

2021-2030 Proposed Capital Improvement Plan

Supplement 1

Questions presented in the CIP Council Workshop

Polk-Quincy Project Support

1. Have outreach efforts been made to the businesses that would potentially be impacted by the Polk-Quincy Project?

Yes. As part of the downtown development plan meetings there have been discussions about the project and information provided on its potential impacts. This is an ongoing effort as ownership of some properties has changed since discussions began. The Planning Department is developing an internal process to notify and educate owners of properties within the right of way alignment when they apply for permits or other documents related to those properties.

2. What impact will this project have on residents' commute times?

The Summary table provided from KDOT looked at impacts of various construction options. Commute time would be impacted for 2.5 years up to 5 years depending on the option selected. KDOT plans for the project to be a full closure. KDOT's travel model looked at how traffic would divert under each option in the table to identify likely detour routes. The model assumes traffic takes the path of least impact to travel. Using this evaluation, the full closure had the least impact due to the shorter overall construction time. More granular daily commuting estimates are not currently available.

Summary of MOT Options				
Option	MOT Cost Savings	Labor & Equipment Savings	Construction Cost Savings	Construction Duration
Traffic through construction	—	—	—	4-5 Years
I-70 closure two phases	\$3 million	\$17-\$27 million	\$20-\$30 million	3-4 Years
I-70 full closure	\$4 million	\$31-\$36 million	\$35-\$40 million	2.5-3 Years

Table 1: Summary of MOT Options

3. What specific areas or business in the City will be impacted by the closure and subsequent detours?

We are at a preliminary field planning level at the moment so details are not available as they have not been finalized and could change. The current sequencing of construction would shut down I-70 once construction commenced between the current viaduct and Topeka Boulevard. It is estimated to take between 6 months to 1 year to construct this section and tie-ins. The details will be better defined as the project draws closer. The general parameters are that a shutdown is the most cost-effective way and both I-470 and Highway 24 will become the through traffic bypasses. Residents would still have access on the City network streets with MacVicar to 6th and down to 10th being the most likely path most people will likely choose. Staff will provide plans to the Governing Body as progress is made and will conduct public meetings if the project is approved.

4. Will members of the Governing Body, or the public be tour the affected area to gain a better understanding of what areas will be impacted?

Yes. The department can arrange site visits for any interested individuals.

5. Are there currently any funds set aside for the project?

There is no funding for the project currently budgeted. Smaller projects that were a part of the general downtown development were deferred in anticipation of this KDOT project. It has since been made very clear through the taskforce and the local consult that KDOT does not have sufficient funds to deliver the project without local partnership. Even if the City is able to receive additional federal grant funding, there is still the expectation of local contribution.

6. Can the expenses that the City would have to absorb, such as the bridge approach, improvement to City streets to support the closure, signage, etc., be counted as part of the local contribution requirement?

Expenses on local streets within the project plan and directly related to the project could count as project match. These expenses could include work on local streets that are impacted by construction of the project to ensure that detours and local streets were ready to accommodate increased traffic.

7. Why is the proposed City contribution greater than the recommended 6%. Will that make this project a higher priority?

The estimate of \$20 million includes \$17 million for right of way acquisition as well as \$3 million to improve the local access route pavement condition for those parallel and arterial streets that would be impacted by the closure of I-70 during the construction. It helps that the City's contribution for that first phase is higher than the recommended 6% - that will work in our favor to have the project prioritized.

8. Would right of way acquisition proceed only when KDOT confirmed it was going to participate?

Staff can wait to see what the KS legislature produces in the Transportation Bill before proceeding with the project. An incremental approach could be for the Governing Body to authorize the full project authority and have staff proceed incrementally with issuances of bonds related to the project. Staff could begin with a limited issuance of bonds for expenses to prepare a federal grant application, and redesign of local streets to reduce project cost.

9. In the event that bonds are issued and the project does not proceed, how will we ensure that the City is not left responsible for borrowing costs?

By the Governing Body authorizing the right to borrow and as a result to fund the project, it helps demonstrate the City's commitment to the project. The authorization of bonds does not require that they are issued immediately. However, if the City were to borrow these funds before the project was fully approved by KDOT, it would be responsible for the borrowing costs and the repayment of the associated debt.

10. What would happen to the properties in the event that the City acquired right of way and the project did not happen? What impact would this have on property taxes?

The properties would then belong to the City. Demolitions would not begin right away (that next phase of the project would not begin for a few more years) so the City could lease the properties to allow businesses to continue to use them, or work with KDOT to determine what portion would be allocated to them through an easement or donation.

11. Why does the proposal only contain the cost of the first phase and not the total project cost of \$381 million?

Much of the cost of the project is heavily loaded in the first phase (for right of way acquisition) as this will have the greatest impact to the properties in that alignment. Having the budget to secure the properties is important to the success of the project.

12. Can it be assumed that if KDOT wants 6% local contribution for this phase of the project, they will need more in the future?

The City's higher than the recommended contribution for that first phase works in favor to have the project prioritized. This phase addresses the bridge and viaduct, which are the more critical pieces of the project. It will be several years until the following phase begins.

13. Are relocation expenses for businesses that may be impacted included \$20 million estimate?

The \$17 million estimated for the right of way acquisition assumes that the process will follow the law of the Uniform Relocation Assistance and Real Property Acquisition Act (URA). As required, the City will provide fair market appraisals in accordance with the classification of each property, work with property owners to find a viable area to relocate, and provide relocation assistance.

14. Is there a comprehensive list of all the properties that will be impacted?

Appendix A is a map produced by the Planning Department all of the potential impacted properties.

15. If the project will be done eventually because of the condition of the bridge, is this proposal to establish the partnerships to get the City higher on the list?

The infrastructure does need to be replaced so the proposal is to help incentivize KDOT to move the project up on their list. As the City is expending, a lot of effort and time has been put into the downtown redevelopment. However, there is uncertainty in the next area for redevelopment towards the river and the timing of when this large project will happen and its impact. This project is a necessary step to create that certainty and allow other development to occur. The City does want to incentivize KDOT but there are other local factors driving participation in this project.

16. What is the driving force for wanting to pursue this project?

There is a safety and infrastructure issue to be addressed by the project. KDOT modernizing the viaduct to make the City viable for an economic corridor means that facility has to shift to the north and has impact on properties. There is currently uncertainty about these properties, which limits opportunity in the area. Economic development is an important part of the project, in addition to safety and infrastructure enhancement. As stated earlier, the operating model for KDOT has shifted to building local partnerships to complete projects. There are opportunities to apply for grants but those are national and we will go after them but this body has the decision-making authority to give us some control and get the project moving.

17. If the project was not approved by the Governing Body, when would KDOT move toward completing it?

That is unknown at this point but staff will continue to work with KDOT based on the direction given by the Governing Body. If there are other ideas on how to proceed we have the opportunity to discuss further.

18. Has research been done to see what other projects are in competition for this same KDOT funding?

Appendix B is the list of projects discussed for KDOT District 1 (which includes Topeka) during local consult meetings. These projects represent competition in District 1 but do not show other projects proposed throughout the state.

Information on other Districts is available through the following link:

<https://www.ksdot.org/LocalConsult/LocalConsult.asp>

19. As staff is negotiating the City's contribution, is it possible to leverage the fact that I-70 is a major east-to-west corridor for the state and the nation, and that this project is important for that reason?

That is a possible strategy the City can take if the Governing Body decides to. There are technical elements relating the engineering and infrastructure of the project as well as legislative elements relating to the funding availability and regular assessment of statewide project needs. Staff is working to be ready for when KDOT has funding available in the current revolving two-year review of projects.

20. With concerns regarding the closure of I-70 and rerouting traffic, is there a way to combine this project with the others needed in that area in order to avoid another closure later on?

Match money would allow work on some local streets in advance of construction of the new viaduct. This could ensure detours and local streets were ready to accommodate traffic and detours.

21. Has staff looked into the other competing projects that KDOT is investing in and if they are largely existing infrastructure or are they building new infrastructure?

The work on the South Lawrence Trafficway would consist of new improvements but staff does not have details about the project. For the Johnson County's project, there have already been several delegations to meet with KDOT to work on some project agreements about local participation. The competition is already ahead of us on both of those projects. Ultimately, the legislature, in consultation with KDOT, will decide what the transportation plan looks like.

Combined Utility Projects

- 1. Does the Shunga Creek Mitigation Project address the areas impacted by past flooding between Gage and Wanamaker?**

The project will only address the flooding concerns along that particular area identified by the Army Corps of Engineers. The Corps conducted rigid testing to compare the cost of the improvements against their economic benefits. They only participate and fund projects in areas that have met their criteria for properties that are protected versus the cost of the project. The report produced as part of this study is still available on the City website through the link provided: <https://www.topeka.org/utilities/flood-plain-study/>

- 2. Will any work be done between Gage and Wanamaker because there is not a great enough cost on that area?**

In order for the Army Corps of Engineers to participate in the project, the project needs to meet *the Corps* strict criteria in the cost benefit analysis. There would not be an opportunity for the Corps to assist in the funding for that section of the Shunga between Gage and Wanamaker within this project.

