

2026-2029

# Transportation Improvement Program

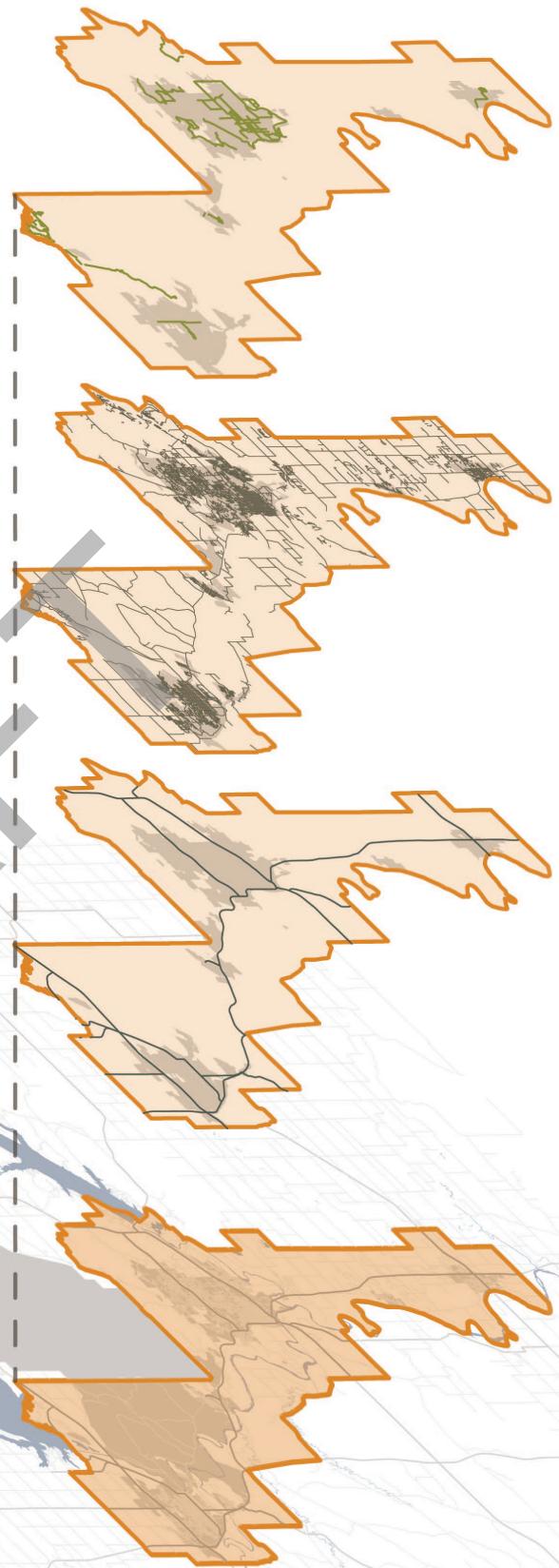
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## **Disclaimer**

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# Introduction

## What is the TIP?

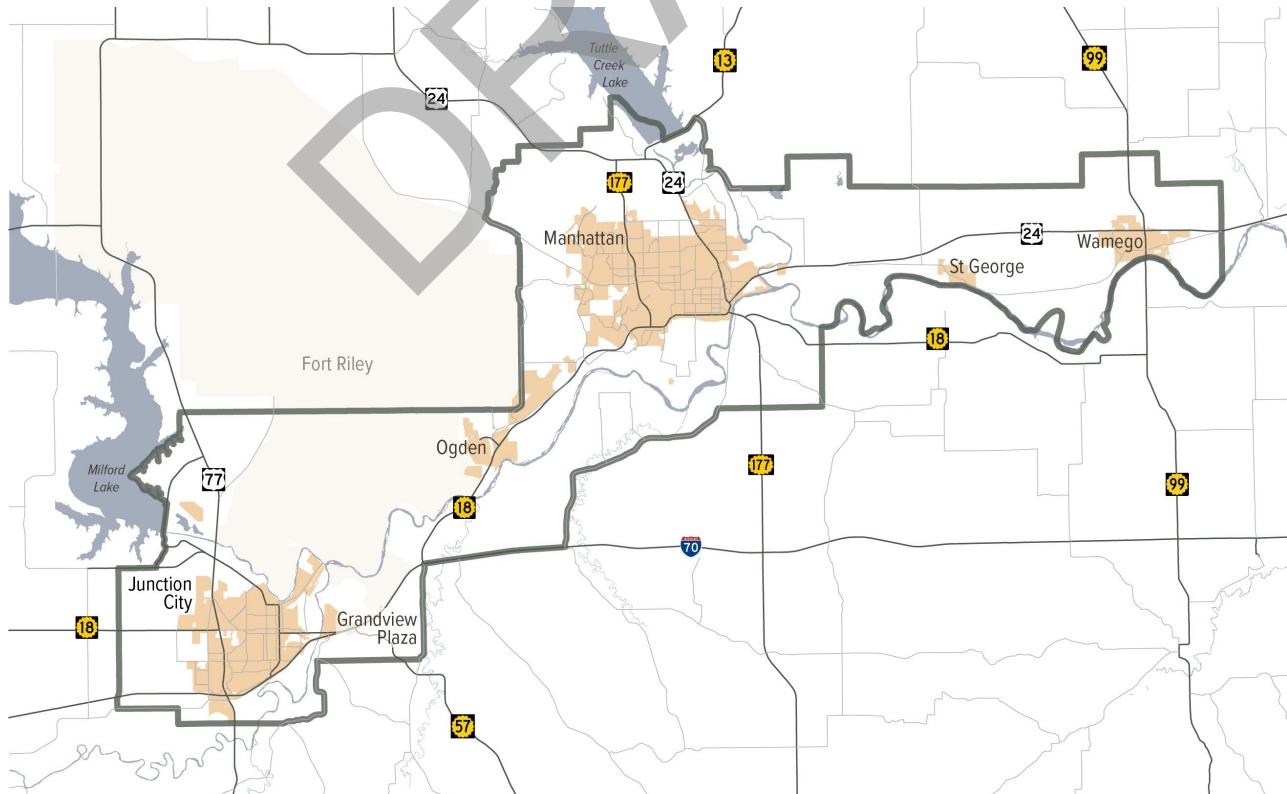
The Transportation Improvement Program (TIP) is a federally required document and one of many tools used to implement the vision and goals of the long-range transportation plan. The TIP contains all federally funded and/or regionally significant, multimodal, surface transportation projects that are to 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 the Infrastructure Investment and Jobs Act (IIJA), federal funding for transportation was increased and stabilized for fiscal years 2022 through 2026. IIJA 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   | <b>*1/2 cent Sales Tax</b> (70% earmarked for city debt & costs related to public infrastructure)                                     | \$200,000                                  |
|                     | <b>1/4** cent Sales Tax for roadway preservation and SRTS</b>   | \$2.375 million/year<br>\$118,000 for SRTS |
| Geary County        | <b>***Mill Levy</b> (1 mill is typically set aside for transportation each year, but not a guarantee)                                 | \$255,000                                  |
| Riley County        | <b>^ 1/5 cent Sales Tax</b><br>(100% earmarked for Roads and Bridges)<br><b>^^ City/County Highway Fund</b>                           | \$2,685,000<br>\$1,100,000                 |
| Pottawatomie County | <b>^^^ Special Highway Fund</b> (Any remaining balance from Road & Bridge Fund at end of year is transferred to Special Highway Fund) | \$2,790,000                                |

\* 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. Funds reflect 2024 amount.

^^ Average between 2020-2024

^^^ Average between 2020-2024

## 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 addition into 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 addition into 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           |
|-----------|--|--|-------------------|-----------------------|--------------------|
| 01-2022   | Blue Jay Trail   | 10' multiuse path on the north side of K-18 from Karns Dr to Spring Valley Rd.   | 2023              | \$ 1,309.0            | Constructed        |
| 02-2024   | Milling and overlay on K-18 in RL County                               | Pavement replaced  | 2023              | \$ 2,573.5            | Constructed        |
| 07-2020   | Poyntz Ave and Juliette Ave Intersection                               | Replace traffic signal poles, install ADA ramps, install stamped concrete crosswalks with curb extensions, and count down pedestrian signals   | 2022              | \$ 1,070.0            | Constructed        |
| 08-2022   | Intersection of Kimball and Denison (NCC Phase 11)                     | Roadway expansion & intersection improvements. Previous TIP# 0-25-2014. GO Bonds funding   | 2024              | \$ 10,900.0           | Under Construction |
| 10-2020   | K-18 heavy preservation near K-177                                     | Pavement replaced  | 2023              | \$ 4,092.7            | Constructed        |
| 10-2022   | N. Manhattan Ave, Campus Creek, & Bayberry Infrastructure Improvements | 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 | 2023              | \$ 3,000.0            | Constructed        |
| 12-2022   | Kimball Ave Roundabout Replacement                                     | Replace Roundabout, sidewalk improvements, pavement rehab  | 2023              | \$ 3,300.0            | Constructed        |
| 13-2022   | Patching on I-70 east of K-57  | Patching and resealing joints  | 2024              | \$ 4,527.0            | Constructed        |
| 14a-2020  | Roundabout at US-24 & K-13   | Construct single-lane roundabout at intersection to improve safety.  | 2025              | \$ 7,730.8            | Under Construction |
| 14b-2020  | Roundabout at US-24 & K-113  | Construct single-lane roundabout at intersection to improve safety.  | 2025              | \$ 6,063.5            | Under Construction |
| 16-2024   | Anderson Ave Reconstruction: Wreath to K113                            | Reconstruct the roadway and driveways  | 2025              | \$ 2,000.0            | Constructed        |
| 17-2020   | Juliette Ave - Phase IV  | Brick Rehab on Juliette. Address storm sewer issues. Create curb extensions at intersection of Pierre  | 2025              | \$ 1,537.4            | Under Construction |
| 24-2020   | Kimball Ave: College to Denison (NCC Phase IX) Cost Share              | 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  | 2023              | \$ 6,440.5            | Constructed        |
| 24-2022   | Increasing the Walkability/Bikeability of St. George                   | Installation of sidewalk along 1st & Chapman Rd, downtown curb extensions, and pedestrian crossing   | 2025              | \$ 1,532.5            | Under Construction |
| 25-2020   | I-70 and K-18 Interchange  | 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  | 2025-2027         | \$ 16,057.4           | Under Construction |
| 27-2020   | I-70 Pavement Replacement  | Pavement Replacement beginning 1 mile east of US-77/I-70 then East to East City Limits of Grandview Plaza.   | 2023-2025         | \$ 32,026.0           | Under Construction |
| T2-2024   | FHATA Building and Improvement Project                                 | Building expansion & improvement. Parking lot expansion  | 2024              | \$ 1,000.0            | Constructed        |

## 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   |
|-----------|---------------------------------------|--|--------------------------------------|--------------------------------------|-------------------------------|------------------------------|--|
| 06-2020   | Miller Pkwy & Arbor Dr Intersection   | Construct roundabout at the intersection of Miller Parkway and Arbor Drive.  | \$ 1,500.0                           | \$ 1,500.0                           | 2020                          | 2025                         | Programmed in 2020 TIP   |
| 09-2022   | Casement Road Improvements:           | Expand roadway to include 3-10 feet or 8 feet wide Trail from Casement to McCall Road along Hayes Dr.  | \$ 100.0                             | \$ 100.0                             | 2022                          | 2026                         | Programmed in 2022 TIP   |
| 11-2022   | Hayes Dr Trail                        | Complete sidewalk from 17th & Yuma, west towards Westwood Dr.  | \$ 1,150.0                           | \$ 1,150.0                           | 2022                          | 2026                         | Programmed in 2022 TIP   |
| 16-2022   | Sidewalk Extension on Fort Riley Blvd | Discovery phase for bridge replacement and new interchange. Project authorized for PE, ROW, & UTIL only  | \$ 1,711.0                           | \$ 2,579.0                           | 2022                          | 2026                         | Programmed in 2022 TIP   |
| 17-2022   | I-70 & Taylor Road Interchange        | 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 | \$ 300.0                             | \$ 1,357.4                           | 2022                          | 2026                         | Delay due to project scope discussions between public, community, & KDOT |
| T7-2022   | K-18 Connector Expansion (Pilot)      |  | \$ 371.0                             | \$ 371.0                             | 2022                          | 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);

**Planning/PE:** Studies or professional engineering programmed for a project; and

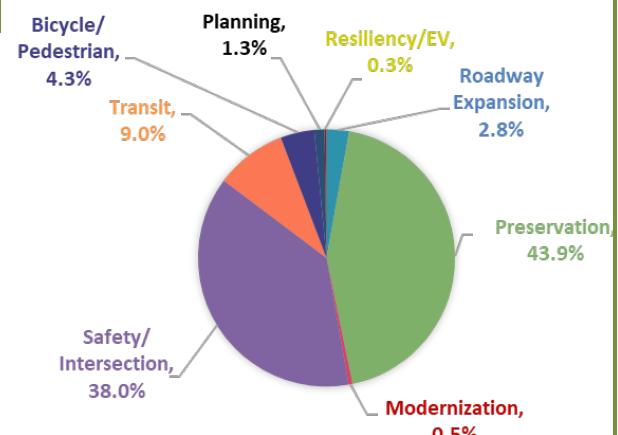
**Sustainability/EV:** Projects that install electric vehicle (EV) chargers or infrastructure, or other sustainable projects including carbon reduction and green infrastructure.

