

Transportation Improvement Program FFY 2022-2025

Amendment #5



**Flint Hills Metropolitan
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

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

Table of Contents

Introduction	1
WHAT IS THE TIP?	1
WHAT IS THE MPO?	1
TIP Procedures	2
PROCESS FOR INCLUDING PROJECTS IN THE TIP	2
TIP AMENDMENTS	2
ADMINISTRATIVE MODIFICATIONS	2
Fiscal Analysis	3
PROJECT FUNDING.....	3
<i>Federal Funding Sources</i>	3
<i>State Funds</i>	3
<i>Local Funds</i>	3
<i>Advance Construction</i>	4
<i>Operations and Maintenance (O&M)</i>	4
DEMONSTRATION OF FISCAL CONSTRAINT	4
Major Projects	5
<i>Roadways Projects (including intersections and bridges)</i>	5
<i>Bikeway and Pedestrian Projects</i>	5
<i>Transit Facilities and Service Projects</i>	5
<i>Significant Delay</i>	5
MAJOR PROJECTS IMPLEMENTED	6
PROJECTS SIGNIFICANTLY DELAYED.....	7
Breakdown of Funding by Project Type	8
MISSION AND GOALS.....	8
Performance Management and Targets	9
Environmental Justice	11
2022-2025 TIP EJ ANALYSIS METHODOLOGY	11
<i>Identifying EJ tracts</i>	11
EJ ANALYSIS RESULTS	12
Appendix A: Funding Summary Table	A-1
Appendix B: TIP Project Listing Information	B-1
Appendix C: Summary of Changes.....	C-1
Appendix D: Project Maps	D-1
Appendix E: Project Listing.....	E-1
Appendix F: MPO Self-Certification	F-1
Appendix G: Public Comment Period Summary	G-1

List of Figures

Figure 1: Flint Hills MPO Planning Boundary.....	1
Figure 2: Flint Hills MPO EJ Block Groups.....	12

List of Tables

Table 1: Local Revenue Sources.....	4
Table 2: Funding Amount by Project Type	8
Table 3: Projects and related Performance Measure	9
Table 4: Projects in EJ Tracts	133
Table 5: % of Project Types in EJ Tracts	13

Introduction

What is the TIP?

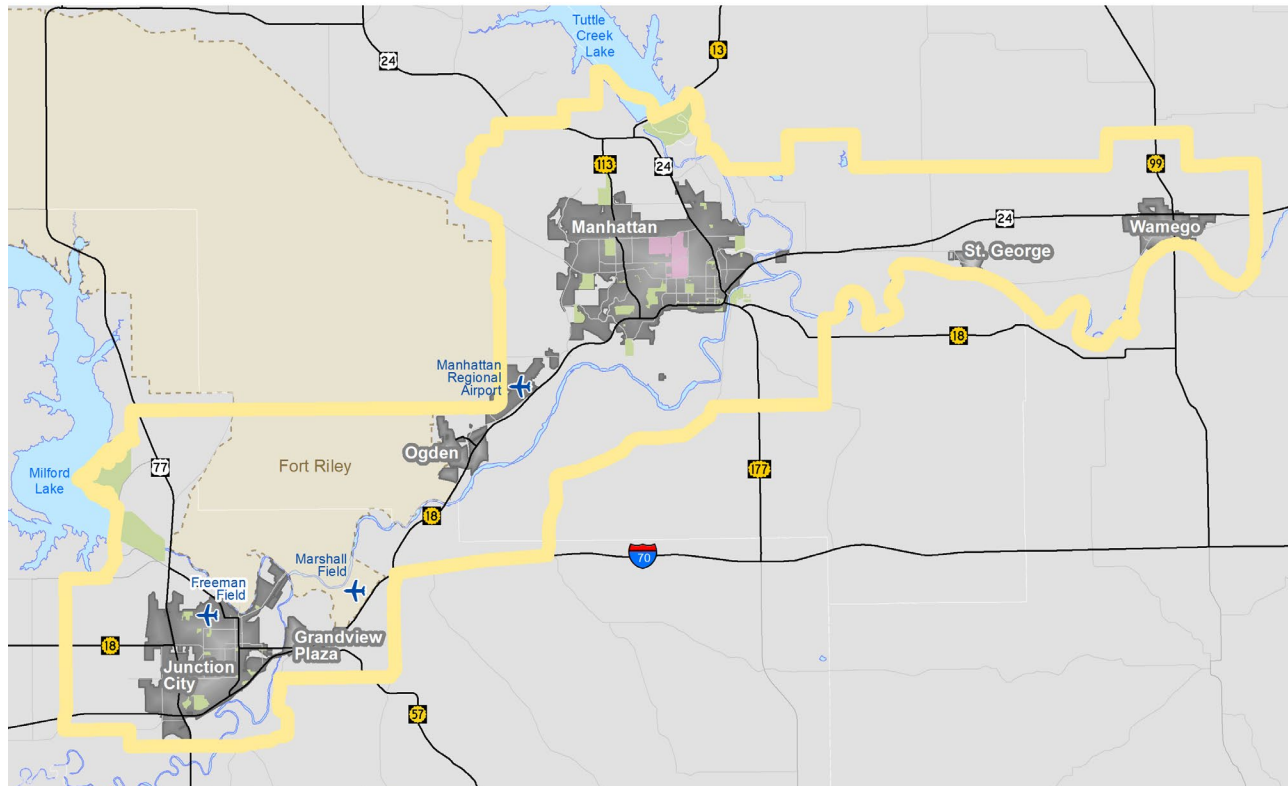
The Transportation Improvement Program (TIP) is a federally required document and one of many tools used to implement the vision and goals of the long-range transportation plan. The TIP contains all federally funded and/or regionally significant, multimodal, surface transportation projects that are to 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 by the Secretary. 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

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 (City's share is 65%, but only 1/3 can be used for transportation)	\$200,000
	1/4 cent Sales Tax for roadway preservation and SRTS	\$2-\$3 million/year \$100,000 for SRTS
Geary County	**Mill Levy (1 mill is typically set aside for transportation each year, but not a guarantee)	\$220,000
Riley County	*1/2 cent Sales Tax (County's share is 35%, 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)	\$500,000

*The 1/2 cent sales tax is split between the City and County (average between 2014-2018)

**Average between 2014-2018

***Average between 2014-2018

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	Initial Construction Year	Total Cost (in 1000s)	Comments
x-B4-2018	Eisenhower Trail - Junction City	Construct bike/ped connections to existing facilities along W 8th Street and Eisenhower Dr.	2019	\$ 639.0	Under Construction
x-05-2020	Miller Parkway and Amherst Roundabout	Construct roundabout at the intersection of Miller Parkway and Amherst Ave.	2020	\$ 2,000.0	Constructed
x-06-2018	Kimball & College Intersection Improvements (NCC Phase I)	Double left turn lanes, new traffic signal at intersection with ADA improvements.	2020	\$ 9,990.0	Constructed
x-08-2018	N. Manhattan Ave Reconstruction: Research to Bakers Way	Expansion of the roadway to include new turn lanes and through lanes, pedestrian crossing at Bakers Way.	2019	\$ 2,063.0	Constructed
x-08-2020	N. Manhattan Ave Reconstruction: Bakers Way to Claflin	Expansion of the roadway to include new turn lanes and through lanes.	2020	\$ 2,900.0	Constructed
x-09-2018	GI: US-24 & Kimball Ave Intersection	Double right turn lanes for EB to SB and construction of pedestrian crossings on the north leg.	2019	\$ 1,238.4	Constructed
x-12-2018	Industrial Commerce Route: Valley to Balderson	Expansion of roadways to accommodate oversized freight vehicles, including the replacement of a bridge from K-99 to Caterpillar and Industrial Park	2020	\$ 8,097.0	Under Construction
x-17-2014	K-18 Bridge Replacement over Wildcat Creek	Replacement of bridges #028 and #029 (Wildcat Creek) on K-18 in Riley County, located 0.56 and .057 miles east of the K-18/K-113 junction	2017	\$ 10,816.0	Under Construction
x-17a-2016	Intersection: US-24 & Green Valley Rd & Frontage Road	Construct dual left turn lanes for EB US-24 turning NB onto Green Valley Rd. Construct dual right SB for Green Valley to WB US-24. Widen Green Valley. Construct frontage road from GVR to Powers Ln.	2019	\$ 3,985.4	Under Construction
x-21-2018	K-18 & Karns Dr. Roundabout	Convert T-intersection to a roundabout, to include .16 miles of new multiuse path.	2020	\$ 2,121.8	Under Construction
x-23-2018	Kirkwood Drive Extension from Walters Dr. to Marlatt Ave	Connect Kirkwood Dr with Marlatt Ave with a 37-foot three lane roadway across Marlatt Waterway Channel. Sidewalk and multiuse path.	2019	\$ 2,100.0	Constructed
x-T5-2020	FHATA Urban Bus Capital Program	Purchase of 5 20-passenger buses	2020	\$ 926.6	Purchased
x-T7-2018	FHATA Rural Bus Capital Program	Purchase of 6 20-passenger buses	2020	\$ 407.9	Purchased
x-T13-2018	K-18 Connector Ogden Service	Fixed-route service through Manhattan to Ogden	2019	\$ 354.9	Implemented

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-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. Realign Old Milford Rd, Quarry Rd, and Rifle Range	\$ 13,166.0	\$ 11,002.1	2017	2021	Programmed in 2022 TIP
x-32-2014	US-40 Bridge Replacement (UP Railroad and Monroe St)	Bridge Replacement	\$ 8,477.6	\$ 12,346.7	2020	2021	Programmed in 2022 TIP
x-T10-2018	FHATA Bus Stop Amenities	Bus stop amenities to include bus shelters, benches, and concrete pads.	\$ 647.4	\$ 647.4	2019	2021	Programmed in 2022 TIP
x-T12-2018	FHATA Capital Improvements	Purchase of admin vehicle, maintenance vehicle, 4-post lift	\$ 214.6	\$ 214.6	2019	2021	Programmed in 2022 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.

