,067
<u>Total</u>	\$0	\$0	\$691,791	\$691,791

**Comment:**      Bridge is functionally obsolete. The present bridge and roadway is a paved 2-lane county road with ditches.

**Project Life Cost:**      \$691,791  
 AC       AC Conversion

**Fed Fund:**      [ ]      [ ]

**MTP ID:**      333      **TIP Inclusion Date:**      10/4/2011

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**     

**2017**      City of Andover      R-111-014      N/A.      Other Principal Arterial

**Name:**      Road: Andover Rd.: Four Mile Creek Bridge to SW 120th St.  
**Description:**      Improve to 4-lanes with curb and gutter, median, dedicated turn lanes, and 10 ft. bicycle/pedestrian sidewalk from Four Mile Creek through SW 120th St. intersection.

	Federal \$	State \$	Local \$	Total \$
<u>Other</u>	\$0	\$0	\$0	\$0
<u>PE</u>	\$0	\$0	\$461,757	\$461,757
<u>ROW</u>	\$0	\$0	\$175,479	\$175,479
<u>CE</u>	\$742,392	\$0	\$301,470	\$1,043,862
<u>Const</u>	\$2,243,314	\$0	\$3,528,658	\$5,771,972
<u>Total</u>	\$2,985,706	\$0	\$4,467,364	\$7,453,070

**Comment:**      [ ]

**Project Life Cost:**      \$6,625,752  
 AC       AC Conversion

**Fed Fund:**      \$2,985,706      MPO-STP      [ ]      [ ]

**MTP ID:**      137      **TIP Inclusion Date:**      [ ]

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**Bike/Ped. Element:**



**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

2017      City of Andover      TS-11-001      N/A.      Other Principal Arterial

**Name:** Traffic Signal: Andover Rd. & Harry St.  
**Description:** Add traffic signals to the existing Andover Rd. and Harry St. intersection.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$18,250	\$18,250
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$5,475	\$5,475
Const	\$145,367	\$0	\$59,031	\$204,398
<b>Total</b>	<b>\$145,367</b>	<b>\$0</b>	<b>\$82,755</b>	<b>\$228,123</b>

**Comment:** Project Life Cost: \$228,122      AC  AC Conversion

**Fed Fund:** \$145,367 MPO-CMAQ

**MTP ID:** 151      TIP Inclusion Date: **Bike/Ped. Element:**

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

2017      City of Haysville      TA-14-002-C1      N/A.      Minor Arterial

**Name:** Enhancement: W. Grand: Meridian to Campbell (Split 2)  
**Description:** Replacement of 5' sidewalk with 10' multi-use path. 4,500 LF. Includes lighting.

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$257,668	\$0	\$0	\$257,668
<b>Total</b>	<b>\$257,668</b>	<b>\$0</b>	<b>\$0</b>	<b>\$257,668</b>

**Comment:** Project Life Cost: \$621,500      AC  AC Conversion

**Fed Fund:** \$257,668 MPO-TA

**MTP ID:** 386      TIP Inclusion Date: **Bike/Ped. Element:**

**Amendment Occurrences:**  Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2017**      City of Wichita      INT-14-001      N/A.      Minor Arterial

**Name:**      Intersection: 45th St. & Hillside

**Description:**      Improve the intersection to include left turn lanes, signalization.

**Comment:**

**Fed Fund:**      \$198,857      MPO-CMAQ      \$24,446      MPO-STP

**MTP ID:**      TIP Inclusion Date:

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

**2017**      City of Wichita      R-13-001      N/A.      Minor Arterial

**Name:**      Road: 127th St. E.: 13th St. N. to 21st St. N.

**Description:**      Construct a 3-lane facility including sidewalk and drainage.

**Comment:**

**Fed Fund:**      \$2,650,000      MPO-STP

**MTP ID:**      273      TIP Inclusion Date:      9/11/2012

**Amendment Occurrences:**       Amendment #1       Amendment #2       Amendment #3       Amendment #4       Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$224,973	\$224,973
ROW	\$0	\$0	\$112,486	\$112,486
CE	\$50,000	\$0	\$174,973	\$224,973
Const	\$173,303	\$0	\$2,076,426	\$2,249,729
<b>Total</b>	<b>\$223,303</b>	<b>\$0</b>	<b>\$2,588,858</b>	<b>\$2,812,161</b>

