

METROPOLITAN TOPEKA PLANNING ORGANIZATION

TOPEKA, KANSAS

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019-2022

The Metropolitan Topeka Planning Organization (MTPO) Staff prepared the Transportation Improvement Program (TIP) with assistance and cooperation from the following agencies:

Federal Highway Administration
Federal Transit Administration
Kansas Department of Transportation
Shawnee County, Department of Public Works
City of Topeka, Department of Public Works
Topeka Metropolitan Transit Authority
Topeka/Shawnee County Paratransit Council

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An electronic copy of this document and any subsequent amendments to it may be downloaded from the MTPO section of the Topeka website at <http://www.topekampo.org/>.

A paper copy of this document is available at the address below:

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Metropolitan Topeka Planning Organization
Transportation Improvement Program (TIP)
2019 – 2022

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Disclaimer Statement

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Metropolitan Topeka Planning Organization

INTRODUCTION

The Transportation Improvement Program (TIP) is a short-range program that identifies transportation projects to be implemented in the Topeka Metropolitan Area during the next four years. It is developed in accordance with the Continuing, Cooperative and Comprehensive (3-C) Process and includes all projects that use federal funds and/or are regionally significant. The TIP is one of many tools used to implement the goals and objectives of the Metropolitan Transportation Plan and documents the transportation priorities and financial resources available for the region. The TIP must be fiscally constrained all four years, identifying federal, state, and local funding sources expected to be available to fund the proposed projects.

Fixing America's Surface Transportation Act (FAST-Act) – Changes to the MPO Planning Process

In December of 2015 the President signed the current federal surface transportation bill into law. This Bill, called Fixing America's Surface Transportation Act (FAST-Act) keeps intact many of the planning provisions of the previous transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) with emphasis placed on performance management in both statewide planning and metropolitan planning. This bill represents the first with long-term funding in a decade, including 5 years of funding from 2016 through 2020, totaling over \$305 billion dollars.

The programs covered under this bill include:

- Highway
- Motor vehicle safety
- Public transportation
- Motor carrier safety
- Hazardous materials safety
- Rail, and
- Research, technology, and statistics

Funding breakdowns by category and changes:

Public Transit:

- \$72 Billion nationally over 5 years
- \$35 million in Kansas over 5 years
- Re-established a Bus Discretionary Program
Competitive process; Fund replacements for aging fleets or facilities; FY16 - \$268 million
\$55 million has been designated for Low- or No- Emission Bus Deployment projects.

Surface Transportation:

- Surface Transportation Block Grant Program
- Continual increase in funds over the course of the FAST Act (2.3% Annually)
- Kansas - \$101 million in 2016
- New eligible costs include SRTS, Workforce Development, and Intermodal

Transportation Alternatives:

- Referred to as Surface Transportation Block Grant Set-Aside
- \$9.2 million in 2016 and 2017
- \$9.4 million in 2018, 2019, 2020
- Program Changes
 - MPO's with >200,000 population may flex 50%
 - MPO's must distribute funds "in consultation with state"

MPO Planning:

- PL funding will increase 2% annually
- \$1.9 million in 2016
- Program Changes
 - TIPs should consider intercity bus operations
- MPOs are encouraged to include or consult on the following issues:
 - Natural disaster risk reduction
 - Reduction or mitigation of stormwater impacts
 - Enhance travel and tourism

Transportation Improvement Program (TIP) Policy

Purpose

This policy describes the TIP development process and the methods to amend the TIP, and provides an overview of the guidelines to be used in the development and maintenance of the TIP. The activities involved in these processes are defined here, as well as what constitutes a “regionally significant” project. Federal requirements for the development and content of the TIP are found in 23 CFR 450.324.

TIP Defined

The TIP is a multi-year listing of federally funded and regionally significant projects selected to improve the transportation network for the Metropolitan Topeka Planning Organization (MTPO) planning area. The TIP discusses multimodal development which focuses not only on motor vehicles but also transit, bicycle, rail, and pedestrian modes of transportation.

The TIP consists of at least a four-year program of: 1) all federally funded priority transportation projects, and 2) all regionally significant priority projects, regardless of funding source. The TIP must:

- Be updated at least every four years;
- Include projects that are consistent with the MTPO Metropolitan Transportation Plan;
- Be financially constrained and include only those projects for which funding has been identified, using current or reasonably available revenue sources

The MTPO is responsible for developing the TIP in cooperation with local governments, transit operators, the State Department of Transportation, and federal partners, each of whom cooperatively determine their responsibilities in the planning process. The TIP must be approved by the MTPO and the KDOT, who has been delegated this responsibility by the Governor. The TIP then must be amended into the Statewide Transportation Improvement Plan (STIP) by approval of the Federal Highway Administration and the Federal Transit Administration.

Schedule for making changes to TIP projects and keeping the TIP document up to date

Changes to TIP projects including additions and amendments of projects will be processed quarterly beginning at the January TAC meeting of each year. This provision was incorporated into the amendment process as a means to provide a more efficient TIP amendment process. However, in the event there is an amendment that requires immediate processing the MTPO staff is at liberty to circumvent the amendment schedule. The MTPO has set a schedule to update the entire TIP every two years.

TIP Amendment approval by the Policy Board in the following months:

- January 2019 (to KDOT by Jan.24)
- April 2019 (to KDOT by April 25)
- July 2019 (to KDOT by July 25)

TIP Development

Project Funding

Projects in the TIP are funded through various Federal, State, and local funding sources. The City of Topeka and Shawnee County identify projects in their respective Capital Improvement Programs (CIP) that will be funded over the next 5 years. Coordination between the City, County, State, Transit Authority and the MTPO occurs to ensure that the projects identified for funding are consistent with the MTPO's Metropolitan Transportation Plan (MTP). Assistance with determining project consistency is conducted with the help of the MTPO decision making bodies: the Technical Advisory Committee (TAC) that makes recommendations to the MTPO Policy Board.

The primary federal funding sources for this region include Surface Transportation Program (STP) funds. Discretionary funding for transportation enhancements or special projects also becomes available from time to time to further the implementation of the region's Metropolitan Transportation Plan. These funds include; a) Transportation Alternatives (TA) funds, which are funds generally used for new trails, city beautification, or Historic transportation projects, although other types of projects may also be eligible for TA funding; b) FHWA Highway Safety Improvement Program (HSIP) funds; c) KDOT Economic Development Projects; ; and e) National Highway Performance Program (NHPP) funds.

Federal funding for Transit capital and operations is supplied through Federal Transit Administration (FTA) grants. FTA grants such as 5307, 5309 & 5310 have all been used by the Topeka Metropolitan Transit Authority. The Transit Authority uses these federal funds along with city mill levy and fare box revenues to support its operations. Paratransit providers in the MTPO Area also utilize these funds for capital expenditures and operations.

Local projects are sometimes funded through the use of sales tax revenues earmarked for road and bridge improvements. Sales tax revenues are voted on by Shawnee County and City of Topeka voters, the amount and duration of the tax is set at that time as well. These sales tax revenue funds are programmed in the City of Topeka Capital Improvements Plan and can also be used to fund projects that are not eligible for federal funding. This source of funding is sometimes used as a source for matching funds for projects that are in the TIP.

TIP Development and Approval Process

The MTPO TIP update is performed every two years.

The TIP update procedure is as follows:

Basic Steps to Development and Approval of the Transportation Improvement Program (TIP)

Review any changes to TIP related regulations and start drafting TIP text



Announce the need to develop projects and complete project submission forms



Technical Advisory Committee (TAC) and MTPO Chairperson discuss public involvement activities



MTPO sets deadline for completion of project submission forms



MTPO Staff receives and reviews project submission forms and starts drafting TIP project tables



MTPO Staff and TAC review the draft TIP for Title VI/Environmental Justice and fiscal feasibility issues



MTPO conducts public involvement activities and revises draft TIP to reflect public comments if warranted.
MTPO Staff prepares the TIP Public Hearing Draft and submits the TIP back to the TAC for recommendation to forward to PB for approval



MTPO approves the TIP and forwards it to KDOT for review and approval
KDOT Secretary (acting as the Governor's designee) approves the TIP
KDOT forwards the TIP to the FHWA and FTA for approval prior to inclusion in the State TIP

The FHWA and the FTA must jointly find that the TIP is consistent with the MTP per CFR subsection 450.328, and that the MTPO and State certify that the planning process has been carried out in accordance with CFR subsection 450.332. In addition, it is required that an annual listing of obligated projects be posted in the TIP, CFR subsection 450.332

Projects in the metropolitan areas' TIP are included by reference in the Statewide Transportation Improvement Program (STIP), which is the State's equivalent of a TIP, but includes all federal funded transportation projects throughout the state. KDOT sends the STIP to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval. Approval of the STIP by FHWA and FTA also serves as the TIP approval.

TIP FISCAL ANALYSIS

First, the TIP must contain a system-level estimate of the costs and revenue sources that can be reasonably expected to be available to adequately operate and maintain the multimodal

transportation system. Second, the TIP is required to use revenue and cost estimates that apply an inflation rate to reflect “year-of-expenditure” dollars.

The projects included in the TIP should also be included in the respective local government’s capital improvement plans and budgets. Budgets for locally sponsored projects in the TIP are based on the best available cost estimates and reasonable projections of revenues made by the local governments in the region. Projects without identified local match will not be included in the TIP.

In addition to having a clearly identified source of funding for each project listed in the TIP, the project sponsors must also present the project costs in year of expenditure (YOE) dollars. This allows the project estimates to take into account inflation. For projects like Transportation Alternatives that require a KDOT application, the inflation factor is built into the application form and takes the current year estimate and inflates it to the year in which the funds will be available.

Fiscal constraint ensures that funds are available or can reasonably be expected to become available for the projects submitted for inclusion into the TIP. Projects listed for the City and County are submitted by their respective Public Works departments. Anticipated federal funding for the next four years for roads, bridges and enhancement projects will primarily be supplied by STP, HSIP and TA funds. However, it is also reasonable to assume that discretionary funds may also be granted in some years covering this four year period. Federal funding for transit and paratransit operations will generally be derived through transit urban and rural formula programs such as, FTA 5307 funds, and Section 5309 discretionary capital funds. Based on these anticipated federal funding sources, the obligated annual (O.A.) funds for roads, bridges and enhancements are estimated to be:

Type	City	County	MTPO Total
STP (O.A.)	\$1,500,950	\$1,312,237	\$2,813,187
TA (O.A.)approx..	\$900,000	700,000	\$1,600,000
HSIP (O.A.)approx..	\$500,000	500,000	\$1,500,000
Total:			\$5,113,187

These anticipated funding sources and their respective local match are incorporated into the Funding Summary Budget Table, following the project listings in this document. Anticipated annual FTA funding is tracked in this table as well. This budget table is updated in the event of any project additions, deletions or funding changes.

State Funds

Sub-allocated Federal Programs

A number of federal funding streams are dedicated by statute, or sub-allocated, to specific projects and programs within the MTPO metropolitan planning area. With the enactment of MAP-21, all sub-allocated federal transportation funding programs which the MTPO has historically had some decision-making or advisory role were either altered or eliminated. The table below explains current FAST-Act programs:

Table 1: Impact of FAST-Act on planning workflow and programs			
Previous sub-allocated program		Impact	
Bridge		Projects remain eligible for STP funding.	
CMAQ		Program continued with minor changes to project eligibility.	
STP		Program continued.	
Transportation Alternatives		Program continued.	
Job Access Reverse Commute		Combined with Section 5307 under previous Bill.	

(JARC)	
New Freedom	Combined with Section 5310 under previous Bill.
5310	Modified to sub-allocate some funds to large urban areas under previous Bill.

Surface Transportation Program and Bridge Program

The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects on any federally aided highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. STP funds are divided into a number of subcategories using a formula based on population; the largest subcategory is for funds sub-allocated for Transportation Management Areas (TMAs) with populations greater than 200,000. STP funds are allocated by six categories:

1. Bridge restoration and rehabilitation.
2. Bicycle and pedestrian, livable communities, pilot projects and other.
3. Public transportation
4. Roadway capacity
5. Transportation operations and management.
6. Transportation safety

Transportation Alternatives (TA)

FAST-Act continued the Transportation Alternatives established under MAP-21. This program provided for a variety of alternative transportation projects that were previously eligible activities under separately funded programs such as Transportation Enhancements and Safe Routes to School. The program continues to support projects that expand travel choices and enhance the transportation experiences through improvements to the cultural, aesthetic, historic and environmental aspects of the transportation network. Eligible activities include bicycle and pedestrian accommodation, safe routes to school programs and recreational trails.

Federal Transit Administration Programs

Section 5307 Formula Grant

Section 5307 (49 U.S.C. § 5307) is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. This program was initiated by the Surface Transportation Act of 1982 and became FTA's primary transit assistance program in FY 1984. Funds are apportioned to urbanized areas utilizing a formula based on population, population density, and other factors associated with transit service and ridership. Section 5307 is funded from both General Revenues and Trust Funds.

Section 5307 urbanized area formula funds are available for transit improvements for 34 urbanized areas over 1 million population, 91 urbanized areas with populations between 200,000 and 1 million, and 283 urbanized areas between 50,000 and 200,000 population. For urbanized areas over 200,000 in population, funds flow directly to the designated recipient. For areas under 200,000, the funds are apportioned to the Governor of each state for distribution.

Several changes became effective to this program in fiscal year 1998 with the passage of TEA-21. One percent of appropriated Section 5307 funds is set-aside to be used for transit enhancement projects that physically or functionally enhance transit service or use. Preventive maintenance, defined as all maintenance costs, became eligible for FTA capital assistance at an 80 percent Federal share. FY 2001 operating assistance is available only to urbanized areas with populations under 200,000. An exception is made for urbanized areas with populations over 200,000 if the number of total bus revenue vehicle miles operated is under 900,000 and the number of buses operated does not exceed 15. Up to 10% of an area's apportionment may be used for complementary ADA paratransit service cost.

Section 5310 Formula Grant

Section 5310 Capital Assistance Program, provides funds to support transport of elderly and/or disabled persons where public transportation services are unavailable, insufficient or inappropriate, by incorporating the former New Freedom program and establishing a direct sub-allocation of funding to large urbanized areas with populations greater than 200,000.

A locally developed, coordinated public transit-human services transportation plan must include projects selected for funding. A competitive selection process, previously required under the New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310—public transportation projects planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when used for public transportation projects that exceed the requirements of the ADA, such as public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary Paratransit or alternatives to public transportation that assist seniors and individuals with disabilities. These funds require a 50 percent local match when used for operating expenses: a 20 percent local match is required when using these funds for capital expenses, including acquisition of public transportation services.

Section 5311 Formula Grant

Section 5311 Formula Grants are grants designated for Rural Areas. Program provides capital, planning, and operating assistance to states to support public transportation in rural area with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

Eligible Recipients: Eligible recipients include states and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

Eligible Activities: Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

Funding and Match: The federal share is 80 percent for capital projects. 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service. Section 5311 funds are available to the States during the fiscal year of apportionment plus two additional years (total of three years). Funds are apportioned to States based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas.

Intercity Bus Program: Each state must spend no less than 15 percent of its annual apportionment for the development and support of intercity bus transportation, unless it can certify, after consultation with intercity bus service providers, that the intercity bus needs of the state are being adequately met.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The specific provisions pertaining to the HSIP were defined in Section 1112 of MAP-21, which amended Section 148 of Title 23, *United States Code* (23 USC 148). Some of the changes to the HSIP include:

- The Strategic Highway Safety Plans are now required to be updated & evaluated regularly by each State.

- The \$90 million High Risk Rural Roads (HRRR) set-aside has been eliminated but a new HRRR Special Rule will require States to obligate funds on HRRRs if the fatality rate is increasing on rural roads.
- The Transparency Reports (5 percent) are no longer required.
- The annual reports from the States will be posted on FHWA's website.
- FHWA is required to establish measures for the States to use in assessing the number and rate of fatalities and serious injuries.

Advance Construction

State and local governments use a federal funding tool called “advance construction” to maximize the receipt of federal funds and provide greater flexibility and efficiency in matching federal aid categories to individual projects. Advance construction (AC) is an innovative funding technique that allows project sponsors to initiate a project using non-federal funds while preserving eligibility for future federal aid. The Federal Highway Administration (FHWA) determines eligibility for federal aid, however no present or future federal aid is committed to the project. Project sponsors may convert the project to regular federal aid, provided that federal aid is available for the project. Advance construction does not provide additional federal funding, it simply allows project sponsors to construct projects with state or local money but seek federal reimbursement in the future. Projects using advance construction are included in the project listing of the 2019-2022 TIP and are accounted for in the financial summary.

Complete Streets

In September 2012, the MTPO approved a Complete Street Policy in support of the regions vision for a safe, balanced, multimodal and equitable transportation system that is coordinated with land-use planning and protective of the environment and that guides and informs the MTPO’s planning and programming work. Complete streets are streets, highways and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right-of-way. This includes people of all ages and abilities who are walking: driving vehicles such as cars, trucks, motorcycles or buses: bicycling: using transit or mobility aids: and freight shippers. The MTPO’s programming processes for sub-allocated funding include consideration of Complete Streets policy requirements during the application and evaluation of each project. The policy recognizes that every street may not be suitable for complete street implementation, and exceptions will be considered on a case by case basis. In 2018, the MTPO, in conjunction with WSP consultants completed a Complete Streets Guidelines Manual for the MTPO area.

Adequate Operating & Maintenance Funds

Written confirmation is required stating that each government will have the necessary operating funding to provide the service proposed and operate existing and proposed federally funded assets appropriately. These operating funds may come from state, county or local sources. The metropolitan planning statutes state that the Metropolitan Transportation Plan (MTP) and the TIP must include a “financial plan” that “indicates resources from public and private sources that are reasonably expected to be available to carry out the program.”