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    | \$ 4,357.4          | 2.8%                |
| Preservation         | \$ 67,802.6         | 43.9%               |
| Modernization        | \$ 755.1            | 0.5%                |
| Safety/ Intersection | \$ 58,668.1         | 38.0%               |
| Transit              | \$ 13,812.8         | 9.0%                |
| Bicycle/ Pedestrian  | \$ 6,567.9          | 4.3%                |
| Planning             | \$ 1,967.7          | 1.3%                |
| Resiliency/EV        | \$ 397.1            | 0.3%                |
| <b>Total</b>         | <b>\$ 154,328.7</b> | <b>100.0%</b>       |

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 #          |
|---------------|----------|--|---------------------|---------------|
| 01-2024       |          | Old Milford Road Bridge Replacement                    | <b>Preservation</b> | PM7, PM8      |
| 01-2026       |          | Marlatt Ave from Browning to Denison                   | <b>Mobility</b>     | PM6           |
| 02-2026       |          | Wamego: School Crossing Improvements                   | <b>Safety</b>       | PM5, PM6      |
| 03-2024       |          | US-24 & Excel Road Intersection Improvements           | <b>Safety</b>       | PM3, PM4      |
| 03-2026       |          | K-18 CCLIP: Westwood, west 0.2 miles                   | <b>Preservation</b> | PM3, PM4      |
| 05-2025       |          | Washington St Bridge Rehab                             | <b>Preservation</b> | PM7, PM8      |
| 06-2024       | P11      | I-70 in Geary County Guardrail Updates                 | <b>Preservation</b> | PM1, PM2      |
| 06-2026       |          | Junction City Safe Streets For All (SS4A)              | <b>Safety</b>       | PM1 - PM6     |
| 07-2024       |          | Wamego: Pavement Restoration on K-99                   | <b>Preservation</b> | PM1, PM2      |
| 08-2026       |          | Supplemental Safety Action Plan for JC EMS             | <b>Safety</b>       | PM5, PM6      |
| 08-2022       | E69      | Intersection of Kimball and Denison                    | <b>Safety</b>       | PM1, PM2      |
| 08-2024       | P13      |  | <b>Mobility</b>     | PM4           |
|               |          |  | <b>Safety</b>       | PM3, PM4, PM5 |
| 09-2022       | E08      | Casement Road Improvements: Brookmont to Allen/Knox    | <b>Safety</b>       | PM3, PM4      |
| 09-2024       |          | Casement & Hayes Intersection                          | <b>Mobility</b>     | PM4           |
|               |          |  | <b>Safety</b>       | PM1 - PM5     |
|               |          |  | <b>Safety</b>       | PM5, PM6      |
| 10-2022       | M40      | N. Manhattan Ave Traffic Signals and two-way bike lane | <b>Mobility</b>     | PM4, PM6      |
|               |          |  | <b>Prosperity</b>   | PM4, PM5      |

| TIP Project # | C2040 ID   | Project  | Goal                | PM #               |
|---------------|------------|--|---------------------|--------------------|
| 11-2022       |            | Hayes Dr Trail                                       | <b>Mobility</b>     | PM6                |
| 13-2024       |            | 6th & Washington St ITS Corridor                     | <b>Mobility</b>     | PM4                |
| 14-2022       |            | US-24 & Levee Drive Intersection Improvements        | <b>Safety</b>       | PM1, PM2, PM3, PM4 |
| 14a-2020      | M20        | Roundabout at US-24 & K-13                           | <b>Safety</b>       | PM1, PM2, PM3, PM4 |
| 14b-2020      | M21        | Roundabout at US-24 & K-113                          | <b>Safety</b>       | PM1, PM2, PM3, PM4 |
| 15-2022       | P12        | I-70 Bridge Replacement at J. Hill Road              | <b>Preservation</b> | PM5, PM6           |
| 17-2020       |            | Juliette Ave - Phase IV                              | <b>Prosperity</b>   | PM3, PM4           |
| 17-2022       | E61        | I-70 & Taylor Road Interchange                       | <b>Preservation</b> | PM5, PM6           |
| 17-2024       |            | K-99 Pavement Restoration from 8th St to US-24       | <b>Preservation</b> | PM3, PM4           |
| 18-2022       |            | Repair Bridge #037 on US-40B3 in Geary County        | <b>Preservation</b> | PM7                |
| 18-2024       | M66        | Junction City McFarland Roundabout                   | <b>Safety</b>       | PM5, PM6           |
| 19-2022       | P10        | Repair Bridge #017 on I-70 in Geary County           | <b>Preservation</b> | PM5, PM6           |
| 19-2024       |            | US-24 Signing in Pottawatomie County                 | <b>Safety</b>       | PM1, PM2, PM3, PM4 |
| 20-2024       |            | US-24 Corridor Management Plan                       | <b>Preservation</b> | PM3, PM4, PM7, PM8 |
| 21-2024       |            | Milling & overlay on US-77 in GE County              | <b>Preservation</b> | PM3, PM4           |
| 22-2024       |            | Milling & overlay on K-113 in RL County              | <b>Preservation</b> | PM3, PM4           |
| 24-2022       |            | Increasing the Walkability/Bikeability of St. George | <b>Mobility</b>     | PM6                |
| 25-2020       | M15        | I-70 & K-18 Interchange                              | <b>Safety</b>       | PM3, PM4           |
| 27-2020       | P10<br>P11 | I-70 Pavement Replacement                            | <b>Preservation</b> | PM5                |
| T3-2024       |            | 5th& Leavenworth Stop Improvements                   | <b>Preservation</b> | PM1, PM2           |
| T10-2020      | M25        | Fremont Roadway and Bus Stop Improvements            | <b>Prosperity</b>   | PM1, PM3, PM4      |
| T7-2020       |            | 600 Block of Poyntz Bus Stop Improvements            | <b>Prosperity</b>   | 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

##### 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

##### 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

##### Prosperity

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

## Appendix A: Funding Summary Table

| Funding Source of Programmed Projects (in thousands) |              |               |            |               |              |               |
|--|--------------|---------------|------------|---------------|--------------|---------------|
| Funding Source                                       | FFY 2026     | FFY 2027      | FFY 2028   | FFY 2029      | Total        |               |
| Federal  | NHPP         | \$ 34,224.3   | \$ -       | \$ 3,035.8    | \$ 4,642.5   | \$ 41,902.6   |
|  | STP          | \$ -          | \$ -       | \$ -          | \$ 729.0     | \$ 729.0      |
|  | TA           | \$ 2,063.2    | \$ -       | \$ -          | \$ 179.5     | \$ 2,242.7    |
|  | HSIP         | \$ 5,887.3    | \$ 513.5   | \$ -          | \$ 3,760.0   | \$ 10,160.8   |
|  | BRF/BRO      | \$ -          | \$ -       | \$ -          | \$ -         | \$ -          |
|  | FRP          | \$ -          | \$ -       | \$ 28,334.8   | \$ -         | \$ 28,334.8   |
|  | THUD         | \$ -          | \$ -       | \$ -          | \$ -         | \$ -          |
|  | CRP          | \$ 2,438.6    | \$ -       | \$ -          | \$ -         | \$ 2,438.6    |
|  | OLDCC        | \$ 625.5      | \$ -       | \$ -          | \$ -         | \$ 625.5      |
|  | SS4A         | \$ 614.1      | \$ 160.0   | \$ -          | \$ -         | \$ 774.1      |
|  | FTA 5307     | \$ 1,457.8    | \$ 1,589.1 | \$ 1,509.1    | \$ 755.8     | \$ 5,311.8    |
|  | FTA 5307 ARA | \$ -          | \$ -       | \$ -          | \$ -         | \$ -          |
|  | FTA 5310     | \$ 140.8      | \$ 156.0   | \$ -          | \$ -         | \$ 296.8      |
|  | FTA 5311     | \$ 720.6      | \$ -       | \$ -          | \$ -         | \$ 720.6      |
|  | FTA 5339     | \$ 189.5      | \$ 156.0   | \$ -          | \$ -         | \$ 345.5      |
|  | AIC          | \$ 800.0      | \$ -       | \$ -          | \$ -         | \$ 800.0      |
|  | ARPA         | \$ -          | \$ -       | \$ -          | \$ -         | \$ -          |
| TOTAL  |              | \$ 49,161.7   | \$ 2,574.6 | \$ 32,879.7   | \$ 10,066.8  | \$ 94,682.8   |
| State  |              | \$ (30,313.8) | \$ 353.4   | \$ (30,873.9) | \$ (5,399.9) | \$ (66,234.2) |
| Local  |              | \$ 5,331.8    | \$ 687.1   | \$ 532.9      | \$ 558.1     | \$ 7,109.9    |
| Total  |              | \$ 24,179.7   | \$ 3,615.1 | \$ 2,538.7    | \$ 5,225.0   | \$ 35,558.5   |

HSIP-Highway Safety Improvement Program

NHPP-National Highway Performance Program

5307 ARA - American Recovery Act

THUD - Transportation, Housing, & Urban Development

FRP - Freight Program

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).

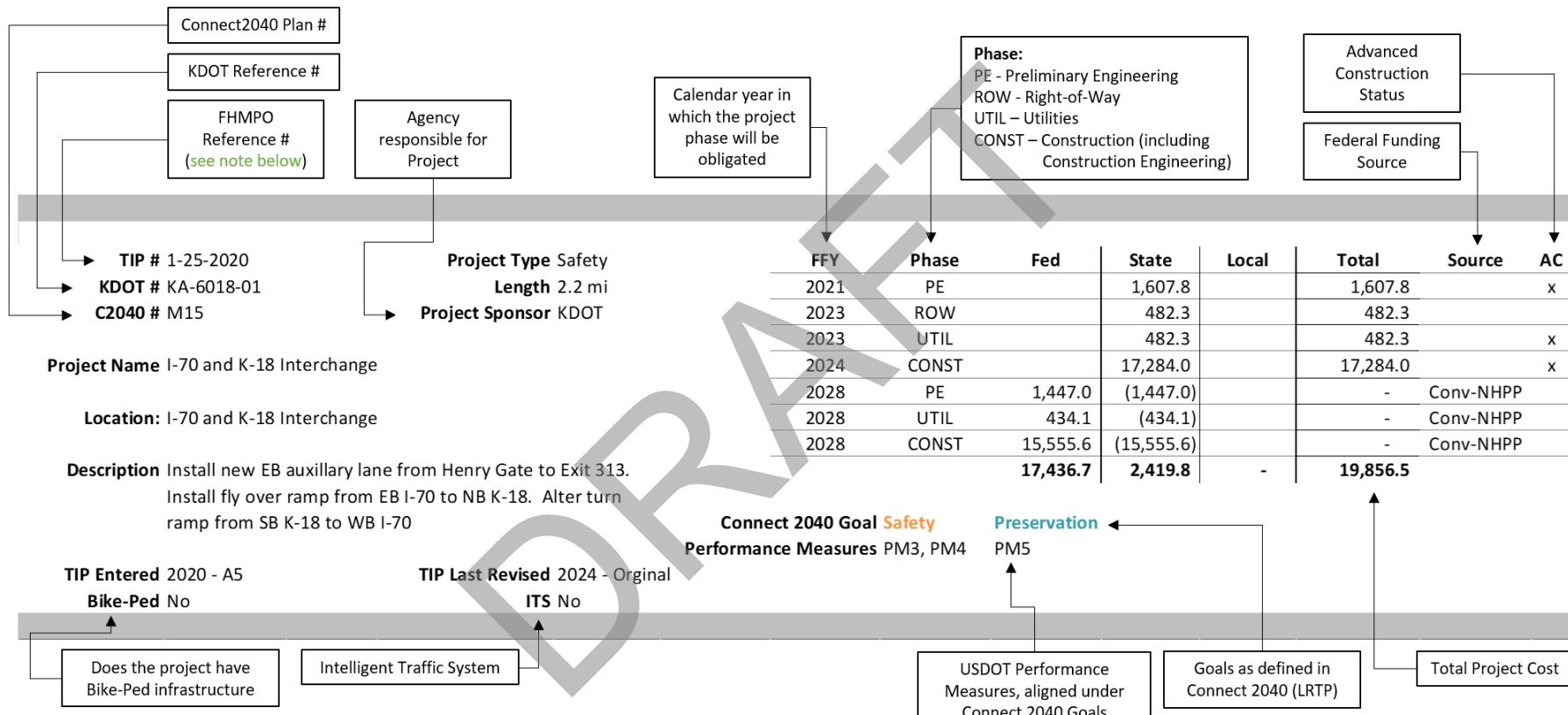
Note: Any negative balance shown for state funding is due to state funds being credited back once a project was converted to federal funds.

| Anticipated Funding (in thousands) |             |             |             |             |              |  |
|------------------------------------|-------------|-------------|-------------|-------------|--------------|--|
| Funding Source                     | FFY 2026    | FFY 2027    | FFY 2028    | FFY 2029    | Total        |  |
| Federal                            | \$ 25,245.4 | \$ 25,245.4 | \$ 25,245.4 | \$ 25,245.4 | \$ 100,981.5 |  |
| State                              | \$ 1,690.2  | \$ 1,863.4  | \$ 2,036.6  | \$ 2,209.7  | \$ 7,799.8   |  |
| Local*                             | \$ 5,331.2  | \$ 5,331.2  | \$ 5,331.2  | \$ 5,331.2  | \$ 21,324.8  |  |
| Total                              | \$ 32,266.8 | \$ 32,439.9 | \$ 32,613.1 | \$ 32,786.3 | \$ 130,106.2 |  |

\* Anticipated Funding is calculated using the Local Fund Sources (Table 1) for the previous 5 years. It should be noted, the actual funds spent (in previous TIPs) is generally far greater, but includes general funds, grants, and other non-transportation dedicated funds.