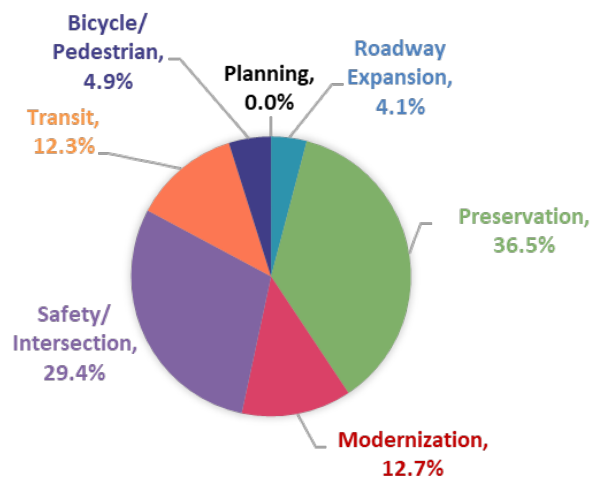
- **Roadway Expansion:** Increasing capacity of the roadway by adding travel lanes;
- **Roadway Preservation:** Maintaining the existing roadways and bridges (mill and overlay, brick street rehabilitation, resurfacing, etc);
- **Modernization:** Improving an existing roadway to make it more functional 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	\$ 6,741	4.1%
Preservation	\$ 59,878	36.5%
Modernization	\$ 20,834	12.7%
Safety/ Intersection	\$ 48,222	29.4%
Transit	\$ 20,189	12.3%
Bicycle/ Pedestrian	\$ 7,965	4.9%
Planning	\$ 25	0.0%
Total	\$ 163,853	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-04-2014	M22	US-77 Reconstruction: Old Milford to N Jct K-57	Mobility	PM3, PM4
			Prosperity	PM3
x-08-2022	E69	Intersection of Kimball and Denison	Safety	PM1, PM2
			Mobility	PM4
x-09-2022	E08	Casement Road Improvements: Brookmont to Allen/Knox	Safety	PM3, PM4
			Mobility	PM4
x-10-2022	M40	N. Manhattan Ave Traffic Signals and two-way bike lane	Safety	PM5, PM6
			Mobility	PM4, PM6
			Prosperity	PM4, PM5
x-12-2022	M26	Kimball Ave Roundabout Replacement	Safety	PM3
x-14a-2020	M20	Roundabout at US-24 & K-13	Safety	PM3, PM4
			Preservation	PM3
x-14b-2020	M21	Roundabout at US-24 & K-113	Safety	PM1, PM2
			Preservation	PM3
x-14-2022		US-24 & Levee Drive Intersection Improvements	Safety	PM1, PM2, PM3, PM4
x-15-2022	P12	I-70 Bridge Replacement at J. Hill Road	Preservation	PM5, PM6
x-16-2020		Junction City 7th Street Bicycle Boulevard	Mobility	PM6
x-17-2020		Juliette Ave - Phase IV	Safety	PM3, PM4
x-17-2022	E61	I-70 & Taylor Road Interchange	Preservation	PM5, PM6
x-18-2022	P09	Repair Bridge #037 on US-40B3 in Geary County	Preservation	PM7
x-19-2022	P09	Repair Bridge #017 on I-70 in Geary County	Preservation	PM7

TIP Project #	C2040 ID	Project	Goal	PM #
x-20-2020	P05	Bridge Replacement on US-24 over Blackjack Creek	Preservation	PM5
x-20-2022	P09	Emergency Repair on US-24 in Riley County	Preservation	PM3
x-21-2020	P09	US-40B and Washington Roundabout Preservation	Preservation	PM3, PM4
x-21-2022	P09	US-24 at Flush Road Traffic Study	Safety	PM1, PM2, PM3, PM4
x-22-2022	P09	Mill & overlay K-57 Surface Preservation	Preservation	PM3
x-23-2020		US-24 & Columbian Rd Intersection	Safety	PM3, PM4, PM5
x-23-2022		Spring Valley Rd Sidewalk Improvements	Mobility	PM6
x-24-2020	E37	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	Mobility	PM6
			Prosperity	PM4
x-24-2022		Increasing the Walkability/Bikeability of St. George	Mobility	PM6
x-25-2020	M15	I-70 & K-18 Interchange	Safety	PM3, PM4
			Preservation	PM3
			Preservation	PM1, PM2, PM3
x-26-2020	P09	Repair Bridge #026 on I-70 in Geary County	Preservation	PM5
x-27-2020	P11	I-70 Pavement Replacement	Preservation	PM1, PM2
x-32-2014	P07	US-40 Bridge Replacement (UP Railroad and Monroe St)	Preservation	PM5
x-T7-2020		600 Block of Poyntz Bus Stop Improvements	Prosperity	PM1, PM3
x-T8-2022		FHATA Rural Bus Capital Program	Preservation	PM10
x-T10-2020		Fremont Roadway and Bus Stop Improvements	Prosperity	PM1, PM3

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 2018 American Community Survey (ACS).

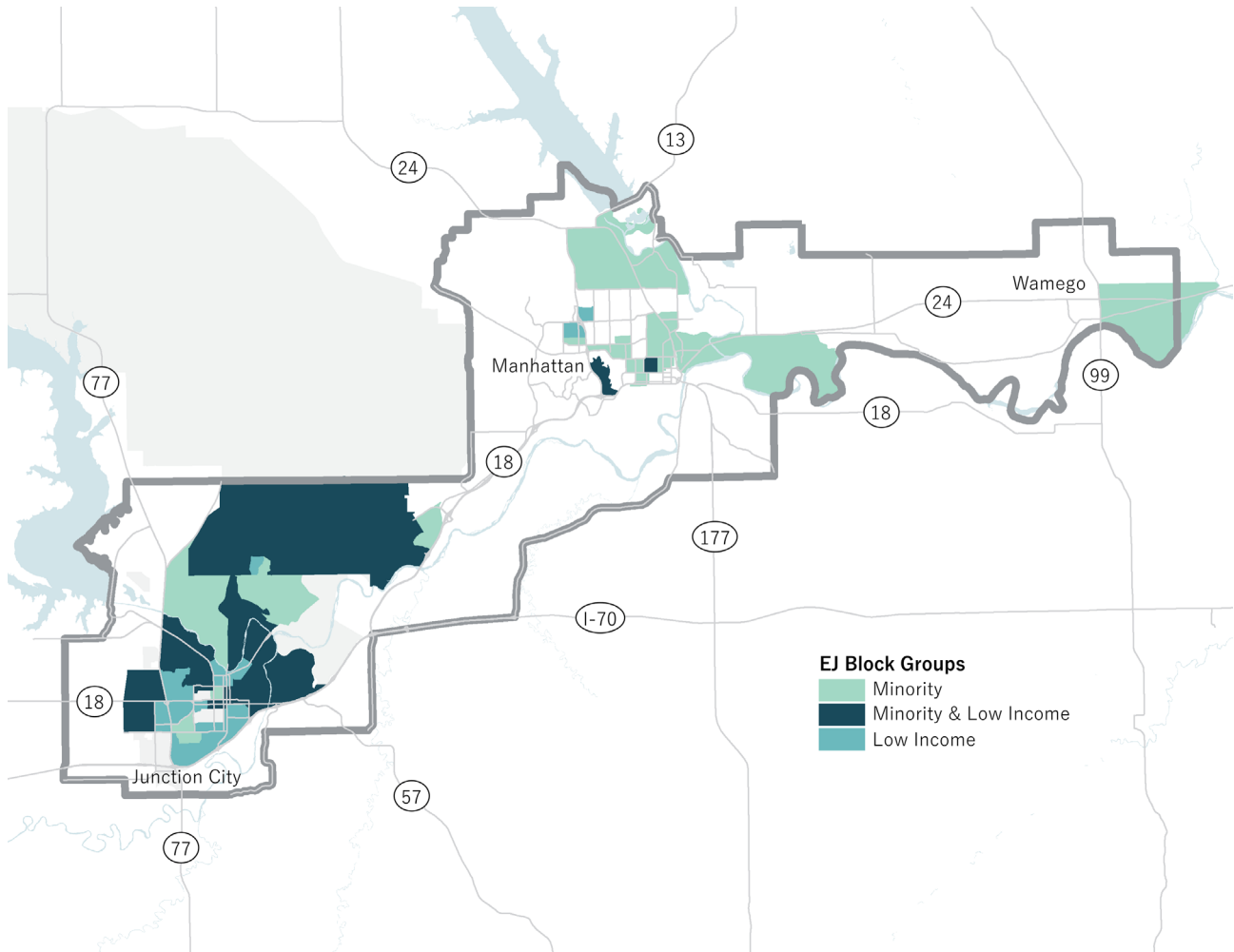
EJ Thresholds

1. **Minority Block Groups**
Region average: **27.8%**
Threshold: **33.3%**
2. **Low-Income Block Groups**
Median Household Income:
less than or equal to **\$20,670**
3. **Zero-car Households**
Region average: **6.8%**
Threshold: **8.2%**

To identify the low-income areas in the MPO region, the average household income was gathered for all block groups within the MPO boundary. The block groups with average incomes at or below the Department of Health and Human Service’s poverty threshold are considered low-income block groups.