Given the information provided from the jurisdictions on their assets, it is the assumption of the MTPO that there is adequate funding available for operations and maintenance. The data table below outlines each government within the MTPO area and their known federally funded assets:

Unit of Government*	Lane Miles	# of Bridges	Budget Totals	Cost per lane mile.
KDOT**	457	131	\$1,670,000 Annual; \$6,680,000 4yr.	\$3,654

City of Topeka	800 (Arterials & Collectors)	103	\$7,500,000 Annual; \$30,000,000 4yr.	\$9,375
Shawnee CO.	531	255	\$8,846,515 Annual; \$35,386,060 4yr.	\$16,660
Topeka Metro (TMTA)			\$8,343,073 Annual; \$33,372,294 4yr.	

Expenditures will likely increase with increased cost of materials and fuel.

**Maintenance costs include salaries, fringe benefits, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching, mowing right-of-way, snow removal, replacing signs, striping, repairing guardrails, and repairing traffic signals. Performing these activities requires employees, vehicles and other machinery, facilities to house equipment and materials such as salt, asphalt and fuel.*

***Statewide Budget*

Maintenance Funding Sources

City maintenance costs will come mainly from General Obligation (G.O.) bonds, fuel tax and a half-cent sales tax* that was recently approved by voters. This half-cent sales tax is a 10-year tax which will be earmarked for street maintenance and improvement projects, engineering & design, maintenance materials/curb & gutter, ADA ramps, alley repair, and 50/50 sidewalk Repair. The tables below provide a breakdown of both the City and County ½ cent sales tax that was approved in 2016. The county-wide tax has earmarked funding for county projects and bridges. The approximate annual ten year breakdowns of these sales tax revenues and expenditures are noted below:

City ½-Cent Sales Tax	2019	2020	2021	2022
Maintenance & Improve Existing Streets*	\$8,800,000	\$8,800,000	\$8,800,000	\$8,800,000
ADA Sidewalk Ramp Repair	\$300,000	\$300,000	\$300,000	\$300,000
Curbs, Gutters & Street Repair	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Alley Repair	\$250,000	\$250,000	\$250,000	\$250,000
50/50 Sidewalk Repair Program	\$100,000	\$100,000	\$100,000	\$100,000
Street Maintenance and Repair: Local Streets*	\$2,880,000	\$2,880,000	\$2,880,000	\$2,880,000
Street Contract Preventative Maintenance Program			\$2,000,000	\$2,000,000
Subtotal Half-Cent Sales Tax	\$25,530,000	\$25,530,000	\$27,530,000	\$27,530,000

***Each year's projects will be reassessed and resources reallocated based on updated street conditions and needs**

Countywide Sales Tax	2019	2020	2021	2022
Pavement Preventative Maint. Pgrm.	\$3,330,000	\$3,330,000	-	-
12th St.(2-lanes)-Gage to Kansas	\$450,000	\$650,000	\$4,250,000	\$4,250,000
SE California Ave. between SE 37th St and SE 45th	-	\$500,000	\$250,000	\$5,250,000
SW 17th St.-MacVicar to Int. 470	\$100,000	-	\$850,000	\$500,000
SW 29th St.-Fairlawn to I-470	\$1,445,000	-	-	-
Subtotal Half-Cent Sales Tax	\$5,325,000	\$4,480,000	\$5,350,000	\$10,000,000

County maintenance funding is mainly from motor fuel tax and County wide sales tax.

Transit funding is from city mill levies and fare box revenues.

***Citywide Half-Cent Street Sales Tax 2019-2023 CIP: \$74,238,000:** This is funded by a voter approved half-cent sales tax initiative. It is dedicated to maintenance and repairs and cannot be used for new street construction. The tax sunsets in 2019 and collects approximately \$14.7m per year.

Countywide Half-Cent Street Sales Tax 2019-2023 CIP: \$37,985,000: This is funded by a voter approved half-cent sales tax initiative. These projects represent what is proposed to be completed with the second round of funds collected from 2017-2031.

Federal Funds 2019-2023 CIP: \$8,305,000: Funds received from the Federal government.

G.O. Bond 2019-2023 CIP: \$60,694,970: General Obligation (G.O.) bonds are used to finance major capital projects with an expected life of 10 or more years. A general obligation bond is secured by the City's pledge to use any legally available resources, including tax revenue, to repay bond holders. The City used a portion of the property tax levy to finance the debt service payments.

Revenue Bonds 2019-2023 CIP: \$217,494,737: The Water, Water Pollution Control, and Storm water funds are enterprise funds, which are supported by fees for service rather than by taxes. Revenue bonds are a type of loan in which the loan is repaid with revenues from the enterprise, not by contributions from the General Fund. These loans are used to increase plant capacity and modernize the system.

Federal Funds	2019	2020	2021	2022
Bridge Deck Patching & polymer Overlay			\$1,200,000	
Bridge on SW 3rd St over Ward Cr.	\$750,000	-	-	
Bridge on SE 29th Street over Butcher Creek	\$70,000	-	-	-
SW Arvonla Place/Huntoon Street/I-470 Ramps	-	\$1,100,000	\$1,100,000	
Neighborhood Infrastructure	\$600,000	\$600,000	\$600,000	\$600,000
Total	\$1,420,000	\$1,700,000	\$2,900,000	\$600,000

G.O. Bond Transportation Funds (City of Topeka)

Traffic:	2019	2020	2021	2022
Traffic Safety Projects	\$220,000	\$220,000	\$220,000	\$220,000
Signals Replacement	\$750,000	\$713,579	\$600,000	\$628,841
Downtown Traffic Signal Coordination	-	\$290,000	-	-
Total	\$970,000	\$1,223,579	\$820,000	\$848,841

Streets	2019	2020	2021	2022
S. Kansas Ave. (1 st St. – 6 th St.)		\$50,000	\$50,000	\$235,000
SW 10th Avenue - SW Fairlawn Road to SW Wanamaker Rd.		\$993,984	\$694,334	\$994,334
SW 10th Avenue from Wanamaker to SW			\$150,000	\$50,000
SW Arvonla Place/Huntoon Street/I-470 Ramps	\$1,431,500			
SW Wanamaker Road/SW Huntoon Street/I-470			\$500,000	\$500,000
Complete Streets Projects	\$100,000	\$100,000	\$100,000	\$100,000
Citywide Infrastructure	\$225,000	\$225,000	\$225,000	\$225,000
Infill Sidewalks/Pedestrian Master Plan	\$600,000	\$600,000	\$600,000	\$600,000
Total	\$6,356,500	\$1,968,984	\$2,319,334	\$2,204,334

Topeka Metro Transit Authority:

Revenue & Funding	Budget FY2019	Projected FY2020	Projected FY2021	Projected FY2022
Fares	1,268,263	1,280,946	1,293,755	1,306,693
Mill Levy	4,937,134	4,986,505	5,036,370	5,086,734
State Funds	730,530	730,000	730,000	730,000
Federal 5307 Funds	2,300,000	2,400,000	2,500,000	2,600,000
Other	451,501	400,000	400,000	400,000
Total	9,687,428	9,797,451	9,960,125	10,123,427

Types of Capital projects in the CIP are sorted by type of project to align with City priorities. Some projects may fit into several categories, so the dominant type is represented below. For example, bike lanes may be considered both Streets and Quality of Life but is included in “Streets” below. Types of projects include:

Project Evaluation and Selection

As part of the project selection process, the 2040 Metropolitan Transportation Plan (MTP) is referenced to assure that projects conform to the established goals set therein:

Cultivate, Maintain, and Enhance the Region’s Economic Vitality.

1. Increase the Safety and Security of the Region’s Transportation System.
2. Increase Accessibility and Mobility Choices in the Region.
3. Protect, Preserve, and Enhance the Social, Historical, and Natural Environments of the Region.
4. Promote Efficient System Management and Operation.
5. Enhance Integration and Connectivity of the Transportation System Across and Between Modes.
6. Emphasize Maintenance and Preservation of the Existing Transportation System.

The 2040 MTP contains a listing of projects that are both long range and short range priorities for the Topeka Metropolitan area. Before a project can be included in the TIP, it must first be on the MTP’s List of Recommend Projects. Local governments are responsible for submitting projects in the Surface Transportation Program (STP), Transportation Alternatives (TA) and other funding categories in consultation with the MTPO and KDOT.

Performance Management

The FAST Act continues the performance- and outcome-based program established under MAP-21. The objective of this program is to invest resources in projects that collectively make progress toward the achievement of national goals. The legislation requires the U.S. Department of Transportation (USDOT), in consultation with states, MPOs and other stakeholders, to establish performance measures in these areas:

- Safety
- Congestion reduction
- Freight movement and economic vitality
- Infrastructure condition
- System reliability

Relationship to the Futures 2040 Plan Goals

The TIP and other plans are required to include information regarding these performance measures. Performance measures and targets have now been set at the state level, and are now required to be carried out at the metropolitan planning levels. The MTPO’s MTP, Futures 2040, which was completed in 2017 addresses performance measures and goals in the required emphasis areas described above. Targets set forth in this TIP will serve as the gauge for measuring the MTPO’s progress toward fulfilling those goals.

Futures 2040 Goals and Objectives

Based on federal goals, public input, and an analysis of other transportation plans in the region, including the last MTPO MTP, five general goals emerged to guide decision-making for the Futures 2040 Plan. Generally, the goals match or include all eight federal goal areas and follow the general themes heard throughout the public engagement process. In order to assure that these goals are being met, several performance measures were also selected to determine progress. These goals are deliberately simpler than goals in past plans, making them easier to communicate with the public and better

resonates with the public's general concerns. In order of importance, the Future 2040 goals are as follows:

1. Maintain Existing Infrastructure
2. Improve Mobility and Access
3. Increase Safety for All Modes of Transportation
4. Enhance Quality of Life
5. Promote Economic Development

1- Safety: Performance Measure & Target (Goal-Increase Safety for All Modes.)

MAP-21 Provisions: Requires states to have a safety data system for analyses that support the Strategic Highway Safety Plan and the Highway Safety Improvement Program and to use the safety data systems to identify fatalities and serious injuries on all public roads by location and to identify location and roadway elements that pose dangers to all road users, including vehicle occupants and non-occupant roadway users (e.g. pedestrians and bicyclists) [23 U.S.C. 148 (c) (2)(B)(i) and (iii)]. Each MPO is required to establish performance targets for each of the federally required performance measures to use in tracking progress toward attainment of critical outcomes for the region for the MPO. [23CFR 450.306(d)(2)(i).

To this end, it is the long-range goal of the MTPO to reduce traffic fatalities within the MPO area. The MTPO will be researching safety strategies which will encompass education, enforcement, engineering and emergency response. Our actions will include targeted intersection safety improvements and varied education and enforcement efforts. The MTPO will also explore avenues to coordinate with its MPO planning partners, to incorporate methods of improving safety for bicyclists, pedestrians, and motorcyclists, through a combination of education, engineering and enforcement.


At present, the MTPO will adopt and support the safety goals set forth by the Kansas Department of Transportation (KDOT) until such time that the MTPO is able to research and set its own baseline and goals (Target Setting). The MTPO is currently working on a Transportation Safety Plan the will help address these issues. The process will generally be a 5-step process that work as follows:

- 5-Step process**
- 1) Goal/Objectives
 - 2) Performance Measures
 - 3) Target Setting (evaluate programs and projects)
 - 4) Allocate Resources (Budget & staff)
 - 5) Measure & Report Results (Actual Performance achieved)

Achieving the best level of performance with this process depends on several factors:

- Consistency in, and understanding of, goals, objectives, performance measures, and targets:
- High-quality data to support performance management decisions;
- The ability of managers and the availability of analytic tools, to identify performance impacts of projects realistically and efficiently; and
- The ability to use performance information to make viable improvements in the transportation project selection and evaluation

The State's Safety targets that the MTPO will adhere to as well are as follows:

Measure	2018 Projection	Initial % below Projection	2022 HSP/HSIP Target 
Number of Fatalities (FARS)	364	0%	364
Number of Serious Injuries (KCARS)	1202	1%	1190
Serious Injury Rate (KCARS/FHWA)	3.851	2%	3.774
Fatalities/VMT (FARS/FHWA)	1.17	1%	1.16
Non-Motorized (FARS/KCARS)	139	1%	138

The MTPO will plan and program projects to assist in achieving these State numeric targets, coordinating with both the State and public transportation providers to ensure that the targets set are consistent as much as is practical. The information contained in the above table represents 5-year averages.

All Potential Safety Factors to be considered with respect to TIP project evaluations to improve the safety of the transportation system component networks include:

- Number of fatalities on roadways.
- Rate of fatalities on roadways.
- Number of serious injuries on roadways.
- Rate of serious injuries on roadways.
- Number of bicycle fatalities.
- Number of railroad fatalities.
- Number of pedestrian fatalities.
- Number of drivers under the age of 21 involved in fatal crashes.
- Number of drivers over the age of 75 involved in fatal crashes.
- Number of fatalities in crashes involving blood alcohol levels of .08 or higher.

2- Infrastructure : Pavement and Bridge Conditions (Goal- Maintain Existing Infrastructure)

A quality transportation network ensures efficient performance and reliability in moving users from place to place. A system that is not well maintained can pose barriers to performance and safety. The Futures 2040 Plan supports maintaining the good condition of the region's transportation infrastructure in order to improve performance and avoid higher maintenance costs associated with deterioration.

In 2012, the MTPO adopted the 2040 Long Range Transportation Plan which continued the long-standing practice of identifying roadways needing additional mainline capacity and new major thoroughfares that needed to be built. Much of the region's transportation dollars were allocated to building new roads and widening existing roads.

The classification of this performance measure is based on National Bridge Inventory (NBI) condition ratings for their deck (riding surface-item 58), superstructure (supports immediately beneath the driving surface- item 59), substructure (foundation and supporting posts and piers-item 60) and culvert (item 62). Condition is determined by the lowest rating of deck, superstructure, substructure or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if it is less than or equal to 4,

the classification is poor. Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.

State Highways: Highway pavement conditions are monitored in the spring of each year, for both Interstate Highways, and Non-Interstate Highways. Targets have been established by the Kansas Department of Transportation (KDOT) for the percent of pavement in good condition: 65% for interstate highways and 55% for non-interstate highways. Figures 2-1 thru 2-4 display the performance data and targets chosen for the Metropolitan Planning Area (MPA) for the years 2016 and 2017. Both “Good” and “Poor” pavement conditions are recorded and monitored. The State Highway uses the International Roughness Index (IRI) standards for rating the condition of Interstate and Non-Interstate Highways:

<file:///E:/Performanc%20Measures/Acceptable%20International%20Roughness%20Index%20Thresholds%20based%20on%20Present%20Serviceability%20Rating.html>

Figure 2-1

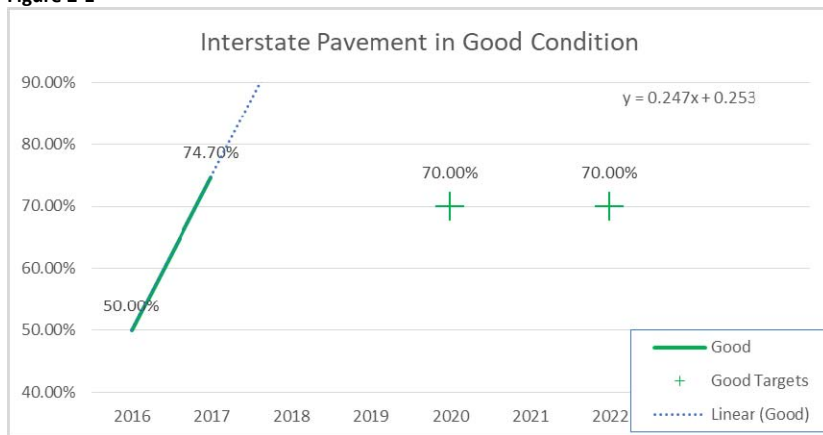


Figure 2-2

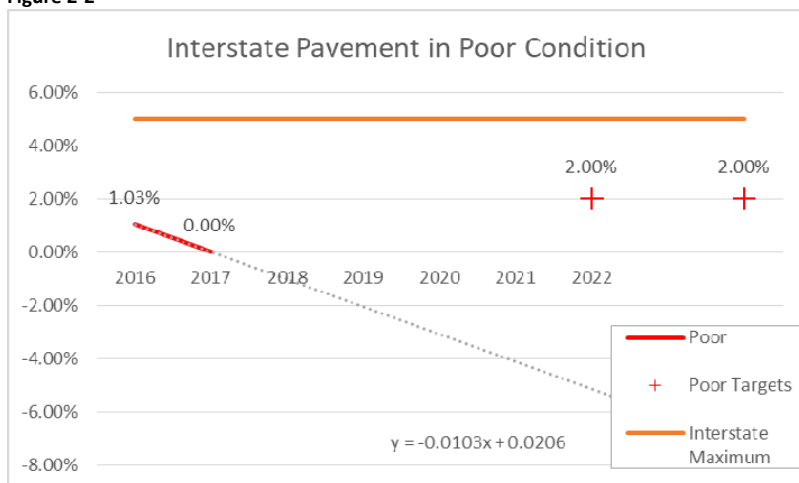


Figure 2-3

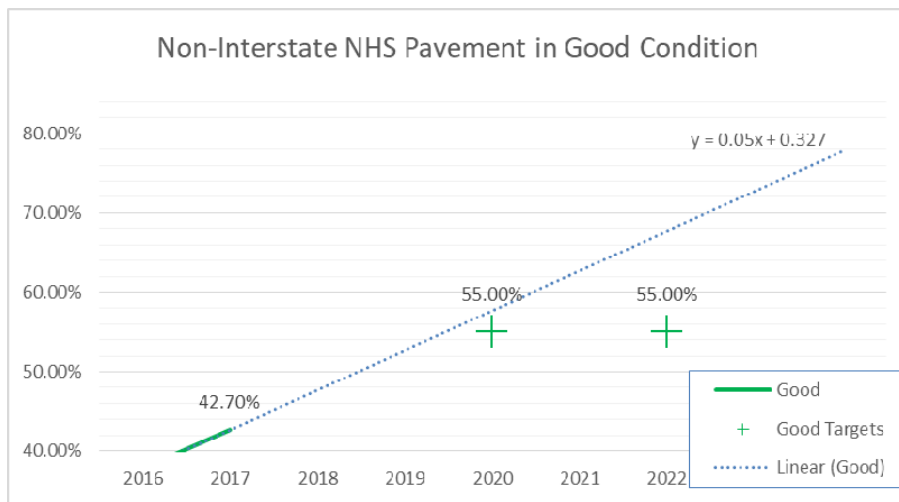
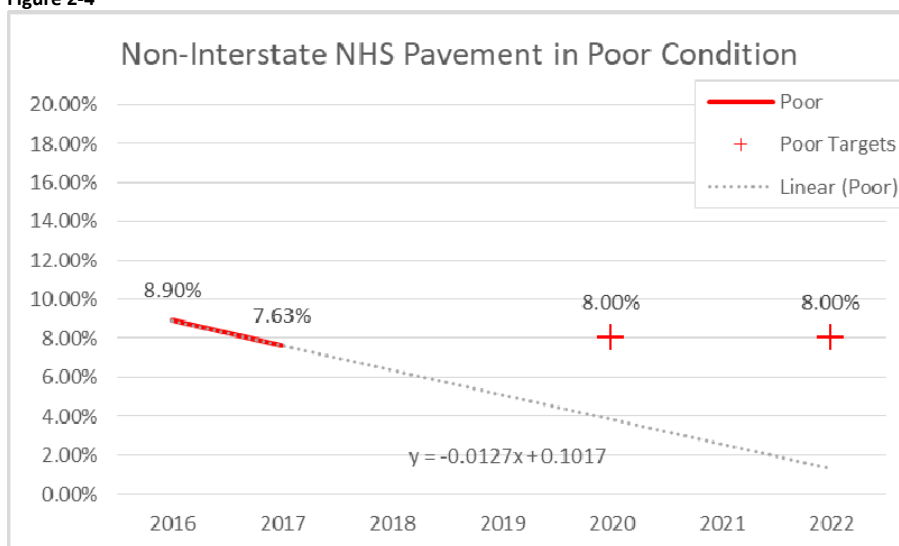


Figure 2-4



City Streets: In 2016, Topeka completed the inspection and evaluation of all city streets as the first phases of a pavement management program process. A Pavement Condition Index (PCI) score (rating scale 0-100) was determined for each street’s condition based on surface condition distresses. The PCI scale provides an objective and rational basis for determining maintenance and repair needs and priorities.