## 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.

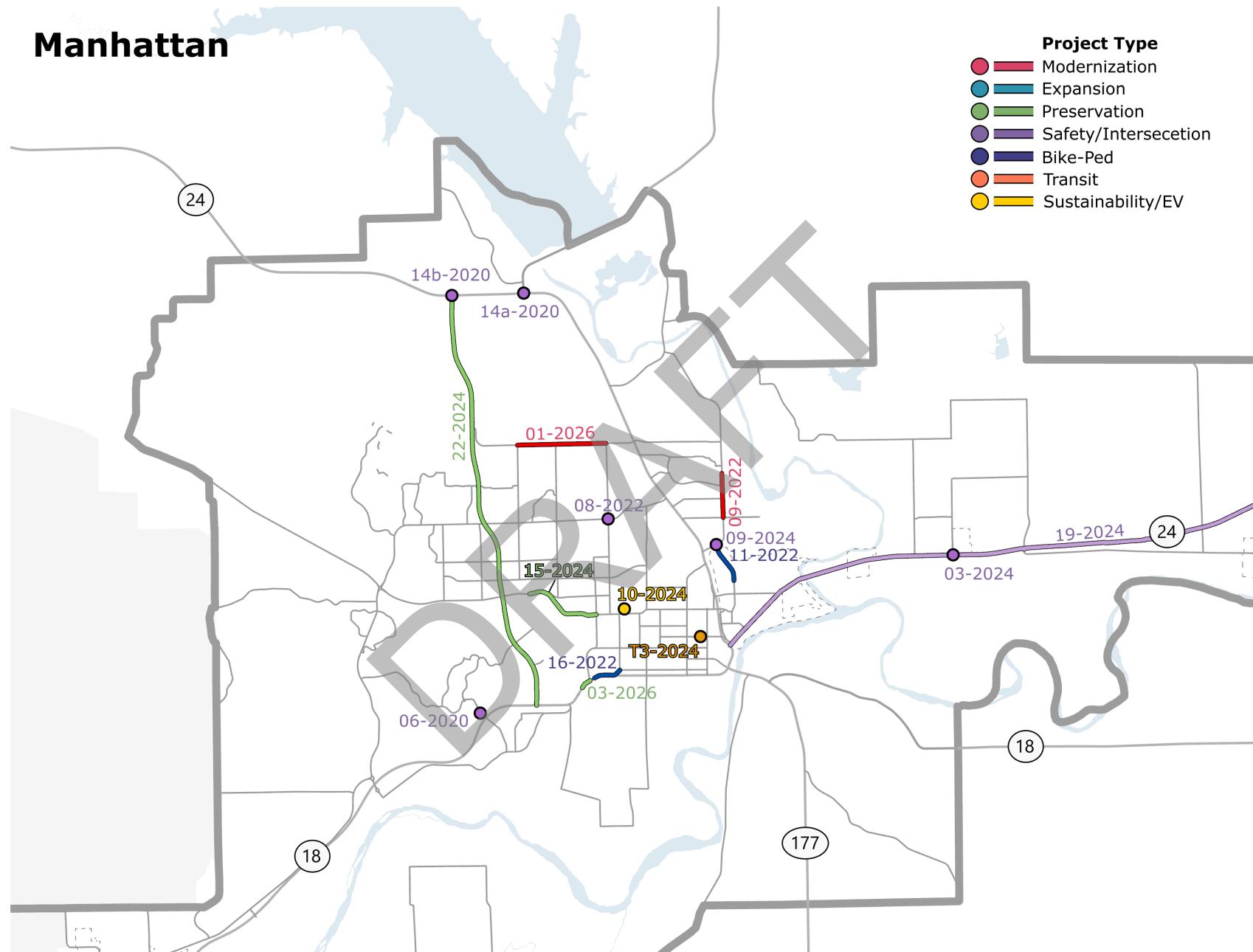


## Appendix C: Summary of Changes

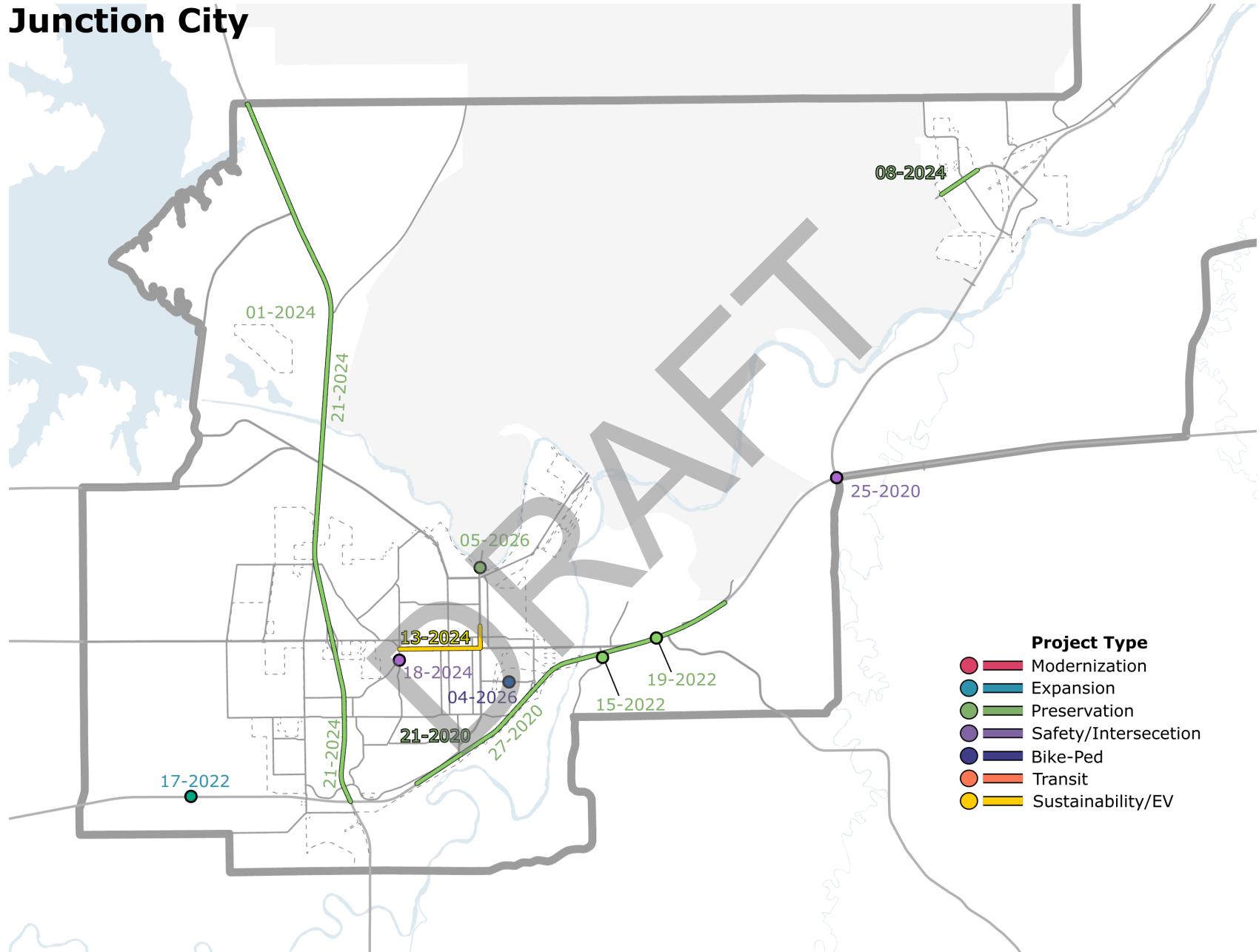
| Project # |            | Project Name   | Year | Phase             | Phase Cost (in 1000s) | Total Cost (in 1000s) | Funding Source       | Description of Change     |
|-----------|------------|--|------|-------------------|-----------------------|-----------------------|----------------------|---------------------------|
| 06-2024   | KA-6062-02 | I-70 in Geary County Guardrail Updates               | 2026 | PE & CONST        | \$1,421.8             | \$1,521.0             | State                | Change in Year            |
| 06-2026   |            | Junction City Safe Streets For All (SS4A)            | 2027 | PLAN              | \$200.0               | \$200.0               | SS4A, State, & Local | Project Addition          |
| 07-2026   |            | Supplemental Safety Action Plan for JC EMS           | 2026 | PLAN              | \$767.7               | \$767.7               | SS4A, State, & Local | Project Addition          |
| 08-2024   |            | Riley Avenue Corridor Revitalization Project         | 2026 | PE                | \$695.0               | \$1,176.4             | THUD, OLDCC, & Local | New Phase & Cost Increase |
| 14-2024   | N-0816-01  | City Loop Ph. 1 & Kaw Valley Rd Crossings            | 2026 | CONST             | \$341.8               | \$341.8               | CRP & Local          | Cost Increase             |
| 22-2024   | KA_7731-01 | Milling & overlay on K-113 in RL County              | 2026 | CONST             | \$6,755.3             | \$6,756.3             | NHPP & State         | Cost Increase             |
| 24-2022   | TE-0532-01 | Increasing the Walkability/Bikeability of St. George | 2025 | CONST             | \$2,087.7             | \$2,087.7             | TA & Local           | Cost Increase             |
| 25-2020   | KA-6018-01 | I-70 and K-18 Interchange                            | 2028 | PE, UTIL, & CONST | \$31,370.6            | \$35,216.8            | NHPP, FRP, & State   | Cost Increase & New Phase |