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. Since some block groups are less populated, it was determined that using both a percentage and number of households without a vehicle was most appropriate. The regional average for zero-car households was 6.8% or 32 households. The threshold was set at 8.2% or 39 households.

Figure 2: Flint Hills MPO EJ Block Groups



EJ Analysis Results

Of the 96 block groups in the MPO area, 30 block groups have a minority population that exceed the regional average and 41 block groups are at or below the threshold used to identify households qualifying for free or reduced school meals. Seventeen (17) block groups are both minority and low-income block groups.

Of the projects contained in the TIP, nineteen (19) are within, or adjacent to, the EJ areas (shown in **Table 4**) and meet FHWA EJ project requirements. Approximately \$47.3 million dollars, or 29%, of the total funding in the region will be invested in the EJ identified tracts.

Table 4: 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-06-2022	US-24 Overlay/Widen Shoulder Project in Pottawatomie County	\$ 2,311.0	Preservation
x-07-2020	Poyntz Ave and Juliette Ave Intersection	\$ 1,070.0	Intersection
x-09-2022	Casement Road Improvements: Brookmont to Allen/Knox	\$ 100.0	Modernization
x-10-2022	N. Manhattan Ave Traffic Signals and two-way Bike Lane	\$ 2,400.0	Modernization
x-11-2022	Hayes Dr Trail	\$ 1,150.0	Bike/Ped
x-14a-2020	Roundabout at US-24 & K-13	\$ 6,388.3	Safety
x-14b-2020	Roundabout at US-24 & K-113	\$ 6,388.3	Safety
x-14-2022	US-24 & Levee Drive Intersection Improvements	\$ 606.5	Safety
x-16-2020	Junction City 7th Street Bicycle Boulevard	\$ 862.4	Bike/Ped
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	\$ 438.0	Preservation
x-20-2022	Emergency Repair on US-24 in Riley County	\$ 750.0	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-32-2014	US-40 Bridge Replacement (UP Railroad and Monroe St)	\$ 18,691.9	Preservation
x-T10-2020	Fremont Roadway and Bus Stop Improvements	\$ 426.0	Transit

Table 5: % of Project Type in EJ Areas

Project Type	Total Project Costs	Total \$ in EJ Areas	% Spent in EJ vs non-EJ
Roadway Expansion	\$ 6,740.5	\$ -	0.0%
Preservation	\$ 59,877.9	\$ 24,897.3	41.6%
Modernization	\$ 20,833.6	\$ 2,500.0	12.0%
Safety/ Intersection	\$ 48,222.3	\$ 14,453.1	30.0%
Transit	\$ 20,189.4	\$ 426.0	2.1%
Bicycle/ Pedestrian	\$ 7,964.6	\$ 5,032.4	63.2%
Planning	\$ 25.0	\$ 25.00	100.0%
Total	\$ 163,853.3	\$47,333.8	28.9%

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 5** 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 2022	FFY 2023	FFY 2024	FFY 2025	Total
Federal	NHPP	\$ 2,043.6	\$ 3,373.0	\$ 6,593.5	\$ 15,739.4	\$ 27,749.5
	STP	\$ 10,415.1	\$ 15,747.5	\$ -	\$ -	\$ 26,162.6
	TA	\$ 1,617.2	\$ 737.6	\$ 4,057.4	\$ -	\$ 6,412.2
	HSIP	\$ -	\$ -	\$ -	\$ 9,730.0	\$ 9,730.0
	FTA 5307	\$ 4,902.4	\$ -	\$ 716.8	\$ 1,614.8	\$ 7,234.0
	5307 CARES	\$ 647.1	\$ -	\$ -	\$ -	\$ 647.1
	FTA 5310	\$ 372.3	\$ -	\$ -	\$ -	\$ 372.3
	FTA 5311	\$ 106.7	\$ 73.9	\$ -	\$ -	\$ 180.6
	FTA 5339	\$ 457.7	\$ -	\$ -	\$ -	\$ 457.7
	TOTAL	\$ 21,610.4	\$ 20,874.2	\$ 11,367.7	\$ 27,084.2	\$ 80,936.5
State	\$ 20,909.2	\$ 7,613.1	\$ 21,801.5	\$ (25,469.4)	\$ 24,854.3	
Local	\$ 6,765.6	\$ 10,511.0	\$ 11,205.6	\$ 1,350.0	\$ 29,832.1	
Total	\$ 49,285.2	\$ 38,998.2	\$ 44,374.8	\$ 2,964.8	\$ 135,623.0	

HSIP-Highway Safety Improvement Program

STP-Surface Transportation Program

NHPP-National Highway Performance Program

TA-Transportation Alternatives

5307 ARA - American Recovery Act

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).

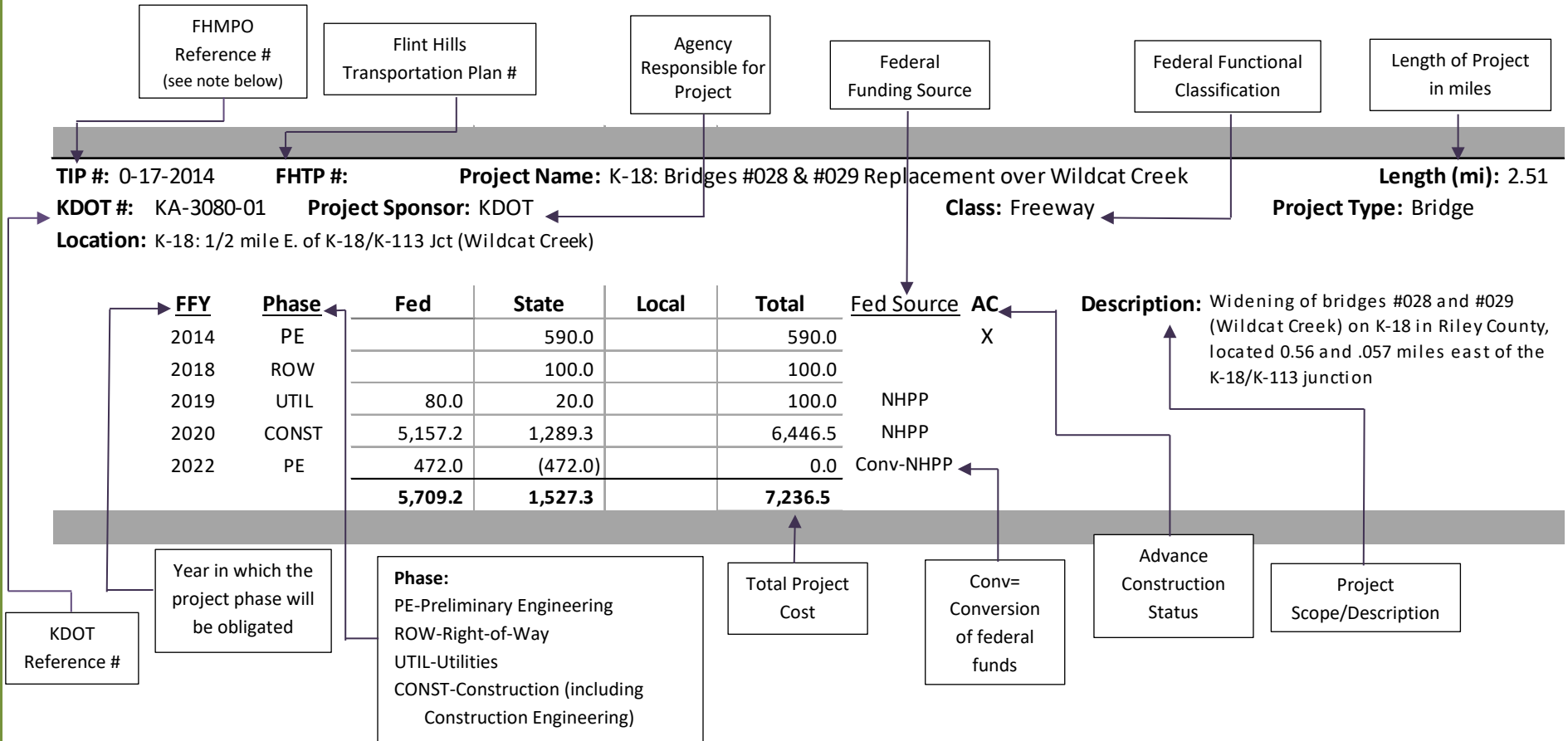
Note: Any negative balance shown for state funding is due to state funds being credited back once a project was converted to federal funds.

Anticipated Funding (in thousands)					
Funding Source	FFY 2022	FFY 2023	FFY 2024	FFY 2025	Total
Federal	\$ 21,610.4	\$ 20,874.2	\$ 6,490.4	\$ 27,084.2	\$ 76,059.2
State	\$ 6,529.3	\$ 6,529.3	\$ 21,801.5	\$ 21,801.5	\$ 56,661.6
Local*	\$ 16,190.2	\$ 15,590.2	\$ 7,590.2	\$ 7,590.2	\$ 46,960.7
Total	\$ 44,329.9	\$ 42,993.7	\$ 35,882.0	\$ 56,475.8	\$ 179,681.5

* 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-201X The first digit identifies the most recent amendment to make changes to the project. A "0" means the project has not been modified since the original TIP document.

X-XX-201X The second set of numbers is the project number. This number never changes for a project.