Accurate and timely data on pavement condition is used to assess system performance and deterioration, identify maintenance and reconstruction needs and determine financial needs.

PCI is a rating scale that measures the condition of pavements through systematic measurement of surface distresses, like cracking, rutting, joint failure, roughness, oxidation and other factors, much the same as the State Highway process. The PCI scale ranges from 0 -100 and is an indicator of the maintenance strategy needed. The PCI is grouped into seven categories corresponding to the most cost-effective maintenance strategies:

- Good (PCI 85-100):** Pavement has minor or no distresses and requires only routine preventative maintenance.

- Satisfactory (PCI 70-84):** Pavement has scattered, low- severity distresses that need only routine preventative maintenance.
- Fair (PCI 55-69):** Pavement has a combination of generally low-and medium-severity distresses. Maintenance needs are minor to major rehabilitation.
- Poor (PCI 40-54):** Pavement has low-, medium- and high-severity distresses. Near-term maintenance and repair needs may range from rehabilitation up to reconstruction.
- Very poor (PCI 25-39):** Pavement has predominantly medium- and high-severity distresses that require considerable maintenance. Near-term maintenance and repair needs will be intensive in nature, requiring major rehabilitation and reconstruction.

Currently, the 2018 PCI data reveals that the average PCI score for functionally classified streets in Topeka is approximately 60, about the mid-range of the “Fair” category. The PCI for all city streets is 57.7. Topeka has committed to investing an average of \$24 million annually over the next 10 years to improve this score of all streets. Figure 2.5 shows the current PCI scores and lane miles for the City of Topeka’s functionally classified (FC) streets.

FIGURE 2-5: Pavement Condition for City Streets

<u>Street Type</u>	<u>Average PCI</u>	<u>Lane Miles</u>	<u>% of FC Street Network</u>	<u>Weighted Avg. PCI</u>
Principal Arterials	65.5	38.8	6.7%	4.38
Minor Arterials	62.7	368.2	63.4%	39.75
Collectors	51.5	<u>173.8</u>	29.9%	<u>15.41</u>
Total:		570.8		59.54

County Pavement Condition: There are 142 miles of functionally classified roads in the MPA for which performance measures are applied (there are 287.5 county lane miles in total). Based on KDOT’s pavement ratings, 121 miles (85%) are in “Good” condition, with 21 miles (15%) rated as “Fair”. The County annually inspects roadway conditions in the spring.

The County relies on an in-house pavement evaluation process known as the Pavement Surface Evaluation and Rating (PASER) method. This method was developed by the University of Wisconsin-Madison Transportation Information Center and is used in conjunction with an internal spreadsheet/database. This pavement management system is simple and expedient in its method of evaluation and, since it has been developed internally, can be implemented at no cost (with the exception of labor and travel costs to conduct the inspections).

Figure 2-6 shows the PASER 1-10 rating scale and how the ratings are related to needed maintenance. This rating is separate from the KDOT attributed ratings used for performance measure purposes. The County’s goal is to maintain all pavements such that a rating of at least 6 (good condition) is achieved. Roads with a rating equal to or less than 5 receive treatment.

Figure 2-6: PASER ratings related to needed maintenance or repair:

- **1 (Failed)** Total Reconstruction
- **2 (Very Poor)** Reconstruct
- **3 (Poor)** Patching, Mill & Overlay
- **4 (Fair)** Overlay
- **5 (Fair)** Thin Overlay or Chip/Seal
- **6 (Good)** Chip/Seal
- **7 (Very Good)** Crack Sealing

- **8 (Very Good)** Little Maintenance Required
- **9 (Excellent)** Like New – No Maintenance Required
- **10 (Excellent)** New Construction – No Maintenance Required

The Process: On an annual basis, typically during the February-April timeframe, Shawnee County Department of Public Works (SCDPW) staff will drive all of Shawnee County's roads and assign each roadway segment a PCI rating of 1-10, as listed above. The individual PCI ratings for each roadway segment will be integrated into a spreadsheet and depicted graphically on a roadway system map.

Depending upon the PCI rating and the roadway surface type, a Remaining Service Life (RSL) value, in years, will be assigned for each roadway segment. A sum of all of the roadway segment RSL values will be tabulated and then divided by the total number of roadway miles (287.5) to determine an overall "Roadway Network Health" number (e.g., if the sum of all of the individual roadway segment RSL values was 2,160 years, the resulting Roadway Network Health number would be 7.5 years, i.e., 2,160/287.5)

An estimated cost of maintenance/repair per mile will be assigned to each rating value listed above. For example, a roadway having a condition of 8 may have an estimated cost of maintenance of \$1,000/mile while a roadway segment having a condition rating of 1-2 may have a cost of repair totaling \$125,000-\$500,000/mile, or more, depending on the type of roadway (i.e., rural section or urban section, and surface type).

It is the current goal of SCDPW to maintain a minimum PCI rating of 6 for each mile of Shawnee County's roadway system, as well as work toward and maintain a minimum average Roadway Network Health number of 7.75 annually (average RSL of 10 for asphalt-paved roads and average RSL of 5 for chip/seal roads).

By utilizing the Pavement Management System, the MTPO will be able to easily identify and compare each roadway segment's condition. This will assist SCDPW in planning where and how to spend its budgeted allotment for road maintenance in the most cost-effective manner to maintain or increase the overall health of the roadway network.

Strategy:

- Continue current levels of funding to maintain highway, City and County functionally classed road pavements beyond 2019, with frequent monitoring of the process.



Target Pavement Conditions:

2022 Target for Interstate Highways 70% (Good): 2% (Poor)

2022 Target for Non-Interstate Highways 55% (Good): 8% (Poor)

2022 City Streets Target: Average PCI Target for all roads: 60

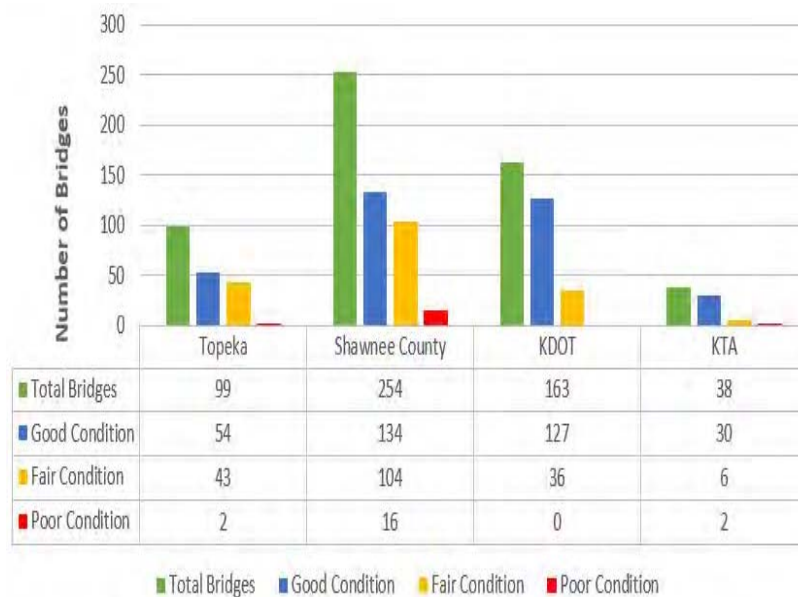
2022 County Roads Target: Increase "Good" roads in the MPA to 90%

Bridge Conditions

In accordance with state and federal requirements, KDOT, Kansas Turnpike Authority (KTA), Shawnee County and the City of Topeka conducts biennial inspections of the bridge inventory for load capacity and maintenance needs. This includes looking at the condition of their deck (riding surface), super structure (supports immediately beneath the driving surface), and substructure (foundation and supporting posts and piers). Based upon this evaluation, bridges are assigned an overall sufficiency rating and a capital improvement program for new bridge construction and major rehabilitation is developed and administered.

Figure 2-7 shows the number of bridges in Good, Fair, and Poor Condition in Topeka, Shawnee County (outside Topeka), on state highways, and on the Kansas Turnpike.

Figure 2-7: Bridge Conditions



Source: Kansas Dept. of Transportation

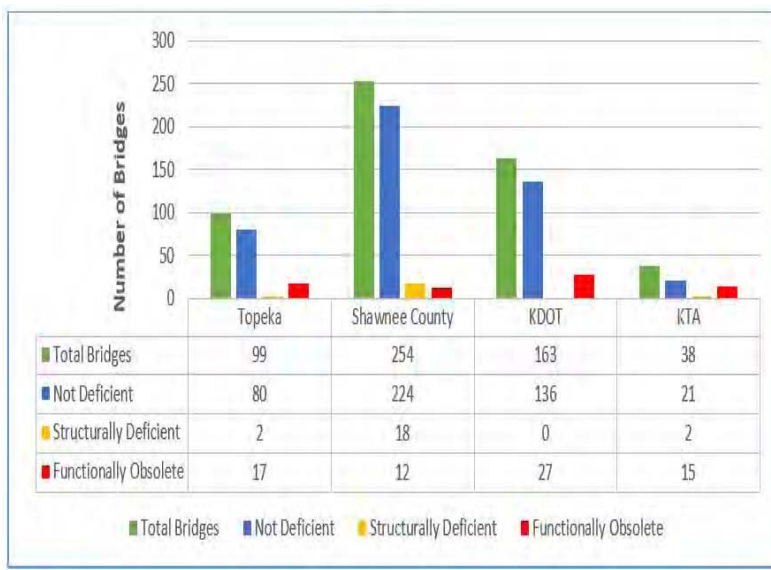
Overall, 62.3% of the total bridges are in Good Condition, 34.1% are in Fair Condition, and 3.6% are in poor condition. Shawnee County has the lowest percentage of bridges in good condition (52.8%), followed by Topeka (54.5%). Meanwhile, KDOT and KTA have 77.9% and 78.9% bridges in good condition, respectively. Shawnee County also has the highest percent of bridges in poor condition (6.3%) followed by KTA (5.3%) and Topeka (2.0%).

Figure 2-8 shows the number of Structurally Deficient, Functionally Obsolete, and Not Deficient bridges in Topeka, Shawnee County (outside Topeka), on state highways (KDOT), and on the Kansas Turnpike. Definitions for these are as follows:

- **Structurally Deficient:** Means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is “structurally deficient” does not imply that it is likely to collapse or that it is unsafe. A “deficient” bridge typically requires maintenance and repair and eventual rehabilitation or replacement to address deficiencies.
- **Functionally Obsolete:** Means a bridge was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not meet current standards for lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may be occasionally flooded.
- **Not Deficient:** Means that a bridge meets current safety standards.

For the 2040 Metropolitan Transportation Plan update, ratings were available for state highway and non-state bridges. Of the 554 bridges, 71 (12.8%) were functionally obsolete and 22 (4.0%) were structurally deficient. Progress is being made to improve the overall condition of bridges in the region, as 44 bridges were noted as structurally deficient the previous plan.

Figure 2-8: Bridge Deficiency



Source: Kansas Dept. of Transportation

The MTPO will be adopting the state the following targets, with consideration of the current status of Shawnee County Bridges:



Target 2022 Bridge MTPO Area Conditions: -Overall Target: 65% (Good) 3% (Poor)

3- Freight and Economic Vitality, Intermodal Connectivity (Goal- Improve Mobility)

The increasing economic competitiveness among regions within the United States and globalization of the economy has amplified the importance of a metropolitan freight transportation infrastructure. The deregulation of freight transportation dramatically changed business practices and created new competitive opportunities across modes. The changing nature of business practices, with an emphasis on reliable, just-in-time delivery, places a premium on the efficient operation of the freight transportation system. At the same time, the safe and efficient movement of goods increases the burden on the regional infrastructure making maintenance and safety a priority.

Comments from local businesses suggest their primary concern is maintaining the existing transportation infrastructure to support the safe and efficient movement of goods within and through the region.

Globalization of the economy has also changed the transportation and service requirements of shippers, and receivers. Manufacturers can serve markets globally, but this requires a greater reliance on, and greater efficiencies in, the transportation system. The following section highlights the current trucking freight transportation environment within the region.

Truck Flows I-70 is the major freight highway in the Metropolitan Topeka Region. The FHWA Freight Performance Measurement, Travel Time in Freight-Significant Corridors report, notes that I-70 runs a total of 2,153 miles connecting ten states through the midsection of the continental United States from

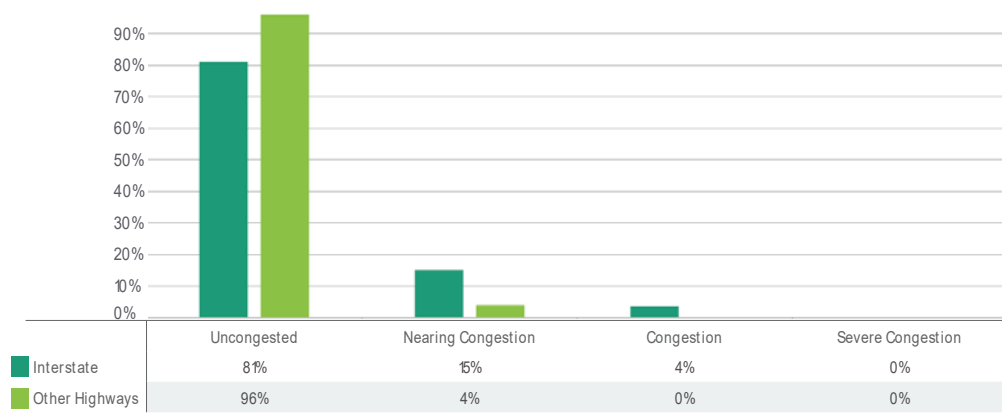
Cove Fort, Utah to Baltimore, Maryland. I-70 passes through Denver, CO; Topeka, KS; Kansas City and St. Louis, MO; Indianapolis, IN; Dayton and Columbus, OH; Wheeling, WV; and Hagerstown and Frederick, MD. The western half of I-70, including Topeka, is overwhelmingly rural except for Denver. By contrast, the eastern half, stretching from Kansas City to Baltimore has more closely spaced urban areas and is part of a relatively dense network of interstates and other major highways. Here traffic volumes and problems caused by intersecting highways are more likely to slow trucks. The stretch of I-70 between Denver and Kansas City, including Topeka, has none of these problems and, therefore, relatively high average truck speeds, averaging between 55 and 60 mph.

The Futures 2040 projections anticipate growth in the I-80 and I-40 corridors while I-70 is projected to see a slightly slower growth. Furthermore, I-70 west of Topeka toward Denver is not anticipated to see as significant an increase in truck volumes, as most of the growth in east-west freight movement is accommodated in the I-80 corridor.

Within Topeka and Shawnee County, I-70 carries the heaviest truck volumes. The highest truck volumes on I-70 occur between I-470 and US-75 with over 6,200 heavy commercial vehicles per day. Through downtown Topeka, over 4400 trucks per day travel I-70; similar truck volumes are seen on I-70 east and west of Topeka. The Kansas Turnpike (I-335) south of Topeka carries 1,570 commercial vehicles per day while 1,720 trucks per day travel US-75 north of Topeka.

Congestion on the highway routes used by commercial vehicles is minor and limited to the peak hour (commuting) periods of the day. Travel time reliability is not an issue for the Topeka Metropolitan Area. See Figure 3-1 for congestion within Topeka's highways.