- 3. Will homes within the floodplain along the Shunga Creek need to purchase flood protection as they have had to in the past?**

The levee on the right bank of the Shunga is a spoil levee and as part of this project, the Corps has been conducting tests to assess the level of earth compaction. An outcome of the project would be to have that portion of the levee certified to provide 100-year flood protection, which would remove those homes from being within the base flood elevation and remove the need for individually purchased flood protection.

- 4. By working on these projects, is the hope that improvements in that immediate area will positively affect others, such as between Gage and Wanamaker, or will the benefits only be isolated to the areas identified in the project?**

The benefits would be isolated to the areas identified in the project.

- 5. The Shunga Creek Mitigation project only goes up to a 25 year return period so does that mean it will have no effect on flood insurance?**

That is correct.

- 6. How will additional funding generated from the utilities rates increase affect the projects in the CIP?**

Appendix C is a list of projects that the department has identified for the 2021 Water Main Replacement Program, totaling \$6.5 million worth of projects. The rate increase allowed an increase from \$4 million to \$6.5 million in projects. Appendix D shows the list of all the other programs the department is undertaking, which have also benefitted from the rate increase, as more replacement and rehabilitation work will now be possible.

- 7. Recently, about two hours of rain caused significant flooding by Lake and Seward. What is being done to address issues like that especially in older neighborhoods?**

There is a project currently in design to improve the geometry of the current bulb-outs by making them larger and deeper to provide some level of storage and water quality at three intersections, including Lake and Seward. The project will also install additional inlets to drain the water and reduce the flooding. The three intersections were initially targeted because of localized flooding. The plan is to begin improvements on those three areas in late spring/ early summer and phase other areas over the following three years.

- 8. What is the source of funding for these projects?**

That funding would be coming from the Stormwater Conveyance System Program identified on the project summary.

9. How is the maintenance and repair of water lines determined and prioritized?

Extensive assessments have calculated both the consequence of failure (COF) as well as the likelihood of failure (LOF) for the lines in the city. Multiplying these two values calculates the business risk exposure for each potential break. The department uses that data to determine which pipes are addressed first with the limited funding available each year.

10. What is the age of the pipes in the North Topeka and Oakland Neighborhoods?

Staff is gathering data and will provide the Governing Body the opportunity to review the asset maps.

11. What portion of stormwater funding has been spent on the levee in the last 10 years?

The levee has been a significant part of that expenditure with the City leveraging \$10M and \$20M coming from federal grants. Additionally, the department has worked hard to collaborate with the Fix Our Streets projects to address underlying stormwater needs simultaneously to keep those lines functioning and safe.

12. What is the difference in the Cast Iron (CI) and Ductile Iron (DI) materials used in pipe replacement?

Ductile iron allows for a thinner pipe wall while providing more strength than the same thickness of cast iron. The City policy is that for any water line up to 18 inches, Polyvinyl chloride (PVC) is used, as it is not subject to the same level of corrosion as the iron pipes.

13. Please provide more clarity on the letters that residents in the Oakland neighborhood received regarding water main issues that appear to have been the city's responsibility.

Staff believes the letters referenced are private sewer line failure letters that are utilized to request repairs be made according to City Code section 13.20.150. Typically, these are sent out when failed services cause impact to others (backups, surface failures, etc.). Through video review, staff is often able to see broken service connections that will ultimately lead to backups for the homeowner or failures on the surface. The City attempted a more proactive approach to help address these breaks before they became larger issues. Several homeowners called on a master plumber who believes that because the homes still have good flow through their system and there are no voids on the surface, that their lines and/or connections are fine. CCTV footage had been used to make what staff felt was a good faith effort to address the issues appropriately. There is a substantial cost to make those replacements, which staff understands, and works to direct residents to resources such as the Department of Neighborhood Relations, which could offer assistance. Staff would be happy to meet to review the issue and examine the photographic evidence.

14. There have been discussions about haloacetic acids (HAAs) in the past and the use of activated carbon or ozone to address their occurrence in the water. Where in the book is that project located?

That is the 2024 Disinfection Modification project. The project is several years out but that would provide the ability to treat water for taste and odor issues, as well as algal toxins, which the current system does not provide. Transitioning to ozone treatment would enable the current facility to address those toxins.

15. Are sustainable and eco-friendly options being considered here possible on some of the proposed projects?

Yes. One good example is the ongoing Biogas project, which is currently in design. Upon completion, the City will have the ability to reuse the byproduct methane that is currently flared off.

16. Please provide a list of the individual projects included in the large programs.

Appendix D is a complete list of projects within the nine Utilities Department programs.

Information Technology

- 1. It appears that some projects initiate in departments rather than with the IT department. Can you speak about how you prioritize the frontline efficiency services vs other projects? How does the communication happen?**

The IT Department handles the major infrastructure items that span all city departments. Specific items are left to the departments to determine the best technology to use. Not all the technology-based projects runs through the IT department – the departments can collaborate with IT, or have the IT department manage the project. The projects may not come to the attention of the IT department unless or until they need help. The applications used across the City have to be able to communicate with each other and at present, that is not always the case.

- 2. What is the department doing to secure the City's systems against external threats and/or users?**

The City has a very reasonable cybersecurity posture. The department is currently rolling out 2-factor authentication across the City. Cybersecurity is a very complex process primarily because the attackers change their tactics and procedures change often.

- 3. Do the City provide residents the option to pay all of their bills online like other private service providers have?**

The department is in the process of deploying a single platform that would allow users to pay any type of bill online, at any given time.

- 4. For residents who cannot go online, is there an automated system available?**

Yes. Users can do this through the Interactive Voice Response (IVR) system. It is an automated system that a user can call in and make a payment at any time. It runs through the City's 368-1111 number and provides bilingual use. The department is working on a system that will allow text message payments.

- 5. Has the public been informed about this option for text payments?**

Not yet. The project is still in the testing phase. The challenge staff is facing is that the interface is being fed by multiple applications and there is a concern about safely storing personal information, credit cards, etc. Once the system has been tested and is confirmed to be solid and ready to deploy, the public will be notified.

- 6. There are several upgrades for hundreds of PCs - are these for different departments? Why are they categorized as "Quality of Life"?**

The department has a rolling replacement cycle that lasts about 2-3 years with the 2 staff members available to upgrade the computers and operate the service desk. The City has approximately 1,140 PCs across all departments and tries to maintain a 4-year replacement cycle. Unfortunately, with only 2 staff members it is difficult to keep up with that schedule. As far as Quality of Life - IT supports the business operations of the City. Without proper technology in place, it would be very difficult for the departments to do their jobs. "Quality of Life" seemed to fit best and ties in to the Council Priorities.

General Obligation – Trans Ops Fleet Replacement Program

1. Is the department looking to repair and perform upgrades to existing equipment, or to purchase new equipment?

The department has purchased used vehicles in the past and been able to realize some fuel efficiency and emissions standards gains so that option would be considered if the right items could be found.

2. Is consideration given for equipment with multiple uses?

Yes. For example, the dump truck that is used for snow and ice removal in the winter is also used in warmer months for patching and street sweeping.

3. Has analysis been conducted on leasing vehicles and equipment as opposed to purchasing?

Yes - Appendix E is the analysis conducted by staff on options the City could pursue. As long as the City's policies and procedures are followed, the City is able to enter into leasing arrangements. However, lease payments are not able to be funded by the debt service fund and would have to be paid out of Operating Funds. The proposed CIP contemplates the issuance of general obligation bonds to fund these purchases. If the Governing Body determined that the equipment be leased, a funding allocation would need to be identified and budgeted from the Operating Funds.

4. Does the City have any current leases within either the heavy or the small fleet programs?

The City has leased police vehicles and fire apparatus in the past using operating cash funds. Leasing is a viable option but would still require funds to begin the lease. At present, the department does not have the regular, dedicated funding necessary to be able to make a conversion. Equipment can only be replaced as funds become available because there is no dedicated funding budgeted for regular replacement.

5. Does the City's procurement process provide the flexibility to take advantage of the different promotions offered by vendors?

As long as the acquisition of a leased vehicle is complies with the City's purchasing and procurement policy, the City would be eligible for a promotion.

6. What is the difference in the ability to lease IT equipment and leases for heavy equipment?

The IT Department uses Operating Funds through the fees paid by other departments to the IT Fund.

7. For a leasing program for heavy equipment, would it be a year round lease or as needed? Is that part of that conversation?

The department does rent some pieces of equipment as needed for special projects but this project would be for year round equipment needed for ongoing work around the City. This particular program is only for the heavy-duty large equipment.

8. Are electric vehicles being considered as the City fleet is updated?

The cash funded program for replacing smaller fleet vehicles does include the addition of electric charging stations for anticipated electric vehicle purchases. Hybrid vehicles that would offer greater fuel efficiencies as the fleet is modernized are also under consideration.

General Obligation Bonds and Fix Our Streets Funding

1. Will the NW Tyler- Beverly to Lyman project include sidewalks on both sides or just on the south side?

The project could include sidewalks on both sides but it is still in the design phase and would be dependent on how much right of way is needed. That has not been determined yet.