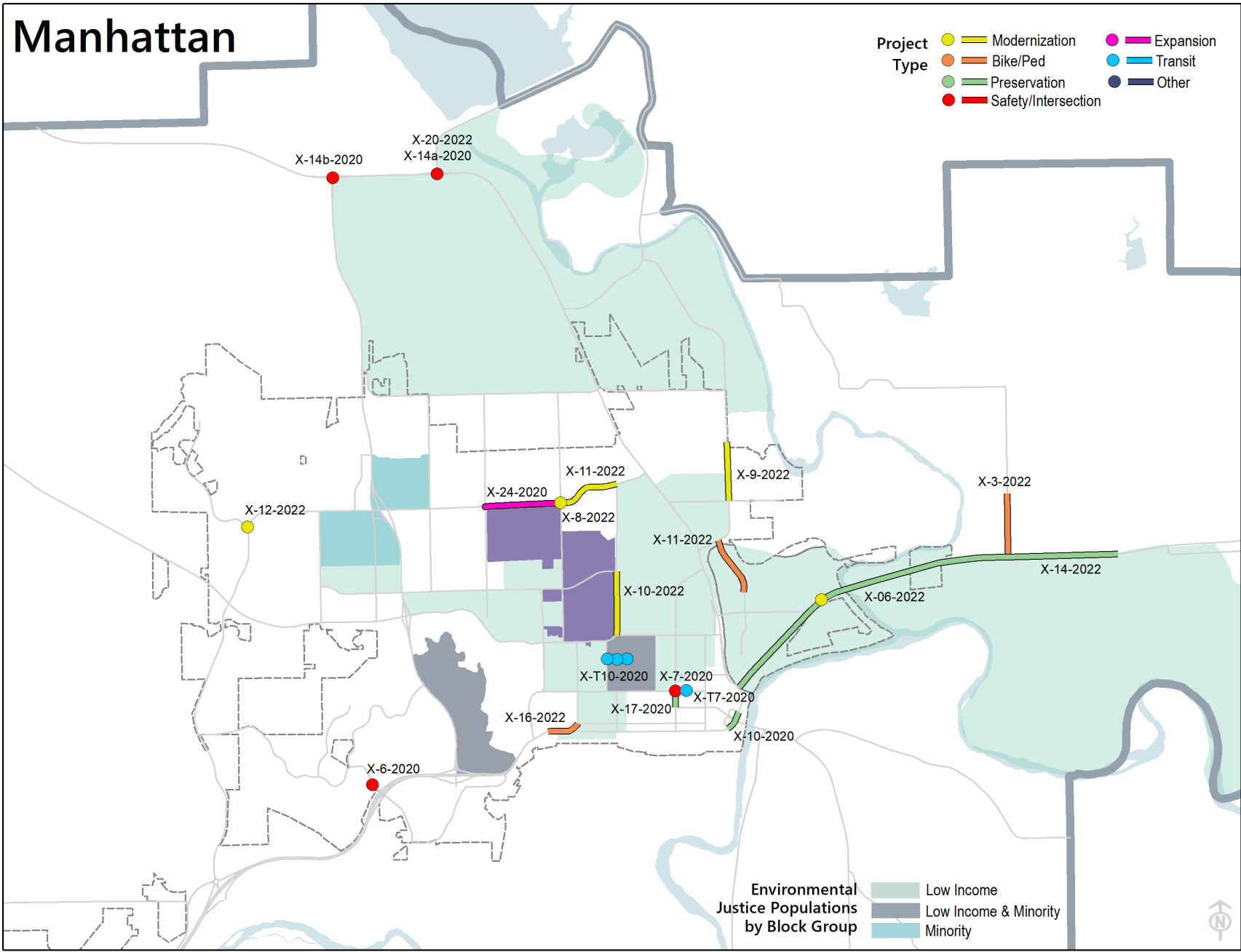
X-XX-201X The last set of numbers indicates the year the project was first programmed in the TIP. The TIP is updated in even years (i.e. 2014, 2016, 2018).

Appendix C: Summary of Changes

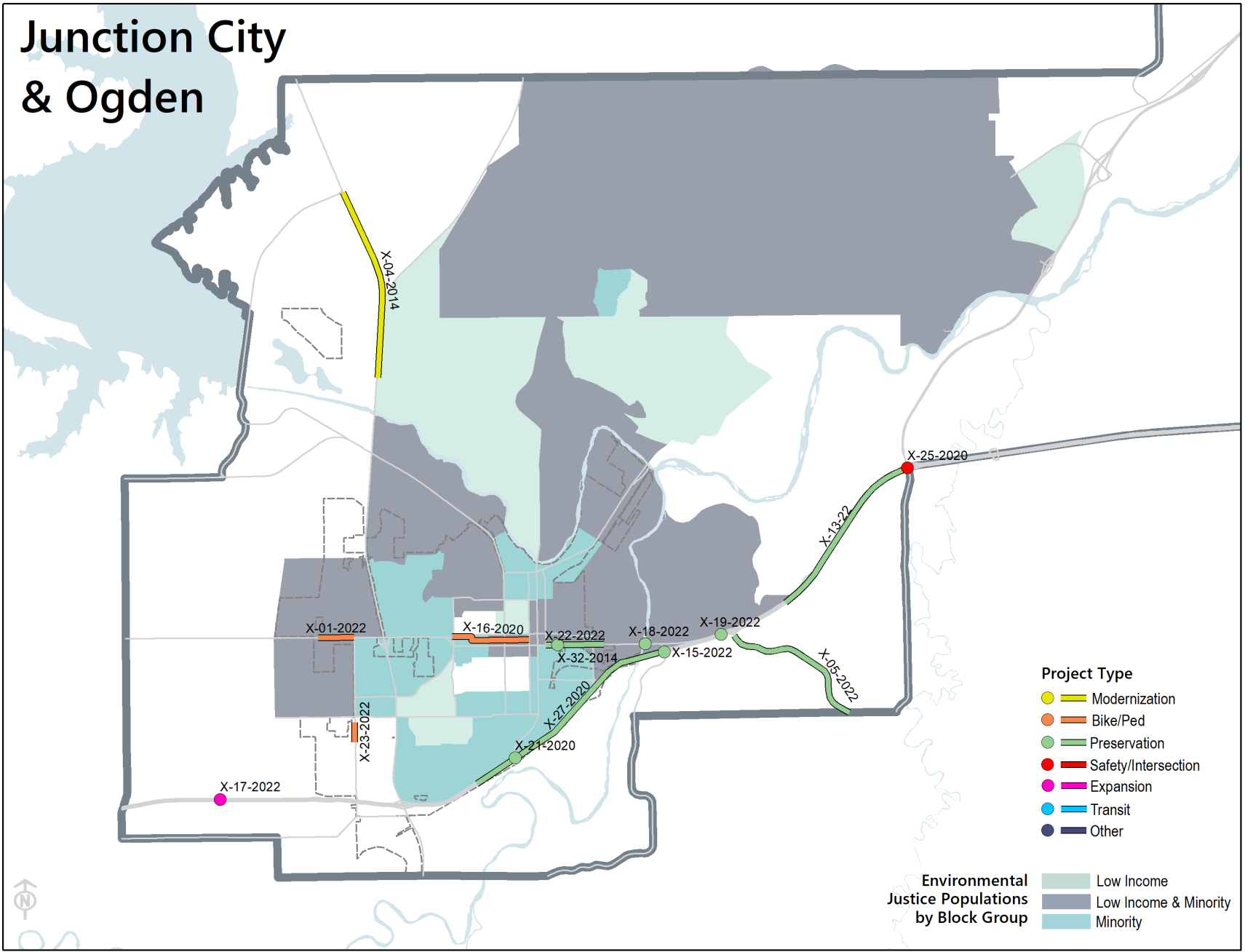
Project #		Project Name	Year	Phase	Phase Cost (in 1000s)	Total Cost (in 1000s)	Funding Source	Description of Change
0-17-2020	TE-0525-01	Juliette Ave - Phase IV	2024	CONST	\$1,568.32	\$1,568.32	TA	Change in Cost & KDOT Project #
4-23-2022	TE-0522-01	Spring Valley Rd Sidewalk Improvements	2024	CONST	\$531.70	\$531.70	TA	Change in Cost & KDOT Project #
2-16-2022	TE-0526-01	Sidewalk Extension on Fort Riley Blvd	2024	CONST	\$1,711.00	\$1,711.00	TA	Change in Cost &
3-21-2020	KA-5996-01	US-40B and Washington Roundabout Preservation	2023	CONST	\$796.90	796.9	STP, State, & Local	Change in Cost & Change in Year
2-06-2022	KA-6202-01	US-24 Overlay/Widen Shoulder Project in Pottawatomie County	2023	CONST	\$2,740.10	2741.1	NHPP & State	Change in Cost
1-14-2022	KA-6497-01	US-24 & Levee Drive Intersection Improvements	2023	CONST	\$1,369.20	\$1,369.20	State & Local	Change in Year, Change in Cost, Change in Funding
2-06-2022	KA-6202-01	US-24 Overlay/Widen Shoulder Project in Pottawatomie County	2023	CONST	\$2,310.00	2311.0	NHPP & State	Reduction in Cost
2-15-2022	KA-6483-01	I-70 Bridge Replacement at J. Hill Road	2022	PE	\$380.60	3248.2	State	Change in Cost
			2026	ROW	\$76.10	3248.2	State	Project Addition
			2026	UTIL	\$25.40	3248.2	State	Project Addition
			2026	CONST	\$2,766.0	3248.2	State	Project Addition
			2028	PE	\$342.6	3248.2	NHPP	Change in Cost
			2028	UTIL	\$22.8	3248.2	NHPP	Project Addition
			2028	CONST	\$2,489.4	3248.2	NHPP	Project Addition

