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**Administrative Modification #3  
(as of 2/21/2024) to the  
Kansas FFY 2024-2027 STIP**

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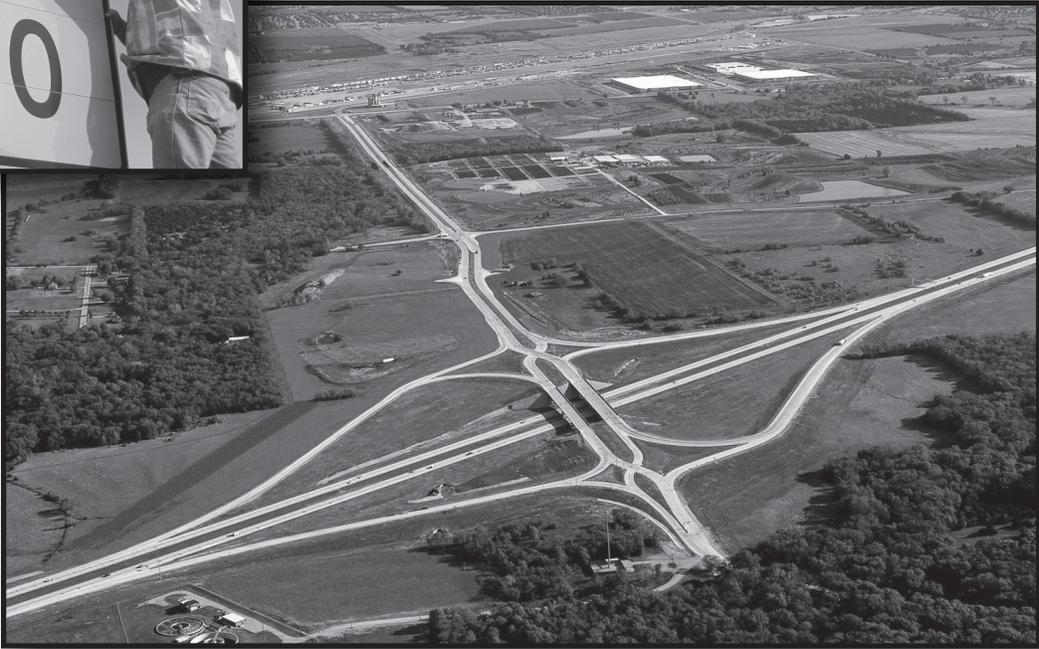
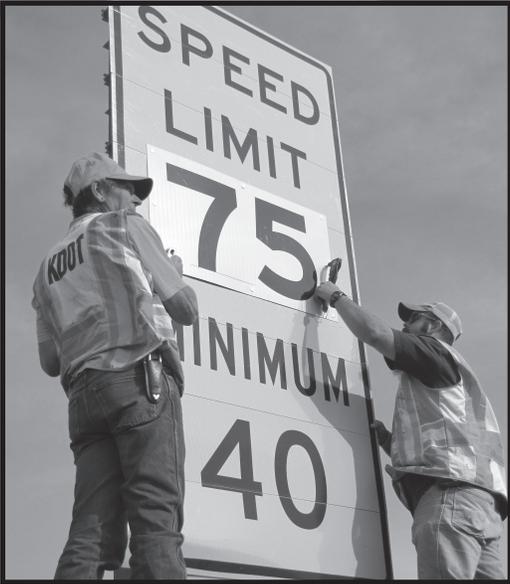
The attached administrative modification to the Kansas FFY 2024-2027 Statewide Improvement Program (STIP) updates the Performance Measures and Metropolitan Transportation Improvement Programs narrative sections and Appendix D of the STIP.

The Performance Measures narrative was revised to reflect anticipated 2024 expenditure amounts shown in the Cash-Flow from the March Amendment to the FFY 2024-2027 STIP.

The Metropolitan Transportation Improvement Programs narrative was updated to include the most recent TIP information for the Metropolitan Topeka Planning Organization. Additionally, the link has been corrected for the Metropolitan Transportation Plan for the Lawrence-Douglas County Metropolitan Planning Organization.

Appendix D was updated to include the awarded projects in Kansas for Fiscal Year 2023 from the Safe Street and Roads for All (SS4A) discretionary grant program.

# Performance Measures



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## PERFORMANCE MEASURES

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Under the federal transportation acts Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and Fixing America's Surface Transportation Act (FAST Act), the development of the national transportation infrastructure moved from a policy and programmatic framework to a multimodal performance and outcome-based program. This performance driven program focus continues under the recently passed federal transportation act, the Bipartisan Infrastructure Law (BIL). In a performance-based framework, states incorporate measures, goals and targets into their planning processes in project selection and implementation. Specifically, states are mandated to invest in projects that achieve individual targets developed during MAP-21, enacted under the FAST Act, and continued under BIL that help the nation move towards the achievement of national goals.

Included in this narrative discussion is a description of the federally adopted performance measures, the targets KDOT has in place for each measure, and a high-level discussion of the way projects planned in this STIP move KDOT towards the attainment of these targets. KDOT's performance management information may be viewed at the following link, <https://ksdotperformance.ksdot.gov/>.

### —FEDERAL PERFORMANCE GOALS & MEASURES—

The seven national performance goals for the Federal Highway Program are:

- 1) Safety- to significantly reduce traffic fatality and serious injury crashes on public roads
- 2) Highway Infrastructure Condition- to maintain the highway system already in place in good repair
- 3) Congestion Reduction- to achieve significant reduction in congestion on the National Highway System
- 4) System Reliability- to improve the efficiency of the surface transportation system
- 5) Freight Movement and Economic Vitality- to improve the National Highway Freight Network, strengthen rural communities' access to national and international economic markets and to support regional economic development
- 6) Environmental Sustainability- to protect and sustain the natural environment while improving transportation system performance
- 7) Reduction in Delays in Project Completion- to reduce delays in project development and delivery

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processes; thereby, expediting the movement of people and goods

To achieve these goals the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) in cooperation with the states embarked on a lengthy rulemaking process to identify specific measures related to the seven performance goals. Thus far, measures have not been established for goals six and seven. The measures established related to highway transportation in 49 USC 625 and 23 CFR 490 and 150 are as follows with the data source identified in parenthesis:

**Safety:**

- Number of Fatalities (FARS)
- Fatalities per 100 million vehicle miles travelled
- Number of Suspected Serious Injuries
- Suspected Serious Injuries per 100 million vehicle miles travelled
- Non-Motorized Fatalities and Suspected Serious Injuries

**Infrastructure:**

- Percentage of Interstate Pavements rated as **Good** Condition
- Percentage of Interstate Pavements rated as **Poor** Condition
- Percentage of Non-Interstate NHS Pavements rated as **Good** Condition
- Percentage of Non-Interstate NHS Pavements rated as **Poor** Condition
- Percentage of NHS bridges (by deck area) rated as **Good** Condition
- Percentage of NHS bridges (by deck area) rated as **Poor** Condition

**Congestion Reduction:**

- Peak Hour Excessive Delay (PHED) Measure: the annual hours of PHED per capita
- Non-Single Occupancy Vehicle (SOV) Travel Measure: Percent of SOV travel
- Emissions Measure: Total emissions reductions
- Percentage Change in Tailpipe CO2 Emissions on the NHS compared to the Base Year (2017) Levels

Currently, Kansas is not required to participate in the congestion reduction measure as there are no regions in the state that are designated as non-attainment for air quality standards.

**System Reliability- NHS Interstate Performance, Non-NHS Interstate Performance & Freight Movement:**

(The System Reliability measures are a combination of performance goals four and five.)

- Interstate Travel Time Reliability Measure (TTRM): the percent of person-miles traveled on the Interstate that are reliable
- Non-Interstate Travel Time Reliability Measure (NTTRM): the percent of person-miles traveled on the Non- Interstate NHS that are reliable
- Interstate Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

Concurrently with the FHWA performance measure process, the Federal Transit Administration (FTA), went through a similar process and established performance measures and targets related

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to transit. The transit performance measure information required by FTA is reported in the Transit section of the STIP.

## —FEDERAL PERFORMANCE TARGETS—

Every four years, beginning in 2018 when Federal performance goals and national measures were established, each state reviews the data and sets targets for each of the following performance measure subjects:

- Interstate and National Highway System (NHS) pavement conditions,
- bridge conditions,
- fatality and serious injury crash rates,
- traffic congestion, and
- freight movement.

In 2022, Kansas reflected on its performance in the initial evaluation period and set new targets for the performance measures for the next four years.

### -SAFETY-

The first federal performance measures and state targets established under the FAST act were those pertaining to safety and the prevention of serious injury and fatality crashes. Safety is a priority for KDOT and is the first of six goals identified in the recently adopted Kansas 2020-2045 Long Range Transportation Plan (LRTP),

[https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/Documents/KDOT\\_LRTP.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/Documents/KDOT_LRTP.pdf). Kansas takes a comprehensive view to safety, employing many different approaches to improve transportation safety in the state from physical roadway and structure improvements to education, enforcement, roadway assistance, roadway information systems, and news releases that inform motorists about current conditions. Some but not all these approaches to increasing safety are funded through federal funds from FHWA and are covered under Title 23 and, therefore, are a part of this STIP. Others are funded and covered by programs from the National Highway Traffic Safety Administration and those projects are not part of this document, although mentioned here because they play a significant role in improving transportation safety in Kansas. Physical safety of roadways and structures is addressed in many KDOT program subcategories and through one entire program, the Modernization Program, a Core KDOT program outlined in the Project Selection Criteria section of this STIP. The sole goal of the Modernization Program of projects is safety through improvement of roadways and/or structures. The projects in this program are generally funded with a combination of state and federal FHWA funds and, therefore, are included in Appendix A, the Project Index of this STIP.

While the Kansas 2020-2045 LRTP provides the broad framework for the direction and priority of the agency, several additional state plans and programs augment the LRTP by providing focus and

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detail for executing the objectives outlined in the LRTP. Specifically pertaining to safety are the Strategic Highway Safety Plan (SHSP), the Highway Safety Plan (HSP) and the Highway Safety Improvement Program (HSIP). These two plans and program contribute substantively to KDOT's achievement of the goal of safety. Together, these three planning tools, the LRTP, SHSP, and the HSP, along with the projects within the HSIP and HSP, enable KDOT to manage and implement a statewide safety strategy.

According to the FHWA Office of Safety, "a Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148)". The Kansas Strategic Highway Safety Plan 2020-2024 (SHSP) is a statewide-coordinated plan that provides a comprehensive approach to reducing highway fatalities and serious injuries on all public roads. This five-year planning level document identifies the state's key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries. The 2020-2024 SHSP also influences KDOT policy and research and contributes to activities of partner agencies. The 2020-2024 SHSP is championed by a multi-agency Executive Safety Council, consisting of a cross-section of diverse and talented individuals and support teams, and is designed to drive KDOT's HSIP and HSP programs.

