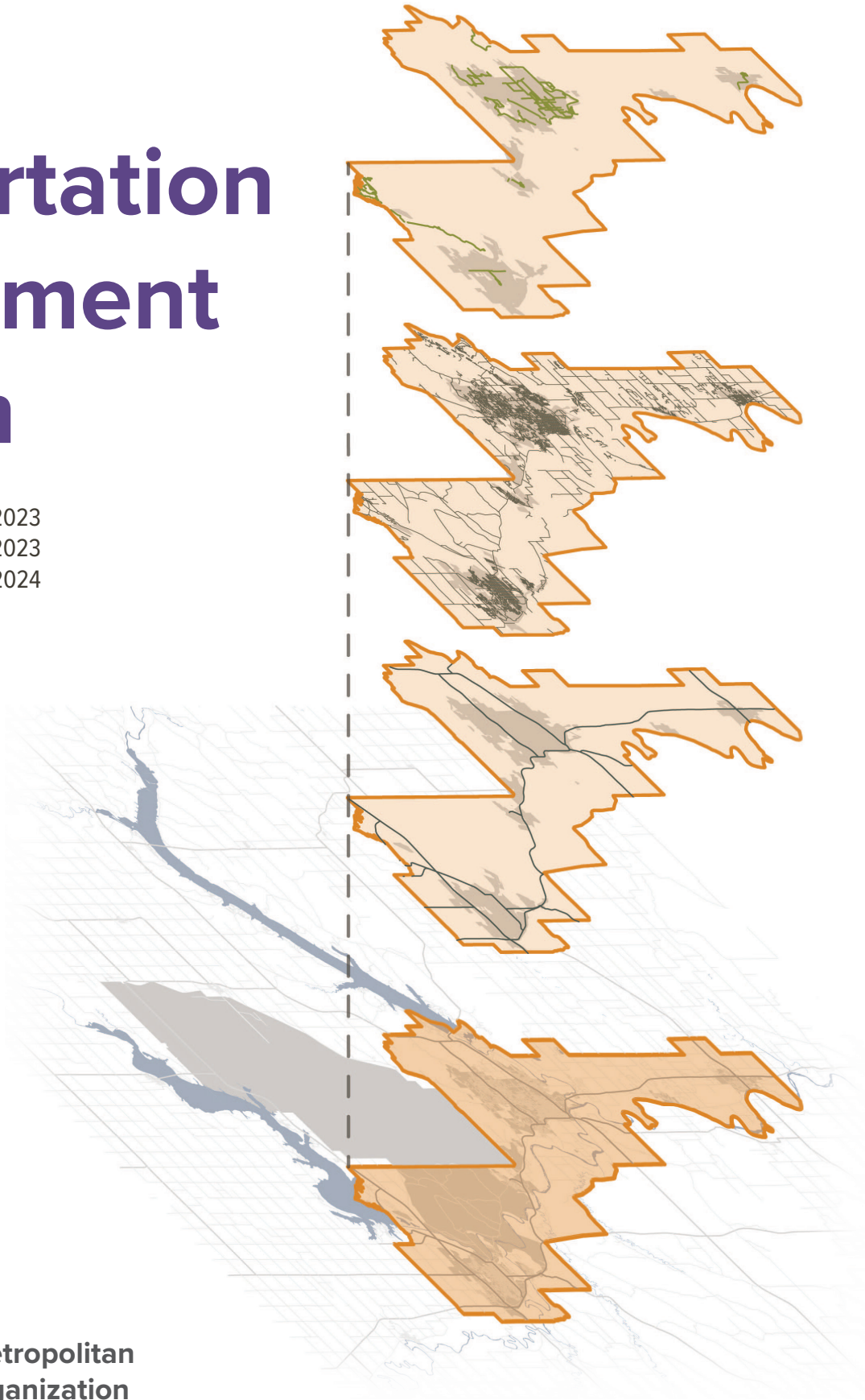


2024-2027

Transportation Improvement Program

Policy Board Approved August 23, 2023
Amended December 20, 2023
Amended March 20, 2024



**Flint Hills Metropolitan
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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?

