



Call to Order/Opening Business

1. Roll Call
2. Approval of Minutes for July 27th, 2023
3. Public Comment

Action Items

1. 2021-2022 Transportation Improvement Plan (TIP) Amendment 14 (Attached) **Carlton Scroggins/KDOT**
 - 1) **C-5033-01:** (Amended project) Upgrade traffic signals with protected lefts for RR Crossing and at intersections with left turn bays.
 - 2) **C-5251-01:** (New Project) Shawnee County Auburn Road Roundabout, 0.5-mile segment of Auburn Rd. between SW 29th St. and K-4.
 - 3) **KA-6232-02:** (Revision) Culvert Repair #512 on I-70 in Shawnee County, I-70: Culvert #512 (Kansas River Drainage) located 0.58 Miles East of US-75.
 - 4) **KA-6740-01:** (Amended Project) Repair bridge #154 on US-75 in Shawnee county, US-75: Bridge #154 (Kansas River, Union Pacific Railroad) located 0.5 Miles north of east junction US-75/I-70. Revised letting
 - 5) **KA-7198-01:** (New Project) Resurfacing on I-70 in Shawnee county. I-70: from 0.41 mile west of Urish Road, east to west edge wearing surface of MacVicar Avenue and from southeast 6th Street, east to 0.47 mile east of Croco Road.
 - 6) **KA-7239-01:** Child project of KA-7198-01.
 - 7) **KA-7199-01:** (New Project) Resurfacing on I-470 in Shawnee county. I-470: from west I-70/I-470 junction, east to west edge wearing surface of 37th Street bridge and 0.1 mile west of Martin Drive, east to KTA.
 - 8) **KA-7240-01:** Child project of KA-7199-01.
 - 9) **KA-7039-01:** (New Project) Replace multiple Bridges on I-470 in Shawnee County.
 - 10) **TE-0505-02:** (Revision) Topeka: Bikeways Trail Connections, 10 locations connecting to Landon, Shunga and North Levee Trails.
 - 11) **KA-7143-01:** (Project Canceled) Pavement markings on I-70. I-70: from 1.6 miles east of junction I-70/K-4, east to MacVicar.
(Request approval to submit to OneDot for including into STIP)
2. 2024 UPWP Final Draft (Attached) **Carlton Scroggins**
3. 2020 MTPO Urbanized Area boundary (Attached) **Carlton Scroggins**
(Request final approval/adoption)
4. MTPO/TMTA/KDOT Cooperative Agreement Adopted Oct. 18, 2023

Quick Updates

1. MTPO Projects: SRTS; Bikeways Circulation Study **Taylor Wolfe**

Adjourn



ADA Notice & Title VI Compliance: For special accommodations for this event, please contact the Planning Division at 785-368-3728 at least three working days in advance. The MTPO assures that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, be excluded from participation, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

CITY OF TOPEKA
**METROPOLITAN TOPEKA PLANNING ORGANIZATION
POLICY BOARD**

MINUTES

July 27, 2023

Voting Members present: Ryne Dowling (Zoom), Karen Hiller(Zoom), Aaron Mays (Zoom), Mike Moriarty, Bob Nugent (Zoom), Sylvia Ortiz (Zoom), Jim Tobaben (6)
(via video conference)

Voting Members absent: Brett Kell (1)

City Staff present: Rhiannon Friedman, Planning & Development Director; Carlton Scroggins, Transportation Planning Manager; Taylor Wolfe, Transportation Planner; Amanda Tituana-Feijoo, Admin

Welcome – Ms. Ortiz called the meeting to order with 6 members present for a quorum at 1:34pm

Approval of Minutes for May 25, 2023 - Motion by Mr. Mays to approve, **second** by Ms. Hiller. **APPROVED 5-0-1** (Jim Tobaben abstained)

Public Comments:

NA

Action Items:

1. 2021-2024 TIP-Amendment 13 (Attached) (Carlton Scroggins)
 - a. **C-5033-01:** Topeka Blvd at 57th, University & Gary Ormsby: Upgrade traffic signals with protected lefts for RR Crossing and at intersections with left turn bays. (**Revision:** Revised letting date from June to September 2023, fiscal year from 2023 to 2024)

Commissioner Mays commented to the railroad crossing. It is a railroad right of way, and it took almost three years to get approval from the railroad. Mr. Mays informed the group that the project cost about half a million extra because they couldn't sign the paperwork.

Commissioner Ortiz (coming back to this particular project) inquired about the reasoning for the pushback, and whether or not it had to do with a cost increase?

Carlton Scroggins: Yes, the let date was pushed back to September because of the cost increase.

- b. **KA-1266-04:** Polk/Quincy Viaduct approach roadway. (**Revision:** 2% increase, revised cost to reflect March bi-annual estimate.)
- c. **KA-5766-01:** Bridge #046 on I-470 in Shawnee County. Bridge replacement. (**Amendment:** 37% cost increase)

- d. **KA-6740-01:** Repair bridge #154 and #162 on US-75 in Shawnee county (**Revision:** Revised letting date from June 2023 to September 2023, fiscal year from 2023 to 2024 and cost estimate to reflect change in fiscal year)
- e. **KA-7143-01:** Remove all deteriorated and existing pavement markings and replace with multi-component pavement markings. ***CHILD PROJECT FOR KA-0431-23 (**New project**)

Commissioner Hiller inquired if half a million dollars would be spent on work for a part of I-70 that is about to get torn down, or are they going to do new stuff all over. Mr. Dowling informed Ms. Hiller that there is a parent project, and

Ryne Dowling informed the group that this particular project is tied to a parent project; however he would look further into the project.

Commissioner Hiller expressed concern that the project itself is confusing. It appears as if a part of I-70 is going under construction, just to be tore up in the near future, assuming it would be in conflict with the Polk – Quincy Via- duct project.

Mike Moriarty asked for clarification on the parent project, and Ryne Dowling confirmed it was KA0431-23.

Commissioner Hiller (addressing KDOT) asked if it was normal to spend half a million dollars on pavement markings in the specified segments. Mr. Dowling couldn't speak on past events, but again stated that he could look into it. Mr. Moriarty called Steve Baalman (KDOT representative) and confirmed that the amount is correct. Per Mr. Moriarty's phone conversation with Steve, the cost includes the linear footage, supplies, and the inspection for removing and recreating the pavement markings.

- f. **TE-0505-02:** Bikeways Trail Connections (**Revision:** Revised dates 9/23 to 12/23)

Motion by Mr. Mays to approve and forward to OneDot; **Second** by Ms. Hiller. **APPROVED** 6-0

Discussion/Non- Action Items:

2024-2027 TIP Development Draft

Every two years, the "4 year" Tip gets updated in order to reduce the number of amendments. There will be a new bill to define. There are two parts to the draft document: the project listing and the sourcing of funds.

Commissioner Hiller asked how much time would be allowed for a full review? Carlton informed the group that what is before them is just a rough draft. The goal is to have this passed before the end of the year, so every month it will come before the board.

Commissioner Mays asked for clarification regarding the board's role with the TIP. Carlton informed Mr. Mays that the group is in charge of approving all required MTPO core documents that Consolidated Planning Grant (CPG) funds. Carlton also specified that the Federally funded bridge and roadway projects have to be listed within the TIP in order to receive federal funds.

Commissioner Hiller questioned if the present time was a good time to look at MTPO Planning Area (MPA) boundaries. Carlton stated that the MTPO area has to include the major city within the Metropolitan Statistical Area (MSA) as well as the Census defined Urbanized Area.

Updates/Other Business:

a. Bikeways Circulation Study – Phase V of Bikeways Master Plan

Toole Design is looking at 10 different projects (taken from the Bikeways Project) and looking at what can be done with the bikeway paths. Hopefully some definite answers will be provided by the end of the year, and those analyses can be used towards grants and other federal funding.

b. Safe- Routes – to – School phase I Study

Toole Design is also the consulting firm on this project. Toole has met with all elementary schools within USD 501, and spoke to principals to gather information. The goal is to have the project completed around September.

c. Commissioner Nugent announced that the TMTA board approved that all high school students can ride transit free with their school id. The program is starting with the high schoolers, but hope to move forward with middle school age students in the future.

Commissioner Hiller complimented Commissioner Nugent on creating a new generation of bus riders, and getting the young people to feel comfortable

The meeting was adjourned at 2:24pm

Amendment #14 2021-2024

Policy Board Date: 10/26/23

Projects Included:

- 1) **C-5033-01: (Amended project)** Upgrade traffic signals with protected lefts for RR Crossing and at intersections with left turn bays. Increase in cost greater than 25%, initiating an amendment.
- 2) **C-5251-01: (New Project)** Shawnee County Auburn Road Roundabout, 0.5-mile segment of Auburn Rd. between SW 29th St. and K-4. Roundabout approximately 0.3 miles east of Auburn Rd. on SW 29th St.
- 3) **KA-6232-02: (Revision)** Culvert Repair #512 on I-70 in Shawnee County, I-70: Culvert #512 (Kansas River Drainage) located 0.58 Miles East of US-75. Revised letting date from April 2024 to May 2024.
- 4) **KA-6740-01: (Amended Project)** Repair bridge #154 on US-75 in Shawnee county, US-75: Bridge #154 (Kansas River, Union Pacific Railroad) located 0.5 Miles north of east junction US-75/I-70. Revised letting date from September 2023 to January 2024. Removed bridge #162 from project. State tied project KA-6930-01 and revised cost estimate.
- 5) **KA-7039-01: (New Project)** Replace multiple bridges on I-470 in Shawnee County.
- 6) **KA-7198-01: (New Project)** Resurfacing on I-70 in Shawnee county. I-70: from 0.41 mile west of Urish Road, east to west edge wearing surface of MacVicar Avenue and from southeast 6th Street, east to 0.47 mile east of Croco Road.
- 7) **KA-7199-01: (New Project)** Resurfacing on I-470 in Shawnee county. I-470: from west I-70/I-470 junction, east to west edge wearing surface of 37th Street Bridge and 0.1 mile west of Martin Drive, east to KTA.
- 8) **KA-7239-01:** (Child Project of KA-7198-01)
- 9) **KA-7240-01:** (Child Project of KA-7199-01)
- 10) **TE-0505-02:** (Revision) Topeka Bikeways Trail Connections, 10 locations connecting to Landon, Shunga, and North Levee Trails.
- 11) **KA-7143-01: (Project Canceled)** Pavement markings on I-70. I-70: from 1.6 miles east of junction I-70/K-4, east to MacVicar. 0.11 miles east of Adams, east to 0.12 miles east of junction I-470/I-70/K-4.



PROJECT DATA SHEET

Amendment	2024-2027 TIP	
	TIP #: 2-19-02-2	KDOT#: C-5033-01
Project Type:	Roadways & Bridges	
Jurisdiction:	KDOT	
Project:	Shawnee Co. Interconnected Signalized Intersections	
Fiscal Year(s):	2023	
Location:	Shawnee County: Topeka Blvd at 57th, University & Gary Ormsby	
Total Project Cost:	\$2,028,400	

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Upgrade traffic signals with protected lefts for RR Crossing and at intersections with left turn bays.

REASON FOR CHANGE: Increase in cost greater than 25% initiating an amendment.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2020		92.8	No				
CE	2023		176	No				
CONS	2023		1,759.6	No				
PE			(9.3)		9.3			
CONS			(140.7)		140.7			
TOTAL			1,878.4		150	2,028.4		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



PROJECT DATA SHEET

New Project **2024-2027 TIP**
TIP #: 1-24-01-1 KDOT#: C-5251-01

Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Shawnee County Auburn Road Roundabout
Fiscal Year(s): 2024
Location: 0.5-mile segment of Auburn Rd. between SW 29th St. and K-4. Roundabout approximately 0.3 miles east of Auburn Rd. on SW 29th St.
Total Project Cost: \$5,250,000.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Reconstruction Auburn Rd., construction right-turn lane and roundabout.