Specifically, some projects in the STIP list of projects, Appendix A, address the

infrastructure goals from the SHSP of increased intersection safety and lowered incidence of roadway departures. Projects in the STIP listing related to intersection safety may be recognized by the HSIP fund category and the HAZ/HES subcategories referenced in the project information. Projects developed to address roadway departures are those projects with the HSIP fund category and subcategories LTG- Lighting, SOS- Highway Signing and PMR- Pavement Marking. KDOT uses a Parent-Child project development approach for these subcategories which means one project is created for each year of the STIP. This parent project provides the total anticipated obligation effort anticipated for each STIP year for each of the three subcategories. As individual projects are then developed, they are tied to the parent project listed in the STIP. This is done to enable a better representation of the expected obligations for this effort in the STIP as projects in these subcategories are developed in an ongoing pattern as need dictates over an entire year, which does not correlate to the STIP preparation period. KDOT's current SHSP document may be viewed online at <https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/reportspdf/SHSP2021.pdf>.

The second plan, the Highway Safety Plan (HSP) (<https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/HSP2023.pdf>) is a one-year project-level document that describes the processes followed by the State of Kansas in the use of federal highway behavioral

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safety funds, consistent with the guidelines, priority areas, and other requirements established under Section 402 and 405 of federal code. This plan and associated funding are under the jurisdiction of the National Highway Traffic Safety Administration (NHTSA). Each year, based on this detailed problem and solution-oriented plan, a program is developed, and projects are created that focus on the issues identified. The plan and associated program of projects developed are intended to influence human behavior by identifying highway safety-related problems and implementing effective educational and enforcement programs focusing on prevention. Although the projects developed from the HSP are not part of the core program or the STIP document, the effort from the HSP and its program of projects is a major contributor to achieving safety in Kansas. Monetarily for 2024, Kansas has about \$9.5 million in planned project obligations for the HSP.

The third tool that KDOT uses in its effort to improve highway-related safety is the Highway Safety Improvement Program (HSIP). A foundation of the HSIP is the direct link between the data-driven priorities established in the SHSP and the identification, development, and implementation of the HSIP projects. Projects in the HSIP are funded with HSIP funding, a core Federal-aid fund program (discussed in the Program Financing section of this document). In Kansas, HSIP dollars are spent in a variety of independently managed sub-programs that are denoted by subcategories. Subcategories are groups of projects that

have similar characteristics of funding type or work type. (For an in-depth discussion of the four core KDOT programs and associated subcategories refer to the Project Selection Criteria section of this document.) The KDOT subcategories that use HSIP funding are:

- HES/HAZ- intersections and other safety projects on or off the National Highway System (NHS),
- SOS- highway signing,
- PMR- pavement markings,
- LTG- highway lighting,
- RXR/RRX- rail crossing protection on and off the NHS,
- RES- local construction, KDOT administered (only projects specific to the High Risk Rural Roads program),
- SSI- strategic safety improvement program,
- GSI-general safety improvements.

Additionally, many of the subcategories that KDOT has established focus directly or indirectly on safety. At the end of the performance measure discussion is a Performance Measure/Program-Subcategory Crosswalk. This crosswalk maps the relationship between the KDOT subcategories in the four core programs and the performance measure(s) showing which performance measures are impacted by the work in each subcategory. Collectively, the subcategories and programs that focus on safety cover all 140,000 centerline miles of public roads in Kansas while applying a multitude of proven countermeasures designed to reduce fatal and serious injury

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crashes statewide. Combined, the subcategories directly related to safety compose one-third of the subcategories that make-up KDOT core programs.

Projects in Appendix A of this STIP that are safety related and federally funded may be identified by the fund category of HSIP in the project information. Those projects that are state funded and safety related may be identified by the program/subcategory codes and their scope. The program/subcategory code used in the project listings is a four-letter code that identifies the program and subcategory to which the project is grouped. The program/subcategory is part of the project information provided for each of the projects listed in Appendix A of this STIP. For guidance about reading the project information listed in the Appendices A-C, refer to the Projects Administered by KDOT section that precedes the Appendices. The projects so denoted in Appendix A support KDOT's effort, outlined in our SHSP and HSP, to meet the federal safety performance measures. Federally funded safety projects developed after the STIP is in place that are not in the LTG/SOS/PMR subcategories will be amended to the STIP using the amendment procedures in place. For 2024, Kansas plans to spend \$26 million in HSIP federal safety funding. All anticipated safety HSIP projects may not be built and at the time the STIP is prepared. Projects developed after the preparation of the STIP will be added using the amendment process in place. For more information about funding, refer to the federal funding section of the Program Financing

narrative of this document. Additionally, for information about the most recent actual HSIP obligations (projects let and underway), refer to the current Kansas HSIP at [https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/HSIP\\_Annual\\_Report.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/HSIP_Annual_Report.pdf).

Projects using federal HSIP funding are projects with the sole purpose of improving safety and help move Kansas towards improving safety and meeting the safety performance measures. However, many other projects undertaken by KDOT contribute to roadway safety. The Core program Modernization, whose purpose is safety, has a total estimated spend for SFY 2024 of \$143 million and none of these dollars are funded with HSIP funding, instead the planned expenditure is using state and other categories of federal funds to improve roadway safety in Kansas. (Modernization expenditure cited is from the 2024 year of the 2024-2027 Cash-Flow located in the Program Finance Section of this document.)

The SHSP, HSIP and the HSP all utilize the same performance measures and targets and thus provide continuity of goals. While the HSP projects concentrate on changing behaviors, the SHSP and HSIP focus on the physical improvement of Kansas roads or bridges to enhance their safety. These planning tools work together to reduce roadway serious injury and fatalities and to make the roads and bridges in Kansas safer.

The final aspect of safety in Kansas is the coordination between KDOT, Local

Public Authorities (LPAs), and Metropolitan Planning Organizations (MPOs) that ensures a unified approach to safety across the state. This coordination of effort is vital to the statewide success in achieving the goals and objectives of the federal performance measures. Input from both LPAs and MPOs help guide program decisions and project selections. Together, KDOT, LPAs and MPOs continue to contribute and support the goals established in the safety plans and, subsequently, encourage development of safety projects that help

meet established safety performance targets.

Actual data for each of the five federal safety performance measures for calendar year 2022 with the targets for 2023 and 2024 are provided in the table on the following page. Targets for 2024 were finalized in summer 2023, as safety data is gathered on a calendar year basis and requires until mid-summer of the following year for analysis and compilation of the data to be finalized.

<b>Federal Safety Performance Measures</b>				
<b>Measure</b>	<b>2022 Actual</b>	<b>2022 FYA*</b>	<b>2023 Targets</b>	<b>2024 Targets</b>
Number of Fatalities	405	<b>414</b>	400	400
Fatalities per 100 million Vehicle Miles Travelled	1.34	<b>1.35</b>	1.26	1.27
Number of Suspected Serious Injuries	1,702	<b>1,493</b>	1,100	1,400
Suspected Serious Injuries per 100 million Vehicle Miles Travelled	5.42	<b>4.85</b>	3.47	4.46
Non-Motorized Fatalities and Serious Injuries	162	<b>175</b>	160	170
*FYA= five-year average. Data is collected on the calendar year so 2023 data will not be completed and available until Summer 2024.				

**-INFRASTRUCTURE-**

KDOT adopted new performance measures and targets for infrastructure in 2018, as part of the continuing performance measures requirement deadlines outlined in the federal transportation act, FAST. Prior to adopting these new measures, KDOT was using infrastructure performance measures developed

internally in the 1980s. However, since the new federal infrastructure methodologies and measures treat road and bridge information differently than those previously developed by KDOT, the prior measures are supplanted by the information provided below.

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## Roadway Infrastructure

With the new federal rating system, the state's highway pavement is evaluated using the variables of cracking, smoothness and rutting or faulting. The variables are very similar to those used previously by KDOT, apart from cracking. Information about each of these variables is gathered for portions of roadway and a rating system is applied to assign a condition. Under the new federal method, for a segment of roadway to be rated as good, all three variables (roughness, cracking, and rutting or faulting) must be rated Good. If any two variables are rated as Poor, then the overall roadway rating is Poor. All other rating combinations result in a roadway rating of fair.

There are several key differences between the previous KDOT measures and the newly adopted federal ones. The first difference is in the breadth of roadways being measured. The roadways included in the new federal measures are strictly roads on the National Highway System (NHS) and encompass only about half of the State Highway System in Kansas. (For a map of the NHS system in Kansas, refer to the second to last page of this narrative section.) In contrast, past performance measures set by KDOT attempted to address **all** roads on the State Highway System. Thus, the number of roadways currently being reviewed has decreased from the KDOT measures.

The second difference between the two sets of measures is how ratings are assigned. Under the prior KDOT system,

not all pavement surface condition variables had to have a rating of Good for a roadway to be assigned an overall rating of Good. Instead, some variable combinations of good and fair were acceptable for a rating of Good to still be assigned to a roadway. As previously described, in the newly adopted federal rating system this is not the case. The outcome of this change is that under the newly adopted federal rating system fewer roadway sections obtain a Good rating than under the prior KDOT rating system.

The third difference is how pavement surface conditions are being reported. Under the federal system, pavement surface conditions are now reported every 0.1 mile, where previously under the KDOT system the segments were reported in 1.0 mile lengths. As a result, many more segments are being reviewed and assigned a rating, and while this may provide an overall more accurate roadway condition, it will increase the likelihood of rating differences between the two systems. The considerable differences between the two methodologies preclude comparisons between prior data using KDOT's method and data generated using the newly adopted federal method.

In 2022, the first four-year evaluation period for federal performance measures ended. Kansas roadway infrastructure performed reasonably well compared to the infrastructure performance targets established as illustrated below.

The targets established for roadway infrastructure in Kansas for the first four-

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year period and actual performance achieved were:

- Targets for the **Percentage of Interstate Pavements in Good** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline: 66.7%  
Two Year Target: 65.0%  
**Two Year Actual: 60.7%**  
Four Year Target: 65.0%  
**Four Year Actual: 66.5%**

- Targets for the **Percentage of Interstate Pavements in Poor** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline: 0.3%  
Two Year Target: 0.5%  
**Two Year Actual: 0.3%**  
Four Year Target: 0.5%  
**Four Year Actual: 0.3%**

- Targets for the **Percentage of Non-Interstate NHS Pavements in Good** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline: 62.7%\*  
Two Year Target: 55.0%  
**Two Year Actual: 56.3%**  
Four Year Target: 55.0%  
**Four Year Actual: 56.9%**

\* Baseline as calculated by KDOT using all roadway attributes.

- Targets for the **Percentage of Non-Interstate NHS Pavements rated as Poor** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline: 1.1%\*  
Two Year Target: 1.5%  
**Two Year Actual: 1.5%**  
Four Year Target: 1.5%  
**Four Year Actual: 1.5%**

\* Baseline as calculated by KDOT using all roadway attributes.

The data displayed above was provided to KDOT by FHWA and has undergone synthesis by FHWA through the Highway Performance Monitoring System. The data indicates that Kansas met the 4-year targets for pavement performance. KDOT leadership using the Transportation Asset Management process reviewed the data provided from the first four-year period to establish new targets for 2024 and 2026.