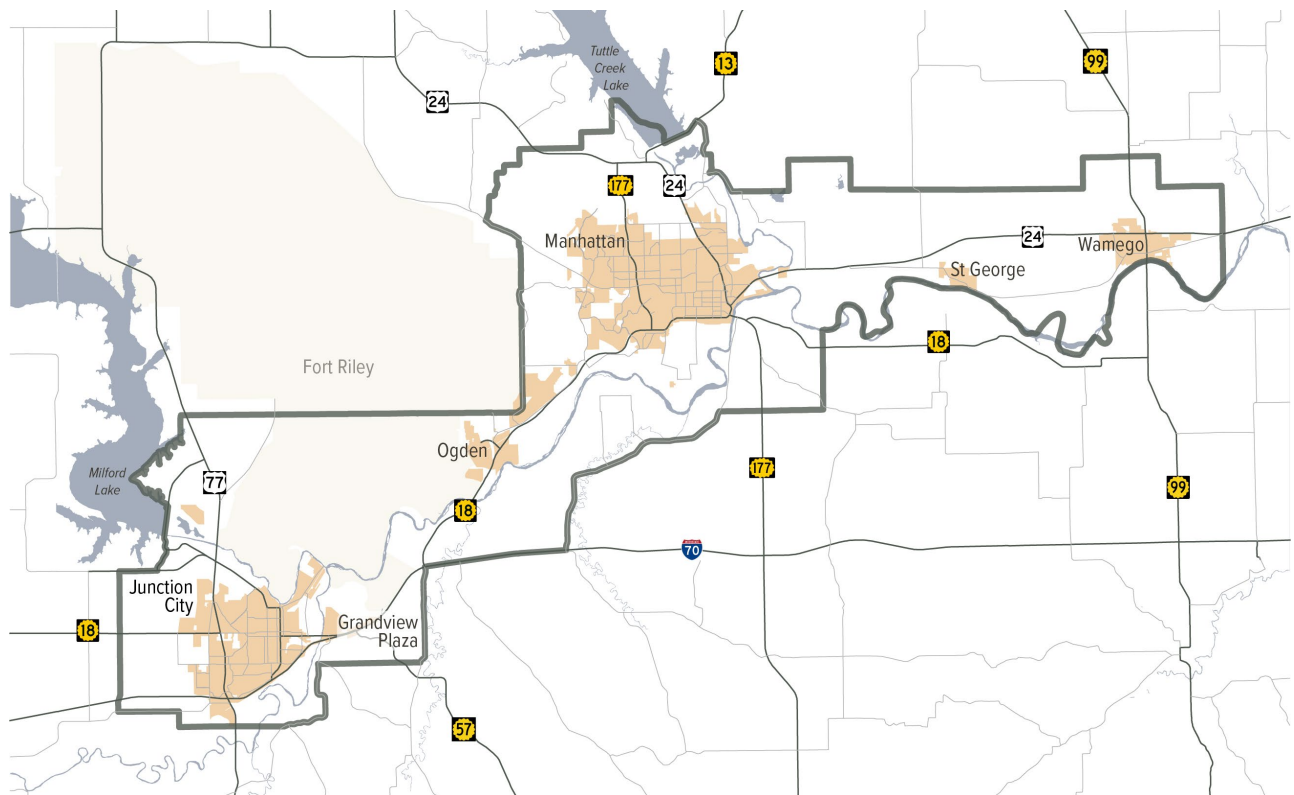
The Transportation Improvement Program (TIP) is a federally required document and one of many tools used to implement the vision and goals of the long-range transportation plan. The TIP contains all federally funded and/or regionally significant, multimodal, surface transportation projects that are to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

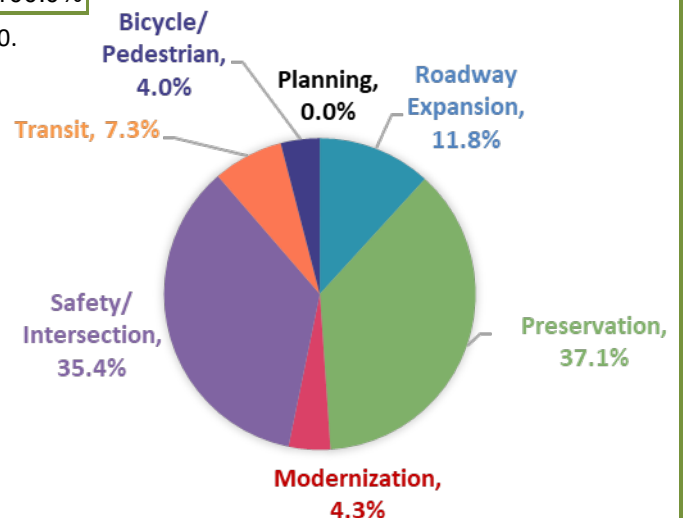
Planning/PE: Studies or professional engineering programmed for a project.

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	\$ 17,441	11.8%
Preservation	\$ 54,951	37.1%
Modernization	\$ 6,400	4.3%
Safety/ Intersection	\$ 52,440	35.4%
Transit	\$ 10,797	7.3%
Bicycle/ Pedestrian	\$ 5,963	4.0%
Planning	\$ 25	0.0%
Total	\$ 148,016	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 #
01-2022		Blue Jay Trail	Mobility	PM6
01-2024		Old Milford Road Bridge Replacement	Preservation	PM7, PM8
03-2024		US-24 & Excel Road Intersection Improvements	Safety	PM3, PM4
06-2024	P11	I-70 in Geary County Guardrail Updates	Preservation	PM1, PM2
08-2022	E69	Intersection of Kimball and Denison	Safety	PM1, PM2
			Mobility	PM4
09-2022	E08	Casement Road Improvements: Brookmont to Allen/Knox	Safety	PM3, PM4
			Mobility	PM4
10-2020		K-18 heave preservation near K-177	Preservation	PM3
10-2022	M40	N. Manhattan Ave Traffic Signals and two-way bike lane	Safety	PM5, PM6
			Mobility	PM4, PM6
			Prosperity	PM4, PM5
11-2022		Hayes Dr Trail	Mobility	PM6
12-2022	M26	Kimball Ave Roundabout Replacement	Safety	PM3
13-2022		Patching on I-70 east of K-57	Preservation	PM1, PM2
14-2022		US-24 & Levee Drive Intersection Improvements	Safety	PM1, PM2, PM3, PM4
14a-2020	M20	Roundabout at US-24 & K-13	Safety	PM1, PM2, PM3, PM4
14b-2020	M21	Roundabout at US-24 & K-113	Safety	PM1, PM2, PM3, PM4
15-2022	P12	I-70 Bridge Replacement at J. Hill Road	Preservation	PM5, PM6
17-2020		Juliette Ave - Phase IV	Prosperity	PM3, PM4
17-2022	E61	I-70 & Taylor Road Interchange	Preservation	PM5, PM6

TIP Project #	C2040 ID	Project	Goal	PM #
18-2022		Repair Bridge #037 on US-40B3 in Geary County	Preservation	PM7
19-2022	P10	Repair Bridge #017 on I-70 in Geary County	Preservation	PM5, PM6
24-2020	E37	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	Mobility	PM6
			Prosperity	PM4
24-2022		Increasing the Walkability/Bikeability of St. George	Mobility	PM6
25-2020	M15	I-70 & K-18 Interchange	Safety	PM3, PM4
			Preservation	PM5
27-2020	P10 P11	I-70 Pavement Replacement	Preservation	PM1, PM2
T3-2024		5th& Leavenworth Stop Improvements	Prosperity	PM1, PM3, PM4
T10-2020	M25	Fremont Roadway and Bus Stop Improvements	Prosperity	PM1, PM3, PM4
			Mobility	PM6
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.