## Appendix D: Project Maps

### Manhattan



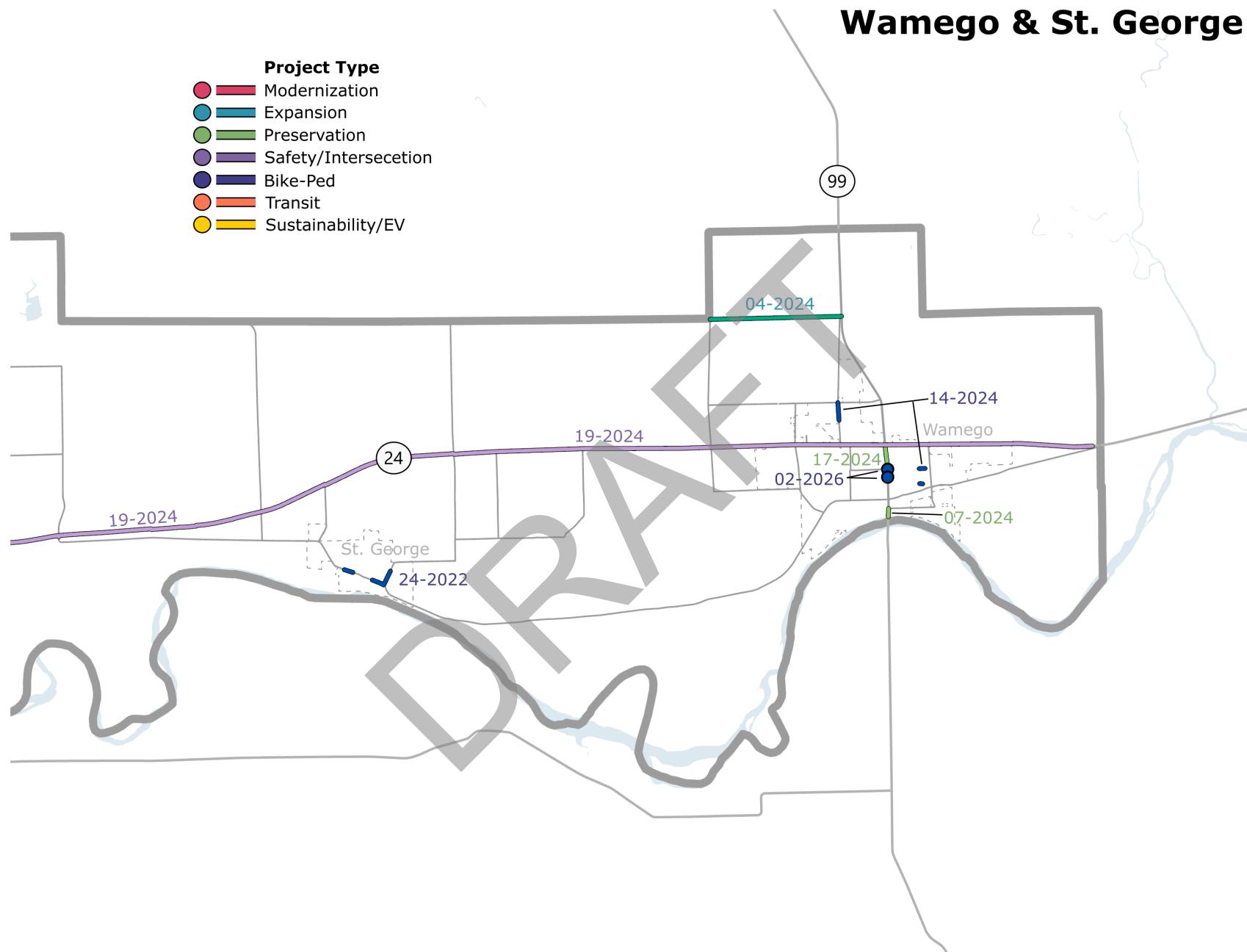
# Junction City



# Wamego & St. George

**Project Type**

- Modernization
- Expansion
- Preservation
- Safety/Intersection
- Bike-Ped
- Transit
- Sustainability/EV



## Appendix E: Project Listing

| Roadway Projects  |  |          |          |      |         |         |                               |               |
|---|--|----------|----------|------|---------|---------|-------------------------------|---------------|
| TIP # 01-2026<br>KDOT #<br>C2040 #  | Project Type Modernization<br>Length<br>Project Sponsor RL       | FFY 2025 | Phase PE | Fed  | State   | Local   | Total 655.1<br>655.1<br>655.1 | Fed Source AC |
| <b>Project Name</b> Marlatt Ave Reconstruction  |  |          |          |      |         |         |                               |               |
| <b>Location:</b> Marlatt Ave from Browning to Denison   |  |          |          |      |         |         |                               |               |
| <b>Description</b> Reconstruction of the roadway, with addition of middle turn lane, and a 10ft multi-use path                |  |          |          |      |         |         |                               |               |
| <b>Connect 2040 Goal Mobility</b><br>Performance Measure PM6  |  |          |          |      |         |         |                               |               |
| TIP Entered 2026 - Original<br>Bike-Ped Yes   | TIP Last Revised<br>ITS No                                       | FFY      | Phase    | Fed  | State   | Local   | Total                         | Fed Source AC |
| TIP # 02-2026<br>KDOT # TE-0580-01<br>C2040 #   | Project Type Bike/Ped<br>Length<br>Project Sponsor WAM           | 2025     | PE       | 28.3 | 7.1     | 35.3    |                               | x             |
| <b>Project Name</b> Wamego: School Crossing Improvements  |  |          |          |      |         |         |                               |               |
| <b>Location:</b> Lincoln Ave at 7th & 8th streets, and Ash at 6th   |  |          |          |      |         |         |                               |               |
| <b>Description</b> Construct curb extensions & RRFBs  |  |          |          |      |         |         |                               |               |
| <b>Connect 2040 Goal Safety</b><br>Performance Measure PM5, PM6   |  |          |          |      |         |         |                               |               |
| TIP Entered 2026 - Original<br>Bike-Ped Yes   | TIP Last Revised<br>ITS No                                       | FFY      | Phase    | Fed  | State   | Local   | Total                         | Fed Source AC |
| TIP # 03-2024<br>KDOT #<br>C2040 #  | Project Type Safety/Intersection<br>Length<br>Project Sponsor PT | 2024     | PE       |      | 3,000.0 | 3,000.0 |                               |               |
| <b>Project Name</b> US-24 & Excel Road Intersection Improvements  |  |          |          |      |         |         |                               |               |
| <b>Location:</b> US-24 at Excel Road  |  |          |          |      |         |         |                               |               |
| <b>Description</b> Intersection improvements to include additional turn lanes and new traffic signals                         |  |          |          |      |         |         |                               |               |
| <b>Connect 2040 Goal Safety</b><br>Performance Measure PM3, PM4   |  |          |          |      |         |         |                               |               |
| TIP Entered 2024 - Original<br>Bike-Ped No  | TIP Last Revised<br>ITS No                                       | FFY      | Phase    | Fed  | State   | Local   | Total                         | Fed Source AC |
| TIP # 03-2026<br>KDOT # U-2597-01<br>C2040 #  | Project Type Preservation<br>Length<br>Project Sponsor MHK       | 2026     | PE       |      | 33.2    | 33.2    |                               |               |
| <b>Project Name</b> K-18 CCLIP: Westwood, west 0.2 miles  |  |          |          |      |         |         |                               |               |
| <b>Location:</b> K-18: Westwood, west 0.2 miles   |  |          |          |      |         |         |                               |               |
| <b>Description</b> Mill and overlay   |  |          |          |      |         |         |                               |               |
| <b>Connect 2040 Goal Preservation</b><br>Performance Measure PM3, PM4   |  |          |          |      |         |         |                               |               |
| TIP Entered 2026 - Original<br>Bike-Ped No  | TIP Last Revised 2026 - A2<br>ITS No                             | FFY      | Phase    | Fed  | State   | Local   | Total                         | Fed Source AC |
| TIP # 04-2024<br>KDOT #<br>C2040 #  | Project Type Expansion<br>Length 1.0 mi<br>Project Sponsor PT    | 2024     | PE       |      | 3,000.0 | 3,000.0 |                               |               |
| <b>Project Name</b> Elm Slough Road Improvements  |  |          |          |      |         |         |                               |               |
| <b>Location:</b> Elm Slough Road from Salzar Road to K-99   |  |          |          |      |         |         |                               |               |
| <b>Description</b> Roadway improvements including paving and widening an aggregate roadway. Improving vertical sight distance |  |          |          |      |         |         |                               |               |
| <b>Connect 2040 Goal</b><br>Performance Measure   |  |          |          |      |         |         |                               |               |
| TIP Entered 2024 - Original<br>Bike-Ped No  | TIP Last Revised<br>ITS No                                       | FFY      | Phase    | Fed  | State   | Local   | Total                         | Fed Source AC |



|  |   |  |  |   |  |                          |    |
|--|---|--|--|---|--|--------------------------|----|
| TIP # 07-2024<br>KDOT # KA-7261-01<br>C2040 #  | Project Type Preservation<br>Length 0.062 mi<br>Project Sponsor KDOT              | FFY 2026<br>Phase CONST<br>Fed 865.6<br>2029<br>729.0<br>729.0                 | State 45.6<br>(729.0)<br>136.6               | Local                                   | Total 911.2<br>-<br>45.6                 | Fed Source X<br>STP      | AC |
| <b>Project Name</b> Wamego: Pavement Restoration on K-99   |   |  |  |   |  |                          |    |
| <b>Location:</b> Kansas River Bridge to Valley Street  |   |  |  |   |  |                          |    |
| <b>Description</b> Pavement reconstruction, replace curb & gutter, culvert upgrades, and pavement markings   |   |  |  |   |  |                          |    |
| TIP Entered 2024 - A3<br>Bike-Ped No   | TIP Last Revised 2026 - A2<br>ITS No  | Connect 2040 Goal <b>Preservation</b><br>Performance Measure PM1, PM2          |  |   |  |                          |    |
| TIP # 07-2026<br>KDOT #<br>C2040 #   | Project Type Planning<br>Length<br>Project Sponsor JC                             | FFY 2026<br>Phase PLAN<br>Fed 614.1<br>614.1                                   | State 145.9<br>145.9                         | Local 7.7<br>7.7                        | Total 767.7<br>767.7                     | Fed Source SS4A          | AC |
| <b>Project Name</b> Supplemental Safety Action Plan for JC EMS   |   |  |  |   |  |                          |    |
| <b>Location:</b> Across Junction City  |   |  |  |   |  |                          |    |
| <b>Description</b> Creating a Safety Action Plan through a phase 1 Planning Activity, and then demonstration projects through a phase 2 Pilot Activity |   |  |  |   |  |                          |    |
| TIP Entered 2026-A3<br>Bike-Ped No   | TIP Last Revised<br>ITS Yes   | Connect 2040 Goal <b>Safety</b><br>Performance Measure PM5, PM6                |  |   |  |                          |    |
| TIP # 08-2024<br>KDOT #<br>C2040 # P13   | Project Type Preservation<br>Length 0.062 mi<br>Project Sponsor KDOT              | FFY 2025<br>Phase CONST<br>2026<br>PE<br>385.1<br>625.5<br>1,010.6             | State 96.3<br>-<br>-<br>-<br>165.8           | Local 69.5<br>69.5<br>-<br>-<br>1,176.4 | Total 481.4<br>695.0<br>165.8<br>1,176.4 | Fed Source THUD<br>OLDCC | AC |
| <b>Project Name</b> Riley Avenue Corridor Revitalization Project   |   |  |  |   |  |                          |    |
| <b>Location:</b> Riley Ave from Ft. Riley to City of Ogden boundary, adjacent streets, and intersection of Riley Ave & Park St.                        |   |  |  |   |  |                          |    |
| <b>Description</b> 2" mill and overlay on streets, followed by PE of corridor for reconstruction including utilities and incorporating bike-ped.       |   |  |  |   |  |                          |    |
| TIP Entered 2024 - A3<br>Bike-Ped Yes  | TIP Last Revised 2026 - A3<br>ITS Yes   | Connect 2040 Goal <b>Safety</b><br>Performance Measure PM3, PM4, PM5           |  |   |  |                          |    |
| TIP # 09-2022<br>KDOT #<br>C2040 # E08   | Project Type Modernization<br>Length 0.60 mi<br>Project Sponsor City of Manhattan | FFY 2026<br>Phase PE<br>-<br>-<br>100.0<br>100.0                               | State 100.0<br>-<br>-<br>-<br>100.0<br>100.0 | Local                                   | Total 100.0<br>100.0                     | Fed Source               | AC |
| <b>Project Name</b> Casement Road Improvements: Brookmont to Allen/Knox  |   |  |  |   |  |                          |    |
| <b>Location:</b> Casement Rd: Brookmont Dr to Allen Rd/Knox Ln   |   |  |  |   |  |                          |    |
| <b>Description</b> Expand roadway to include 3-lane roadway and multi-use path   |   |  |  |   |  |                          |    |
| TIP Entered 2022 - Original<br>Bike-Ped Yes  | TIP Last Revised 2026-Original<br>ITS Yes   | Connect 2040 Goal <b>Safety</b><br>Performance Measure PM1, PM2, PM3, PM4, PM5 |  |   |  |                          |    |
| TIP # 09-2024<br>KDOT # N-0827-01<br>C2040 #   | Project Type Safety/Intersection<br>Length<br>Project Sponsor City of Manhattan   | FFY 2025<br>Phase PE<br>2027<br>CONST<br>513.5<br>513.5<br>42.5                | State 42.5<br>-<br>114.7<br>42.5             | Local                                   | Total 42.5<br>628.2<br>114.7<br>670.7    | Fed Source HSIP          | AC |
| <b>Project Name</b> Casement & Hayes Intersection  |   |  |  |   |  |                          |    |
| <b>Location:</b> Intersection of Casement Road & Hayes Dr  |   |  |  |   |  |                          |    |
| <b>Description</b> Reconstruct intersection with traffic and ped signals   |   |  |  |   |  |                          |    |
| TIP Entered 2024 - A3<br>Bike-Ped Yes  | TIP Last Revised 2024 - A8<br>ITS No  | Connect 2040 Goal <b>Safety</b><br>Performance Measure PM3, PM4, PM5           |  |   |  |                          |    |