The targets established for roadway infrastructure in Kansas for the new performance period (2022-2026) are:

- Targets for the **Percentage of Interstate Pavements in Good** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 66.5%  
Two Year Target: 60.0%  
Four Year Target: 61.0%

- Targets for the **Percentage of Interstate Pavements in Poor** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 0.3%  
 Two Year Target: 0.4%  
 Four Year Target: 0.4%

- Targets for the **Percentage of Non-Interstate NHS Pavements in Good** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 56.9%\*  
 Two Year Target: 61.0%  
 Four Year Target: 61.0%

\* Baseline as calculated by FHWA using HPMS sample data.

- Targets for the **Percentage of Non-Interstate NHS Pavements rated as Poor** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 1.5%\*  
 Two Year Target: 1.7%  
 Four Year Target: 1.7%

\* Baseline as calculated by FHWA using HPMS sample data.

Preservation of existing infrastructure is a priority for KDOT with asset preservation a goal identified in the 2020-2045 Long Range Transportation Plan (LRTP) and a focus of IKE (the current State transportation program passed and funded by the Kansas Legislature). KDOT is directing a significant portion of the IKE funding to the preservation of the current system. This commitment is illustrated by comparing the anticipated spend for Preservation in the prior STIP 2023-

2026 Cash-Flow, which was \$2.35 billion, with the anticipated spend of \$2.59 billion in the Cash-Flow for the March Amendment of the FFY 2024-2027 STIP. KDOT is funding preservation of the system to the levels outlined in IKE.

### Bridge Infrastructure

As with the roadway infrastructure, KDOT had a system for measuring and rating bridge infrastructure before the implementation of performance measures at the federal level. In the prior KDOT rating system, three variables (deck, superstructure, and substructure) were used to assign bridge condition to all bridges counted. The variable data for each bridge was then combined to assign an overall bridge rating to each bridge. From this group of rated bridges, a statewide bridge condition was determined with each bridge counted and weighted equally regardless of bridge size.

Under the new federal performance measures and targets, the same set of attributes are used to determine individual bridge condition. However, each bridge is scored using the National Bridge Inventory (NBI) Condition Rating Thresholds for National Highway System (NHS) Bridges (see chart of scale below). With this rating system, individual bridge variables are considered Good if they have a rating score of 7 or greater. Like roadways, for a bridge to be rated Good condition under the new federal method all three variables must have a Good rating. This differs from the prior KDOT rating system where a bridge could have a

combination of good and fair ratings among the three variables and still attain an overall condition rating of Good. For a bridge under the new federal rating system to be rated Poor, one of the three attributes scored must receive a rating of 4 or less on the NBI rating scale. Bridges that do not have a variable that scores 4 or lower but have a variable that scores below 7 (i.e. 5-6), receive a Fair condition rating.

**NBI Bridge Condition Rating Thresholds for NHS Bridges**

NBI Rating Scale <small>(from 0 – 9)</small>		9	8	7	6	5	4	3	2	1	0
		Good			Fair		Poor				
Bridge	Deck <small>(Item 58)</small>	≥7			5 or 6		≤4				
	Superstructure <small>(Item 59)</small>	≥7			5 or 6		≤4				
	Substructure <small>(Item 60)</small>	≥7			5 or 6		≤4				

Moreover, there are two key differences in how bridge information is treated and reported under the new federal measures than in prior KDOT measures. First, only bridges on the National Highway System (NHS) are rated under the new federal system, while previously

KDOT’s bridge rating measure included both NHS and Non-NHS bridges in its data (which means under the new measure fewer bridges are being reviewed.) Second, as explained earlier, KDOT based their bridge unit of measure on bridge count and under the new federal methodology the unit of measure is based on the deck area of each bridge. This change in measure means that larger bridges now have more impact to the overall bridge rating score than smaller bridges have.

This change in performance measure unit precludes the performance measure values and thresholds from prior years (before SFY 2017) from being adjusted to the new rating system. Therefore, the bridge data is completely being supplanted and new data is being gathered beginning with SFY 2017. Data from SFY 2017 was used as the baseline for new bridge targets.

The targets established for NHS Bridge roadway infrastructure for the initial performance period and the actual performance achieved by Kansas were:

- Targets for the **Percentage of NHS Bridges (by deck area) in Good Condition** for State Fiscal Years (SFY) 2018-2022:

Baseline: 74.8%  
 Two Year Target: 70.0%  
**Two Year Actual: 71.3%**  
 Four Year Target: 70.0%  
**Four Year Actual: 70.6%**

- Targets for the **Percentage of NHS Bridges (by deck area) in Poor Condition** for State Fiscal Years (SFY) 2018-2022:

Baseline: 1.5%  
 Two Year Target: 3.0%  
**Two Year Actual: 1.7%**  
 Four Year Target: 3.0%  
**Four Year Actual: 2.5%**

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States had a two-year period for acquiring and reviewing data for bridge infrastructure, like roadway infrastructure, and at the end of this period, states had the option to modify initial targets based on the information collected. After reviewing the first two years of data during the evaluation period and considering the work programmed in IKE, KDOT chose not to modify their bridge condition targets. Both four-year bridge condition performance measure targets were met.

In 2022, at the conclusion of the first four-year evaluation period, KDOT leadership reviewed progress toward the established targets and set new targets for 2024 and 2026 based on the Transportation Asset Management process. The targets established for NHS Bridge roadway infrastructure for the new performance period (2022-2026) in Kansas were:

- **Targets for the Percentage of NHS Bridges (by deck area) in Good Condition for State Fiscal Years (SFY) 2022-2026:**

Baseline:	70.6%
Two Year Target:	72.0%
Four Year Target:	72.0%
- **Targets for the Percentage of NHS Bridges (by deck area) in Poor Condition for State Fiscal Years (SFY) 2022-2026:**

Baseline:	2.5%
Two Year Target:	3.0%
Four Year Target:	3.0%

The infrastructure projects are associated with all three Core programs-Expansion, Modernization and Preservation. Therefore, approximately \$506.4 million in Expansion (estimated Expansion from the Cash-Flow less \$48.0 million for non-road related subcategories of EDP, ITS and CSP), \$153.2 million in Modernization, and \$696.5 million in Preservation (estimated Preservation from the Cash-Flow less \$3.0 million for the non-road related subcategories of EMR, NHP and PPP) anticipated for expenditure in these three programs in 2024 (program dollars excerpted from the Cash-Flow for the March Amendment to the FFY 2024-2027 STIP) help move Kansas towards meeting the performance measure targets in place.

**-System Reliability- NHS Interstate Performance, Non- Interstate NHS Performance & Freight Movement-**

System reliability, specifically performance measures focused on tracking reliability, are new to KDOT. This performance measure was established under the FAST Act. Although the FAST Act concluded in 2020, this requirement is anticipated to continue to be tracked in any future reauthorizations or new programs. System reliability of the federal transportation program is concerned with the consistency in the travel times day-to-day, meaning the travel times across different times of day for a given highway or road or travel route (multiple roadways). Although travel times do vary from day-to-day, travelers remember the poor travel

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experiences and are impacted more by the unexpected delays than the known and anticipated everyday congestion.

Since KDOT has no prior experience or data concerning these measures and the degree of influence that KDOT project and scope selections have on these measures, the agency's selected targets are set very conservatively. Additionally, the FHWA measures only focus on the roads in Kansas that are part of the National Highway System (NHS). However, in Kansas, a significant portion of state roadways are **not** on the NHS (see map of NHS roads on the last page of this discussion.) Thus, data from these Non-NHS roadways are not calculated into the achievement of these performance measures.

The measure that FHWA implemented for this performance measure is the Level of Travel Time Reliability (LOTTR) and is defined as the ratio of the 80th percentile travel time of a reporting segment to the travel time of the 50th percentile, which is a comparison of days with high delay to days with average delay. KDOT accessed data from FHWA's free National Performance Management Research Data Set (NPMRDS), or equivalent, where data is collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant NHS areas that are reliable. Person-miles account for the users of the NHS and may include bus, auto and truck occupancy levels. This measure is being tracked in two segments

one for the interstate portions of the NHS and then a measure for all non-interstate NHS roadways.

The targets established and the actual performance achieved for system reliability in Kansas for the initial performance period (2018-2022) were:

- Targets for the **Percentage of Reliable Person-Miles travelled on the Interstate\*** for State Fiscal Years (SFY) 2018-2021:

Baseline:	95.4%
Two Year Target:	95.0%
<b>Two Year Actual:</b>	<b>94.8%</b>
Four Year Target:	95.0%
<b>Four Year Actual:</b>	<b>99.3%</b>

\* All interstates are part of the NHS.

- Targets for the **Percentage of Reliable Person-Miles travelled on Non-Interstate NHS** for State Fiscal Years (SFY) 2018-2021 (only a Four-Year Target was required to be set for this category):

Baseline:	95.7%
Two Year Target:	95.0%
<b>Two Year Actual:</b>	<b>95.7%</b>
Four Year Target:	95.0%
<b>Four Year Actual:</b>	<b>97.0%</b>

KDOT, like all other state departments of transportation (DOTs), had the option to adjust all initial four-year targets at the Mid-Performance Period Progress report in October 2020. Additionally, state DOTs were not required to provide baseline condition or two-year targets for the Non-interstate NHS prior to October

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2021. This provided all state DOTs time to gather and consider more complete data before establishing performance targets in this new and unfamiliar area of measure.

With little data upon which to base a decision, KDOT decided to leave the four-year targets unchanged. The cut-backs in travel due to COVID-19 resulted in a reliability on the Interstate of 99.3 percent and on non-Interstate NHS highways of 97.0 percent in 2021, easily meeting the four-year targets for both. However, KDOT realizes that this was most likely an anomaly and would like more data to review under less extreme conditions before making changes to the targets.

The targets established for system reliability in Kansas for the new period period (2022-2026) are:

- Targets for the **Percentage of Reliable Person-Miles travelled on the Interstate\*** for State Fiscal Years (SFY) 2022-2026:

Baseline:	99.3%
Two Year Target:	98.0%
Four Year Target:	99.0%

\*All interstates are part of the NHS.

- Targets for the **Percentage of Reliable Person-Miles travelled on Non-Interstate NHS** for State Fiscal Years (SFY) 2022-2026):

Baseline:	97.0%
Two Year Target:	97.0%
Four Year Target:	98.0%

In addition to system reliability measures for Interstate and Non-Interstate NHS, FHWA, also, required establishment of a performance measure for freight movement. Freight movement is concerned with how well freight moves across the Nation's transportation system. The effort to understand how freight moves across the nation and where travel inefficiencies exist will aid in the development of the best policies, plans, and investments at both the state and federal levels to improve freight travel. Consequently, freight travel will yield economic, environmental and safety benefits.

Freight movement is measured using a system reliability measure termed the Truck Travel Time Reliability (TTTR) Index. Data for this index is divided into five reporting periods: morning peak (6am-10am), midday (10am-4pm), and afternoon peak (4pm-8pm) Monday-Fridays. Weekends are assessed from 6am-8pm, and overnights for all days are assessed from 8pm-6am. The system reliability measure, the TTTR index is generated by dividing the 95<sup>th</sup> percentile time (high delay travel time) by the 50<sup>th</sup> percentile ("normal" travel time). Data used to determine the index for Kansas was obtained from the FHWA's National Performance Management Research Data Set (NPMRDS).