**Project Life Cost:**

AC  AC Conversion

**Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$281,216	\$281,216
ROW	\$0	\$0	\$112,486	\$112,486
CE	\$50,000	\$0	\$174,973	\$224,973
Const	\$2,599,999	\$0	\$1,112,052	\$3,712,051
<b>Total</b>	<b>\$2,650,000</b>	<b>\$0</b>	<b>\$1,680,727</b>	<b>\$4,330,726</b>

**Project Life Cost:**

AC  AC Conversion

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2017**      City of Wichita      R-13-004      N/A.      Minor Arterial

**Name:** Road: 143rd St. E.: Kellogg to Central

**Description:** Re-construct 143rd Street to a 5-lane section. Improvements to include drainage and traffic signal improvements.

**Comment:**

**Fed Fund:** \$2,750,000 MPO-STP

**MTP ID:** 60

**TIP Inclusion Date:** 9/11/2012

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

**Bike/Ped. Element:**

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$281,216	\$281,216
ROW	\$0	\$0	\$112,486	\$112,486
CE	\$50,000	\$0	\$174,973	\$224,973
Const	\$2,700,000	\$0	\$1,180,781	\$3,880,781
<b>Total</b>	<b>\$2,750,000</b>	<b>\$0</b>	<b>\$1,749,456</b>	<b>\$4,499,456</b>

**Project Life Cost:** \$4,499,456

AC  AC Conversion

**2017**

City of Wichita & City of BelAire      R-14-002-C1      N/A.      Minor Arterial

**Name:** Road: 37th St.: Oliver to Woodlawn (Split 2)

**Description:** Construct 3-lane roadway. Including the Oliver intersection, drainage, sidewalks.

**Comment:**

**Fed Fund:** \$1,028,640 MPO-STP

**MTP ID:**

**TIP Inclusion Date:**

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$1,028,640	\$0	\$0	\$1,028,640
<b>Total</b>	<b>\$1,028,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,028,640</b>

**Project Life Cost:** \$0

AC  AC Conversion

**Bike/Ped. Element:**

**FFY**      **Project Sponsor**      **TIP #**      **State #**      **Functional Classification**

**2017**      Wichita Transit      T-14-025      N/A      N/A

**Name:** Transit: Bus Purchase (2017)

**Description:** Purchase of up to 10 Buses - either Diesel or CNG depending on fuel type of the Transit system in 2016.

**Comment:** 44 Buses will reach their useful life between 2014 and 2016. Wichita Transit will only be able to afford 35 buses with apportioned funding from FTA.

**Fed Fund:** \$1,715,665 MPO-CMAQ

**MTP ID:** 324

**Amendment Occurrences:**     Amendment #1     Amendment #2     Amendment #3     Amendment #4     Amendment #5

	Federal \$	State \$	Local \$	Total \$
Other	\$1,715,665	\$0	\$428,916	\$2,144,581
PE	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
Const	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$1,715,665</b>	<b>\$0</b>	<b>\$428,916</b>	<b>\$2,144,581</b>

