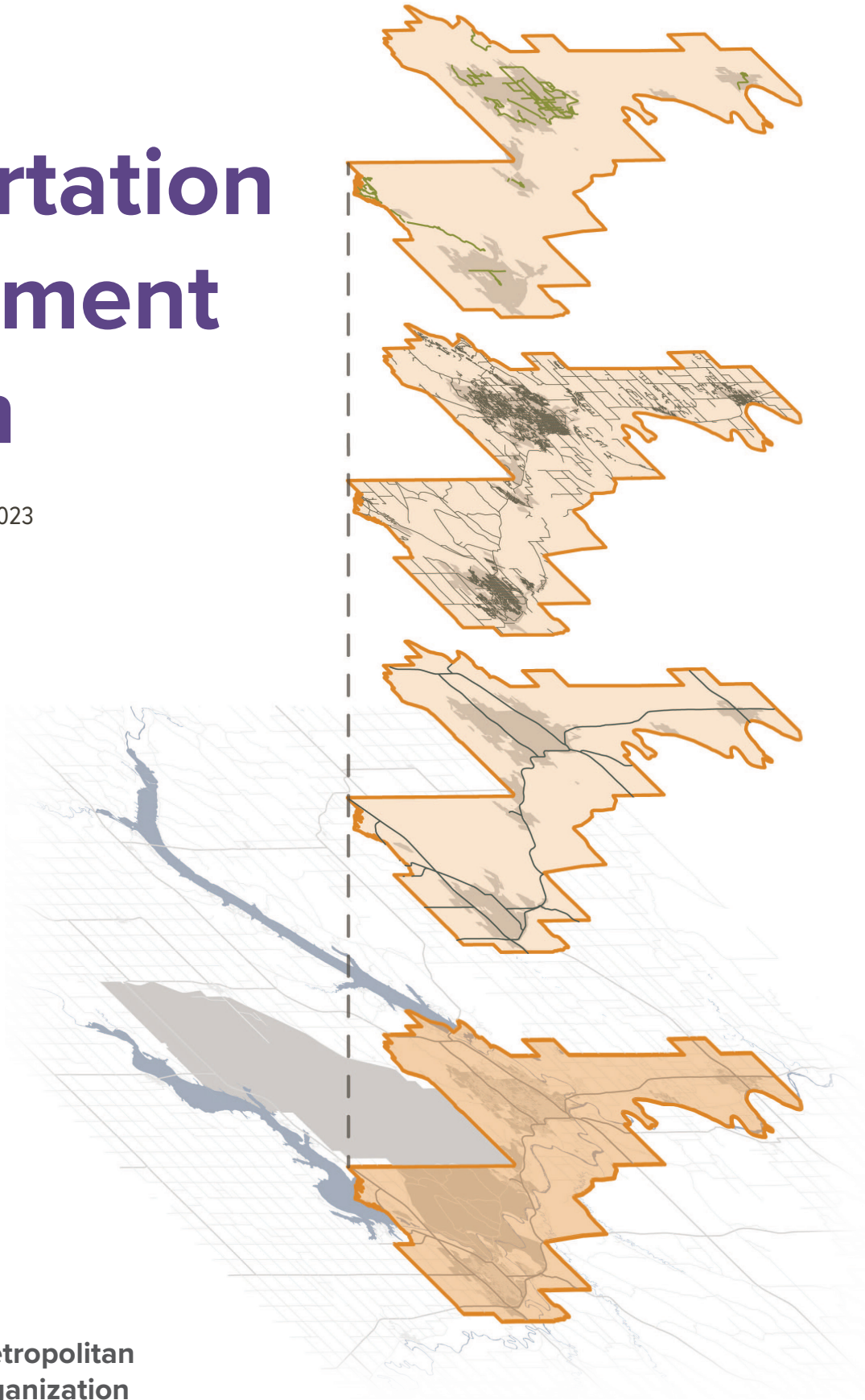


2024-2027

Transportation Improvement Program

Policy Board Approved August 16, 2023



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Planning Organization**

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Title VI Note

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

Disclaimer

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Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Introduction

What is the TIP?

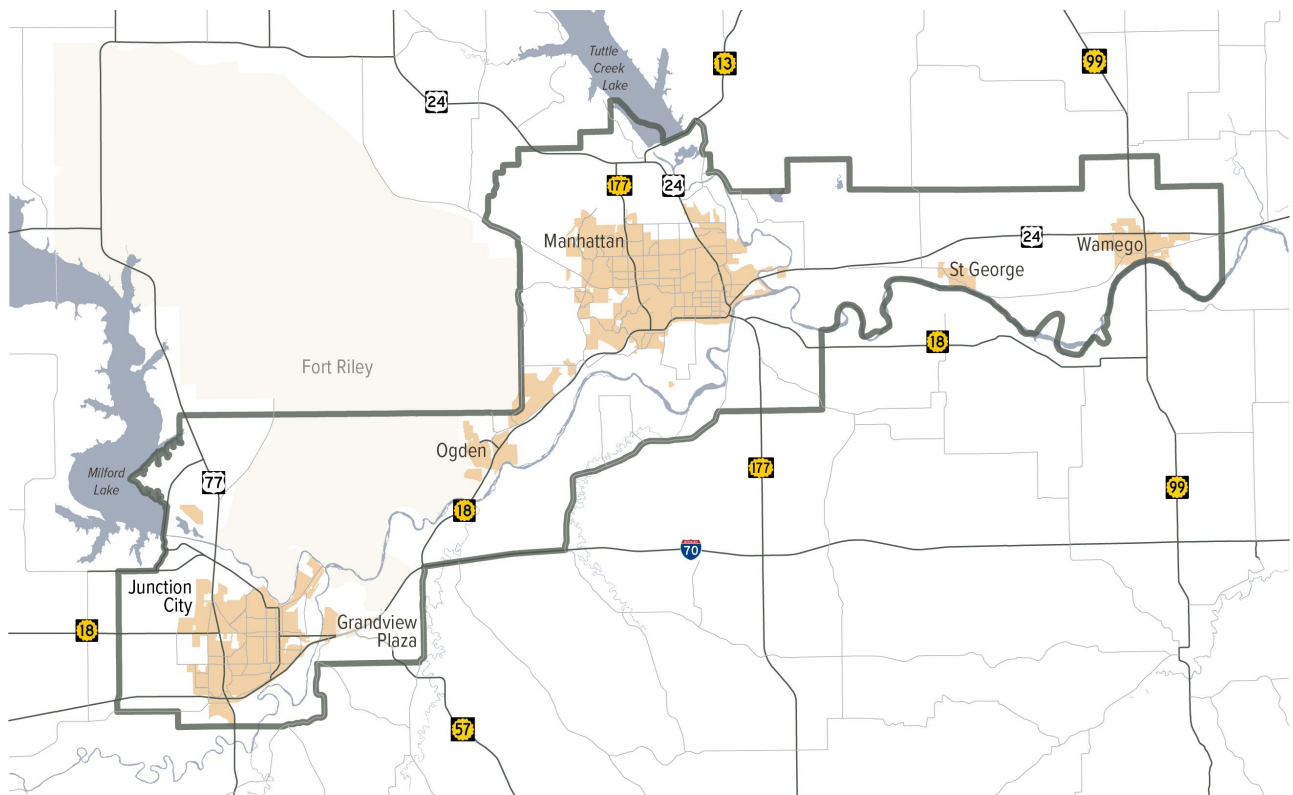
The Transportation Improvement Program (TIP) is a federally required document and one of many tools used to implement the vision and goals of the long-range transportation plan. The TIP contains all federally funded and/or regionally significant, multimodal, surface transportation projects that are to be implemented in the MPO area during the next four years. The TIP can only contain projects with a committed funding source.

What is the MPO?

The Flint Hills Metropolitan Planning Organization (MPO) is the designated MPO for the Manhattan, Kansas Urbanized Area. The MPO serves a three-county area; consisting of six cities (the Cities of Manhattan, Junction City, Wamego, Ogden, St. George, and Grandview Plaza), portions of three counties (Riley, Pottawatomie, and Geary Counties), and the southern portion of Fort Riley Military Installation.

The MPO is governed by a Policy Board, comprised of local elected officials, and representatives from the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Figure 1: Flint Hills MPO Planning Boundary



TIP Procedures

Process for Including Projects in the TIP

MPO staff will notify project sponsors of opportunities to make additions or changes to the TIP every couple of months. If a project sponsor needs a project added or changed prior to the scheduled TIP amendment, the project sponsor should contact MPO staff.

After MPO staff updates the TIP to include all changes, the document is released for public comment, per the requirements outlined in the [Public Participation Plan](#). If public comments are submitted, MPO staff will present the comments to the Technical Advisory Committee (TAC) for consideration. If changes are made to the draft document, the TIP may have to be advertised for public comment again.

After the public comment period, and any comments are addressed, the draft TIP is reviewed by the TAC and a recommended action is submitted to the Policy Board. The Policy Board then has an opportunity to review the document. After Policy Board approval, the TIP is sent to the Kansas Department of Transportation (KDOT) for approval. Projects in the metropolitan areas' TIPs are included by reference in the Statewide Transportation Improvement Program (STIP), which is the State's equivalent of a state-wide TIP. KDOT sends the STIP to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval. Approval of the STIP by FHWA and FTA also serves as TIP approval.

TIP Amendments

Amendments to the TIP are processed once every quarter, if needed. Prior to each quarterly amendment, a notice will be sent out to all project sponsors notifying them of the upcoming amendment. The project sponsors will have the opportunity to add, remove, or change a project. The amendment approval process will then follow the same procedures as described in the section above.

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

Administrative Modifications

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

- Revise a project description without changing the project scope;
- Revise the funding amount listed for projects or project phases at or below the Amendment threshold. Additional funding not requiring an Amendment is limited up to 25% of the total project cost or \$5 million (whichever is less), based on the amount programmed in the original approved TIP;

- Decrease project cost;
- Change in source of federal funds;
- Conversion of state funds to federal funds for projects programmed previously as Advanced Construction;
- Change program year of project within the four-year TIP; or
- Split or combine individually listed projects, provided the cost, schedule, and scope remain unchanged.

Fiscal Analysis

Project Funding

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

Fiscal constraint:

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

Federal Funding Sources

With the December of 2021 enactment of BIL (Bipartisan Infrastructure Law), formally known as, the Infrastructure Investment and Jobs Act (IIJA), federal funding for transportation was increased and stabilized for fiscal years 2022 through 2026. BIL funds will be distributed across all sectors of transportation through existing and new programs and grants.

The Surface Transportation Program (STP) funds are distributed to every county in Kansas, as well as to cities with more than 50,000 people in the Census defined Urbanized Area. It should be noted that not all STP funds received by the counties are attributable to projects within the MPO boundary. All three counties have areas outside of the MPO and may elect to use STP funds on projects in those locations.

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

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

State Funds

The Kansas Department of Transportation (KDOT) is by far the largest financial investor in the MPO region's transportation system. The level of KDOT funding expended in the region varies greatly from year-to-year based on the number of projects, the scope of projects, and award of competitive funding (i.e. Geometric Improvement, City Connecting Link Improvement Program (CCLIP), High Risk Rural Road, etc.). More recently, the State passed a new transportation program, The Eisenhower Legacy

Transportation Program, called IKE. The IKE Program introduced several new funding opportunities available to the local jurisdictions.

Local Funds

Transportation investments are typically identified in the City or County’s Capital Improvements Program (CIP) for the upcoming fiscal year (except for Geary County, which does not have a formal CIP). The following sources are dedicated to transportation investments for each jurisdiction.

Table 1: Local Revenue Sources

Jurisdiction	Source of Revenue	Average Amount/Year
City of Manhattan	*1/2 cent Sales Tax (70% earmarked for city debt & costs related to public infrastructure)	\$200,000
	1/4** cent Sales Tax for roadway preservation and SRTS	\$2.375 million/year \$118,000 for SRTS
Geary County	***Mill Levy (1 mill is typically set aside for transportation each year, but not a guarantee)	\$255,000
Riley County	^ 1/5 cent Sales Tax (100% earmarked for Roads and Bridges)	\$1,600,000
Pottawatomie County	^^ Special Highway Fund (Any remaining balance from Road & Bridge Fund at end of year is transferred to Special Highway Fund)	\$1,100,000

* New sales tax beginning Jan. 2023, transportation funds not specified. Funds based on past years

** Average between 2017-2021

*** Average between 2020-2022

^ New sales tax beginning Jan 2023, forecasted funds

^^ Average between 2018-2022

Advance Construction

The State uses a practice known as Advance Construction (AC) to maximize the State’s ability to utilize Federal funds while still completing projects in a timely manner. AC allows the State to begin a project in one Federal Fiscal Year (FFY) using State funds, and then be reimbursed for eligible project costs with Federal funds in a later FFY. Once Federal funds are available, the State can be reimbursed with Federal funds. The fiscal year that the State is reimbursed with Federal funds is referred to as the “conversion year”. Projects using AC must be identified as doing so, along with the anticipated year of conversion.

Operations and Maintenance (O&M)

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

Demonstration of Fiscal Constraint

Federal regulation requires that the first four years of the TIP be financially constrained. The Funding Summary Table, in **Appendix A**, provides realistic costs and funding estimates for TIP projects.

KDOT projects are considered financially constrained when submitted to the MPO staff for inclusion in the TIP, given the process the state undertakes when identifying statewide projects. The locals are asked to document fiscal constraint when submitting a new project for inclusion in the TIP or increasing the cost of an existing project if it exceeds the revenue estimate outlined in *Connect 2040*, the long-range transportation plan.

Major Projects

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

Roadways Projects (including intersections and bridges)

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

- Increased roadway capacity or decreased traffic congestion
- Significantly improved safety
- Replaced aging infrastructure or improved to current standards
- Resulted in significant delay and/or detour

Bikeway and Pedestrian Projects

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

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

Transit Facilities and Service Projects

The major transit projects implemented from the previous TIP will include projects that have a total project cost of at least \$1.0 million and meet at least one of the following criteria:

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

Significant Delay

The MPO defines significant delay as a project that has experienced a delay by two or more years from the year it was initially programmed in the TIP for construction.