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The target established for freight movement for the initial performance period (2018-2022) in Kansas was:

- Target for the **Index of Truck Travel Time Reliability (TTTR) on the NHS** system in Kansas for State Fiscal Years (SFY) 2018-2022:

Baseline:	1.14
Two Year Target:	1.16
<b>Two Year Actual:</b>	<b>1.18</b>
Four Year Target:	1.16
<b>Four Year Actual:</b>	<b>1.13</b>

The closer the index value approaches 1, which is optimal, the better the freight movement reliability. KDOT's target is set at 1.16 for truck travel reliability. KDOT chose to leave the 4-year target at 1.16 in 2020 in part due to uncertainty from COVID-19 travel impacts. In 2021, with many workers still working from home, congestion was still lighter than normal, and this is reflected in the TTTR for Kansas of 1.13, which is significantly better (more reliable) than the target of 1.16. The target established for freight movement for the new performance period (2022-2026) in Kansas is:

- Target for the **Index of Truck Travel Time Reliability (TTTR) on the NHS** system in Kansas for State Fiscal Years (SFY) 2018-2022:

Baseline:	1.13
Two Year Target:	1.10
Four Year Target:	1.10

KDOT anticipates that the combination of IKE projects to address congestion and advances in intelligent transportation

systems will allow Kansas to reach new levels of reliability.

Generally, the projects in the system reliability and freight movement performance measures are associated with KDOT's Expansion program and are predominantly met through work done in the Interstate Capacity Improvement (IRC) and Non-Interstate Capacity Improvement (RIC) subcategories. As such the projects that address these measures are most generally quite large and capital intensive, which means that there are not many projects programmed at any given time. Monetarily speaking, system reliability and freight movement measures do not correlate completely to the Expansion program. However, of the correlating subcategories, monetarily in SFY 2024, the total anticipated expenditures for the Expansion program are estimated at \$506.4 million.

While loose monetary correlations may be drawn regarding the performance measures and the Core programs that KDOT has in place, rarely does a project provide benefit exclusively to one performance measure (at least not the larger more complex projects). For example, Expansion projects that are designed to improve system reliability in their areas, should, also, impact the infrastructure and safety measures as well. One project will frequently contribute towards the realization of multiple performance measures.

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## —STATE PERFORMANCE MEASURES & TARGETS—

Prior to the performance measure initiative undertaken at the federal level, KDOT had developed and implemented, over the span of several years, a data driven and performance minded process. As part of this process, KDOT established several performance measures to ensure that the practices and expenditures in place for agency business are efficient, improve accountability with the public and ensure that our actions undertaken are sufficient to meet our transportation needs. The performance measures that KDOT established covered many business aspects of the agency beyond the Core construction program (the focus of the federal performance measures), and most of these KDOT measures will continue to be tracked internally and reported in at a state level in conjunction with the federal performance measures. Of these measures, one is discussed below as it relates to regular maintenance which is covered under the United States Code (USC) Title 23 for the STIP.

### -REGULAR MAINTENANCE-

KDOT has used a level of service measure for many years to monitor the operation activities of Regular (formerly termed routine) Maintenance and will continue to track this performance measure. The operations regular maintenance performance measure coupled with roadside mowing and snow and ice guidance ensure that the expenditures in place for

these activities are sufficient to meet the need. The Maintenance Quality Assurance (MQA) Program, the Managing Kansas' Roadsides (MKR) guidelines for mowing and Managing Snow & Ice (MS&I) guidance are initiatives that measure the value of the maintenance effort and ensure that routine maintenance is being performed at adequate levels. Of these three initiatives used by KDOT to monitor routine maintenance, only the MQA is quantitative in nature.

The MQA program is a management tool that assists managers in prioritizing maintenance projects and resources (personnel, equipment, and materials) and determining the corresponding funding needs. The program involves an annual physical inspection of randomly selected 0.1-mile sample segments using identified Level of Service (LOS) criteria (desired maintenance conditions) for various highway rating elements in the following maintenance categories:

- 1) Travelway- the portion of the roadway for the movement of vehicles;
- 2) Traffic Guidance- all KDOT maintained signs, pavement markings, striping or anything used to regulate, warn or guide traffic;
- 3) Shoulders- areas of consideration are joint separation, cracking, drop-off or build-up and vegetation;
- 4) Drainage- areas of focus include curb and gutter, ditches, erosion control, culverts and pipes; and
- 5) Roadside- areas of focus include fencing, litter, vegetation control, erosion and side roads and entrances.

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Based upon KDOT staff expertise and public input from surveys and correspondence, statewide and district-wide target Level of Service (LOS) values were established for both maintenance categories (travelway, shoulders, roadside, drainage, and traffic guidance) and for the individual rating elements comprising these maintenance categories. These targets are reviewed periodically and adjusted as needed. The data from the inspections are compiled into the LOS reports. These reports provide information about the Kansas highway system at the state, district, area and subarea levels. Utilizing these reports, KDOT staff make determinations about what areas need increased maintenance efforts or if additional funding should be requested in the next budget for additional equipment or materials to meet the ongoing maintenance effort. In SFY 2023, KDOT's actual monetary investment in regular maintenance activities was approximately \$167.2 million. Estimated Regular Maintenance expenditure for SFY 2024 is \$167.3 million as taken from the Cash-Flow provided with the July Amendment to the FFY 2023-2026 STIP.

In state fiscal year (SFY) 2022, the statewide level of service (LOS) rating was 90, which is the average of the state ratings in each of the five maintenance categories. (A statewide LOS rating does not mean that all areas of the state had this rating, nor that all segments monitored met their target LOS but is merely that the overall rating for the state.) The five maintenance categories are Travelway with a LOS rating of 94, Shoulders

with a LOS rating of 91, Roadside with a LOS rating of 91, Drainage with an LOS rating of 90 and Traffic Guidance with an LOS rating of 85. For more information about the MQA program, contact Robert Fuller in the Bureau of Maintenance, Eisenhower Building, 700 SW Harrison, 8<sup>th</sup> Floor, Topeka, KS, 66603, or (785)-296-3576 (Voice)/Hearing Impaired - 711.

The second resource that KDOT uses to monitor routine maintenance is the Managing Kansas' Roadsides (MKR) program. KDOT successfully maintains more than 150,000 acres of highway right-of-way using a flexible approach that adjusts to the needs of differing areas. The MKR program is a responsive program that uses different mowing approaches to achieve greater mowing efficiency. The reduction in mowing accidents has reduced KDOT employee injury and time away from duties. Additionally, this modified approach to mowing benefits our environment and wildlife by reducing roadside erosion and increasing necessary cover. For more information about KDOT's roadside management, refer to the following web page <https://www.ksdot.gov/bureaus/bur-maint/connections/roadside/Roadside.asp>.

The Managing Snow and Ice (MS&I) guidance is the third initiative used in monitoring routine maintenance activities. MS&I is used to manage the 10,000 miles of Kansas highways during snow and ice events. To use resources effectively and efficiently, KDOT bases road treatment on the number of vehicles that travel a road daily. The three

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categories are: 1) Roads with greater than 3,000 vehicles daily, 2) Roads with 1,000-3,000 vehicles daily and 3) Roads with less than 1,000 vehicles daily. Each category of road has a level of service for snow and ice control that KDOT crews attempt to attain. Even with this approach, there are times when weather prevents KDOT from maintaining a passable highway. When this happens, the road is closed and reopened when the conditions allow. For more information about snow and ice management at KDOT refer to the following web page [https://www.ksdot.gov/PDF\\_Files/SnowandIceEfforts.pdf](https://www.ksdot.gov/PDF_Files/SnowandIceEfforts.pdf).

### **-SAFETY-**

Accompanying the operation performance measures, KDOT continues to monitor the state-level safety performance measure of seat belt usage. All other state safety measures were supplanted by the federal performance measures described in the preceding federal performance measures and targets section. Seatbelt usage measures the percentage of vehicle occupants wearing seatbelts in Kansas as compared to the national average. In 2022, the percentage of Kansas vehicle occupants wearing seatbelts was 87 percent in comparison with the national average of 90 percent. For 2023, the state target is 89 percent for seat belt usage. More information about seat belt usage is discussed in the 2020-2024 SHSP, for which a link was provided previously in the federal safety performance measures discussion.

In conclusion, at KDOT, performance measures have been an established method for monitoring the condition of the infrastructure entrusted to our care and one of many tools used in determining the future needs of Kansas' infrastructure. Performance measures allow KDOT to assess progress towards attaining the goals broadly laid out in the Long-Range Transportation Plan (LRTP), refined by the safety plans, the asset management plan (TAMP) and the Priority Formulas. With these plans as guidance and through the application of the Priority Formula, the initial list of needs is identified. Ranking and refinement of this list begins with the input and collaboration and resulting ideas garnered through the local consult process and from the expertise of KDOT staff across the state. The prioritized list of identified needs is then matched to the available funding. Funding and the specific guidelines associated with said funds comes from the State and Federal legislative levels and are discussed in more detail in the Program Financing section. Potential projects are, further, prioritized depending on the KDOT program and subcategory under which they are developed and the applicable guidelines, statutes and polices that apply to each of these program/subcategories.

The projects listed in appendices of this STIP document are the embodiment of the many tools, statutes, polices and guidelines that assist management in arriving at an investment strategy (or project lists) that match the funding at their disposal and moves KDOT towards the

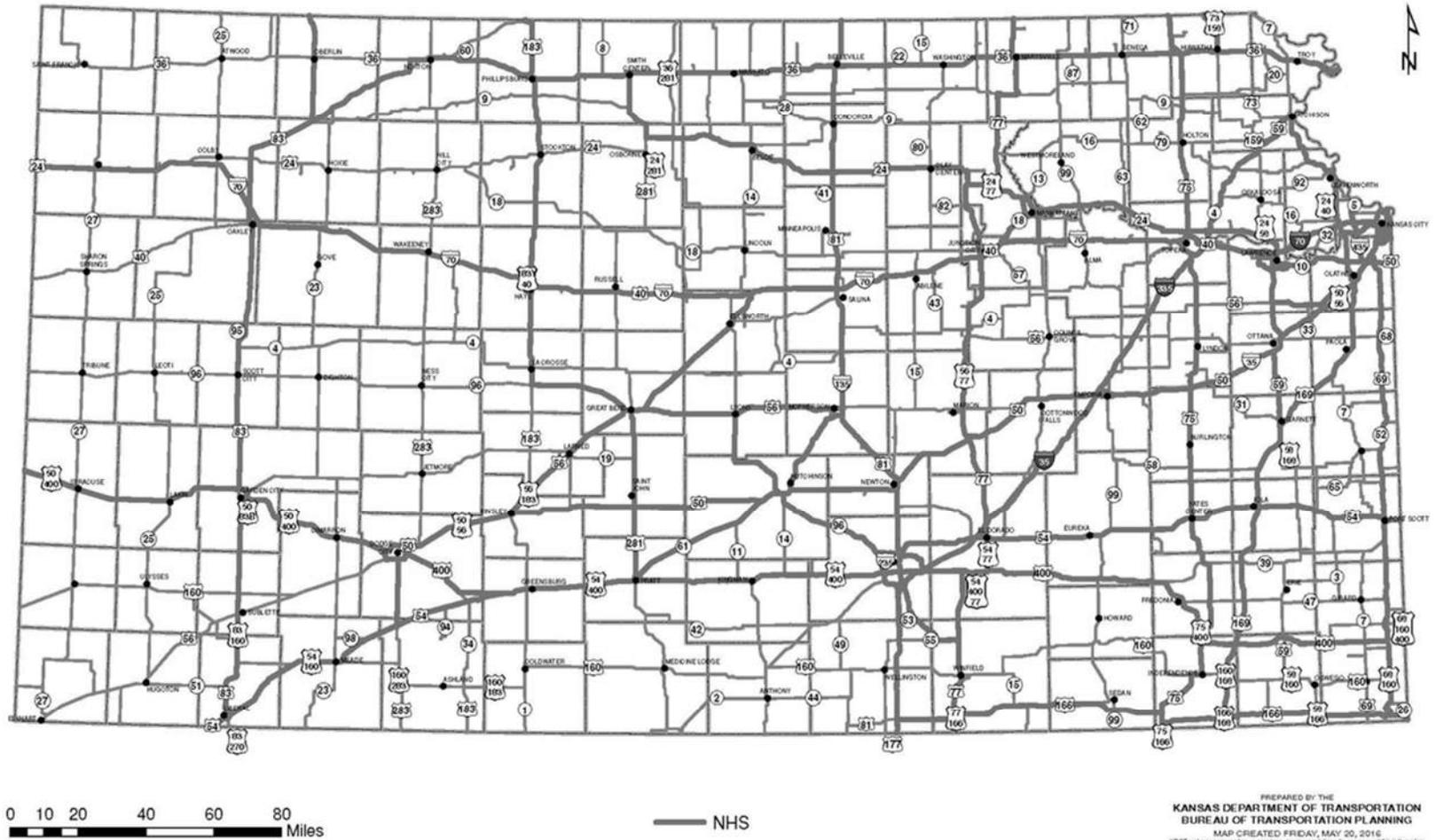
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attainment of the performance measures outlined in this discussion.