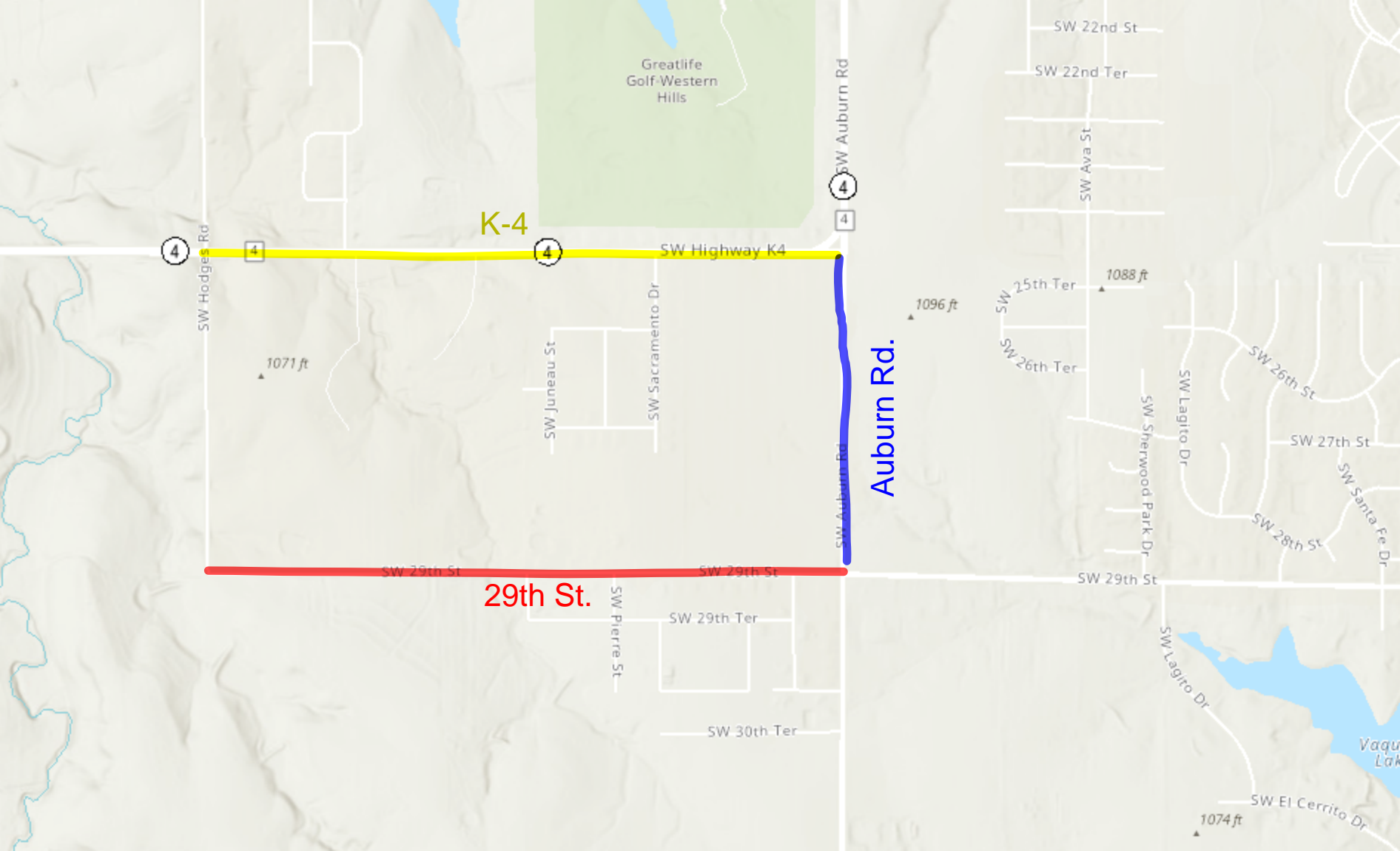
REASON FOR CHANGE: Program Addition

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
CONS	2024		997.5	No	4,252.5	5,250		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



Greatlife Golf-Western Hills

K-4

SW Highway K4

Auburn Rd.

29th St.

4

4

4

4

4

1071 ft

1096 ft

1088 ft

1074 ft

SW Hodges Rd

SW Auburn Rd

SW Juneau St

SW Sacramento Dr

SW 22nd St

SW 22nd Ter

SW Ava St

SW 25th Ter

SW 26th Ter

SW Lagito Dr

SW 26th St

SW 27th St

SW 28th St

SW Santa Fe Dr

SW 29th St

SW 29th St

SW 29th St

SW Pierre St

SW 29th Ter

SW 30th Ter

SW Lagito Dr

SW El Cerrito Dr

Vaquero Lake



PROJECT DATA SHEET

Revision	2024-2027 TIP	
	TIP #: 1-23-01-7	KDOT#: KA-6232-02
Project Type:	Roadways & Bridges	
Jurisdiction:	KDOT	
Project:	Culvert Repair #512 on I-70 in Shawnee County	
Fiscal Year(s):	2024	
Location:	I-70: Culvert #512 (Kansas River Drainage) located 0.58 Miles East of US-75	
Total Project Cost:	\$455,000.00	

**PROJECT
TYPES:**

Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Culvert Concrete Repair and Scour Repair

REASON FOR CHANGE: Revised letting date from April 2024 to May 2024.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2023		70					
ROW	2024		5					
CE	2024		35	Y				
CONS	2024		345	Y				
CE		31.5	(31.5)				NHPP	2027
CONS		310.5	(310.5)				NHPP	2027
TOTAL		342	113			455		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



PROJECT DATA SHEET

Amendment **2024-2027 TIP**
TIP #: 1-22-06-3 KDOT#: KA-6740-01

Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Repair bridge #154 on US-75 in Shawnee county
Fiscal Year(s): 2023 – 2024
Location: US-75: Bridge #154 (Kansas River, Union Pacific Railroad)
located 0.5 Miles north of east junction US-75/I-70

Total Project Cost: \$1,420,000.00

**PROJECT
TYPES:**
Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Concrete patch open deck spalls and replace south approach slab

REASON FOR CHANGE: Revised letting date from September 2023 to January 2024. Removed bridge #162 from project. State tied project KA-6930-01 and revised cost estimate.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2023		100					
CE	2024		100	Y				
CONS	2024		1,220	Y				
CE		80	(80)				NHPP	2027
CONS		976	(976)				NHPP	2027
TOTAL		1,056	364			1,420		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



PROJECT DATA SHEET

Amendment **2021-2024 TIP**
TIP #: 1-24-02-1 KDOT#: KA-7039-01

Project Type: Roadways & Bridges

Jurisdiction: KDOT

Project: Multiple Bridges on I-470 in Shawnee County

Fiscal Year(s): 2024

Location: I-470: bridges #056, #057, #184, #185, #186, #187, #062, and #063 located from south of SW 25th Street to Gage Boulevard in Topeka

Total Project Cost: \$4,894,000.00

**PROJECT
TYPES:**

Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Bridge Replacement (#056, #057, #062, and #63) and Rehabilitation (#184, #185, #186, and #187)

REASON FOR CHANGE: PROJECT IS AUTHORIZED FOR PE PHASE ONLY

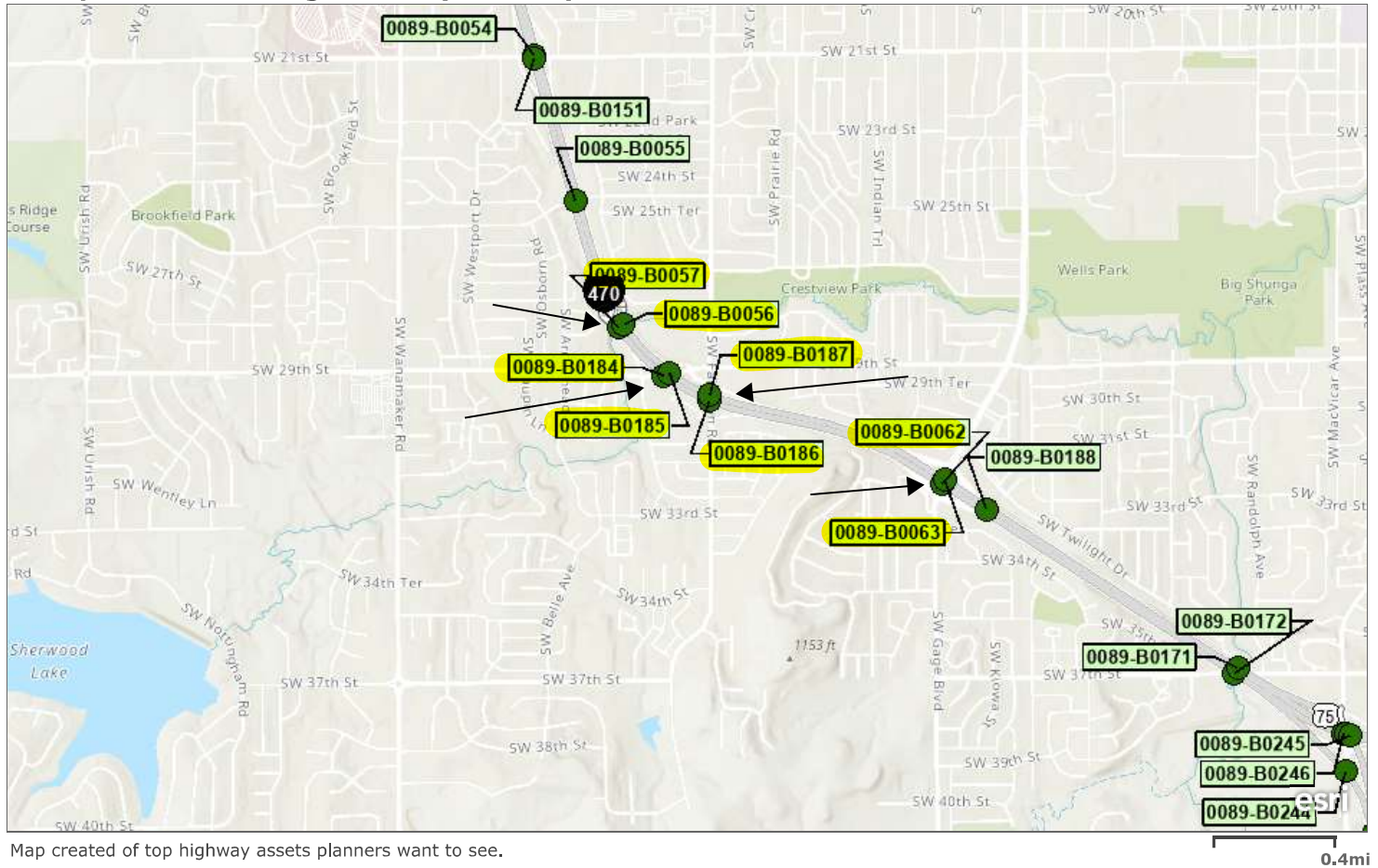
Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2024		4,894	No			BRF	
		4,404.6	(4,404.6)					
TOTAL		4,404.6	489.4			4,894		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other

Transportation Planning - State System Map



Esri, NASA, NGA, USGS, FEMA | Esri Community Maps Contributors, Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA | Bureau of Transportation Planning, Kansas Department of Transportation and Metropolitan Planning Organizations | Bureau of Transportation Planning, Kansas Department of Transportation | KDOT | Bureau of Transportation Planning, Kansas Department of Transportation | Bureau of Design Bridge Management and Bureau of Transportation Planning, Kansas Department of Transportation | Bureau of Transportation Planning, and Bridge Management, Bureau of Design, Kansas Department of Transportation | Bureau of Transportation Planning and Bureau of Design, Kansas Department of Transportation | Kansas Department of Transportation (KDOT) | Kansas Department of Transportation



PROJECT DATA SHEET

Amendment **2021-2024 TIP**
TIP #: 1-23-09-1 KDOT#: KA-7198-01

Project Type: Roadways & Bridges

Jurisdiction: KDOT

Project: Resurfacing on I-70 in Shawnee county

Fiscal Year(s): 2024

Location: I-70: from 0.41 mile west of Urish Road, east to west edge wearing surface of MacVicar Avenue

Total Project Cost: \$3,038,000.00

**PROJECT
TYPES:**

Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: 1.5 inch milling and overlay