Appendix D: Project Maps

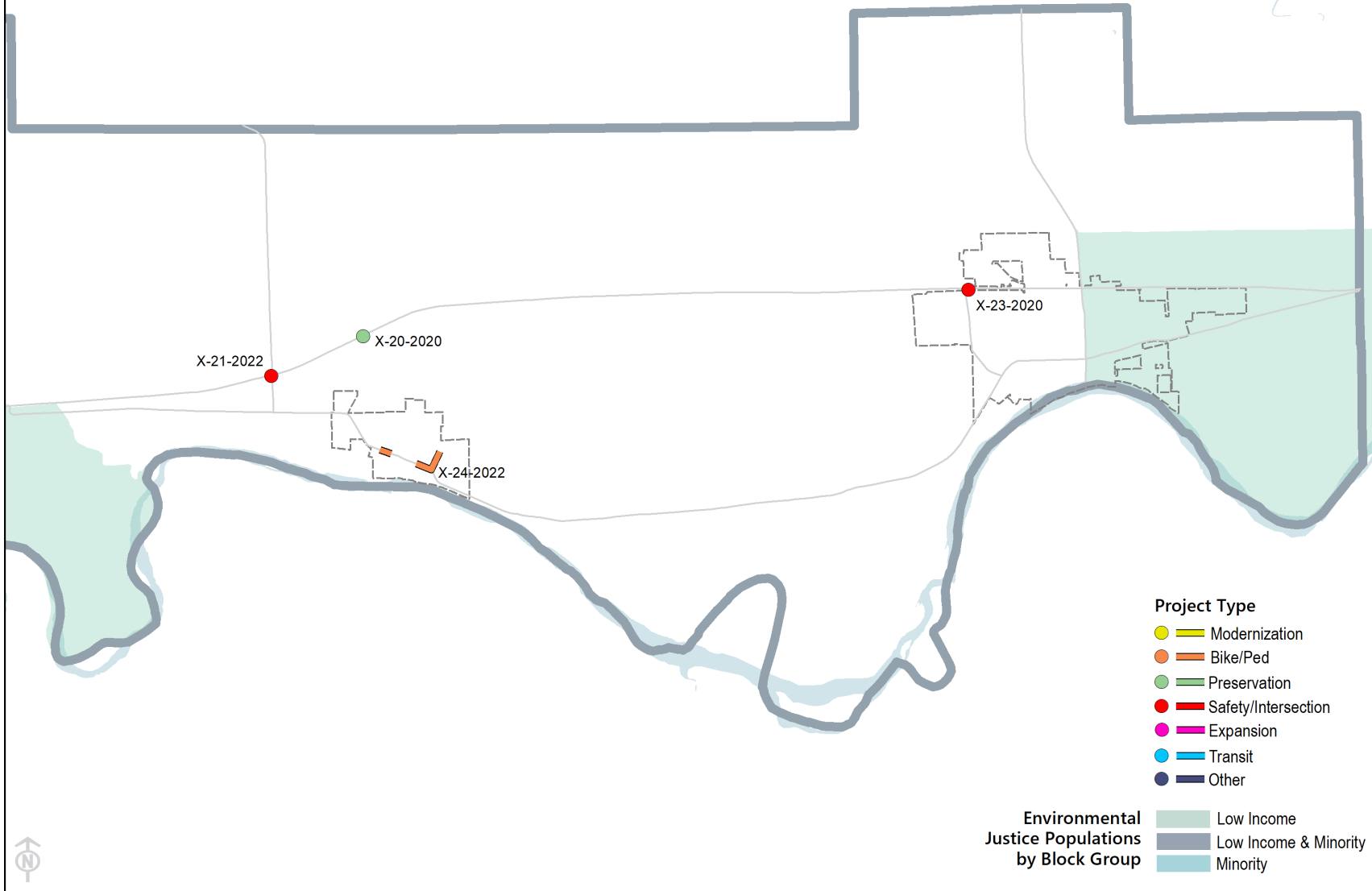
Manhattan



Junction City & Ogden



Wamego & St. George



Appendix E: Project Listing

Roadway Projects

TIP #: 1-01-2022 **C2040 #:** BP01 **Project Name:** Blue Jay Trail **Length (mi):**
KDOT #: TE-0498-01 **Project Sponsor:** Junction City **Class:** **Project Type:** Bike/Ped
Location: K-18: Karns Drive to Spring Valley Rd. **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2023	CONST	737.6		571.4	1,309.0	TA		10' multiuse path on the north side of K-18 from Karns Dr to Spring Valley Rd.
0-2022 (C23)		737.6		571.4	1,309.0			

0-3-2022 (22TIP)

TIP #: 0-02-2022 **C2040 #:** MP01 **Project Name:** Manhattan SRTS PE Consultant **Length (mi):**
KDOT #: U-2405-01 **Project Sponsor:** City of Manhattan **Class:** **Project Type:** Planning
Location: Manhattan **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	PE	20.0		5.0	25.0	TA		Phase 1 Study to update SRTS Plan
0-2022 (C23)		20.0		5.0	25.0			

0-01-2022 (22TIP)

TIP #: 1-03-2022 **C2040 #:** BP01 **Project Name:** Green Valley Road Trail **Length (mi):** 0.50
KDOT #: TE-0501-01 **Project Sponsor:** Pottawatomie County **Class:** Minor Arterial **Project Type:** Bike/Ped
Location: Green Valley Road: US-24 to Eagles Landing **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	CONST	907.3	7.0	225.4	1,139.7	TA		10' multiuse path along Green Valley Road, including bike/ped accommodations along bridge
0-2022 (C23)		907.3	7.0	225.4	1,139.7			

0-3-2022 (22TIP)

TIP #: 1-04-2014 **C2040 #:** M22 **Project Name:** US-77 Reconstruction from S of Old Milford Rd to N Jct K-57 **Length (mi):** 2.50
KDOT #: KA-2367-05 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Modernization
Location: US-77: .3 mi S of US-77/Old Milford Rd to N Jct US-77/K-57 **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2012	PE		1,344.5		1,344.5		X	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.
2021	ROW		1,987.1		1,987.1			
2021	UTIL		685.9		685.9		X	
2021	CONST		11,016.1		11,016.1		X	
2022	PE	1,053.9	(1,053.9)		-	Conv-STP		
2022	UTIL	548.3	(548.3)		-	Conv-STP		
2022	CONST	8,812.9	(8,812.9)		-	Conv-STP		
0-2014 (C17)		10,415.1	4,618.5		15,033.6			

4-04-2022 (18TIP)

TIP #: 0-05-2022 **C2040 #:** P09 **Project Name:** K-57 IR Project in Geary County **Length (mi):** 17.60
KDOT #: KA-6201-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Preservation
Location: K-57: Geary/Morris County Line to I-70/K-57 **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2021	PE		1.0		1.0			2 inch recycling and seal
2022	CONST		1,732.6		1,732.6		X	
2023	CONST	1,386.1	(1,386.1)		-	Conv-STP		
0-2022 (C21)		1,386.1	347.5		1,733.6			

4-05-2022 (22TIP)

TIP #: 2-06-2020 **C2040 #:** M26 **Project Name:** Miller Parkway and Arbor Drive Intersection **Length (mi):** 0.25
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Collector **Project Type:** Intersection
Location: Intersection of Miller Parkway and Arbor Drive **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2024	PE			150.0	150.0			Construct roundabout at the intersection of Miller Parkway and Arbor Drive.
2025	CONST			1,350.0	1,350.0			
0-2020 (C20)				1,500.0	1,500.0			

3-06-2020 (20TIP)

TIP #: 2-06-2022 **C2040 #:** P09 **Project Name:** US-24 Overlay/Widen Shoulder Project in Pottawatomie County **Length (mi):** 3.90
KDOT #: KA-6202-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Preservation
Location: US-24: Riley/PT County line east 3.9 miles **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	PE		1.0		1.0			Mill and overlay including the widening of shoulders from 3 to 6 feet
2022	CONST		2,740.1		2,740.1		X	
2023	CONST	2,188.6	(2,188.6)		-	Conv-NHPP		
0-2022 (C21)		2,188.6	552.5		2,741.1			0-01-2022 (22TIP)

TIP #: 0-07-2020 **C2040 #:** M17 **Project Name:** Poyntz Ave and Juliette Ave Intersection **Length (mi):** 0.20
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Collector **Project Type:** Intersection
Location: Intersection of Poyntz Ave and Juliette Ave **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	CONST			1,070.0	1,070.0			Replace traffic signal poles, install ADA ramps, install stamped concrete crosswalks with curb extensions, and count down pedestrian signals
				1,070.0	1,070.0			

0-2020 (C20) 4-07-2022 (20TIP)

TIP #: 0-08-2022 **C2040 #:** E69 **Project Name:** Intersection of Kimball and Denison (NCC Phase 11) **Length (mi):** 0.45
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Intersection
Location: Intersection of Kimball and Denison **Bike/Ped?** Yes **ITS?** Yes

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	PE			900.0	900.0			Roadway expansion & intersection improvements. Previous TIP# 0-25-2014
2024	CONST			10,000.0	10,000.0			
0-2022 (C23)				10,900.0	10,900.0			Notes: GO Bonds 0-3-2022 (22TIP)

TIP #: 0-09-2022 **C2040 #:** E08 **Project Name:** Casement Road Improvements: Brookmont to Allen/Knox **Length (mi):** 0.69
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Major Collector **Project Type:** Modernization
Location: Casement Rd: Brookmont Dr to Allen Rd/Knox Ln **Bike/Ped?** Yes **ITS?** Yes