Figure 3-1: Freight Movement on Topeka's Interstate and other Highways



Freight movement will be assessed by the Travel Time Reliability Index (TTTR). Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends 6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index is generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

In addition to TTTR for freight, utilized for Interstate/Non-Interstate measures, the State also measures a general Level of Travel Time Reliability (LOTTR). LOTTR represents the percent of person-miles traveled that are reliable, irrespective of mode of transportation utilized. In short, it is the level of travel time reliability for each time period and reporting segment on the Interstate System, and on the Non-Interstate Highway System. Whereas the TTTR uses the 50th and 95th percentile times, the LOTTR utilizes the 80th and 50th percentile times. The time periods for LOTTR are: Mon-Fri.: (6-10am; 10am-4pm; 4pm-8pm and 6am-8pm on weekends)

The thresholds for the LOTTR ratio is 1.5. Any ratios that are above 1.5 are considered “Not Reliable”. While there is no threshold for the TTTRI, the sum of all segments in each time frame must not exceed 1.5. The Target percentage for the LOTTR represents the % of the Interstate/non-Interstate system person-miles that ARE reliable. State DOTs and MPOs will have the data they need in FHWA’s National Performance Management Research Data Set (NPMRDS) which includes truck travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer. Figures 3-2; 3-3; and 3-4 show the 2016 and 2017 State TTTRI and LOTTR numbers and future targets. The MTPO will be supporting these targets.

Figure 3-2: State Travel Time Reliability Index and Targets

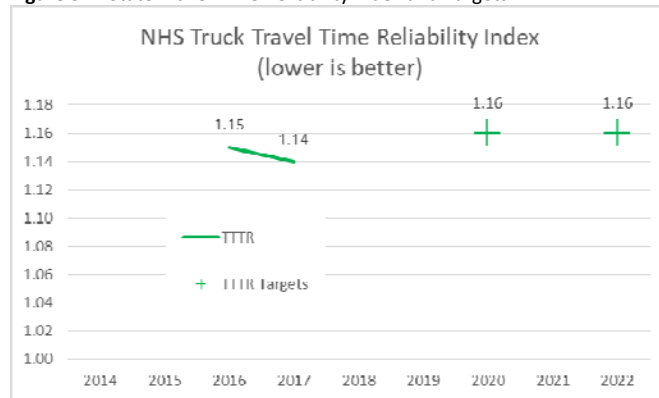


Figure 3-3

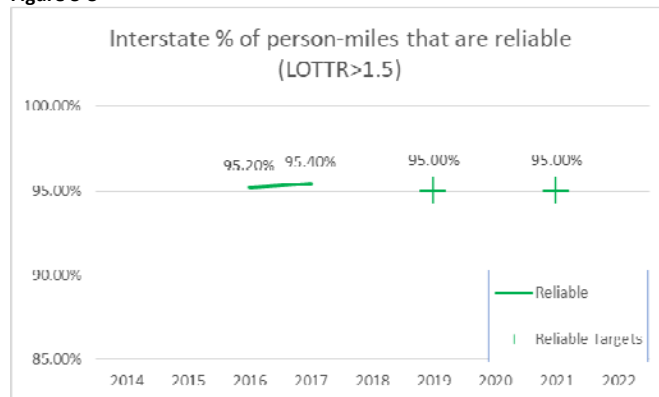
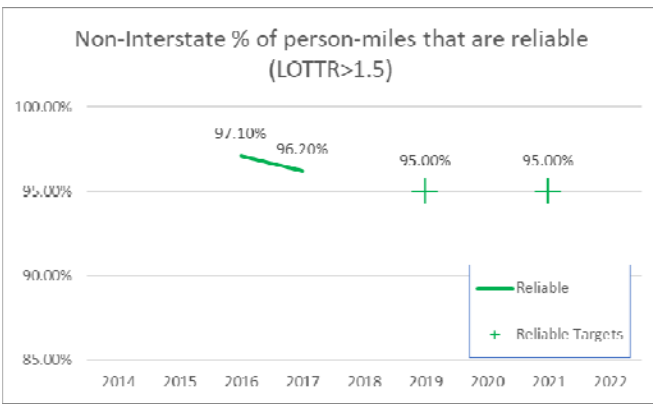


Figure 3-4



In the future, more significant congestion will begin to develop along I-70, especially between I-470 and US-75, as well as near downtown. A more detailed study for the area along I-70 between I-470 and US-75, including US-75 north across the Kansas River, is needed to determine recommended actions. The I-70 Polk-Quincy Viaduct Corridor project, when constructed, will address future congestion near downtown.



2022 Travel time & Congestion Target: Adopting State Target: TTTRI 1.16: LOTTR 95% for both Interstate and Non-Interstate

4- Congestion Reduction\Modes: Active Transportation Projects, Bike-Ped. **(Goal-Community Health & Wellness-Enhance Quality of Life)**

Topeka Bikeways Master Plan

In 2012 the MPTO adopted the Topeka Bikeways Master Plan which outlines a five-phase plan for the city to establish bike lanes on specific routes and develop a Topeka Bikeway System over a 15-year period. Built of eight trails and 25 “routes,”

Topeka’s Bikeways Plan sought to accomplish six goals:

1. Increase the number of people who use the bicycle for transportation as well as recreation. Topeka’s multi-use trails are well-utilized and provide transportation, but they are largely used for recreation. Increasing the percentage of trips for other purposes would indicate success.
2. Improve bicycle access to key community destinations. A bicycle transportation system should get people comfortably and safely to where they want to go, so Topeka’s system is destination-based, providing clear and direct connections to key community features.
3. Improve access to the city’s pathway system by connecting trails to neighborhoods. Topeka’s trails serve most bicycle trips, but the city’s emerging trail system can connect to more neighborhoods using streets and other development opportunities as linkages.
4. Use bicycling to make Topeka more sustainable. Bicycling promotes sustainability at three levels. Globally, bicycle travel reduces fossil fuel use and greenhouse gas emissions. Community-wide, bicycle transportation systems can decrease road maintenance costs, promote a healthier environment, and build community. Individually, physical activity as a daily routine makes people healthier, reducing obesity, improving wellness, and lowering health care costs.

5. Increase roadway safety for motorists, bicyclists, and pedestrians. Good infrastructure reduces crashes and increases comfort for all users of the transportation network with research indicating that more cyclists leads to fewer bicycle crash rates. Infrastructure must be supported by education, enforcement, and encouragement, as measured by regular evaluation.

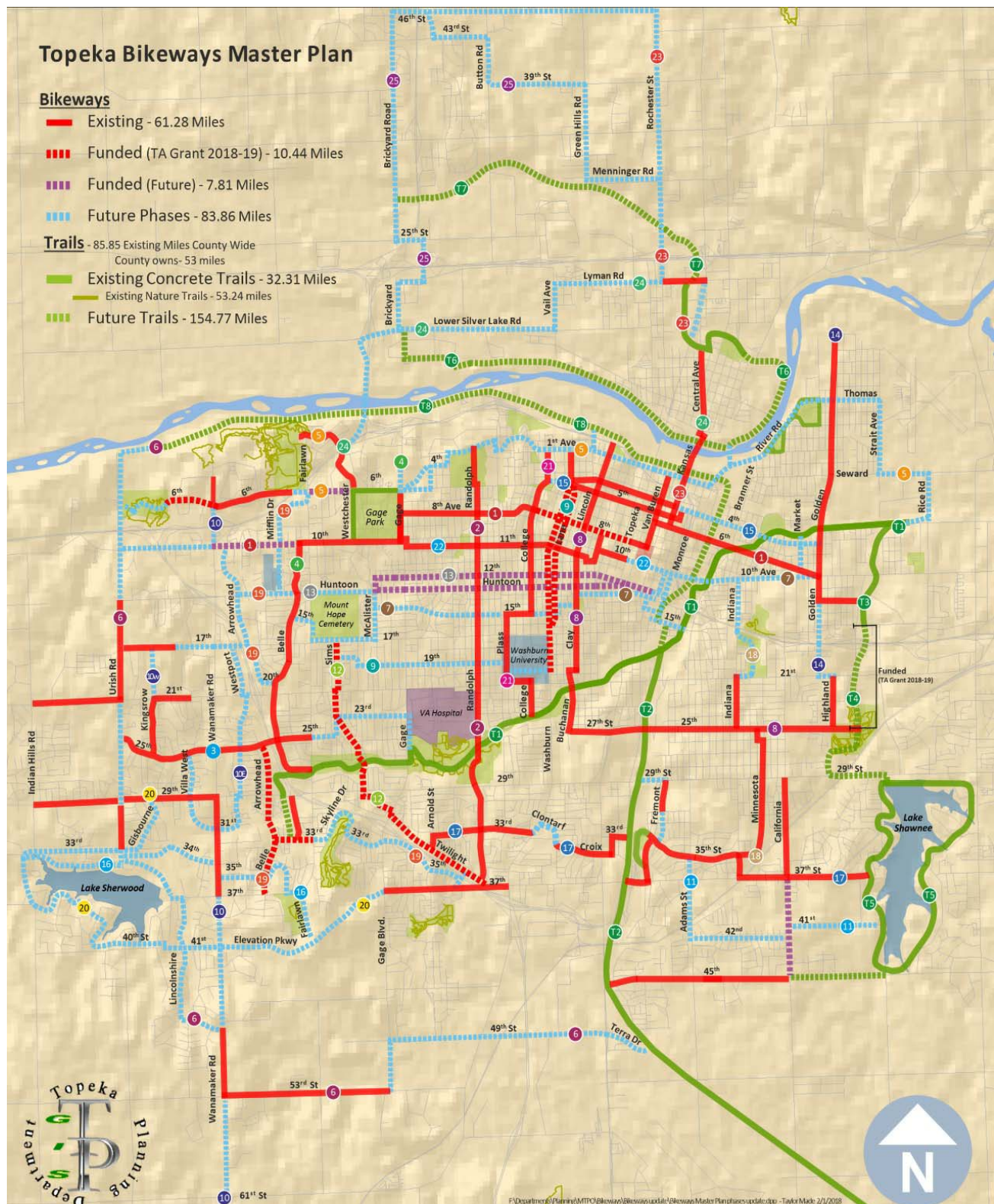
6. Capitalize on economic development benefits of a destination-based bicycle transportation system. Topeka has many attractive features: Brown v. Board of Education historical site, Gage Park with its zoo and Discovery Center, the Kansas History Center, the State Capitol, and distinctive commercial districts, among others. As a bicycle-friendly community, Topeka can add to visitors' experiences, attracting new residents and investment.

To measure the success of its goals and evaluate the components and effectiveness of the network, criteria were developed by the Netherlands' Centre for Research and Contract Standardization in Civil and Traffic Engineering, one of the world's leading authorities in the design of bicycle-friendly infrastructure. Using these standards, Topeka's bicycle network should generally fulfill six requirements:

- **Integrity:** Topeka's bikeway network should form a coherent system throughout its evolution, linking starting points with destinations, being understandable to its users, and fulfilling a responsibility to convey them continuously on their paths.
- **Directness:** Topeka's bikeway network should offer cyclists as direct a route as possible with minimum detours or misdirection.
- **Safety:** Topeka's bikeway network should maximize bicycle safety, minimize or improve hazardous conditions and barriers, and improve safety for pedestrians and motorists.
- **Comfort:** Most bicyclists should view the network as within their capabilities without mental or physical stress. As the system grows, it will comfortably meet more types of users' needs.
- **Experience:** The Topeka bicycle network should offer its users a pleasant and positive experience that capitalizes on the city's built and natural environments.
- **Feasibility:** The Topeka bicycle network should provide more benefits than costs and should be a wise investment of resources, capable of developing in phases and growing over time.

A phased plan was developed to ensure that it could be carried out as funding became available. A pilot system comprised of approximately 30 miles of adapted streets, 2.7 miles of route-related pathways, and 1.8 miles of trails could be developed for \$2.5 million. Phase I and Phase II are complete and Phase III is in the process of being completed. These phases were funded from the Countywide ½ Cent Sales Tax, allocated every other year, three Transportation Alternative Grants, and locally raised funds. Together, these three phases have produced approximately 71.7 miles of bicycle infrastructure. Funding is programmed at \$500,000 in FY 2020 and every other year until 2030. Adding another bicycle connection across the Kansas River will require partnering with KDOT on the US-75 bridge including connections on both sides of the river. Figure 4-1 is a map of the current bicycle and trail system.

Figure 4-1: Bikeways System Map



Topeka Pedestrian Master Plan

In 2016 the City adopted the Topeka Pedestrian Master Plan to make “Topeka...a walkable city where people of all ages and abilities can safely and comfortably travel on foot.” The plan outlines the

development of the area's pedestrian network that was not planned consistently despite being part of the city since its inception. Following public involvement efforts, the plan recommended **four goals**:

- **A Complete Pedestrian Network Connecting All Neighborhoods.** Sidewalks improve the safety and comfort of Topekans who walk, and a complete pedestrian network connecting all parts of the city will better facilitate the ability of people to travel by foot, especially to schools, bus stops, community centers, senior centers, parks and trails;
- **Maintained Sidewalks.** Sidewalks are a major infrastructure investment and maintenance can prevent expensive reconstructions. Maintained sidewalks also safely facilitate the mobility of pedestrians including children, the elderly, and people using assistive devices to travel;
- **Safety and Comfort.** Sidewalks are enhanced by features that improve the safety and comfort of pedestrians. Whether it's a crosswalk, a bench, or a curb ramp, the details matter, allowing sidewalks to be friendly to everyone who uses the system; and
- **A Culture of Walking.** The value that a community places on walking plays a role in determining how likely it is someone will travel as a pedestrian. The more perceptions and the physical environment supports and allows walking, the more walking becomes a part of everyday life.

To focus resources on the most important areas for pedestrians, projects were prioritized based on community input. Eighteen focus areas received field inventories to examine the presence and condition of sidewalks, the quality of corner curb ramps, and the need for crosswalks. Proximity to bus routes, "Intensive Care" neighborhoods, parks and trails, public and private elementary and middle schools, and streets without sidewalks were most important. Factors considered less important included proximity to arterial and collector streets, commercial areas, community and senior centers, high density residential areas, major destinations, and "At Risk" neighborhoods. These several "high pedestrian demand" neighborhoods were delineated and their improvement costs were compared with available funding. These neighborhoods were further sorted by whether they contained schools. Groups included:

Group A: High pedestrian demand with schools funding from 2016-2020

Group B: High pedestrian demand without schools funding from 2021-2023

Group C: Low pedestrian demand with schools funding from 2024-2025

Group D: Low pedestrian demand without schools funding beyond 2025

A fifth group (Group E) also consisted of corridors, complete street linkages, and future areas to complete the network to be improved throughout the process connecting different neighborhoods. The overall pedestrian plan funding goal is 10 years from adoption, or 2025, including approximately 47 miles of sidewalks, 1,800 curb ramps, and 350 crossings. Funding for pedestrian improvements is expected to come from \$7.7 million in the Capital Improvement Program funds, \$9 million in ½ cent sales tax funds starting in 2020, and \$4.5 million in other local and State grant funds. Upon the complete of the Pedestrian Master Plan, Topeka has begun funding proactive sidewalk repair in the highest priority areas of the city.

The city's focus on implementing the Pedestrian Master Plan includes a goal of lining arterials with sidewalks to promote transportation between areas of the City and into the county which will space sidewalks at approximately 1-mile distances across the City. This includes the reconstruction of some arterials that extend into the county which has begun creating the backbone of an MPA-wide active transportation network, as seen south on Wanamaker Street.

Overall, the hope is to provide a bicycle and pedestrian system that provides safe routes to schools, parks, jobs, shopping, and service. Figure 4-2 illustrates the Pedestrian Demand areas of the MPA.

Figure 4-2: Pedestrian Demand Map

Meanwhile, approximately 48% of all streets have sidewalks on both sides, which should increase to 51% with currently planned projects by 2025.

Regarding the number of people with access to sidewalks, about 116,353 people or 69.2% of the population has access to sidewalks on their block. Within Environmental Justice (EJ) areas (explained further on page 39), 72,073 or 83.4% have a sidewalk on their block. While these numbers do not speak to the coherency, distribution, or ease of use of the sidewalk system, it does indicate that many people can reach sidewalks.

Bicycle Infrastructure: The MPA contains approximately 62.7 miles of bicycle infrastructure and 49.3 miles of trails. To determine access to the bicycle system, buffers of $\frac{1}{4}$ and $\frac{1}{2}$ miles are used to determine proximity to the on-street bicycle system and to trails. For the purposes of this section, trails are considered part of the bicycle system. Within the MPA, approximately 71,200 residents are within $\frac{1}{4}$ mile or 3-4 minute bike ride from the bicycle system.

This amounts to 42% of the MPA's population. When the distance is increased to $\frac{1}{2}$ mile or a 6-8 minute bike ride, approximately 105,100 people are within range of bicycle facilities. This amounts to 63% of the MPA's population. EJ areas tend to have better access to the bicycle system. 58% of EJ areas are within $\frac{1}{4}$ mile of a bike route or trail and 82% of EJ areas are within a $\frac{1}{2}$ mile.

Because of the large number of people who bicycle recreationally, the trails have also been separated from the general bicycle system in order to understand their coverage. Within the MPA, approximately 27,200 residents are within $\frac{1}{4}$ mile or 3-4 minute bike ride from a trail. This amounts to 16% of the MPA's population. When the distance is increased to $\frac{1}{2}$ mile or a 6-8 minute bike ride, approximately 54,400 people are within range of a trail. This amounts to 32% of the MPA's population. EJ areas tend to have better access to trails. 23% of EJ areas are within $\frac{1}{4}$ mile of a bike route or trail and 45% of EJ areas are within a $\frac{1}{2}$ mile.