2. Is there a project in consideration from Hwy 24 to the NOTO Arts district?

We are doing a project on N. Kansas in 2020 from Morse to Soldier Creek. Appendix F is the project handout sheet from the public meeting.

3. Will the 10th Street project include sidewalks?

Yes. The project will include a 5ft sidewalk on the south side to tie into what currently exists on the east. On the north side, there will be a 10 ft. shared use path, all the way to Wanamaker.

4. Will the Tyler project relieve the congestion that was previously seen that street?

The Futures 2040 Regional Transportation Plan shows that reconstruction of NW Tyler Street will allow it to continue to operate with low levels of congestion. The section between Lyman Road and US 24 will have medium level of congestion. None of the segments on NW Tyler are forecasted to have traffic volumes greater than current lane capacity.

5. Is there a plan to improve Topeka Boulevard because that road becomes very rough especially after the winter?

There is a project scheduled but it is several years out. There will be some short-term repairs to improve the pavement condition, fix potholes, etc. until the full project can begin.

6. The work that was completed on Topeka Boulevard seems to have deteriorated quickly and much sooner than the expected life. Have we or can we go back to the construction company to have them address that?

The City only has a one-year warranty when a project is completed so nothing exceeding that is covered. One of the challenges is that the composition of the concrete used was different from in the past. The aggregate was too soft so was more adversely affected by moisture and disintegrated faster. The City has adopted a hard rock standard so anything done in the past 4-5 years uses a different aggregate so will not experience the same issue.

7. Can we look into a new contractual quality control standard beyond a year? A year seems like too short a time for the investment of tax dollars.

Staff will investigate what other communities are doing with respect to warranties.

8. When are 6th and Golden or Croco in the plan?

Staff is putting together a program this year to do concrete joint and panel replacements and 6th street is one of the areas of focus.

Countywide Half Cent

1. Are JEDO funds also used for the countywide half-cent projects?

A portion of the overall county sales tax goes to the county, another to the City and another portion to JEDO. These projects are focused on the City's portion only.

Fix Our Streets Funding

- 1. Is there a huge price difference between microsurfacing and mill and overlay? How is it determined what street gets which treatment?**
Treatment type is determined by the Pavement condition Index (PCI). The life of anything pavement between 60-55 can be extended with just a surface preparation but anything lower than that would need a mill and overlay.
- 2. Since it is a relatively new process, can we have a report done to see how the micro surfacing is going before we spend additional money on it?**
Staff will work on a report and provide later this spring.
- 3. By what percentage have the condition of the City's pavements increased?**
Staff is in the process of updating PCI evaluation for all City Streets. Staff anticipates information will be available in May of this year.
- 4. Can information be provided on what process was done on which areas of the City?**
Appendix G shows the last three years Street Projects including microsurfacing, and Appendix H shows curb and gutter, sidewalk, and alley projects for the same period.
- 5. Is the Curb and Gutter 2021 Program only looking at existing curbs and gutters? If so when do we discuss areas at risk for flash flooding and standing water who are walking on the streets because there is nowhere to walk?**
The decision was made as part of the ballot language that the citywide sales tax can only be used on existing curbs and gutters. The addition of new sidewalks is possible when citywide half cent and GO bond funds are combined.
- 6. Is there really \$1.25 million and 5 years' worth of curb and gutter repair in the City?**
Yes. There is a backlog of curb and gutter maintenance. The issue is that all the work is scattered across the City based on individual resident service requests. The best use of dollars is to do entire sections or blocks at a time so staff is working to balance the individual requests with the more efficient approach by block, as well as timing the work to coincide with needed mill and overlay or Utilities underground improvements.
- 7. Is City works now at the point where all these needed projects are in the system and can be seen all at once?**
Service requests and individual work orders are in City works but we are working to add the overall condition and an inventory of how much curb and gutter the City has as assets. Currently funding for curb and gutter does not allow for replacement within the life cycle.
- 8. Do we have a process for addressing immediate issues with sidewalks that may be a public hazard?**
Yes. The Sidewalk Master Plan does provide overall priority and sequencing and helps coordinate and address the most urgent needs first.
- 9. Are existing sidewalks next to a property the responsibility of the property owner?**
In general, yes, but if there is a project to improve the general condition of a corridor, that may be included as part of the project and covered by the City.
- 10. Is there a mechanism to allow a neighborhood built originally in the county that does not have sidewalks, curbs and gutter, or other into create a special benefits district and undertake those improvements themselves?**
Creation of a benefit district is an option. This process would allow the neighborhood to create a project and add special assessments to their property tax to pay for project cost.

11. When will the list of all the medians scheduled in the Median Replacement Program be compiled?

Appendix I is a working draft of the median list. This list does not include all median within the City. Staff is in process of combining this list with recent right-of-way asset inventory to generate a comprehensive list. Work should be complete by July.

12. For the medians, we have used the stamped brick, which looked nice and has lasted longer. Is there a departmental standard on the material used? Where are we going with the program?

The process of the stamped brick done before is lengthy and expensive. We look to make an intersection or median tie in with the surrounding area.

Federal Funding

1. Is the 50/50 program is only for replacements and not for new projects?

That is correct.

2. Is the structure and integrity of the bridge the City's responsibility?

Those are City's responsibilities. Every 2 years, the City is required to do a full inspection of all the bridges in the City and has just completed the 2019 inspections. As part of that process, the consultant that conducted the inspections will provide a detailed report of all the areas of concern along with the cost to repairs and COF.

3. Can that report be shared with the public or the Council?

Staff has completed bridge inspections and working on the 2019 Bridge Inspection Report. Staff will provide the report to Governing Body by mid-March.

Additional Follow-up Questions

1. Could we have a refresher (brief) on the master Pedestrian Plan?

The Pedestrian Plan was approved by the City Council on March 15, 2016. The purpose of the Topeka Pedestrian Master Plan is to fill a gap in planning for the City's multi-modal transportation system. Like most American cities, Topeka has focused on planning for motorized travel for decades, and the City has a well-developed roadway system as a result. Metro buses have been running for forty years in Topeka, undergoing modernization efforts in 2015 including a new route system. In regards to non-motorized travel, the recently adopted Bikeways Master Plan outlines the development of the area's future bikeways. However, Topeka's pedestrian network has not been carefully thought-out for decades, even though pedestrian pathways have been part of the City since its inception. Quality of life can be greatly improved by making improvements to Topeka's walking environment, leading to better safety and health amongst its residents, as well as community-building within neighborhoods and across the City. Even though walking can be a benefit to all Topekans, improving the atmosphere for pedestrians especially helps children, senior citizens, and people with disabilities. It can also help attract young adults to make Topeka their home. The vision and goals put forth in this Pedestrian Master Plan were derived from extensive community engagement that occurred during the master planning process.

The following is a link to the Pedestrian Plan Report:

<https://www.topeka.org/planning/pedestrian-plan/>

Here is an update on plan implementation:

2016

North Topeka East/Quincy ES – complete

SE 29th Street (Indiana to California) – complete

2017

Central Park/Robinson MS - complete

2018

East Topeka North/Scott Magnet – complete

SE 29th Street (Adams to golf course drive) – complete

2019

Elmhurst/Lowman ES – complete

SW 29th/SW Topeka Blvd (29th to 37th) – in design

2020

Old Town/Topeka High – in planning

Also....what is the usage/success of the 50-50 plan? Interested in who is applying for and using it, and what gets them to apply.

The following is a count of 50/50 sidewalk participants for the last three years.

For 2017 - **51**

For 2018 - **58**

For-2019 – **63**

This program is funded at \$100,000/year and used for reconstruction of residential sidewalks. Our experience is most residents applying have received a notice of a non-complaint sidewalk. Residents are required to pay upfront (before we do the work). One of the challenges of the program is that people typically don't need to replace their entire sidewalk – maybe a panel or two that are broken/settled (so maybe 8 to 12 feet max). We need to package work in larger quantities to get better pricing from contractors. We typically bundle 5 to 8 separate addresses together before we issue a work order to the contractor. Someone might send in their money but sidewalk isn't replaced for several months as we wait for additional property owners to send in their 50%.

2. Why the drop in Citywide Streets 2023 below expected revenue?

This CIP for Fix our Streets (1/2 Cent) was prepared to maintain average annual capital budget of \$13.3 million per year. A portion of the fund supports operating expense project managers and commodities for street repairs. Some years the total capital budget will be above the average and some below. The change compared to last year reflects adding additional operating costs (Personnel and paving materials) to the fund as part of the 2020 Budget. This change reflects increased staff time associated with Pavement Management and need to provide funding for paving materials for pothole repair and street patching.

3. Medians – people already asked.....but you have pushed \$80,000 all the way up to 2021..and don't know where you are going to use it? Don't get me wrong, I think the terrible medians need to be addressed....just trying to figure out the plan.