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	PE			100.0	100.0			Expand roadway to include 3-lane roadway and multi-use path
				100.0	100.0			

0-2022 (C7)

TIP #: 2-10-2020 **C2040 #:** P09 **Project Name:** K-18 heavy preservation near K-177 **Length (mi):** 0.70
KDOT #: KA-5469-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Preservation
Location: K-18: West Junction K-18/K-177 east to the East Junction K-18/K-177 **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	PE		30.0		30.0			Pavement Replacement
2023	CONST		3,150.0		3,150.0		X	
2024	CONST	2,520.0	(2,520.0)		-	Conv-NHPP		
1-2020 (C20)		2,520.0	660.0		3,180.0			4-10-2022 (2020TIP)

TIP #: 2-10-2022 **C2040 #:** M40 **Project Name:** N. Manhattan Ave Traffic Signals and two-way Bike Lane **Length (mi):** 0.58
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Major Collector **Project Type:** Modernization
Location: N. Manhattan: Clafin to Bluemont **Bike/Ped?** Yes **ITS?** Yes

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	PE			100.0	100.0			Upgrade flashing yellow beacons to full traffic signals for pedestrians. Construct two-way bike lane on west side with barrier to Vatter.
2023	CONST			2,300.0	2,300.0			
				2,400.0	2,400.0			

0-2022 (C22) 0-3-2022 (22TIP)

TIP #: 0-11-2022 **C2040 #:** BP01 **Project Name:** Hayes Dr Trail **Length (mi):** 0.71
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Major Collector **Project Type:** Bike/Ped
Location: Hayes: McCall to Casement **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2021	PE			150.0	150.0			10 feet or 8 feet wide Trail from Casement to McCall Road along Hayes Dr.
2022	CONST			1,000.0	1,000.0			
0-2022 (C22)				1,150.0	1,150.0			Notes:

TIP #: 0-12-2022	C2040 #: M26	Project Name: Kimball Ave Roundabout Replacement				Length (mi): 0.33
KDOT #:	Project Sponsor: City of Manhattan	Class: Minor Arterial		Project Type: Modernization		
Location: Kimball Ave: Berkshire to Vanesta Drive		Bike/Ped? Yes		ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Replace Roundabout, sidewalk improvements, pavement rehab
2021	PE			300.0	300.0	
2023	CONST			3,000.0	3,000.0	
0-2022 (C23)				3,300.0	3,300.0	Notes:

TIP #: 1-13-2022	C2040 #: P09	Project Name: Patching on I-70 east of K-57				Length (mi): 15.50
KDOT #: KA-6278-01	Project Sponsor: KDOT	Class: Interstate		Project Type: Preservation		
Location: I-70: .64 miles east of I-70/K-57 to Geary/Riley County Line		Bike/Ped? No		ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Patching and resealing joints
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
0-2014 (C17)		4,073.5	453.5		4,527.0	4-04-2022 (18TIP)

TIP #: 1-14a-2020	C2040 #: M20	Project Name: Roundabout at US-24 & K-13				Length (mi):
KDOT #: KA-5565-01	Project Sponsor: KDOT	Class: Other Principal Arterial		Project Type: Safety		
Location: Intersection of K-13 and US-24 in Riley County		Bike/Ped? No		ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Construct single-lane roundabout at intersection to improve safety.
2021	PE		491.4		491.4	
2022	ROW		245.7		245.7	
2023	UTIL		245.7		245.7	
2024	CONST		5,405.5		5,405.5	
2025	CONST	4,865.0	(4,865.0)		-	Conv-HSIP
3-2020 (C21)		4,865.0	1,523.3	-	6,388.3	3-14a-2020 (20TIP)

TIP #: 1-14b-2020	C2040 #: M21	Project Name: Roundabout at US-24 & K-113				Length (mi):
KDOT #: KA-5564-01	Project Sponsor: KDOT	Class: Other Principal Arterial		Project Type: Safety		
Location: Intersection of K-113 and US-24 in Riley County		Bike/Ped? No		ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Construct roundabout at intersection to improve safety.
2022	PE		491.4		491.4	
2022	ROW		245.7		245.7	
2023	UTIL		245.7		245.7	
2024	CONST		5,405.5		5,405.5	
2025	CONST	4,865.0	(4,865.0)		-	Conv-HSIP
3-2020 (C21)		4,865.0	1,523.3	-	6,388.3	4-14b-2022 (20TIP)

TIP #: 1-14-2022	C2040 #:	Project Name: US-24 & Levee Drive Intersection Improvements				Length (mi): 0.28
KDOT #: KA-6497-01	Project Sponsor: City of Manhattan	Class: Other Principal Arterial		Project Type: Safety		
Location: US-24 & Levee Drive Intersection		Bike/Ped? No		ITS? Yes		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Intersection improvements to include addition of turn lanes, new traffic signal, and traffic signal coordination
2023	CONST		800.0	569.2	1,369.2	
1-2022 (C22)			800.0	569.2	1,369.2	

TIP #: 2-15-2022	C2040 #: P12	Project Name: I-70 Bridge Replacement at J. Hill Road				Length (mi): 0.00
KDOT #: KA-6483-01	Project Sponsor: KDOT	Class: Interstate		Project Type: Preservation		
Location: Bridge #016: I-70 and J Hill Road		Bike/Ped? No		ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Bridge Replacement
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)		0.0	NHPP
2028	UTIL	22.8	(22.8)		0.0	NHPP
2028	CONST	2,489.4	(2,489.4)		0.0	NHPP
2-2022 (C26)		2,854.8	393.3		3,248.2	Notes: Authorized for PE only

TIP #: 3-16-2020	C2040 #: BP01	Project Name: Junction City 7th Street Bicycle Boulevard				Length (mi): 0.53
KDOT #: TE-0495-01	Project Sponsor: City of Junction City		Class: Local	Project Type: Bike/Ped		
Location: 8th St. from Eisenhower to Garfield; Garfield from 7th to 8th; and 7th St from Garfield to K-57			Bike/Ped? Yes	ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Pedestrian Improvements
2022	CONST	689.9		172.5	862.4	TA
3-2020 (C21)		689.9		172.5	862.4	0-3-2022 (22TIP)

TIP #: 2-16-2022	C2040 #: BP01	Project Name: Sidewalk Extension on Fort Riley Blvd				Length (mi): 0.50
KDOT #: TE-0526-01	Project Sponsor: City of Manhattan		Class: Principal Arterial	Project Type: Bike/Ped		
Location: K18 from Westwood to 17th, to Yuma St			Bike/Ped? Yes	ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Complete sidewalk from 17th & Yuma, west towards Westwood Dr.
2024	CONST	1,368.8		342.2	1,711.0	TA
2-2022 (C23)		1,368.8		342.2	1,711.0	0-3-2022 0-3-2022 (22TIP)

TIP #: 0-17-2020	C2040 #:	Project Name: Juliette Ave - Phase IV				Length (mi): 0.15
KDOT #: TE-0525-01	Project Sponsor: City of Manhattan		Class: Major Collector	Project Type: Preservation		
Location: Juliette Ave: Poyntz to Pierre			Bike/Ped? Yes	ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Brick Rehab on Juliette. Address storm sewer issues. Create curb extensions at intersection of Pierre
2024	CONST	1,254.7		313.7	1,568.3	TA
3-2020 (C23)		1,254.7		313.7	1,568.3	4-17-2022 (20TIP)

TIP #: 2-17-2022	C2040 #: E61	Project Name: I-70 & Taylor Road Interchange				Length (mi): 0.00
KDOT #: KA-6541-01	Project Sponsor: KDOT		Class: Interstate	Project Type: Expansion		
Location: I-70 and Taylor Road			Bike/Ped? No	ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Discovery phase for bridge replacement and new interchange. Project authorized for PE only
2022	PE		300.0		300.0	
0-2022 (C?)			300.0		300.0	4-17-2022 (22TIP)

TIP #: 3-18-2022	C2040 #: P09	Project Name: Repair Bridge #037 on US-40B3 in Geary County				Length (mi): 0.00
KDOT #: KA-6772-01	Project Sponsor: KDOT		Class: Principal Arterial	Project Type: Preservation		
Location: Bridge #037 on US-40, 1.32 miles east of US-77 (Smoky Hill River)			Bike/Ped? No	ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description:
2022	PE		37.0		37.0	
2023	CONST		401.0		401.0	
3-2022 (C23)			438.0		438.0	

TIP #: 3-19-2022	C2040 #: P09	Project Name: Repair Bridge #017 on I-70 in Geary County				Length (mi): 0.00
KDOT #: KA-6773-01	Project Sponsor: KDOT		Class: Interstate	Project Type: Preservation		
Location: I-70: Bridge #017, 3.13 miles east of West Junction US40B3/I-170 (Just west of J-Hill Rd)			Bike/Ped? No	ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Deck patch & petromat overlay
2022	PE		34.0		34.0	
2023	CONST		369.0		369.0	
3-2022 (C?)			403.0		403.0	

TIP #: 0-20-2020	C2040 #: P05	Project Name: Bridge Replacement on US-24 over Blackjack Creek				Length (mi): 0.00
KDOT #: KA-3921-01	Project Sponsor: KDOT		Class: Principal Arterial	Project Type: Preservation		
Location: US-24: Bridge #006 located 7.57 miles east of PT/RL County Line (Just east of Blackjack Rd)			Bike/Ped? No	ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC Description: Replace bridge
2015	PE		377.6		377.6	X
2020	UTIL		60.4		60.4	X
2021	CONST		2,137.0		2,137.0	X
2022	PE	296.0	(296.0)		-	Conv-NHPP
2022	UTIL	48.3	(48.3)		-	Conv-NHPP
2022	CONST	1,699.3	(1,699.3)		-	Conv-NHPP
4-2020 (C21)		2,043.6	531.4		2,575.0	6-20-2020 (20TIP)