**Project Life Cost:**      \$3,750,000  
 AC     AC Conversion

**TIP Inclusion Date:**

**Bike/Ped. Element:**



# WAMPO Competitive Funds Spreadsheets

## WAMPO Competitive Funds - FFY 2014

Project Sponsor	Project	STP	CMAQ	TA	Total
FFY: 2014	FFY 2014 Federal Obligation Authority	\$9,438,792	\$2,059,889	\$853,431	\$12,352,112
<b>FFY: 2014</b>	<b>Total Federal Funds Available for Funding - FFY 2014</b>	<b>\$9,438,792</b>	<b>\$2,059,889</b>	<b>\$853,431</b>	<b>\$12,352,112</b>
Butler County	Bridge: Andover Rd. (SW Butler Rd.) over Fourmile Creek	\$5,696,000	\$0	\$0	\$5,696,000
City of Andover	Road: 159th St. E.: N. of KTA Bridge (N. of Central) to 250' S. of 21st St. N. (Split 1)	\$2,235,830	\$769,160	\$0	\$3,004,990
City of Haysville	Road: E. Grand Ave.: S. Main St. to Broadway	\$523,021	\$0	\$0	\$523,021
Sedgewick County Public Works	Bridge: 87th St. S. - 1400 ft. E. of Ridge Rd.	\$561,200	\$0	\$0	\$561,200
Wichita Transit	Transit: Q-Line Trolley (Q-2) - (2014)	\$0	\$80,000	\$0	\$80,000
Wichita Transit	Transit: Westside Service Improvements (2014)	\$0	\$800,000	\$0	\$800,000
City of Wichita (EH)	Other: Free Fares Project	\$0	\$79,087	\$0	\$79,087
City of Wichita	Road: Central: 135th St. W. to 119th St. W. (Split 3)	\$0	\$331,642	\$0	\$331,642
City of Wichita	Bridge: Old Lawrence Rd. N. of I-235	\$320,000	\$0	\$0	\$320,000
City of Wichita	Enhancement: Path & Roadway Intersection Signage	\$0	\$0	\$15,467	\$15,467
City of Wichita	Enhancement: Armour Bicycle Blvd.	\$0	\$0	\$493,403	\$493,403
City of Wichita	Enhancement: Green St., WSU, I-135 Path Connection	\$0	\$0	\$116,222	\$116,222
City of Wichita	Enhancement: Sycamore Shared Lane Markings	\$0	\$0	\$27,644	\$27,644
City of Valley Center	SRTS: Goff: Meridian to Meadow: (Split 1)	\$0	\$0	\$200,695	\$200,695
	<i>Total Programmed</i>	\$9,336,051	\$2,059,889	\$853,431	\$12,249,371
	<b>Federal Fund Balance - FFY 2014</b>	<b>\$102,741</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,741</b>

**WAMPO Competitive Funds - FFY 2015**

<b>Project Sponsor</b>	<b>Project</b>	<b>STP</b>	<b>CMAQ</b>	<b>TA</b>	<b>Total</b>
FFY: 2015	FFY 2015 Federal Obligation Authority	\$9,438,792	\$2,059,889	\$853,431	\$12,352,112
<b>FFY: 2015</b>	<b>Total Federal Funds Available for Funding - FFY 2015</b>	<b>\$9,438,792</b>	<b>\$2,059,889</b>	<b>\$853,431</b>	<b>\$12,352,112</b>
City of Andover	Road: 159th St. E.: N. of KTA Bridge (N. of Central) to 250' S. of 21st St. N. (Split 2)	\$564,614	\$0	\$0	\$564,614
City of Wichita	Bridge: 21st St. @ Derby Refinery	\$582,957	\$0	\$0	\$582,957
City of Wichita	Bridge: Douglas @ Linden	\$582,957	\$0	\$0	\$582,957
City of Wichita	Road: Meridian: Orient to McCormick (Split 1)	\$910,222	\$1,217,907	\$0	\$2,128,129
City of Wichita	Road: Meridian: Pawnee to Orient	\$2,050,000	\$0	\$0	\$2,050,000
City of Wichita (EH)	Other: Multiple-User Transportation Study	\$0	\$41,982	\$0	\$41,982
City of Park City	Road: 53rd St. N.: Broadway to 1/2 mi. E. of Hydraulic	\$4,196,042	\$0	\$0	\$4,196,042
Sedgwick County Public Works	Bridge: 143rd St. E. - 1800 ft. N. of 71st St. S.	\$552,000	\$0	\$0	\$552,000
City of Valley Center	SRTS: Goff: Meridian to Meadow (Split 2)	\$0	\$0	\$31,584	\$31,584
Wichita Transit	Transit: Westside Service Improvements (2015)	\$0	\$800,000	\$0	\$800,000
City of Haysville	Enhancement: River Forest Second	\$0	\$0	\$194,557	\$194,557
City of Valley Center	SRTS: Emporia Main St. to 5th St/McLaughlin	\$0	\$0	\$169,523	\$169,523
Sedgwick County Public Works	Enhancement: Aviation Pathway: MacArthur/Englewood to Oliver/Commerce (Split 1)	\$0	\$0	\$457,767	\$457,767
	<b>Total Programmed</b>	<b>\$9,438,792</b>	<b>\$2,059,889</b>	<b>\$853,431</b>	<b>\$12,352,112</b>
	<b>Federal Fund Balance - FFY 2015</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