This analysis suggests that there are no outstanding EJ issues regarding sidewalks, trail, or the bicycle system as many EJ areas tend to be older and denser. That means on one hand, they were built with sidewalks, and on the other, that providing bicycle and trails is often easier to reach more people. While sidewalk facilities in historic areas tend to be older, and therefore require more improvements, they have better overall coverage. Overall, the current pedestrian and bikeways growth rate will continue to have a positive effect on EJ populations. Figures 4-3, 4-4 and 4-5 are tables from the Topeka Pedestrian Master Plan that show the current percentage of the population which has access to pedestrian and/or bikeways facilities within the Metropolitan Planning Area with Figure 4-6 displaying a map of the current bikeways system with a $\frac{1}{4}$ -mile buffer:

Figure 4-3: Sidewalk Coverage

	No.	Pct.
Total Population with Sidewalks on Block	116,353	69.2%
EJ Population with Sidewalks on Block	72,073	83.4%

Figure 4-4: Distance from the Bicycle System

	Total Population		EJ Population	
	No.	Pct.	No.	Pct.
$\frac{1}{4}$ mile of bicycle System	71,184	42.3%	50,406	58.4%
$\frac{1}{2}$ mile of bicycle system	105,076	62.5%	71,110	82.3%

Figure 4-5: Distance from Trails

	Total Population		EJ Population	
	No.	Pct.	No.	Pct.
¼ mile of trail	27,168	16.1%	19,815	22.9%
½ mile of trail	54,353	32.3%	39,231	45.4%

Topeka Pedestrian Master Plan, adopted 2016

Figure 4-6: Current Bikeways System Access Map (1/4-mile access area)



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5- System Reliability/Congestion Reduction: Transit (Goal-Maintain Existing Infrastructure)

Transit Use and Efficiency

Annual Ridership

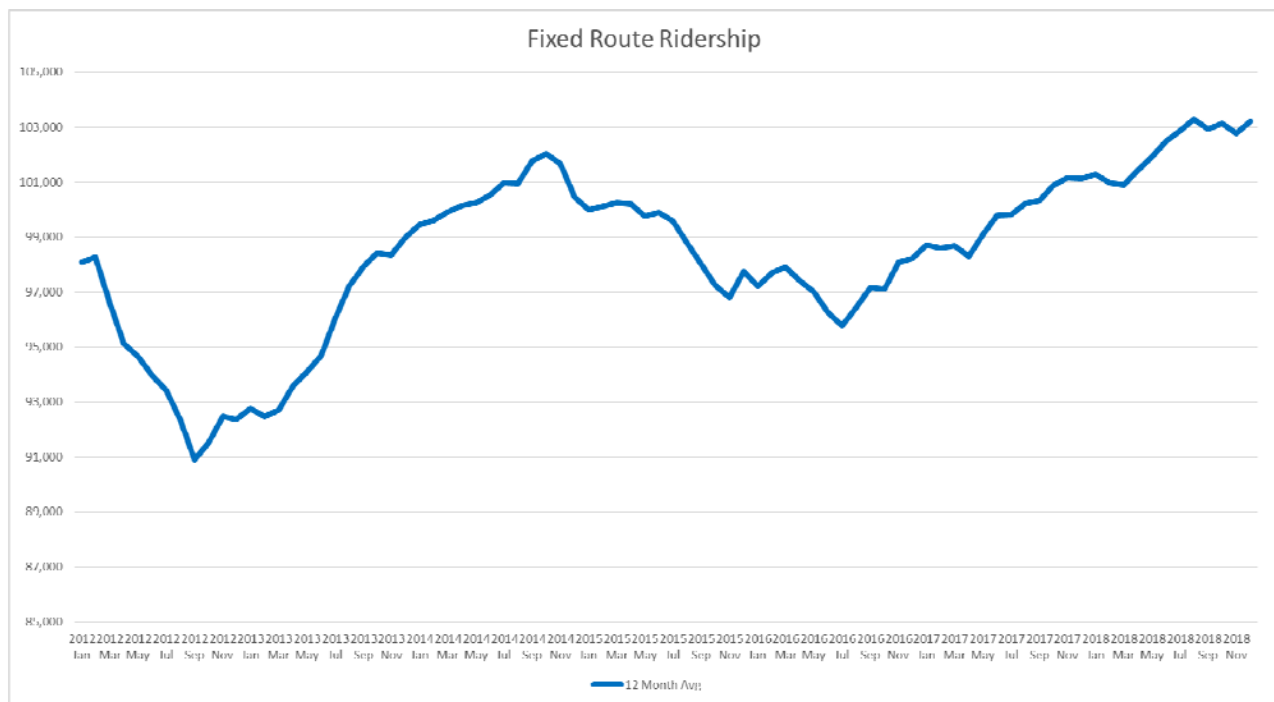
In 2008, transit ridership reached a record annual total for Topeka Metro with almost 1.8 million trips. 2008 coincided with fuel costs in the United States near, or above \$4.00 per gallon. Much like Topeka Metro, transit systems across the United States experienced similar increased ridership trends in 2008 as citizens looked for ways to save money and limit their personal transportation costs. As the Great Recession began in late 2008 and into 2009, two events happened to Topeka Metro that led to a steep drop in annual transit ridership.

1. Operational budget cuts for Topeka Metro caused significant transit service reductions. These service cuts had the greatest impact on Topeka residents that had limited means of transportation other than public transit.
2. Unemployment grew because of the recession.

Since transit service reductions in 2009 and 2010, annual ridership totals have generally stabilized and have begun to grow again after 2012. In 2018, TMTA provided 1,280,610 trips on public transit. Figure 5-1 shows the upward trend in ridership over the last seven years for TMTA fixed route services.

Topeka Metro's Reduced Income pass has been highly successful. In 2018, the Reduced Passes (based on income, age, and disability) accounted for nearly 460,000 trips on the system. Another program called the 'Freedom Pass' is used by ambulatory ADA passengers who can ride on the fixed route TMTA system at no cost.

Figure 5-1: TMTA Monthly ridership trends 2012-2018



The Freedom Pass was used for nearly 8,900 trips in 2018. TMTA has established pass programs with both USD 501 and Washburn University to allow students access to bus routes using their student identification cards. These two partnerships saw over 185,000 trips taken on TMTA routes in 2018. TMTA also provides a free summer transit pass for kids, which has been very successful in providing mobility for kids in the Topeka area. The Kids Ride Free program was used to make over 41,000 trips in the summer of 2018.

Unlike fixed route services, Paratransit Ridership has continued to decline dramatically since the cuts in 2009. Declining every year, paratransit ridership has dropped by some 37 percent. The ridership decline is attributable to many coinciding issues. In October 2011, TMTA raised the fare for paratransit service to \$4.00, and in November they reduced the paratransit area to the required $\frac{3}{4}$ mile area around a fixed transit route, excluding route 29S. In October 2012, they expanded paratransit coverage to the city limits for a \$15 premium fee. A final issue decreasing paratransit ridership was the provision of Medicaid trips provided by the State of Kansas to reach medical services and new paratransit service providers in the region. Fortunately, as fixed route stops continue to become more handicap accessible, those who previously used paratransit services can shift to fixed-route bus service.

On-Time Performance (OTP)

TMTA will soon be purchasing and installing Automatic Vehicle Location (AVL) devices to track OTP on a regular basis. The AVL devices will be on all fixed route buses in its fleet giving the agency the ability to monitor OTP down to the route level of detail.

Since September 2016, TMTA has conducted a quarterly OTP sampling to check and measure schedule adherence. Over the course of five operational days of fixed route service a TMTA staff member recorded the arrivals and departures of buses/routes at the Quincy Street Station transit center. The survey arrivals and departures found over 95% of trips were considered 'on time'. For a trip to be considered 'on time' the bus cannot arrive more than five minutes late and must depart at the scheduled time or at most one minute later. Through this survey of arrivals and departures, TMTA showed that the fixed route system has excellent service reliability for its riders. In future years, TMTA will have this accuracy validated through the new AVL devices.

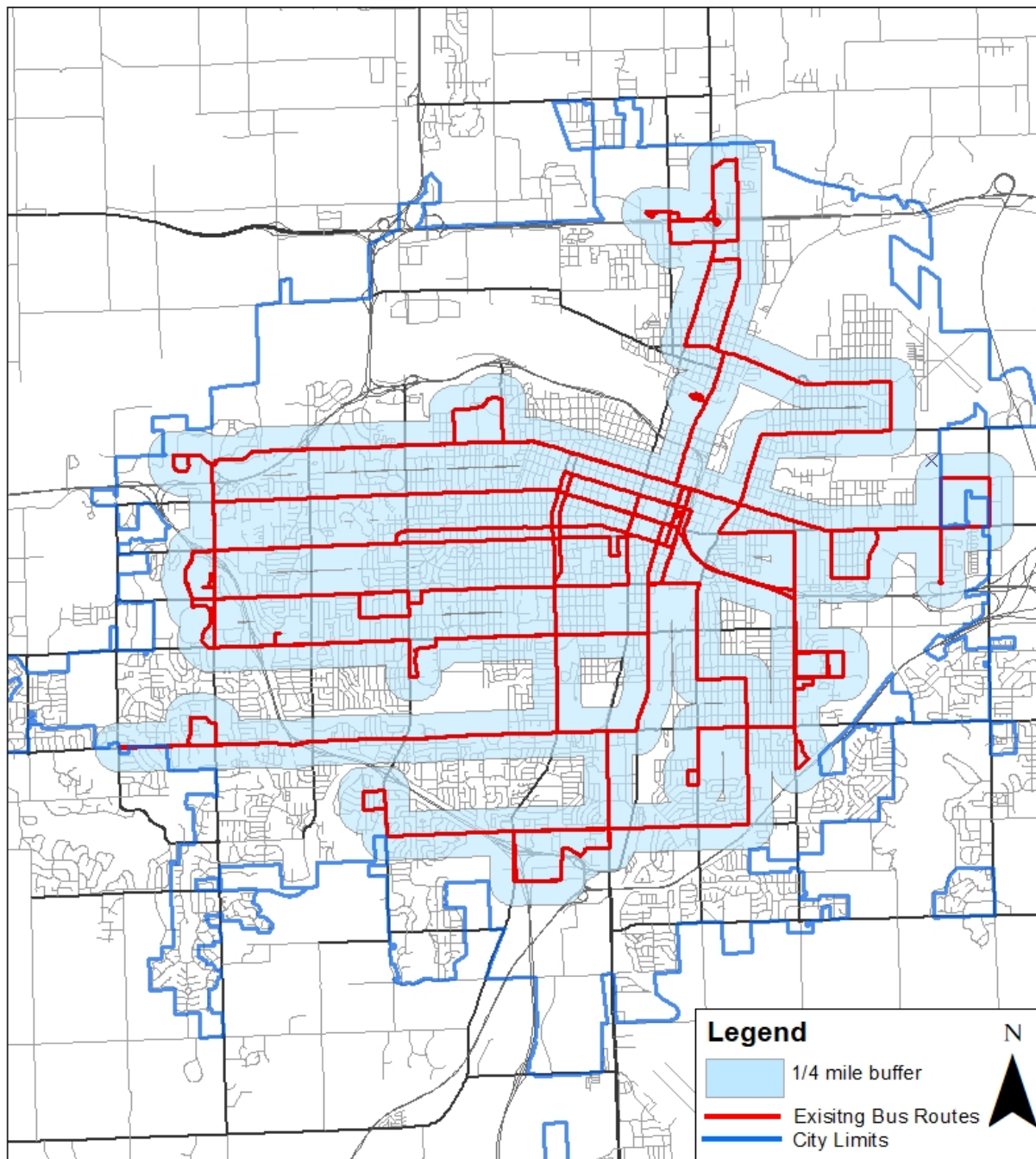
Service Coverage

The City of Topeka has good coverage from fixed route public transit services. The 2010 US Census places the total population of the City of Topeka at 127,473. Studies have shown that most people are willing to walk 5 minutes or $\frac{1}{4}$ mile to reach a bus stop. Overall, approximately 93,510 residents live within a $\frac{1}{4}$ mile from a bus route, or about 73.4% of Topeka's 2010 population. Figure 5-2 shows the $\frac{1}{4}$ mile buffer distance from the current bus route system.

While most people will walk 5 minutes, 10 minutes or a $\frac{1}{2}$ mile is typically the furthest most people will walk to access a transit route. Approximately 108,673 of Topeka's residents live within a $\frac{1}{2}$ mile of a fixed transit route. This means that TMTA's current fixed route transit network's $\frac{1}{2}$ mile transit-shed includes about 85.3% of Topeka's population.

Figure 5-2: TMTA current bus routes with $\frac{1}{4}$ mile access buffer

1/4 Mile Buffer around Existing Bus Routes



Environmental Justice Populations

Because the MTPD plans for transportation and mobility for all members of the region, it is important to assess the proximity of the current transit system to Environmental Justice (EJ) populations. For EJ analyses, block groups with the following characteristics are considered EJ areas:

1. With more than the County average of non-white/Hispanic population (25.2%) – 2015 American Community Survey (ACS)
2. With more than 20% of families in poverty –2015 ACS
3. With more than 50% of the population in Low-Moderate-Income (LMI) households – 2015 HUD standards

Using 2010 Census block data, the number and percentage of people living within $\frac{1}{4}$ and within $\frac{1}{2}$ mile of bus routes could be identified for the entire MPA. This was compared to the number and percentage of people living within $\frac{1}{4}$ and within $\frac{1}{2}$ mile of bus routes for EJ areas further evaluate transit coverage (Figure 5-2).

Figure 5-2: Percentage of Population Within $\frac{1}{4}$ and $\frac{1}{2}$ mile of Fixed Bus Routes

	Total Population	EJ Population
Persons Within $\frac{1}{4}$ mile of bus routes	93,510	68,974
Persons Within $\frac{1}{2}$ mile of bus routes	108,673	76,929
Total Population within Areas	168,235	86,371
Percent of Population within $\frac{1}{4}$ of Bus Routes	55.6%	79.9%
Percent of Population within $\frac{1}{2}$ of Bus Routes	64.6%	89.1%

Source: 2010 Census Block Data

Within the MPA, approximately 57% of the population can walk 5 minutes to reach a fixed bus route. Meanwhile, approximately 80% of those living within EJ areas can reach a bus route in 5 minutes. When the range is increased to a 10-minute walk, approximately 66 percent of the population can reach a bus route, compared to 89% of those living within EJ areas.

The better coverage of bus routes in EJ areas represents the fact that EJ areas tend to be in older parts of the City. In addition, many higher income individuals tend to live further from the City center. The fact that transit routes serve EJ areas better than non-EJ areas is fitting as transit drastically improves mobility for low income populations who may not be able to afford a car. EJ areas that do not have access to fixed-route bus service within a 10-minute walk include areas to the south (such as Montara), areas to the northwest (primarily industrial land), areas to the northeast, and around Lake Shawnee.



Target for Transit On-Time Performance: 90% or greater

Target for Transit Service Availability: 70% of all residents of the City of Topeka live within $\frac{1}{4}$ mile of a fixed route.

TIP Amendment Process

The TIP amendment process described below details procedures that are to be used to update an existing approved TIP. A key element of the amendment process is to assure that funding balances are maintained in order to maintain fiscal constraint.

TIP Administrative Revisions

The following actions are eligible as administrative revisions to the TIP:

- Obvious minor data entry errors

- Splitting or combining projects, provided that there is no change in scope or cost as a result of the split or combining
- Changes or clarifying elements of a project description (with no change in funding or scope)
- Program additional funding limited to the lesser of 25 percent of the total project cost or \$5 million (of the originally approved funding amount)
- Project cost decreases
- Change in program year of project within the first four (4) years of the fiscally constrained TIP
- Change in sources of federal funds
- Program federal funds for advance construction conversion (changing from already obligated advance construction to regular federal funds)

The administrative revisions process consists of notification from the MTPO to all other involved parties, KDOT, FTA and FHWA, as well as to the MTPO advisory bodies. The MTPO must verify with KDOT that funds are available for the cost estimate changes. Any changes made through an Administrative Revision will be incorporated with the next TIP Amendment.

Major TIP Amendments

Major amendments to the TIP include the following:

- Addition or deletion of a project or phase
- Shifting projects into or out of the fiscally constrained portion of the TIP
- Changes in total project cost by more than 25% of the original cost or \$5 million
- Any changes to the scope of a project

The Major Amendment process consists of the following steps:

- Placing the amendment on the agenda for discussion at the TAC and release for public comment.
- Advertising on the MTPO web site for a 14 day public comment period, and utilizing appropriate public participation techniques.
- Following the 14-day required public comment period, all comments will receive a response, either individually or in summary form.
- The amendment is then returned to the TAC and a request is made for the amendment to be sent to the MTPO Policy Board for final approval.
- After final approval is given by the Policy Board the MTPO staff forwards the amendment to KDOT for approval and inclusion in the STIP and ultimately approved by the USDOT.

The MTPO must verify from KDOT and the local jurisdiction sponsor that funds are available for the cost estimate changes if these changes are not offset by cost reductions or shifting of other projects. The MTPO is responsible for notification to KDOT and FHWA/FTA of action taken and assuring that the Major Amendment process and public notification procedures have been followed.

Major Projects

As per federal regulations, MPOs must list any major projects from the previous TIP that were implemented and identify projects with significant delays. The following provides a definition of each of the terms for the MTPO.

Roadway Projects (including intersections and bridges)

The major roadway projects implemented from the previous TIP will include projects located on a roadway classified by the MTPO as a collector or higher, with construction costs of at least \$2.0 million and that have at least one of the following attributes:

- Designed to increase roadway capacity and decrease traffic congestion
- Designed to significantly improve safety
- Designed to replace aging infrastructure and bring it up to current standards
- Result in significant delay and/or detour

Transit Facilities and Services Projects

The major transit projects implemented from the previous TIP will include projects that have a total project cost of at least \$1.0 million and meet at least one of the following criteria:

- Acquisition of three or more new transit vehicles
- Addition of new operations and/or maintenance buildings or expansion of existing buildings
- Initiation of new transit service or expansion of existing transit services into territory not previously served by transit

Bikeway and Pedestrian Facilities Projects

The major bikeway and pedestrian projects implemented from the previous TIP will include projects that meet at least one of the following criteria:

- Total project cost of at least \$500,000
- Construction of new bikeway or pedestrian facility (or extension of existing facility) into a location where a bicycle/pedestrian facility did not exist before

Significant Delay

The MTPO defines significant delay as a project which has been delayed by two years or more from the year it was first programmed in the TIP.