We routinely receive comments on the condition of medians. Developing a program to manage and prioritize median repair, replacement or removal is in process with original target to start in 2023. The City Managers office asked that we include some funds in 2021 to expedite replacement of medians in the poorest condition. We have attached a spreadsheet showing the majority of the medians in Topeka –This is not all the medians but was our first look based on a review of aerial photographs. This information is being combined with the right-of-way inventory to provide a comprehensive list of medians. Cost to replace medians is estimated at \$100/lf of median (for a 4' wide median) – in 2021 we will be able to reconstruct a maximum of 800' feet. If the medians are 8' wide, we will only get around half that length.

4. NW Tyler – I certainly support taking care of the intersection at Lyman, doing a mill and overlay and getting sidewalks in....and I want it to be nice. I don't understand that a traffic study would demonstrate any need, south of Lyman, for more than the 2-lanes, though...and I don't think that the study did. Please explain.

The City hired SBB for the design and they are currently working on design concepts. SBB is looking at the left turn crash history along the section of roadway to evaluate if it would be safer with a center turn lane. The plan is to present 3 options to the public for consideration. The anticipated concepts are the standard collector 3 lane section while others may include localized turn lanes and traffic calming measures (narrower lanes, mid-road planters, chicanes). A portion may also include dedicated on-street bike lanes. The main complaints the City staff receives along this stretch (in addition to the condition of the road) are speeding, no place to walk, and poor drainage.



Guide to Appendix Materials

Appendix	Name
A	Polk-Quincy ROW Impacts
B	KDOT District 1 Local Consult Projects
C	Utilities Future Water Main Projects Utilities Replacement & Rehabilitation CIP Programs:
D	Active and Future Projects List
E	Vehicle Leasing Discussion 2021 CIP Analysis
F	N. Kansas Avenue Project Handout
G	Street Maintenance Map
H	Curb & Gutter, Sidewalks, Alleys Map
I	Raised Median Draft Inventory

Polk-Quincy Potential ROW Impact Zone



Appendix B

KDOT Local Consult -- August 2019

New Projects Identified in Local Testimony, Delayed T-Works Projects, and Programmed POOL Projects

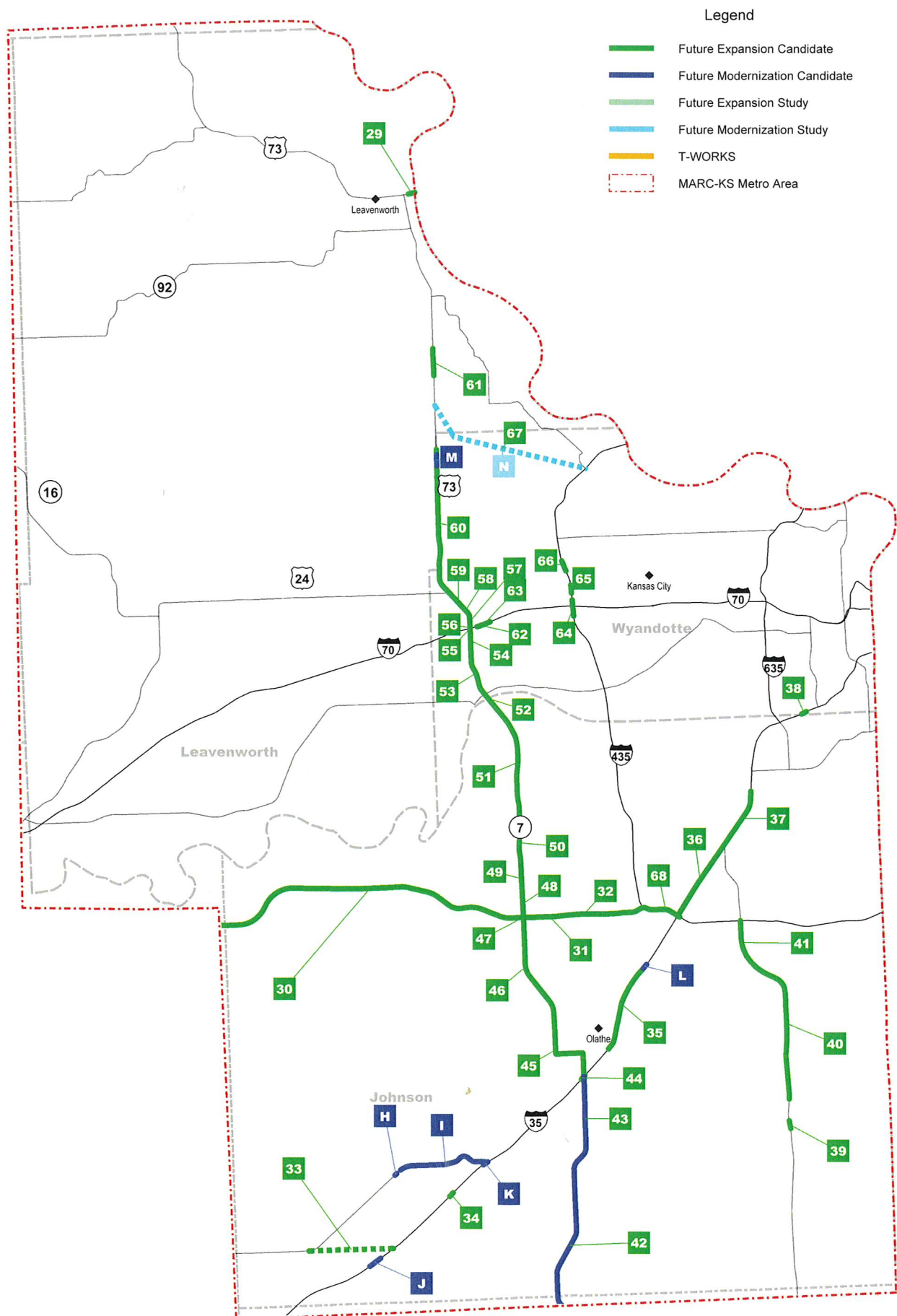
Version: 8/16/2019

DISTRICT 1

EXPANSION PROJECTS (i.e. Adding something new to the State Highway System)							
MAP ID	Route	County	KDOT District	Location	Scope	Miles	FY 2025 Construction Cost Estimate
23	US-59/K-4	Atchison	1	Nortonville to Cummings	4-lane expressway	6	\$37,380,000
24	US-59/K-4	Atchison	1	Cummings to Atchison	4-lane expressway	9	\$56,070,000
5	US-75	Brown	1	3.2 miles north of K-20, north 5.5 miles	Passing lanes	2.3	\$6,849,761
6	US-75	Brown	1	K-20 to US-36	4-lane expressway	12	\$74,760,000
7	US-75	Brown	1	K-246 north of Sabetha to KS-NE St Line	4-lane expressway	6	\$29,904,000
25	US-36	Doniphan	1	Troy to Wathena	4-lane expressway	6	\$37,380,000
26	US-40/K-10	Douglas	1	I-70 south to US-40 (6th St)	4-lane freeway, new KTA interchange	1.2	\$72,743,495
27	US-40/K-10	Douglas	1	US-40 (6th St) south and east to US-59	4-lane freeway	7.2	\$129,935,300
28	US-40/K-10	Douglas	1	Lawrence to Douglas-Johnson County line	6-lane freeway	7	\$124,600,000
4	US-75	Jackson	1	7.9 miles north of K-16, north 1.8 miles	Passing lanes	1.8	\$5,708,505
3	US-75	Jackson	1	Holton to K-20	4-lane expressway	14	\$87,220,000
19	K-4	Jefferson	1	Shawnee/Jefferson Co Line, NE to 54th Street	2-lanes on 4-lane ROW	1.9	\$19,098,000
20	K-4	Jefferson	1	54th St. to Meriden	4-lane expressway	4	\$24,920,000
21	K-4	Jefferson	1	Meriden to Valley Falls	4-lane expressway	11	\$68,530,000
22	K-4	Jefferson	1	Valley Falls to Nortonville	4-lane expressway	8	\$49,840,000
37	I-35	Johnson	1	US-69 NE to 67th St.	Reconstruct & Add Lanes	2	\$74,760,000
36	I-35	Johnson	1	I-35/I-435/K-10 NE to US-69	Reconstruct & Add Lanes	3	\$124,600,000
35	I-35	Johnson	1	Old US-56 to 119th St	Reconstruct & Add Lanes	3.6	\$112,140,000
34	I-35	Johnson	1	Moonlight/183rd St. in Gardner	New interchange	X	\$37,380,000
68	I-435	Johnson	1	I-435/I-35/K-10: Gateway Project Phase 2	Reconstruct & Add Lanes	X	\$503,754,000
51	K-7	Johnson	1	79th St. N to Kansas River Br in Shawnee	4-lane freeway	5.4	\$103,708,200
42	US-169/K-7	Johnson	1	223rd St. to 183th St.	4-lane freeway	5.2	\$186,900,000
45	K-7	Johnson	1	I-35 to 0.5 mile south of 127th St	4-lane freeway	3.5	\$149,520,000
44	K-7	Johnson	1	I-35/K-7 Interchange	Reconstruct interchange		\$124,600,000
43	US-169/K-7	Johnson	1	175th St. to I-35	4-lane freeway	2.8	\$87,220,000
47	K-7	Johnson	1	K-10/K-7 Interchange	Reconstruct interchange		\$124,600,000
50	K-7	Johnson	1	K-7/75th St. Interchange	New interchange		\$31,150,000
46	K-7	Johnson	1	0.5 mile south of 127th to K-10	4-lane freeway	3.7	\$99,680,000
49	K-7	Johnson	1	K-10 to 79th St.	4-lane freeway	3.1	\$99,680,000
52	K-7	Johnson/Wyandotte	1	Kansas River Bridge	4-lane freeway		\$49,840,000
31	K-10	Johnson	1	Lone Elm Road in Lenexa	New interchange	X	\$53,088,500
48	K-7	Johnson	1	Prairie Star Pkwy in Lenexa	Reconstruct interchange	X	\$10,888,000
32	K-10	Johnson	1	K-7 to I-435	8-lane freeway (incl. K-7/K-10 Interchange)	4	\$249,200,000
30	K-10	Johnson	1	Douglas-Johnson County line to K-7	6-lane freeway	12	\$186,900,000
33	US-56	Johnson	1	Edgerton to I-35 along 199th St.	New US-56 alignment	3	\$24,920,000
41	US-69	Johnson	1	119th St. North to I-435	6-lane freeway	1.5	\$97,558,000
39	US-69	Johnson	1	US-69 & 167th St Interchange	Reconstruct interchange	X	\$44,913,000
40	US-69	Johnson	1	119th St. South to 159th St. in Overland Park	6-lane freeway	6.1	\$228,018,000