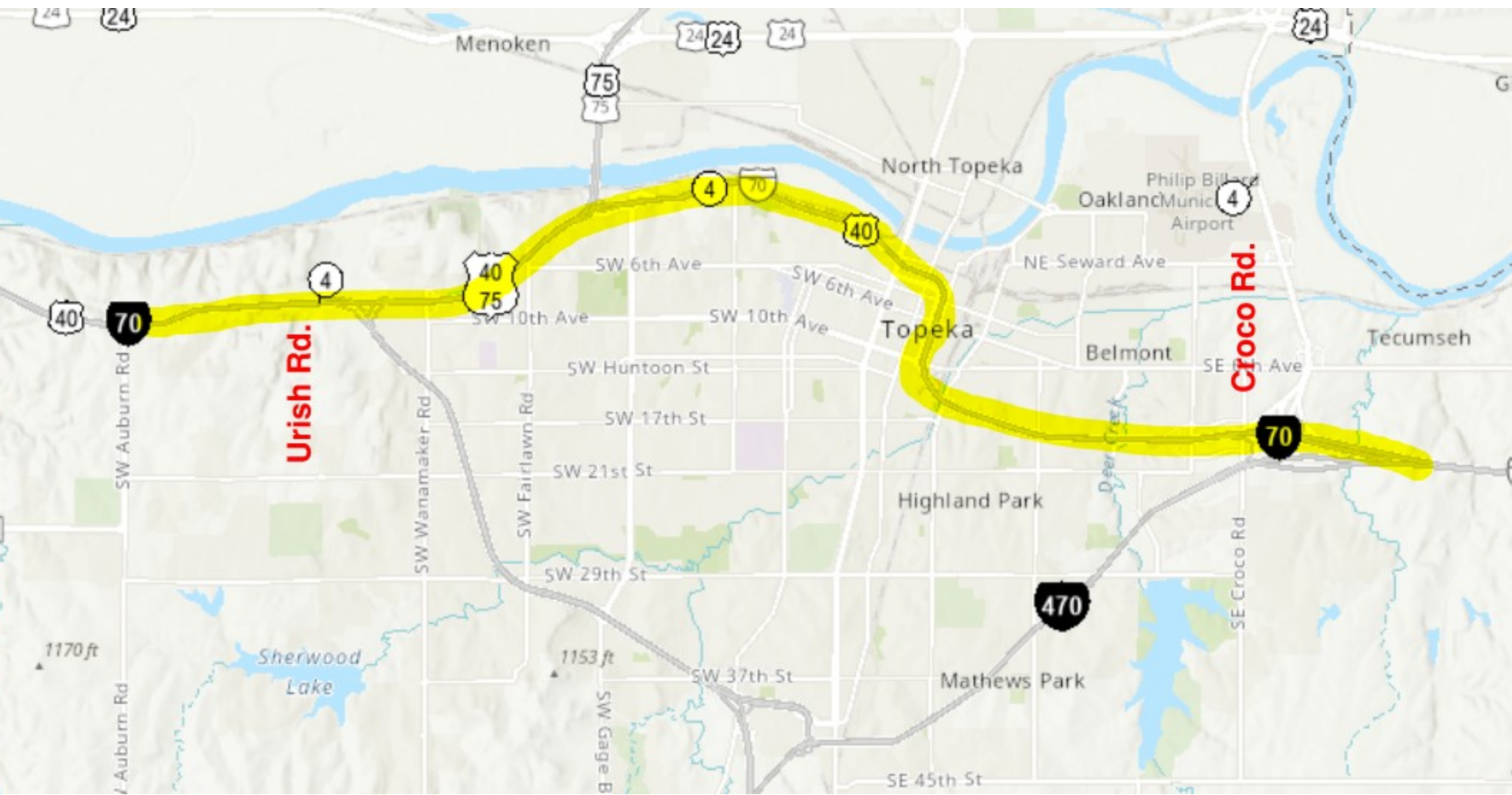
REASON FOR CHANGE: Split out portion of project into KA-7239-01. Revised location and cost estimate to reflect change.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2024		28					
CE	2024		210	Y				
CONS	2024		2,800	Y				
CE		189	(189)				NHPP	2028
CONS		2,520	(2,520)				NHPP	2028
TOTAL		2,709	329			3,038		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other





PROJECT DATA SHEET

New Project **2024-2027 TIP**
TIP #: 1-23-11-1 KDOT#: KA-7199-01

Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Resurfacing on I-470 in Shawnee county
Fiscal Year(s): 2023 – 2024
Location: I-470: from west I-70/I-470 junction, east to west edge wearing surface of 37th Street bridge and 0.1 mile west of Martin Drive, east to KTA

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

Total Project Cost: \$4,502,700.00

PROJECT Description and Justification: West I-70/I-470 junction, east to west edge wearing surface of 37th Street bridge: 1.5-inch milling and overlay. 0.1 mile west of Martin Drive, east to KTA: 3-inch overlay, patching and add ramp to Topeka Boulevard.

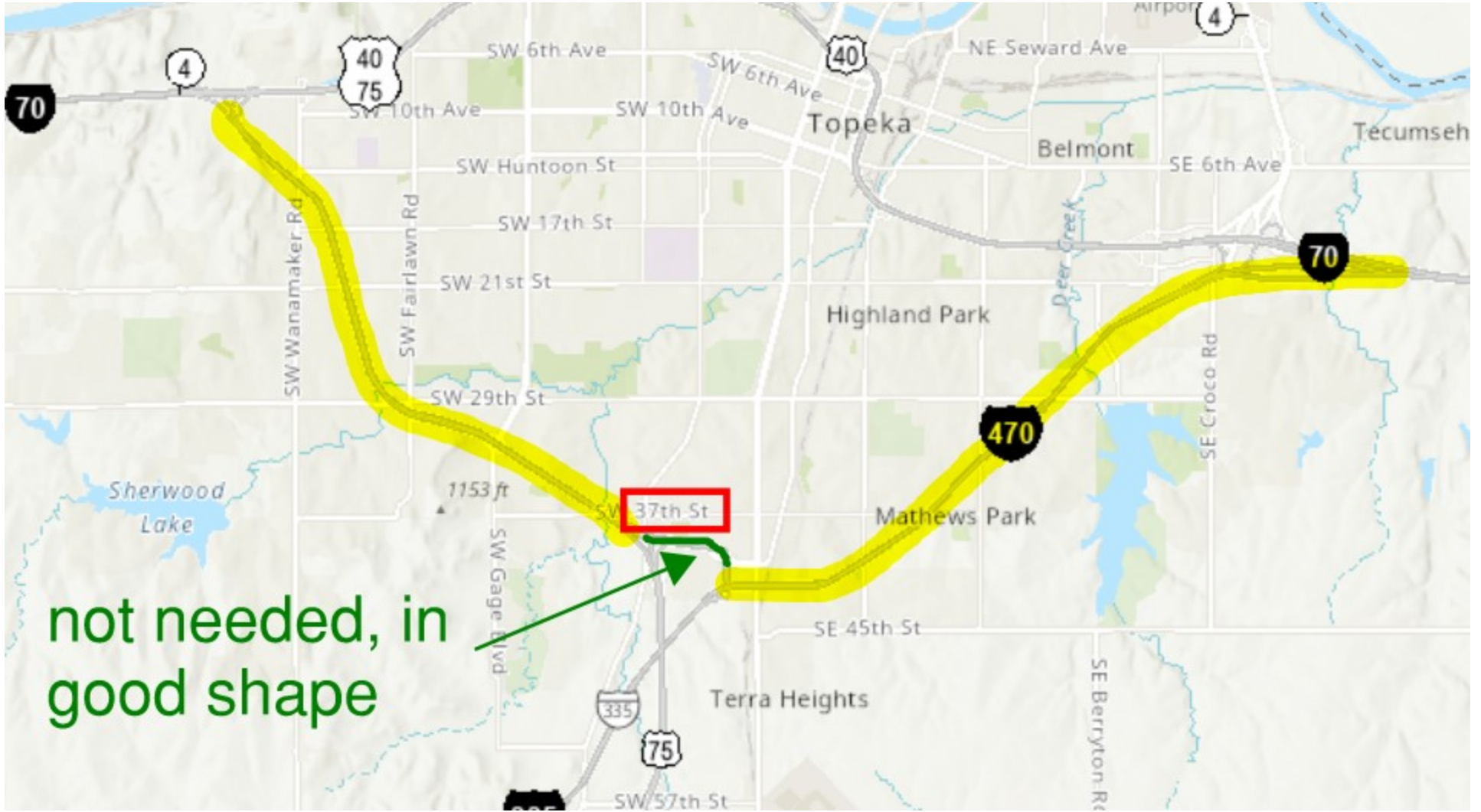
REASON FOR CHANGE: Program Addition

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2023		41.5					
CE	2024		311.2	Y				
CONS	2024		4,150	Y				
CE		280.1	(280.1)				NHPP	2028
CONS		3,735	(3,735)				NHPP	2028
TOTAL		4,015.1	487.6			4,502.7		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



not needed, in good shape



PROJECT DATA SHEET

Amendment **2021-2024 TIP**
TIP #: 1-23-10-1 KDOT#: KA-7239-01

Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Resurfacing on I-70 in Shawnee county
Fiscal Year(s): 2024
Location: I-70: from southeast 6th Avenue, east to 0.47 mile east of Croco Road
Total Project Cost: \$2,821,000.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: 1.5 inch milling and overlay

REASON FOR CHANGE: Project has been split out of KA-7198-01, projects will now be tied.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2024		26					
CE	2024		195	Y				
CONS	2024		2,600	Y				
CE		175.5	(175.5)				NHPP	2028
CONS		2,340	(2,340)				NHPP	2028
TOTAL		2,515.5	305.5			2,821		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



PROJECT DATA SHEET

Amendment **2021-2024 TIP**
TIP #: 1-23-12-1 KDOT#: KA-7240-01

Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Resurfacing on I-470 in Shawnee county
Fiscal Year(s): 2024
Location: I-470 in Shawnee county from 0.1 mile west of Martin Drive, east to KTA
Total Project Cost: \$1,085,000.00

PROJECT TYPES:
Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: 3-inch overlay, patching and add ramp to Topeka Boulevard

REASON FOR CHANGE: Project has been split out of KA-7199-01, projects will now be tied.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2024		10					
CE	2024		75	Y				
CONS	2024		1,000	Y				
CE		67.5	(67.5)				NHPP	2028
CONS		900	(900)				NHPP	2028
TOTAL		967.5	117.5			1,085		

*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other



PROJECT DATA SHEET

Revision **2021-2024 TIP**
TIP #: 3-21-11-6 KDOT#: TE-0505-02

Project Type: Transportation Alternative
Jurisdiction: KDOT
Project: Topeka: Bikeways Trail Connections
Fiscal Year(s): 2024
Location: Topeka: 10 locations connecting to Landon, Shunga and North Levee Trails
Total Project Cost: \$409,700.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Construct 10' paths and separated bike lanes; install signage and sharrows.

REASON FOR CHANGE: Revised the let date from 12/23 to 1/24 and slight cost adjustment(s) – REVISION ONLY.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
CE	2024	12.7		No	3.2	15.9	TA	
CONS	2024	315		No	78.8	393.8	TA	
TOTAL		327.7			82	409.7		

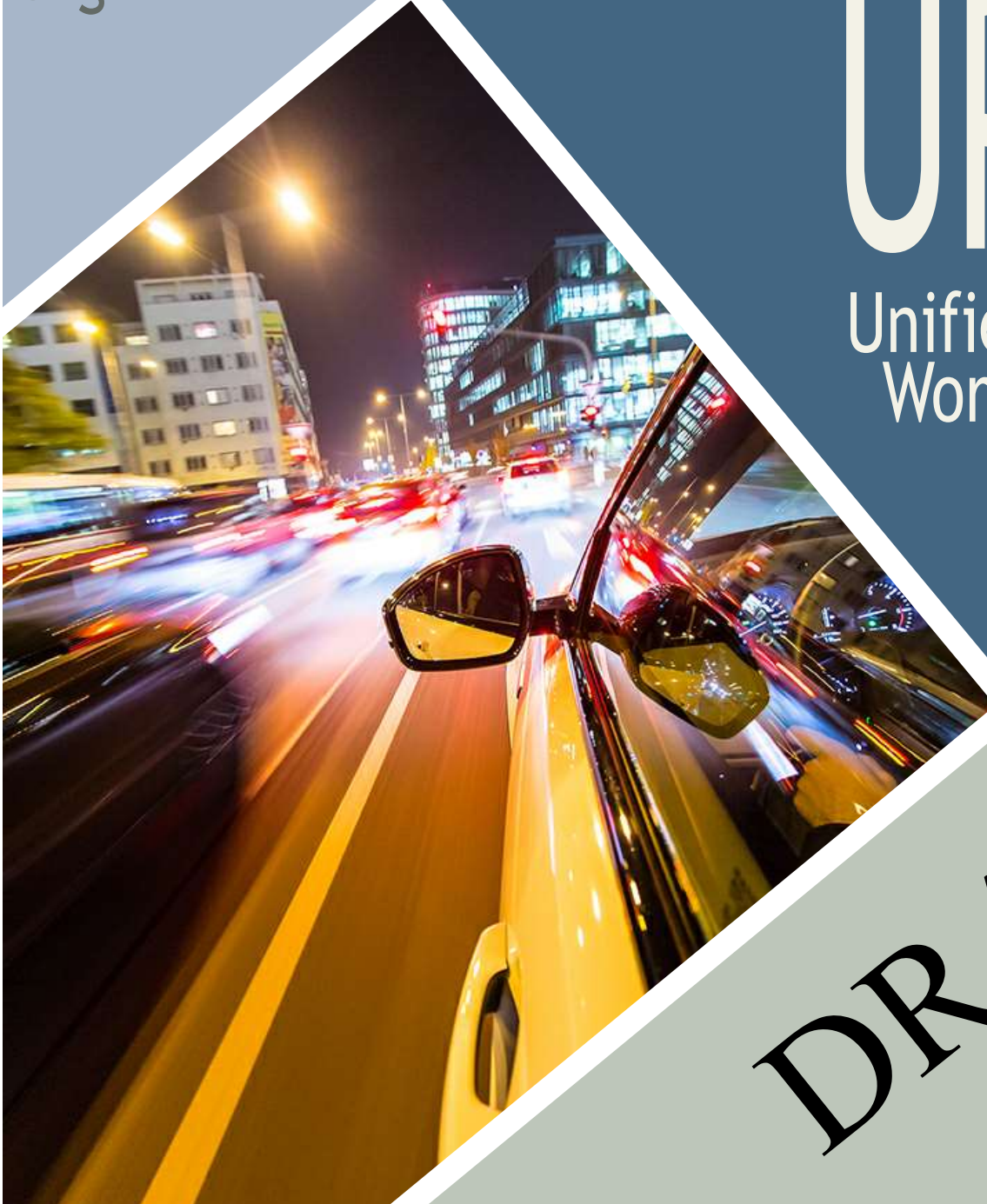
*PE (Preliminary Engineering & Design); ROW (Right-of-Way Acquisition); UTIL (Utility Work); Const (Construction); or CE (Construction Engineering) Other

mTPO

Metropolitan
Topeka
Planning
Organization

2024 UPWP

Unified Planning
Work Program



DRAFT

DISCLAIMER

The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation, under the State Planning and Research Program, Section 104(d) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

**METROPOLITAN TOPEKA PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
2024-JANUARY 1ST THROUGH DECEMBER 31ST
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SECTION 1

INTRODUCTIONS

WHAT IS THE UPWP?