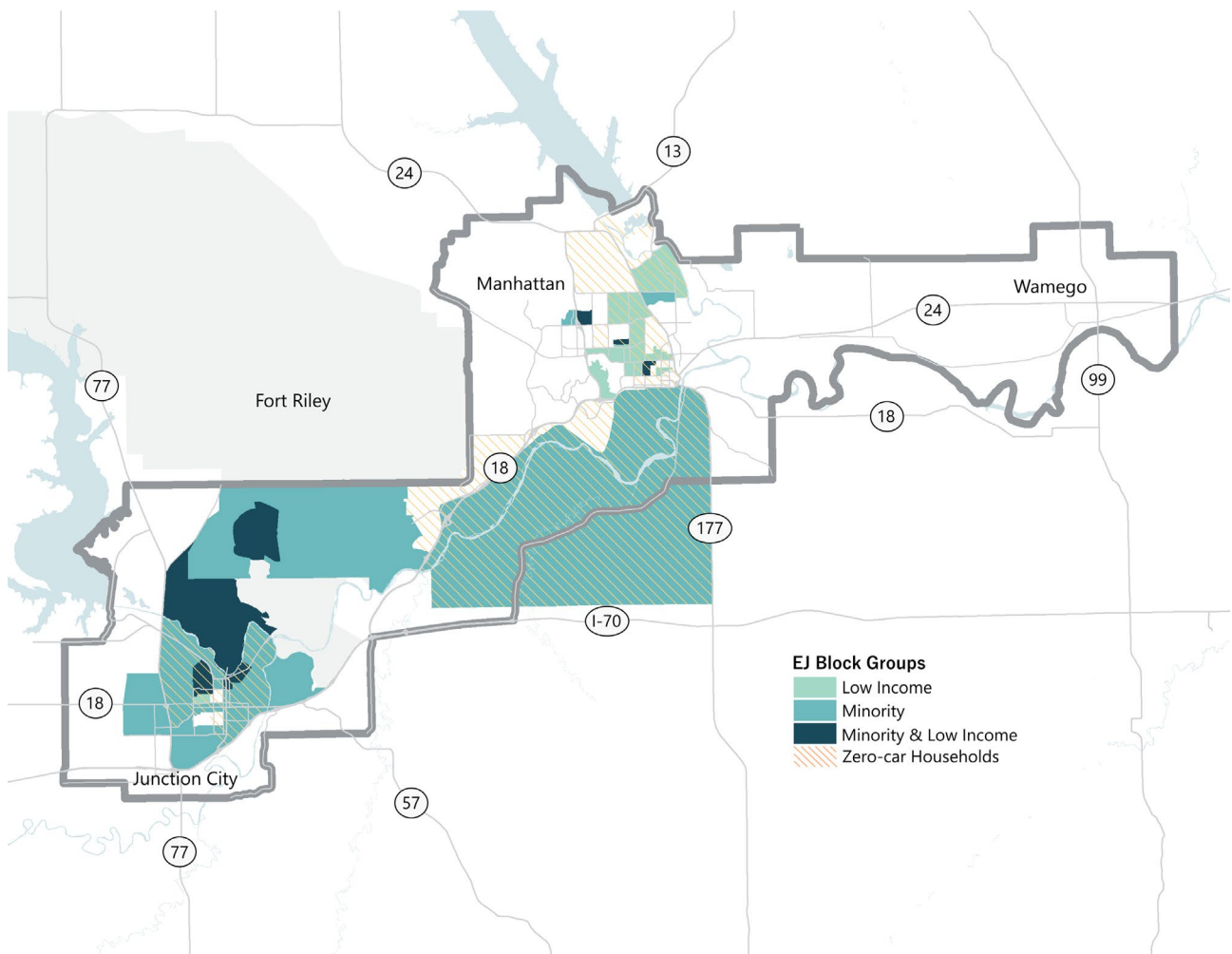
Zero-car households were also included in the EJ analysis to identify the areas of our communities where multimodal investments may be of higher importance. Unlike other EJ criteria, the 2021 ACS data for zero-car was not available at the block group level. Therefore, the larger census tract data was 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 \$45.4 million dollars, or 30.7%, 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
01-2022	Blue Jay Trail	\$1,309.0	Bike/Ped
02-2022	Manhattan SRTS PE Consultant	\$25.0	Planning
07-2020	Poyntz Ave and Juliette Ave Intersection	\$1,070.0	Safety/Intersection
08-2022	Intersection of Kimball and Denison (NCC Phase 11)	\$10,900.0	Safety/Intersection
10-2020	K-18 heavy preservation near K-177	\$3,180.0	Preservation
10-2022	N. Manhattan Ave Traffic Signals and two-way Bike Lane	\$2,400.0	Modernization
14a-2020	Roundabout at US-24 & K-13	\$6,675.9	Safety/Intersection
14b-2020	Roundabout at US-24 & K-113	\$6,675.9	Safety/Intersection
16-2022	Sidewalk Extension on Fort Riley Blvd	\$1,711.0	Bike/Ped
17-2020	Juliette Ave - Phase IV	\$1,568.3	Preservation
18-2022	Repair Bridge #037 on US-40B3 in Geary County	\$454.4	Preservation
21-2020	US-40B and Washington Roundabout Preservation	\$796.9	Preservation
22-2022	Mill & overlay K-57 Surface Preservation	\$341.2	Preservation
24-2020	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	\$6,440.5	Expansion
T3-2024	5th & Leavenworth Stop Improvements	\$750.0	Transit
T7-2020	600 Block of Poyntz Bus Stop Improvements	\$654.1	Transit
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	\$ 17,440.5	\$ 6,440.5	36.9%
Preservation	\$ 54,950.8	\$ 6,340.8	11.5%
Modernization	\$ 6,400.0	\$ 2,400.0	37.5%
Safety/ Intersection	\$ 52,440.3	\$ 25,321.8	48.3%
Transit	\$ 10,797.1	\$ 1,830.1	16.9%
Bicycle/ Pedestrian	\$ 5,962.5	\$ 3,020.0	50.6%
Planning	\$ 25.0	\$ 25.00	100.0%
Total	\$ 148,016.2	\$45,378.2	30.7%