**WAMPO Competitive Funds - FFY 2016**

<b>Project Sponsor</b>	<b>Project</b>	<b>STP</b>	<b>CMAQ</b>	<b>TA</b>	<b>Total</b>
FFY: 2016	FFY 2016 Federal Obligation Authority	\$9,438,792	\$2,059,889	\$853,431	\$12,352,112
<b>FFY: 2016</b>	<b>Total Federal Funds Available for Funding - FFY 2016</b>	<b>\$9,438,792</b>	<b>\$2,059,889</b>	<b>\$853,431</b>	<b>\$12,352,112</b>
Burler County	Bridge: SW Prairie Creek Rd over Dry Creek	\$467,000	\$0	\$0	\$467,000
City of Derby	Road: Madison Ave.: Derby High School to E. City Limits (High Park)	\$2,000,000	\$0	\$0	\$2,000,000
City of Valley Center	Road: 5th St. : Broadway to Bridge over Floodway	\$1,112,800	\$0	\$0	\$1,112,800
City of Wichita	Road: Meridian: Orient to McCormick (Split 2)	\$1,137,632	\$175,554	\$0	\$1,313,186
City of Wichita	Road: Pawnee: Hydraulic to I-135	\$2,950,000	\$0	\$0	\$2,950,000
City of Wichita	Road: 37th St N.: Oliver to Woodlawn (Split 1)	\$1,771,360	\$0	\$0	\$1,771,360
Wichita Transit	Transit: Westside Service Improvements (2016)	\$0	\$800,000	\$0	\$800,000
Sedgwick County Public Works	Enhancement: Aviation Pathway: MacArthur/Englewood to Oliver/Commerce (Split 2)	\$0	\$0	\$618,633	\$618,633
City of Wichita	Enhancement: 17th & 18th St. Bikeway	\$0	\$0	\$35,042	\$35,042
KDOT	ITS: Wichita TMC Phase 3	\$0	\$125,000	\$0	\$125,000
City of Haysville	Enhancement: W. Grand: Meridian to Campbell (Split 1)	\$0	\$0	\$199,756	\$199,756
Wichita Transit	Transit: Bus Purchase (2016)	\$0	\$959,335	\$0	\$959,335
	<b>Total Programmed</b>	<b>\$9,438,792</b>	<b>\$2,059,889</b>	<b>\$853,431</b>	<b>\$12,352,112</b>
	<b>Federal Fund Balance - FFY 2016</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**WAMPO Competitive Funds - FFY 2017**

<b>Project Sponsor</b>	<b>Project</b>	<b>STP</b>	<b>CMAQ</b>	<b>TA</b>	<b>Total</b>
FFY: 2017	FFY 2017 Federal Obligation Authority	\$9,438,792	\$2,059,889	\$853,431	\$12,352,112
<b>FFY: 2017</b>	<b>Total Federal Funds Available for Funding - FFY 2017</b>	<b>\$9,438,792</b>	<b>\$2,059,889</b>	<b>\$853,431</b>	<b>\$12,352,112</b>
City of Andover	Road: Andover Rd. Four Mile Creek Bridge - SW120th St. (Split 1)	\$2,985,706	\$0	\$0	\$2,985,706
City of Wichita	Road: 37th St N.: Oliver to Woodlawn (Split 2)	\$1,028,640	\$0	\$0	\$1,028,640
City of Wichita	Road: 143rd: Kellogg to Central	\$2,750,000	\$0	\$0	\$2,750,000
City of Wichita	Road: 127th St. E.: 13th St. N. to 21st St. N.	\$2,650,000	\$0	\$0	\$2,650,000
City of Andover	Traffic Signal: Andover Rd. & Harry St.	\$0	\$145,367	\$0	\$145,367
Wichita Transit	Transit: Bus Purchase (2017)	\$0	\$1,715,665	\$0	\$1,715,665
City of Haysville	Enhancement: W. Grand: Meridian to Campbell (Split 2)	\$0	\$0	\$257,668	\$257,668
City of Wichita	Intersection: 45th St. N. & Hillside	\$24,446	\$198,857	\$0	\$223,303
	<i>Total Programmed</i>	\$9,438,792	\$2,059,889	\$257,668	\$11,756,349
	<b>Federal Fund Balance - FFY 2017</b>	<b>\$0</b>	<b>\$0</b>	<b>\$595,763</b>	<b>\$595,763</b>