Major Projects Implemented

Using the definitions listed above, the following is a list of major projects that were implemented from the 2018-2021 TIP. This includes roadway, bikeway and pedestrian, and transit service projects.

Project #	Project Name	Scope	Construction Year	Total Cost (in 1000s)	Comments
1-03-2022	Green Valley Road: US-24 to Eagles Landing	10' multiuse path along Green Valley Road, including bike/ped accommodations along bridge	2022	\$ 704.3	Under Construction
x-04-2014	US-77 Reconstruction from S of Old Milford Rd to N Jct K-57	Reconstruct US-77 to a 2-Lane on 4-Lane ROW. Realignment of Old Milford Rd, Quarry Rd, Rifle Range Rd, and the connection with Old US-77.	2014	\$ 15,033.6	Constructed
x-06-2022	US-24 Overlay Widen Shoulder Project in PT Cty	Mille and overlay including the widening of shoulders from 3 to 6 feet	2023	\$ 2,311.0	Under Construction
x-10-2020	K-18 heavy preservation near K-177	Pavement replacement	2022	\$ 3,180.0	Under Construction
x-12-2022	Kimball Ave Roundabout Replacement	Replace roundabout, sidewalk improvements, pavement rehab	2022	\$ 3,300.0	Under Construction
x-13-2022	Patching on I-70 east of K-57	Patching and resealing joints	2022	\$ 4,527.0	Under Construction
x-16-2020	Junction City 7th Street Bicycle Boulevard	Pedestrian and Bicycle improvements	2020	\$ 862.4	Constructed
x-20-2020	Bridge Replacement on US-24 over Blackjack Creek	Replace bridge	2022	\$ 2,575.0	Constructed
x-24-2020	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	Widening the existing 4-lane to 5-lane with paved median for access control and dedicated left turn lane. New traffic signal installed at Kimball/Grain Science entrance. 1/2 mile of new bikeway	2020	\$ 6,440.5	Under Construction
x-32-2014	US-40B Bridge Replacement (UP Railroad and Monroe St)	Bridge replacement, to include 5' sidewalk on both sides	2014	\$ 18,691.9	Under Construction
x-T3-2022	FHATA Urban Bus Capital Program	Purchase of 5, 20-passenger buses and two low-floor buses	2022	\$ 1,926.9	Purchased

Projects Significantly Delayed

Project #	Project Name	Scope	Initial Construction Cost (in 1000s)	Current Construction Cost (in 1000s)	Original FFY for Construction	Updated FFY for Construction	Comments
x-T12-2018	FHATA Capital Improvements	Purchase of admin vehicle, maintenance vehicle, 4-post lift	\$ 214.6	\$ 109.3	2019	2024	Programmed in 2024 TIP

Breakdown of Funding by Project Type

The projects included in the TIP are grouped into one of eight categories based on project type. Below are the categories as well as a brief description of each.

Roadway Expansion: Increasing capacity of the roadway by adding travel lanes;

Roadway Preservation: Maintaining the existing roadways and bridges (mill and overlay, brick street rehabilitation, resurfacing, etc);

Modernization: Improving an existing roadway to make it more functional or accommodate other modes of transportation

Safety/Intersection: Projects that improve the safety of intersections and roadways, including geometric improvement projects, restriping, rumble strips, adding turn lanes or shoulders, etc.;

Bicycle/Pedestrian: Projects adding or improving bicycle or pedestrian infrastructure and accommodations, including multi-use paths, bike lanes, pedestrian signals, etc.;

Transit: Paratransit and transit activities (operating and capital purchases); and

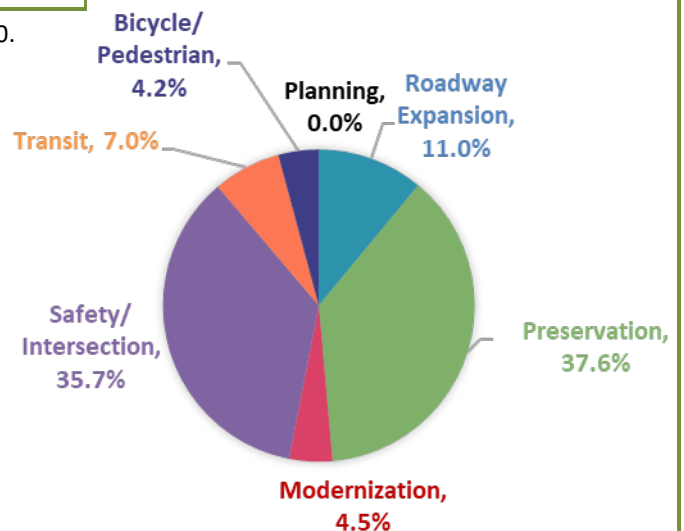
Planning/PE: Studies or professional engineering programmed for a project.

The “Funding Amount” shown in **Table 2** takes into account the total project cost from all years and phases of the projects included in **Appendix E** even those outside of the TIP timeframe.

Table 2: Funding Amount by Project Type

Project Type	Funding Amount*	Percentage of Total
Roadway Expansion	\$ 15,741	11.0%
Preservation	\$ 53,722	37.6%
Modernization	\$ 6,400	4.5%
Safety/ Intersection	\$ 51,047	35.7%
Transit	\$ 10,047	7.0%
Bicycle/ Pedestrian	\$ 5,963	4.2%
Planning	\$ 25	0.0%
Total	\$ 142,945	100.0%

Note: Includes all years and phases of projects, reflected in x1000.



Mission and Goals

The mission of the Flint Hills MPO is to “Provide a regional forum to coordinate, encourage, and promote a safe, efficient, affordable, and integrated transportation system for all users; in support of livable communities and economic competitiveness.” To accomplish this, the MPO established four goals within the long-range plan, which serve as the foundation for the transportation planning process and project selection.



SAFETY

Provide a safe and secure multi-modal transportation system.



MOBILITY

Maintain system performance and enhance modal choice for the efficient movement of people, goods, and freight.



PRESERVATION

Invest in the preservation and maintenance of our existing transportation infrastructure and assets.



PROSPERITY

Create an equitable, affordable, sustainable, and integrated transportation system for all users.

Performance Management and Targets

To track the progress being made on achieving the goals outlined above, performance measures (PMs) and targets have been developed. The PMs and targets are housed in the [Metrics for Progress](#) document. The tables below identify the projects contained within the TIP that will help to maintain or meet our target for various performance measures.

Table 3: Projects and related Performance Measure

TIP Project #	C2040 ID	Project	Goal	PM #
x-01-2022		Blue Jay Trail	Mobility	PM6
x-01-2024		Old Milford Road Bridge Replacement	Preservation	PM7, PM8
x-03-2024		US-24 & Excel Road Intersection Improvements	Safety	PM3, PM4
x-08-2022	E69	Intersection of Kimball and Denison	Safety Mobility	PM1, PM2 PM4
x-09-2022	E08	Casement Road Improvements: Brookmont to Allen/Knox	Safety Mobility	PM3, PM4 PM4
x-10-2020		K-18 heave preservation near K-177	Preservation	PM3
x-10-2022	M40	N. Manhattan Ave Traffic Signals and two-way bike lane	Safety Mobility Prosperity	PM5, PM6 PM4, PM6 PM4, PM5
x-11-2022		Hayes Dr Trail	Mobility	PM6
x-12-2022	M26	Kimball Ave Roundabout Replacement	Safety	PM3
x-13-2022		Patching on I-70 east of K-57	Preservation	PM1, PM2
x-14-2022		US-24 & Levee Drive Intersection Improvements	Safety	PM1, PM2, PM3, PM4
x-14a-2020	M20	Roundabout at US-24 & K-13	Safety	PM1, PM2, PM3, PM4
x-14b-2020	M21	Roundabout at US-24 & K-113	Safety	PM1, PM2, PM3, PM4
x-15-2022	P12	I-70 Bridge Replacement at J. Hill Road	Preservation	PM5, PM6
x-17-2020		Juliette Ave - Phase IV	Prosperity	PM3, PM4
x-17-2022	E61	I-70 & Taylor Road Interchange	Preservation	PM5, PM6
x-18-2022		Repair Bridge #037 on US-40B3 in Geary County	Preservation	PM7

TIP Project #	C2040 ID	Project	Goal	PM #
x-19-2022	P10	Repair Bridge #017 on I-70 in Geary County	Preservation	PM5, PM6
x-24-2020	E37	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	Mobility Prosperity	PM6 PM4
x-24-2022		Increasing the Walkability/Bikeability of St. George	Mobility	PM6
x-25-2020	M15	I-70 & K-18 Interchange	Safety Preservation	PM3, PM4 PM5
x-27-2020	P10 P11	I-70 Pavement Replacement	Preservation	PM1, PM2
x-T10-2020	M25	Fremont Roadway and Bus Stop Improvements	Prosperity Mobility	PM1, PM3, PM4 PM6
x-T7-2020		600 Block of Poyntz Bus Stop Improvements	Prosperity	PM1, PM3, PM4

Goals and Performance Measures

Safety

- PM 1: # of vehicular fatalities
- PM 2: Rate of vehicular fatalities per 100 million vehicle
- PM 3: # of serious injuries
- PM 4: Rate of serious injuries per 100 million vehicle
- PM 5: Non-Motorized Fatalities & Serious Injuries
- PM 6: % of serious injuries & fatality crashes involving bicycles & pedestrians

Preservation

- PM 1: % of Interstate pavement in good condition
- PM 2: % of Interstate pavement in poor condition
- PM 3: % of non-Interstate pavement in good condition
- PM 4: % of non-Interstate pavement in poor condition
- PM 5: % of NHS bridges in good condition
- PM 6: % of NHS bridges in poor condition
- PM 7: % of non-NHS bridges in good condition
- PM 8: % of non-NHS bridges in poor condition

Mobility

- PM 1: % of person-miles traveled on Interstate with reliable travel time
- PM 2: % of person-miles traveled on the NHS with a reliable travel time
- PM 3: Truck Travel Time Reliability (TTTR) Index on our Interstate system
- PM 4: % of Intelligent Transportation System traffic signals on key corridors
- PM 6: % of planned bicycle infrastructure projects implemented

Prosperity

- PM 4: % of bicycle infrastructure located in EJ areas
- PM 5: Maintain or reduce the number of roadway feet per person

Environmental Justice

Environmental Justice (EJ) is defined as the fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation, and enforcement of laws, regulations, and policies. The U.S. Department of Transportation requires the MPO to make EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies, and activities on minority and/or low-income populations (collectively, “EJ populations”). The legal backbone of the federal EJ requirement is Title VI of the Civil Rights Act of 1964, which prohibits discrimination “on the basis of race, color, or national origin” in any “program or activity receiving federal financial assistance.” **Three core EJ principles** defined by the U.S. Department of Transportation spell out the EJ goals for transportation planning and projects. The MPO and project sponsors work together to assure the TIP process and the projects included within the TIP address these core principles.

Three core EJ principles:

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

2022-2025 TIP EJ Analysis Methodology

Identifying EJ Tracts

The first step in the EJ analysis process is to identify where low-income and minority populations reside in the MPO area. Census block groups are used to understand the demographics of this geographically large area. Individual block groups are defined as EJ areas if they meet certain **EJ criteria** regarding race, ethnicity, household income, and/or access to a vehicle. To identify these block groups, a regional average is calculated for race/ethnicity and zero-car households (a different methodology is used for income, which is explained below). Any individual block group that is 20% or greater than the regional average is identified as an EJ block group. The table to the right provides the regional averages and thresholds used. The data used to identify EJ block groups came from the 2021 American Community Survey (ACS). **Figure 2** maps the EJ tracts across the MPO region.

EJ Thresholds

1. **Minority Block Groups**
Region average: 22.5%
Threshold: 27.0%
2. **Low-Income Block Groups**
Free or Reduced Lunch in Table 4
3. **Zero-car Households**
Region average: 4.7%
Threshold: 5.7%

To identify the low-income areas in the MPO region, the average household income was gathered for all block groups within the MPO boundary. This block group data was then compared to the thresholds identified in **Table 4.**, which the Department of Agriculture uses to qualify households for free or reduced school meals. If a block group’s median household income was at or below the numbers in Table 4, the block group was determined to be an EJ area.

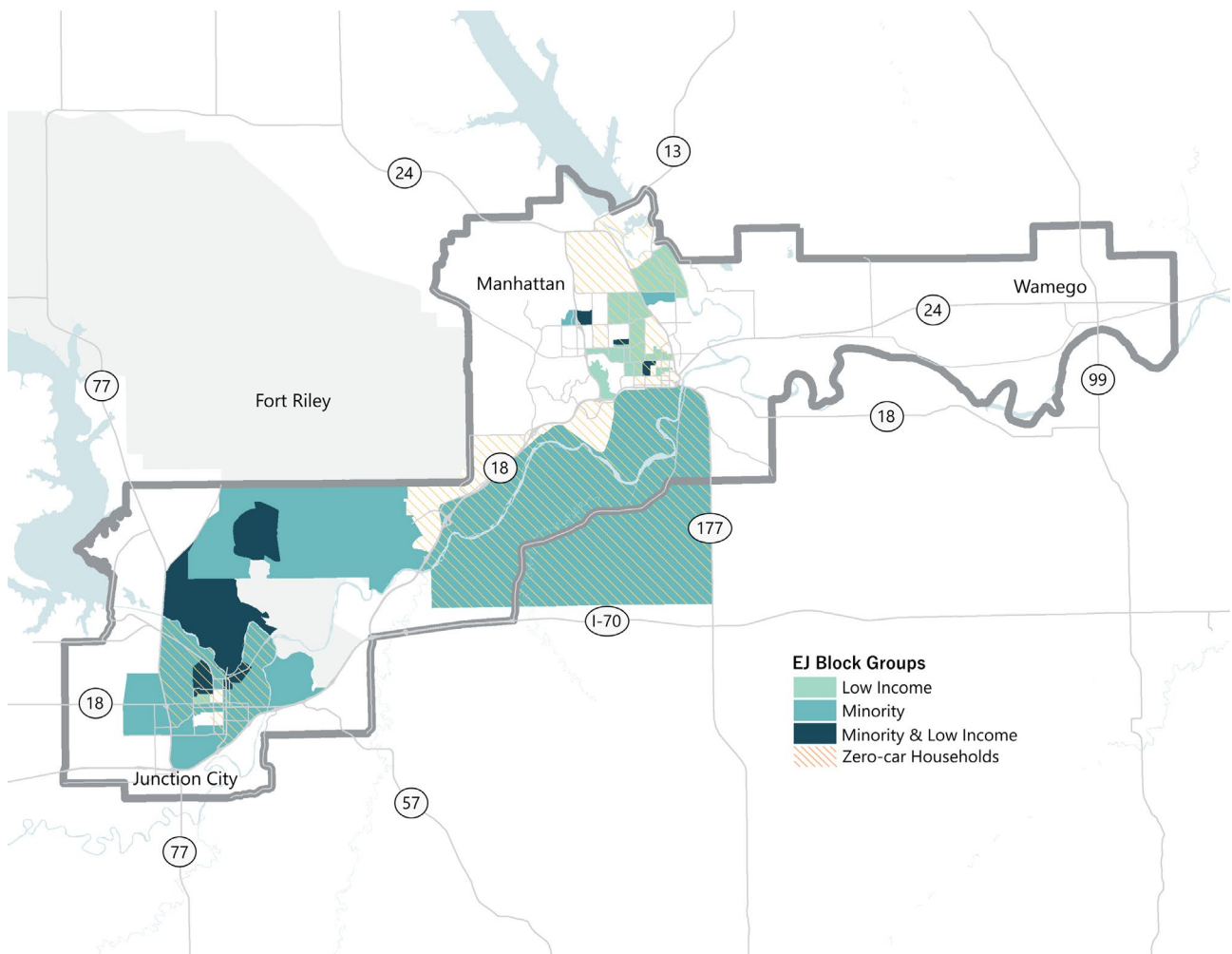
Zero-car households were also included in the EJ analysis to identify the areas of our communities where multimodal investments may be of higher importance. Unlike other EJ criteria, the 2021 ACS data for zero-car was not available at the block group level. Therefore, the larger census tract data was used and then distributed to all internal block groups. The regional average for zero-car households was 4.7%, and the EJ threshold was set at 5.7%.