Status of Projects from Previous 2017-2021 TIP

Since the last TIP was approved in October of 2017 progress has been made on several major transportation projects in the region. These improvements are listed below.

Transportation Enhancement Projects: Com = complete; C.O. = Carryover/Under Const.

- Phase II Bikeways Master Plan implementations (**Com**)
- Bikeways Phase III Implementation (**C.O.**)

- Deer Creek Trail Extension**(C.O.)**
- SRTS: phase II Quincy Elem. School **(C.O.)**

Major Roadway & Bridge Improvements:

- 10th Ave. Between Gage & Fairlawn Ave.: Roadway Widening **(Com)**
- Bikeways Implementation Phase II **(Com)**
- SE California Ave. Se 29th St. to SE 33rd St.: Roadway Widening **(Com)**
- SW 6th Ave. Between SW Gage Blvd. & SW Fairlawn Rd.: Roadway Widening **(Com)**
- SW Wanamaker Rd.: 4th to 6th Streets: Roadway Widening **(Com)**
- SE California Ave. from SE 29th to SE 33rd Widening **(Com)**
- SW Urish Rd.: SW 17th to SW 21st: Roadway widening **(Com)**
- SW Urish Rd.: SW 17th to Huntoon: Roadway widening **(Com)**
- US24 from Countryside Rd. E. to existing 4-lane **(Com)**
- Bridge #122 over Blacksmith Crk. 8.9mi. NE of WD Co. Line: Roadway and bridge rehab. **(Com)**
- I-70 over Deer Creek: 13 mi. east of US -40: Roadway and bridge rehab. **(Com)**
- Quincy Elementary School Safe-Routes-to-School Phase II (TA Grant) **(Com)**
- Traffic Signal Coordination Gage Blvd. **(Com)**
- SW 6th St. Between Gage and Fairlawn (widening) **(Com)**
- Bikeways Phase III Implementation, T.A. Grant **(C.O.)**
- Deer Creek Trail Extension, T.A. Grant **(C.O.)**
- SW Arvon Place/Huntoon/I-470 Ramps: Roadway repair/replace**(C.O.)**
- SW 10th Ave. :Fairlawn to SW Wanamaker Rd.: Roadway widening**(C.O.)**
- SE California Ave: 37th to 45th Streets: Roadway widening **(C.O.)**
- SW Wanamaker Rd./SW Huntoon\I-470 Ramps: Intersection Improvements **(C.O.)**
- 12th St.: Gage to Kansas: Roadway repair and replace **(C.O.)**
- NW Tyler St.: Lyman to Beverly: Roadway widening **(C.O.)**
- SE 29th Bridge over Deer Creek: Bridge replacement **(C.O.)**
- US-24 Hwy.: Topeka E. to the County Line: Pavement replacement **(C.O.)**
- Bridge, SW Cherokee St. over Ward Creek: Replacement **(C.O.)**
- I-70/Polk/Quincy Viaduct Approach & Roadway/I-70 over BNSFRR Spur Turntable **(C.O.)**
- SW 3rd St. over Ward Creek Bridge Replacement **(C.O.)**
- I-470 from I-70 to KTA Roadway Widening **(C.O.)**
- I-470 from I-70 to KTA Guardrail Safety Improvements **(C.O.)**
- SW Gage Blvd.: Emland Dr. to I-70 EB Exit ramp; Extend two-way left turn lanes **(C.O.)**
- Intersection of 29th & McClure **(C.O.)**
- 089-279 & 280 (NB) US75 over 46th St. SN. Co.: Bridge Resurfacing **(C.O.)**
- US-75 Begin. 7mi. S. of NW 62nd St. Thence N. to SN./JA Co. line: Resurfacing **(C.O.)**
- Bridge Repair: #111 112 (Wakarusa River) on US-75 **(C.O.)**
- Bridge Repair: #240 (KTA) located 8.3 mi. N. of the Osage Co. line **(C.O.)**
- Bridge Repair: #046 located 0.21 mi. NW of 10th St. **(C.O.)**
- Bridge Repair: #161 located at E. junction I-70/US-75 in SN Co. **(C.O.)**
- Bridge Repair: #275 **(C.O.)**
- Bridge Replace: SW Cherokee St. over Ward Creek **(CO)**
- Roadways, Guardrail Upgrades (HSIP) **(C.O.)**
- US-24 from E. City Lim. Of Silver Lake to 400ft. E. of US24/Countryside Rd Int. Mill & Ovrly. **(C.O.)**

- S. Kansas Ave. 1st to 6th St. **(C.O.)**
- 17th St. MacVicar to I-470 Interchange **(C.O.)**

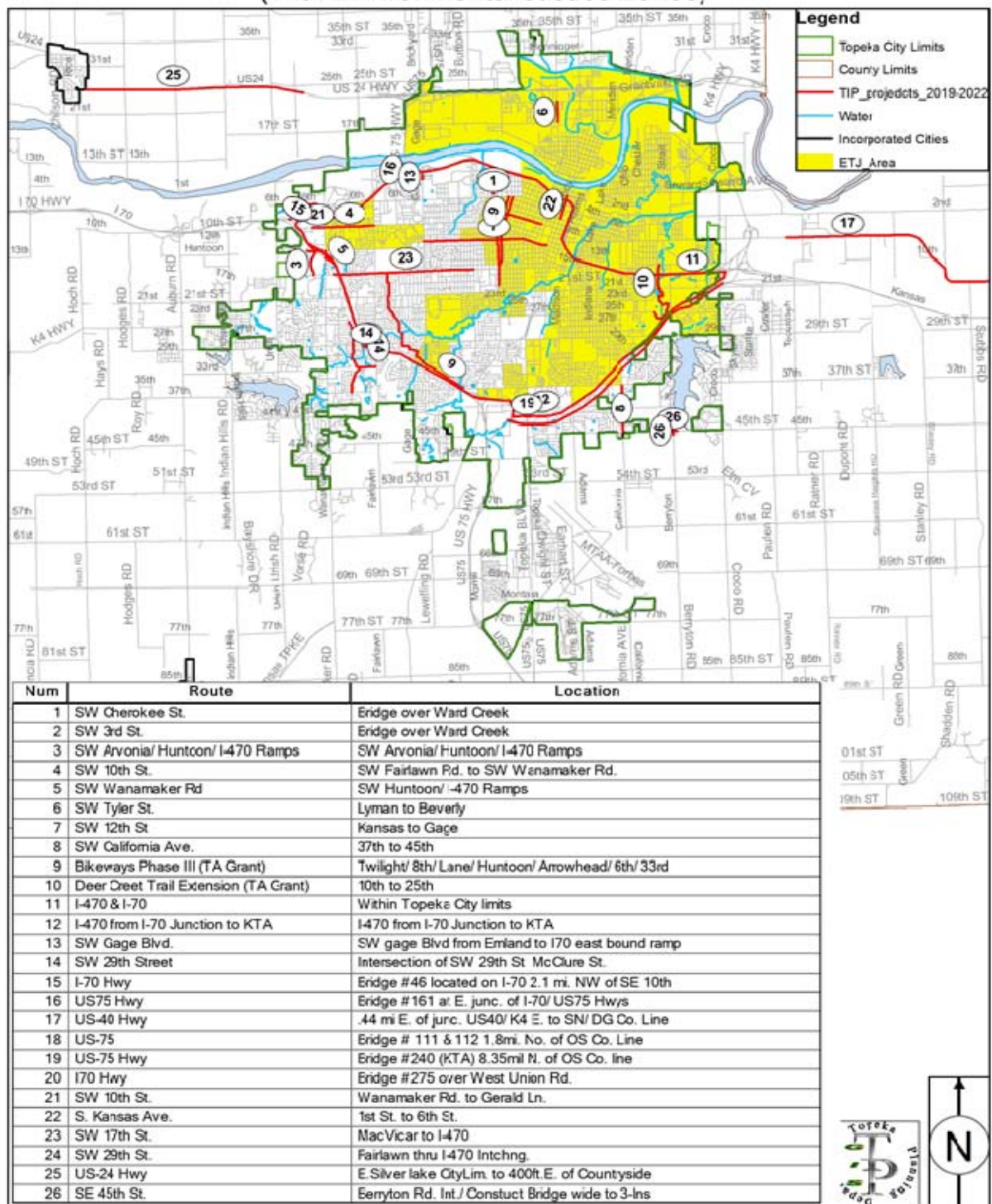
Significant Delay Projects:

- I-70/Polk/Quincy Viaduct Approach & Roadway (Project PE in partial hold until funding settled, const. no likely for 10-15 years)
- K-4; North end of Kansas River Bridge, N. and NE. to Shawnee/Jeff. Co. line; construct 2-lanes of a 4-lane freeway section, including the addition of 2 loop ramps at US-24 and a future proposed interchange @ 35th St. (PE on hold waiting on funding)

Locations of Current TIP Projects Maps

Figure 1 is a map which shows the locations of TIP projects as well as an overlay of the Environmental Justice Zones within the MTPO area. Environmental Justice Zones are a provision of Title VI and are explained further in the following section.

MTPO Area Roadway, Bridge & Enhancement TIP Projects 2019 - 2022 (With Environmental Justice Zones)



MTPO_TIP_2019_2022_projects_EJ_Zones8x11a .mxd 09/60/18

Figure 1.

Environmental Justice Review

The Environmental Protection Agency defines Environmental Justice as the "fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws,

regulations, and policies." The Federal Highway Administration considers three fundamental environmental justice principles:

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

A. Title VI Nondiscrimination Law

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.

The overlap between the statutory obligation placed on Federal agencies under Title VI to ensure nondiscrimination in Federally-assisted programs administered by State and local entities, and the administrative directive of Federal agencies under the Executive Order to address disproportionately high and adverse impacts of Federal activities on EJ populations explain why Title VI and environmental justice are often paired. The clear objective of the Executive Order and Presidential Memorandum accompanying the Executive Order is to ensure that Federal agencies promote and enforce nondiscrimination as one way of achieving the overarching objective of environmental justice – a fair distribution of the benefits or burdens associated with Federal programs, policies, and activities.

B. How Do Title VI and EJ Work Together?

Environmental justice and Title VI are not new concerns. The Presidential Memorandum accompanying EO 12898 identified Title VI of the Civil Rights Act of 1964 as one of several Federal laws that must be applied "as an important part of...efforts to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects." According to the U.S. Department of Justice, "...the core tenet of environmental justice – that development and urban renewal benefitting a community as a whole not be unjustifiably purchased through the disproportionate allocation of its adverse environmental and health burdens on the community's minorities – flows directly from the underlying principle of Title VI itself."¹

Furthermore, Federal law requires that MPOs ensure that individuals not be excluded from participating in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal funding on the basis of race, color, national origin, age, sex, or disability. Environmental Justice Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) in Minority and Low-Income Populations, calls for the identification and addressing of disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations.

The intent of the Executive Order and the US Department of Transportation's EJ guidance is to ensure that communities of concern, defined as minority populations and low-income populations are included in the transportation planning process, and to ensure that they may benefit equally from the transportation system without shouldering a disproportionate share of its burdens.

¹ Title VI Legal Manual, U.S. Dept. of Justice Civil Rights Division (2001), page 59.

Under the DOT Order, **adverse effect** means:

“the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness, or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or non-profit organizations; increased traffic congestion, isolation, exclusion or separation of individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities.”

An EJ analysis also includes a determination of whether the activity will result in a **“disproportionately high and adverse effect on human health or the environment,”** which is defined in the DOT Order as:

“an **adverse effect** that:

1. *Is predominantly borne by a minority population and/or a low-income population, or*
2. *Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population”*

Once the EJ populations have been identified, we compare the burdens of the activity experienced by EJ populations with those experienced by non-EJ populations. Similarly, we compare the activity’s benefits experienced by EJ populations as compared to non-EJ populations.

MTPO EJ Analysis Process

For the purposes of this EJ review the areas considered as EJ zones are parts of Topeka that are covered by Neighborhood Improvement Associations (NIAs) and those block groups in which more than 50 percent of households have Low/Moderate incomes. Low/Moderate incomes as defined by HUD are households with incomes that are less than 80 percent of the median income for the City of Topeka. These areas also have high proportions of minority persons compared to other areas of the city and county.

In order for the MTPO to consider the EJ aspects of the projects identified in the 2017-2020 TIP, the locations of the roadway and bridge projects, and the areas of the region that have a large percentage of low-income and/or minority populations (EJ areas) were mapped (figure 2). The table below shows the number of total 2017-2020 TIP projects along with their costs. This table also shows the percentage of projects that are in the EJ zones. While there may be some displacement of businesses or residences with the realignment of the Polk/Quincy Viaduct, it is not deemed by the MTPO to have a disproportionate effect on the low-income or minority populations that reside in that area. Extensive public participation and alternative realignment solutions were reviewed during the preliminary engineering phase of this project.

Environmental Justice Review Table for Highway, Bridge and Safety TIP Projects

Years	Number of Projects or Project Phases*	Total Cost	Number of Projects in EJ Zones	Percentage of Projects in EJ Zones	Total Cost of Projects or in EJ Zones	Percentage Cost of Projects in EJ Zones
2019-2022	31	\$115,183,100	9	30.0%	\$38,603,000	33.5%

Of the projects listed in the 2017-2020 TIP, none appear to have a disproportionate burden-to-benefit ratio between EJ population areas and non-EJ population areas. The highest impact project, which is also the largest project, the Polk/Quincy Viaduct, utilized EJ principles of

outreach and mitigation to minimize any hardships and burdens on existing residents and businesses.

TIP PROJECT TABLES

A set of tables showing a Fiscal Year 2017 Annual Element and a 2017-2020 Planning Period for the City of Topeka, Shawnee County, KDOT, KTA, TMTA and local paratransit providers is included on the following pages. The fiscal year for each agency is listed below.

Agency	Fiscal Year	Fiscal Year 2017 Start
Federal Highway Administration	October 1- September 30	October 1, 2016
Federal Transit Administration	October 1- September 30	October 1, 2016
Kansas Department of Transportation	October 1 – September 30	October 1, 2016
(State fiscal year begins July 1 but KDOT uses October 1 for the STIP to match Federal FY)		
Shawnee County	January 1 – December 31	January 1, 2017
City of Topeka	January 1 – December 31	January 1, 2017
Topeka Metropolitan Transit Authority	July 1 – June 30	July 1, 2016
(TMTA FY used for operating/capital assistance)	January 1 – December 31	January 1, 2016
(City FY used by TMTA for planning assistance programmed in the UPWP)		
Topeka-Shawnee County Paratransit Council	July 1- June 30	July 1, 2016
(Includes various agencies using vehicles funded by FTA Section 5310 and/or KDOT grants)		

TIP # Explanation

Another important item in the TIP tables is the unique identification number given to each road and bridge project. The addition of TIP project numbers allows the sorting of all TIP projects into an index sheet. The index arranges the entries by project rather than by year, route and location like the main TIP table does. This index sheet just gives the reader an easy to understand list of the projects that clearly shows how large multi-year projects are scheduled. The TIP project number is also designed to provide the reader with descriptive project information just by reading the number. The TIP # coding is explained below.

Coding Explanation

➤ **First Part – Sponsoring Agency**

- 1= KDOT
- 2= Shawnee County
- 3= City of Topeka
- 4= Kansas Turnpike Authority
- 5= Other Cities in Shawnee County
- 6= Other Local Governments
- 7= Topeka Metropolitan Transit Authority
- 8= Paratransit Agencies

➤ **Second Part – Project Start Year**

This is a two-digit number indicating what year the project started implementation and is typically the design stage year (e.g., 05 would indicate a project that entered the design stage in 2005).

➤ **Third Part – Project Number**

This is simply a two-digit number that identifies specific projects from each sponsor in each year. For sponsors that have multiple projects in each year of the TIP this is a number that distinguishes the projects from one another (e.g., 01 indicates that this is project number one from this project sponsor in this year).

➤ **Fourth Part – Type of Project**

This is a single digit that indicates whether this project is a bridge, roadway improvement or some other type of project.

- 1= Highway/Roadway Improvement
- 2= Intersection Improvement
- 3= Bridge
- 4= Transit
- 5= Paratransit
- 6= Enhancement
- 7= Other

TIP # Example

2-07-07-1; This TIP # indicates that this is a Shawnee County project started in 2007 that is the seventh County project for that year and that it is a roadway project.