| TIP # 11-2022<br>KDOT #<br>C2040 # BP01   |  | Project Type Bike/Ped<br>Length 0.71 mi<br>Project Sponsor City of Manhattan |  | FFY  | Phase | Fed     | State     | Local | Total   | Fed<br>Source | AC |  |  |
|---|--|--|--|--|-------|---------|-----------|-------|---------|---------------|----|--|--|
|   |  |  |  | 2021   | PE    |         |           |       | 150.0   | 150.0         |    |  |  |
|   |  |  |  | 2026   | CONST |         |           |       | 1,000.0 | 1,000.0       |    |  |  |
| <b>Project Name</b> Hayes Dr Trail  |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>Location:</b> Hayes: McCall to Casement  |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>Description</b> 10 feet or 8 feet wide Trail from Casement to McCall Road along Hayes Dr.              |  | <b>Connect 2040 Goal</b> Mobility<br>Performance Measure PM6                 |  |  |       |         |           |       |         |               |    |  |  |
| <b>TIP Entered</b> 2022 - Original<br>Bike-Ped Yes  |  | <b>TIP Last Revised</b><br>ITS No  |  |  |       |         |           |       |         |               |    |  |  |
| TIP # 13-2024<br>KDOT # U-2589-01<br>C2040 #  |  | Project Type Resiliency/EV<br>Length<br>Project Sponsor JC                   |  | FFY  | Phase | Fed     | State     | Local | Total   | Fed<br>Source | AC |  |  |
|   |  |  |  | 2026   | CONST | 304.0   |           | 93.1  | 397.1   | CRP           |    |  |  |
| <b>Project Name</b> 6th St & Washington St ITS Corridor   |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>Location:</b> Traffic signals on 6th from Eisenhower to Washington, and on Washington from 6th to 10th |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>Description</b> Replace existing signal boxes and electronics and install ITS capabilities             |  | <b>Connect 2040 Goal</b> Mobility<br>Performance Measure PM 4                |  |  |       |         |           |       |         |               |    |  |  |
| <b>TIP Entered</b> 2024 - A4<br>Bike-Ped Yes  |  | <b>TIP Last Revised</b> 2026 - A2<br>ITS Yes                                 |  |  |       |         |           |       |         |               |    |  |  |
| TIP # 14a-2020<br>KDOT # KA-5565-01<br>C2040 # M20  |  | Project Type Safety/Intersection<br>Length<br>Project Sponsor KDOT           |  | FFY  | Phase | Fed     | State     | Local | Total   | Fed<br>Source | AC |  |  |
|   |  |  |  | 2024   | PE    |         | 594.7     |       | 594.7   |               |    |  |  |
|   |  |  |  | 2024   | ROW   |         | 297.3     |       | 297.3   |               |    |  |  |
|   |  |  |  | 2024   | UTIL  |         | 297.3     |       | 297.3   |               |    |  |  |
|   |  |  |  | 2025   | CONST |         | 6,541.5   |       | 6,541.5 |               |    |  |  |
|   |  |  |  | 2026   | CONST | 5,887.3 | (5,887.3) | -     | -       | CONV - HSIP   | X  |  |  |
| <b>Project Name</b> Roundabout at US-24 & K-13  |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>Location:</b> Intersection of K-13 and US-24 in Riley County   |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>Description</b> Construct single-lane roundabout at intersection to improve safety.                    |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>TIP Entered</b> 2020 - A3<br>Bike-Ped No   |  | <b>TIP Last Revised</b> 2024 - A6<br>ITS No                                  |  | <b>Connect 2040 Goal</b> Safety<br>Performance Measures PM3, PM4 |       |         |           |       |         |               |    |  |  |
| TIP # 14b-2020<br>KDOT # KA-5564-01<br>C2040 # M21  |  | Project Type Safety/Intersection<br>Length<br>Project Sponsor KDOT           |  | FFY  | Phase | Fed     | State     | Local | Total   | Fed<br>Source | AC |  |  |
|   |  |  |  | 2024   | PE    |         | 466.4     |       | 466.4   |               |    |  |  |
|   |  |  |  | 2024   | ROW   |         | 233.2     |       | 233.2   |               |    |  |  |
|   |  |  |  | 2024   | UTIL  |         | 233.2     |       | 233.2   |               |    |  |  |
|   |  |  |  | 2025   | CONST | 4,617.7 | 513.0     |       | 5,130.7 | CONV - HSIP   | X  |  |  |
| <b>Project Name</b> Roundabout at US-24 & K-113   |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>Location:</b> Intersection of K-113 and US-24 in Riley County  |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>Description</b> Construct single-lane roundabout at intersection to improve safety.                    |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>TIP Entered</b> 2020 - A3<br>Bike-Ped No   |  | <b>TIP Last Revised</b> 2024 - A6<br>ITS No                                  |  | <b>Connect 2040 Goal</b> Safety<br>Performance Measures PM3, PM4 |       |         |           |       |         |               |    |  |  |
| TIP # 14-2024<br>KDOT # N-0816-01<br>C2040 #  |  | Project Type Bike/Ped<br>Length<br>Project Sponsor WAM                       |  | FFY  | Phase | Fed     | State     | Local | Total   | Fed<br>Source | AC |  |  |
|   |  |  |  | 2026   | CONST | 273.5   |           | 68.4  | 341.8   | CRP           |    |  |  |
| <b>Project Name</b> City Loop Ph. 1 & Kaw Valley Rd Crossings   |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>Location:</b> 6th St, 8th St, and Kaw Valley Rd  |  |  |  |  |       |         |           |       |         |               |    |  |  |
| <b>Description</b> Install Sidewalk on 6th & 8th streets. Install RRFBS at crossings on Kaw Valley Rd     |  | <b>Connect 2040 Goal</b><br>Performance Measure                              |  |  |       |         |           |       |         |               |    |  |  |
| <b>TIP Entered</b> 2024 - A4<br>Bike-Ped Yes  |  | <b>TIP Last Revised</b> 2026-A3<br>ITS No                                    |  |  |       |         |           |       |         |               |    |  |  |

|  |  |   |  |   |  |  |  |                               |  |
|--|--|---|--|---|--|--|--|-------------------------------|--|
| TIP # 15-2022<br>KDOT # KA-6483-01<br>C2040 # P12  | Project Type Preservation<br>Length<br>Project Sponsor KDOT                  | FFY<br>2022<br>2025<br>2025<br>2025<br>2029<br>2029<br>2029 | Phase<br>PE<br>ROW<br>UTIL<br>CONST<br>PE<br>UTIL<br>CONST | Fed<br>499.3<br>33.3<br>16.7<br>3,661.8<br>(449.4)<br>15.0<br>(3,295.6) | State<br>499.3<br>33.3<br>16.7<br>3,661.8<br>-<br>-<br>- | Local                                      | Total<br>499.3<br>33.3<br>16.7<br>3,661.8<br>-<br>-<br>- | Fed<br>Source<br>AC           | X<br>X<br>X<br>X<br>NHPP<br>NHPP<br>NHPP |
| <b>Project Name</b> I-70 Bridge Replacement at J. Hill Road  |  |   |  |   |  |  |  |                               |  |
| <b>Location:</b> Bridge #016: I-70 and J Hill Road   |  |   |  |   |  |  |  |                               |  |
| <b>Description</b> Bridge Replacement  |  |   |  |   |  |  |  |                               |  |
| <b>3,760.0</b> <b>451.1</b> <b>-</b> <b>4,211.1</b>  |  |   |  |   |  |  |  |                               |  |
| <b>Connect 2040 Goal</b> <b>Preservation</b><br>Performance Measures PM5,PM6   |  |   |  |   |  |  |  |                               |  |
| <b>TIP Entered</b> 2022 - A2<br>Bike-Ped No  | <b>TIP Last Revised</b> 2024 - A8<br>ITS No                                  |   |  |   |  |  |  |                               |  |
| TIP # 15-2024<br>KDOT #<br>C2040 #   | Project Type Preservation<br>Length<br>Project Sponsor MHK                   | FFY<br>2025   | Phase<br>CONST   | Fed<br>2,700.0  | State<br>-   | Local<br>7,300.0                           | Total<br>10,000.0  | Fed<br>Source<br>ARPA         | AC                                       |
| <b>Project Name</b> Anderson Ave Reconstruction: Connecticut to Sunset   |  |   |  |   |  |  |  |                               |  |
| <b>Location:</b> Anderson Ave from Connecticut to Sunset   |  |   |  |   |  |  |  |                               |  |
| <b>Description</b> Reconstruct the roadway and sidewalks   |  |   |  |   |  |  |  |                               |  |
| <b>Connect 2040 Goal</b><br>Performance Measure  |  |   |  |   |  |  |  |                               |  |
| <b>TIP Entered</b> 2024 - A4<br>Bike-Ped No  | <b>TIP Last Revised</b><br>ITS No  |   |  |   |  |  |  |                               |  |
| TIP # 16-2022<br>KDOT # TE-0526-01<br>C2040 # BP01   | Project Type Bike/Ped<br>Length 0.50 mi<br>Project Sponsor City of Manhattan | FFY<br>2026   | Phase<br>CONST   | Fed<br>2,063.2  | State<br>515.8   | Local<br>2,579.0                           | Total<br>515.8   | Fed<br>Source<br>TA           | AC                                       |
| <b>Project Name</b> Sidewalk Extension on Fort Riley Blvd  |  |   |  |   |  |  |  |                               |  |
| <b>Location:</b> K18 from Westwood to 17th, to Yuma St, and traffic signal upgrade   |  |   |  |   |  |  |  |                               |  |
| <b>Description</b> Complete sidewalk from 17th & Yuma, west towards Westwood Dr.   |  |   |  |   |  |  |  |                               |  |
| <b>Connect 2040 Goal</b><br>Performance Measure  |  |   |  |   |  |  |  |                               |  |
| <b>TIP Entered</b> 2022 - A2<br>Bike-Ped Yes   | <b>TIP Last Revised</b> 2024 - A8<br>ITS No                                  |   |  |   |  |  |  |                               |  |
| TIP # 17-2022<br>KDOT # KA-6541-02<br>C2040 # E61  | Project Type Expansion<br>Length<br>Project Sponsor KDOT                     | FFY<br>2024<br>2025<br>2026<br>2029<br>2029                 | Phase<br>PE<br>ROW<br>UTIL<br>PE<br>UTIL                   | Fed<br>753.7<br>376.8<br>226.9<br>(678.3)<br>(204.2)                    | State<br>753.7<br>376.8<br>226.9<br>-<br>-               | Local<br>753.7<br>376.8<br>226.9<br>-<br>- | Total<br>753.7<br>376.8<br>226.9<br>-<br>-               | Fed<br>Source<br>NHPP<br>NHPP | AC<br>x<br>x<br>-                        |
| <b>Project Name</b> I-70 & Taylor Road Interchange   |  |   |  |   |  |  |  |                               |  |
| <b>Location:</b> I-70 and Taylor Road  |  |   |  |   |  |  |  |                               |  |
| <b>Description</b> Discovery phase for bridge replacement and new interchange. Project authorized for PE, ROW, & UTIL only |  |   |  |   |  |  |  |                               |  |
| <b>Connect 2040 Goal</b> <b>Preservation</b><br>Performance Measure PM5, PM6   |  |   |  |   |  |  |  |                               |  |
| <b>TIP Entered</b> 2022 - Original<br>Bike-Ped No  | <b>TIP Last Revised</b> 2024 - A8<br>ITS No                                  |   |  |   |  |  |  |                               |  |
| TIP # 17-2024<br>KDOT # U-2560-01<br>C2040 #   | Project Type Preservation<br>Length 0.3<br>Project Sponsor WAM               | FFY<br>2026   | Phase<br>CONST   | Fed<br>400.0  | State<br>400.0   | Local<br>177.8                             | Total<br>577.8   | Fed<br>Source<br>AC           | 577.8                                    |
| <b>Project Name</b> K-99 Pavement Restoration from 8th St to US-24   |  |   |  |   |  |  |  |                               |  |
| <b>Location:</b> K-99: 8th St to US-24   |  |   |  |   |  |  |  |                               |  |
| <b>Description</b> 2" mill & overlay, signal loop detector replacement, striping, curb & gutter, & sidewalk                |  |   |  |   |  |  |  |                               |  |
| <b>Connect 2040 Goal</b> <b>Preservation</b><br>Performance Measure PM3, PM4   |  |   |  |   |  |  |  |                               |  |
| <b>TIP Entered</b> 2024 - A5<br>Bike-Ped Yes   | <b>TIP Last Revised</b><br>ITS No  |   |  |   |  |  |  |                               |  |