The purpose of the UPWP is to identify the transportation planning activities proposed by the cooperative partners involved in the metropolitan transportation planning process and the source of funds proposed to pay for these activities. The transportation planning process provides a forum for deciding how to improve the regional transportation system and how to allocate federal transportation funds to pay for those improvements. Certain transportation planning products (Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and the Public Participation Plan) need to be reviewed and adopted on a periodic basis. The UPWP provides the framework for ensuring that these required documents are produced in a timely fashion.

The Metropolitan Topeka Planning Organization (MTPO) was designated as the Metropolitan Planning Organizations (MPO) for the region on March 3, 2004. The MTPO receives federal Consolidated Planning Grant (CPG) funds each year to carry out metropolitan transportation activities for the region. The CPG is comprised of funds from both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and is administered by Kansas Department of Transportation (KDOT). The UPWP is developed in cooperation with KDOT, FHWA, FTA, the Topeka Metropolitan Transit Authority (TMTA), the City of Topeka, and Shawnee County.

Our MPO planning area includes the City of Topeka and approximately two thirds of unincorporated Shawnee County. A small portion of Jefferson County was included as part of the Topeka Urbanized Area in 2012 per the 2010 Census. For the Topeka-Shawnee County MPO, the Topeka Planning Department staff serves as the MTPO staff, with the Planning Director serving as the MTPO Secretary.

Current Transportation Bill: Bipartisan Infrastructure Law (BIL) - Changes to the MPO Planning Process

What is the federal transportation bill?

A portion of the The Bipartisan Infrastructure Law provides the basis for FHWA programs and activities through September 30, 2026. It makes a once-in-a-generation investment of \$350 billion in highway programs. This includes the largest dedicated bridge investment since the construction of the Interstate Highway System.

This legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The Bipartisan Infrastructure Law authorizes up to \$108 billion to support federal public transportation programs - the largest federal investment in public transportation in the nation's history, including \$91 billion in guaranteed funding.

What's new

- Nearly \$1.5 Billion in Grants Funded by the BIL to Modernize Bus Fleets and Facilities
- More than \$20 Billion for Communities of All Sizes to Support Transit in 2022
- Bipartisan Infrastructure Law Hiring Preference. In 2021, FTA announced an initiative, implemented as a pilot program, to permit transit agencies to use hiring preferences on FTA-funded construction projects to promote equitable creation of employment opportunities and workforce development activities, particularly for economically or socially disadvantaged workers. The initiative has transitioned in response to the Bipartisan Infrastructure Law, which includes hiring preferences related to the use of labor for transportation construction projects. Section 25019 provides an express authorization for FTA grant recipients and subrecipients to use a geographical or economic hiring preference for the construction of federally supported transit projects.
- Requires that each MPO is granted/reimbursed 100% (instead of the 80/20) of 2.5% of its Complete Streets tasks and activities. States and MPOs must devote at least 2.5% of their planning funding to providing safe and accessible transportation options for Complete Streets activities including pedestrian, bicycle, in-vehicle or public transportation. "Complete Streets may include, but are not limited to, bike/ped elements, studies relating to the advancements of Complete Streets, etc.

Highlights of Transit funding for the five-year authorization period include:

- Safety:** Enhancing state safety oversight programs by strengthening rail inspection practices to protect transit workers and riders from injuries and ensure safe access to transit.
- Modernization:** Reducing the state of good repair investment backlog by repairing and upgrading aging transit infrastructure and modernizing bus and rail fleets.
- Climate:** Replacing thousands of transit vehicles, including buses and ferries, with cleaner, greener vehicles.
- Equity:** Improving transit service for communities that have historically had more limited access to transit and provide for substantial upgrades to station accessibility.

All of FTA's discretionary grant programs will focus on promoting equity throughout our transportation

Other BIL Transportation Funding:

Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133 Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects. Metropolitan & Statewide Planning and NonMetropolitan Transportation Planning - 5303, 5304, 5305

Provides funding and procedural requirements for multi-modal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

Eligible Recipients:

State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs.

Eligible Activities:

Funds are available for planning activities that (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (B) increase the safety of the transportation system for motorized and non motorized users; (C) increase the security of the transportation system for motorized and non motorized users; (D) increase the accessibility and mobility of people and for freight; (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (G) promote efficient system management and operation; and (H) emphasize the preservation of the existing transportation system.

Major new fixed guideway projects, or extension to existing systems financed with New Starts funds, typically receive these funds through a full funding grant agreement that defines the scope of the project and specifies the total multi-year federal commitment to the project.

FUNDING BREAKDOWN BY CATEGORY

Funding Availability:

Funds are available for five years. Funding types include “Formula” and “Discretionary”

Allocation of Funding:

Funds are apportioned to states by a formula that includes each state’s urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors. States can receive no less than .5 percent of the amount apportioned. These funds, in turn, are sub-allocated by states to MPOs by a formula that considers each MPO’s urbanized area population, their individual planning needs, and a minimum distribution.

Other Currently Available Sources of Transportation Funding:

- **The Eisenhower Legacy Transportation Program (IKE) approved in 2019 continued in 2020**
 - In the first round, \$74 million in transportation projects (both preservation and expansion) was awarded. Thirty-nine (39) million dollars of this was state funding. Projects will be added to the pipeline annually.
 - Established the KDOT Innovative Technology Program (\$3 million annually, no project receives more than \$1 million per cycle).
 - Applications accepted twice annually. \$5.5 million available during 2020 Fall application process
 - For the 2021 Spring round of projects, KDOT announced an expanded list of recipients for the IKE Cost Share program. More than \$42 million will support 30 transportation construction projects across Kansas as funded through State and local partnerships.

- **Bipartisan Infrastructure Law (BIL) 2022 - 2026 Overview**
 - \$1.2 trillion nationwide over 5 years (60% Formula Funds, 40% Discretionary Grants)
 - \$3.8 Billion total for Kansas
 - \$725 million for KS Transportation (Not use it or lose it funds):

	<u>Avg. Annual</u>	<u>5-Year Avg. Total</u>
<input type="checkbox"/> Highways:	\$89M	\$445M
<input type="checkbox"/> Bridges:	\$45M	\$225M
<input type="checkbox"/> Electric Vehicle Infrastructure:	\$8M	\$40M
<input type="checkbox"/> Rural Transit:	<u>\$3.7M</u>	<u>\$14.8M</u>
TOTAL:	\$145.7M	\$725M

For more information on the Bipartisan Infrastructure Law transportation funding see:

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm

PERFORMANCE BASED PLANNING

The MTPO is committed to working with its state and federal partners to ensure that its plans, programs, and activities are compliant with the provisions of the federal transportation law, FAST-Act. Notably, the requirement setting performance measures and performance-based planning are being incorporated into the MPO process. Specifically, the Metropolitan Transportation Plan (MTP) must describe the performance measures and targets used in assessing system performance and progress in achieving the targets. These measurements are also referenced by project in the current Transportation Improvement Plan (TIP) where progress toward established performance targets are also recorded.

Performance Categories

1. **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System Reliability:** To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

MTPO'S POLICY ON UNIFIED PLANNING WORK PROGRAM MODIFICATIONS

Modifications to the UPWP can be made through two methods – Formal Amendment and Administrative Revision. Both formal Amendments and Administrative Revisions are processed as needed throughout the year. Formal Amendments will be released for public review and acted upon by the MTPO's Technical Advisory Committee (TAC) and Policy Board before being incorporated into the UPWP.

Administrative Revisions: This process consists of notification from the MTPO to all other involved parties, KDOT, FTA and FHWA, as well as to the MTPO advisory bodies. Changes made through Administrative Revision will be noted when the next formal UPWP amendment is brought before the TAC and Policy Board. Revisions include minor corrections or changes and routine data updates (e.g. spelling or grammar errors, updates of hourly rates for staff, or graphic improvements).

Revisions will also be used for routine technical changes and updates to the UPWP text, graphics, and minor budget changes not to exceed one percent of the current total approved CPG portion of the budget or \$5,000, whichever is greater. Administrative Revisions do not have to be released for public review.

Formal Amendments: Includes all major changes and all instances that do not qualify as Administrative Revisions. The following are also instances in which a formal Amendment is required:

- Including additional funding other than CPG or CPG supplement funds.
- Addition or deletion of a project/activity
- Changes in the amount of matching CPG funds in excess of a revision.

2023 UPWP ACCOMPLISHMENTS

Below is a list of 2023 larger accomplishments aside from the routine day-to-day requirements and expectations of MPO operations.

1. **Completed SRTS Multi-school Plan:** Worked with Consultants on the production of a SRTS Phase I Plan for 14 501 elementary schools.
- 2.. **Completed Downtown Circulation Study (Bikeway Plan Phase V):** Managed and worked with consultants and CSAC on the production of Bikeways Downtown Circulation Study, which serves as Phase V of the current Bikeways Master Plan.
3. **Applied for a Cost Share Grant and a TA Grant:** MTPO staff assisted in the preparation of a Cost-Share grant for the construction of sidewalks along Topeka Ave., Staff also prepared a TA grant application for SRTS grant.
4. **TIP Updates 2024-2027:** Worked with MTPO partners to Updated the current 2021-2024 TIP to 2024-2027. TIP was approved by MTPO Policy Board.
5. **Updated Public Participation Plan (PPP):** Reviewed and updated the MTPO's PPP.
6. **TMTA:**

PLANNING PRIORITIES FOR 2024

The following is a list of brief descriptions of the 2024 UPWP priorities for the MTPO. The list includes projects carried over from 2023, as well as any new projects proposed by MTPO partners. These activities also demonstrate compliance with FHWA and FTA Planning Emphasis Areas (PEAs). For more information on PEA's visit:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-01/Planning-Emphasis-Areas-12-30-2021.pdf>

Other tasks associated with the seven program work tasks will also be performed as warranted, and are described in the ensuing sections.

1. **Traffic Model Scenario runs model demographic update:** The MTPO will work with the recently recalibrated model to run suggested traffic scenarios as needed to ensure traffic pattern efficiency and to support on-going MTPO projects. (MTPO Staff)
2. **Implementation of the Phase V of the Bikeways Master Plan (BWMP):** This study was completed by staff and consultants in 2023. Implementation efforts will include reviewing cost estimates and preparing grant applications.
3. **Review/Update Performance Measures:** Staff will make a bi-annual review and update (if needed) of the current Performance Measures set in 2019 and revisited in 2021. This includes continued work with the Safety Team on reviewing our local MTPO area safety goals.
4. **Work on Pedestrian/Multi-Modal Implementation:** The MTPO staff will work with the City and partners on implementing the pedestrian plan through meeting and coordinating with engineers and MTPO committees on the placement of new sidewalks, repair of existing sidewalks or the preparation of grants for the extension of trails. Staff will also review city/county subdivision and roadway plans to ensure that compliance with Complete Street Guidelines has been considered. This will help establish alignment between the plans and the MTPO goals. (MTPO staff, and CSAC)
5. **Work with consultants on Pedestrian Master Plan Update:** The MTPO staff will work initiate a consultant led update to the current Pedestrian Master Plan which was created in 2017. (MTPO staff, and CSAC)
6. **Transit Planning Activities:** Transit activities in 2024 will be focused on continued bus stop enhancement programs. Aside from the day to day transit short range and long range activities listed herein, Topeka Metro staff with the assistance of consultants and MTPO partners will work on a Transit Oriented Development (TOD) Plan, a process which was initiated in 2023. (TMTA and MTPO Staff, Consultants and MTPO partners)
7. **Provide assistance on Transportation Planning related projects and studies:** The MTPO staff will assist partners with planning related studies, as determined to be contributing to the goals of furthering the viability of the regional transportation network. Includes staffing and assisting MTPO identified Transportation sub-committees. (MTPO Staff)
8. **Explore other possible transportation projects that may be eligible for 2024 budget consumption:** The MTPO anticipates having funds available in 2023 for additional projects not yet identified, and will pursue any appropriate projects that may arise.
9. **Further development of SRTS initiatives:** Build upon SRTS initiatives recommended in the recently adopted SRTS Multi-School Phase I Plan.