Following this discussion is a Performance Measure/Program-Subcategory Crosswalk. This crosswalk maps the relationship between the KDOT subcategories in the four Core programs and the performance measure(s), showing which performance measures are impacted by the work in each subcategory. As previously mentioned, the relationship that exists between the subcategories and performance measures is not always one to one, but general links do exist. In the project listings, the project detail information provided for each project includes program/subcategory information so the performance measures(s) addressed by each project may be determined through reference to the crosswalk that follows on the last page of this narrative.

The lines shaded a darker gray indicate National Highway System (NHS) routes in Kansas.

### National Highway System on the State System



The tables below relate the Program-Subcategory of Projects listed in Appendix A of this document to the Performance Measures described in this section.

### Program -Subcategory Relationship to Performance Measures

		(Expanding or Enhancing Existing)- Expansion Program: E- Subcategory			
Performance Measure(s) Addressed	E-IRC	E-ITS	E-RIC	E-RSL	
Safety		X			X
Infrastructure- Road	X		X		
Infrastructure-Bridge	X		X		
System Reliability	X		X		
Truck Travel Time	X		X		

		(Local Construction on Local Roads)-Local Program: L- Subcategory								
Performance Measure(s) Addressed	L-HAZ	L-HES	L-K1R	L-K2R	L-K3R	L-LBT	L-LOC	L-RES	L-RRX	L-RXR
Safety	X	X				X	X	X	X	X
Infrastructure- Road			X	X	X			X		
Infrastructure-Bridge								X		
System Reliability										
Truck Travel Time										

		(Safety, Resurface & Shoulder Improvements)- Modernization Program: M- Subcategory									
Performance Measure(s) Addressed	M-1RS	M-CLZ	M-COR	M-GSI	M-ICT	M-IRI	M-KCC	M-LTG	M-MPR	M-RIM	M-SAF
Safety	X	X	X	X	X	X	X	X	X	X	X
Infrastructure- Road	X	X			X	X					X
Infrastructure-Bridge					X	X					X
System Reliability											
Truck Travel Time											

		(Taking Care of What We Have)- Preservation Program: P- Subcategory													
Performance Measure(s) Addressed	P-1RR	P-BCR	P-BSP	P-BSR	P-CMN	P-IRP	P-ISR	P-PBR	P-PCR	P-PDR	P-PMR	P-RIP	P-RRS	P-SLR	P-SOS
Safety											X		X	X	X
Infrastructure- Road	X				X	X	X							X	
Infrastructure-Bridge		X	X	X		X		X	X	X			X		
System Reliability															
Truck Travel Time															

# Metropolitan Transportation Improvement Programs



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## METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAMS

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Under Title 23 of the United States Code pertaining to transportation, communities with population greater than 50,000 are required to have a Metropolitan Planning Organization (MPO). The MPOs are responsible for coordinating transportation planning efforts in their region. The six Kansas MPOs are: the Mid-America Regional Council (covers the bi-state Kansas City metropolitan area), the Lawrence-Douglas County Metropolitan Planning Organization, the Wichita Area Metropolitan Planning Organization, the Metropolitan Topeka Planning Organization, the Flint Hills Metropolitan Planning Organization (covers Manhattan, Ogden, Junction City, Wamego, St. George and Grandview Plaza), and the St. Joseph Area Transportation Study Organization (covers the bi-state area of the St. Joseph, Missouri metropolitan area including Elwood/Wathena, Kansas).

The planning process by the MPOs encompasses all modes of transportation and covers both short-range and long-range transportation planning. MPO plans and programs are reviewed and approved by the Federal Highway Administration and the Federal Transit Administration. The role of the MPO is to coordinate the transportation planning activities within their region. This includes serving as a liaison between local

communities, their citizens, and the state departments of transportation. MPOs help determine how and where available state and federal dollars for transportation improvements will be spent. As defined by federal and state transportation regulations, the primary functions of the MPO are to:

- Establish the goals, objectives and policies governing transportation planning in the region.
- Approve an annual Unified Planning Work Program (UPWP) and budget.
- Direct the preparation and adoption of the Metropolitan Transportation Plan (MTP) goals, objectives, and priorities.
- Program projects for implementation through the adoption of the Transportation Improvement Program (TIP).
- Dependent on attainment status: perform the air quality conformity determination for the TIP and MTP.

Projects within each MPO are incorporated in the Kansas STIP by reference of the TIP each MPO has in place. To view specific MPO project information and cost, follow the links pro-

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vided below to each MPO TIP. In addition to TIP information, contact information and currently adopted MTP information, is provided. As MPOs adopt new TIPs or MTPs, all new documents will be amended into the STIP using the amendment process.

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**Mid-America Regional Council  
(MARC)  
Kansas City Metropolitan Area**

*FFY 2024-2028  
Transportation Improvement Program*

- Approval by MARC on October 24, 2023
- Approval by KDOT on November 2, 2023
- Approval by FHWA/ FTA on November 15, 2023

Link to current TIP:

<https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program>

Metropolitan Transportation Plan (MTP):  
*“Connected KC 2050”*

- Approval Date: June 23, 2020
- Expiration Date: June 23, 2025

Link to current MTP: <https://connect-edkc.org/>

Contact Information:

MARC  
600 Broadway Blvd., Suite 200  
Kansas City, MO 64105  
Telephone: 816-474-4240  
[www.marc.org/transportation/](http://www.marc.org/transportation/)  
Email: [transportation@marc.org](mailto:transportation@marc.org)

**Wichita Area Metropolitan Planning  
Organization (WAMPO)  
Wichita Metropolitan Area**

*FFY 2023-2026  
Transportation Improvement Program*

- Approval by WAMPO on August 9, 2022
- Approval by KDOT on September 8, 2022
- Approval by FHWA/FTA on September 9, 2022

Link to current TIP:

<https://www.wampo.org/transportation-improvement-program>

Metropolitan Transportation Plan (MTP):  
*“Reimagined Move 2040”*

- Approval Date: June 9, 2020
- Expiration Date: June 9, 2025

Link to current MTP:

<https://www.wampo.org/metropolitan-transportation-plan-mt>

Contact Information:

WAMPO  
271 W 3<sup>rd</sup> Street, Suite 208  
Wichita, KS 67202  
Telephone: 316-779-1321  
[https://www.wampo.org/](http://www.wampo.org/)  
Email: [wampo@wampo.org](mailto:wampo@wampo.org)

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**Metropolitan Topeka Planning  
Organization (MTPO)  
Topeka Metropolitan Area**

*FFY 2024-2074*

*Transportation Improvement Program*

- Approval by MTPO on January 25, 2024
- Approval by KDOT on January 25, 2024
- Approval by FHWA/FTA on February 1, 2024

Link to current TIP: <https://topekampo.org/tip/>

Metropolitan Transportation Plan (MTP):  
*“Futures 2045”*

- Approval Date: June 23, 2022
- Expiration Date: June 22, 2027

Link to current MTP: <https://topekampo.org/futures-2045/>

Contact Information:

MTPO

620 SE Madison Street

Topeka, KS 66607

Telephone: 785-368-3728

<https://topekampo.org/>

Email: [cscroggins@topeka.org](mailto:cscroggins@topeka.org)

**Lawrence-Douglas County  
Metropolitan Planning Organization  
(L-DC MPO)**

**Lawrence & Douglas County Area**

*FY 2023-2026*

*Transportation Improvement Program  
For the Lawrence Urbanized Area*

- Approval by the L-DC MPO on October 27, 2022
- Approval by KDOT on October 27, 2022
- Approval by FHWA/FTA on November 8, 2022

Link to current TIP: <https://lawrenceks.org/mpo/tip/>

Metropolitan Transportation Plan (MTP):  
*“Transportation 2050”*

- Approval Date: March 16, 2023
- Expiration Date: March 15, 2028

Link to current MTP:

<https://lawrenceks.org/mpo/t2050/>

Contact Information:

Transportation Planning/L-DC MPO

City Hall Riverfront, 1 Riverfront Plaza,  
Suite 320

PO Box 708

Lawrence, KS 66044

Telephone: 785-832-3165

<https://lawrenceks.org/mpo/>

Email: [jmortinger@lawrenceks.org](mailto:jmortinger@lawrenceks.org)

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**Flint Hills Metropolitan Planning  
Organization (FHMPO)  
Manhattan Metropolitan Area**

*FFY 2024-2027*

*Transportation Improvement Program:*

- Approval by FHMPO on August 16, 2023
- Approval by KDOT on September 7, 2023
- Approval by FHWA/FTA on September 15, 2023

Link to current TIP:

<https://www.flinthillsmpo.org/tip>

Metropolitan Transportation Plan (MTP):  
*“Connect 2040”*

- Approval Date: December 2, 2020
- Expiration Date: December 2, 2025

Link to current MTP:

<https://www.flinthillsmpo.org/connect2040>

Contact Information:

Flint Hills MPO

206 Southwind Place, Ste. 2B

Manhattan, KS 66503

Telephone: 785-620-3070

<https://www.flinthillsmpo.org/>

Email: [tremblay@flinthillsmpo.org](mailto:tremblay@flinthillsmpo.org)

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**St. Joseph Area Transportation Study  
Organization (SJATSO)  
St. Joseph Metropolitan Area**

*FFY 2024-2027*

*Transportation Improvement Program:*

- Approval by SJATSO on June 23, 2023
- Approval by KDOT on June 27, 2023
- Approval by FHWA/FTA on July 12, 2023

Link to current TIP: <https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

<https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

Metropolitan Transportation Plan (MTP):  
*“2045 St. Joseph Metropolitan Transportation Plan”*

- Approval Date: November 21, 2019
- Expiration Date: November 21, 2024

Link to current MTP:

<https://www.stjosephmo.gov/DocumentCenter/View/15524/2045-MTPPhmo.gov>

Contact Information:

SJATSO

1100 Frederick Avenue, Room 202

St. Joseph, MO 64501

Telephone: 816-271-4653

<https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

Email: [cgallagher@stjosephmo.org](mailto:cgallagher@stjosephmo.org)

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## **APPENDIX D**

### **FFY 2024-2027 State Transportation Improvement Program**

#### **BIL Discretionary Grant Project Index for Projects Awarded and Administered by Entities Other than KDOT**

**(as of 2/21/2024)**

**In Status Order (Active then Closed) by Award Date (Newest to Oldest)**

Note: Projects Awarded to other entities means that the recipient applied for the grant on their own initiative and are solely responsible for meeting the terms of the grant. KDOT has no participation in the project, provides no oversight for the project and has no stewardship of the grant funds awarded to the grant recipient.