Index of Highway and Bridge Projects by TIP# & Relationship to Performance Measures (PM)

TIP #	KDOT#	Juris.	Location	Project Type
3-18-01-6	T-141024.00	Topeka	Various	Traffic Signal Replacement
Project Total Cost	\$3,292,000			
1-19-04-7	T-141025.00	Topeka	Downtown Topeka	Traffic Signal Coordination
Project Total Cost	\$290,000			
3-11-01-6	T-241049.00	Topeka	Street/Curb improvements (various locations)	ADA Street Curb Program
PM1 Safety/Intersection Improv.				
Project Total	\$1,200,000			
3-19-02-7	T-601095.00	Topeka	Traffic Safety Projects	Roadway Projects
PM1 Safety/Intersection Improv.				
Project Total	\$880,000			
3-17-03-1	T-601096.00	Topeka	Complete Streets Components	Complete Streets Components
PM1 Safety/Intersection Improv.				
Project Total	\$400,000			
3-17-06-1	T-701015.00	Topeka	SW 10th Ave Fairlawn to SW Wanamaker Rd.	Roadway/Street Widening
PM3 System Delivery				
Project Total	\$3,377,652			
3-19-02-1	T-701016.00	Topeka	12th Street; Gage to Kansas	Roadway/repair/replace
PM2 Pavement/Bridge				
Project Total	\$13,580,000			
3-20-01-1	T-701019.00	Topeka	NW Tyler St.; Lyman to Beverly	Roadway/Street Widening
PM3 System Delivery				
Project Total	\$1,800,000			
3-18-03-1	T-701021.00	Topeka	SE California Ave.; 37th to 45th	Roadway/Street Widening
PM3 System Delivery				
Project Total	\$5,600,000			
3-21-01-1	T-701023.00	Topeka	SW 10th St. from Wanamaker Rd. to Gerald Ln.	Roadway/Street Widening
PM3 System Delivery				
Project Total	\$1,565,000			
3-20-02-1	T-701024.00	Topeka	SW 10th St. from 1st to 6th St.	Roadway/Street Widening
PM2 Pavement/Bridge				
Project Total	\$7,685,000			

3-20-02-1
 MPO 2019-2022 TIP Approved 11-29-18. Amendments 1 & 2: 2/28/2019 Amend. 3: 4/25/19

Index of Highway and Bridge Projects by TIP# & Relationship to Performance Measures (PM)

TIP #	KDOT#	Juris.	Location	Project Type
3-20-02-1	T-701024.00	Topeka	S. Kansas Ave. from 1st to 6th St.	Roadway/Street Widening
PM2 Pavement/Bridge				
Project Total	\$7,685,000			
3-19-03-1	T-701025.00	Topeka	SW 17th St. from MacVicar to I-470 Int.	Roadway/Street Widening
PM2 Pavement/Bridge				
Project Total	\$7,685,000			
3-19-04-1	T-701033.00	Topeka	SW29th St. from Fairlawn thru I-470	Roadway/Street Widening
PM2 Pavement/Bridge				
Project Total	\$1,445,000			
3-19-05-1	T-861017.00	Topeka	Bikeways Master Plan Implementation projects 1/2-cent sales tax	Bikeways Master Plan Implementation
PM2 Pavement/Bridge				
Project Total	\$1,000,000			
3-18-05-6	TE-0465-01	Topeka	Bikeways Phase III Implementation	Transportation Alternatives Grant
PM3 System Delivery/Bikeways				
Project Total	\$1,821,735			
3-18-05-6	TE-0494-01	Topeka	10ft. Side Path & Ped. Bridge, SW 10th St. Between Wamaker Rd. & Robinson St.	Transportation Alternatives Grant
PM3 System Delivery/Bikeways				
Project Total	\$321,100			
3-18-04-6	TA-U2338-01	Topeka	Quincy Elementary School Veicinity SRTS Phase II	Pedestrian/ADA enhancements and crossing improv.
PM3 System Delivery/SRTS				
Project Total	\$350,000			
2-16-02-1	T-121005.00	County	SE 29th Bridge over Butcher Creek	Bridge Replacement and Grading
PM2 Pavement/Bridge				
Project Total	\$8,621,000			
2-19-02-2	C-5033-01	County	Upgrade traffic signals with protectedd lefts for RR X's	Upgrade signals
PM3 System Delivery				
Project Total	\$1,113,800			
2-18-01-6	TE-0464-01	County	Deer Creek Trail Extension	Transportation Alternatives Grant
PM3 System Delivery SRTS				
Project Total	\$2,722,000			

Index of Highway and Bridge Projects by TIP# & Relationship to Performance Measures (PM)

TIP #	KDOT#	Juris.	Location	Project Type
2-19-01-1	S-701006.00	County	SE 45th St. at Berryton Rd. widen to 3-lanes and construct a roundabout and Bridge	Intersection/Roadway/Bridge
PM1 Safety Intersection Improv.				
Project Total	\$12,028,000			
1-19-08-1	KA-3235-01	KDOT	US-24 from E. City lim. Of Silv. Lk. E. to 400ft.E of US24/Countryside Rd. Int.	Mill & Overlay Roadway
PM2 Pavement/Bridge				
Project Total	\$2,682,306			
1-16-01-1	KA-3236-01	KDOT	US-24 from Topeka Blvd E. to SN.Co. Line	Roadway Resurfacing/Bridge Replacements
PM2 Pavement/Bridge				
Project Total	\$17,740,507			
1-18-01-1	KA-4118-02	Topeka	SW Arvonla Place/Huntoon St./I-470 Ramps	Roadway/Repair/Replace
PM1 Safety/Intersection Improv.				
Project Total	\$3,831,500			
1-17-02-1	KA-4697-01	KDOT	I-470 from I-70 to KTA	Roadway Resurfacing
PM2 Pavement/Bridge				
Project Total	\$6,920,500			
1-17-05-1	KA-4697-02	KDOT	I-470 from I-70 to KTA	Guardrail Safety Improvements
PM1 Safety/Guardrails Improv.				
Project Total	\$1,895,875			
1-18-05-1	KA-4729-01	KDOT	Bridge Resurfacing: US-75 Begin. .45 mi. S. of NW 46th St.	Roadway/Bridge
PM2 Pavement/Bridge				
Project Total	\$748,020			
1-18-03-1	KA-4730-01	KDOT	US75 Begin. 7mi. S. of NW 62nd St. Thence N. to SN./Jax Co.	Roadway resurfacing
PM2 Pavement/Bridge				
Project Total	\$1,951,155			
1-19-07-1	KA-4730-02	KDOT	Roadways, Guardrail Upgrades (Safety)	Upgrade guardrails along US75 Hwy.
PM1 Safety/Guardrails Improv.				
Project Total	\$60,349			

Index of Highway and Bridge Projects by TIP# & Relationship to Performance Measures (PM)

TIP #	KDOT#	Juris.	Location	Project Type
1-18-04-1	KA-4754-01	KDOT	US-75 Bridges 279 & 280 (NB) ovr. 46th St. SN CO.	Bridge Resurfacing
PM2 Pavement/Bridge				
Project Total	\$363,785			
1-19-01-3	KA-4879-01	KDOT	Bridge Repair: Bridge #111 & 112 (Wakaruse River) on US75	Bridge Repair
PM2 Pavement/Bridge				
Project Total	\$695,000			
1-19-02-3	KA-4880-01	KDOT	Bridge Repair: Bridge #240 (KTA) located 8.3miles N. of the Osage CO.	Bridge Repair
PM2 Pavement/Bridge				
Project Total	\$219,000			
1-19-04-3	KA-4942-01	KDOT	Bridge Repar: Bridge # 046 located 0.21 mi. NW of 10th St.	Applying 3-inch asphalt overlay
PM2 Pavement/Bridge				
Project Total	\$225,000			
1-19-03-3	KA-4943-01	KDOT	Bridge Repair: Bridge #161 Located at E. junction I-70/US-75 in Sn Co.	Patch Deck, replace expansion joints & approach joint
PM2 Pavement/Bridge				
Project Total	\$354,998			
1-19-05-1	KA-5047-01	KDOT	US-40 begin. .44mi. E. of junc. US-40/K4 thence E. to SN/DG Co. Line.	Mill & Overlay Roadway
PM2 Pavement/Bridge				
Project Total	\$1,156,000			
1-19-06-3	KA-5077-01	KDOT	Bridge Repair: Bridge #275	Bridge Repair
PM2 Pavement/Bridge				
Project Total	\$235,000			
1-19-07-3	KA-5164-01	KDOT	Bridge Path and Polymer Overlay Bridge #014 located 2.01 Mi. E. of K-4 (Urish Rd.)	Bridge Repair
PM2 Pavement/Bridge				
Project Total	\$774,700			
1-19-07-3	KA-5483-01	KDOT	Resurfacing K-4, Beginning @ e. junction I-70/K4 E. to 0.271 Mi. N. of junction US40/K4.	Mill & Overlay Roadway
PM2 Pavement/Bridge				
Project Total	\$1,440,700			

Index of Highway and Bridge Projects by TIP# & Relationship to Performance Measures (PM)

TIP #	KDOT#	Juris.	Location	Project Type
1-20-01-3	KA-5526-01	KDOT	Strip seal/Compression joint replacements and deck patching	Bridge Repair
PM2 Pavement/Bridge				
Project Total	\$376,900			
1-20-02-3	KA-5530-01	KDOT	Replace Bridge Expansion Joints	Bridge Repair
PM2 Pavement/Bridge				
Project Total	\$962,000			
1-20-03-3	KA-5616-01	KDOT	PE-Bridge deck investigation	Bridge Repair
PM2 Pavement/Bridge				
Project Total	\$250,000			
1-20-04-3	KA-5766-01		Bridge #046 on I-470 in SN CO.: 0.21 mi. NE of 10th St.	Bridge Replacement
PM2 Pavement/Bridge				
Project Total	\$5,115,300	KDOT		
1-17-03-1	U-2316-01	KDOT	Gage St. from Emland Dr. to I-70 EB Exit ramp	Extend two-way left turn lanes
PM1 Safety/Intersection Improv.				
Project Total	\$501,600			
1-17-04-2	U-2317-01	KDOT	Intersection of 29th & McClure	Intersection Improvements
PM1 Safety/Intersection Improv.				
Project Total	\$1,412,514			
1-16-1-3	T-121001.00	KDOT	SW Cherokee St. over Ward Creek	Bridge Replacement
PM2 Pavement/Bridge				
Project Total	\$850,000			
1-17-01-3	T-121003.00	KDOT	SW 3rd St. over Ward Creek	Bridge Replacement
PM2 Pavement/Bridge				
Project Total	\$875,000			
1-19-08-1	X-3066-01	KDOT	RR Crossing Project @ Union Pacific RR at Winter St. (Crossing #605296A)	RR-Hwy Signals Flashing light straight post s/Gates
PM1 Safety/Intersection Improv.				
Project Total	\$381,000			
PM3 Transit Projects			5339 Paratransit Vehicles.....Service Vehicles	
			Mill Levy New Mini-Transfer Station, New Bus Tecnology	
			5307 Construction of Bikeshare stations at various high-traffic bicycle locations	

Roadway and Bridge Projects

TIP#: 3-19-01-7
State #: T-141024.00

Juris: Topeka
Class: Local

Location: Various
Work: Traffic Signal Replacement

Length(mi.)

Bikeways:
 Yes _____
 No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
	2019	\$ -	\$ -	\$ 750.00	\$ 750.000		
	2020	\$ -	\$ -	\$ 713.00	\$ 713.000		
	2021	\$ -	\$ -	\$ 600.00	\$ 600.000		
	2022	\$ -	\$ -	\$ 629.00	\$ 629.000		
	2023	\$ -	\$ -	\$ 600.00	\$ 600.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 3,292.00	\$ 3,292.000		

Total Cost: \$3,292,000

Description:

Traffic signal replacement throughout city.

Status:

TIP#: 1-19-04-7
State #: T-141025.00

Juris: KDOT
Class: N/A

Location: Downtown Traffic signal coordination
Work: ITS

Length(mi.)

Bikeways:
 Yes _____
 No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2020	\$ -	\$ -	\$ 290.00	\$ 290.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 290.00	\$ 290.000		

Total Cost: \$290,000

Description:

Coordinate downtown traffic signals

Status:

Roadway and Bridge Projects

TIP#: 3-19-03-7
State #: T-241049.00

Juris: Topeka
Class: N/A

Location: Street/Curb improvements (various locations)
Work: ADA Ramps Program **Length(mi.):**

Bikeways:
 Yes _____
 No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
Const/CE	2019	\$ -	\$ -	\$ 300.00	\$ 300.000		
Const/CE	2020	\$ -	\$ -	\$ 300.00	\$ 300.000		
Const/CE	2021	\$ -	\$ -	\$ 300.00	\$ 300.000		
Const/CE	2022	\$ -	\$ -	\$ 300.00	\$ 300.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,200.00	\$ 1,200.000		

Total Cost: \$1,200,000

Description:

Installation of ADA sidewalk ramps at locations requested by persons with mobility impairments or where street work is scheduled. 1/2-cent sales tax renewal.

Status:

TIP#: 3-19-02-7
State #: T-601095.00

Juris: Topeka
Class: Local

Location: Various
Work: Traffic Safety Projects **Length(mi.):**

Bikeways:
 Yes _____
 No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
Const.	2019	\$ -	\$ -	\$ 220.00	\$ 220.000		
Const.	2020	\$ -	\$ -	\$ 220.00	\$ 220.000		
Const.	2021	\$ -	\$ -	\$ 220.00	\$ 220.000		
Const.	2022	\$ -	\$ -	\$ 220.00	\$ 220.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 880.00	\$ 880.000		

Total Cost: \$880,000

Description:

Traffic Safety Projects throughout the City as warranted.

Status:

Roadway and Bridge Projects

TIP#: 3-19-03-7
State #: T-601096.00

Juris: Topeka
Class: Local

Location: Various
Work: Complete Streets Projects

Length(mi.):

Bikeways:
Yes ☒
No ☐

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
	2019	\$ -	\$ -	\$ 100.00	\$ 100.000		
	2020	\$ -	\$ -	\$ 100.00	\$ 100.000		
	2021	\$ -	\$ -	\$ 100.00	\$ 100.000		
	2022	\$ -	\$ -	\$ 100.00	\$ 100.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 400.00	\$ 400.000		

Description:

Complete Streets project components funding and leverage funds.

Status:

Total Cost: \$400,000

TIP#: 3-17-06-1
State #: T-701015.00

Juris: Topeka
Class: Local

Location: SW 10th Ave: SW Fairlawn to SW Wanamaker Rd.
Work: Roadway/Repair/Replace

Length(mi.) 1.0

Bikeways:
Yes ☒
No ☐

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2017	\$ -	\$ -	\$ 495.000	\$ 495.000		
ROW	2018	\$ -	\$ -	\$ 200.000	\$ 200.000		
Const/Ce	2020	\$ -	\$ -	\$ 993.984	\$ 993.984		
Service	2021	\$ -	\$ -	\$ 694.334	\$ 694.334		
Contncy.	2022	\$ -	\$ -	\$ 994.334	\$ 994.334		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 3,377.652	\$ 3,377.652		

Description:

Basis for cost estimat and funding source: operating costs include pavement markings and crack sealing. the primary funding source is Motor Furl Tax.

JUSTIFICATION: Program Addition.

Status:

Total Cost: \$3,377,652

Roadway and Bridge Projects

TIP#: 3-19-02-1
State #: T-701016.00

Juris: Topeka
Class: Arterial

Bikeways:
Yes ☐
No ☒

Location: 12th Street; Gage to Kansas
Work: Roadway/Repair/Replace

Length(mi.):

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 450.000	\$ 450.000		
ROW	2020	\$ -	\$ -	\$ 200.000	\$ 200.000		
Const	2020	\$ -	\$ -	\$ 650.000	\$ 650.000		
Const	2021	\$ -	\$ -	\$ 4,250.000	\$ 4,250.000		
Const	2022	\$ -	\$ -	\$ 4,250.000	\$ 4,250.000		
Const	2023	\$ -	\$ -	\$ 3,780.000	\$ 3,780.000		
TOTALS		\$ -	\$ -	\$ 13,580.000	\$ 13,580.000		

Description:

Replacement of 12th Street between Gage Blvd. and Kansas Ave.. The new roadway will include curb & gutter, sidewalks, and a drainage system. The project will be funded from the extension of the Countywide Half Cent sales tax to take effect January 1, 2017.

Status:

Total Cost: \$13,580,000

TIP#: 3-20-01-1
State #: T-701019.00

Juris: Topeka
Class: Arterial

Bikeways:
Yes ☐
No ☒

Location: NW Tyler St.; Lyman to Beverly
Work: Roadway widening

Length(mi.):

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2020	\$ -	\$ -	\$ 150.000	\$ 150.000		
CE	2021	\$ -	\$ -	\$ 75.000	\$ 75.000		
ROW	2021	\$ -	\$ -	\$ 50.000	\$ 50.000		
Const	2021	\$ -	\$ -	\$ 1,525.000	\$ 1,525.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,800.000	\$ 1,800.000		

Description:

Widening NW Tyler Street between NW Lyman Rd. and NW Beverly Street to 3-lanes in conjunction with a city-wide sales tax project. Includes curb gutter and sidewalks.

Status:

Total Cost: \$1,800,000

Roadway and Bridge Projects

TIP#: 3-18-03-1
State #: T-701021.00

Juris: Topeka
Class: Arterial

Location: SE California Ave.; 37th to 45th
Work: Roadway widening

Length(mi.) 1.0

Bikeways:
Yes ☐
No ☒

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2018	\$ -	\$ -	\$ 450.000	\$ 450.000		
ROW	2019	\$ -	\$ -	\$ 150.000	\$ 150.000		
Const	2020	\$ -	\$ -	\$ 4,800.000	\$ 4,800.000		
Other	2018-20	\$ -	\$ -	\$ 200.000	\$ 200.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 5,600.000	\$ 5,600.000		

Description:

This project will widen SE California Ave. between SE 37th and SE 45th Street. The new roadway will include curb & gutter, sidewalks, street lighting, and a drainage system. The project will be funded by extension of the Countywide Half Cent sales tax to take effect Jan. 1, 2017. The project is expected to be constructed in 2020.

Status:

Total Cost:

\$5,600,000

TIP#: 3-21-01-1
State #: T-701023.00

Juris: Topeka
Class: Local

Location: SW 10th St. from Wanamaker to Gerald Ln.
Work: Roadway Widening

Length(mi.)

Bikeways:
Yes ☒
No ☐

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
ROW	2021	\$ -	\$ -	\$ 150.000	\$ 150.000		
PE	2022	\$ -	\$ -	\$ 50.000	\$ 50.000		
Const.	2023	\$ -	\$ -	\$ 1,365.000	\$ 1,365.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,565.000	\$ 1,565.000		

Description:

Status:

Total Cost:

\$1,565,000

Roadway and Bridge Projects

TIP#: 3-20-02-1
State #: T-701024.00

Juris: Topeka
Class: Arterial

Location: S.Kansas Ave 1st to 6th St.
Work: Roadway Modifications

Length(mi.)