67	K-5	Leavenworth	1	K-7/McIntire Rd. east to I-435/Wolcott Interchange	Reconstruct on new alignment	4	\$31,150,000
61	K-7	Leavenworth	1	0.5 mile north of Fairmont to Mary St	4-lane freeway	3.3	\$74,760,000
29	K-92	Leavenworth	1	Centennial Bridge	Add twin bridge		\$74,760,000
1	US-50	Lyon	1	Emporia to Lyon-Chase County line	4-lane expressway	6	\$29,904,000
2	US-75	Osage	1	Lyndon to Carbondale	4-lane freeway	13.3	\$165,718,000
8	US-24	Pottawatomie	1	Wamego to St. Marys	4-lane expressway	11	\$68,530,000
13	I-70	Shawnee	1	MacVicar to 4th Street	6-lane freeway (includes Polk-Quincy Viaduct)	2.4	\$233,754,000
16	I-70	Shawnee	1	4th Street to California St	6-lane freeway	1.7	\$146,900,000
17	I-470	Shawnee	1	I-470/KTA & 29th St. in SE Topeka	New interchange (note: under KTA jurisdiction)	X	\$54,440,000
18	K-4	Shawnee	1	Kansas River Bridge, N to Shawnee/Jefferson Co Line	2-lanes on 4-lane ROW	2.9	\$30,930,000
11	US-24	Shawnee	1	Silver Lake to Topeka	4-lane expressway	7	\$43,610,000
10	US-24	Shawnee	1	Rossville to Silver Lake	4-lane expressway	5	\$31,150,000
9	US-24	Shawnee	1	St. Marys to Rossville	4-lane expressway	7	\$43,610,000
38	I-35	Wyandotte	1	I-35 & Lamar Interchange	Reconstruct interchange		\$31,150,000
55	I-70	Wyandotte	1	I-70/K-7 Interchange	Construct east half of the interchange	3.1	\$40,589,000
56	K-7	Wyandotte	1	Speaker Road north to Riverview Ave	6 lane freeway	0.8	\$64,580,000
62	I-70	Wyandotte	1	Wyandotte/Leavenworth Co Line, to 3/4 mile E of K-7	Eastbound I-70 to a 3-lane freeway	2.1	\$22,567,000
63	I-70	Wyandotte	1	Wyandotte/Leavenworth Co Line, to 1 mile east of K-7	Westbound I-70 to a 3-lane freeway	2.3	\$23,750,000
57	K-7	Wyandotte	1	I-70 to north of 130th St	6 lane freeway	0.8	\$43,812,000
65	I-435	Wyandotte	1	State Avenue Interchange	Diverging Diamond Interchange	0.0	\$24,121,000
64	I-435	Wyandotte	1	I-70 Interchange	Reconstruct interchange	X	\$46,524,120
66	I-435	Wyandotte	1	Parallel Parkway Interchange	Reconstruct interchange	X	\$17,259,840
54	K-7	Wyandotte	1	Kansas Avenue north to Speaker Rd	6-lane freeway (Interchange at Kansas Ave)	1.0	\$54,851,000
59	US-24/K-7	Wyandotte	1	130th St. to US-24/40	4-lane freeway	0.8	\$24,920,000
60	US-73/K-7	Wyandotte	1	US-24/40 to 0.5 mile north of Fairmont	4-lane freeway	5.5	\$124,600,000
53	K-7	Wyandotte	1	Kansas River Bridge to Kansas Avenue	4-lane freeway	2.1	\$62,300,000
58	US-24/K-7	Wyandotte	1	Canaan Center Drive north 1 mile	6-lane freeway (interchange at 130th St)	1.0	\$49,795,000
14	I-70	Shawnee	1	McVicar to California (Polk/Quincy Viaduct) in Topeka	PE for I-70 Polk/Quincy Viaduct Study	4.1	\$13,500,000
15	I-70	Shawnee	1	BNSF Railroad Spur, south of 10th St.	Construction of railroad turntable and approach work	4.1	\$3,500,000
12	I-70	Shawnee	1	I-470 to SW MacVicar St in Topeka	Corridor Study	X	\$680,500

MODERNIZATION PROJECTS (i.e. Adding shoulders, intersection improvements, straightening curves, flattening hills)							
MAP ID	Route	County	KDOT District	Location	Scope	Miles	FY 2025 Construction Cost Estimate
A	K031	Osage	1	Osage City East to US-75	Reconstruct	7	\$26,798,968
E	K-20	Brown	1	US-75 to Horton	Reconstruct	10	\$31,150,000
F	US-40	Douglas	1	US-40 (6th St)/K-10 Interchange at Lawrence	Reconstruct Interchange as DDI	0.6	\$10,161,000
G	US-40/K-10	Douglas	1	27th Street (Wakarusa Rd) at Lawrence	Intersection Improvement	X	\$340,148
D	K-16	Jackson	1	K-116 to 3 mi W of Holton	Reconstruct	6	\$18,690,000
J	I-35	Johnson	1	Improvements for Intermodal Facility	Reconstruct	X	\$34,025,000
K	I-35	Johnson	1	US-56 Interchange	Reconfigure Interchange to urban diamond	X	\$19,936,000
H	US-56	Johnson	1	Waverly Road Intersection	Reconstruct Intersection	X	\$8,722,000
I	US-56	Johnson	1	Thru Gardner	Reconstruct	2.2	\$9,968,000
L	I-35	Johnson	1	119th St. Interchange in Olathe	Reconstruct Interchange as DDI	X	\$29,904,000
B	K-99	Wabaunsee	1	I-70 north 2 miles	Reconstruct	2.0	\$11,324,000
C	K-99	Wabaunsee	1	6 mi N of I-70, N to Wabaunsee/Pottawatomie Co Line	Reconstruct	3.2	\$17,835,000
M	K-7	Wyandotte	1	Hollingsworth Rd, 5.6 mi N of I-70	Construct left-turn lanes	X	\$1,020,750
N	I-435	Wyandotte	1	K-7 in Lansing to I-435 Interchange at N 93rd St	Corridor Study for new highway route	10	\$2,041,500



Kansas City Metro Projects - District 1

Appendix C

Utilities Future Water Main Projects

Project	Cost Estimate	Linear Feet	Year	Size	Material	Breaks	Cost of Breaks	Notes
US 24, Tyler to Rochester Connection	\$202,442.70	223	---	12"	---	---	---	Distribution system optimization. New line to provide looped feed.
12th Street	\$1,200,000.00	1,350	1947	12"	CI	4	\$66,191.58	½ cent roadway project. Worst 10% LOF, Highest rank 5 BRE
45th Street	\$177,200.00	245	1992	16" 12"	DI	---	---	Relocation for countywide ½ cent roadway project
SW Ashworth	\$243,000.00	1,300	1992	8"	DI	19	\$67,066.00	High break count, worst 1% LOF, high rank 4-5 BRE
Quincy St - SE 6th St to 8th St	\$411,000.00	1,100	1905	10" 4"	CI	12	\$101,331.10	Worst 3%-25% LOF, Highest BRE, Citywide ½ cent roadway project
21st & Topeka Blvd	\$720,000.00	1,321	1950's	12"	CI	3	\$229,804.00	High cost of repairs, High rank 5 BRE
Denny's - 1518 SW Westport Dr.	\$62,400.00	300	1989	8"	DI	9	\$75,681.00	High break count, Worst 1% LOF
NE Crane St. - Jefferson to Monroe, Monroe & Madison from Crane to 1st	\$960,000.00	2,000	1933	10"	CI	11	\$97,856.72	High cost of breaks, High COF, Rank 3-5 BRE
Moundview	\$325,000.00	1,300	1994	6"	DI	5	\$25,739.00	Water quality issues, fixing dead end with loop
Western Ave – 8 th and Western, 5 th and Tyler	\$350,000.00	300	1884 1954	6"	CI	---	---	Relocation for storm sewer project
Villa West - from 25th St to 29th St	\$936,000.00	2,600	1986	8"	DI	22	\$128,424.00	High break count, Worst 10% LOF
Sherwood Crossing Center	\$25,000.00	150	1981	8"	DI	0	---	WL found too Shallow