Table 4: US Department of Agriculture Free and Reduced Meals Income Thresholds

Household Size	Annual Income	
	Reduced Price Meals	Free Meals
1	\$23,828	\$16,744
1.5	\$28,028	\$19,695
2	\$32,227	\$22,646
2.5	\$36,427	\$25,597
3	\$40,626	\$28,548
3.5	\$44,826	\$31,499

Effective July 1, 2021 to June 30, 2022

Figure 2: Flint Hills MPO EJ Block Groups



EJ Analysis Results

Of the 96 block groups in the MPO area, 32 block groups have a minority population that exceeded the regional average and 19 block groups are at or below the threshold used to identify households qualifying for free or reduced school meals. Eight (8) block groups are both minority and low-income block groups.

Of the projects contained in the TIP, sixteen (16) are within, or adjacent and impacting, the EJ areas (shown in **Table 5**) and meet FHWA EJ project requirements. Approximately \$44.6 million dollars, or 31.2%, of the total funding in the region will be invested in the EJ identified tracts.

Table 5: Projects in EJ Tracts

Project #	Project Name	Total Cost (in 1000s)	Project Type
x-01-2022	Blue Jay Trail	\$1,309.0	Bike/Ped
x-02-2022	Manhattan SRTS PE Consultant	\$25.0	Planning
x-07-2020	Poyntz Ave and Juliette Ave Intersection	\$1,070.0	Safety/Intersection
x-08-2022	Intersection of Kimball and Denison (NCC Phase 11)	\$10,900.0	Safety/Intersection
x-10-2020	K-18 heavy preservation near K-177	\$3,180.0	Preservation
x-10-2022	N. Manhattan Ave Traffic Signals and two-way Bike Lane	\$2,400.0	Modernization
x-14a-2020	Roundabout at US-24 & K-13	\$6,675.9	Safety/Intersection
x-14b-2020	Roundabout at US-24 & K-113	\$6,675.9	Safety/Intersection
x-16-2022	Sidewalk Extension on Fort Riley Blvd	\$1,711.0	Bike/Ped
x-17-2020	Juliette Ave - Phase IV	\$1,568.3	Preservation
x-18-2022	Repair Bridge #037 on US-40B3 in Geary County	\$454.4	Preservation
x-21-2020	US-40B and Washington Roundabout Preservation	\$796.9	Preservation
x-22-2022	Mill & overlay K-57 Surface Preservation	\$341.2	Preservation
x-24-2020	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	\$6,440.5	Expansion
x-T7-2020	600 Block of Poyntz Bus Stop Improvements	\$654.1	Transit
x-T10-2020	Fremont Roadway and Bus Stop Improvements	\$426.0	Transit

*project costs reflected in 1,000s

Table 6: % of Project Type in EJ Areas

Project Type	Total Project Costs	Total \$ in EJ Areas	% Spent in EJ vs non-EJ
Roadway Expansion	\$ 15,740.5	\$ 6,440.5	40.9%
Preservation	\$ 53,722.1	\$ 6,340.8	11.8%
Modernization	\$ 6,400.0	\$ 2,400.0	37.5%
Safety/ Intersection	\$ 51,047.5	\$ 25,321.8	49.6%
Transit	\$ 10,047.1	\$ 1,080.1	10.8%
Bicycle/ Pedestrian	\$ 5,962.5	\$ 3,020.0	50.6%
Planning	\$ 25.0	\$ 25.00	100.0%
Total	\$ 142,944.7	\$44,628.2	31.2%

*project costs reflected in 1,000s

Based on the project type and the apportion of funding invested in EJ areas, there does not appear to be any disproportionate impacts when comparing the projects located within EJ versus non-EJ areas. **Table 6** shows the percentage of projects by project type found in the EJ areas. A map of all projects contained within the TIP, including the EJ block groups, are included in **Appendix D**.

Appendix A: Funding Summary Table

Funding Source of Programmed Projects (in thousands)						
Funding Source		FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Federal	NHPP	\$ 4,073.5	\$ 28,823.5	\$ -	\$ -	\$ 32,897.0
	STP	\$ -	\$ -	\$ -	\$ -	\$ -
	TA	\$ 4,057.5	\$ -	\$ -	\$ -	\$ 4,057.5
	HSIP	\$ -	\$ 10,167.8	\$ -	\$ -	\$ 10,167.8
	BRF	\$ -	\$ 13.8	\$ 3,167.1	\$ -	\$ 3,180.9
	FTA 5307	\$ 2,565.4	\$ 1,016.8	\$ 1,314.8	\$ -	\$ 4,897.0
	FTA 5307 ARA	\$ 372.0	\$ -	\$ -	\$ -	\$ 372.0
	FTA 5310	\$ 216.0	\$ -	\$ -	\$ -	\$ 216.0
	FTA 5311	\$ 668.0	\$ -	\$ -	\$ -	\$ 668.0
	FTA 5339	\$ 246.0	\$ -	\$ -	\$ -	\$ 246.0
TOTAL		\$ 12,198.4	\$ 40,021.9	\$ 4,481.9	\$ -	\$ 56,702.2
State		\$ 27,281.3	\$ (38,786.4)	\$ 3,482.3	\$ -	\$ (8,022.8)
Local		\$ 25,412.2	\$ 1,756.7	\$ 525.9	\$ -	\$ 27,694.8
Total		\$ 64,891.9	\$ 2,992.2	\$ 8,490.1	\$ -	\$ 76,374.2

HSIP-Highway Safety Improvement Program

STP-Surface Transportation Program

NHPP-National Highway Performance Program

TA-Transportation Alternatives

5307 ARA - American Recovery Act

BRF-Bridge Funding

Note: FTA transit funds in the MPO region are typically only programmed for the current year of the TIP due to unknown funding amounts in future years (except for 5307 funds).

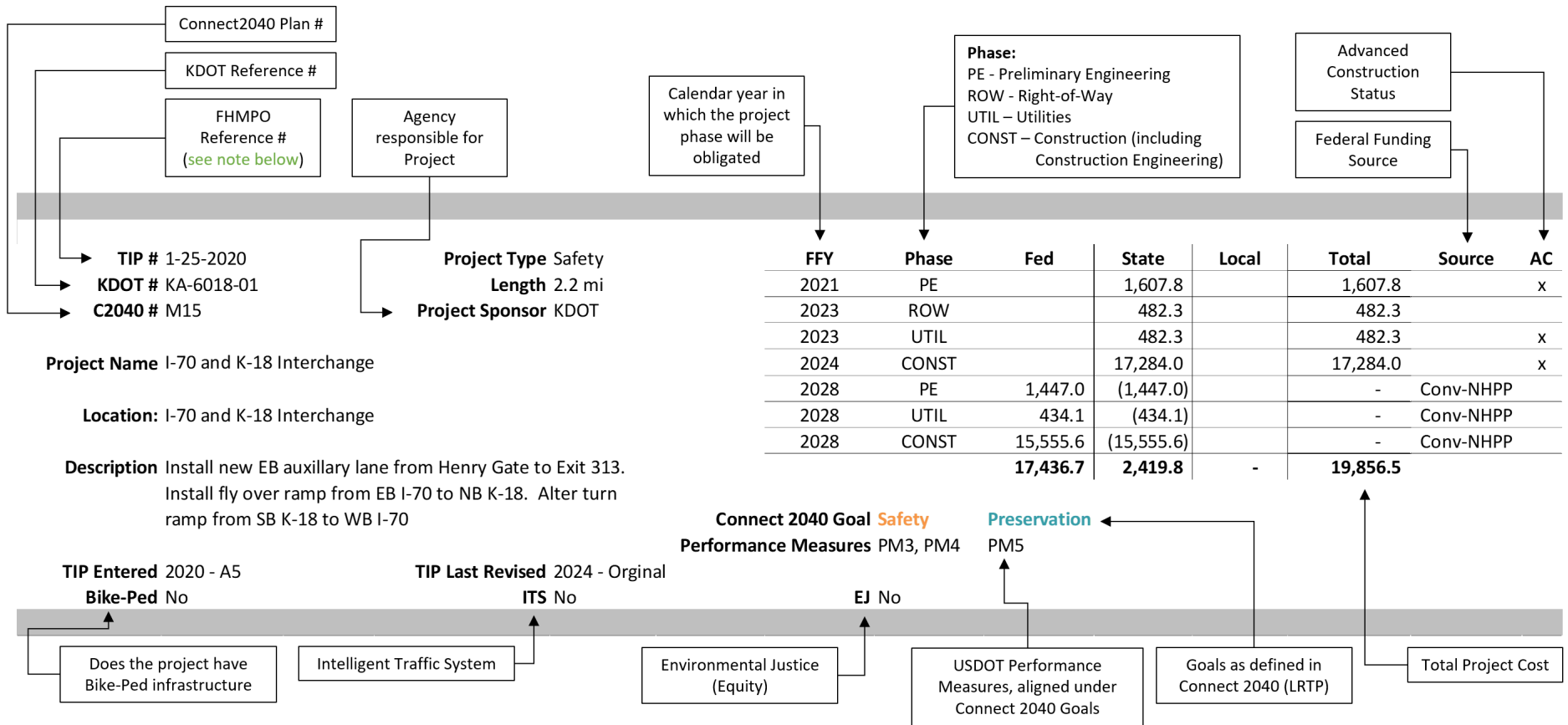
Note: Any negative balance shown for state funding is due to state funds being credited back once a project was converted to federal funds.

Anticipated Funding (in thousands)						
Funding Source	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total	
Federal	\$ 12,198.4	\$ 40,021.9	\$ 6,490.4	\$ 6,490.4	\$ 65,201.1	
State	\$ 27,281.3	\$ 6,529.3	\$ 6,529.3	\$ 6,529.3	\$ 46,869.3	
Local*	\$ 16,190.2	\$ 7,590.2	\$ 7,590.2	\$ 7,590.2	\$ 38,960.7	
Total	\$ 55,669.9	\$ 54,141.4	\$ 20,609.9	\$ 20,609.9	\$ 151,031.0	

* Anticipated Funding is calculated using the estimates from *Connect 2040*. The amount of funding available in the 2020-2025 time band was used and then a yearly average was calculated. Manhattan has programmed \$8.6 million in additional local sources like K-State Athletics, City-University Fund, K-State General Fund, and bonding.

Appendix B: TIP Project Listing Information

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



Decoding the TIP

X-XX-202X The first digit identifies the most recent amendment to the make changes to the project. A "0" means the project has not been modified since the original TIP document. Now also found in "TIP Entered" & "TIP Last Revised" sections.

X-XX-202X The second set of digits is the project number. This number never changes.