SECTION 2

MTPO ACTIVITIES & THE TRANSPORTATION PLANNING PROGRAM

For 2024 the MTPO proposes to conduct planning and programming activities categorized within the following seven work tasks. These work tasks include personnel costs and will be partially funded with federal assistance provided to the MTPO in the form of CPG funds. The MTPO will work with its planning partners, KDOT, the City of Topeka, Shawnee County, TMTA, and paratransit providers in the MTPO Area in carrying out these planning activities.

Program Work Tasks:

1. MTPO Program Support & Administration
2. Metropolitan Transportation Plan Activities (MTP)
3. Transportation Improvement Program Development (TIP)
4. Public Participation & Title VI Compliance Activities
5. Corridor & Special Studies (Long Range/Short Range)
6. Regional Intelligent Transportation Systems (ITS) Architecture
7. Transit Planning Activities

1 – MTPO PROGRAM SUPPORT & ADMINISTRATION:

PROGRAM OBJECTIVES

- To provide overall management of the continuing, comprehensive and cooperative (3C) transportation planning process.
- To provide staff support services to the MTPO Policy Board and Technical Advisory Committee and encourage communication within and between these groups.
- To provide for the administration of grants and contracts.

1.1 PROGRAM SUPPORT AND ADMINISTRATION ACTIVITIES:

\$36,471

1. General day-to-day activities associated with program support, grant administration & interagency coordination in relation to the CPG (timesheets, payroll processing, staff supervision, etc.)
2. Maintain records and provide reports to funding agencies on the status of transportation planning activities and resources expended.
3. Coordinate with MTPO partners and City of Topeka projects and plans pertaining to regional transportation issues
4. Process financial documents for purchasing and paying for materials, goods and services.
5. Monitoring and processing documentation for consultant reimbursements.
6. Paid vacation, sick, holiday, or other leave is billed to this task as well.

PRODUCTS & TIMELINE

1. Quarterly reimbursement packages for CPG related activities.
2. Required reporting for transportation planning activities (throughout year)

1.2 COMMITTEE SUPPORT ACTIVITIES:

\$30,946

1. Provide staff support to the MTPO Policy Board, the MTPO Technical Advisory Committee, The Complete Streets Advisory Committee (CSAC), and any other regional transportation related committees that may be formed by the MTPO or its partners. This support includes preparing any supporting meeting-related documents and maps.
2. Prepare agendas, minutes, announcements and meeting rooms/online meeting setups to support MTPO meetings.
3. Post agendas and minutes on the website and in local news publications for public review.
4. Reviewing City and County projects for consistency with MTPO documents and presenting the recommendations to MTPO committees.

PRODUCTS & TIMELINE

1. Preparation of Maps and surveys (as needed)
2. Meeting minutes (all meetings)
3. Providing all meeting materials for each committee (as needed)

1.3 UPWP & BUDGET ACTIVITIES:

\$21,958

1. Monitor progress toward completing the tasks included in the approved 2024 UPWP.
2. Prepare and approve the 2025 UPWP.
3. Prepare and approve amendments to the 2024 UPWP.
4. Prepare quarterly progress reports and invoices & submit requests for reimbursements to KDOT.

PRODUCTS & TIMELINE

1. 2025 UPWP (December)
2. Amendments to the 2024 UPWP (As needed)
3. Quarterly billings and progress reports to KDOT for reimbursement. (Quarterly)

1.4 TRAINING ACTIVITIES:

\$4,795

Training opportunities that are proposed for 2024 include, but are not limited to, the following:

- Kansas American Planning Association (APA) Conference
- Kansas Association of Metropolitan Planning Organizations (KAMPO) meetings
- Transportation related webinars
- National Transit Institute and National Highway Institute workshops and online webinars in the region that provide training for MPO related topics
- Applicable GIS or other software training which supports MTPO activities
- Other relevant training that the MTPO Secretary directs the MTPO Staff to attend that is approved by KDOT
- Regional Economic Models Inc. (REMI) quarterly meetings and webinars.

2 – METROPOLITAN TRANSPORTATION PLAN (MTP):

PROGRAM OBJECTIVES: AMENDMENTS TO THE CURRENT MTP (FUTURES 2045)

The current Metropolitan Transportation Plan (Futures 2045 Regional Transportation Plan) was updated last in 2022. This Plan will not be due for another update until 2027. Therefore, MTP activities in 2023 will be restricted to preparing any amendments that may be necessary, or performing model runs to display possible impacts of proposed projects, in accordance with MTP recommendations.

PROGRAM ACTIVITIES:

\$3,468

1. MTP Amendments (If needed)
2. Model Runs and demographic updates (If warranted)

3 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

PROGRAM OBJECTIVES

- To program, schedule and prioritize all regionally significant and/or federally funded transportation improvement projects that are consistent with the Metropolitan Transportation Plan and that are currently within the financial budgets of the project sponsoring agency.
- To ensure public participation procedures are carried out in the TIP development and amendment processes.

PROGRAM ACTIVITIES:

\$19,518

1. Process TIP amendments quarterly, as necessary.
2. Prepare Annual listing of Obligated Projects.
3. Correspond with MTPO partners on updated or new project data for amendments or revisions.
4. Update budget and project tables.
5. Produce amendment packets for distribution to TAC/Policy Board and for posting on the MTPO website.

PRODUCTS & TIMELINE

1. Annual listing of 2024 obligated projects (December)
2. TIP amendments (Quarterly)

4 – PUBLIC PARTICIPATION & TITLE VI COMPLIANCE:

Title VI of the Civil Rights Act of 1964 prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including matters related to language access for limited English proficient (LEP) persons. Under DOT's Title VI regulations, as a recipient of DOT financial assistance, you are prohibited from, among other things, using "criteria or methods of administering your program which have the effect of subjecting individuals to discrimination based on their race, color, or national origin." For example, neutral policies or practices that result in discriminatory effects or disparate impacts violate DOT's Title VI regulations, unless you can show the policies or practices are justified and there is no less discriminatory alternative. In addition, Title VI and DOT regulations prohibit you from intentionally discriminating against people on the basis of race, color, and national origin.

Civil Rights Compliance Activities: In 1994 Presidential Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) was issued. It stated ..."Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations"...

There are three fundamental Environmental Justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In keeping in compliance with the Civil Rights Act of 1964, the MTPO maintains and follows the recommendations outlined in the MTPO's Title VI Plan and its Public Participation Plan (PPP). Both of these Plans can be found on the MTPO website at topekampo.org. All activities and products related to Work Task #4 are those which align with the principles and recommendations set therein.

All of the public participation objectives outlined below are performed in accordance with all MTPO projects, Plans and Amendments. Staff time associated with the PPP element is attributed to the amending of any of the public participation guidance documents which includes the PPP, Citizens Guide to Transportation Decision Making, Limited English Proficiency Plan (LEPP), and the Title VI Plan. All documents can be found on the MTPO website. Staff participation with public involvement activities associated with current Plans or Plan Updates are also accounted for within this activity.

PROGRAM OBJECTIVES

- Provide meaningful opportunities for residents of the MTPO area to participate in the metropolitan transportation planning process.
- Encourage activities that allow the MTPO to meet its Title VI and Environmental Justice (EJ) obligations by providing meaningful opportunities for all persons to participate in the metropolitan transportation planning process.
- Ensure continued compliance with ADA, EJ, and Title VI.
- Ensure selected meeting locations by the MTPO will be ADA compliant and accessible to the public.
- Incorporate the principles outlined in the Limited English Proficiency (LEP) Plan into the MTPO planning development process.
- Ensure that proper public participation, as outlined in the adopted PPP, is adhered to in carrying out all projects, plans, and documents.
- Make community groups aware of regional transportation planning decisions that are being made and to seek their input into these MTPO decisions.

PROGRAM ACTIVITIES:

\$9,161

1. General website maintenance. Includes MPO and Topeka Speaks formats
2. Prepare public information ads for the Topeka Metro News.
3. Hold public participation meetings in association with all MTPO sponsored activities documents and project updates requiring public input.
4. Create Online Story Maps, Surveys, and other interactive resources for public involvement.
5. Set up and manage Hybrid Zoom/In-person meetings.
6. Review MTPO Title VI Plan with KDOT and update as appropriate.
7. Produce annual Title VI Report.
8. Review LEPP and update if necessary.

PRODUCTS & TIMELINE

1. Updated MTPO website (ongoing)
2. Review and update Title VI Plan (1st-2nd Qtrs.)
3. Annual Title VI Compliance Report (September)

5 – CORRIDOR & SPECIAL STUDIES:

This category includes all activities related to transportation projects within the MTPO Areas sponsored by the MTPO partners. This includes but is not limited to the development and maintenance of related data collection and analysis systems used for model forecasting (e.g., demographic, housing, human services, environmental/natural resources, recreation/open space, and public facilities).

In some instances where consultants are hired, the MTPO staff will work with consultants by providing project materials and interpreting survey and mapping exercise analysis.

PROGRAM OBJECTIVES

- To analyze specific corridors located within the MTPO metropolitan planning area and address any transportation needs that may exist in those areas.
- To conduct and/or manage special studies, plans and/or surveys that are needed to produce quality planning documents that will enhance transportation needs within the MTPO area.
- To provide the MTPO partners and special interests groups with specialized information designed to address particular transportation planning related issues that may or may not be specifically addressed in other MTPO planning documents.
- Complete tasks associated with the implementation of the Bikeways Master Plan and the Pedestrian Master Plan.
- Assist and educate the newly formed Complete Streets Advisory Committee on Complete Streets concepts and project plan review.
- Assist the BCBS Grant Coordinator with identifying multi-modal transportation projects eligible for Pathways to Healthy Kansas grants.

5.1 BIKEWAYS ACTIVITIES:

\$47,605

1. Continue working with city and county departments and consultants on implementation of recently completed phase V Study of the Bikeways Master Plan.
2. Work with partners on implementation of bikeways projects as related to previous phases of the BWMP or in accordance with new or on-going street projects. Including:
 - Working with city staff and consultants
 - Evaluating and utilizing the ultimate designs suggested in the original plan and/or the Fast-Track update making changes if necessary
3. Assist in gathering annual bike and pedestrian counts

PRODUCTS & TIMELINE

1. Complete Bikeways Master Plan update-Phase V (December)
2. Complete Bike & Pedestrian count & survey data results. (September)

5.2 PEDESTRIAN PLANNING ACTIVITIES:

\$30,785

1. Work with city and county departments to determine a priority order for sidewalk placement for sidewalks purchased through different funding sources (as warranted on a project by project basis)
2. Assist with survey of sidewalks. (as warranted on a project by project basis)
3. Update Pedestrian Plan sidewalk priorities.
4. Work with Consultants on an update to the current Pedestrian Master Plan.
5. Recording (Mapping) and tracking of new and reconstructed sidewalks in the MTPO Area.

PRODUCTS & TIMELINE

1. Record of new and reconstructed sidewalks in MTPO Area. (ongoing)
2. Updated Pedestrian Plan (throughout the year, possible rollover into 2025)

PEDESTRIAN MASTER PLAN UPDATE CONSULTANTS: \$125,000

The current Pedestrian Master Plan was completed in 2017, as of 2023, MTPO staff and partners have nearly exhausted all Plan recommendations described therein. The MTPO will create an RFP and ultimately select a consultant to assist with a Ped. Plan Update. The MTPO staff will conduct supporting activities commensurate with this endeavor.

5.3 GENERAL STUDIES & PLAN REVIEW ACTIVITIES:

\$30,496

Sub-regional plans for neighborhoods and corridor plans in the Topeka Urbanized Area are ongoing. The MTPO staff supplies reviews, comments, and in some instances, supplies data for these cases. The MTPO staff will continue this process of providing transportation related comments to transportation planning partners as these studies arise whether they are MTPO led or managed by other entities. This particular task is largely performed by the Planning Director, who participates in the oversight of all transportation aspects related to all new projects. This is done as part of the City's plan review team that meets in the preliminary stages of plan approvals.

The MTPO staff will assist with special studies or surveys that are needed to address special concerns or issues raised by the MTPO Policy Board, the MTPO-Technical Advisory Committee or the MTPO partners and consultants.

- 1 The MTPO staff along with the Complete Streets Advisory Committee will review new projects to ensure compliance with Complete Streets standards. This includes accommodating all-modes of transportation.
- 2 Staff also provides guidance for transportation related issues on all Neighborhood Plans which are also produced in the Planning Department.
- 3 MTPO staff and partners will review current Functional Classification of Roads for possible re-classifications.

5.4 TARGET SETTING FOR PERFORMANCE MEASURES ACTIVITIES:

\$5,417

The MTPO staff along with both regional and statewide partners will adopt the Performance Measures (PM) identified by KDOT, and support and advance activities and projects in an effort to track and attain the established performance targets.