Quincy St - SE 8th St to 10th St	\$411,000.00	1,100	1905	10" 4'	CI	10	\$68,426.92	Worst 3%-25% LOF, Highest BRE, Citywide ½ cent roadway project
Westridge Mall	\$408,000.00	1700	1989	8"	DI	7	\$18,222.00	Worst 10% LOF, High COF/BRE
SE Gemini Ave & SE Aries	\$468,000.00	1600	1986	6"	DI	16	\$53,129.94	High break count, Worst 1-3% LOF
Montara Phase I – Windsong Dr.	\$1,680,000.00	7000	1966	6" 10"	CI	28	\$110,150.80	High break count, Worst 1%-25% LOF

Appendix D

Utilities Replacement & Rehabilitation CIP Programs Active and Future Projects List

The list of projects under each rehabilitation and replacement program are provisional and used as a planning mechanism for the program moneys. Additional urgent projects may be added to the list, displacing other projects which would become unfunded and addressed in a subsequent program year. Projects may be relocated to other CIP program years according to available funding as the scope of projects become defined and current projects are completed.

Projects listed as “Active” are currently in design, construction, or close-out phase.

Active Stormwater Conveyance System Rehab & Replacement Program Projects

6th and California Stormsewer Improvements
North Kansas Ave Morse to Soldier Stormwater Improvements
SW Gage 37th to 45 Stormwater Improvements
Seward Ave Bulbout Rehabilitation
SW Plass Storm Project 2200 Block
Brookfield Drainage Channel Improvements
2nd and Chandler Stormwater Improvements
Fillmore to Central Park and 32nd Storm Improvement
Downtown Plaza 7th and Kansas Stormwater Replacement
Chesney Park Stormwater Improvements
8th Street Combined Sewer Separation Project Phase II
SE 10th Street Deer Creek to Wittenberg Storm Improvement
Tennessee Town SORT storm improvements
Clarion Stormwater Improvement Project
8th Street Topeka to and Tyler storm sewer replacement
SW Gage 25th to 29th Stormwater Rehabilitation
South Shunga Basin Drainage Study and Storm Improvements
N Kansas, Curtis to Norris St
8th and Western to 5th and Polk Storm Sewer

2021+ Stormwater Conveyance System Rehab & Replacement Program Projects

Stormwater Master Plan
NW Tyler St from NW Lyman Rd to NW Beverly
NW Furman Rd, Lower Silver Lake Rd to US-24 Frontage Rd
SE Carnahan Ave/Deer Creek Tfrwy/I-70
SE Deer Creek Trfwy, I-70 to 6th Ave
SW 12th Street from SW Gage Blvd to SW Kansas Ave
Western 8th to 12th

Active Wastewater Lining & Replacement Program Projects

Downtown Plaza 7th & Kansas Wastewater Replacement
SE 30th & Kentucky Ave. - Sanitary Sewer Replacement
1st & Greenwood Sanitary Rehab
31st & Topeka McDonald's Sewer Rehabilitation
Van Buren Jackson Sanitary Line Rehabilitation
18th and Topeka Blvd Sanitary Sewer Replacement/Relocation
Adams – 33rd to 37th
SW Pembroke Ln Sewer Replacement
CCTV – F5, 6, 7, 8, 9, & G10 (generally in Central Topeka bounded by Gage and Jackson and 10th and 17th)
Huntoon & McAlister Realignment

2021+ Wastewater Lining & Replacement Program Projects

12th Street Corridor - in conjunction with ½ cent roadway project
Quarter sections identified for rehab through CCTV work (generally in central Topeka bounded by Gage and Jackson and 10th and 17th)
45th Street, SE West Edge and SE Berryton

Active Wastewater Interceptor Rehab & Replacement Program Projects

Chandler Interceptor Emergency Repair
Geotechnical services gravity influent line repair Ash Street PS
Roosevelt Sewer between Ward Creek and SW 12th
Roosevelt & Cross Town TV
Chandler and Shunga/Lake TV
Butcher Creek TV
Chandler Interceptor Emergency Repair Ph II

2021+ Wastewater Interceptor Rehab & Replacement Program Projects

Van Buren Jackson Interceptor
Roosevelt & Crosstown Interceptor – 10th Street
Roosevelt & Crosstown Interceptor – 12th Street
Quinton Interceptor

2021+ Wastewater Force Main Rehab & Replacement Program Projects

Shunga Force Main
Grant Jefferson Force Main
South Kansas Force Main

Active Water Main Replacement Program Projects

SE 29th Croco to Golden Ave
Chesney Park Neighborhood Improvements Ph II
Quinton Heights SORT
Lincoln St - 10th to Munson
Jefferson Trafficway 1st to 2nd and Crane
SW Broadview to 21st to 17th Ph II
8th - College Ave to Topeka Blvd; Tyler to Topeka Waterline
SE Norwood and SE 2nd 24" Transmission and 12" connection
Downtown Topeka Plaza 7th & Kansas Waterline Replacement
Morrill Rd Waterline Relocation
Oakley Ave - 18th to 21st Waterline
SW Edgewater Ter Waterline – Morningside to Eveningside

2021+ Water Main Replacement Program Projects

US 24, Tyler to Rochester Connection
12th Street
45th Street, SE West Edge and SE Berryton
SW Ashworth , SW Huntoon to SW Arrowhead
Quincy St - SE 6th St to 8th St
21st & Topeka Blvd
Denny's - 1518 SW Westport Dr.
NE Crane St. -Jefferson to Monroe, Monroe & Madison from Crane to 1st
Moundview
Western Ave – 8th and Western, 5th and Tyler
Villa West - from 25th St to 29th St
Sherwood Crossing Center
Quincy St - SE 8th St to 10th St
Westridge Mall
SE Gemini Ave & SE Aries
Montara Phase I – Windsong Dr.

Appendix E

City of Topeka Leasing Discussion

During the 2021 Capital Improvement Budget Work Session, City staff received a question regarding the use of lease arrangements to address vehicle and heavy equipment needs (Equipment). The City can utilize lease arrangements to acquire Equipment that is currently contemplated in the capital improvement budget. The City has used lease arrangements in the past for vehicles and heavy equipment, such as police cars and fire apparatus.

The use of lease arrangements must consider both the long-term versus short-term financial costs along with consideration on operational effectiveness. In terms of financial impacts, lease arrangements are paid for through the City's Operating Funds while General Obligation Bonds are paid out of the City Debt Service Fund. As a result, leasing equipment has a negative impact on the City's ability to comport with the Tax Lid while bonding for equipment does not. Both lease arrangements and debt issuance include a cost of capital. The use of leases includes the lessor's cost of capital plus profit margin, which in most cases will exceed the City's cost to access the municipal market. The decision to lease does not circumvent the City's requirement to follow government procurement policy and law. The operational effectiveness considerations include an analysis of factors such as the type of equipment, standard useful life, frequency of use, maintenance requirements, time out of service, and the need to ensure access to equipment during an emergency. The City should weigh both the financial impact along with the impact on operations.

1. What are the financial implications to the use of operating and/or financing leases versus general obligation bonds?

With an operating lease, the City's lease payments are considered operating expenses, which may not be financed out of the debt service fund but do count against the Tax Lid. Under an operating lease, the City does not ever own the equipment, returning it to the vendor at the end of the lease term.

With a financing lease, the City's lease payments are also considered operating expenses, which may not be financed out of the debt service fund but do count against the Tax Lid. At the end of the term of a financing lease, the City would have right to acquire title to the equipment at its fair market value (thus completing the purchase). With the right financing lease provider, the City could benefit from a tax-exempt lease, lowering its borrowing costs.

With general obligation bonds, the City would use bond proceeds to acquire the equipment. General obligation debt service payments could be financed out of the Debt Service Fund. Principal and interest on general obligation bonds is exempted from the Tax Lid. All things equal, GO bonds would likely produce the lowest cost of funds as the interest rate on the bonds would be based upon the City's strong credit rating and its ability to issue tax-exempt bonds.

If the City added equipment financing to a GO bond that would have been issued anyway (such as the City's regular late summer bond issuance), the marginal cost would be low—likely 0.5% to 1.0% of the cost of the equipment.

Lease-purchase financing can also be very efficient, particularly if the financing lease uses a provider that already has a master leasing arrangement with the City.

Generally, the City should not finance an asset over a period longer than the useful economic life of that asset. With either a financing lease or GO bonds, the City can tailor the term of repayment to match the expected life of the equipment.

2. What are the permitted ways in which the City can finance the use or acquisition of equipment? Is the City permitted to use equipment leases?