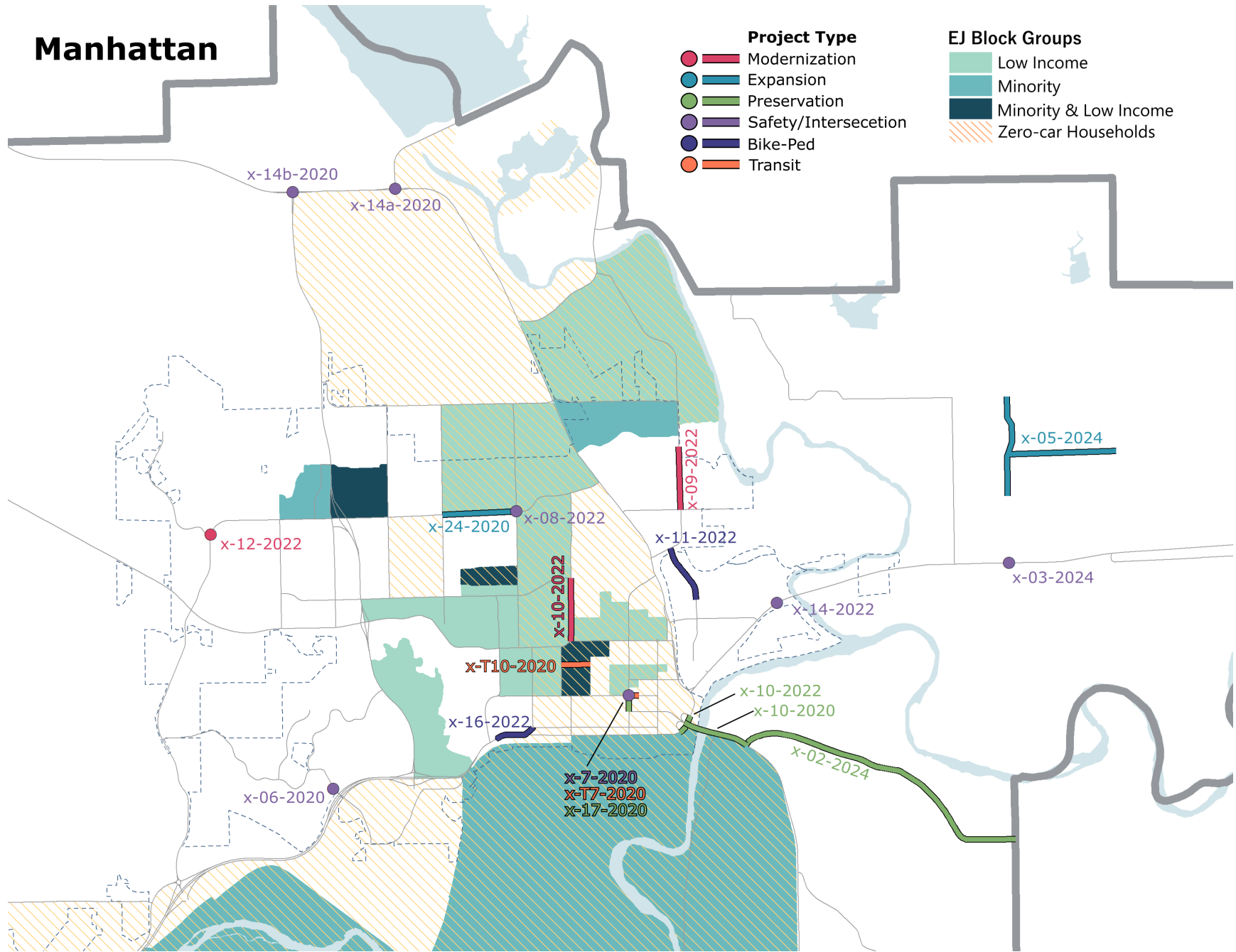
X-XX-202X The last set of digits indicates the year the project was first programmed in the TIP. The TIP is updated in even years (i.e. 2020, 2022, 2024).

Appendix C: Summary of Changes

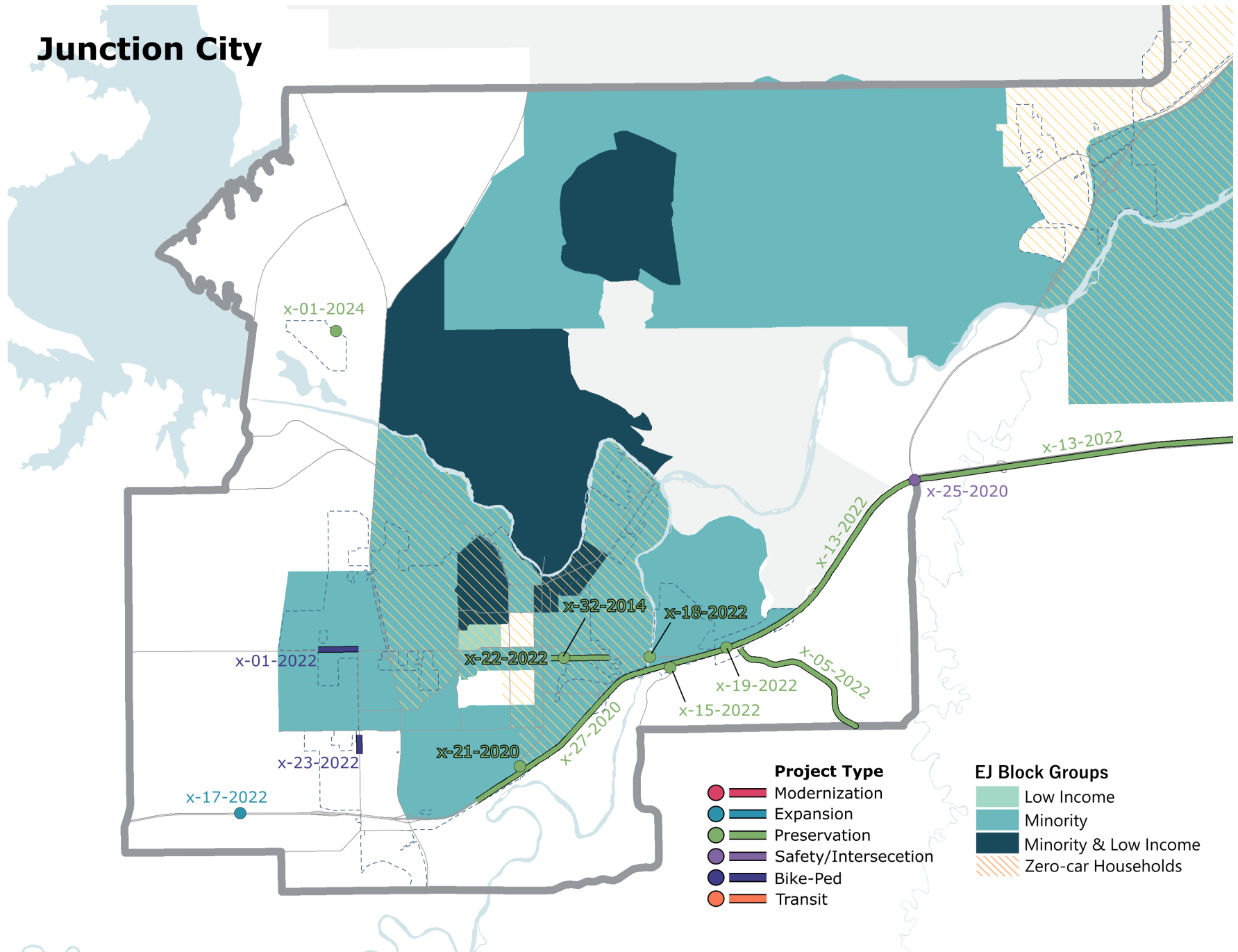
This will be updated with the first Amendment

Appendix D: Project Maps

Manhattan

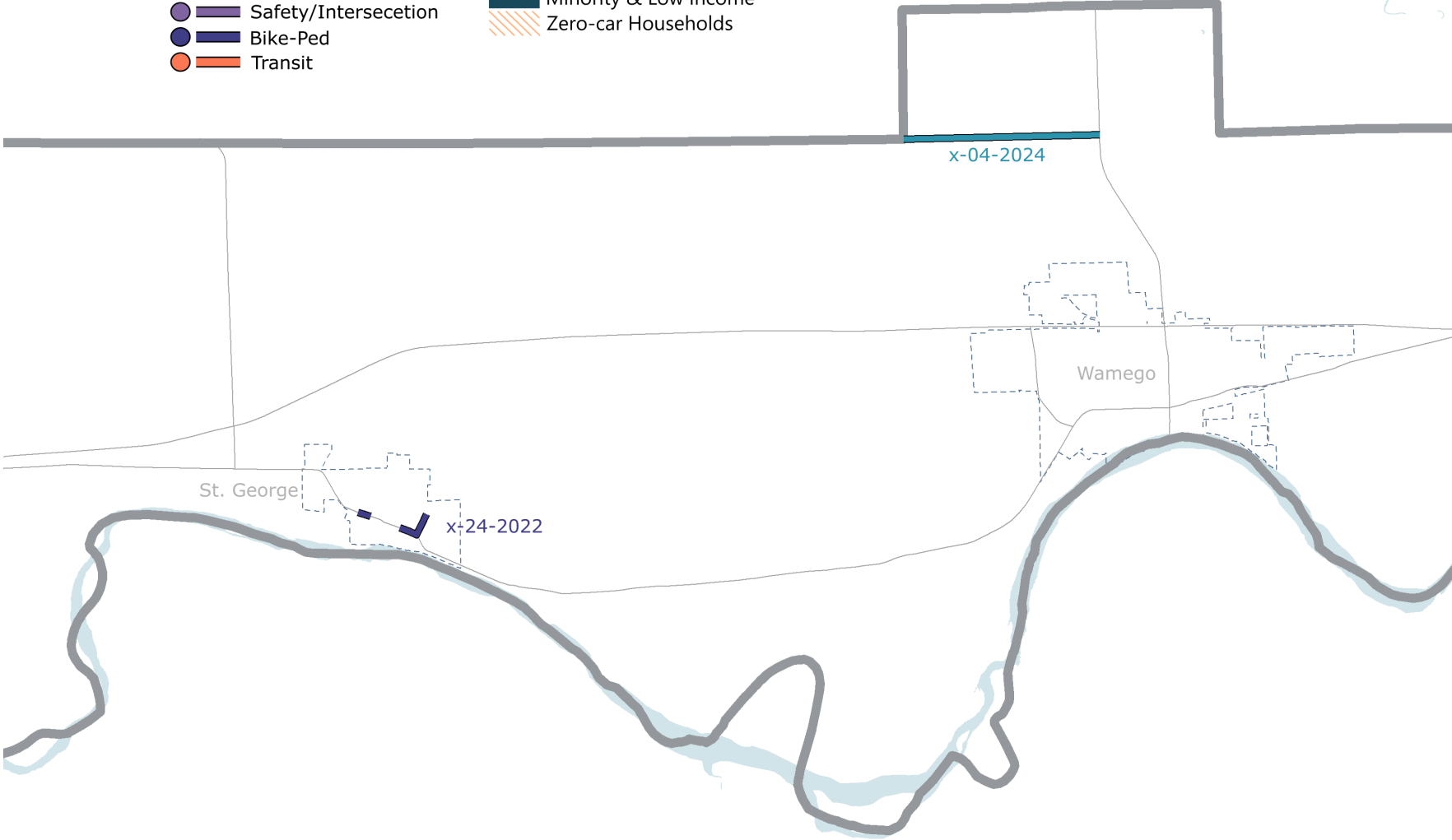


Junction City



Wamego & St. George

- Project Type**
 - Modernization
 - Expansion
 - Preservation
 - Safety/Intersecetion
 - Bike-Ped
 - Transit
- EJ Block Groups**
 - Low Income
 - Minority
 - Minority & Low Income
 - Zero-car Households



Appendix E: Project Listing

Roadway Projects

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
1-01-2022	Bike/Ped	2023	CONST	737.6	-	571.4	1,309.0	TA	
KDOT # TE-0498-01	Length 0.33 mi								
C2040 # BP01	Project Sponsor Junction City			737.6	-	571.4	1,309.0		

Project Name Blue Jay Trail

Location: K-18: Karns Drive to Spring Valley Rd.

Description 10' multiuse path on the north side of K-18 from Karns Dr to Spring Valley Rd. **Connect 2040 Goal Mobility**
Performance Measure PM6

TIP Entered 2022 - Original TIP Last Revised 2022 - A3
Bike-Ped Yes ITS No EJ Yes

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
1-01-2024	Preservation	2024	CONST	-	950.0	32.7	982.7		
KDOT # C-5231-01	Length								
C2040 #	Project Sponsor KDOT			-	950.0	32.7	982.7		

Project Name Old Milford Road Bridge Replacement

Location: Tributary of Republic River, 3.0 miles N & 1.0 mile West of Junction City

Description Bridge Replacement **Connect 2040 Goal Preservation**
Performance Measure PM7, PM8

TIP Entered 2024 - Original TIP Last Revised
Bike-Ped No ITS No EJ No

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
0-02-2022	Planning	2023	PE	20.0		5.0	25.0	TA	
KDOT # U-2405-01	Length								
C2040 # MP01	Project Sponsor City of Manhattan			20.0	-	5.0	25.0		

Project Name Manhattan SRTS PE Consultant

Location: Manhattan

Description Phase 1 Study to update SRTS Plan **Connect 2040 Goal**
Performance Measure

TIP Entered 2022 - Original TIP Last Revised 2024 - Original
Bike-Ped Yes ITS No EJ Yes

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
0-02-2024	Preservation	2023	PE		1.0		1.0		
KDOT # KA-7043-01	Length 8.9 mi								
C2040 #	Project Sponsor KDOT				2,572.5		2,572.5		
				-	2,573.5	-	2,573.5		

Project Name Milling and overlay on K-18 in RL County

Location: K-18: from east junction K-177/K-18, east to the RL/WB county line

Description 1 inch coldd milling and 1.5 inch overlay **Connect 2040 Goal**
Performance Measure

TIP Entered 2024 - Original TIP Last Revised
Bike-Ped No ITS No EJ No

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
0-3-2024	Safety/Intersection	2024	PE			3,000.0	3,000.0		
KDOT #	Length								
C2040 #	Project Sponsor PT				-	3,000.0	3,000.0		

Project Name US-24 & Excel Road Intersection Improvements

Location: US-24 at Excel Road

Description Intersectin improvements to include additional turn lanes and new traffic signals **Connect 2040 Goal Safety**
Performance Measure PM3, PM4

TIP Entered 2024 - Original TIP Last Revised
Bike-Ped No ITS No EJ Yes

TIP # 0-4-2024
 KDOT #
 C2040 #

Project Type Expansion
 Length 1.0 mi
 Project Sponsor PT

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	PE			3,000.0	3,000.0		
			-	3,000.0	3,000.0		

Project Name Elm Slough Road Improvements

Location: Elm Slough Road from Salzar Road to K-99

Description Roadway improvements including paving and widening an aggregate roadway. Improving vertical sight distance

Connect 2040 Goal
 Performance Measure

TIP Entered 2024 - Original
 Bike-Ped No

TIP Last Revised
 ITS No

EJ Yes

TIP # 0-5-2024
 KDOT #
 C2040 #

Project Type Expansion
 Length 1.9 mi
 Project Sponsor PT

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	PE			6,000.0	6,000.0		
			-	6,000.0	6,000.0		

Project Name Harvest Road and Excel Road Improvements

Location: Harvest Road from Excel Road to Lake Elbo Road, and Harvest Road from Cara's Way to Junietta Road

Description Roadway improvements including paving and widening aggregate roadways. Constructing a new bridge on Excel, and adding sidewalks and a Multi-use Path.