|  |  |   |
|--|--|---|
| TIP # 18-2024<br>KDOT # TE-0556-01<br>C2040 # M66  | Project Type Safety/Intersection<br>Length 0.3<br>Project Sponsor WAM    | FFY Phase Fed State Local Total Fed Source AC |
|  |  | 2025 PE 259.0 259.0                           |
|  |  | 2025 UTL 337.8 337.8                          |
|  |  | 2026 CONST 1,721.1 430.4 2,151.5 CRP          |
| Project Name Junction City McFarland Roundabout  |  | 1,721.1 - 1,027.2 2,748.3                     |
| Location: Intersection of McFarland Rd & Eisenhower Dr   |  |   |
| Description Construct roundabout, sidewalks, crosswalks, and truck aprons, upgrade storm sewer system, install street lights                     | Connect 2040 Goal Safety<br>Performance Measure PM5, PM6                 |   |
| TIP Entered 2024 - A6<br>Bike-Ped Yes  | TIP Last Revised ITS No  |   |
| TIP # 19-2022<br>KDOT # KA-6838-01<br>C2040 # P09  | Project Type Preservation<br>Length<br>Project Sponsor KDOT              | FFY Phase Fed State Local Total Fed Source AC |
|  |  | 2023 PE 665.7 665.7 x                         |
|  |  | 2024 ROW 44.4 44.4                            |
|  |  | 2026 UTL 22.2 22.2 x                          |
|  |  | 2026 CONST 5,103.6 5,103.6 x                  |
| 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 Bridge replacement of Bridge #017, and mill & overlay of bridge #019   | Connect 2040 Goal Preservation<br>Performance Measure PM5,PM6            |   |
| TIP Entered 2022 - A3<br>Bike-Ped No   | TIP Last Revised 2026 - Original<br>ITS No                               |   |
| TIP # 19-2024<br>KDOT # KA-7064-01<br>C2040 #  | Project Type Safety/Intersection<br>Length 28 mi<br>Project Sponsor KDOT | FFY Phase Fed State Local Total Fed Source AC |
|  |  | 2025 PE 14.2 14.2                             |
|  |  | 2028 CONST 202.8 202.8                        |
|  |  | 217.0 - 217.0                                 |
| Project Name US-24 Signing in Pottawatomie County  |  |   |
| Location: US-24 from junction K-177/US-24, east to the east city limits of St. Marys.  |  |   |
| Description Purchase of safety corridor program materials and labor for installation by KDOT staff in Pottawatomie County on the US-24 corridor. | Connect 2040 Goal Safety<br>Performance Measure PM1, PM2, PM3, PM4       |   |
| TIP Entered 2024 - A8<br>Bike-Ped No   | TIP Last Revised ITS No  |   |
| TIP # 20-2024<br>KDOT # KA-7372-01<br>C2040 #  | Project Type Planning<br>Length 31.7<br>Project Sponsor KDOT             | FFY Phase Fed State Local Total Fed Source AC |
|  |  | 2025 PE 751.0 249.0 1,000.0                   |
|  |  | - 751.0 249.0 1,000.0                         |
| Project Name US-24 Corridor Management Plan  |  |   |
| Location: US-24: US-24/US-77 southeast junction, east to the US-24/Airport Road junction east of Wamego  |  |   |
| Description Investigate traffic patterns, land-use, and development impacts to plan for transportation improvements that will meet future needs. | Connect 2040 Goal Preservation<br>Performance Measure PM3, PM4, PM7, PM8 |   |
| TIP Entered 2024 - A8<br>Bike-Ped No   | TIP Last Revised ITS No  |   |
| TIP # 21-2024<br>KDOT # KA-7734-01<br>C2040 #  | Project Type Preservation<br>Length 16.4 mi<br>Project Sponsor KDOT      | FFY Phase Fed State Local Total Fed Source AC |
|  |  | 2025 PE 1.0 1.0                               |
|  |  | 2025 CONST 5,151.7 5,151.7 x                  |
|  |  | 2036 CONST 4,121.3 (4,121.3) NHPP             |
| Project Name Milling & overlay on US-77 in GE County   |  | 4,121.3 1,031.4 - 5,152.7                     |
| Location: US-77: I-70/US-77 junction, north to the GE/RL county line   |  |   |
| Description Mill & overlay   | Connect 2040 Goal Preservation<br>Performance Measure PM3, PM4           |   |
| TIP Entered 2024 - A8<br>Bike-Ped No   | TIP Last Revised ITS No  |   |

|  |   |  |       |          |            |       |          |             |    |  |  |
|--|---|--|-------|----------|------------|-------|----------|-------------|----|--|--|
| TIP # 22-2024<br>KDOT # KA-7731-01<br>C2040 #  | Project Type Preservation<br>Length 16.4 mi<br>Project Sponsor KDOT           | FFY  | Phase | Fed      | State      | Local | Total    | Fed Source  | AC |  |  |
|  |   | 2025   | PE    |          | 1.0        |       | 1.0      |             |    |  |  |
|  |   | 2025   | CONST |          | 6,755.3    |       | 6,755.3  | x           |    |  |  |
|  |   | 2026   | CONST | 5,400.8  | (5,400.8)  |       | -        | NHPP        |    |  |  |
| <b>Project Name</b> Milling & overlay on K-113 in RL County  |   |  |       |          |            |       |          |             |    |  |  |
| <b>Location:</b> K-113: K-18/K-113 junction, north to the US-24/K-113 junction   |   |  |       |          |            |       |          |             |    |  |  |
| <b>Description</b> 2 inch milling & overlay & contract striping  |   |  |       |          |            |       |          |             |    |  |  |
| <b>Connect 2040 Goal</b> <span style="color: #0070C0;">Preservation</span><br>Performance Measure PM3, PM4   |   |  |       |          |            |       |          |             |    |  |  |
| <b>TIP Entered</b> 2024 - A8<br>Bike-Ped No  | <b>TIP Last Revised</b> 2026 - A3<br>ITS No                                   |  |       |          |            |       |          |             |    |  |  |
| TIP # 24-2022<br>KDOT # TE-0532-01<br>C2040 #  | Project Type Bike/Ped<br>Length 0.24 mi<br>Project Sponsor City of St. George | FFY  | Phase | Fed      | State      | Local | Total    | Fed Source  | AC |  |  |
|  |   | 2025   | CONST | 1,668.6  |            | 419.1 | 2,087.7  | TA          |    |  |  |
|  |   |  |       | 1,668.6  |            | 419.1 | 2,087.7  |             |    |  |  |
| <b>Project Name</b> Increasing the Walkability/Bikeability of St. George   |   |  |       |          |            |       |          |             |    |  |  |
| <b>Location:</b> Chapman Rd, 6th St, Lincoln St., & 1st St   |   |  |       |          |            |       |          |             |    |  |  |
| <b>Description</b> Installation of sidewalk along 1st and Chapman Rd connecting to downtown & elementary school. Downtown curb extensions and crosswalk. Chapman road crossing & |   |  |       |          |            |       |          |             |    |  |  |
| <b>TIP Entered</b> 2022 - A4<br>Bike-Ped Yes   | <b>TIP Last Revised</b> 2026-A3<br>ITS No                                     | <b>Connect 2040 Goal</b> <span style="color: #0070C0;">Mobility</span><br>Performance Measure PM6          |       |          |            |       |          |             |    |  |  |
| TIP # 25-2020<br>KDOT # KA-6018-01<br>C2040 # M15  | Project Type Safety/Intersection<br>Length 2.2 mi<br>Project Sponsor KDOT     | FFY  | Phase | Fed      | State      | Local | Total    | Fed Source  | AC |  |  |
|  |   | 2021   | PE    |          | 3,383.8    |       | 3,383.8  |             |    |  |  |
|  |   | 2025   | ROW   |          | 237.1      |       | 237.1    |             |    |  |  |
|  |   | 2025   | UTIL  |          | 473.7      |       | 473.7    | x           |    |  |  |
|  |   | 2025   | CONST |          | 31,122.2   |       | 31,122.2 | x           |    |  |  |
|  |   | 2028   | PE    | 3,035.8  | (3,035.8)  |       | -        | Conv-NHPP   |    |  |  |
|  |   | 2028   | UTIL  | 344.5    | (344.5)    |       | -        | Conv - FRP  |    |  |  |
|  |   | 2028   | CONST | 27,990.3 | (27,990.3) |       | -        | Conv - FRP  |    |  |  |
|  |   |  |       | 31,370.6 | 3,846.2    |       | -        | 35,216.8    |    |  |  |
| <b>Connect 2040 Goal</b> <span style="color: #0070C0;">Safety</span><br><span style="color: #0070C0;">Preservation</span><br>Performance Measures PM3, PM4<br>PM5                |   |  |       |          |            |       |          |             |    |  |  |
| <b>TIP Entered</b> 2020 - A5<br>Bike-Ped No  | <b>TIP Last Revised</b> 2026 - A3<br>ITS No                                   |  |       |          |            |       |          |             |    |  |  |
| TIP # 27-2020<br>KDOT # KA-6062-01<br>C2040 # P11  | Project Type Preservation<br>Length 4.75 mi<br>Project Sponsor KDOT           | FFY  | Phase | Fed      | State      | Local | Total    | Fed Source  | AC |  |  |
|  |   | 2021   | PE    |          | 777.2      |       | 777.2    | x           |    |  |  |
|  |   | 2023   | CONST |          | 31,248.8   |       | 31,248.8 | x           |    |  |  |
|  |   | 2026   | PE    | 699.6    | (699.6)    |       | -        | Conv - NHPP |    |  |  |
|  |   | 2026   | CONST | 28,123.9 | (28,123.9) |       | -        | Conv - NHPP |    |  |  |
|  |   |  |       | 28,823.5 | 3,202.5    |       | -        | 32,026.0    |    |  |  |
| <b>Project Name</b> I-70 Pavement Replacement  |   |  |       |          |            |       |          |             |    |  |  |
| <b>Location:</b> I-70: 1 mile east of US-77 interchange, east to east Grandview Plaza City Limits  |   |  |       |          |            |       |          |             |    |  |  |
| <b>Description</b> 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                                 |   |  |       |          |            |       |          |             |    |  |  |
| <b>TIP Entered</b> 2020 - A5<br>Bike-Ped No  | <b>TIP Last Revised</b> 2026 - A2<br>ITS No                                   | <b>Connect 2040 Goal</b> <span style="color: #0070C0;">Preservation</span><br>Performance Measure PM1, PM2 |       |          |            |       |          |             |    |  |  |