TIP #: 3-20-2022 **C2040 #:** P09 **Project Name:** Emergency Repair on US-24 in Riley County **Length (mi):** 0.00
KDOT #: KA-6799-01 **Project Sponsor:** KDOT **Class:** Interstate **Project Type:** Preservation
Location: US-24: Junction K-13/US-24 **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	CONST		750.0		750.0		x	Grading & Surfacing for offset turn lanes
3-2022 (C?)			750.0		750.0			

TIP #: 3-21-2020 **C2040 #:** P09 **Project Name:** US-40B and Washington Roundabout Preservation **Length (mi):** 0.14
KDOT #: KA-5996-01 **Project Sponsor:** KDOT **Class:** **Project Type:** Preservation
Location: US-40B and Washington Roundabout **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2023	CONST		717.2	79.7	796.9		X	Surfacing Project, tied to KA-6062-01
2023	CONST	637.5	(637.5)		-	Conv-STP		
5-2020 (C23)		637.5	79.7	79.7	796.9			

4-21-2022 (20TIP)

TIP #: 3-21-2022 **C2040 #:** S10 **Project Name:** US-24 at Flush Road Traffic Study **Length (mi):** 0.00
KDOT #: KA-6802-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Safety
Location: US-24 at Flush Road in PT County **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	PE		150.0		150.0			
3-2022 (C?)			150.0		150.0			

TIP #: 3-22-2022 **C2040 #:** P09 **Project Name:** Mill & overlay K-57 Surface Preservation **Length (mi):** 0.57
KDOT #: U-2380-01 **Project Sponsor:** City of Junction City **Class:** Principal Arterial **Project Type:** Preservation
Location: K-57 from North Franklin St to Reynolds St **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2024	CONST		300.0	41.2	341.2		x	Mill & overlay with pavement markings on K-57. Replacement of ADA ramps
3-2022 (C?)			300.0	41.2	341.2			

3-22-2022 (22 TIP)

TIP #: 4-23-2020 **C2040 #:** **Project Name:** US-24 & Columbian Rd Intersection **Length (mi):** 0.14
KDOT #: KA-5846-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Safety
Location: US-24 at Columbian Rd. Intersection **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	CONST		600.0	-	600.0			Add turn lanes and traffic signal to intersection
4-2020 (C21)			600.0		600.0			

4-23-2022 (22 TIP)

TIP #: 4-23-2022 **C2040 #:** **Project Name:** Spring Valley Rd Sidewalk Improvements **Length (mi):** 0.24
KDOT #: TE-0522-01 **Project Sponsor:** City of Junction City **Class:** Major Collector **Project Type:** Bike/Ped
Location: Spring Valley Rd from south of Ash to Valley Dr **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2024	CONST	425.4		106.3	531.7	TA		
4-2022 (C?)		425.4		106.3	531.7			

4-23-2022 (22 TIP)

TIP #: 0-24-2020 **C2040 #:** E37 **Project Name:** Kimball Ave: College to Denison (NCC Phase IX) Cost Share **Length (mi):** 0.80
KDOT #: KA-5899-01 **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Expansion
Location: Kimball Ave: College Ave to Denison Ave **Bike/Ped?** Yes **ITS?** Yes

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

4-2020 (C21)

4-24-2022 (20TIP)

TIP #: 4-24-2022	C2040 #:	Project Name: Increasing the Walkability/Bikeability of St. George				Length (mi): 0.24
KDOT #:	Project Sponsor: City of St George		Class:	Project Type: Bike/Ped		
Location: Chapman Rd,6th St, Lincoln St., & 1st St			Bike/Ped? Yes	ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC
2024	CONST	1,008.7		252.2	1,260.8	TA
4-2022 (C?)		1,008.7		252.2	1,260.8	

4-24-2022 (22 TIP)

TIP #: 1-25-2020	C2040 #: M15	Project Name: I-70 and K-18 Interchange				Length (mi):
KDOT #: KA-6018-01	Project Sponsor: KDOT		Class:	Project Type: Safety		
Location: I-70 & K-18 Interchange			Bike/Ped? No	ITS? No		
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	
2024	CONST		17,284.0		17,284.0	
2028	PE	1,447.0	(1,447.0)		-	Conv-NHPP
2028	UTIL	434.1	(434.1)		-	Conv-NHPP
2028	CONST	15,555.0	(15,555.0)		-	Conv-NHPP
5-2020 (C24)		17,436.1	2,420.4		19,856.5	

0-3-2022 (22TIP)

TIP #: 2-26-2020	C2040 #: P09	Project Name: Repair Bridge #026 on I-70 in Geary County				Length (mi): 0.00
KDOT #: KA-6083-01	Project Sponsor: KDOT		Class: Interstate	Project Type: Preservation		
Location: Bridge #026 on I-70 at McDowell Creek			Bike/Ped? No	ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC
2022	PE		79.6		79.6	
2022	CONST		1,316.1		1316.1	X
2023	CONST	1,184.4	(1,184.4)		-	Conv-NHPP
5-2020 (C22)		1,184.4	211.3		1,395.7	

0-3-2022 (22TIP)

TIP #: 1-27-2020	C2040 #: P11	Project Name: I-70 Pavement Replacement				Length (mi): 4.75
KDOT #: KA-6062-01	Project Sponsor: KDOT		Class: Interstate	Project Type: Preservation		
Location: I-70: 1 mile east of US-77 interchange, east to east Grandview Plaza City Limits			Bike/Ped? No	ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC
2021	PE		777.2		777.2	X
2023	CONST		16,710.9		16,710.9	X
2025	PE	699.6	(699.6)		-	Conv - NHPP
2025	CONST	15,039.8	(15,039.8)		-	Conv - NHPP
5-2020 (C22)		15,739.4	1,748.7		17,488.1	

5-27-2020 (20TIP)

TIP #: 0-32-2014	C2040 #: P07	Project Name: US-40B Bridge Replacement (UP Railroad and Monroe St)				Length (mi): N/A
KDOT #: KA-3952-01	Project Sponsor: KDOT		Class: Principal Arterial	Project Type: Preservation		
Location: US-40: 2.3 miles east of US-77 Junction			Bike/Ped? Yes	ITS? No		
FFY	Phase	Fed	State	Local	Total	Source AC
2022	PE		1,182.0		1,182.0	
2022	ROW		237.0		237.0	
2021	UTIL		118.0		118.0	
2022	CONST		17,154.9		17,154.9	X
2023	CONST	13,723.9	(13,723.9)		-	Conv-STP
5-2014 (C20)		13,723.9	4,968.0		18,691.9	

4-32-2022 (20TIP)

Transit and Paratransit Projects

TIP #: 3-T1-2022 **C2040 #:** **Project Name:** FHATA Urban Transit Service Operating Expenses **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Board) **Location:** Manhattan Urbanized Area

FFY	Phase	Fed	State	Local	Total	Source	Description:
2022	OPR/ADMIN	622.2			622.2	5307 CARES	The transit services provided in the Manhattan UZA. Includes operations, administration, and preventative maintenance.
2022	OPR/ADMIN	95.0			95.0	5307 ARA	
2022	OPR/ADMIN	3,497.4	700.0	2,797.40	6,994.8	5307	
2024	OPR/ADMIN	450.0		450.00	900.0	5307	
2025	OPR/ADMIN	800.0		800.00	1,600.0	5307	
		5,464.6	700.0	4,047.4	10,212.0		

4-T1-2022 (22TIP)

TIP #: 1-T2-2022 **C2040 #:** **Project Name:** FHATA Rural Services **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Inc) **Location:** FHMPO Region

FFY	Phase	Fed	State	Local	Total	Source	Description:
2022	OPR	551.0			551.0	5311 CARES	Operating assistance and admin for areas outside of the Manhattan Urbanized Area, including Junction City and Fort Riley
2022	ADMIN	144.1		36.0	180.1	5311	
2022	AIC21	140.0	17.5	17.5	175.0	AIC	
2022	OPR/ADMIN	353.2	98.3	168.9	620.4	5311	
2023	OPR	554.1	221.6	332.4	1,108.1	5311	
2023	ADMIN	257.0		64.2	321.2	5311	
		1,999.4	337.4	619.0	2,955.8		

4-T2-2022 (22TIP)

TIP #: 0-T3-2022 **C2040 #:** **Project Name:** FHATA Urban Bus Capital Program **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Board) **Location:** Manhattan Urbanized Area

FFY	Phase	Fed	State	Local	Total	Source	Description:
2021	CAP	192.0	24.0	24.0	240.0	5307	Purchase of 5, 20-passenger buses and two low-floor buses
2022	CAP	464.3			464.3	5307	
2022	CAP	24.9	116.1		141.0	5307 CARES	
2024	CAP	266.8			266.8	5307	
2025	CAP	814.8			814.8	5307	
		1,762.8	140.1	24.0	1,926.9		

4-T3-2022 (22TIP)

TIP #: 3-T4-2022 **C2040 #:** **Project Name:** FHATA Urban Planning Projects **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Inc) **Location:** Manhattan Urbanized Area