While the MTPO adopted a Transportation Safety Plan in 2019, which identifies Safety PM's, provisions for tracking those measures had to be put on hold due to complications of COVID-19, which prevented the hiring of consultants to assist in this endeavour. Hiring a consultant to track our Safety Performance Measures was our initial intention.

The MTPO now intends to track Safety Measures identified in the MTPO Transportation Safety Plan in-house, with the assistance of a Transportation Safety Team that was organized in 2021 by the MTPO and its partners. This team is made up of persons representing various transportation and law enforcement entities within the MTPO Area. When fully functioning, this team will meet and share ideas on ways to improve transportation safety in the MTPO area. Until that time, the MTPO will continue to support the PM Safety targets set by the State.

The MTPO staff also participates in a sub-committee of the Complete Streets Advisory Committee (CSAC,) which is working on developing a Vision Zero Resolution to be presented to the City of Topeka for potential ratification.

For PM2 (Infrastructure-Pavement & Bridge Conditions,) the MTPO has opted to support the State goals for Interstates and bridges while utilizing local pavement condition applications to track non-interstate city and county roads as well as set goals for these roads accordingly. These conditions for local roadways are updated bi-annually.

5.4 TARGET SETTING FOR PERFORMANCE MEASURES ACTIVITIES CON'T.

For PM3 (Freight & Economic Vitality,) the MTPO will support the goals of the state. While there are not many miles of highway in the MTPO area, the MTPO will encourage projects that alleviate potential freight movement impediments on the highway system throughout the MTPO area.

PROGRAM ACTIVITIES

1. Work with the CSAC sub-committee on identifying projects that improve Multi-modal Safety. (On-going)
2. Record Safety targets as updated by KDOT. (As updated)
3. Review and record local pavement conditions through the City/County Pavement Condition Index (PCI) assessment application. (As updated by the City)
4. Update PM3 targets and record progress/regress as may be the case, according to state PM tracking. (As updated by KDOT)

OTHER PRODUCTS IN SUPPORT OF CORRIDOR AND SPECIAL STUDIES:

1. Maps, data and reports in support of special studies being conducted by the MTPO or other MTPO partner groups. (Throughout year as needed)

5.5 BCBS GRANT COORDINATOR STAFF SUPPORT

\$9,488

The MTPO has teamed up with Heartland Healthy Neighborhood coalition, which has received a Blue Cross and Blue Shield (BCBS) “Pathways to Healthy Kansas Grant”. This grant will go toward funding the position of the Pathways Grant Coordinator by allocating \$10,000 annually for 4 years.

Staff will work with the Project Coordinator providing support to the Heartland Healthy Neighborhoods (HHN) coalition, in coordination with the coalition’s leadership, workgroups, partner groups, and Community Health Planner.

By supporting work of the coalition in the Pathways to a Healthy Kansas grant, the MTPO will be fulfilling its responsibility of coordinating each mode of transportation into a single, functional and efficient system for all the area’s residents.

5.5 BCBS GRANT COORDINATOR/CONSULTANT

\$12,625

The Project coordinator is responsible for the coordination of the day-to-day activities of the Pathways to a Healthy Kansas grant in Shawnee County, Kansas. The Position will provide support to the Heartland Healthy Neighborhoods (HHN) coalition, in coordination with the coalition's leadership, workgroups, partner groups, and Community Health Planner. The position works to energize the community around health needs and acts as a key promoter and ambassador of the various initiatives undertaken to improve community health related to the Community Health Needs Assessment, Community Health Improvement Plan and community grants. This position is funded for a four-year term that began August 1, 2020. Grants to be available under this program will include Multi-modal and Transportation Alternative type grants.

6 – REGIONAL INTELLIGENT TRANSPORTATION SYSTEM (ITS) ARCHITECTURE

PROGRAM OBJECTIVES

- Maintain an ITS architecture that all public works departments, law enforcement agencies, emergency response agencies, public transit providers, and government transportation agencies can use to design and implement a seamless ITS that operates throughout the region and is compatible with the National ITS Architecture.
- Educate public officials and interested parties in the region about Intelligent Transportation System (ITS) and how it impacts the operation of the region's transportation facilities and services.

PROGRAM ACTIVITIES/TIMELINES

\$2,253

1. Review transportation projects/plans for ITS compliance. (As warranted)
2. Review current ITS Architecture Plan in-house, with City/County/State stakeholders to determine what, if any changes need to be made. (On-going)

PRODUCTS & TIMELINE

1. There are no products for this activity in 2023.

7 – PUBLIC TRANSIT PLANNING:

The UPWP document includes Topeka Metropolitan Transit Authority (TMTA) planning activities that will be conducted in 2023. An annual agreement between the MTPO and TMTA describes all of the stipulations and requirements that must be met in order for TMTA to receive CPG funds. This allocation is dependent on the annual availability of federal funds.

PROGRAM OBJECTIVES

- Provide strategic planning for efficient and effective transit services within the MTPO area services.

PROGRAM ACTIVITIES:

\$64.974

1. Maintain ridership database to help plan service routes and schedules and analyze data on over 715,000 rides annually
 - Provide reports and staff recommendation for service
 - Update National Transit Database as required by FTA
2. Develop service schedules for twelve fixed routes and complimentary paratransit service based on passenger demand and direction of the TMTA Board of Directors
 - Produce service runcuts three times annually
 - Plan for fleet replacement needs based on service needs
 - Plan for community development to enhance access to affordable and equitable transit services.
3. Plan for long-term agency needs to support projected ridership
 - Assess service trends to inform decisions about future fleet requirements
 - Provide planning support for grant applications
4. Public Outreach
 - Conducts public meetings during service planning and regarding service changes
 - Conducts Rider Surveys to help inform decisions about service changes
 - Responds to public inquiries regarding reasons behind current and planned bus service
 - Attend neighborhood and organization meeting to explain service decisions
5. Planning for Bus Stop Enhancement Program
 - Analyze boardings and exits at stops to assess need for stop amenities as specified in Topeka Metro’s Bus Stop Guidelines and as requested during public outreach during Topeka Metro’s Long Range Transit Plan development

7 – PUBLIC TRANSIT PLANNING CON'T.

PROGRAM ACTIVITIES:

6. Plans and assesses transit technology upgrades (e.g. fleet electrification, digital fare sales, automatic vehicle location with real-time customer facing apps, autonomous vehicles, on-demand microtransit, wi-fi on buses, and others as appropriate)
 - Assess new technologies
 - Recommend adoption of transit technology
 - Write technical requirements for transit technology
 - Provide planning support and data analysis for technology grant applications
7. Interagency Coordination and Regional Planning support
 - Represents Topeka Metro with various MTPO meetings and activities, Complete Streets Advisory Committee, and as a stakeholder in construction planning within Topeka
 - Coordinates with Topeka Engineering, Stormwater and Planning departments, and their consultants, on project planning involving transit corridors and service areas or zones.
8. MTPO Staff Transit support
 - Special project data presentation maps and documents
 - Input on Transit planning documents and studies
 - Maintains transit necessary customer-facing GTFS-related files to maintain access for customer-related trip planning as well as FTA-related NTD reporting requirements
9. Strategic Planning Process for Routes and Services
 - Provide and analyze new service options as alternatives to existing services.
 - Provide context for public and board discussions and iterations of Metro services and ridership demand.

TRANSIT ORIENTED DEVELOPMENT (TOD) PLAN: CONSULTANT ACTIVITIES (CARRYOVER)

\$75,000

This study will be bridging the gap of transportation planning and local land-use adjacent to Topeka's arterials. This study will help develop model language for the City of Topeka governing body to consider adopting to allow TOD. Further this study will identify various corridors or segments ripe or well-suited for TOD and discuss the needs and existing supporting elements of those segments and what Topeka Metro and the City of Topeka Planning, Engineering and MPO can do to encourage development in these areas. This collaborative project will involve housing, development, transportation, public and private partners to produce a cohesive document for the community of Topeka.

1. Work with TMTA staff to gather data, conduct surveys and compile findings for the TOD Study.
 - Provide reports and recommendation for TOD service
 - Update Transit Database as needed.
2. Produce TOD Plan based on TOD study recommendations.
3. Plan for community development to enhance access to affordable and equitable transit services.

SECTION 3

BUDGET

The budget for the MTPO's MTP operations is included in this UPWP document in order to indicate how the Consolidated Planning Grant (CPG) funds are being used to further the 3-C (continuing, comprehensive, cooperative) planning process in our metropolitan planning area.

The UPWP Budget does not include overhead expenses (office rent, utilities, insurance, etc.) since all indirect expenses are covered by the host agency (i.e., City of Topeka). Most of the expenses included in the UPWP Budget are for actual time worked by MTPO designated staff including selected TMTA staff and any MTPO approved consultant contracts. This budgeting process is used because the City, as the MTPO's host, handles certain accounting, purchasing and personnel functions for the MTPO. This also avoids the time and expense for our small MPO to obtain office space, utilities, and pay other indirect costs using Federal rules.

In addition to the staff costs, the MTPO also includes some direct non-salary charges for items such as travel expenses, office supplies, conference and training fees, software and software license renewals in the 2024 budget. These items can be readily attributable to the MTPO operation and can be easily tracked as separate MTPO expenses.

This 2023 UPWP includes funds from the City of Topeka and the US Department of Transportation (USDOT) (through the Consolidated Planning Grant administered by KDOT) for most of the work tasks. For the work task involving transit planning most of the local share is provided by the TMTA, while funds from the City's general operating budget make up a portion of the local match for MTPO Staff and City sponsored projects.

2024 Itemized UPWP Budget	UPWP#	*(MPO Total CPG Eligible) Activities- 2.5%	*Comp. Streets 2.5%	Total MPO CPG Costs-(2.5%)
Program Support & Administration	1			
1.1 General Admin.		\$ 36,471		\$ 36,471
1.2 Committee Support		\$ 30,946		\$ 30,946
1.3 UPWP & Budget		\$ 21,958		\$ 21,958
1.4 Training		\$ 4,795		\$ 4,795
MTP	2	\$ 3,468		\$ 3,468
TIP	3	\$ 19,518		\$ 19,518
Public Participation Plan	4	\$ 9,161		\$ 9,161
Corridor and Special Studies	5			\$ -
5.1 Bikeways Activities		\$ 47,605	\$ 1,190	\$ 46,415
5.2 Pedestrian Planning Activities		\$ 30,785	\$ 770	\$ 30,015
5.3 General Studies		\$ 30,496		\$ 30,496
5.4 Performance Measures		\$ 5,417		\$ 5,417
5.5 BCBS MTPO Staff Activities		\$ 9,488	\$ 237	\$ 9,251
Regional ITS Architecture	6	\$ 2,253		\$ 2,253
Transit Planning Activities (TMTA)	7	\$ 63,936	\$ 1,598	\$ 62,338
Transit Planning Activities (COT)		\$ 1,038	\$ 26	\$ 1,012
Consultant Contracts				\$ -
Ped. Plan Consultants		\$ 125,000	\$ 3,125	\$ 121,875
BCBS Grant Planner		\$ 12,625	\$ 316	\$ 12,309
Transit Oriented Development Plan		\$ 190,000	\$ 4,750	\$ 185,250
				\$ -
				\$ -
Direct Non-staff Charges				
Software License		\$ 10,889		\$ 10,889
Office Supplies/Printing/Advertising		\$ 3,520		\$ 3,520
Staff Conference Costs /Travel		\$ 4,500		\$ 4,500
I.T. Fees		\$ 10,317		\$ 10,317
Tech.Support Group (TSG)		\$ 6,491		\$ 6,491
TOTAL:		\$ 680,676	\$12,012	\$ 668,664

*2.5% of the Cost for Complete Streets related projects/activities are reimbursed at 100% as opposed to 80% (BIL change)

CPG & Matching Share	Source Total
Federal Funds (80%)	\$ 534,931
Federal Funds (C.S. 100%)	\$ 12,012
Topeka Cash (Local Match)	\$ 84,215
TMTA Cash (Local Match)	\$ 49,518
Total Expenditures	\$ 680,676

Estimate of 2024 available CPG funds	Source Total
2024 CPG for MTPO	\$ 428,152
2023 Carryover Estimate	\$ 361,000
Total 2024 CPG Estimate	\$ 789,152
2024 CPG funds programmed	\$ 534,931
Unencumbered 2024 funds	\$ 254,221