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Appendix D is for projects awarded to an entity other than the Kansas Department of Transportation (KDOT) through a discretionary grant from one of the transportation grant programs of the Bipartisan Infrastructure Law (BIL), (also known as the “Infrastructure Investment and Jobs Act”). Grant requirements stipulate that the awarded project must be included in the State Transportation Improvement Program (STIP). However, since these projects are not administered by KDOT with no involvement, oversight or stewardship of funds provided by KDOT, the projects are listed here rather than in Appendix A, which is reserved for only projects administered by KDOT.

Within this appendix, awarded projects are arranged by project status in two sections, the “Active Section” and the “Closed Section”. The Active Section lists all discretionary grant projects (that have no KDOT involvement) for which KDOT has been made aware. The responsibility of notifying KDOT to have a recently awarded grant project amended into the current State of Kansas STIP for projects fitting the conditions of this appendix, lies with the award recipient. Once notified of an award, KDOT will amend the grant project into the current STIP in the next available amendment. Subsequent to the “Active Section” of this appendix is the “Closed Section” in which currently there are no projects listed. Completed projects will be moved to this section of the appendix as KDOT is made aware by the grant recipient or by other sources with project status knowledge like the Federal Highway Administration (FHWA) that a project has completed. The reporting of the grant project status in the STIP through and including completion is a requirement of the grant programs of BIL as inferred by FHWA.

Following are the current projects not administered by KDOT and awarded through discretionary grants of BIL to an entity other than KDOT. Projects are arranged by status with active projects listed first followed by closed projects and within each section projects are arranged by award date (newest to oldest).

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## **APPENDIX D**

**ACTIVE Status**  
**(43 as of 2/21/2024)**

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# Safe Streets and Roads for All FY23 Planning and Demonstration Awards by State

The following tables list all Fiscal Year 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

## Alabama

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Chambers County Commission	Safe Streets For All in Central Alabama: A Comprehensive Safety Action Plan for Autauga, Chambers, Elmore, and Perry Counties	Develop New Action Plan (only)	Rural	\$640,000
City of Athens (AL)	Athens 2040 Vision Zero: Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$240,000
City of Fairhope	City of Fairhope Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Gadsden	City of Gadsden Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$325,724
City of Phenix City	Phenix City Safety Action Plan	Develop New Action Plan (only)	Urban	\$200,000
Walker County Commission	Walker County, Alabama Planning and Demonstration SS4A Community Action Plan	Develop New Action Plan (only)	Rural	\$200,200
<b>Alabama Total</b>				<b>\$1,765,924</b>

## Alaska

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City & Borough of Juneau	SS4A Supplemental Planning Grant for Transportation Equity in the Lemon Creek Area of Juneau, Alaska	Conduct Demonstration or Other Supplemental Planning Activities (only)	Rural	\$86,000

<b>Lead Applicant</b>	<b>Project Title</b>	<b>Application Type</b>	<b>Urban/ Rural</b>	<b>Funding Award</b>
East Central Iowa Council of Governments	Eastern Iowa Tri-Region SS4A Project	Develop New Action Plan (only)	Rural	\$144,000
Metropolitan Planning Organization of Johnson County MPO	Safe Streets for All Planning and Demonstration Grant - Action Plan	Develop New Action Plan (only)	Rural	\$300,000
Omaha-Council Bluffs Metropolitan Area Planning Agency	RPA 13 & 18 Community Comprehensive Safety Action Plan	Develop New Action Plan (only)	Urban	\$100,000
<b>Iowa Total</b>				<b>\$2,095,806</b>

## Kansas

<b>Lead Applicant</b>	<b>Project Title</b>	<b>Application Type</b>	<b>Urban/ Rural</b>	<b>Funding Award</b>
Chautauqua County	SS4A Planning & Demonstration Grant for Chautauqua and Elk Counties, Kansas	Develop New Action Plan (only)	Rural	\$360,000
City of El Dorado, KS	City of El Dorado, KS Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Emporia	City of Emporia Transportation Network SS4A Action Plan	Develop New Action Plan (only)	Rural	\$240,000
City of Eudora	12th Street Improvements	Conduct Demonstration or Other Supplemental Planning Activities (only)	Rural	\$100,000
City of Eureka, KS	City of Eureka, KS Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$140,000
City of Hutchinson, KS	City of Hutchinson, KS Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Junction City	Junction City Roadway Safety Plan and Audits	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Rural	\$160,000

<b>Lead Applicant</b>	<b>Project Title</b>	<b>Application Type</b>	<b>Urban/ Rural</b>	<b>Funding Award</b>
City of Leawood	City of Leawood Vision Zero Action Plan	Develop New Action Plan (only)	Urban	\$452,000
City of Mission	Mission Transportation Safety Action Plan	Develop New Action Plan (only)	Urban	\$160,000
City of Newton, Kansas	Newton & Harvey County Kansas SS4A Safety Action Plan & Supplemental Planning Development	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Rural	\$320,000
City of Overland Park	Overland Park Transportation Safety Action Plan	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Urban	\$500,000
City of Paola	Paola Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$120,000
City of Prairie Village	Prairie Village Transportation Safety Action Plan	Develop New Action Plan (only)	Urban	\$80,000
City of Russell	City of Russell's Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Spring Hill	SS4A Action Plan Grant to the City of Spring Hill in Kansas	Develop New Action Plan (only)	Rural	\$200,000
Finney, County of	SS4A Planning & Demonstration Grant for the Transportation Safety Action Plan in Finney County, Kansas.	Develop New Action Plan (only)	Rural	\$240,000
Geary County	Geary County Road Safety Plan Update	Develop New Action Plan (only)	Rural	\$160,000
Gray County	SS4A Planning & Demonstration Grant for Gray, Ford, Meade, Clark and Hodgeman Counties, Kansas.	Develop New Action Plan (only)	Rural	\$800,000
McPherson County	SS4A Planning and Demonstration Grant for McPherson County including the cities of Lindsborg, McPherson, Moundridge, Inman, Canton, Galva, and Windom in Kansas	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Rural	\$560,000
North Central Regional Planning Commission	Safety First in Rural North Central Kansas	Develop New Action Plan (only)	Rural	\$1,520,000

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Shawnee County, Kansas	Shawnee County, Kansas Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$168,000
Unincorporated Johnson County	Action Plan Development for Unincorporated Johnson County Kansas	Develop New Action Plan (only)	Urban	\$240,000
Wichita Area Metropolitan Planning Organization	WAMPO Supplemental Planning and Demonstration Activities	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$940,000
<b>Kansas Total</b>				<b>\$7,940,000</b>

## Kentucky

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Bluegrass Area Development District	Bluegrass Area Development District Regional Safety Action Plan	Develop New Action Plan (only)	Urban	\$425,344
City of Paducah	City of Paducah Planning and Demonstration Activities	Conduct Demonstration or Other Supplemental Planning Activities (only)	Rural	\$80,000
City of Pikeville	Vision Zero Pikeville Action Plan	Develop New Action Plan (only)	Rural	\$160,000
Covington	Covington, KY Bike & Pedestrian Action Plan	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Urban	\$168,000
Franklin County	SS4A Planning and Demonstration Grant for Franklin County, Kentucky	Develop New Action Plan (only)	Rural	\$200,000
<b>Kentucky Total</b>				<b>\$1,033,344</b>

## Louisiana

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Donaldsonville	City of Donaldsonville Safety Action Plan	Develop New Action Plan (only)	Rural	\$260,000

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Safe Streets and Roads for All  
(SS4A) Grants



U.S. Department  
of Transportation



# SS4A AWARDS

FY 2023 Implementation Grants

Rural

# SS4A Implementation Grant for the SS4A Project in Independence in Kansas

**Applicant: City of Independence**

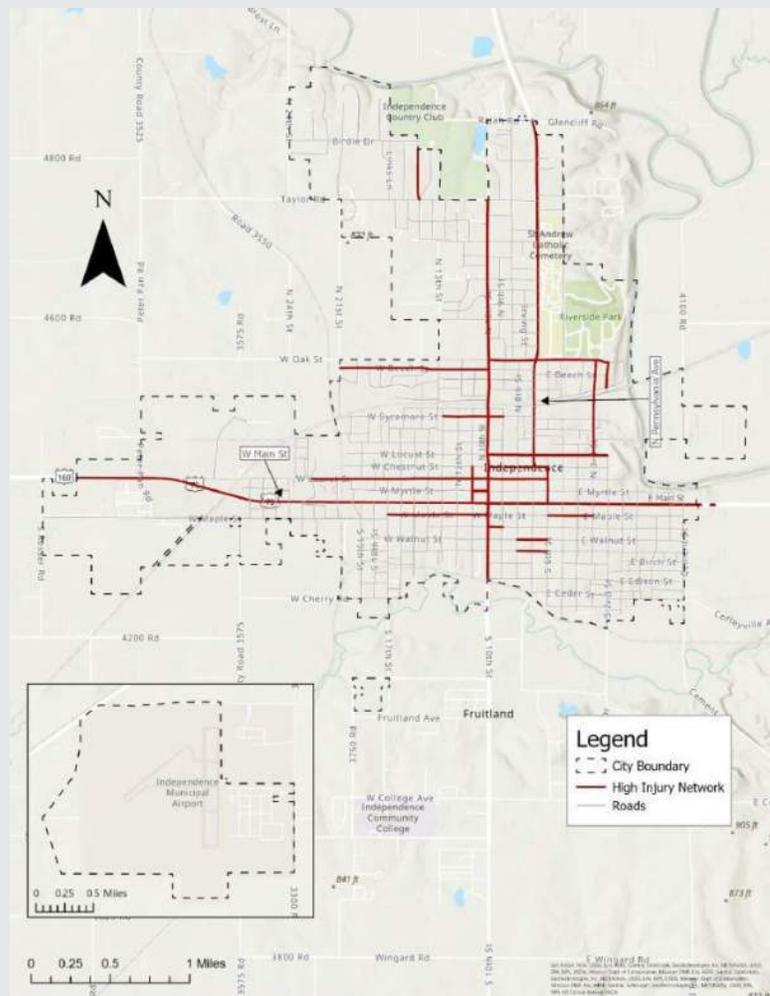
*Independence, Kansas*

**SS4A Award: \$1,284,000**

## Project Description

The City of Independence, Kansas, is awarded funding to implement safety improvements along its high-injury network.