# 2014 Non-Competitive Funds Spreadsheet

Project Sponsor	Project Name	TIP Number	Project Scope	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Grand Total Funding
KDOT	Bridge: Various Bridge Replacements in Sedgwick Co. (ROW)	B-13-006	Replacement of Bridges #096, #097(Arkansas River), #098 (25th Street), #099 and #100(Wichita Flood Control Canal) in Sedgwick County.	KDOT	\$0	\$360,000	\$0	\$360,000
City of Wichita	Enhancement: 1st and 2nd St. Bike Lanes	TA-14-003	This project will construct bike lanes on the one way couplet 1st street and 2nd Street, the one way roadway Wichita Street, and 2nd Street west of the Arkansas River - including, but not be limited to signage, wayfinding, stripe removal, striping, etc.	TE	\$147,919	\$0	\$48,658	\$196,577
City of Wichita	Enhancement: Delano Douglas Avenue Bicycle Parking	TA-14-012	Installation of public bicycle parking.	TE	\$12,083	\$0	\$3,975	\$16,058
City of Wichita	Enhancement: Douglas Ave. Bikeways	TA-14-005	Construction of bikeways on Douglas Ave. consisting of shared lane markings or bike lanes.	TE	\$51,708	\$0	\$17,009	\$68,717
City of Wichita	Enhancement: K-96 Path Wayfinding	TA-14-013	This project will purchase and install wayfinding signage along approximately 10.5 miles of existing path. The signage will provide guidance for path users to the location of the path and for destinations that are accessible from the path.	TE	\$29,000	\$0	\$9,539	\$38,539
City of Wichita	Enhancement: Market and Topeka Bikeways	TA-14-004	This project will develop bikeways consisting of bike lanes or shared lane markings along Market Street and Topeka Avenue	TE	\$382,452	\$0	\$125,807	\$508,259

Project Sponsor	Project Name	TIP Number	Project Scope	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Grand Total Funding
City of Valley Center	Enhancement: McLaughlin: 5th St. to Meridian	TA-14-018	A 10' wide multi-purpose concrete path to link sidewalks on E. 5th and N. Meridian, used by children to walk/bike to 4 schools in the immediate area and to walk to McLaughlin Park/McKay Petrie Sports Center.	TE	\$112,224	\$0	\$50,876	\$163,100
City of Wichita	Enhancement: Redbud Path - Oliver to Woodlawn	TA-14-009	This project will construct a shared-use path, including the necessary intersection improvements at Oliver and Woodlawn. The project will also purchase and install signage, limited landscaping, counting devices, and a limited amount of benches, lighting,	TE	\$502,860	\$0	\$165,414	\$668,275
City of Wichita	Enhancement: Woodchuck Bicycle Blvd.	TA-14-006	Development of a 4.5 mile bicycle boulevard; including signage, markings, crossing enhancements, signals, traffic calming, etc.	TE	\$471,910	\$0	\$105,398	\$577,308
City of Andover	Enhancement: Redbud Trail: 159th St. to 13th St. Sports Park	TE-11-001	10' bicycle/pedestrian path on the former BNSF rail line from 159th St. E. to 13th St. Sports Park.	TE	\$1,209,907	\$0	\$452,477	\$1,662,384
KDOT	Interchange: I-235/US-54 & I-235/Central Phase I	ICH-12-007-AC	Phase I reconstruction of the I-235/US-54 interchange & I-235/Central Interchange.	KDOT	\$0	\$1,160,000	\$0	\$1,160,000
City of Wichita	Intersection: 13th St. & Edgemore	INT-13-001	Construct a westbound left turn lane on 13th Street and install a traffic signal.	HSIP	\$500,000	\$0	\$500,000	\$1,000,000
KDOT	Intersection: US-81 and 79th St. (Phase 2)	INT-13-003	Install Traffic Signals and construct left turn lanes along US-81.	HSIP	\$601,600	\$66,845	\$0	\$669,345

Project Sponsor	Project Name	TIP Number	Project Scope	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Grand Total Funding
KDOT	Road: I-135: Junction of K-96 (37th NJ) to Park City Limits - Phase III	R-11-018-AC	Heavy roadway rehabilitation.	KDOT	\$0	\$21,500,000	\$0	\$21,500,000
KDOT	Road: US-54: Wiedemann to 127th St. E.	R-11-009	Acquire ROW, relocate utilities, and preliminary construction.	KDOT	\$0	\$75,600,000	\$12,000,000	\$87,600,000
City of Wichita	Road: Woodlawn: Lincoln to Kellogg	R-11-003	Reconstruct current 4-lane roadway to 5-lane roadway including drainage improvements and sidewalk.	Local	\$0	\$0	\$2,500,000	\$2,500,000
KDOT	Road: US-54: Cypress to Wiedemann	R-11-005-AC	Reconstruct Kellogg to a 6-lane freeway.	KDOT	\$0	\$91,700,000	\$7,200,000	\$98,900,000
KDOT	Safety: 2014 Railroad Safety Crossing Improvements	S-11-002	Provide 3 RR safety improvements in MPO region.	HSIP	\$675,000	\$0	\$0	\$675,000
Sedgwick County Public Works	Safety: Center Line and Edge Line Rumble Strips at Various Locations (2014)	S-14-001	Install center line and edge line rumble strips at selected locations where curves increase the likelihood that vehicles will leave the travelled roadway.	HSIP	\$46,000	\$0	\$0	\$46,000
City of Mulvane	SRTS: Sidewalks: Collier Ave. to K-15	SRTS-12-002	Sidewalk construction along various streets in the City of Mulvane.	SRTS	\$250,000	\$0	\$25,000	\$275,000