STAFF HOURS										
TASKS (Regular Hours)	UPWP #	Planning Director	Office Specialist	Transportation Planner	Transportation Planner II	Transportation Manager	BCBS Grant	Transit Planner	Total Labor Hrs.	
MTPO Program Support & Administration	1									
1-1 General Admin.			250		250	300			800	
1-2 Committee Support		80			325	185			590	
1-3 UPWP & Budget					115	280			395	
1-4 Training					55	40			95	
Metropolitan Transportation Plan	2				10	50			60	
Transportation Improvement Program	3				30	300			330	
Public Involvement Plan	4				100	80			180	
Corridor Studies & Special Studies	5									
5-1 Bikeways Activities		170			400	300			870	
5-2 Pedestrian Planning Activities		20			400	200			620	
5-3 General Studies/Plan Reviews		150			205	180			535	
5-4 Target Setting for Performance Measures					20	75			95	
5-5 BCBS Planning Activities					150	50			200	
Regional ITS Architecture	6				10	30			40	
Transit Planning Activities	7				10	10		1,383	1,403	
TOTAL REGULAR HOURS		420	250	0	2,080	2,080	0	1,383	6,213	
% of Time Spent on MPO funded activities		20.19%	12.02%	0.00%	100.00%	100.00%	0.00%	66.49%		

TASKS (Fully Loaded Labor) & Non-Direct Charges	UPWP #	Consultant & Supply Costs	Planning Director	Office Specialist	Transportation Planner (Bike/Transit)	Transportation Manager	Topoka Metro	TOTAL Fully Loaded Labor	% of Total
MTPO Support & Administration	1								
1-1 General Admin.			\$ -	\$ 7,493	\$ 10,750	\$ 18,228	\$ -	\$ 36,471	6.40%
1-2 Committee Support			\$ 5,730	\$ -	\$ 13,975	\$ 11,241	\$ -	\$ 30,946	5.50%
1-3 UPWP & Budget			\$ -	\$ -	\$ 4,945	\$ 17,013	\$ -	\$ 21,958	3.90%
1-4 Training			\$ -	\$ -	\$ 2,365	\$ 2,430	\$ -	\$ 4,795	0.80%
Metropolitan Transportation Plan	2		\$ -	\$ -	\$ 430	\$ 3,038	\$ -	\$ 3,468	0.60%
Trans. Improvement Program	3		\$ -	\$ -	\$ 1,290	\$ 18,228	\$ -	\$ 19,518	3.50%
Public Involvement Plan	4		\$ -	\$ -	\$ 4,300	\$ 4,861	\$ -	\$ 9,161	1.60%
Corridor Studies & Special Studies	5								
5-1 Bikeways Activities			\$ 12,177	\$ -	\$ 17,200	\$ 18,228	\$ -	\$ 47,605	8.40%
5-2 Pedestrian Planning Activities			\$ 1,433	\$ -	\$ 17,200	\$ 12,152	\$ -	\$ 30,785	5.40%
5-3 General Studies/Plan Reviews			\$ 10,745	\$ -	\$ 8,815	\$ 10,937	\$ -	\$ 30,496	5.40%
5-4 Performance Measures Tracking			\$ -	\$ -	\$ 860	\$ 4,557	\$ -	\$ 5,417	1.00%
5-5 BCBS Planning Activities			\$ -	\$ -	\$ 6,450	\$ 3,038	\$ -	\$ 9,488	1.70%
Regional ITS Architecture	6		\$ -	\$ -	\$ 430	\$ 1,823	\$ -	\$ 2,253	0.40%
Transit Planning Activities	7		\$ -	\$ -	\$ 430	\$ 608	\$ 663,936	\$ 64,974	11.50%
TMTA TOD Plan		\$ 190,000						\$ 190,000	13.30%
Ped.Plan Update Consultants		\$ 125,000						\$ 125,000	22.10%
SRTS Multi-Plan Phase II		\$ -						\$ -	0.00%
BCBS Grant Coordinator		\$ 12,625						\$ 12,625	2.20%
Direct Non-Staff Charges		\$ 35,717						\$ 35,717	6.30%
TOTAL:		\$363,342	\$30,085	\$ 7,493	\$ 89,440	\$126,381	\$63,936	\$ 680,676	100.00%

In accordance with the BIL section 11206 requiring at least 2.5% of the MPO planning budget be dedicated to increasing safe and accessible transportation options, this 2024 UPWP has dedicated approximately 73% of its budget to safety and accessibility.

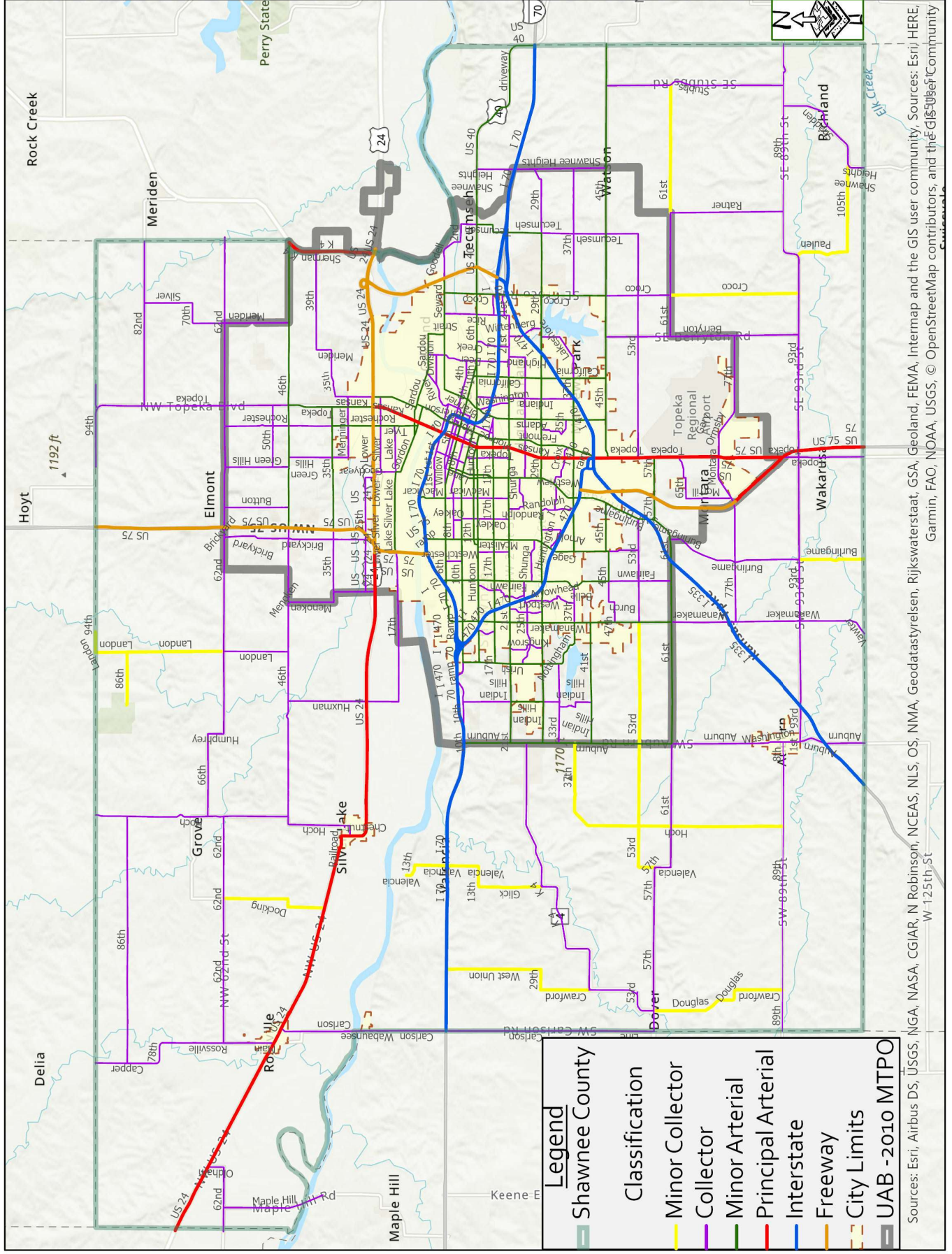
SECTION 4

MAPS

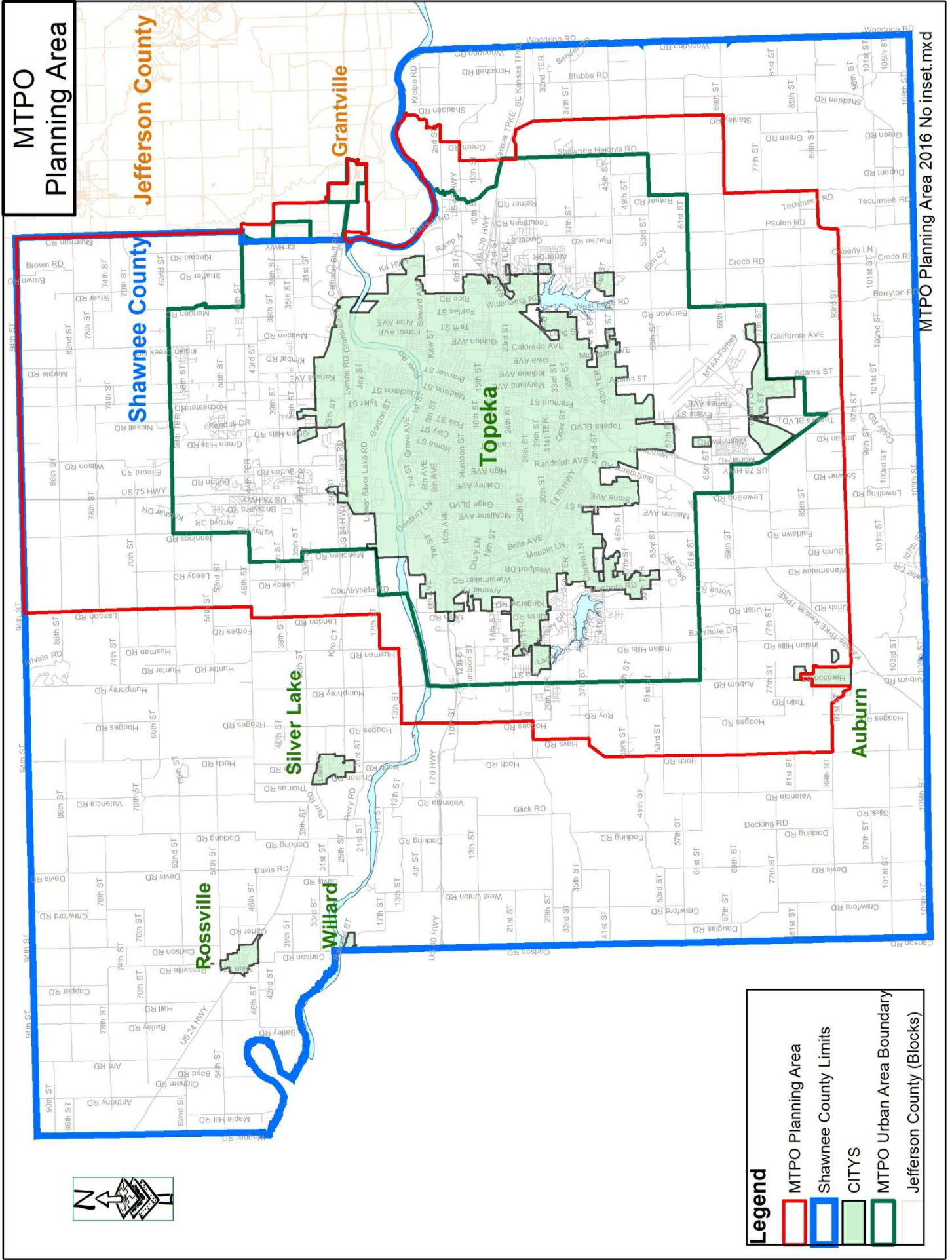
This section includes the latest Functional Classification Map for roadways in the region. At the time this map was originally produced the MPO planning area included all of Shawnee County so the entire county is shown on this map.

This section also includes a map of the MTPO metropolitan planning area. This map was an attachment to the agreement between the City of Topeka, KDOT and the TMTA that established the MTPO as the new MPO for the Topeka Area. This new MPO was established in 2004. The Topeka Urbanized Area and thus the MTPO Planning area has changed since 2004. The MTPO planning area includes all of the Topeka Urbanized Area defined by the Census Bureau in 2010 and all of the Urban Area for transportation planning purposes defined by the previous MPO and KDOT in 2003. This new MTPO planning area does not include all of Shawnee County. The MTPO has the ability to conduct continuing, comprehensive, and cooperative transportation planning activities for the territory inside their metropolitan planning area boundary. The MTPO is also charged with programming funding for all federally funded projects and regionally significant projects within that planning area boundary through the TIP process.

Functional Classification 2022 (KDOT)



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



**MTPO
Planning Area**

Shawnee County

Grantville

Topeka

Silver Lake

Willard

Rossville

Auburn

MTPO Planning Area 2016 No inset.mxd



Legend

- MTPO Planning Area
- Shawnee County Limits
- CITIES
- MTPO Urban Area Boundary
- Jefferson County (Blocks)

SECTION 5 UPWP RELATIONSHIP TO MTP GOALS

The Unified Planning Work Program (UPWP) is the annual list of activities that the MTPO and its staff and sub-committees intend to do in order to address the mobility issues and concerns raised in the Metropolitan Transportation Plan (MTP). The Transportation Improvement Program (TIP) is designed to list transportation improvement projects that address the MTP goals. The UPWP is designed to list the planning activities to address the MTP goals. Both of these documents, UPWP and TIP, are implementation tools for the MTP. The UPWP is concerned with the planning program implementation steps while the TIP is concerned with the facility and service improvement steps.