This project includes several low-cost, high-impact countermeasures to reduce and eventually eliminate injury crashes. The projects are [Proven Safety Countermeasures](#) and include pedestrian enhancements, ADA accessibility improvements, school zone improvements, speed management, and roadway conspicuity treatments.



# FY 2022 Consolidated Rail Infrastructure and Safety Improvement Program Selections: Project Summaries

## **Alabama – Blackbelt and Central Alabama Freight Rail Improvement Project (Up to \$15,870,960)**

*Alabama Department of Transportation*

The proposed project involves final design and construction activities to complete various track-related and bridge improvements on two short-line rail lines within the state, the Eastern Alabama Railway (EARY) and Meridian & Bigbee Railroad (MNBR). The project aligns with the selection criteria by improving system and service performance as it will increase maximum allowable speeds on both rail corridors, enhance storage capacity, and improve safety. EARY and MNBR will contribute funds totaling a 51.1 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

## **Alabama – Reduce Extended Delays; Enhance Safety; and Invest in Growing Neighborhoods (R.E.D.E.S.I.G.N.) Project (Up to \$8,000,000)**

*City of Birmingham, AL*

The proposed project involves project development activities on two segments along Norfolk Southern Railway's rail line for various track, bridge, signal, road re-alignment, and grade crossing improvements (including grade separations and closure of multiple crossings). The project aligns with the selection criteria by improving system and service performance as it will advance efforts to improve community safety and access to schools and residential areas with fewer blocked train encounters, and it will increase the fluidity of freight and Amtrak's Crescent passenger rail operations. A combination of funding from the city of Birmingham, AL, city of Trussville, AL, and Norfolk Southern Railway will contribute a 20 percent non-Federal match.

## **Alabama – Safety, Efficiency, Capacity Improvement and Service Restoration Project (Up to \$3,476,110)**

*Huntsville & Madison County Railroad Authority (HMCR)*

The proposed project involves final design and construction activities to replace the Aldridge Creek railroad bridge and complete various track-related improvements on HMCR's rail line. The project aligns with the selection criteria by enhancing safety, improving service performance, and restoring bridge load carrying capacity to 286,000 pounds to meet existing and anticipated demand. A combination of funding from HMCR, city of Huntsville, AL, and the state of Alabama will contribute a 45 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Iowa – Davenport Riverfront Rail Crossing Safety Improvements Project  
(Up to \$2,749,720)**

*City of Davenport, Iowa*

The proposed project involves final design and construction activities for various safety improvements (e.g., signals, gates, crossing signage, etc.) at multiple highway-rail grade crossings, as well as trespassing prevention measures (e.g., barriers and/or fencing), in Davenport, IA. With the proximity of Canadian Pacific Kansas City Railroad's (CPKC) rail line to the city's commercial riverfront district and multi-purpose trails, there are many conflict points along the rail line, creating safety challenges that require the trains to frequently sound the horn for an estimated nine-mile distance. The project aligns with the selection criteria by enhancing safety as it will help improve vehicle and pedestrian safety, especially in an area with anticipated increased freight rail traffic. The city of Davenport, IA and CPKC will provide a 20 percent non-Federal match.

**Kansas – kWat: Electrifying Watco Locomotives Project (Up to \$15,740,943)**

*Kansas Department of Transportation*

The proposed project involves final design and construction activities to convert eight (8) non-regulated or Tier 0 locomotives into fully battery powered units. The locomotives will be deployed across Watco's short line railroads in varying operational and geographic environments. The project aligns with the selection criteria by improving system and service performance and building resilience as it will reduce emissions and maintenance expenses, in addition to allowing Watco to assess additional and varied switching duty cycles and environmental and social impacts. Watco is providing a 20 percent non-Federal match.

**Kansas – Southeast Kansas Short Line Rail Upgrade and Growth Project  
(Up to \$31,225,484)**

*Kansas Department of Transportation*

The proposed project involves construction activities for track-related improvements on the Neodesha Subdivision of the South Kansas & Oklahoma Railroad (SKOL). The project will improve approximately 37 miles of rail resulting in improved operations and capacity. The project aligns with the selection criteria by improving ability to meet existing or anticipated demand as it will allow the SKOL to increase its load carrying capacity to 286,000 pounds and upgrade to FRA Class 2 track standard from Class 1 track, further contributing to SKOL's ability to enhance economic competitiveness and meet customer demand, including a new soybean crushing facility. Kansas Department of Transportation and SKOL will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

# Railroad Crossing Elimination (RCE) Program

## FY 2022 SELECTIONS

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### **Alabama – City of Calera State Road 25 Railway-Highway Grade Separation Project (Up To \$11,742,184)**

#### *City of Calera*

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to eliminate two railroad crossings by realigning State Route 25 to provide a new highway-railway separation over the CSX railway. The realignment and overpass bridge will tie into the existing roadway network while also eliminating the barrier created by the at-grade intersection crossing, thus improving efficiency and operations of the existing transportation network. The City of Calera and CSX Railroad will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

### **Alabama – Railroad crossing elimination on Shelby County Road 52 (Up To \$41,766,038)**

#### *City of Pelham*

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to eliminate two at-grade crossings on Shelby County Road 52 (CR 52) with a new bridge/roadway overpass over CSX's rail line, resulting in the closure of two crossings and road improvements on CR 52 near U.S. 31 to improve safety. The project will resolve increasing issues with vehicular traffic and emergency responders encountering blocked at-grade crossings on CR 52, a major east- west arterial. The cities of Pelham and Helena, Shelby County, and CSX will contribute funds totaling a 20 percent non-Federal match.

### **Arkansas – Northwest Arkansas Rail Corridor Safety Study (Up To \$576,000)**

#### *City of Fayetteville*

The proposed planning project will help identify feasible safety improvements to eight at- grade crossings along a 14-mile stretch from Fayetteville to Springdale. The study aims to identify whether the crossings, owned by the Arkansas and Missouri Railroad, should be separated or closed, or if other safety improvements should be pursued if closure is not feasible. The cities of Fayetteville and Springdale will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

### **California – Hargrave Grade Separation Planning Project (Up To \$2,800,000)**

#### *City of Banning*

The proposed project will fund project development activities including preliminary engineering, stakeholder engagement, and environmental review, in support of a grade separation and adjacent interchange improvement project. Hargrave Street crosses under the elevated I-10 corridor as well as Union Pacific Railroad tracks. The at-grade crossing presently poses significant safety risks for motor vehicles and pedestrians, and train traffic results in traffic congestion on city streets that extends into I-10. The City of Banning and Western Riverside Council of Governments are providing a 35 percent non- Federal match.

### **California – Grade Separation at Churchill Avenue, Meadow Drive and Charleston Road (Up To \$6,000,000)**

#### *City of Palo Alto*

The proposed project will complete project development activities for rail grade improvements to improve safety and mobility at Churchill Avenue, Meadow Drive, and Charleston Road. As the number of Caltrain trains and their frequency of service increase, traffic congestion will increase at these locations. Additionally, the Churchill Avenue and Charleston Road grade crossings are in the top 10 locations of FRA's predictive accident list. Overall, this project will develop solutions to improve traffic circulation and increase public safety. The City of Palo Alto is providing a 70 percent non-Federal match.

**Indiana – Peru Grade Separation Feasibility Study (Up To \$76,000)***City of Peru*

The proposed planning project will assess the potential impact of traffic flow from six at-grade rail crossings and one grade separation crossing (underpass) on Norfolk Southern right-of-way. Trains are required to stop at the nearby rail yard for crew transfers, which results in frequent crossing blockage. This project assesses the feasibility of eliminating one or more at grade railroad crossings and constructing an additional grade separated crossing. The City of Peru is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Indiana – Kennedy Avenue Railroad Overpass Project (Up To \$8,452,558)***Town of Schererville*

The proposed project will fund final design and construction of a grade separation in the Town of Schererville, Indiana. The project is expected to improve existing capacity challenges, with over 32 trains traversing the crossing a day. The Town of Schererville, Norfolk Southern, and Canadian National Railway will contribute a combined 30 percent non-Federal match.

**Indiana – Wells County Hoosier Highway Crossing Elimination Project (Up To \$1,114,261)***Wells County*

This project will support project development (preliminary engineering only), final design, right-of-way acquisition, and construction activities to close three at-grade rail crossings on Norfolk Southern's rail line by re-aligning Hoosier Highway. The project will result in continuous vehicular travel flow, reduced delay, and reduced conflict points between rail and vehicles/trucks. Wells County, the State of Indiana, and Norfolk Southern will contribute funds totaling an 87 percent non-Federal match. The project also includes \$4,083,137 from Federal Highway Administration funds. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Iowa – South Concord Street Grade Separation (Up To \$7,756,862)***City of Davenport*

The proposed project will support final design and construction to eliminate two highway-rail grade crossings (eliminating one crossing and creating a grade separation at another) to provide better access to critical infrastructure, including the regional wastewater treatment plant. The City of Davenport and Canadian Pacific Railway are contributing funds totaling a 20 percent non-Federal match.

**Kansas – Corridor Improvement Project Involving 15 Street Crossings with BNSF Railroad within City of Emporia (Up To \$601,000)***City of Emporia*

The proposed planning project will conduct a corridor study to evaluate solutions to eliminate 12 at-grade crossings along a two-mile section of BNSF's Emporia Subdivision. This corridor averages 82 daily train crossing events, with trains averaging 8,000 feet in length. BNSF will partner in this study. The City of Emporia and BNSF will contribute a 50 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Kansas – 119th Street, Woodland to Northgate - BNSF Separation and Crossing Elimination Safety Improvement Project (Up To \$17,987,495)***City of Olathe*

This project will support construction activities to eliminate an at-grade crossing at Woodland Road and Northgate Street and build a road overpass (with pedestrian sidewalk) that will span over BNSF Railway's rail line. The project will provide a safer route to schools and neighborhoods, a direct bike/pedestrian connection to a trail system, and a direct connection to I-35 and KS State Highway 7. The City of Olathe and the Johnson County Assistance Road System fund will contribute a 53 percent non-Federal match.

**Kansas – Grade Crossing Closures and Construction of Grade-Separated Highway Overpass on the BNSF Southern Transcon Main Line (Up To \$8,864,725)***City of Wellington*

The proposed project will fund project development, final design, and construction for the elimination of all six grade crossings along the BNSF Railway in the City of Wellington, Kansas, thus creating a 'sealed corridor' with no train-vehicle interaction or exposure. This busy route carries approximately 96 trains daily, and currently trains occupy crossings approximately 30-40 percent of the day. The project would close six grade crossings and construct a grade-separated highway overpass with pedestrian accommodations. The City of Wellington and BNSF Railway will contribute a 36 percent non-Federal match.