Project Sponsor	Project Name	TIP Number	Project Scope	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Grand Total Funding
Wichita Transit	Transit: 5307 Funds - Capital (2014)	T-13-003	Capital funds will be used to purchase Diesel or Compressed Natural Gas (CNG) buses, paratransit vans and/or construction of a CNG Facility.	FTA-Section 5307	\$5,137,594	\$0	\$1,284,399	\$6,421,993
Wichita Transit	Transit: Annual 5307 Funds - Metropolitan Planning (2014)	T-12-022	Wichita Transit will apply for annual planning funds to include general planning and program support. These funds are for plans/studies and will assist in planning activities.	FTA-Section 5307	\$240,000	\$0	\$60,000	\$300,000
Wichita Transit	Transit: Annual 5307 Funds - Operating (2014)	T-14-003	Operating eligible through FTA to pay for wages and fuel.	FTA-Section 5307	\$2,000,000	\$0	\$2,000,000	\$4,000,000
Wichita Transit	Transit: Annual 5307 Funds - Other Capital Items (2014)	T-12-021	Other Capital Items are annual grant requests for funding to cover the capital cost of 3rd party contracting, preventive maintenance, ADA services, project administration, and training.	FTA-Section 5307	\$3,200,000	\$0	\$800,000	\$4,000,000

# 2015 Non-Competitive Funds Spreadsheet

Project Sponsor	Project Name	TIP Number	Project Scope	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Grand Total Funding
KDOT	Bridge: Replacement of Bridges along I-235 (ROW)	B-13-010	Bridge Replacement, I-235: Bns #104 (Seneca St. over I-235); #105 & #106 (Little Arkansas River); #107 & #355 (Arkansas Ave.) and #109 & #110 (Broadway & ATSF RR).	KDOT	\$0	\$540,000	\$0	\$540,000
KDOT	Bridge: Various Bridge Replacements in Sedgwick Co. (Utilities)	B-13-007	Replacement of Bridges #096, #097(Arkansas River), #098 (25th Street), #099 and #100(Wichita Flood Control Canal) in Sedgwick County.	NHP	\$288,000	\$72,000	\$0	\$360,000
KDOT	Interchange: I-235/US-54 & I-235/Central - Phase I (Construction)	ICH-12-008	Phase I reconstruction of the interchange at I-235/US-54 & I-235/Central.	KDOT	\$0	\$113,100,000	\$11,600,000	\$124,700,000
City of Wichita	Interchange: US-54 & Webb Rd. (Split 3)	ICH-12-001	Acquire ROW, relocate utilities, and construction of interchange at KTA, US-54 and Webb.	Local	\$0	\$0	\$12,480,000	\$12,480,000
City of Wichita	Road: 13th St: 11 9th St. W. to 135th St. W.	R-10-009	Construct a 5-lane facility with sidewalk and drainage between 119th and 135th.	Local	\$0	\$0	\$4,784,000	\$4,784,000
City of Valley Center	Road: S. Meridian 69th St. to 77th St.	R-14-001	Mill and overlay S. Meridian from 69th to 77th.	Local	\$0	\$0	\$557,700	\$557,700