Connect 2040 Goal
 Performance Measure

TIP Entered 2024 - Original
 Bike-Ped Yes

TIP Last Revised
 ITS No

EJ Yes

TIP # 2-06-2020
 KDOT #
 C2040 # M26

Project Type Safety/Intersection
 Length 0.25 mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	PE			150.0	150.0		
2025	CONST			1,350.0	1,350.0		
			-	1,500.0	1,500.0		

Project Name Miller Pkwy & Arbor Dr Intersection

Location: Intersection of Miller Parkway and Arbor Drive

Description Construct roundabout at the intersection of Miller Parkway and Arbor Drive.

Connect 2040 Goal
 Performance Measure

TIP Entered 2020 - Original
 Bike-Ped Yes

TIP Last Revised 2020 - A3
 ITS No

EJ No

TIP # 0-07-2020
 KDOT #
 C2040 # M17

Project Type Safety/Intersection
 Length 0.2 mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2022	CONST			1,070.0	1,070.0		
			-	1,070.0	1,070.0		

Project Name Poyntz Ave and Juliette Ave Intersection

Location: Intersection of Poyntz Ave and Juliette Ave

Description Replace traffic signal poles, install ADA ramps, install stamped concrete crosswalks with curb extensions, and count down pedestrian signals

Connect 2040 Goal
 Performance Measure

TIP Entered 2022 - Original
 Bike-Ped Yes

TIP Last Revised 2022 - A4
 ITS No

EJ Yes

TIP # 0-08-2022
 KDOT #
 C2040 # E69

Project Type Safety/Intersection
 Length 0.45mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2022	PE			900.0	900.0		
2024	CONST			10,000.0	10,000.0		
			-	10,900.0	10,900.0		

Project Name Intersection of Kimball and Denison (NCC Phase 11)

Location: Intersection of Kimball and Denison

Description Roadway expansion & intersection improvements. Previous TIP# 0-25-2014. GO Bonds funding

Connect 2040 Goal Safety Mobility
 Performance Measure PM1, PM2 PM4

TIP Entered 2022 - Original
 Bike-Ped Yes

TIP Last Revised 2022 - A3
 ITS Yes

EJ Yes

TIP #	0-09-2022	Project Type	Modernization	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.60 mi	2022	PE			100.0	100.0		
C2040 #	E08	Project Sponsor	City of Manhattan			-	-	100.0	100.0		

Project Name Casement Road Improvements: Brookmont to Allen/Knox

Location: Casement Rd: Brookmont Dr to Allen Rd/Knox Ln

Description Expand roadway to include 3-lane roadway and multi-use path
Connect 2040 Goal Safety Mobility
Performance Measure PM3, PM4 PM4

TIP Entered 2022 - Original **TIP Last Revised**
Bike-Ped Yes **ITS** Yes **EJ** No

TIP #	2-10-2020	Project Type	Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	KA-5469-01	Length	0.70 mi	2022	PE		30.0		30.0		
C2040 #	P09	Project Sponsor	KDOT	2023	CONST	2,520.0	630.0		3,150.0	NHPP	
						2,520.0	660.0	-	3,180.0		

Project Name K-18 heavy preservation near K-177

Location: K-18: West Junction K-18/K-177 east to the East Junction K-18/K-177

Description Pavement replacement
Connect 2040 Goal Preservation
Performance Measure PM3

TIP Entered 2020 - A1 **TIP Last Revised** 2024 - Original
Bike-Ped No **ITS** No **EJ** Yes

TIP #	2-10-2022	Project Type	Modernization	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.58 mi	2022	PE			100.0	100.0		
C2040 #	M40	Project Sponsor	City of Manhattan	2023	CONST			2,900.0	2,900.0		
						-	-	3,000.0	3,000.0		

Project Name N. Manhattan Ave, Campus Creek, & Bayberry Infrastructure Improvements

Location: N. Manhattan: Claflin to Bluemont

Description Upgrade flashing yellow beacons to full traffic signals for pedestrians. Construct two-way bike lane on west side with barrier to Vattier. Realign Campus Creek road with Bertrand & adding roundabout on campus
Connect 2040 Goal Safety Mobility Prosperity
Performance Measure PM5, PM6 PM4, PM6 PM4, PM5

TIP Entered 2022 - Original **TIP Last Revised** 2022 - A3
Bike-Ped Yes **ITS** Yes **EJ** Yes

TIP #	0-11-2022	Project Type	Bike/Ped	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.71 mi	2021	PE			150.0	150.0		
C2040 #	BP01	Project Sponsor	City of Manhattan	2024	CONST			1,000.0	1,000.0		
						-	-	1,150.0	1,150.0		

Project Name Hayes Dr Trail

Location: Hayes: McCall to Casement

Description 10 feet or 8 feet wide Trail from Casement to McCall Road along Hayes Dr.
Connect 2040 Goal Mobility
Performance Measure PM6

TIP Entered 2022 - Original **TIP Last Revised**
Bike-Ped Yes **ITS** No **EJ** No

TIP #	0-12-2022	Project Type	Modernization	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.33 mi	2021	PE			300.0	300.0		
C2040 #	M26	Project Sponsor	City of Manhattan	2023	CONST			3,000.0	3,000.0		
						-	-	3,300.0	3,300.0		

Project Name Kimball Ave Roundabout Replacement

Location: Kimball Ave: Berkshire to Vanesta Drive

Description Replace Roundabout, sidewalk improvements, pavement rehab
Connect 2040 Goal Safety
Performance Measure PM3

TIP Entered 2022 - Original **TIP Last Revised**
Bike-Ped Yes **ITS** No **EJ** No

TIP # 1-13-2022
 KDOT # KA-6278-01
 C2040 # P09

Project Type Preservation
 Length 15.5 mi
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE		1.0		1.0		
2022	CONST		4,526.0		4,526.0		X
2024	CONST	4,073.5	(4,073.5)		-	Conv-NHPP	
		4,073.5	453.5	-	4,527.0		

Project Name Patching on I-70 east of K-57

Location: I-70: .64 miles east of I-70/K-57 to Geary/Riley County Line

Description Patching and resealing joints

Connect 2040 Goal Preservation
 Performance Measure PM1,PM2

TIP Entered 2014 - Original
 Bike-Ped No

TIP Last Revised 2022 - A4
 ITS No

EJ No

TIP # 1-14a-2020
 KDOT # KA-5565-01
 C2040 # M20

Project Type Safety/Intersection
 Length
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	PE		513.5		513.5		
2023	ROW		256.8		256.8		
2023	UTIL		256.8		256.8		
2024	CONST		5,648.8		5,648.8		X
2025	CONST	5,083.9	(5,083.9)		-	Conv-HSIP	
		5,083.9	1,592.0	-	6,675.9		

Project Name Roundabout at US-24 & K-13

Location: Intersection of K-13 and US-24 in Riley County

Description Construct single-lane roundabout at intersection to improve safety.

Connect 2040 Goal Safety
 Performance Measures PM3, PM4

TIP Entered 2020 - A3
 Bike-Ped No

TIP Last Revised 2022 - A3
 ITS No

EJ Yes

TIP # 1-14b-2020
 KDOT # KA-5564-01
 C2040 # M21

Project Type Safety/Intersection
 Length
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	PE		513.5		513.5		
2023	ROW		256.8		256.8		
2023	UTIL		256.8		256.8		
2024	CONST		5,648.8		5,648.8		X
2025	CONST	5,083.9	(5,083.9)		-	Conv-HSIP	
		5,083.9	1,592.0	-	6,675.9		

Project Name Roundabout at US-24 & K-113

Location: Intersection of K-113 and US-24 in Riley County

Description Construct single-lane roundabout at intersection to improve safety.

Connect 2040 Goal Safety
 Performance Measures PM3, PM4

TIP Entered 2020 - A3
 Bike-Ped No

TIP Last Revised 2022 - A3
 ITS No

EJ Yes

TIP # 1-14-2022
 KDOT # KA-6497-01
 C2040 #

Project Type Safety/Intersection
 Length 0.28 mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
23	CONST		800.0	569.2	1,369.2		
		-	800.0	569.2	1,369.2		

Project Name US-24 & Levee Drive Intersection Improvements

Location: US-24 & Levee Drive Intersection

Description Intersection improvements to include addition of turn lanes, new traffic signal, and traffic signal coordination

Connect 2040 Goal Safety
 Performance Measure PM1, PM2, PM3, PM4

TIP Entered 2022 - A1
 Bike-Ped No

TIP Last Revised 2024 - Original
 ITS Yes

EJ No

TIP # 2-15-2022
 KDOT # KA-6483-01
 C2040 # P12

Project Type Preservation
 Length
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2022	PE		380.6		380.6		X
2026	ROW		76.1		76.1		
2026	UTIL		25.4		25.4		X
2026	CONST		2,766.0		2,766.0		X
2028	PE	342.6	(342.6)		-	Conv-NHPP	
2028	UTIL	22.8	(22.8)		-	Conv-NHPP	
2028	CONST	2,489.4	(2,489.4)		-	Conv-NHPP	
		2,854.8	393.3	-	3,248.2		

Project Name I-70 Bridge Replacement at J. Hill Road

Location: Bridge #016: I-70 and J Hill Road

Description Bridge Replacement

Connect 2040 Goal Preservation
 Performance Measures PM5,PM6

TIP Entered 2022 - A2
 Bike-Ped No

TIP Last Revised
 ITS No

EJ No

TIP # 2-16-2022
 KDOT # TE-0526-01
 C2040 # BP01

Project Type Bike/Ped
 Length 0.50 mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	CONST	1,368.8		342.2	1,711.0	TA	
		1,368.8	-	342.2	1,711.0		

Project Name Sidewalk Extension on Fort Riley Blvd

Location: K18 from Westwood to 17th, to Yuma St

Description Complete sidewalk from 17th & Yuma, west towards Westwood Dr.

Connect 2040 Goal
 Performance Measure

TIP Entered 2022 - A2
 Bike-Ped Yes

TIP Last Revised 2022 - A3
 ITS No

EJ Yes

TIP # 0-17-2020
 KDOT # TE-0525-01
 C2040 #

Project Type Preservation
 Length 0.15 mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	CONST	1,254.7		313.7	1,568.3	TA	
		1,254.7	-	313.7	1,568.3		

Project Name Juliette Ave - Phase IV

Location: Juliette Ave: Poyntz to Pierre

Description Brick Rehab on Juliette. Address storm sewer issues. Create curb extensions at intersection of Pierre

Connect 2040 Goal Prosperity
 Performance Measure PM3, PM4

TIP Entered 2020 - A3
 Bike-Ped Yes

TIP Last Revised 2020 - A4
 ITS No

EJ Yes

TIP # 2-17-2022
 KDOT # KA-6541-01
 C2040 # E61

Project Type Expansion
 Length
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2022	PE		300.0		300.0		
		-	300.0	-	300.0		

Project Name I-70 & Taylor Road Interchange

Location: I-70 and Taylor Road

Description Discovery phase for bridge replacement and new interchange. Project authorized for PE only

Connect 2040 Goal Preservation
 Performance Measure PM5, PM6

TIP Entered 2022 - Original
 Bike-Ped No

TIP Last Revised 2022 - A4
 ITS No

EJ No

TIP # 3-18-2022
 KDOT # KA-6772-01
 C2040 # P09

Project Type Preservation
 Length
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2022	PE		37.0		37.0		
2024	CONST		417.4		417.4		
		-	454.4	-	454.4		

Project Name Repair Bridge #037 on US-40B3 in Geary County

Location: Bridge #037 on US-40, 1.32 miles east of US-77 (Smoky Hill River)

Description

Connect 2040 Goal Preservation
 Performance Measure PM7

TIP Entered 2022 - A3
 Bike-Ped No

TIP Last Revised 2024 - Original
 ITS No

EJ Yes

TIP # 3-19-2022
 KDOT # KA-6838-01
 C2040 # P09

Project Type Preservation
 Length
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	PE	413.1	45.9		459.0	BRF	x
2024	ROW		30.6		30.6		
2025	UTL	13.8	1.5		15.3	BRF	x
2026	CONST	3,167.1	351.9		3,519.0	BRF	x
		3,594.0	429.9	-	4,023.9		

Project Name Repair Bridge #017 on I-70 in Geary County

Location: I-70: Bridge #017, 3.13 miles east of West Junction US40B3/I-170 (Just west of J-Hill Rd)

Description Deck patch & petromat overlay

Connect 2040 Goal Preservation
 Performance Measure PM5, PM6

TIP Entered 2022 - A3
 Bike-Ped No

TIP Last Revised 2024 - Original
 ITS No

EJ No

TIP # 3-21-2020
 KDOT # KA-5996-01
 C2040 # P09

Project Type Preservation
 Length 0.14 mi
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	CONST		717.2	79.7	796.9		X
2023	CONST	637.5	(637.5)		-	Conv-STP	
		637.5	79.7	79.7	796.9		

Project Name US-40B and Washington Roundabout Preservation

Location: US-40B and Washington Roundabout

Description Surfacing Project, tied to KA-6062-01

Connect 2040 Goal
 Performance Measure

TIP Entered 2020 - A5
 Bike-Ped No

TIP Last Revised 2022 - A4
 ITS No

EJ Yes

TIP # 3-22-2022
 KDOT # U-2380-01
 C2040 # P09

Project Type Preservation
 Length 0.57 mi
 Project Sponsor City of Junction City

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	CONST		300.0	41.2	341.2		
		-	300.0	41.2	341.2		

Project Name Mill & overlay K-57 Surface Preservation

Location: K-57 from North Franklin St to Reynolds St

Description Mill & overlay with pavement markings on K-57.
 Replacment of ADA ramps

Connect 2040 Goal
 Performance Measure

TIP Entered 2022 - A3
 Bike-Ped No

TIP Last Revised
 ITS No

EJ Yes

TIP # 4-23-2022
 KDOT # TE-0522-01
 C2040 #

Project Type Bike/Ped
 Length 0.24 mi
 Project Sponsor City of Junction City

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	CONST	425.4		106.3	531.7	TA	
		425.4	-	106.3	531.7		