**Maryland – Warner Street Highway-Rail Grade Crossing Project (Up To \$1,534,280)***MDOT - Maryland Transit Administration*

The proposed project will support planning activities and construction of minor safety improvements at an existing at-grade crossing as well as fund a long-term study to grade separate the crossing. The project will encompass grade separation alternatives analysis, feasibility, and concept design study as well as design and construction of short-term crossing improvements on CSX right-of-way. The Maryland Department of Transportation and Baltimore City are providing a 20 percent non-Federal match. \$400,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Michigan – West Side Grade Separation Project (Up To \$23,964,400)***City of Monroe*

The proposed project will complete project development activities, right-of-way acquisition, final design, and construction of the Monroe West Side Grade Separation and Traffic Safety Improvement Project to eliminate an existing grade crossing and construct a new grade separation with CSX. The project will improve roadway traffic flow on the west side of Monroe and improve safety response times for emergency vehicles. The City of Monroe and CSX will contribute funds totaling a 20 percent non-Federal match.

**Michigan – Manistee County Safer Southern Rail Route (Up To \$424,000)***Manistee County*

The proposed planning project will support a track relocation study to abandon a northern perimeter track around Lake Manistee for a new southern segment, resulting in the elimination of four at-grade crossings, elimination of three marine bridges, and elimination of a rail car staging area on CSX right-of-way. Manistee County is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Minnesota – TH 27/Mississippi River Bridge Grade Separation (Up To \$3,200,000)***City of Little Falls*

The proposed project will support planning, project development, and final design work for a bridge allowing Minnesota Trunk Highway 27 to cross a BNSF line and the Mississippi River. Forty-six trains per day currently block a river crossing; creating a grade separated crossing will allow for continued safe operation of the BNSF rail line and improved safety. The City of Little Falls will provide a 20 percent match. \$400,000 of this project funding amount qualifies for the statutory set-aside for Planning projects. This project also qualifies for the statutory set-aside for projects in Rural Areas.

**Minnesota – CSAH 55 Highway-Rail Grade Crossing Elimination Project (Up To \$4,824,563)***Kandiyohi County*

The proposed project will support final design and construction of an overpass over a BNSF rail line and includes reconstructing one mile of a rural two-lane highway. This project will eliminate an at-grade crossing, improve regional railroad operations, and also facilitate multimodal freight movement by constructing new rail access to the industrial park. The County is committing a 50 percent non-federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.



## Safe Streets and Roads for All FY22 Action Plan Awards by State

The following tables list all Safe Streets and Roads for All (SS4A) Action Plan awards by State.

### Kansas

Lead Applicant	Project Title	Type of Plan	Urban/ Rural	Funding Award
City of Lawrence	Vision Zero Safety Action Plan for Lawrence, Eudora, and Baldwin City	Action Plan	Rural	\$160,000.00
City of Leavenworth	City of Leavenworth Action Plan	Action Plan	Rural	\$280,000.00
City of Olathe	SS4A Action Plan Grant to the City of Olathe in Kansas	Action Plan	Urban	\$280,000.00
City of Salina	Saline County and City of Salina Safety Action Plan	Action Plan	Rural	\$160,000.00
City of Valley Falls	Safety Action Plan for the City of Valley Falls	Action Plan	Rural	\$40,000.00
Cowley County	Cowley County, KS Action Plan	Action Plan	Rural	\$160,000.00
Dodge City	Dodge City Comprehensive Safety Action Plan	Action Plan	Rural	\$230,434.00
Garden City	SS4A Action Plan Grant for City of Garden City Kansas & Joint Applicants	Action Plan	Rural	\$1,360,000.00
Leavenworth County	Leavenworth County (KS) Safe Streets and Roads for All Action Plan	Action Plan	Rural	\$280,000.00
Prairie Band Potawatomi Nation	PBPN Safe Streets and Roads for All Action Plan	Action Plan	Rural	\$225,600.00

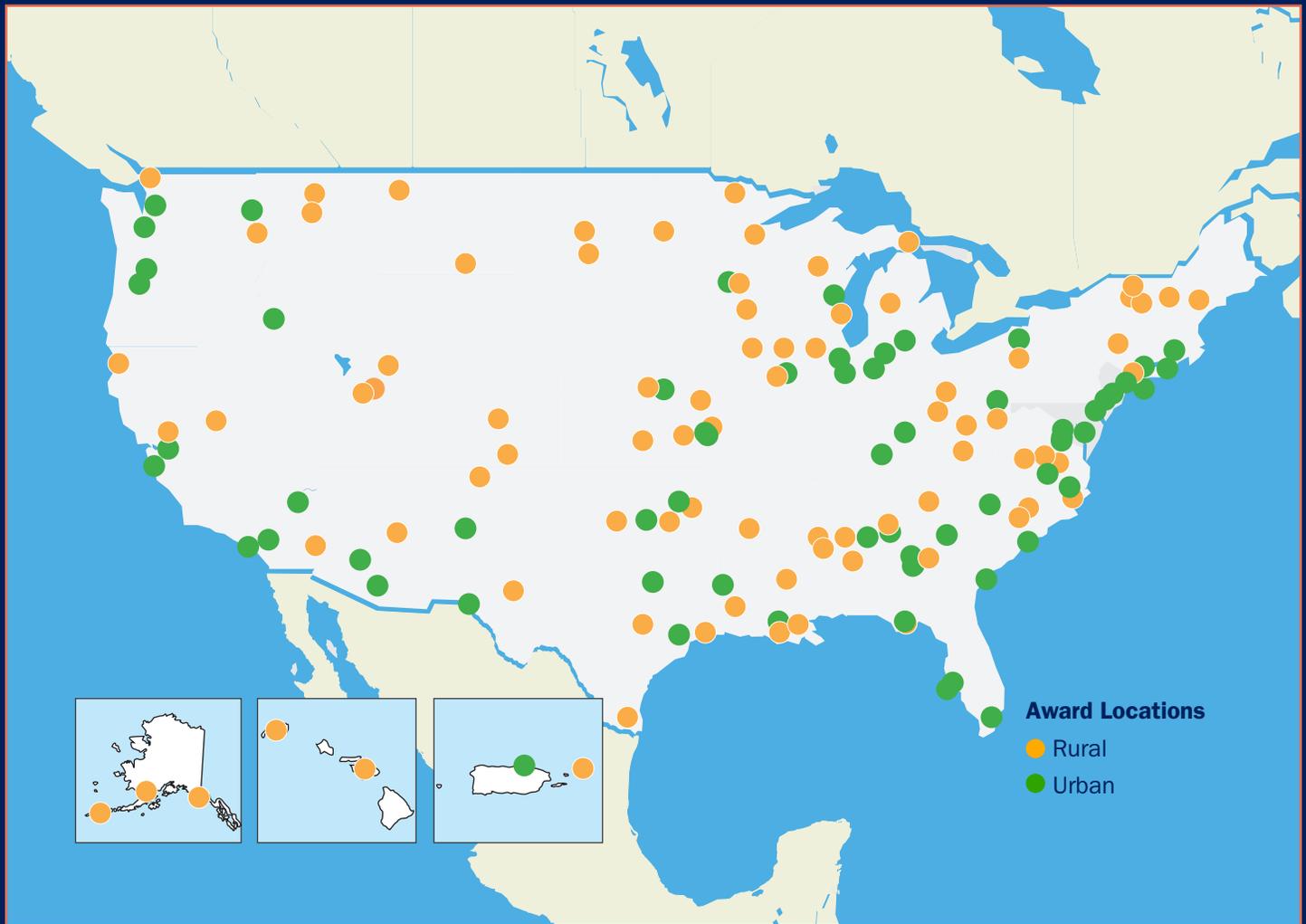
<b>Lead Applicant</b>	<b>Project Title</b>	<b>Type of Plan</b>	<b>Urban/ Rural</b>	<b>Funding Award</b>
Southeast Kansas Regional Planning Commission	Southeast Kansas Regional SS4A Planning Grant Application	Action Plan	Rural	\$800,000.00
Unified Government of Wyandotte County/Kansas City	Wyandotte County Vision Zero Action Plan	Action Plan	Urban	\$1,000,000.00
<b>Total Kansas</b>				<b>\$4,976,034.00</b>

# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
of Transportation



## RAISE AWARDS FY 2022

[www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants)

# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department of Transportation

Rural, Capital

## Old Smoky Hill River Bridge Replacement

City of Salina

Kansas

Grant Funding: **\$22,112,620**

Estimated Total Project Costs: **\$33,787,620**

### Project Description:

This project will replace 7 bridges over the Old Smoky Hill River, construct approximately 3.4 miles of multi-use accessible trails, improve 7 pedestrian crossings, improve 3 railroad-pedestrian crossings, and install trail lighting. In addition, the project will construct a new, multi-modal hub, three pedestrian bridges, 2 new electric vehicle charging stations, a pedestrian underpass, a pedestrian boardwalk, and 5 new recreational boat launches.

### Project Benefits:

The new bridges will improve mobility, reduce congestion, and reconnect the City of Salinas' underserved, neighborhoods to recreational features. The project also upgrades river channel culverts that are currently prone to flooding.



The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly \$12.3 billion for 14 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President's Bipartisan Infrastructure Bill will add \$1.5 billion per year to this program.

## Rural, Capital

### Flint Hills Trail: Connecting Communities, Cultures, and Landscapes

#### Kansas Department of Wildlife and Parks

Kansas

**Grant Funding: \$24,821,705**

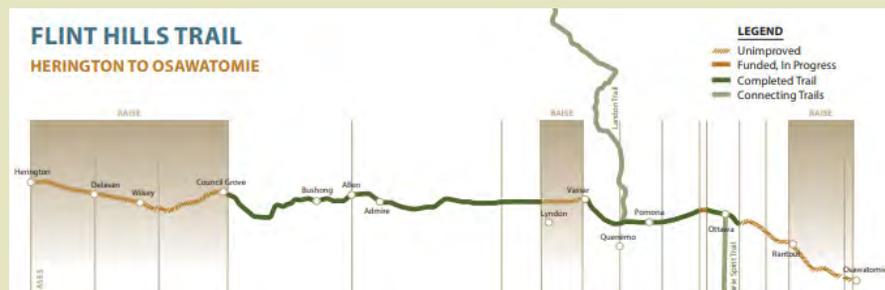
**Estimated Total Project Costs: \$27,208,907**

#### Project Description:

The project will construct approximately 40-miles of the Flint Hills Trail in Kansas, nearly completing this 118-mile linear park “rail-trail”. The project includes drainage improvements, pipes, culverts, bridges, base improvements, limestone surfacing, fences, gates, bollards, safety improvements and signage.

#### Project Benefits:

The trail will offer an alternative to driving as well as provide outdoor recreation opportunities in a rural area that is currently fragmented with very few public outdoor recreational areas. There is also opportunity for the project to boost recreation and nature tourism, as evidenced by establishment of ten new businesses related to the trail in the past three years. Planning efforts have considered inputs from the communities being served through four workshops, and the trail will use inclusive interpretative signage and storytelling strategies that portray history and respect the Kaw Nation.



The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly \$12.3 billion for 14 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President’s Bipartisan Infrastructure Bill will add \$1.5 billion per year to this program.

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## **APPENDIX D**

**CLOSED Status**  
**(None as of 2/21/2024)**

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None at this time