Project Sponsor	Project Name	TIP Number	Project Scope	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Grand Total Funding
City of Derby	Road: Nelson Dr.: Meadowlark to approx. 250' E. of K-15	R-13-006	Realignment of Nelson Drive from where it currently intersects Meadowlark Blvd. to approx. 250' E. of K-15.	HSIP	\$400,000	\$0	\$1,602,000	\$1,986,000
KDOT	Safety: 2015 Railroad Safety Crossing Improvements	S-12-001	Provide 3 railroad safety improvements in the WAMPO region.	HSIP	\$675,000	\$0	\$0	\$675,000
Wichita Transit	Transit: Annual 5307 Funds - Metropolitan Planning (2015)	T-13-002	Annual planning funds to include general planning (plans/studies and assist in planning activities) and program support.	FTA-Section 5307	\$280,000	\$0	\$84,000	\$364,000
Wichita Transit	Transit: Annual 5307 Funds - Operating (2015)	T-14-004	Operating eligible through FTA to pay for wages and fuel.	FTA-Section 5307	\$2,000,000	\$0	\$2,160,000	\$4,160,000
Wichita Transit	Transit: Annual 5307 Funds - Other Capital Items (2015)	T-13-001	Funding to cover the capital cost of 3rd party contracting, preventive maintenance, ADA services, project administration, and training.	FTA-Section 5307	\$3,864,000	\$0	\$1,159,200	\$5,023,200

# 2016 Non-Competitive Funds Spreadsheet

Project Sponsor	Project Name	TIP Number	Project Scope	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Grand Total Funding
KDOT	Bridge: Replacement of Bridges along I-235 (Utilities)	B-13-008	Bridge Replacement I-235: Rts #104 (Seneca St. over I-235); #105 & #106 (Little Arkansas River); #107 & #355 (Arkansas Ave.) and #109 & #110 (Broadway & ATSF RR).	NHP	\$432,000	\$108,000	\$0	\$540,000
KDOT	Bridge: Various Bridge Replacements in Sedgwick Co. (CE & Const.)	B-13-009	Replacement of Bridges #096, #097(Arkansas River), #098 (25th Street), #099 and #100(Wichita Flood Control Canal) in Sedgwick County.	NHP	\$17,281,644	\$4,320,411	\$0	\$21,602,055
City of Wichita	Road: 119th St. W.; 21st St. N. to 29th St. N.	R-13-003	Re-construct 119th St. to a 3/4 lane roadway with drainage improvements.	Local	\$0	\$0	\$4,110,080	\$4,110,080
City of Wichita	Road: 9th St.: I-135 to Hillside	R-13-002	Re-construct roadway to a 3/5-lane section with drainage, sidewalk/bike path and signal improvements.	Local	\$0	\$0	\$4,164,160	\$4,164,160
KDOT	Road: I-135: Junction of K-96 (37th N) to Park City Limits - Phase III	R-11-018-C1	Roadway rehabilitation.	NHP IM	\$21,637,000	\$0	\$0	\$21,637,000
KDOT	Road: US-54: Cypress to Wiedemann	R-11-005-C1	Reconstruct Kellogg to a 6-lane freeway.	NHP	\$90,320,000	\$0	\$0	\$90,320,000

Project Sponsor	Project Name	TIP Number	Project Scope	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Grand Total Funding
KDOT	Safety: 2016 Railroad Safety Crossing Improvements	S-13-001	Provide 3 RR safety improvements in MPO region.	HSIP	\$675,000	\$0	\$0	\$675,000
Wichita Transit	Transit: Annual 5307 Funds - Metropolitan Planning (2016)	T-14-002	Annual planning funds to include general planning and program support. These funds are for plans/studies and will assist in planning activities.	FTA-Section 5307	\$280,000	\$0	\$98,560	\$378,560
Wichita Transit	Transit: Annual 5307 Funds - Operating (2016)	T-14-005	Operating eligible through FTA to pay for wages and fuel.	FTA-Section 5307	\$2,000,000	\$0	\$2,326,400	\$4,326,400
Wichita Transit	Transit: Annual 5307 Funds - Other Capital Items (2016)	T-14-001	Funding to cover the capital cost of 3rd party contracting, preventive maintenance, ADA services, project administration, and training.	FTA-Section 5307	\$3,864,000	\$0	\$1,360,128	\$5,224,128

# 2017 Non-Competitive Funds Spreadsheet

Project Sponsor	Project Name	TIP Number	Project Scope	Funding Source(s)	Total Federal Funding	Total State Funding	Total Local Funding	Grand Total Funding
City of Valley Center	Bridge: Seneca St. between 85th St. and 77th St.	B-11-002	Replacement of the Seneca St. Bridge including roadway improvements for the tie in from a 3-lane bridge to existing 2-lane facility, pedestrian sidewalk and appurtenances.	Local	\$0	\$0	\$691,791	\$691,791