### Transit and Paratransit Projects

| <p><b>TIP #</b> T1-2022<br/> <b>KDOT #</b><br/> <b>C2040 #</b></p> <p><b>Project Name</b> FHATA Urban Transit Service Operating Expenses</p> <p><b>Location:</b> Manhattan Urbanized Area</p> <p><b>Description</b> The transit services provided in the Manhattan UZA. Includes operations, administration, and preventative maintenance.</p> | <p><b>Project Type</b> Transit/Paratransit<br/> <b>Project Sponsor</b> Flint Hills ATA</p> | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><b>FY</b></th><th style="text-align: center;"><b>Phase</b></th><th style="text-align: center;"><b>Fed</b></th><th style="text-align: center;"><b>State</b></th><th style="text-align: center;"><b>Local</b></th><th style="text-align: center;"><b>Total</b></th><th style="text-align: center;"><b>Source</b></th><th style="text-align: center;"><b>AC</b></th></tr> </thead> <tbody> <tr> <td style="text-align: center;">2025</td><td style="text-align: center;">OPR/ADMIN</td><td style="text-align: center;">605.6</td><td style="text-align: center;">131.8</td><td style="text-align: center;">115.6</td><td style="text-align: center;">853.0</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td style="text-align: center;">2025</td><td style="text-align: center;">Software/Tech</td><td style="text-align: center;">66.5</td><td style="text-align: center;">16.6</td><td></td><td style="text-align: center;">83.1</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td style="text-align: center;">2026</td><td style="text-align: center;">OPR/ADMIN</td><td style="text-align: center;">943.5</td><td style="text-align: center;">188.7</td><td style="text-align: center;">499.6</td><td style="text-align: center;">1,631.8</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td style="text-align: center;">2026</td><td style="text-align: center;">Software/Tech</td><td style="text-align: center;">2.0</td><td style="text-align: center;">0.5</td><td></td><td style="text-align: center;">2.5</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td style="text-align: center;">2027</td><td style="text-align: center;">OPR/ADMIN</td><td style="text-align: center;">943.5</td><td style="text-align: center;">188.7</td><td style="text-align: center;">499.6</td><td style="text-align: center;">1,631.8</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td style="text-align: center;">2028</td><td style="text-align: center;">OPR/ADMIN</td><td style="text-align: center;">943.5</td><td style="text-align: center;">188.7</td><td style="text-align: center;">499.6</td><td style="text-align: center;">1,631.8</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td style="text-align: center;">2029</td><td style="text-align: center;">OPR/ADMIN</td><td style="text-align: center;">697.7</td><td style="text-align: center;">139.5</td><td style="text-align: center;">558.1</td><td style="text-align: center;">1,395.3</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td></td><td></td><td style="text-align: right; vertical-align: bottom;"><b>4,202.3</b></td><td style="text-align: right; vertical-align: bottom;"><b>854.5</b></td><td style="text-align: right; vertical-align: bottom;"><b>2,172.5</b></td><td style="text-align: right; vertical-align: bottom;"><b>7,229.3</b></td><td></td><td></td></tr> </tbody> </table> | <b>FY</b>    | <b>Phase</b>   | <b>Fed</b>     | <b>State</b>  | <b>Local</b> | <b>Total</b> | <b>Source</b> | <b>AC</b> | 2025 | OPR/ADMIN | 605.6 | 131.8 | 115.6 | 853.0 | 5307 |  | 2025 | Software/Tech | 66.5 | 16.6 |  | 83.1 | 5307 |  | 2026 | OPR/ADMIN | 943.5 | 188.7 | 499.6 | 1,631.8 | 5307 |  | 2026 | Software/Tech | 2.0 | 0.5 |  | 2.5 | 5307 |  | 2027 | OPR/ADMIN | 943.5 | 188.7 | 499.6 | 1,631.8 | 5307 |  | 2028 | OPR/ADMIN | 943.5 | 188.7 | 499.6 | 1,631.8 | 5307 |  | 2029 | OPR/ADMIN | 697.7 | 139.5 | 558.1 | 1,395.3 | 5307 |  |  |  | <b>4,202.3</b> | <b>854.5</b> | <b>2,172.5</b> | <b>7,229.3</b> |  |  |
|--|--|---|--------------|----------------|----------------|---------------|--------------|--------------|---------------|-----------|------|-----------|-------|-------|-------|-------|------|--|------|---------------|------|------|--|------|------|--|------|-----------|-------|-------|-------|---------|------|--|------|---------------|-----|-----|--|-----|------|--|------|-----------|-------|-------|-------|---------|------|--|------|-----------|-------|-------|-------|---------|------|--|------|-----------|-------|-------|-------|---------|------|--|--|--|----------------|--------------|----------------|----------------|--|--|
| <b>FY</b>  | <b>Phase</b>   | <b>Fed</b>  | <b>State</b> | <b>Local</b>   | <b>Total</b>   | <b>Source</b> | <b>AC</b>    |              |               |           |      |           |       |       |       |       |      |  |      |               |      |      |  |      |      |  |      |           |       |       |       |         |      |  |      |               |     |     |  |     |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |                |                |  |  |
| 2025   | OPR/ADMIN  | 605.6   | 131.8        | 115.6          | 853.0          | 5307          |              |              |               |           |      |           |       |       |       |       |      |  |      |               |      |      |  |      |      |  |      |           |       |       |       |         |      |  |      |               |     |     |  |     |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |                |                |  |  |
| 2025   | Software/Tech  | 66.5  | 16.6         |                | 83.1           | 5307          |              |              |               |           |      |           |       |       |       |       |      |  |      |               |      |      |  |      |      |  |      |           |       |       |       |         |      |  |      |               |     |     |  |     |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |                |                |  |  |
| 2026   | OPR/ADMIN  | 943.5   | 188.7        | 499.6          | 1,631.8        | 5307          |              |              |               |           |      |           |       |       |       |       |      |  |      |               |      |      |  |      |      |  |      |           |       |       |       |         |      |  |      |               |     |     |  |     |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |                |                |  |  |
| 2026   | Software/Tech  | 2.0   | 0.5          |                | 2.5            | 5307          |              |              |               |           |      |           |       |       |       |       |      |  |      |               |      |      |  |      |      |  |      |           |       |       |       |         |      |  |      |               |     |     |  |     |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |                |                |  |  |
| 2027   | OPR/ADMIN  | 943.5   | 188.7        | 499.6          | 1,631.8        | 5307          |              |              |               |           |      |           |       |       |       |       |      |  |      |               |      |      |  |      |      |  |      |           |       |       |       |         |      |  |      |               |     |     |  |     |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |                |                |  |  |
| 2028   | OPR/ADMIN  | 943.5   | 188.7        | 499.6          | 1,631.8        | 5307          |              |              |               |           |      |           |       |       |       |       |      |  |      |               |      |      |  |      |      |  |      |           |       |       |       |         |      |  |      |               |     |     |  |     |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |                |                |  |  |
| 2029   | OPR/ADMIN  | 697.7   | 139.5        | 558.1          | 1,395.3        | 5307          |              |              |               |           |      |           |       |       |       |       |      |  |      |               |      |      |  |      |      |  |      |           |       |       |       |         |      |  |      |               |     |     |  |     |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |                |                |  |  |
|  |  | <b>4,202.3</b>  | <b>854.5</b> | <b>2,172.5</b> | <b>7,229.3</b> |               |              |              |               |           |      |           |       |       |       |       |      |  |      |               |      |      |  |      |      |  |      |           |       |       |       |         |      |  |      |               |     |     |  |     |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |                |                |  |  |

#### Connect 2040 Goal Performance Measures

| <p><b>TIP Entered</b> 2022 - A3<br/> <b>Bike-Ped No</b></p> | <p><b>TIP Last Revised</b> 2026 - Original<br/> <b>ITS No</b></p> | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><b>FY</b></th><th style="text-align: center;"><b>Phase</b></th><th style="text-align: center;"><b>Fed</b></th><th style="text-align: center;"><b>State</b></th><th style="text-align: center;"><b>Local</b></th><th style="text-align: center;"><b>Total</b></th><th style="text-align: center;"><b>Source</b></th><th style="text-align: center;"><b>AC</b></th></tr> </thead> <tbody> <tr> <td style="text-align: center;">2025</td><td style="text-align: center;">OPR/ADMIN</td><td style="text-align: center;">590.6</td><td style="text-align: center;">190.5</td><td style="text-align: center;">314.3</td><td style="text-align: center;">1,095.4</td><td style="text-align: center;">5311</td><td></td></tr> <tr> <td style="text-align: center;">2026</td><td style="text-align: center;">OPR/ADMIN</td><td style="text-align: center;">590.6</td><td style="text-align: center;">190.5</td><td style="text-align: center;">314.3</td><td style="text-align: center;">1,095.4</td><td style="text-align: center;">5311</td><td></td></tr> <tr> <td></td><td></td><td style="text-align: right; vertical-align: bottom;"><b>1,181.2</b></td><td style="text-align: right; vertical-align: bottom;"><b>381.0</b></td><td style="text-align: right; vertical-align: bottom;"><b>628.6</b></td><td style="text-align: right; vertical-align: bottom;"><b>2,190.8</b></td><td></td><td></td></tr> </tbody> </table> | <b>FY</b>    | <b>Phase</b> | <b>Fed</b>     | <b>State</b>  | <b>Local</b> | <b>Total</b> | <b>Source</b> | <b>AC</b> | 2025 | OPR/ADMIN | 590.6 | 190.5 | 314.3 | 1,095.4 | 5311 |  | 2026 | OPR/ADMIN | 590.6 | 190.5 | 314.3 | 1,095.4 | 5311 |  |  |  | <b>1,181.2</b> | <b>381.0</b> | <b>628.6</b> | <b>2,190.8</b> |  |  |
|---|---|--|--------------|--------------|----------------|---------------|--------------|--------------|---------------|-----------|------|-----------|-------|-------|-------|---------|------|--|------|-----------|-------|-------|-------|---------|------|--|--|--|----------------|--------------|--------------|----------------|--|--|
| <b>FY</b>   | <b>Phase</b>  | <b>Fed</b>   | <b>State</b> | <b>Local</b> | <b>Total</b>   | <b>Source</b> | <b>AC</b>    |              |               |           |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |              |                |  |  |
| 2025  | OPR/ADMIN   | 590.6  | 190.5        | 314.3        | 1,095.4        | 5311          |              |              |               |           |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |              |                |  |  |
| 2026  | OPR/ADMIN   | 590.6  | 190.5        | 314.3        | 1,095.4        | 5311          |              |              |               |           |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |              |                |  |  |
|   |   | <b>1,181.2</b>   | <b>381.0</b> | <b>628.6</b> | <b>2,190.8</b> |               |              |              |               |           |      |           |       |       |       |         |      |  |      |           |       |       |       |         |      |  |  |  |                |              |              |                |  |  |

**Project Name** FHATA Rural Services

**Location:** FHMPO 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

| <p><b>TIP Entered</b> 2022 - A1<br/> <b>Bike-Ped No</b></p> | <p><b>TIP Last Revised</b> 2026 - Original<br/> <b>ITS No</b></p> | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><b>FY</b></th><th style="text-align: center;"><b>Phase</b></th><th style="text-align: center;"><b>Fed</b></th><th style="text-align: center;"><b>State</b></th><th style="text-align: center;"><b>Local</b></th><th style="text-align: center;"><b>Total</b></th><th style="text-align: center;"><b>Source</b></th><th style="text-align: center;"><b>AC</b></th></tr> </thead> <tbody> <tr> <td style="text-align: center;">2026</td><td style="text-align: center;">BLDG</td><td style="text-align: center;">800.0</td><td style="text-align: center;">100.0</td><td style="text-align: center;">100.0</td><td style="text-align: center;">1,000.0</td><td style="text-align: center;">KDOT AIC Grant</td><td></td></tr> <tr> <td></td><td></td><td style="text-align: right; vertical-align: bottom;"><b>800.0</b></td><td style="text-align: right; vertical-align: bottom;"><b>100.0</b></td><td style="text-align: right; vertical-align: bottom;"><b>100.0</b></td><td style="text-align: right; vertical-align: bottom;"><b>1,000.0</b></td><td></td><td></td></tr> </tbody> </table> | <b>FY</b>    | <b>Phase</b> | <b>Fed</b>     | <b>State</b>   | <b>Local</b> | <b>Total</b> | <b>Source</b> | <b>AC</b> | 2026 | BLDG | 800.0 | 100.0 | 100.0 | 1,000.0 | KDOT AIC Grant |  |  |  | <b>800.0</b> | <b>100.0</b> | <b>100.0</b> | <b>1,000.0</b> |  |  |
|---|---|---|--------------|--------------|----------------|----------------|--------------|--------------|---------------|-----------|------|------|-------|-------|-------|---------|----------------|--|--|--|--------------|--------------|--------------|----------------|--|--|
| <b>FY</b>   | <b>Phase</b>  | <b>Fed</b>  | <b>State</b> | <b>Local</b> | <b>Total</b>   | <b>Source</b>  | <b>AC</b>    |              |               |           |      |      |       |       |       |         |                |  |  |  |              |              |              |                |  |  |
| 2026  | BLDG  | 800.0   | 100.0        | 100.0        | 1,000.0        | KDOT AIC Grant |              |              |               |           |      |      |       |       |       |         |                |  |  |  |              |              |              |                |  |  |
|   |   | <b>800.0</b>  | <b>100.0</b> | <b>100.0</b> | <b>1,000.0</b> |                |              |              |               |           |      |      |       |       |       |         |                |  |  |  |              |              |              |                |  |  |