*project costs reflected in 1,000s

Based on the project type and the apportionment 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	\$ 5,873.5	\$ 28,823.5	\$ -	\$ -	\$ 34,697.0
	STP	\$ -	\$ -	\$ -	\$ -	\$ -
	TA	\$ 4,336.5	\$ -	\$ -	\$ -	\$ 4,336.5
	HSIP	\$ -	\$ 10,167.8	\$ -	\$ -	\$ 10,167.8
	BRF	\$ 950.0	\$ 13.8	\$ 3,167.1	\$ -	\$ 4,130.9
	FTA 5307	\$ 3,065.4	\$ 1,016.8	\$ 1,314.8	\$ -	\$ 5,397.0
	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		\$ 15,727.4	\$ 40,021.9	\$ 4,481.9	\$ -	\$ 60,231.2
State		\$ 27,833.2	\$ (38,786.4)	\$ 3,482.3	\$ -	\$ (7,470.9)
Local		\$ 25,699.3	\$ 1,756.7	\$ 525.9	\$ -	\$ 27,981.9
Total		\$ 69,259.9	\$ 2,992.2	\$ 8,490.1	\$ -	\$ 80,742.2

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).

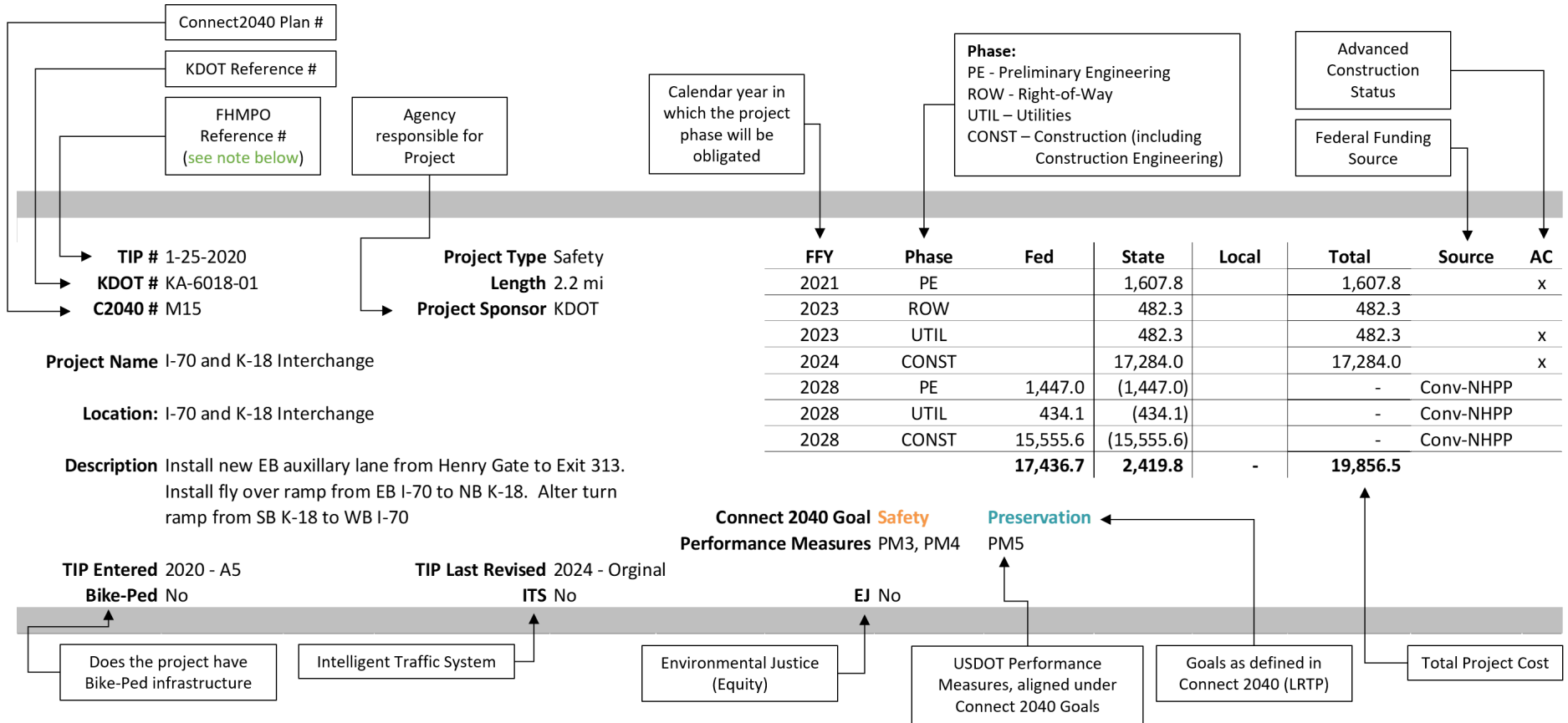
Note: Any negative balance shown for state funding is due to state funds being credited back once a project was converted to federal funds.