Project Name Spring Valley Rd Sidewalk Improvements

Location: Spring Valley Rd from south of Ash to Valley Dr

Description

Connect 2040 Goal
 Performance Measure

TIP Entered 2022 - A4
 Bike-Ped Yes

TIP Last Revised
 ITS No

EJ No

TIP # 0-24-2020
 KDOT # KA-5899-01
 C2040 # E37

Project Type Expansion
 Length 0.80 mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	CONST		2,897.8	3,542.7	6,440.5		
		-	2,897.8	3,542.7	6,440.5		

Project Name Kimball Ave: College to Denison (NCC Phase IX) Cost Share

Location: Kimball Ave: College Ave to Denison Ave

Description Widen existing to 5-lane with paved median for access control & dedicated left turn lane. New traffic signal at Kimball/Grain Science entrance. 1/2 mi of new MUP

Connect 2040 Goal Mobility Prosperity
 Performance Measure PM6 PM4

TIP Entered 2020 - A4
 Bike-Ped Yes

TIP Last Revised 2022 - A4
 ITS Yes

EJ Yes

TIP # 4-24-2022
 KDOT # TE-0532-01
 C2040 #

Project Type Bike/Ped
 Length 0.24 mi
 Project Sponsor City of St. George

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	CONST	1,008.7		252.2	1,260.8	TA	
		1,008.7	-	252.2	1,260.8		

Project Name Increasing the Walkability/Bikeability of St. George

Location: Chapman Rd,6th St, Lincoln St., & 1st St

Description

Connect 2040 Goal Mobility
 Performance Measure PM6

TIP Entered 2022 - A4
 Bike-Ped Yes

TIP Last Revised
 ITS No

EJ No

TIP # 1-25-2020
 KDOT # KA-6018-01
 C2040 # M15

Project Type Safety/Intersection
 Length 2.2 mi
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE		1,607.8		1,607.8		x
2023	ROW		482.3		482.3		
2023	UTIL		482.3		482.3		x
2024	CONST		17,284.0		17,284.0		x
2028	PE	1,447.0	(1,447.0)		-	Conv-NHPP	
2028	UTIL	434.1	(434.1)		-	Conv-NHPP	
2028	CONST	15,555.6	(15,555.6)		-	Conv-NHPP	
		17,436.7	2,419.8	-	19,856.5		

Project Name I-70 and K-18 Interchange

Location: I-70 and K-18 Interchange

Description Install new EB auxiliary lane from Henry Gate to Exit 313.
 Install fly over ramp from EB I-70 to NB K-18. Alter turn ramp from SB K-18 to WB I-70

Connect 2040 Goal Safety Preservation
 Performance Measures PM3, PM4 PM5

TIP Entered 2020 - A5
 Bike-Ped No

TIP Last Revised 2024 - Original
 ITS No

EJ No

TIP # 1-27-2020
 KDOT # KA-6062-01
 C2040 # P11

Project Type Preservation
 Length 4.75 mi
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE		777.2		777.2		X
2023	CONST		31,248.8		31,248.8		X
2025	PE	699.6	(699.6)		-	Conv - NHPP	
2025	CONST	28,123.9	(28,123.9)		-	Conv - NHPP	
		28,823.5	3,202.5	-	32,026.0		

Project Name I-70 Pavement Replacement

Location: I-70: 1 mile east of US-77 interchange, east to east Grandview Plaza City Limits

Description Pavement Replacement beginning 1 mile east of US-77/I-70 then East to East City Limits of Grandview Plaza. Tied to KA-5996-01

Connect 2040 Goal Preservation
 Performance Measure PM1, PM2

TIP Entered 2020 - A5
 Bike-Ped No

TIP Last Revised 2024 - Original
 ITS No

EJ No

Transit and Paratransit Projects

TIP # 3-T1-2022	Project Type Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	Project Sponsor Flint Hills ATA	2023	OPR/ADMIN	639.2	243.7	395.5	1,278.4	5307	
C2040 #		2024	OPR/ADMIN	1,525.6	547.5	632.7	2,705.8	5307	
		2024	OPR/ADMIN	372.0			372.0	5307 ARA	
Project Name FHATA Urban Transit Service Operating Expenses		2025	OPR/ADMIN	610.1	203.4	305.0	1,118.5	5307	
		2026	OPR/ADMIN	788.8	262.9	394.4	1,446.1	5307	
Location: Manhattan Urbanized Area				3,935.7	1,257.5	1,727.6	6,920.8		

Description The transit services provided in the Manhattan UZA. Includes operations, administration, and preventative maintenance.

Connect 2040 Goal Performance Measures

TIP Entered 2022 - A3 **TIP Last Revised** 2024 - Original
Bike-Ped No **ITS No** **EJ No**

TIP # 0-T1-2024	Project Type Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	Project Sponsor Flint Hills ATA	2024	CAP*	197.3	24.6	24.6	246.5	5339	
C2040 #		2024	CAP**	231.0	57.7		288.7	5307	
		2024	CAP***	80.0	20.0		100.0	5307	
Project Name FHATA Building and Improvement Project		2024	CAP****	291.6	72.9	0.3	364.8	5307	
Location: ATA Offices				799.9	175.2	24.9	1,000.0		

Description *Buliding Expansion & Improvement
 **Parking Lot expansion
 ***Safety & Security Improvements
 ****Supplemental

Connect 2040 Goal Performance Measure

TIP Entered 2024 - Original **TIP Last Revised**
Bike-Ped No **ITS No** **EJ No**

TIP # 1-T2-2022	Project Type Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	Project Sponsor Flint Hills ATA	2023	OPR/ADMIN	811.1	221.6	396.6	1,429.3	5311	
C2040 #		2024	OPR/ADMIN	668.0	180.0	277.0	1,125.0	5311	
				1,479.1	401.6	673.6	2,554.3		

Project Name FHATA Rural Services

Location: FHMPPO Region

Description Operating assistance and admin for areas outside of the Manhattan Urbanized Area, including Junction City and Fort Riley

Connect 2040 Goal Performance Measure

TIP Entered 2022 - A1 **TIP Last Revised** 2024 - Original
Bike-Ped No **ITS No** **EJ No**

TIP # 0-T2-2024	Project Type Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	Project Sponsor Flint Hills ATA	2024	CAP*	800.0	100.0	100.0	1,000.0	AIC	
C2040 #				800.0	100.0	100.0	1,000.0		

Project Name FHATA Junction City Facility Grant

Location: Junction City

Description * New Maintenance & Bus Parking facility

Connect 2040 Goal Performance Measure

TIP Entered 2024 - Original **TIP Last Revised**
Bike-Ped No **ITS No** **EJ No**

TIP #	3-T4-2022	Project Type	Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Project Sponsor	Flint Hills ATA	2024	CAP*	200.0		50.0	250.0	5307	
C2040 #				2024	CAP**	80.0		20.0	100.0	5307	
				2024	CAP***	60.0		15.0	75.0	5310/5339	AIC
Project Name FHATA Urban Planning Projects						340.0	-	85.0	425.0		

Location: Manhattan Urbanized Area

Description *Electric Vehicle Study
 **Route System Study
 ***MicroTransit Study

Connect 2040 Goal
 Performance Measure

TIP Entered 2022 - A3 TIP Last Revised 2024 - Original
 Bike-Ped No ITS No EJ No

TIP #	1-T5-2022	Project Type	Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Project Sponsor	Flint Hills ATA	2022	OPR		10.0	4.0	14.0		
C2040 #				2022	CAP	106.7		26.7	133.4	5310	
				2023	OPR		10.0	4	14.0		
Project Name Big Lakes Developmental Center Operating & Capital						73.9		14.7	88.6	5310	
						180.6	20.0	49.4	250.0		

Location: Riley, Geary and Pottawatomie Counties

Description Operating Assistance and Capital Purchases. Local match source, county mill

Connect 2040 Goal
 Performance Measure

TIP Entered 2022 - A1 TIP Last Revised
 Bike-Ped No ITS No EJ No

TIP #	0-T6-2022	Project Type	Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Project Sponsor	Flint Hills ATA	2023	CAP	25.0	6.3		31.3	5307	
C2040 #				2024	CAP	38.4	9.6		48.0	5307	
				2024	CAP	109.2		27.3	136.5	5307	
Project Name FHATA Parking Lot Expansion and Technology for Shelters						406.7		101.7	508.4	5307	
						526.0		131.5	657.5	5307	
						1,105.3	15.9	260.5	1,381.7		

Description Real-time passenger information devices for bus shelter projects

Connect 2040 Goal
 Performance Measures

TIP Entered 2022 - Original TIP Last Revised 2024 - Original
 Bike-Ped No ITS No EJ No

TIP #	0-T7-2020	Project Type	Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Project Sponsor	Flint Hills ATA	2020	CAP	588.7		65.4	654.1	5339	
C2040 #						588.7	-	65.4	654.1		

Project Name 600 Block of Poyntz Bus Stop Improvements

Location: Manhattan

Description ADA upgrades and bus stop improvements on the 600 Block of Poyntz. Part of KDOT's Access, Innovation, and Collaboration grant

Connect 2040 Goal Prosperity
 Performance Measure PM1, PM3, PM4

TIP Entered 2020 - Original TIP Last Revised 2024 - Original
 Bike-Ped Yes ITS No EJ Yes

TIP #	0-T7-2022	Project Type	Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Project Sponsor	Flint Hills ATA	2022	CAP	140.8	17.6	17.6	176.0	5339/5310	
C2040 #				2024	CAP	156.0	19.5	19.5	195.0	5339/5310	
						296.8	37.1	37.1	371.0		

Project Name K-18 Connector Expansion (Pilot)

Location: MPO Region

Description 2021 KDOT AIC Grant Award - KDOT Grant award to extend the K-18 Connector from Ogden to Junction City as part of the JCFR System. 2 Year Pilot with purchase of vehicles

Connect 2040 Goal
 Performance Measure

TIP Entered 2022 - Original TIP Last Revised 2024 - Original
 Bike-Ped No ITS No EJ No

TIP # 4-T8-2022
 KDOT #
 C2040 #

Project Type Transit/Paratransit
 Project Sponsor Flint Hills ATA

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	CAP	131.1		32.7	163.8	5311	
		131.1	-	32.7	163.8		

Project Name FHATA Rural Bus Capital Program

Location: Areas outside Manhattan UZA

Description Connect 2040 Goal
Performance Measure

TIP Entered 2022 - Original
 Bike-Ped No

TIP Last Revised
 ITS No EJ No

TIP # 0-T10-2020
 KDOT #
 C2040 #

Project Type Transit/Paratransit
 Project Sponsor Flint Hills ATA

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	CAP	340.8		85.2	426.0	5310	
		340.8	-	85.2	426.0		

Project Name Fremont Roadway and Bus Stop Improvements

Location: Manhattan

Description Reconstruct Fremont Street with new curb extensions, rain gardens, and Bus Shelter Connect 2040 Goal **Mobility** Prosperity
Performance Measure PM6 PM1, PM3, PM4

TIP Entered 2020 - Original
 Bike-Ped Yes

TIP Last Revised 2022 - A4
 ITS No EJ Yes

TIP # 0-T12-2018
 KDOT #
 C2040 #

Project Type Transit/Paratransit
 Project Sponsor Flint Hills ATA

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	CAP*	18.3	4.7		23.0	5339	
2024	Cap**	9.6	38.7		48.3	5307	
2024	CAP***	30.4		7.6	38.0	5339	
		58.3	43.4	7.6	109.3		

Project Name FHATA Misc. Capital Improvements

Location: FHMPPO Region

Description *5339 -Maintenance Utility Vehicle
 **Supplemental Maintenance Vehicle
 ***5339-19 Administrative Vehicle Connect 2040 Goal
Performance Measure

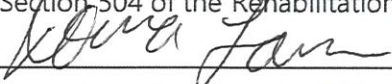
TIP Entered 2018 - Original
 Bike-Ped No

TIP Last Revised 2024 - Original
 ITS No EJ No

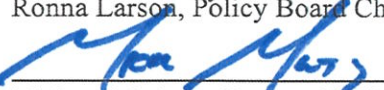
Appendix F: MPO Self-Certification

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

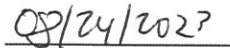
- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 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 Fixing America's Surface Transportation Act (Pub. L. 114-357) 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 the title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Ronna Larson, Policy Board Chairperson



Michael Moriarty, Bureau Chief, Transportation Planning



Date

08/24/2023

8-1-23

Date

Appendix G: Public Comment Period Summary

A 15-day public comment period was held prior to Policy Board approval. No public comments was received.

The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects (POP) requirements of the Section 5307 Program.

	Public Comment Period Opens	Public Comment Period Closes	TAC Recommendation	Policy Board Approval	STIP Amendment
2024 TIP	June 30	August 1	August 2	August 16	September 7, 2023
Amendment #1	November 17	December 4	December 5	December 20	January 4, 2024
Amendment #2	March 16	April 2	April 3	April 17	May 9, 2024
Amendment #3	July 15	August 6	August 7	August 21	September 5, 2024

June 30, 2023

Dear Mr. Calvin Reed, Mr. Jeff Sims, Mr. Greg Schieber and all other Kansas Department of Transportation Authorities,

I am writing to you to ask that you strongly consider not spending \$25,000,000 dollars on building an interchange on I-70 to Taylor Road. I realize that there is grant money to be used here, but that is our tax dollars and yours also. This interchange will in fact cause our taxes to increase through the city and the county.

Our City Commissioners have been deceiving you in their request for this interchange by leading you to believe that the citizens of Junction City are welcoming an interchange that will lead no where, since all of the landowners with the exception of one are not willing to sell their land. The city is deep in debt and cannot afford the infrastructure that would be needed to complete this project to the fullest. The city has not fulfilled their promise made to homeowners on south Spring Valley Road (approximately 10 years ago) to complete the curb and guttering as the city ran out of money.

Junction City already has several large residential areas where taxpayer dollars were spent on complete infrastructure (streets, curb and guttering, water) and these lots have not and are not selling . These lots are in prime location. We definitely do not need to attempt another housing development at this time. As for businesses building in that area, it is very doubtful that any business would even consider coming to this proposed location with a cattle company just purchasing 150 acres of land at that exact interchange area. The city cannot afford it and neither can we, the taxpayers.