The current MTP adopted by the MTPO contains seven goals for the region's transportation system and regional transportation planning program. In order to better understand how the annual activities listed in the UPWP help to implement the goals in the region's MTP, the following chart was created. It indicates what planning activities are related to which MTP goals. This helps the MTPO understand the relationship between the annual work program and the MTP for the region.

Relationship between 2024UPWP Work Tasks and 2045MTP Seven Goals.

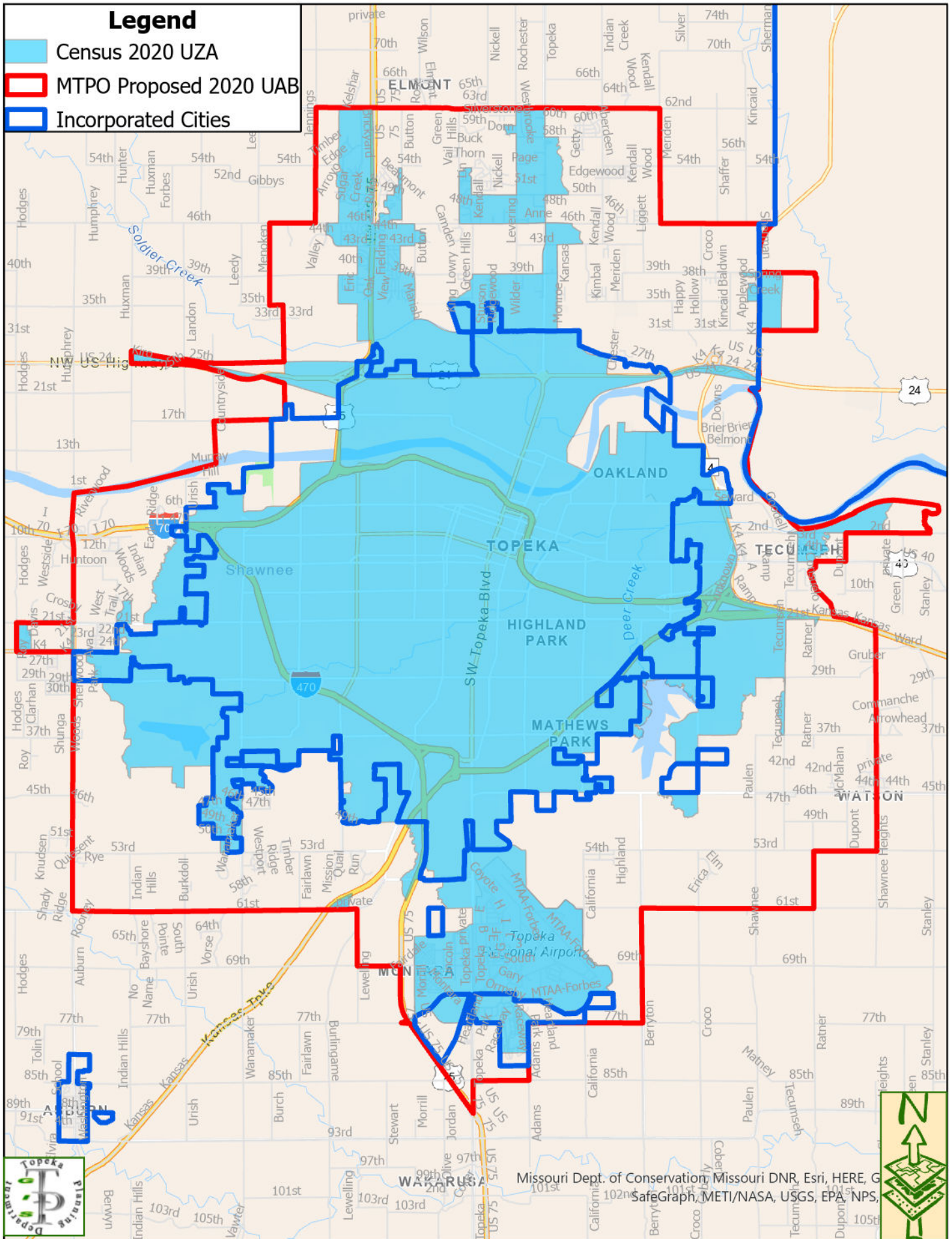
	Cultivate, Maintain, and Enhance the Region's Economic Vitality	Increase Safety and Security of the Region's Transportation System	Increase Accessibility and Mobility Cross in the Region	Protect, Preserve, and Enhance the Social, Historical, and Natural Environments of the Region	Promote Efficient System Management and Operation	Enhance Integration and Connectivity of the Transportation System Across and Between Modes	Emphasize, Maintain and Preserve Existing Transportation System
1	X	X	X		X	X	
2	X	X	X	X	X	X	X
3	X	X	X		X	X	
4	X	X	X	X	X	X	X
5		X	X		X	X	
6	X	X			X	X	X
7	X	X	X		X	X	X



PUBLIC COMMENTS:

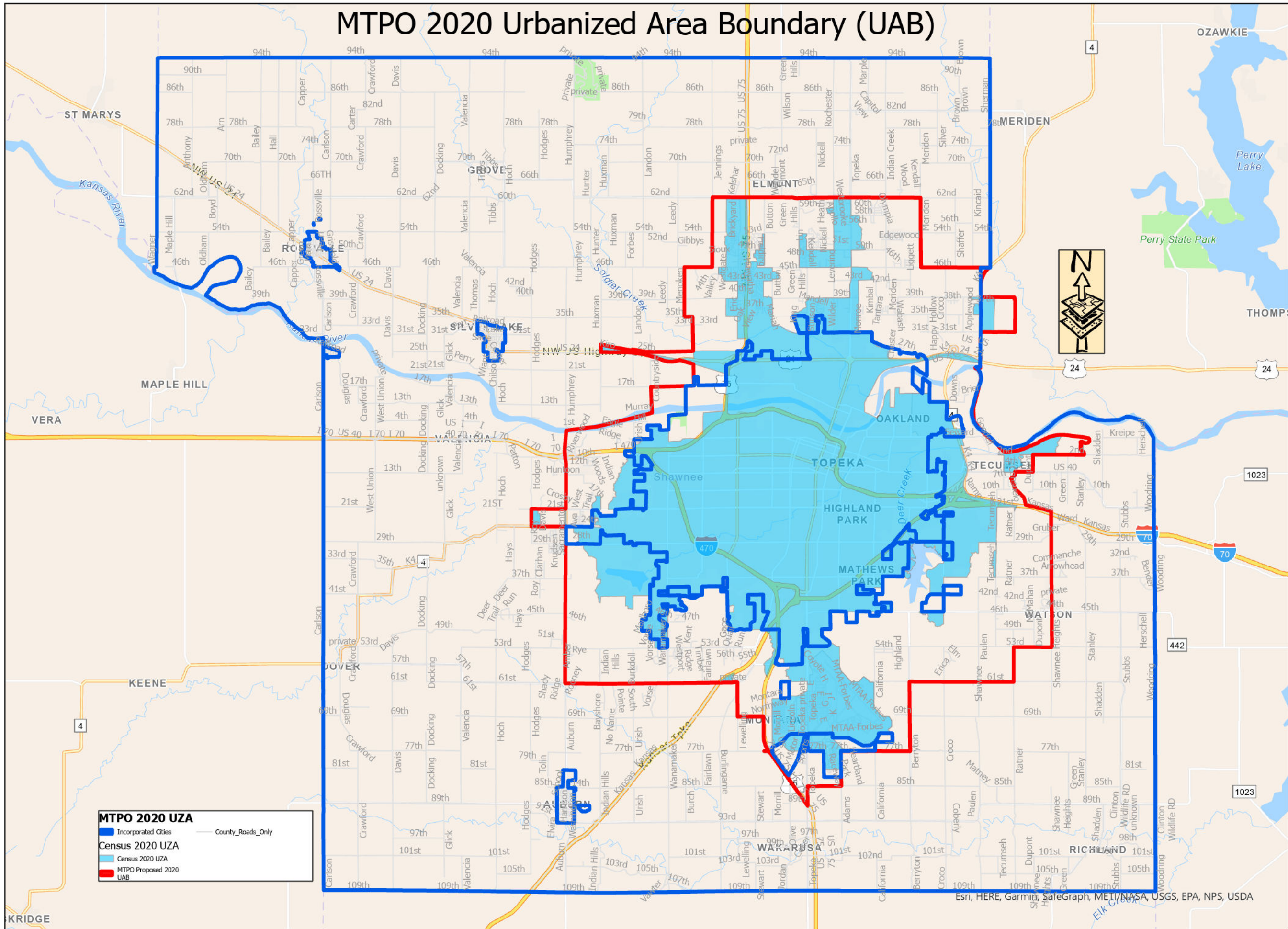
2024UPWP PUBLIC COMMENT HEARING:

MTPO 2020 Urbanized Area Boundary (UAB)



Credits: Map by Carlton Scroggins, AICP (2020 UZA_and_UAB.aprx) 10/5/2023

MTPO 2020 Urbanized Area Boundary (UAB)



MTPO 2020 UZA

- Incorporated Cities
- County_Roads_Only

Census 2020 UZA

- Census 2020 UZA
- MTPO Proposed 2020 UAB

MTPO 2020 Urbanized Area Boundary Description

Beginning at the intersection of NE 46th St and the east boundary of the Shawnee/Jefferson County line and continuing west along NE 46th St. to NE Meriden Rd, thence, north, along NE Meriden Rd. to NE 62nd St.; thence, west along NW 62nd St. to NW Jennings Rd.; thence, south along NW Jennings Rd, to NW 46th St.; thence west along NW 46th St. to NW Menoken Rd. to NW 35th St.; thence east along NW 35th St to NW Menoken Rd.; thence south along NW Menoken Rd. to NW 25th St.; thence west along NW 25th St. to NW Landon Rd.; thence, south along NW Landon Rd. to the Union Pacific (UP) Rail Road (RR) ROW; thence west along the UP RR ROW to NW Huxman Rd.; thence, south along NW Huxman Rd to US Hwy 24; thence east along US 24 Hwy to the UP RR ROW,; thence, NE along the UP RR ROW to NW Menoken Rd.; thence, south along NW Menoken Rd. to NW 17th St.; thence west along NW 17th St to NW Countryside Rd.; thence south along NW Countryside Rd. to the Kansas River; thence SW along the Kansas River to a point along the River that is congruent with NW Humphrey Rd. to the north.; thence, south approximately 1,200 ft. along an imaginary line to Hwy 4.; continuing south along Hwy 4 to SW 21st St.; thence west along SW 21st St. to SW Hodges Rd.; thence along SW Hodges Rd. to US Hwy K-4.; thence east along US Hwy K-4 to SW Auburn Rd.; thence south along SW Auburn Rd. to SW 61st St.; thence, east along SW 61st St. to SW Leweling Rd.; thence south along SW Leweling Rd. to SW 69th St.; thence east along SW 69th St. to US-75 Hwy.; thence south along US-75 to SW 77th St.; thence west along SW 77th St approximately 900 ft. to the SW corner of the US-75 Hwy/SW 77th intersection ROW.; thence south along US-75 Hwy to SW Topeka Blvd., aka Old Hwy 75.; thence north along SW Topeka Blvd. to SE 85th St.; thence east along SE 85th St. to SE Adams St.; thence north along SE Adams St. to SE 77th St.; thence east along SE 77th St to SE Berryton Rd.; thence north along SE Berryton Rd. to SE 61st St.; thence east along SE 61st St. to SE Ratner Rd.; thence north along SE Ratner Rd. to SE 53rd St.; thence east along SE 53rd St. to SE Shawnee Heights Rd.; thence north along SE Shawnee Heights Rd. to Interstate 70 (I-70).; thence north along I-70 to the Tecumseh Creek.; thence north along the Tecumseh Creek ROW to SE 6th Ave.; thence east along SE 6th St to SE Dupont Rd.; thence north along SE Dupont Rd. to SE 2nd St.; thence east along SE 2nd St. to Whetstone Creek.; thence north along Whetstone Creek to the Burlington Northern Santa Fe Rail Road (BNSF RR). Thence west the BNSF RR to the Shunga Creek.; thence north along the Shunga Creek to the Shawnee/Jefferson County line.; thence north along the SN/JF CO line to NE 31st St.; thence east along NE 31st St. to Detlor Rd. in Jefferson CO.; thence north along Detlor Rd. to 39th St.; thence west along 39th St. to the SN/JF CO. line.; thence north along K-4 Hwy to NE 46th St., the Point of Beginning.

MTPO 2020 Urbanized Area Boundary (UAB)