Cities in Kansas are able to incur debt in three ways: bonds, notes and state loan programs (such as the revolving loan program for water treatment or wastewater treatment improvements). Commercial loans, lines of credit and seller financing are all generally impermissible forms of debt.

All Kansas local governments are subject to the Kansas Cash Basis law which precludes local governments from spending money they do not have available and from entering into obligations that span beyond a fiscal year. There are a few exceptions to Cash Basis, including the three modes of borrowing (bonds, notes, and special loan programs).

Cities are able to use their general contracting powers to enter into operating leases and financing leases. Due to Cash Basis law considerations, multi-year lease contracts are subject to breakage (annual appropriation) by the City each year where a non-appropriation is *not* an event of default. Effectively, multi-year leases are constructed as a series of one-year leases where the City has the right to terminate the lease before each annual renewal without penalty (other than loss of use of the asset being leased). Leases can take the form of a right-to-use (operating lease) or a financing lease, as described below.

3. Can lease arrangements be used to acquire heavy-duty equipment and vehicles?

The City is able to engage in the lease of equipment and has previously utilized this arrangement. The lease and/or purchase must be in compliance with COT procurement policy, which encourages competition by promoting, to the greatest extent possible, open and competitive bidding (Procurement Policy, section 1.2 D). The typical lease arrangements contemplated by Kansas municipalities are:

- **Operating Lease** – Operating leases are treated as current operating expenses as they are essentially a payment for the right-to-use the equipment. With an operating lease, the City returns the equipment to the lessor at the end of the lease term. Operating Funds would need to be identified as a payment source for the lease, as the Debt Service Fund cannot be used to pay a lease payment. The City would essentially be borrowing at the financing company's cost of capital plus their profit margin. Private companies are likely to have a higher cost of capital than the City (very few private companies carry 'AA' credit ratings and they generally cannot borrow on a tax-exempt basis).

Typically, under an operating lease, the equipment vendor is also the lessor. Because lease payments are operating expenses, they count against the Tax Lid.

- **Financing Lease (Lease Purchase)** – At the end of the lease term on a financing lease, the City has the right to purchase the equipment at fair market value. Lease-purchases will require the equipment being financed to be pledged or mortgaged, something not required with a general obligation bond financing. If structured correctly, financing leases (lease-purchases) can gain the benefit of tax-exemption if the leasing company provides such a program. However, the City would still be borrowing at the financing company's cost of capital plus profit, but these rates have tended to be aggressive in recent years.

Typically with a lease purchase, the equipment vendor is not the lessor. Municipal leasing is typically secured through large banks and specialty financing companies. As with operating leases, purchases on a lease-purchase financing are operating expenses and count against the Tax Lid.

4. Can the City participate in larger leasing programs and/or directly with an outside vendor?

The City can use its general contracting power to enter into operating leases or financing leases (lease-purchase). Regardless of the type of lease, the City must still follow purchasing and procurement policies and laws. In general, competitively bid financing leases generate better results than using the equipment vendor's own financing arm. Typically, the City would either choose to engage vendors through a bid process or utilize a state or national purchasing consortium, after the open and transparent process has been verified.

To engage directly with vehicle and/or equipment vendors, the City would issue a public open bid request.

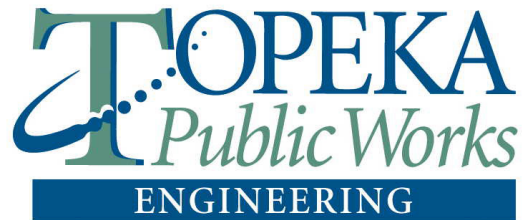
The State of Kansas currently utilizes lease arrangements for some of their equipment fleet. If the State's contract permits the City to purchase off of that particular contract then the City would be able to access the same types of lease. There are other national purchasing consortiums, such as Sourcewell or HGAC, which the City, after confirming that adequate competitive bidding requirements were met, could also access.

5. Is there an operational benefit to the use of lease transactions in the purchase vehicle and equipment? If so, what is the cost benefit of this arrangement?

The decision to pay for right-to-use equipment versus acquiring it should consider the intensity of the City's projected use of such equipment. If the City will use the equipment heavily during the lease term, leaving very little residual value, it may be beneficial for the City to use an operating lease.

If the City, instead, will use the equipment lightly each year but expects to be able to maintain that vehicle in the City's fleet for a long period of time (due to its light use), an acquisition through GO bonds or a lease-purchase may be warranted.

City of Topeka



Public Meeting

N. Kansas Avenue from N.E. Morse Street to N.E. Soldier Street

Project No. T-841017.85

STREET IMPROVEMENTS

- Full depth pavement replacement
 - Asphalt mainline
 - Concrete Intersections (N.E. Morse St. and N.E. Paramore St.)
- Three lane street with on-street parking
- Sidewalk and ramp improvements – where indicated
- Storm sewer inlet adjustment to new pavement
- Street return and drive replacement
- Waterline replacement
 - From N.E. Morse St. to N.E. St. John St.
- Construction Sequence
 - Half at a time (drive access to be maintained)

CONTACT INFORMATION

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David Bevens, Community Information Manager

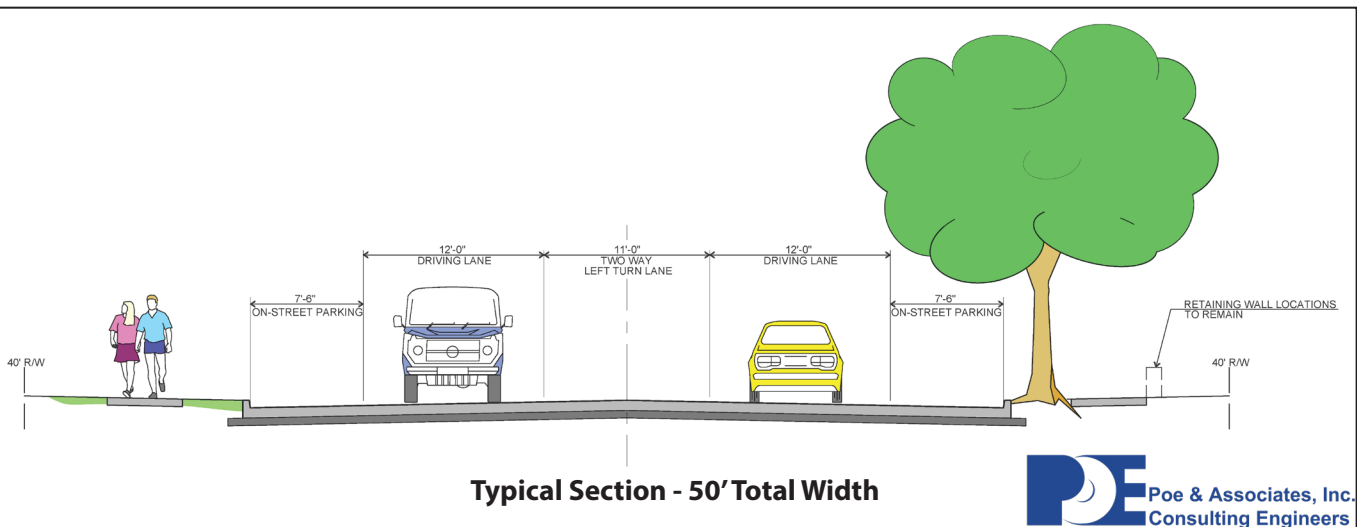
Office: (785) 368-1642

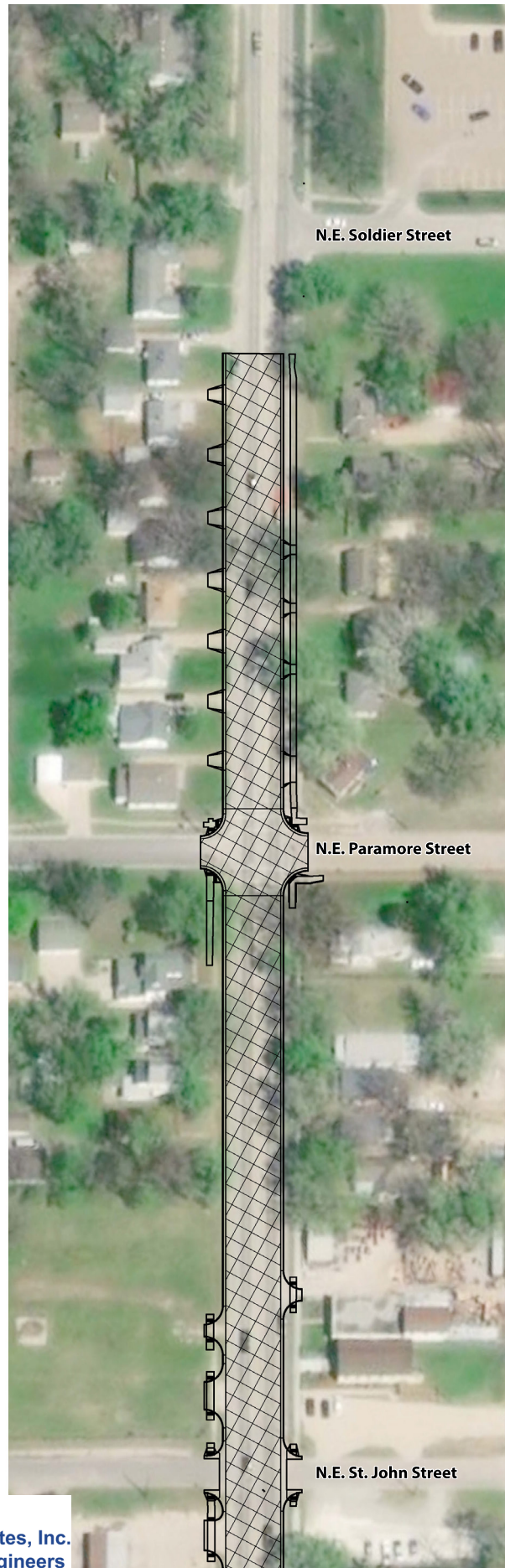
Poe & Associates, Inc.