The interchange will affect the agriculture in that area that has been there for several generations and the landowners will NOT sell their livelihood to developers, so why would the state spend the \$25,000,000 dollars on an interchange when they can replace the bridge that is already there? A county commissioner stated during their weekly meeting that the farmers could get on/off the highway much easier with their large equipment. First, the farmers out in that area are not complaining about the route they have to use. Second, there is just a small number of farmers out in that direction for us to be spending \$25,000,000 on, and third, we don't see too many combines, tractors traveling on I-70.

I ask that you deny the request for an interchange and do the replacement or repairs needed to the bridge on Taylor Rd.

Respectfully,

Barbara Bish
Junction City, KS

To Whom It May Concern,

I want it to be known I as a resident of Geary County oppose interchange and the slaughterhouse! Due to the negative impact, it will have on the community.

Brenda Grindstaff

Greetings,

Thank you for taking the time to read my message concerning the proposed interchange at Taylor Rd. and I-70. I am a homeowner and life-long resident of Junction City, and I am also opposed to the proposed interchange and construction of the slaughterhouse.

I am not interested in bringing an industry with a negative environmental impact to an area that is largely rural. The changes that will occur, if such an industry is built, will be irreversible and devastating to the quality of life that is so important to those who call Geary County home. Our land, air quality, and freshwater, (above and below the ground) will all be sacrificed for the benefit of the slaughterhouse owners. Residents will be forced to live with the increased traffic, pollution, and a lowered quality of life.

I am also disappointed with our city leaders who have made decisions and agreements to bring the slaughterhouse to our city without the vote of the public. Their fear that the majority of the residents would oppose the slaughterhouse is well founded. Our city leaders have made many decisions that have increased debt, which is the burden of the property owner through taxation.

I implore you to hear the voices of the people, people whose lives will be changed. People who were not given an opportunity to vote on a proposal that will transform the land and lives.

Thank-you again for your consideration. Please contact me with any further questions and concerns.

Sincerely,

Debbie Gose

402 Countryside Rd.

Junction City, KS 66441

FHMPO Representative(s),

Appreciate your listening to concerns by email as well for I will still be at work during the different KDOT meetings here in Junction City, Kansas.

I totally understand road repair work or road modified repair work is needed, and appreciate the future repairs being done.

As a resident and concerned citizen of Geary County I do not want an interchangeable road at Taylor Road.

Reasons:

1. Safety issues that would not be a concern if an interchange road is not provided at this location.
2. Having an interchange road would bring the possibility of 50 plus cattle trucks on the road daily that would require frequent maintenance due to the damage of frequency and amount of large vehicles.
3. County and City taxes will increase to maintain the roads and each Geary County resident is already taxed above what can be afforded at this time in the current economy (city, county, state, nation).
4. Besides this meeting being a KDOT issue, for the county there will be larger consequences if the interchange road is put in. A few reasons:
 - a. Increased need of emergency personnel: due to injuries at meat packing plants if brought in. I know this because I have a cousin that is a firefighter in Nebraska. The Fire Department gets called too often due to injuries at the slaughter plants. Why? Due to equipment malfunctioning or personal error thus putting emergency personal in dangerous situations to rescue injured personnel as well. I'd never have known until he described in detail the reasons. The county will also have taxes increased for emergency personnel and additional equipment.
 - b. With most being migrant workers, the school will need more bilingual teachers and classrooms. Finding teachers and having more classroom space is not easy to obtain. (More taxes for schooling.)
 - c. More licensed daycare (long wait list currently as it is) with bilingual daycare .
 - d. Additional police (crime rate at several locations increased with this type of industry; injury to persons and theft). (More taxes to pay law enforcement.)
 - e. Devaluation of property 10%-85% within 2-3 mile radius (reduces taxes and income coming in) due to the unpleasant odors, sounds and view.
 - f. Need affordable housing for workers for the county doesn't have many even for those that live here, let alone for those who would work at a slaughter house.
 - g. The daily smell, not so much of cattle, but the manure and butchering (far worse than when the city trash caught fire and worse than city sewage system). A daily smell wafting into housing, schools (even during outside sports) and businesses.
 - h. Need a better waste treatment plant. (Citizen tax increase.)

- i. Reduced economy for people will not want to visit our area with the odors.
- j. Environmental impact, as with other locations, the impact has been negative. Due to the large quantities of waste seepage (bacteria, pathogens, etc. in the ground becomes a huge concern).

At one time I lived in Dodge City for a few months, I had a daughter live in Emporia during college. Due to just these two locations and experiencing the odors, seeing the negative impacts on the community from the meat packing plants, more need for food baskets and help with utilities, additional constant maintenance of roads and many other aspects not listed above, I truly don't want our county to experience such negative consequences that the leadership does not understand until it occurs.

If KDOT puts in an interchange at the Tyler Road location it will be a sad day because the county and city will be negatively affected more than positive if the interchange is put in.

Thank you for your time listening to my request.

Respectfully,
Tina M. Bailey
(County/City Resident)

July 02, 2023

Mr. Sims,

We are concerned about a possible interchange being developed on I-70 and Taylor Road in Geary County. We are opposed to this project because we fear it would lead to a slaughterhouse being built. My husband and I are retired military and have lived in this community since 1980. We were originally from Nebraska near Lexington, where there is a slaughterhouse, and have seen the harmful effects that happened in that community. If a slaughterhouse is allowed to be built at this interchange, it would do the following:

>>>*Be harmful to the environment in terms of air quality, sewage disposal, and water use.

>>>* Detract from the positive image Junction City has built over the recent past.

>>>*Limit positive growth for Junction City on the west side of town, as homes and other businesses would not want to be near a slaughterhouse.

>>>*It would be in close proximity to an elementary school, middle school, and high school.

>>>*Reduce home valuations in our community.

>>>*They exploit foreign workers by forcing them into notoriously dangerous and difficult jobs with very high turnover rates.

>>>*Please consider these concerns! Thank you!

>>>Sincerely,

>>>Fred and Charlene Lueck

06/24/2023

TO: FHMPO

FROM: CONNIE & REX GALLENINE, MILFORD, KS

RE: TAYLOR RD EXPANSION OFF I-70 in Geary County

A majority of citizens in Geary County do NOT want a TAYLOR RD. INTERCHANGE as we believe it will bring in an UNWANTED SLAUGHTERHOUSE to our area.... Our City & County Officials are being secretive about making deals with the Slaughterhouse owners and not listening to what the citizens want.

One drawback is that we no longer have a newspaper and we cannot keep up with what is going on in our city and county as in the past. That is why city and county leaders can make secret deals and do what benefits a minority of the citizens.

Please listen to the landowners and the citizens who do not want this.

The persons who are pushing it are people who stand to benefit financially from it.

Thank you.

Janie Lou Kruse Murk
1451 Oakview Drive
Junction City, KS 66441

July 5, 2023

Calvin Reed
Acting Secretary of Transportation
Kansas Department of Transportation
700 SW Harrison
2nd Floor West
Topeka, KS 66603

Dear Mr. Reed,

I am writing to you regarding my concerns for the Taylor Road interchange in Geary County. It is not news to you at this point that the citizens of Geary County do NOT want a Slaughterhouse, and that is THE ONLY REASON that the city and county commissioners, as well as the Economic Development Commission is trying to convince you and your department to make the upgrade.

Please think about what a slaughterhouse will do to this community. It will absolutely destroy Junction City and Geary County. I love living here, but unfortunately, our community is already known as "Junk Town." We do not need any more negative implications. Folks will be moving out if a slaughterhouse comes in to Geary County.

As a homeowner, I am very concerned with crime, the hospital going in the hole (again!), schools not having the resources needed, etc., etc., etc. Again, I ask of you to PLEASE think about these things.

We do NOT need a slaughterhouse! Again...the ONLY reason that the city, county, and EDC are trying to convince you of the interchange is so that they can bring in a slaughterhouse that NOBODY wants here. Local people will NOT work in such a place. It will bring in a bunch of outsiders that will ruin our community.

There are many other things that I would like to say, but this is not the time or the place. Please let me know if you have time to set up a meeting for a one-on-one. I can be reached by email at [janieurmurk@gmail.com](mailto:janiemurk@gmail.com), or by cell at (785)341-5181.

I appreciate your time!

Sincerely,



Janie Lou Kruse Murk

For the KDOT meeting July 6, 2023

We are long-time residents of the Geary-Dickinson-Morris County area and travel the roads in the area frequently. We do a lot of business in the area and we have grown children and grandchildren living in the area as well that will be directly affected by the Taylor Road construction and future uses of that Road and area.

We believe that a larger interchange at Taylor Road will bring in increased traffic to the residential areas surrounding it and its schools and seriously decrease the value of home properties already in place and present safety issues for the families living there now and in the future. Putting in an interchange instead of the much-needed bridge replacement will also entice potential industrial -based type businesses to perhaps establish in that area that will be detrimental to our environment in air and water quality and quantity as well as present serious quality of life issues.

We believe there are a specific few people in the area who stand to profit directly from such changes and many, many more who will suffer in the short and long run if those changes happen. The city and county commissions have not been forthright in their discussions with the people in the community and the area. Concerns have been raised by residents of the area at official meetings which are very quickly dismissed and no answers given to the questions asked other than denial that any plans have already been made. Other sources have identified that indeed plans are underway, land purchases made, and actions in place while the city still denies any such discussions having taken place.

Our larger area has already seen expansions with corporate agriculture which require an increased draw on our natural resources and depleting them more quickly than projected. The new proposals seen thus far are using out-dated figures that support their type of facilities and KDHE is not reviewing accurate information as to the actual problems such businesses bring to a community. Regulations already in place are not being followed and ways to skirt the regs have been seen to happen in our area in recent years all for the sake of profits of the out of state corporations and some regional/local private investors. Beefing up the in-bound Taylor Road for heavy-duty transportation vehicles will also damage the side roads that will feed into the residential areas, damaging current infrastructure and taxing the people in that area for ongoing street and road repairs caused by the increased heavy loads. Traffic coming in to the area at all hours of the day and night will disrupt the activities and lives of the families in the area and prompt many to try to leave the area instead of bringing in new people to the area as suggested by some others. They will likely realize decreased property values with such changes while the local taxes will continue to rise to pay for the expenses incurred in maintaining the changed paths of travel into and out of the area.

We oppose the placement of yet another interchange along I-70 for the purpose of expanding commercial enterprises in that area. We would support a bridge replacement as it has long been needed and will greatly benefit the residents and visitors in the immediate area and the new schools recently added to the west end of the county.

Jan Kimbrell

Bridge Replacement Supporter not the Interchange

Lifelong Junction City supporter and current Morris County resident

To KDOT decision makers:

I have written but have not sent a couple of letters to you regarding a bridge replacement vs. an interchange being built in Geary County on I70. Some members of my community are urging you to approve the interchange, so that a slaughterhouse can be built as they couch this discussion in the fantasy that it will help with economic growth. Others, like me, know another narrative, but I speak only for myself.

Two obvious things stand out: the slaughterhouse will impoverish our little town, but enrich the few who are pushing for it in ways, I'm sure, that are not all completely above board but remain unknown to those opposed to this business coming here, and the interchange will not economically expand our community. The whole slaughterhouse fiasco has been shrouded in secrecy, partly because of the opposition and because of suspected palm greasing, but I can't speak to that with certainty.

Junction City is an Army town through and through, and we hope to keep that economic reality as a part of the greater Kansas economy and landscape. Depleting our beautiful natural resources including our water supply for a kill facility is nearly criminal in these days of conservation and environmental restraint. Bringing a new interchange to this county will not increase our economic development. Promised new businesses is a pipe dream when fully staffing all kinds of current businesses is impossible nowadays. Go to any one of our restaurants and see the lack of local patrons, or shop in some of our stores to see how sparse the employment numbers are. Our city and county leadership might better put their efforts into improving our current town including the neighborhoods neglected for years and years instead of this other stuff.

Another asset in Geary County is the large and lovely Milford Lake. Maybe some of you may have visited it. The promise going in that direction is at least realistic as it's more adjacent to the Fort. Speaking of both Ft. Riley and Milford Lake, our town is populated by former military, both retired and normal discharge. Many, including my parents at one time, chose this historic jewel and would be appalled at the idea of a kill house. Those promoting a slaughterhouse have speculated that the business would recruit workers from this population. First, military people, not all of course, are by necessity more sophisticated and well-traveled than many other people; they aren't going to work in a kill facility. Second, many suffer from PTSD and aren't going to choose a business where PTSD is one of the effects.

I don't know if KDOT is a government or quasi government organization. I do know that money and power are persuasive entities, especially if you're being encouraged to spend other people's money. I would hope that you consider some of the points in this note. I'm sorry it's an email and not fully formal, but I've written with my index finger on my phone as I'm overseas.

Sincerely,
LC Tulp

Secretary of Transportation

Mr. Calvin Reed,

This email is in regard to our opposition to an interchange being developed on I-70 and Taylor Road in Geary County. Although we are in favor of economic growth for our community, we are opposing this particular project since it would allow a slaughterhouse to be built at this interchange. This would do the following:

- *Be harmful to the environment in terms of air quality, sewage disposal, and water use.

- *Detract from the positive image Junction City has built over the recent past.

- *Limit positive growth for Junction City on the west side of town, as homes and other businesses would not want to be near a slaughterhouse. This would also be in close proximity to an elementary school, middle school, and high school.

- *Reduce home valuations in our community.

- *Exploit foreign workers by forcing them into notoriously dangerous and difficult job with very high turnover rates.

Thank you for any consideration you may give to this concern.

Sincerely,

David and Phyllis Gibson

July 5, 2023

KDOT Representatives for I70-Taylor Road Interchange
Located in Junction City, Kansas

Dear KDOT Representatives,

This letter is in opposition to the building of a new interchange at the proposed site of I70 and Taylor Road just West of Junction City, Kansas.

We feel that an interchange at this location is unnecessary and an unneeded expense to the State of Kansas. If the Taylor Road Bridge over I70 needs to be upgraded or replaced we are not opposed to that as it is needed for farm traffic and general vehicle movement.

There are many connections to Junction City through the 4 interchanges that we presently have, Grandview Plaza Exit, East Chestnut Exit, Washington Street Exit and US 77 Exit and another interchange just to the west of Taylor Road on Old Milford Road Exit. There are adequate building areas for growth already existing at the exits listed above.