Anticipated Funding (in thousands)						
Funding Source	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total	
Federal	\$ 15,727.4	\$ 40,021.9	\$ 6,490.4	\$ 6,490.4	\$ 68,730.1	
State	\$ 27,833.2	\$ 6,529.3	\$ 6,529.3	\$ 6,529.3	\$ 47,421.2	
Local*	\$ 16,190.2	\$ 7,590.2	\$ 7,590.2	\$ 7,590.2	\$ 38,960.7	
Total	\$ 59,750.8	\$ 54,141.4	\$ 20,609.9	\$ 20,609.9	\$ 155,112.0	

* 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.

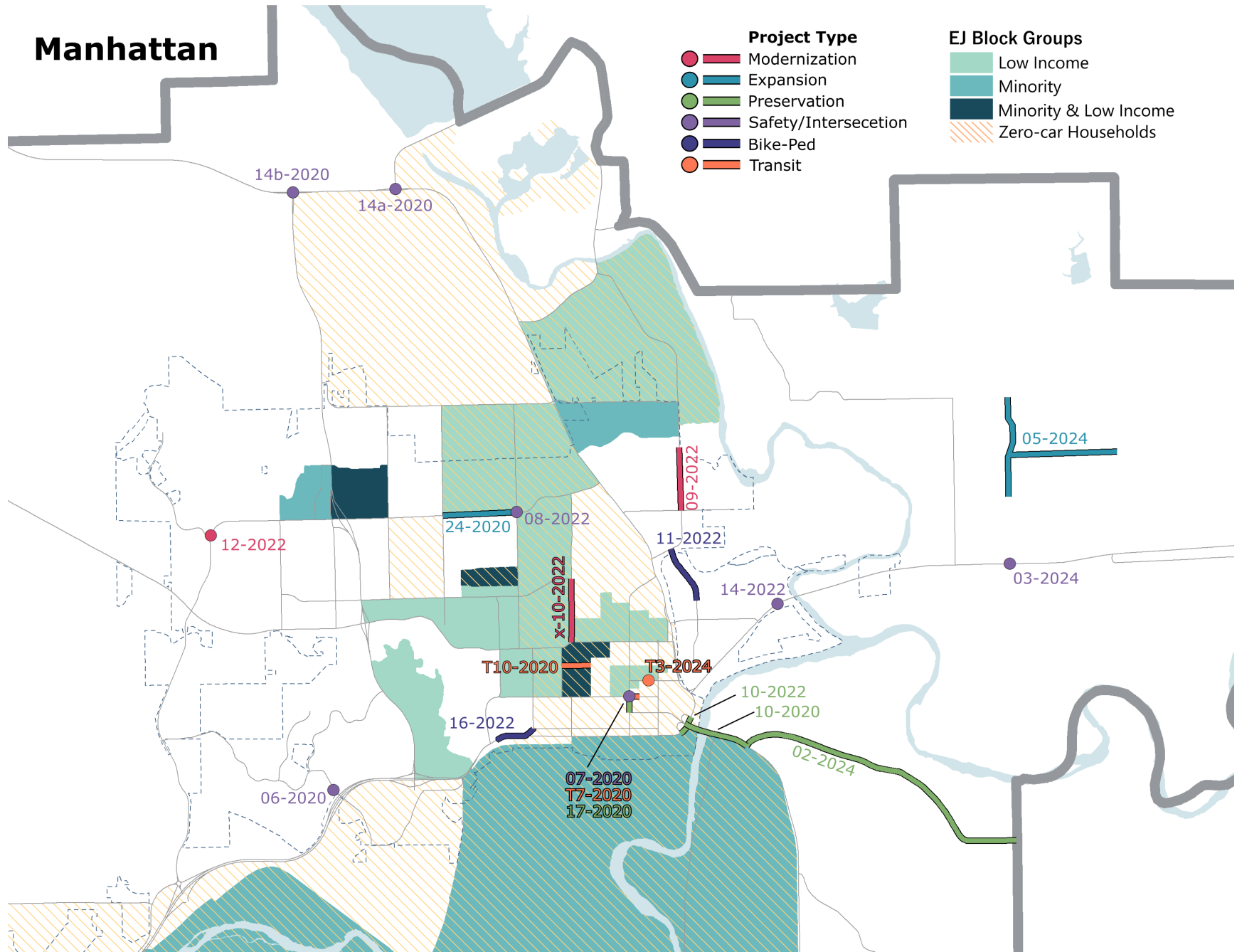
X-XX-202X The last set of digits indicates the year the project was first programmed in the TIP. The TIP is updated in even years (i.e. 2020, 2022, 2024).