FFY	Phase	Fed	State	Local	Total	Source	Description:
2022	CAP	200.0		50.0	250.0	5307	Route planning, Micro Transit Planning, Zero Emissions Study
2022	CAP	80.0		20.0	100.0	5307	
2022	CAP	60.0		15.0	75.0	5307	
		340.0		85.0	425.0		

TIP #: 1-T5-2022 **C2040 #:** **Project Name:** Big Lakes Developmental Center Operating & Capital **Project Type:** Transit/Paratransit
Project Sponsor: Big Lakes Development Center **Location:** Riley, Geary and Pottawatomie Counties

FFY	Phase	Fed	State	Local	Total	Source	Description:
2022	OPR		10.0	4.0	14.0		Operating Assistance and Capital Purchases. Local match source, county mill
2022	CAP	106.7		26.7	133.4	5310	
2023	OPR		10.0	4.0	14.0		
2023	CAP	73.9		14.7	88.6	5310	
		180.6	20.0	49.4	250.0		

TIP #: 0-T6-2020 **C2040 #:** **Project Name:** FHATA Safety and Security Capital **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency Board **Location:** FHMPO Region

FFY	Phase	Fed	State	Local	Total	Source	Description:
2020	CAP	48.5	12.1		60.6	5307	Installation of electronic gate opener for perimeter fences around facility
2020	CAP	50.0			50.0	5307 CARES	
2022	CAP	80.0	20.0		100.0	5307 ARA	
		178.5	32.1		210.6		

3-T10-2018

TIP #: 0-T6-2022 **C2040 #:** **Project Name:** FHATA Parking Lot Expansion and Technology for Shelters **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency Board **Location:** FHMPPO Region

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2022	CAP	197.3			197.3	5307 ARA	Parking lot expansion at ATA facility and real-time passenger information devices for bus shelter projects
2022	CAP	600.7	108.0		708.7	5307	
		798.0	108.0		906.0		

TIP #: 0-T7-2020 **C2040 #:** **Project Name:** 600 Block of Poyntz Bus Stop Improvements **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA, Inc.) **Location:** Manhattan

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2020	CAP	588.7		65.4	654.1	5339	ADA upgrades and bus stop improvements on the 600 Block of Poyntz. Part of KDOT's Access, Innovation, and Collaboration grant
		588.7		65.4	654.1		

TIP #: 0-T7-2022 **C2040 #:** **Project Name:** K-18 Connector Expansion **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA, Inc.) **Location:** MPO Region

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2022	OPR	329.7	41.2	41.2	412.1	5339/5310	PENDING GRANT AWARD - Pilot program to expand the K-18 Connector and purchase two buses for the expansion
2022	CAP	128.0	16.0	16.0	160.0	5339/5310	
		457.7	57.2	57.2	572.1		

4-T7-2022 (22TIP)

TIP #: 4-T8-2022 **C2040 #:** **Project Name:** FHATA Rural Bus Capital Program **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Inc) **Location:** Areas outside Manhattan UZA

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2023	CAP	131.1		32.7	163.8	5311	
		131.1		32.7	163.8		

TIP #: 3-T10-2018 **C2040 #:** **Project Name:** FHATA Bus Stop Amenities **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Inc) **Location:** FHMPPO Region

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2019	CAP	177.1		35.4	212.5	5339	Bus stop amenities to include (as needed) bus shelters, benches, and concrete pads. 5310 Bus Stop Accessibility
		177.1		35.4	212.5		

4-T10-2022 (22TIP)

TIP #: 0-T10-2020 **C2040 #:** **Project Name:** Fremont Roadway and Bus Stop Improvements **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Inc) **Location:** Manhattan

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2020	CAP	340.8		85.2	426.0	5339	Improve bus stop accessibility by adding curb extensions and improved crosswalks at Fremont and 14th, N. Manhattan, and 12th. Improvements to bus stop, including bus shelter.
		340.8		85.2	426.0		

TIP #: 0-T12-2018 **FHTP #:** **Project Name:** FHATA Misc. Capital Improvements **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA, Inc.) **Location:** FHMPPO Region

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2019	CAP*	47.5		11.9	59.4	5339	*5339 4-post lift/Beams **5339 Maintenance Utility Vehicle ***5339 Administrative Vehicle ****5310 Remix Software (FY22 - Year 3 of 3)
2019	CAP**	58.1		14.5	72.6	5339	
2020	CAP***	30.4		7.6	38.0	5339	
2020	CAP****	35.7		8.9	44.6	5339	
2021	AIC21	800.0	100.0	100.0	1,000.0	5339/5310 &	
2021	AIC21	48.0	6.0	6.0	60.0	AIC	
		1,019.7	106.0	148.9	1,274.6		

4-T12-2022 (2018TIP)

Obligated or Completed Projects

TIP #: 0-09-2020 **C2040 #:** P09 **Project Name:** Repair on Bridge #014 on I-70 over Smokey Hill River **Length (mi):** 0.00
KDOT #: KA-5527-01 **Project Sponsor:** KDOT **Class:** Interstate **Project Type:** Preservation
Location: Bridge #041 (Smokey Hill River) on I:70 Located 2.05 miles east of I-70/US-40 Junction **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2020	PE		69.8		69.8			Bridge Repair
2020	CONST		800.4		800.4		X	
2021	CONST	771.8	(771.8)		0.0	Conv-NHPP		
1-2020 (C20)		771.8	98.4		870.2			

TIP #: 0-10-2018 **C2040 #:** E67 **Project Name:** Kimball Avenue: N. MHK to Denison (NCC Phase X) **Length (mi):** 0.50
KDOT #: KA-4845-01 **Project Sponsor:** City of Manhattan **Class:** Principal Arterial **Project Type:** Expansion
Location: Kimball Ave: N. Manhattan to NBAF Entrance near Denison **Bike/Ped?** Yes **ITS?** Yes

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2020	PE			300.0	300.0			Widening from 4-lane to 5-lane with paved median, new traffic signal at Kimball/Grain Science entrance
2021	CONST		4,200.0	225.0	4,425.0	ED		
			4,200.0	525.0	4,725.0			Notes: Eco Devo State Funds, Bond and Interest Fund, Sales Tax, City University

2-2018 (C21)

3-10-2018

TIP #: 2-11-2020 **C2040 #:** P04 **Project Name:** US-24 Surfacing from K-13 to US-77 **Length (mi):** 9.60
KDOT #: KA-5474-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Preservation
Location: US-24: K-13 to US-77 **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2020	PE		1.0		1.0			Surfacing
2020	CONST		1,315.3		1,315.3		X	
2021	CONST	1,049.7	(1,049.7)		0.0	Conv-NHPP		
1-2020 (C20)		1,049.7	266.6		1,316.3			

TIP #: 2-15-2020 **C2040 #:** BP01 **Project Name:** Manhattan Safe Routes to School Phase 2c **Length (mi):** 0.34
KDOT #: U-2373-01 **Project Sponsor:** City of Manhattan **Class:** N/A **Project Type:** Bike/Ped
Location: Marlatt and Northview Elementary Schools **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2021	CONST	238.4		281.6	520.0	TA		Pedestrian Improvements
3-2020 (C21)		238.4		281.6	520.0			Notes: Special Street Maintenance Fund Sales Tax

TIP #: 2-17-2014 **C2040 #:** P1 **Project Name:** K-18 Bridge Replacement over Wildcat Creek **Length (mi):** 0.10
KDOT #: KA-3080-01 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Preservation
Location: K-18: 1/2 mile E. of K-18/K-113 Jct (Wildcat Creek) **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2014	PE		1,079.0		1,079.0		X	Replacement of bridges #028 and #029 (Wildcat Creek) on K-18 in Riley County, located 0.56 and .057 miles east of the K-18/K-113 junction
2018	ROW		258.1		258.1			
2019	UTIL		100.0		100.0		X	
2020	CONST		9,505.7	69.0	9,574.7		X	
2021	PE	857.4	(857.4)		0.0	Conv-NHPP		Notes:
2021	UTIL	80.0	(80.0)		0.0	Conv-NHPP		
2021	CONST	7,651.1	(7,651.1)		0.0	Conv-NHPP		
0-2014 (C17)		8,588.5	2,354.3	69.0	11,011.8			

5-17-2014 (18TIP)

TIP #: 2-19-2018 **C2040 #:** P09 **Project Name:** US-77 Geary County 1R Guardrail Upgrades **Length (mi):** 12.90
KDOT #: KA-4638-02 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Safety
Location: .33 miles N Rucker Rd to GE/RL County Line **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2019	PE	80.8			80.8	NHPP		Guardrail updates. Tied to KA-2367-05
2021	CONST	1,696.7			1,696.7	HSIP		
4-2018 (C19)		1,777.5			1,777.5			

4-19-2018


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.



John Ford, Policy Board Chairperson



Michael Moriarty, Bureau Chief, Transportation Planning

Sep. 1st 2021

Date

SEPT. 7, 2021

Date

Appendix G: Public Comment Period Summary

A 15-day public comment period was held prior to Policy Board approval. One public comments was received.

Submission	Comment	Name	Community
Email	I am totally opposed to a slaughter house in Geary County which would harm our currently good environment	Charles	GE County

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
2022 TIP	July 2	August 3	August 4	August 18	September 2021
Amendment #1	December 20	January 4	January 5	January 19	February 1, 2022
Amendment #2	March 21	April 5	April 6	April 20	May 6, 2022
Amendment #3	August 22	September 6	September 7	September 21	November 3, 2022
Amendment #4	November 21	December 6	December 7	December 21	January 5, 2023
Amendment #5	March 20	April 4	April 5	April 19	May 4, 2023