Taylor Road is mostly agricultural land and some housing and does not need to have an interchange at that location. To us, putting an interchange at the Taylor Road Location is Kansas money that does not need to be spent.

Sincerely,

Bruce and Carolyn Rose

Junction City, Kansas

Attn: KDOT

As a landowner, I would like to thank you for coming to our community on June 13, 2023 to share the potential plans for Taylor Road Bridge/I-70 Junction City. I can say with a high degree of certainty that until that point, most of us were not aware of these plans, as we have had very little communication from our local City and County leaders. As word has spread, local community members are very upset. Personally, I believe we have been grossly misled.

Many things can be said, but I will try to be brief and to the point. It has recently been revealed that our City applied for a RAISE Grant in February 2022, in which they discuss this interchange, plans to continue Strauss Blvd out west to Taylor Road, and an "undisclosed project". This grant application mentions details about the undisclosed project which closely mirror discussions our leadership has had with Foote Cattle Company. It also stated in this application that all landowners were in agreement, and there was no opposition noted. This is a false statement, as many, many area landowners oppose such a plan. Most of the land referenced is privately owned and is not for sale. Area residents have tremendous concerns about the secrecy of our local leadership. Such a large project should be decided on by taxpayers, not just a handful of commissioners.

I understand that KDOT would not be concerned with these local issues and only care about which option to choose regarding the Taylor Road Bridge. However, it is important to note that our community is still reeling from poor decisions made in the past when our leadership had big visions for growth. The financial impact of those decisions has led to ongoing efforts to continue to dig out of that debt as well as an increased tax burden for our citizens. Many people have left our community due to the high taxes. Because of the lack of transparency of our local leaders as well as the discovery of the additional planned project (stated in the Raise Grant), we are all now aware of the direct tie this project has with the interchange.

I write this communication as a taxpayer, landowner, business owner (Real Estate), and longtime resident of this community. I think we all understand that the bridge is in poor shape. Replacement is necessary for safety reasons. But I am not in support of the interchange for reasons already shared. We have numerous, vacant commercial buildings all over town. We have unfulfilled commitments and projects that need attention. I find it very hard to believe we could sustain the financial commitment needed for an interchange, given our current debt.

Stefanie Zimmerman

1029 Plains Drive

Junction City, KS 66441

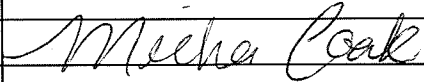
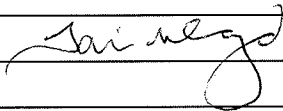
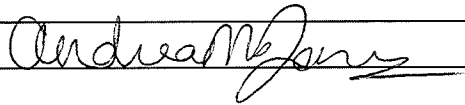
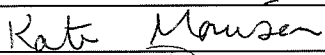
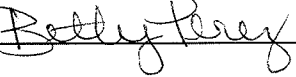
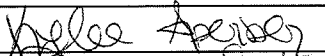
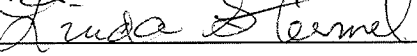
785-209-0816

A handwritten signature in blue ink, appearing to read 'Stefanie Zimmerman', is written over the typed name and address. The signature is fluid and cursive.

Stanton County Health Coalition

Date 07/13/2023

Please add your cell phone number, if you haven't already

	Name	Phone #	Email	Signature
1	Bailey, Dr Elizabeth	620-492-1400	ebailey@stantoncountyhospital.com	
2	Cook, Micha	785-207-8904	mj-cook@live.com	
3	Ellis, Bryan	620-353-9622	bryan@pld.com	
			bellis@johnsonstatebank.com	
4	Espinoza, Cruz	620-521-2542	cruz.ec@hotmail.com	
5	Floyd, Jennifer		jennifer.floyd@dremfirst.bank	
6	Floyd, Toni	620-424-7786	toni.floyd@dreamfirst.bank	
7	Gerstner, Donna		DonnaGerstner@Centura.org	
8	Jacob, Carina	620-521-7480	cjacob@stantoncountyhospital.com	
9	Jones, Andrea	620-575-5717	ajones@usd452.org	
10	Jones, Azuree	620-492-5528		
11	Molina, Josie	620-391-1670	jmolina@stantoncountyks.com	
12	Morrison, Kate	620-952-3147	kate.dowdmorrison@gmail.com	
13	Perez, Betty	620-451-1193	bperez@stantoncountyhospital.com	
14	Rollins, Kaitlin	620-492-2101	stantoncountyrecreation@gmail.com	
15	Schwartz, Joy	620-388-4451	jschwartz@dccca.org	
16	Sperber, Kylee		kylee.sperber@usd452.org	
17	Steimel, Linda	620-353-4749	ldsteimel@gmail.com	
18	Tarin, Rolando	620-492-3119		
19	Trujillo, Vanessa	620-353-8341	nessashell@hotmail.com	
20	Walker, Ruth	719-529-5543	rwalker@stantoncountyhospital.com	
21	Trembley, Jared	636.219.4139	TREMBLAY@FLINTHILLSMPO.ORG	

No Interchange = No Slaughterhouse/Industrial Corridor

The following landowners, property owners, and residents in Geary County are opposed to the interchange which brings with it a slaughterhouse/industrial corridor that are proposed and planned for Taylor Road. *Concerned Citizens of Geary County*

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Pat Foster	531 W. Walnut J.C., KS	<i>Pat Foster</i>	6-18-23
LEE BOOTHER	1405 Woodland Cir. J.C., KS	<i>Lee Booter</i>	6-27-23
Debbie LaCroix	920 E. 4th #4 J.C. KS		
Kew Shu	12815 Clark's Creek Rd J.C. KS	<i>Kew Shu</i>	6-27-23
Barbara Lusk	1502 Ridge Dr. J.C. KS	<i>Barbara Lusk</i>	6-27-23
Jerry Ferguson	937 W 10th St J.C. KS	<i>Jerry Ferguson</i>	6-24-23
Diane Doll	1422 Cypress Court J.C., KS	<i>Diane Doll</i>	6-27-23
Kate Donlevy	219 State Ave J.C., KS	<i>Kate Donlevy</i>	6-27-23
Marisa M. Rhodes	1307 Shamrock J.C., KS	<i>Marisa M. Rhodes</i>	6-27-23

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Steve Zimm	1000 Plains Drive Junction City, KS 64411	<i>Steve Zimm</i>	7/5/23
Karla Zimm	1000 Plains Drive Junction City, KS 64411	<i>Karla Zimm</i>	
Lisa Kquette	1012 Plains Drive Junction City, KS	<i>Lisa Kquette</i>	9/5/23
Roberta Hand	1004 Lockstone	<i>Roberta Hand</i>	1/3/23
Diane Hand	1004 Lockstone	<i>Diane Hand</i>	7/3/23
Nancy Hubbard	1509 S Spring Valley Rd	<i>Nancy Hubbard</i>	7/6/23
John Hubbard	1509 S. Spring Valley Road	<i>John Hubbard</i>	7/6/23
Carol Settgast	509 Tamarisk Dr. J.C., KS	<i>Carol Settgast</i>	7-7-23

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Arica Timmons	aricatimmons2@gmail.com	<i>Arica Timmons</i>	
Kendra Norkett	206 N. Garfield St. Mrs. norkett713@gmail.com	<i>Kendra Norkett</i>	7-5-23
John Ruff	506 E Grandview Dr. Jr.	<i>John Ruff</i>	7/5/23
Cheryl Ruff	506 E Grandview Dr. J.C.	<i>Cheryl Ruff</i>	
Andrew Sanders	1031 Walnut Ln	<i>Andrew Sanders</i>	7/5/23
Alexandra Massen	2135 Killdeer rd	<i>Alexandra Massen</i>	7/5/23

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LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Terry Blevy	101 W Chestnut JC Newtster911@gmail		6/17/23
Greg Blevy	101 W Chestnut JC RR3 dnpde@yahoo		6/17/23
John R. Sitipina	716 W Chesnut St. KS. 913 74 7543		6-17-23
Steven Duke	2501 Bigoke Blvd J.C. KS 785 307 2517		6-17-23
Barb Heseke-Braham	1005 West Chestnut JC KS 785-717-9291	Barb Heseke-Braham	6/19/23
Justina Johnson	1112 Clover Dr. JC. KS		6/19/23
Jacob Wren	2610 Sycas Blvd Apt 1202		6/19/23
283226706 Kerstin Holland	7101 Old Milford Rd. Milford KS 66514		06/20/23
DARREL HOLLAND (785) 226-5414	7101 OLD MILFORD RD. DARRELLHOLLAND2164@gmail.com		06-20-23
Vanessa Vandoriet	404 W 6th St JCKS vanessavandoriet@gmail.com		6/20/23
NITA ANDERSON	1902 N 1st Street		6/23/23

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
MARSHALL G. HEATH	6688 W Lucas Creek Rd. mgheath785@gmail.com		6/29/23
MARY ZIMMERMAN	1901 HARVEST CT zimmes80@yahoo.com		6/29/23
Tanice Cyphers	905 Kingsbury-JC cyphers@cox.net		6/29/23
Betty Waters	829 Crossview Dr		6/29/23
Kathleen S. Triplett	708 Crestview Dr. JC triplady68@gmail.com		6-29-23
Jimi L. Parker	1315 Goldenrod Cir. JC Jimi P1@yahoo.com		6-29-23
Patricia E. Crosby	406 N. Spring Valley Rd. pascrosby3@cox.net		7-5-23
Gordon E. Crosby	406 N Spring Valley Rd. gecrosby@cox.net		7-15/23

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Victoria Britton	7515 Hendricks St JC victbritt@gmail.com		7-06-2023
Loretta Jackson	1000 Golden Bell Blvd. lorettajackson502@gmail.com		7/06/23
Roger Britton	1000 Golden Bell Blvd rogerbritton72@gmail.com		7/06/23

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Barbara Hensiek	100 S Hammans Dr. #103		6/29/23

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LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
BRUCE BRADBURN	100 SHAMMONS DRIVE ROOM 110	Bruce Bradburn	6-29-2023
Calvin Woodbridge	100 SHAMMONS DRIVE ROOM 213	Calvin Woodbridge	6-29-2023
Gary Hudson	100 SHAMMONS DRIVE R. 203	Gary Hudson	6-29-2023
Maria Lynn	100 SHAMMONS DRIVE ROOM 310	Maria Lynn	6-30-2023
NAFTA DAVIS	100 SHAMMONS DRIVE ROOM 124	NAFTA DAVIS	6-30-2023
JACCO GARCIA	100 SHAMMONS DRIVE ROOM 102	JACCO GARCIA	6-30-2023
CAROL WILSON	1005 HARMON DRIVE ROOM 303	CAROL WILSON	6-30-2023
JUSTIN CULLER	1005 HARMON DRIVE ROOM 104	JUSTIN CULLER	6-30-2023
JOHN BOELLER	1005 HARMON DRIVE ROOM 209	JOHN BOELLER	7-5-2023

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
STARLINE BOLAND	6445 W. LYONS CREEK RD, JC	Starline Boland	6/16/23
GLEN BLAKEN	8331 CLARKS CREEK RD JC	Glen Blaken	6/16/23
GUYN KLINE	6039 W. LYONS CREEK RD JC	Gwyn Kline	6/16/23
JESS KLINE	6639 W. LYONS CREEK RD JC	Jess Kline	6/16/23
MRS. G. NEATH	6688 W. LYONS CREEK ROAD JC	Mrs. G. Neath	6/16/23
PIA BIEBACH	251 W. LYONS CREEK RD JC	Pia Biebach	6/16/23
KATHY BASS PETERS	1925 WOLF RD J.C. (6044)	Kathy Bass Peters	6/17/23
HANNA JEWELL	1408 BUTLER RD J.C. (6044)	Hanna Jewell	6/17/23
BRANDY BOLAND	1408 BUTLER RD JC 6044	Brandy Boland	6/17/23
LINDA CLUM	1006 W. ASH, J.C. 6044	Linda Clum	6/21/23
C.H. CHM	1006 W. ASH, J.C. 6044	C.H. Chm	6/21/23

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LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
BRUCE BLACKBURN	100 SHAMMONS DRIVE ROOM 110	Bruce Blackburn	6-29-2023
Calvin Woodridge	100 SHAMMONS DRIVE ROOM 213	Calvin Woodridge	6-29-2023
Geary Hudson	100 SHAMMONS DR- R. 205	Geary Hudson	6-29-2023
Mark Lynn	100 SHAMMONS DRIVE ROOM 310	Mark Lynn	6-30-2023
Nathan DeWitt	100 SHAMMONS DRIVE ROOM 124	Nathan DeWitt	6-30-2023
JARED GARCIN	100 SHAMMONS DRIVE Room 102	Jared Garcin	6-30-2023
Cameron Wilson	1005 HAMMONS DRIVE Room 303	Cameron Wilson	6-30-2023
Justin Culler	1005 Hamman Drive Room 104	Justin Culler	6-30-2023
Josh Bralier	100 SHAMMONS DRIVE Room 209	Josh Bralier	7-5-2023

LANDOWNER/RESIDENT	ADDRESS AND EMAIL	SIGNATURE	DATE
Sharline Boland	6445 W. Lyons Creek Rd, JC	Sharline Boland	6/16/23
GLEN BLANKEN	8331 CLARKS CREEK RD JC	Glen W Blanken	6/16/23
Gwyn Kline	6639 W. LYONS CREEK RD JC	Gwyn Kline	6/16/23
JESS Kline	6639 W LYONS CREEK RD JC	Jess Kline	6/16/23
MARSHALL G. HEATH	6688 W. LYONS CREEK ROAD JC	Marshall G. Heath	6/16/23
Dick Breakey	6551 W LYONS CREEK RD JC	Dick Breakey	6/16/23
Kathleen Bass-Festers	1925 WOLF Rd J.C 66441	Kathleen Bass-Festers	6/17/23
Amanda Jewell	1408 Rucker Rd J.C. 66441	Amanda Jewell	6/17/23
BRIAN BOLAND	1408 Rucker Rd JC 66441	Brian Boland	6/17/23
LINDA Ehm	1006 W. Ash, J.C 66441	Linda J. Ehm	6/21/23
C.H. Ehm	1006 W. Ash, J.C 66441	Linda C.H. Ehm	6/21/23