**Project Name** FHATA Junction City Facility Grant

**Location:** Junction City

**Description** New facility maintenance and bus parking facility in Junction City.

#### Connect 2040 Goal Performance Measure

| <p><b>TIP Entered</b> 2022 - A1<br/> <b>Bike-Ped No</b></p> | <p><b>TIP Last Revised</b> 2026 - Original<br/> <b>ITS No</b></p> | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><b>FY</b></th><th style="text-align: center;"><b>Phase</b></th><th style="text-align: center;"><b>Fed</b></th><th style="text-align: center;"><b>State</b></th><th style="text-align: center;"><b>Local</b></th><th style="text-align: center;"><b>Total</b></th><th style="text-align: center;"><b>Source</b></th><th style="text-align: center;"><b>AC</b></th></tr> </thead> <tbody> <tr> <td style="text-align: center;">2026</td><td style="text-align: center;">CAP</td><td style="text-align: center;">116.1</td><td style="text-align: center;">23.2</td><td></td><td style="text-align: center;">139.3</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td style="text-align: center;">2026</td><td style="text-align: center;">CAP</td><td style="text-align: center;">58.1</td><td style="text-align: center;">11.6</td><td></td><td style="text-align: center;">69.7</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td style="text-align: center;">2027</td><td style="text-align: center;">CAP</td><td style="text-align: center;">58.1</td><td style="text-align: center;">11.6</td><td></td><td style="text-align: center;">69.7</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td style="text-align: center;">2028</td><td style="text-align: center;">CAP</td><td style="text-align: center;">58.1</td><td style="text-align: center;">11.6</td><td></td><td style="text-align: center;">69.7</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td style="text-align: center;">2029</td><td style="text-align: center;">CAP</td><td style="text-align: center;">58.1</td><td style="text-align: center;">11.6</td><td></td><td style="text-align: center;">69.7</td><td style="text-align: center;">5307</td><td></td></tr> <tr> <td></td><td></td><td style="text-align: right; vertical-align: bottom;"><b>348.5</b></td><td style="text-align: right; vertical-align: bottom;"><b>69.6</b></td><td></td><td style="text-align: right; vertical-align: bottom;"><b>418.1</b></td><td></td><td></td></tr> </tbody> </table> | <b>FY</b>    | <b>Phase</b> | <b>Fed</b>   | <b>State</b>  | <b>Local</b> | <b>Total</b> | <b>Source</b> | <b>AC</b> | 2026 | CAP | 116.1 | 23.2 |  | 139.3 | 5307 |  | 2026 | CAP | 58.1 | 11.6 |  | 69.7 | 5307 |  | 2027 | CAP | 58.1 | 11.6 |  | 69.7 | 5307 |  | 2028 | CAP | 58.1 | 11.6 |  | 69.7 | 5307 |  | 2029 | CAP | 58.1 | 11.6 |  | 69.7 | 5307 |  |  |  | <b>348.5</b> | <b>69.6</b> |  | <b>418.1</b> |  |  |
|---|---|--|--------------|--------------|--------------|---------------|--------------|--------------|---------------|-----------|------|-----|-------|------|--|-------|------|--|------|-----|------|------|--|------|------|--|------|-----|------|------|--|------|------|--|------|-----|------|------|--|------|------|--|------|-----|------|------|--|------|------|--|--|--|--------------|-------------|--|--------------|--|--|
| <b>FY</b>   | <b>Phase</b>  | <b>Fed</b>   | <b>State</b> | <b>Local</b> | <b>Total</b> | <b>Source</b> | <b>AC</b>    |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
| 2026  | CAP   | 116.1  | 23.2         |              | 139.3        | 5307          |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
| 2026  | CAP   | 58.1   | 11.6         |              | 69.7         | 5307          |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
| 2027  | CAP   | 58.1   | 11.6         |              | 69.7         | 5307          |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
| 2028  | CAP   | 58.1   | 11.6         |              | 69.7         | 5307          |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
| 2029  | CAP   | 58.1   | 11.6         |              | 69.7         | 5307          |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
|   |   | <b>348.5</b>   | <b>69.6</b>  |              | <b>418.1</b> |               |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |

#### Connect 2040 Goal Performance Measure

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|---|---|--|--------------|--------------|--------------|---------------|--------------|--------------|---------------|-----------|------|-----|-------|------|--|-------|------|--|------|-----|------|------|--|------|------|--|------|-----|------|------|--|------|------|--|------|-----|------|------|--|------|------|--|------|-----|------|------|--|------|------|--|--|--|--------------|-------------|--|--------------|--|--|
| <b>FY</b>   | <b>Phase</b>  | <b>Fed</b>   | <b>State</b> | <b>Local</b> | <b>Total</b> | <b>Source</b> | <b>AC</b>    |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
| 2025  | CAP   | 116.1  | 23.2         |              | 139.3        | 5307          |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
| 2026  | CAP   | 58.1   | 11.6         |              | 69.7         | 5307          |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
| 2027  | CAP   | 58.1   | 11.6         |              | 69.7         | 5307          |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
| 2028  | CAP   | 58.1   | 11.6         |              | 69.7         | 5307          |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
| 2029  | CAP   | 58.1   | 11.6         |              | 69.7         | 5307          |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |
|   |   | <b>348.5</b>   | <b>69.6</b>  |              | <b>418.1</b> |               |              |              |               |           |      |     |       |      |  |       |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |      |     |      |      |  |      |      |  |  |  |              |             |  |              |  |  |

|   |   |      |        |       |       |       |         |           |    |
|---|---|------|--------|-------|-------|-------|---------|-----------|----|
| TIP # T3-2024<br>KDOT #<br>C2040 #  | Project Type Transit/Paratransit<br>Project Sponsor Flint Hills ATA | FFY  | Phase  | Fed   | State | Local | Total   | Source    | AC |
| Project Name 5th & Leavenworth Stop Improvements  |   | 2026 | CAP    | 133.3 |       | 33.3  | 166.6   | 5307      |    |
|   |   | 2027 | CAP    | 133.3 |       | 33.3  | 166.6   | 5307      |    |
|   |   | 2028 | CAP    | 133.3 |       | 33.3  | 166.6   | 5307      |    |
|   |   |      |        | 399.9 | -     | 99.9  | 499.8   |           |    |
| <b>Location:</b> Manhattan  |   |      |        |       |       |       |         |           |    |
| <b>Description</b> Bus stop improvements with curb extensions, new sidewalk, and ADA ramps  |   |      |        |       |       |       |         |           |    |
| <b>Connect 2040 Goal Prosperity</b><br>Performance Measure PM1, PM3, PM4  |   |      |        |       |       |       |         |           |    |
| TIP Entered 2024 - A1<br>Bike-Ped Yes   | TIP Last Revised 2026 - Original<br>ITS No                          |      |        |       |       |       |         |           |    |
| TIP # T4-2022<br>KDOT #<br>C2040 #  | Project Type Transit/Paratransit<br>Project Sponsor Flint Hills ATA | FFY  | Phase  | Fed   | State | Local | Total   | Source    | AC |
| Project Name FHATA Urban Planning Projects  |   | 2025 | CAP*   | 13.6  | 3.4   |       | 17.0    | 5307      |    |
|   |   | 2025 | CAP*** | 48.0  | 12.0  |       | 60.0    | 5307      |    |
|   |   | 2026 | CAP*   | 117.6 | 29.4  |       | 147.0   | 5307      |    |
|   |   | 2027 | CAP**  | 80.0  | 20.0  |       | 100.0   | 5307      |    |
|   |   | 2027 | CAP*   | 117.6 | 29.4  |       | 147.0   | 5307      |    |
|   |   | 2028 | CAP*   | 117.6 | 29.4  |       | 147.0   | 5307      |    |
|   |   |      |        | 494.4 | 123.6 | -     | 618.0   |           |    |
| <b>Description</b> * Planning<br>Electric Vehicle Study<br>***Microtransit Study  |   |      |        |       |       |       |         |           |    |
| <b>Connect 2040 Goal</b><br>Performance Measure   |   |      |        |       |       |       |         |           |    |
| TIP Entered 2022 - A3<br>Bike-Ped No  | TIP Last Revised 2026 - Original<br>ITS No                          |      |        |       |       |       |         |           |    |
| TIP # T5-2022<br>KDOT #<br>C2040 # KA-7687-17   | Project Type Transit/Paratransit<br>Project Sponsor Flint Hills ATA | FFY  | Phase  | Fed   | State | Local | Total   | Source    | AC |
| Project Name Big Lakes Developmental Center Capital   |   | 2025 | CAP    | 117.0 |       | 29.3  | 146.3   | CRP       |    |
| Location: Riley, Geary and Pottawatomie Counties  |   |      |        | 117.0 | -     | 29.3  | 146.3   |           |    |
| <b>Description</b> Capital Purchases. Local match source, county mill   |   |      |        |       |       |       |         |           |    |
| <b>Connect 2040 Goal</b><br>Performance Measure   |   |      |        |       |       |       |         |           |    |
| TIP Entered 2022 - Original<br>Bike-Ped No  | TIP Last Revised 2024 - A7<br>ITS No                                |      |        |       |       |       |         |           |    |
| TIP # T6-2022<br>KDOT #<br>C2040 #  | Project Type Transit/Paratransit<br>Project Sponsor Flint Hills ATA | FFY  | Phase  | Fed   | State | Local | Total   | Source    | AC |
| Project Name FHATA Urban Capital  |   | 2025 | CAP    | 36.9  | 9.2   |       | 46.1    | 5307      |    |
|   |   | 2026 | CAP    | 256.6 | 64.2  |       | 320.8   | 5307      |    |
|   |   | 2027 | CAP    | 256.6 | 64.2  |       | 320.8   | 5307      |    |
|   |   | 2028 | CAP    | 256.6 | 64.2  |       | 320.8   | 5307      |    |
|   |   |      |        | 806.7 | 201.8 | -     | 1,008.5 |           |    |
| <b>Location:</b> Manhattan Area   |   |      |        |       |       |       |         |           |    |
| <b>Description</b> Signs, radios, equipment, amenities, & shelters  |   |      |        |       |       |       |         |           |    |
| <b>Connect 2040 Goal</b><br>Performance Measures  |   |      |        |       |       |       |         |           |    |
| TIP Entered 2022 - Original<br>Bike-Ped No  | TIP Last Revised 2026 - Original<br>ITS No                          |      |        |       |       |       |         |           |    |
| TIP # T7-2022<br>KDOT #<br>C2040 #  | Project Type Transit/Paratransit<br>Project Sponsor Flint Hills ATA | FFY  | Phase  | Fed   | State | Local | Total   | Source    | AC |
| Project Name K-18 Connector Expansion (Pilot)   |   | 2026 | CAP    | 140.8 | 17.6  | 17.6  | 176.0   | 5339/5310 |    |
| Location: MPO Region  |   |      |        | 156.0 | 19.5  | 19.5  | 195.0   | 5339/5310 |    |
| <b>Description</b> 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 |   |      |        |       |       |       |         |           |    |
| <b>Connect 2040 Goal</b><br>Performance Measure   |   |      |        |       |       |       |         |           |    |
| TIP Entered 2022 - Original<br>Bike-Ped No  | TIP Last Revised 2026 - Original<br>ITS No                          |      |        |       |       |       |         |           |    |

TIP # T8-2022  
KDOT #  
C2040 #

Project Type Transit/Paratransit  
Project Sponsor Flint Hills ATA

| FFY  | Phase | Fed   | State | Local | Total | Source        | AC |
|------|-------|-------|-------|-------|-------|---------------|----|
| 2026 | CAP   | 130.0 |       | 32.5  | 162.5 | 5311 Vehicles |    |
|      |       | 130.0 | -     | 32.5  | 162.5 |               |    |

Project Name FHATA Bus Capital Program

Location: FHMPO region

Description Replacement of a vehicle

Connect 2040 Goal  
Performance Measure

TIP Entered 2022 - Original  
Bike-Ped No

TIP Last Revised 2026 - Original  
ITS No

TIP # T12-2018  
KDOT #  
C2040 #

Project Type Transit/Paratransit  
Project Sponsor Flint Hills ATA

| FFY  | Phase  | Fed  | State | Local | Total | Source | AC |
|------|--------|------|-------|-------|-------|--------|----|
| 2026 | CAP*   | 18.3 | 4.6   |       | 22.9  | 5339   |    |
| 2026 | Cap**  | 80.0 | 20.0  |       | 100.0 | 5307   |    |
| 2026 | CAP*** | 30.4 | 7.6   | 7.6   | 45.6  | 5339   |    |

Project Name FHATA Misc. Capital Improvements

Location: FHMPO Region

Description Capital includes:  
Maintenance Vehicle  
Maintenance Vhicle  
Administrative Vehicle

Supplemental

Connect 2040 Goal  
Performance Measure

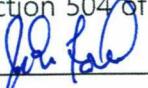
TIP Entered 2018 - Original  
Bike-Ped No

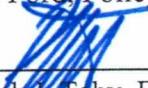
TIP Last Revised 2026 - Original  
ITS No

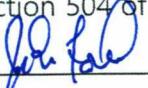
## Appendix F: MPO Self-Certification

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:

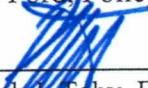
- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 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.

  
John Ford, Policy Board Chairperson

  
Patrick J. Toby, Bureau Chief, Transportation Planning

  
10-2-2025

Date

  
9/30/2025

Date

## Appendix G: Public Comment Period Summary

A 30-day public comment period was held prior to Policy Board approval. No public comments were 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   |
|--------------|-----------------------------|------------------------------|--------------------|-----------------------|------------------|
| 2026 TIP     | July 30, 2025               | September 2, 2025            | September 3, 2025  | September 17, 2025    | November 6, 2025 |
| Amendment #1 | September 17, 2025          | October 1, 2025              | October 1, 2025    | October 15, 2025      | November 6, 2025 |
| Amendment #2 | November 19, 2025           | December 3, 2025             | December 3, 2025   | December 17, 2025     | January 8, 2026  |
| Amendment #3 | January 21, 2026            | February 3, 2026             | February 4, 2026   | February 18, 2026     | March 5, 2026    |
| Amendment #4 | May 20, 2026                | June 2, 2026                 | June 3, 2026       | June 17, 2026         | July 9, 2026     |