Appendix C: Summary of Changes

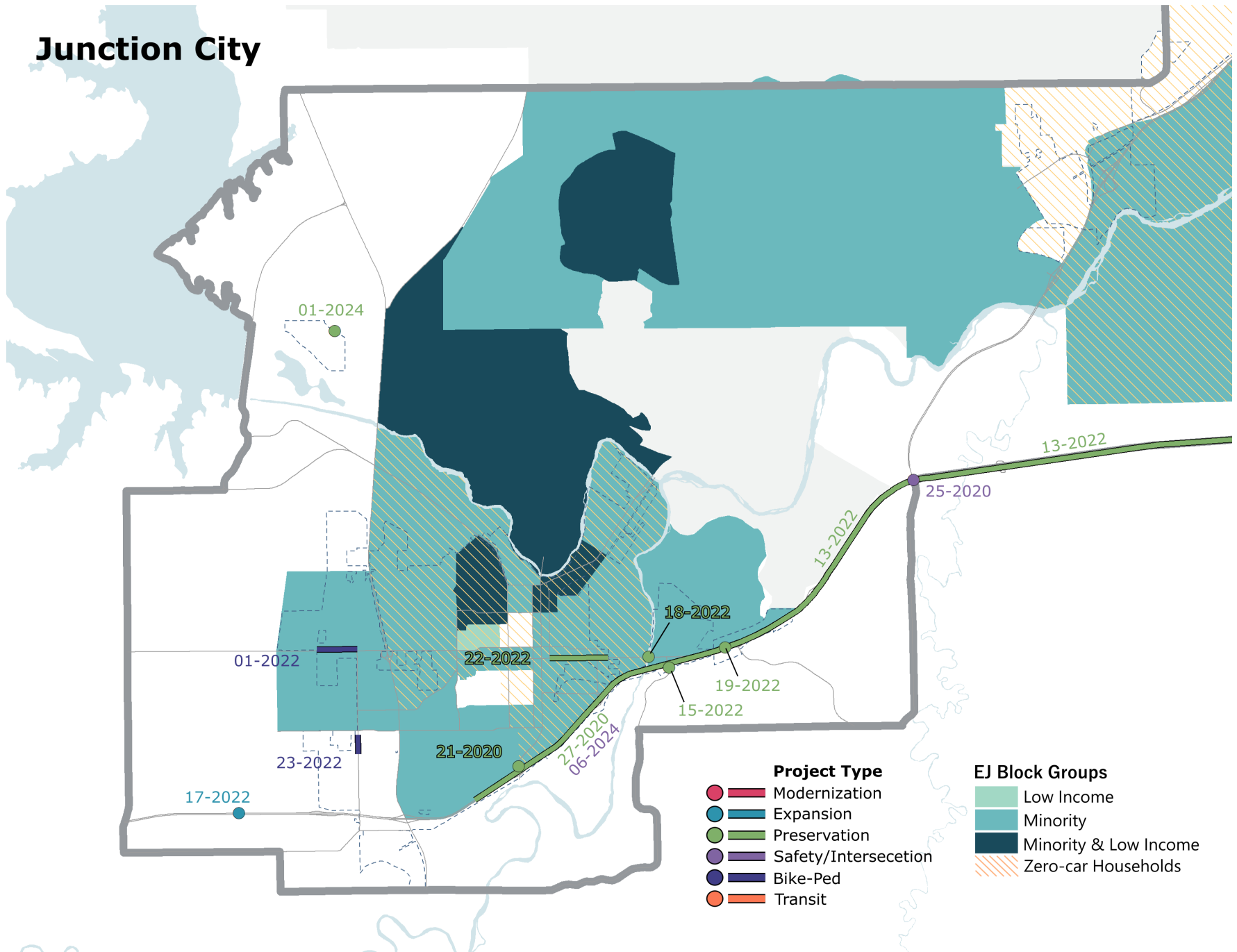
Project #	KDOT #	Project Name	Year	Phase	Phase Cost (in 1000s)	Total Cost (in 1000s)	Funding Source	Description of Change
01-2024	C-5231-01	Old Milford Road Bridge Replacement	2024	CONST	\$950.00	\$950.00	BRO	Reduction in Cost