Tommy Evans, P.E., Project Manager

Geoff Thompson, P.E., Project Engineer

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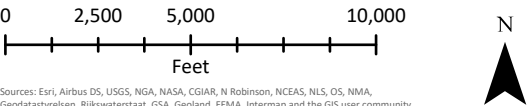
Appendix G



City of Topeka, Kansas Street Maintenance 2016-2019

- Reconstruction
 - Reconstruction Projects
- Major Rehabilitation
 - Mill & Overlay
 - Street Dept Mill and Overlay, Partial Mill & Overlay, Brick Work
 - Full Depth Patching *
- Preventative Maintenance
 - 2018-2019 Microsurfacing
- Future Planned Work
 - Future Street Projects
 - 2020 Microsurfacing Candidates

* Full Depth Patching represents the street segment where work was performed but only the worst sections of the road are repaired unlike a complete reconstruction



Sources: Esri, Airbus DS, USGS, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatasysteisen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

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Appendix H



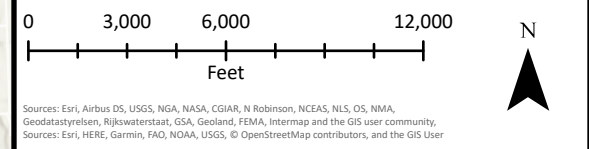
City of Topeka, Kansas Curb & Gutter, Sidewalks, Alleys 2016-2019

2016-2019 Curb, Sidewalk, and Alley Work *

- Curb & Gutter **
 - Alley
 - Sidewalks/Ramps
 - 2016-2019 Infill and ADA Program Areas
- ### Future Planned Work
- Alley
 - Curb & Gutter
 - 2020 Infill and ADA Program
 - 2021 Infill and ADA Program
 - 2022 Infill and ADA Program

* Curb & Gutter and Sidewalks/Ramps on this map do not include the replacement of these assets on larger reconstruction, Major Rehabilitation projects.

** Curb & Gutter represents the street segment where work was performed but only damaged areas may have been repaired



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Appendix I

Raised Medians - Draft Inventory 02 07 20

Location	North leg	South Leg	East Leg	West Leg	Between Lanes	Notes
NW/NE Morse St. (Central Ave. to Monroe St.)					Chip Seal	
W 1st Ave. (I-70 overpass)					Chip Seal	
E 1st Ave. (Kansas Ave. to Adams St.)					Gravel/RR Tracks	
SE 4th St. (Monroe St. to Madison St.)					Chip Seal	
SW 6th Ave. & Fairlawn Rd.	Chip Seal	Chip Seal				
SE 6th Ave. & Branner Trfwy.		Chip Seal	Chip Seal	Chip Seal		
SE 6th Ave. & Deer Creek Trfwy.	Concrete	Concrete				
SE Deer Creek Trfwy. (6th St. to I-70)					Vegetation; Chip Seal at 6th Ave, 8th St, & 10th St	
SW 8th Ave. (Lincoln St. to Buchanan St.)					Vegetation	
SW 8th Ave. & Van Buren St.			Vegetation	Vegetation		
SE 10th Ave. & Branner Trfwy.	Chip Seal	Chip Seal				
SW Huntoon St. & Arvonias Pl.			Concrete	Concrete		
SW Huntoon St. & Wanamaker Rd.		Chip Seal	Chip Seal	Chip Seal		
SW Wanamaker Rd. (Westport Dr. to I-470 off ramp)					Chip Seal	
SW Huntoon St. (1,000 ft. east of Fairlawn Rd.)					Vegetation	
SW Huntoon St. & Gage Blvd.	Chip Seal	Chip Seal				
SW 12th St. & Gage Blvd.	Chip Seal	Chip Seal				
SW/SE 12th St. (SW Harrison St. to alley east of SE Quincy St.)					Chip Seal	
SW 17th St. & Fairlawn Rd.		Chip Seal	Chip Seal	Chip Seal		
SW 17th St. (Plass Ave. to Mulvane St.)					Vegetation; Concrete at each end thru out	
SW 17th St. & Washburn Ave.	Concrete (Red Brick)	Chip Seal				
SW 21st St. & Wanamaker Rd.				Concrete (Stone)		
SW 21st St. (NB I-470 on ramp to Arrowhead Rd.)					Chip Seal	
SW 21st St. & Fairlawn Rd.	Chip Seal	Chip Seal	Chip Seal	Chip Seal		
SW 21st St. & Gage Blvd.	Concrete (Red Brick)			Concrete (Red Brick)		
SW 21st St. & Washburn Ave.	Concrete (Red Brick)	Concrete (Red Brick)	Concrete (Red Brick)			
SW 21st St. & Topeka Blvd.	Chip Seal	Chip Seal	Chip Seal	Concrete (Red Brick)		
SW/SE 21st St. & Kansas Ave.	Concrete (Stone)	Concrete (Stone)	Concrete (Stone)	Concrete (Stone)		
SE 21st St. (400 ft. east of Kansas Ave. to Madison St.)					Concrete across 2 bridges. Otherwise, Chip Seal.	
SE 21st St. & Adams St.	Chip Seal	Chip Seal	Chip Seal	Chip Seal		
SW 29th St. & Wanamaker Rd.	Concrete (Red Brick)	Concrete (Red Brick)	Concrete (Red Brick)	Concrete (Red Brick)		
SW 29th St. (I-470 overpass)					Concrete	
SW 29th St. & Fairlawn Rd.	Concrete (Red Brick)	Concrete (Red Brick)	Concrete (Red Brick)	Concrete (Red Brick)		
SW 29th St./Fairlawn Rd. Connector					Concrete (Red Brick)	
SW Fairlawn Rd. (south of I-470 overpass)					Concrete	
SW 29th St. & Gage Blvd.	Concrete (Red Brick)	Concrete (Red Brick)	Concrete (Red Brick)	Concrete (Red Brick)		
SW 29th St. & Burlingame Rd.	Concrete (Stone)	Concrete (Stone)	Concrete (Stone)			
SW 29th St. & Topeka Blvd.	Concrete (Red Brick)			Concrete (Red Brick)		
SW/SE 29th St. & Kansas Ave.	Chip Seal					
SE 29th St. (1000 ft. east of Kansas Ave.)					Concrete	
SE 29th St. & Adams St.	Concrete (Stone)	Concrete (Stone)	Concrete (Stone)	Concrete (Stone) (2 medians)		
SE 29th St. & California Ave.	Concrete (Red Brick)			Concrete (Red Brick)		
SE 29th St. & Aquarius Dr.	Vegetation					
SE 29th St. & Beach Dr.	Vegetation					
SW 37th St. & Burlingame Rd.	Chip Seal	Concrete	Chip Seal			
SW 37th St. & Topeka Blvd.		Concrete (2 medians)	Concrete			
SW/SE 37th St. & Kansas Ave.				Concrete		
SE Lakeshore Blvd. (37th St. to West Edge Rd.)					Vegetation	
SW 42nd St. & Burlingame Rd.	Concrete	Concrete	Concrete			
SW Gage Blvd. (I-470 Interchange)					Concrete (Red Brick)	
SW Burlingame Rd. (I-470 Interchange)					Concrete	
NW Rochester Rd. (US-24 to 25th St.)					Concrete	
SW Topeka Blvd. (south of 45th St. to north of 42nd St.)					Concrete/Chip seal south of 45th St. Otherwise, Chip Seal.	
SW Topeka Blvd./I-470/S Kansas Ave.	Chip Seal	Chip Seal (2 medians)	Concrete	Concrete		
SW 38th St. & Topeka Blvd.		Chip Seal				
SW Topeka Blvd. (37th St. to 29th St.)					Concrete (Red Brick)	
S Kansas Ave. (mid-block between 11th St. and 10th Ave.)					Concrete/Vegetation	
S Kansas Ave. (mid-block between 6th Ave. and 5th St.)					Concrete/Vegetation	
S Kansas Ave. (mid-block between 5th St. and 4th St.)					Concrete/Vegetation	
N Kansas Ave. (north of 1st St.)					Concrete	
N Kansas Ave. (at Laurent St.)					Concrete	