

FY17 TIP KDOT Comments - Provided on 8/24/16 – MPO Responses on 8/26/16

Page #	KDOT Comment	Action <i>Red text is new</i>
1	Delete essentially from text box	Done.
2	Just FYI, the STIP is updated annually	No change.
3	Just FYI that not all projects are or have to be in the MTP.	Adjusted to say – “Furthermore, for projects to be included in the TIP, they must be <b>consistent with</b> the MTP. This ensures projects are <b>implementing</b> the MPO's vision for the future.”
3	When does the TAC review the public comments and Staff's responses to them	Adjusted the order of listed items in Figure 3.
4	FYI this color is difficult to see when document is printed out [in reference to Figure 4]	Adjusted Figure 4 & Figure 5 colors.
6	When in this process is public participation happening? [The paragraph that begins with Figure 5 displays the TIP...]	The paragraph under Figure 5 details the public participation process. The paragraph was adjusted to say: ...public comments and share those comments with the <b>TAC</b> and MPO Policy Board to...
8	STBG is TA Set aside funds	The paragraph was adjusted to say - KDOT administers Federal Highway Administration (FHWA) funding to local governments. The Surface Transportation Block Grant (STBG) Program and Highway Safety Improvement Program (HSIP) categories are the main federal categories or programs that cities receive through KDOT. <b>The STBG Program combines the long-standing Surface Transportation Program and the Transportation Alternatives Program, now known as TA Set-Aside. Some of these funds provide annual allocations to cities while others require local governments to apply for project specific funding.</b> The TA Set-Aside funds have helped build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements. They provide funding for former Transportation Alternatives (TA) program and the Safe Routes to Schools (SRTS) programs.
8	NHPP funds are used by KDOT and not distributed to locals. STP funds, however, are distributed to locals.	NHPP removed from the paragraph.
10	“Distribution” instead of “sub-allocation” of STP funding through KDOT.	Change was made.
10	And cities over 5,000 in population that	Altered paragraph to say: <b>Douglas County</b>

	are not in Wichita or Kansas City metro areas [in reference to the KDOT federal funds exchange]	has elected to exchange their available obligation authority... per KDOT policy.
10	STBGP set-aside should be TA set-aside	Change was made.
11	Trying hard to get this for you [KDOT O&M data], but have not gotten a response yet from my attempts	We will need this before the document goes for final approval of TAC and MPO Policy Board in October or we will need to exclude the state data and include it in a future amendment when/if it is received.
12	No inflation [on Table 4]	We discussed at our August 1 <sup>st</sup> TIP planning meeting not including inflation on the O&M numbers at this time.
12	No inflation [on Table 5]	We discussed at our August 1 <sup>st</sup> TIP planning meeting not including inflation on the O&M numbers at this time.
16 & 18	The EJ criteria have changed since the last TIP and MTP. It just seems like the selected methodology is pulling in the majority of the city of Lawrence, much more than one would reasonably expect to see as defined EJ areas. I am not sure that it makes sense that nearly all the city is EJ identified. This makes it more difficult to determine if there are any adverse or disproportionate impacts of projects and policy decisions amongst affected groups in the region. Those impacts are really what you are trying to evaluate. I am not clear that you can draw a conclusion on this point based upon the selected methodology. This goes back to one of my original comments on page 18 of the first draft: "How does this analysis tell you if there is or is not an adverse or disparate impact?" It may be worthwhile to at least take a look at how this EJ Analysis is performed in the future and see if some different criteria would help yield the intended answers in the analysis. KDOT would be open to any discussions the MPO would like to have in the future regarding this topic. In the meantime, as discussed at KAMPO, we are working to provide additional tools to assist the MPOs in conducting EJ Analyses.	<p>The MPO will share the EJ criteria options with the TAC in September and solicit their feedback to set criteria for this TIP update. The final TAC approval isn't planned until October.</p> <p>We are exploring the data in more depth.</p>

**Submitted two projects for inclusion in the TIP:**

<b>Project Sponsor:</b> KDOT	<b>Project Name:</b> South Lawrence Trafficway/K-10 West Leg in DG Co.	<b>FFY</b>	<b>Fund Source</b>	<b>Phase</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>TIP #:</b> 103	<b>KDOT #:</b> KA-3634-04	2016	State	CE	\$0	\$4	\$0
<b>Length (mi):</b> 0.00	<b>Location:</b> K-10: 2000 ft W of Junction K-10/E 1200 Rd to 1500 ft E of Junction of K-10/E 1200 Rd	2016	State	CONST	\$0	\$69	\$0
<b>Project Type:</b> Intersection	<b>Work Type:</b> Reconstruction	2016	State	PE	\$0	\$231	\$0
<b>Date Added:</b> 10/2016	<b>Last Revised:</b>						
<b>Description:</b> Conversion of Standard Stop Controlled intersection to Right in - Right Out configuration	<b>Comments:</b> Project lets in Sept '17						
		<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$304	<b>Grand Total:</b>	\$304

<b>Project Sponsor:</b> KDOT	<b>Project Name:</b> Install Permanent Signal at K-10 at US-59/CR 458	<b>FFY</b>	<b>Fund Source</b>	<b>Phase</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>TIP #:</b> 300	<b>KDOT #:</b> KA-3634-06	2016	State	PE	\$0	\$43	\$0
<b>Length (mi):</b> 0.00	<b>Location:</b> K-10 at US-59/CR 458	2017	State	CE	\$0	\$43	\$0
<b>Project Type:</b> Traffic Signal	<b>Work Type:</b> Signal	2017	State	CONST	\$0	\$850	\$0
<b>Date Added:</b> 10/2016	<b>Last Revised:</b>						
<b>Description:</b> Installation of a permanent signal	<b>Comments:</b> Project lets in March '17						
		<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$936	<b>Grand Total:</b>	\$936