Appendix D: Project Maps

Manhattan

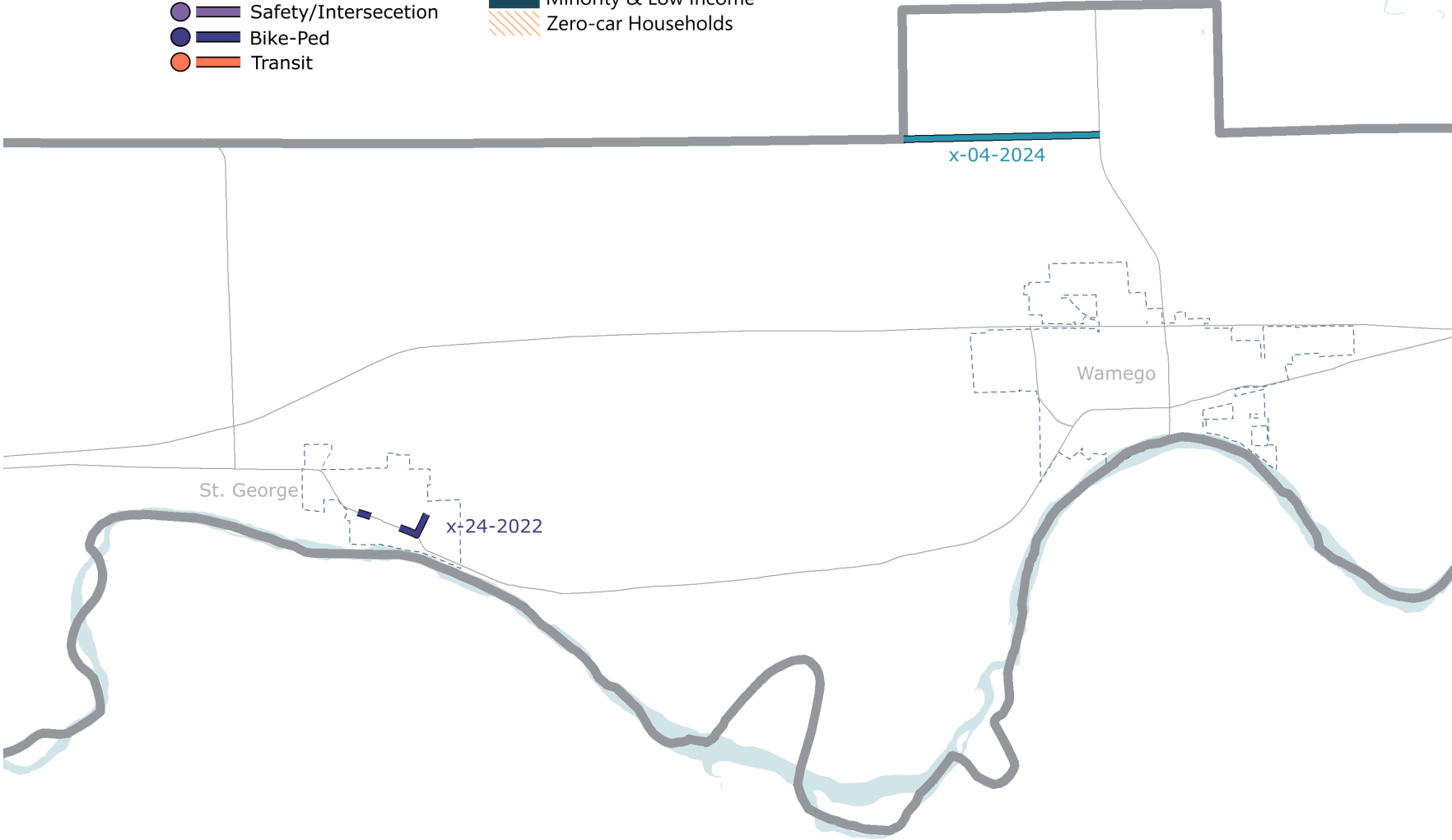


Junction City



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
01-2022	Bike/Ped	2023	CONST	737.6	-	571.4	1,309.0	TA	
KDOT # TE-0498-01 C2040 # BP01		Length 0.33 mi 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
Bike-Ped Yes

TIP Last Revised 2022 - A3
ITS No **EJ** Yes

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

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
Bike-Ped No

TIP Last Revised 2024 - A2
ITS No **EJ** No

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
02-2022	Planning	2023	PE	20.0		5.0	25.0	TA	
KDOT # U-2405-01 C2040 # MP01		Length 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
Bike-Ped Yes

TIP Last Revised 2024 - Original
ITS No **EJ** Yes

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
02-2024	Preservation	2023	PE		1.0		1.0		
KDOT # KA-7043-01 C2040 #		Length 8.9 mi 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 colddd milling and 1.5 inch overlay

Connect 2040 Goal
Performance Measure

TIP Entered 2024 - Original
Bike-Ped No

TIP Last Revised
ITS No **EJ** No

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
03-2024	Safety/Intersection	2024	PE			3,000.0	3,000.0		
KDOT # C2040 #		Length 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
Bike-Ped No

TIP Last Revised
ITS No **EJ** Yes

TIP # 04-2024
 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 # 05-2024
 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 # 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 # 06-2024
 KDOT # KA-6062-02
 C2040 # P11

Project Type Safety/Intersection
 Length 4.75 mi
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	PE		90.8		90.8		
2024	CONST		1,301.9		1,301.9		
		-	1,392.8	-	1,392.8		

Project Name I-70 in Geary County Guardrail Updates

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

Description Guardrail updates and preservation

Connect 2040 Goal **Preservation**
 Performance Measure PM1, PM2

TIP Entered 2024 - A1
 Bike-Ped No

TIP Last Revised
 ITS No

EJ No

TIP # 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 #	08-2022	Project Type	Safety/Intersection	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.45mi	2022	PE			900.0	900.0		
C2040 #	E69	Project Sponsor	City of Manhattan	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 **TIP Last Revised** 2022 - A3
Bike-Ped Yes **ITS** Yes **EJ** Yes

TIP #	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 #	10-2020	Project Type	Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	KA-5469-01	Length	0.70 mi	2022	PE		38.6		38.6		
C2040 #	P09	Project Sponsor	KDOT	2023	CONST	3,243.3	810.8		4,054.1	NHPP	X
						3,243.3	849.4	-	4,092.7		

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 - A1
Bike-Ped No **ITS** No **EJ** Yes

TIP #	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 #	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 # 12-2022
 KDOT #
 C2040 # M26

Project Type Modernization
 Length 0.33 mi
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE			300.0	300.0		
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
 Bike-Ped Yes

TIP Last Revised
 ITS No

EJ No

TIP # 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 # 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 # 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 # 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
2023	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 # 15-2022 KDOT # KA-6483-01 C2040 # P12 Project Name I-70 Bridge Replacement at J. Hill Road Location: Bridge #016: I-70 and J Hill Road Description Bridge Replacement	Project Type Preservation Length Project Sponsor KDOT	FFY 2022 2026 2026 2028 2028 2028	Phase PE ROW UTIL CONST PE UTIL CONST	Fed 342.6 22.8 2,489.4 2,854.8	State 380.6 76.1 25.4 2,766.0 (342.6) (22.8) (2,489.4) 393.3	Local -	Total 380.6 76.1 25.4 2,766.0 - - - 3,248.2	Source Conv-NHPP Conv-NHPP Conv-NHPP	AC X X
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Connect 2040 Goal [Preservation](#)
Performance Measures PM5, PM6

TIP Entered 2022 - A2	TIP Last Revised
Bike-Ped No	ITS No EJ No

TIP # 16-2022 KDOT # TE-0526-01 C2040 # BP01 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.	Project Type Bike/Ped Length 0.50 mi Project Sponsor City of Manhattan	FFY 2024	Phase CONST	Fed 1,368.8 1,368.8	State -	Local 342.2 342.2	Total 1,711.0 1,711.0	Source TA	AC
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Connect 2040 Goal
Performance Measure

TIP Entered 2022 - A2	TIP Last Revised 2022 - A3
Bike-Ped Yes	ITS No EJ Yes

TIP # 17-2020 KDOT # TE-0525-01 C2040 # 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	Project Type Preservation Length 0.15 mi Project Sponsor City of Manhattan	FFY 2024	Phase CONST	Fed 1,533.7 1,533.7	State -	Local 383.4 383.4	Total 1,917.1 1,917.1	Source TA	AC
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Connect 2040 Goal [Prosperity](#)
Performance Measure PM3, PM4

TIP Entered 2020 - A3	TIP Last Revised 2024 - A1
Bike-Ped Yes	ITS No EJ Yes

TIP # 17-2022 KDOT # KA-6541-01 C2040 # E61 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	Project Type Expansion Length Project Sponsor KDOT	FFY 2024	Phase PE	Fed 1,800.0 1,800.0	State 200.0 200.0	Local -	Total 2,000.0 2,000.0	Source NHPP	AC
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Connect 2040 Goal [Preservation](#)
Performance Measure PM5, PM6

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

TIP # 18-2022 KDOT # KA-6772-01 C2040 # P09 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	Project Type Preservation Length Project Sponsor KDOT	FFY 2023 2024	Phase PE CONST	Fed -	State 37.0 417.4 454.4	Local -	Total 37.0 417.4 454.4	Source 	AC
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Connect 2040 Goal [Preservation](#)
Performance Measure PM7

TIP Entered 2022 - A3	TIP Last Revised 2024 - A1
Bike-Ped No	ITS No EJ Yes

TIP # 19-2022	Project Type Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # KA-6838-01	Length	2023	PE	413.1	45.9		459.0	BRF	x
C2040 # P09	Project Sponsor KDOT	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 **TIP Last Revised** 2024 - Original
Bike-Ped No **ITS** No **EJ** No

TIP # 21-2020	Project Type Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # KA-5996-01	Length 0.14 mi	2023	CONST		717.2	79.7	796.9	X	
C2040 # P09	Project Sponsor KDOT	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 **TIP Last Revised** 2022 - A4
Bike-Ped No **ITS** No **EJ** Yes

TIP # 22-2022	Project Type Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # U-2380-01	Length 0.57 mi	2024	CONST		300.0	41.2	341.2		
C2040 # P09	Project Sponsor City of Junction City			-	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.
Replacement of ADA ramps

Connect 2040 Goal
Performance Measure

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

TIP # 23-2022	Project Type Bike/Ped	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # TE-0522-01	Length 0.24 mi	2024	CONST	425.4		106.3	531.7	TA	
C2040 #	Project Sponsor City of Junction City			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 **TIP Last Revised**
Bike-Ped Yes **ITS** No **EJ** No

TIP # 24-2020	Project Type Expansion	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # KA-5899-01	Length 0.80 mi	2023	CONST		2,897.8	3,542.7	6,440.5		
C2040 # E37	Project Sponsor City of Manhattan			-	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 **TIP Last Revised** 2022 - A4
Bike-Ped Yes **ITS** Yes **EJ** Yes

TIP # 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 # 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 # 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 # 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 # 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 *Building 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 # 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 # 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 # T3-2024	Project Type Transit/Paratransit	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	Project Sponsor Flint Hills ATA	2024	CAP	500.0		250.0	750.0	5307	
C2040 #				500.0	-	250.0	750.0		
Project Name 5th & Leavenworth Stop Improvements									
Location: Manhattan									
Description Bus stop improvements with curb extensions, new sidewalk, and ADA ramps	Connect 2040 Goal Prosperity Performance Measure PM1, PM3, PM4								
TIP Entered 2024 - A1	TIP Last Revised								
Bike-Ped Yes	ITS No								EJ Yes

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

Project Name FHATA Urban Planning Projects

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

Project Name Big Lakes Developmental Center Operating & Capital

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 #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T6-2022			Transit/Paratransit	Flint Hills ATA	2023	CAP	25.0	6.3		31.3	5307	
					2024	CAP	38.4	9.6		48.0	5307	
					2024	CAP	109.2		27.3	136.5	5307	
					2025	CAP	406.7		101.7	508.4	5307	
					2026	CAP	526.0		131.5	657.5	5307	
							1,105.3	15.9	260.5	1,381.7		

Project Name FHATA Parking Lot Expansion and Technology for Shelters

Location: FHMPPO Region

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 #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T7-2020			Transit/Paratransit	Flint Hills ATA	2020	CAP	588.7		65.4	654.1	5339	
							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 #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T7-2022			Transit/Paratransit	Flint Hills ATA	2022	CAP	140.8	17.6	17.6	176.0	5339/5310	
					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 #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T8-2022			Transit/Paratransit	Flint Hills ATA	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 #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T10-2020			Transit/Paratransit	Flint Hills ATA	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 #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T12-2018			Transit/Paratransit	Flint Hills ATA	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

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	February 20	March 6	March 6	March 20	May 9, 2024
Amendment #3	March 16	April 2	April 3	April 17	May 9, 2024
Amendment #4	July 15	August 6	August 7	August 21	September 5, 2024