Bikeways:
 Yes ☒
 No ☐

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2020	\$ -	\$ -	\$ 50.000	\$ 50.000		
CE	2021	\$ -	\$ -	\$ 50.000	\$ 50.000		
Const.	2022	\$ -	\$ -	\$ 235.000	\$ 235.000		
Const.	2023	\$ -	\$ -	\$ 7,350.000	\$ 7,350.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 7,685.000	\$ 7,685.000		

Description:

Status:

Total Cost: \$7,685,000

TIP#: 3-19-03-1
State #: T-701025.00

Juris: Topeka
Class: Arterial

Location: SW 17th St. MacVicar to Interstate I-470
Work: Roadway resurfacing

Length(mi.)

Bikeways:
 Yes ☐
 No ☒

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 100.000	\$ 100.000		
	2020	\$ -	\$ -	\$ -	\$ -		
Const.	2021	\$ -	\$ -	\$ 850.000	\$ 850.000		
Const.	2022	\$ -	\$ -	\$ 500.000	\$ 500.000		
Const.	2023	\$ -	\$ -	\$ 4,450.000	\$ 4,450.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 5,900.000	\$ 5,900.000		

Description:

Status:

Total Cost: \$5,900,000

Roadway and Bridge Projects

TIP#: 3-19-04-1
State #: T-701033.00

Juris: Topeka
Class: Arterial

Location: SW 29th St. from Fairlawn thru I-470
Work: Roadway Modifications

Length(mi.)

Bikeways:
Yes _____
No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
	2019	\$ -	\$ -	\$ 1,445.000	\$ 1,445.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,445.000	\$ 1,445.000		

Description:

Status:

Total Cost:

\$1,445,000

TIP#: 3-19-05-1
State #: T-861017.00

Juris: Topeka
Class: Local

Location: Various
Work: Bikeways Master Plan implementation

Length(mi.)

Bikeways:
Yes X
No _____

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
Const	2019	\$ -	\$ -	\$ -	\$ -		
Const	2020	\$ -	\$ -	\$ 500.000	\$ 500.000		
Const	2021	\$ -	\$ -	\$ -	\$ -		
Const	2022	\$ -	\$ -	\$ 500.000	\$ 500.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,000.000	\$ 1,000.000		

Description:

This project will construct bikeway routes identified in the Topeka Bikeways Master Plan. The project will improve the bicycle network across the City by providing such features as side paths, shared routes, connecting links, and bike lanes. the project will be funded by an extension of the Countywide Half Cent sales tax to take effect Jan. 1 2017. The project will be constructed in phases every other year starting in 2018

Status:

Total Cost:

\$1,000,000

Roadway and Bridge Projects

TIP#:	3-18-05-6	Juris:	Topeka	Location:	Various
State #:	TE-0465-01	Class		Work:	Transportation Alter.Bikeways Ph.III
Fed#:					
				Bikeways: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Len. (13mi.)

Phase*	Year of Obligation	TA Grant	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
Const.	2019	\$ 1,508.600	\$ -	\$ 377.100	\$ 1,885.700		
CE	2019	\$ 164.000	\$ -	\$ 41.000	\$ 205.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,672.600	\$ -	\$ 418.100	\$ 2,090.700		

Description:

Install Ped./Bikeways infrastructure as depicted in the Bikeways Master Plan for Phase III. Includes signs, pavement markings, Multi-use trails, and signal enhancements.

Status:

Total Cost:

\$2,090,700

TIP#:	3-21-02-6	Juris:	Topeka	Location:	N. side of 10th from Wanamaker Rd. to Robinson
State #:	TE-0494-01	Class	Arterial	Work:	Construct a 10ft Concrete shared use path
Fed#:					
				Bikeways: Yes <input type="checkbox"/> No <input type="checkbox"/>	Length (mi.)

Phase*	Year of Obligation	TA Grant	State	Local	Total (x1,000)	Source	Yr.
PE		\$ -	\$ -	\$ -	\$ -		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const	2021	\$ 233.500	\$ -	\$ 58.400	\$ 291.900		
CE	2021	\$ 12.300	\$ -	\$ 16.900	\$ 29.200		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 245.800	\$ -	\$ 75.300	\$ 321.100		

Description:

Construct a 10 ft. Concrete shared use path and pedestrian bridge

Justification: TA Grant Project

Status:

Total Cost:

\$321,100

Roadway and Bridge Projects

TIP#: 3-18-04-6	Juris: Topeka	Location: Vicinity of Quincy Elem. School	
State #: U-2338-01	Class: Various	Work: SRTS phase II	
Fed#:			Length (mi.)

Phase*	Year of Obligation	TA Grant	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
Const	2019	\$ 171.000	\$ -	\$ 43.000	\$ 214.000		
CE	2019	\$ 68.000	\$ -	\$ 17.000	\$ 85.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 239.000	\$ -	\$ 60.000	\$ 299.000		

Description:
 Install Pedestrian/ADA enhancements & crossing improvements for SRTS

Justification: Program Addition.

Status:

Total Cost: \$299,000

TIP#: 2-19-02-2	Juris: County	Location: Topeka Blvd. at 57th , University & GaryOrnsby	
State #: C-5033-01	Class: Arterial	Work: Upgrade traffic signals	Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2020	83.500	-	\$ 9.300	\$ 92.800	HSIP	
Const	2020	835.400	-	\$ 92.800	\$ 928.200	HSIP	
CE	2020	83.500	-	\$ 9.300	\$ 92.800	HSIP	
Const	-	-	-	\$ -	\$ -		
CE	-	-	-	\$ -	\$ -		
		-	-	\$ -	\$ -		
		-	-	\$ -	\$ -		
TOTALS		1,002.400	-	\$ 111.400	\$ 1,113.800		

Description:
 Upgrade traffic signals with protected lefts for RR crossings. Program Addition.

Status:

Total Cost: \$1,113,800

Roadway and Bridge Projects

TIP#: 2-16-02-1
State #: T-121005.00

Juris: County
Class: Arterial

Location: SE 29th Bridge over Butcher Creek
Work: Bridge Replacement and Grading

Length(mi.)

Bikeways:
Yes ☒
No ☐

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2016-17	\$ -	\$ -	\$ 392.000	\$ 392.000		
R/W/UTIL	2018	\$ -	\$ -	\$ 130.000	\$ 130.000		
Const	2019	\$ -	\$ -	\$ 7,589.000	\$ 7,589.000		
CE	2019	\$ -	\$ -	\$ 510.000	\$ 510.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 8,621.000	\$ 8,621.000		

Total Cost: \$8,621,000

Description:

Remove existing structurally deficient 3-lane wide bridge over Deer Creek on SE 29th St. and replace with a 5-lane bridge. The project will include street and intersection improvement at the intersection of SE 29th and West Edge Rd.

JUSTIFICATION: To replace a structurally deficient bridge and improve SE 29th St. capacity and safety.

Status:

BCC approved project scope change to include widening of SE 29th St. from KTA Br. to SE Croco Rd to 5-lanes

TIP#: 2-18-01-6
State #: TE-0464-01

Juris: County
Class: N/A

Location: Begin. @ SE 10th continuing S. to 2500 SE Highland/Dornwood
Work: Deer Creek Trail Extension

Length(mi.) 1.7

Bikeways:
Yes ☒
No ☐

Phase*	Year of Obligation	TA Grant	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2018	0.000	\$ -	\$ 238.000	\$ 238.000		
Const	2020	1,747.000	\$ -	\$ 456.300	\$ 2,203.300		
CE	2020	239.000	\$ -	\$ 60.000	\$ 299.000		
			\$ -	\$ -	\$ -		
		0.000	\$ -	\$ -	\$ -		
		0.000	\$ -	\$ -	\$ -		
		0.000	\$ -	\$ -	\$ -		
TOTALS		\$ 1,986.000	\$ -	\$ 754.300	\$ 2,740.300		

Total Cost: \$2,740,300

Description:

Extension of current Deer Creek Trail. Awarded TA Grant in 2017.

Revised the let date from 03/20 to 09/20, moving the project out of SFY 2020 and into SFY 2021. Any changes in cost estimate reflect the change in State Fiscal Year. (4% increase). Added language: "Authorized for PE/ROW & Util only. Estimates shown for other work phases are for planning purposes only."

Status:

Roadway and Bridge Projects

TIP#: 1-19-08-1
State #: KA-3235-01

Juris: KDOT
Class: Collector

Location: US-24: Silver Lake east to Countryside
Work: Reconstruction

Length(mi.) 4.5

Bikeways:
Yes ___
No X

Phase*		NHPP	AC-NHPP	State	Total (w/ 000)	Source	Yr.
PE	2020	\$ -	\$ -	\$ 70.000	\$ 70.000		
Const	2021	\$ -	\$ -	\$ 2,539.400	\$ 2,539.400		
CE	2021	\$ -	\$ -	\$ 190.500	\$ 190.500		
Const		\$ -	\$ 2,031.500	\$ (2,031.500)	\$ -		2021
CE		\$ -	\$ 152.400	\$ (152.400)	\$ -		2021
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 2,183.900	\$ 616.000	\$ 2,799.900		

Description:

As directed by Melinda Desch on 7/18/18.

JUSTIFICATION: DELAYED: KDOT program revised from POOL to TWORK and federal oversight changed from none to state assumed. At this time funding is not available for the construction of this project.

Status:

Added Federal Funds to the Project. Changed fiscal year, schedule and allowed project costs to inflate. Authorized for PE/ROW & UtL only. Estimates shown for other work phases are for planning purposes only.

Total Cost: \$2,799,900

TIP#: 1-16-01-1
State #: KA-3236-01

Juris: KDOT
Class: Freeway

Location: US-24 Hwy: Topeka east to the County Line
Work: Pavement Replacement along US-24 **Length(mi.)**

Bikeways:
Yes ___

Phase*	Year of	AC-NHPP	State	Local	Total	Federal	AC-Conv
PE	2017	\$ -	\$ 1,300.000	\$ -	\$ 1,300.000		2025
ROW	2019	\$ -	\$ 20.000	\$ -	\$ 20.000		
Util	2020	\$ -	\$ 10.000	\$ -	\$ 10.000		
Const	2021	\$ -	\$ 31,861.000	\$ -	\$ 31,861.000		
CE	2021	\$ -	\$ 2,390.000	\$ -	\$ 2,390.000		
PE		\$ 1,040.000	\$ (1,040.000)	\$ -	\$ -		2025
Util		\$ 8.000	\$ (8.000)	\$ -	\$ -		2025
Const		\$ 25,488.800	\$ (25,488.800)	\$ -	\$ -		2025
CE		\$ 1,911.700	\$ (1,911.700)	\$ -	\$ -		2025
TOTALS		\$ 28,448.500	\$ 7,132.500	\$ -	\$ 35,581.000		

Description:

This project will include the replacement of Bridges #084 & 085 (US-24 over Soldier Crk.) removal of Bridges #82 & #83 (US-24 over the abandoned ATSF RR) and rehabilitation of Bridges # 086 & 087 (US-24 over K-4) as warranted. The total project cost, including all work phases, is estimated at \$31,107K. This estimate should be used for planning purposes only. This project is currently authorized for PE

Status:

Revised Fiscal Year from 2019 to 2020 with a M22 (Pre-construction complete) date of 10/19.

Total Cost: \$35,581,000

Roadway and Bridge Projects

TIP#: 1-18-01-1
State #: KA-4118-02

Juris: Topeka
Class: Local

Location: SW Arvonla Pl./Huntoon St./I-470 Ramps
Work: Roadway/Repair/Replace

Length(mi.)

Bikeways:
 Yes ☐
 No ☒

Phase*		Federal	State	Local	Total (x1,000)	Source	Yr.
ROW	2017	\$ -	\$ -	\$ 200.000	\$ 200.000		
Const/CE	2019	\$ -	\$ -	\$ 1,431.500	\$ 1,431.500		
Const/CE	2021	\$ 1,100.000	\$ -	\$ -	\$ 1,100.000		
Const/CE	2022	\$ 1,100.000	\$ -	\$ -	\$ 1,100.000		
Const/CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 2,200.00	\$ -	\$ 1,631.500	\$ 3,831.500		

Total Cost: **\$3,831,500**

Description:

This project will improve traffic operation, safety, and level of service in the area of SW Wanamaker Rd., SW Huntoon Street, I-470/Wanamaker Exit Ramp areas. The existing roadway network serving the area bounded on the north by SW Huntoon Street, SW Urish Rd. 17th Street, and SW Wanamaker Rd. is operating at or near capacity at several locations.

Status:

TIP#: 1-17-05-1
State #: KA-4697-01

Juris: KDOT
Class: Freeway

Location: along I-470 begin. @ junc. I-470/I70 to Junc. I-470/KTA
Work: Roadway Resurfacing

Length(mi.)

Bikeways:
 Yes ☐
 No ☒

Phase*	Year of Obligation	Federal	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2017	\$ -	\$ -	\$ 1.000	\$ 1.000		
Const	2018	\$ -	\$ -	\$ 6,590.000	\$ 6,590.000		
CE	2018	\$ -	\$ -	\$ 329.500	\$ 329.500		
CE	2019	\$ -	\$ 296.200	\$ (296.200)	\$ -		
Const	2019	\$ -	\$ 5,923.400	\$ (5,923.400)	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 6,219.600	\$ 700.900	\$ 6,920.500		

Total Cost: **\$6,920,500**

Description:

Construction and CE convert in 2019

JUSTIFICATION: Program Addition as Requested by Greg Schieber, Bureau of Construction & Materials.

Status:

project cost reduced from \$9,838,240 to \$6,920,500 in 9/2019.

Roadway and Bridge Projects

TIP#: 1-17-02-1
State #: KA-4697-02

Juris: KDOT
Class: Freeway

Location: along I-470 begin. @ junc. I-470/I70 to Junc. I-470/KTA
Work: Guardrail Safety Improvements Length(mi.)

Bikeways:
Yes
No ☒

Phase*	Year of Obligation	Federal	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 250.000	\$ 250.000		
Const	2019	\$ -	\$ -	\$ 1,113.200	\$ 1,113.200		
CE	2019	\$ -	\$ -	\$ 55.700	\$ 55.700		
Const	2019	\$ 1,086.100	\$ -	\$ (1,086.100)	\$ -	HSIP	2019
CE	2019	\$ 54.200	\$ -	\$ (54.200)	\$ -	HSIP	2019
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,140.300	\$ -	\$ 278.600	\$ 1,418.900		

Total Cost: \$1,418,900

Description:

Construction and CE convert in 2020

Various safety improvements to guardrails along I-470 in Shawnee County.

JUSTIFICATION: Program Addition as Requested by Greg Schieber,

Status:

Added Federal Funds to the Project

TIP#: 1-18-05-1
State #: KA-4729-01

Juris: KDOT
Class: Freeway

Location: US-75 Begin .45 Miles S. of NW 46th St N. of NW 46th St.
Work: Bridge Resurfacing

Length(mi.) 0.9

Bikeways:
Yes
No ☒

Phase*	AC-NHPP	State	Local	Total (x1,000)	Source	Yr.
PE	2018	\$ -	\$ 1.000	\$ -	\$ 1.000	
CE	2018	\$ 35.570	\$ -	\$ -	\$ 35.570	2019
CONST	2018	\$ 711.450	\$ -	\$ -	\$ 711.450	2019
		\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	
TOTALS		\$ 747.020	\$ 1.000	\$ -	\$ 748.020	

Total Cost: \$748,020

Description:

Bridge Resurfacing.

Program Addition. AC-NHP (2019).

Status:

Roadway and Bridge Projects

TIP#: 1-18-03-1
State #: KA-4730-01

Juris: KDOT
Class: Freeway

Location: US75 Begn. .7mi S. of NW 62nd St. Thence N. to SN/Jackson
Work: Resurfacing

Bikeways:
 Yes ___
 No X

Length(mi.)

Phase*	Year of Obligation	AC-NHPP	State	Local	Total (x1,000)	Federal Source	AC-Conv.Yr.
PE	2018	\$ -	\$ 1.00	\$ -	\$ 1.000		
CE	2018	\$ 92.87	\$ -	\$ -	\$ 92.865		2019
CONST	2018	\$ 1,857.29	\$ -	\$ -	\$ 1,857.290		2019
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,950.16	\$ 1.00	\$ -	\$ 1,951.155		

Description:

Roadway surfacing. Program addition.

Status:

Total Cost: \$1,951,155

TIP#: 1-19-05-1
State #: KA-5047-01

Juris: KDOT
Class: Freeway

Location: Along US40 Beginning 0.44 mi. E. of Junc. US40/K4 E. to DG
Work: Roadway Mill and Overlay

Length(mi.)

Bikeways:
 Yes ___
 No X

Phase*	Year of Obligation	Federal STP	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 1.000	\$ 1.000		
Const	2019	\$ 880.000	\$ -	\$ 220.000	\$ 1,100.000		
CE	2019	\$ 44.000	\$ -	\$ 11.000	\$ 55.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 924.000	\$ -	\$ 232.000	\$ 1,156.000		

Description:

0.5" Cold Mill, 1.5" Overlay & Wedge Rock on Shooulders.

JUSTIFICATION:

Status:

Total Cost: \$1,156,000

Roadway and Bridge Projects

TIP#: 1-19-06-3
State #: KA-5077-01

Juris: KDOT
Class: Arterial

Bikeways:
 Yes ___
 No X

Location: 1.49 mi. E. of the WB/SN Co. Line
Work: Bridge Repair Bdg.#275

Length(mi.)

Phase*	Year of Obligation	Federal NHPP	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 25.000	\$ 25.000		
Const	2019	\$ 180.000	\$ -	\$ 20.000	\$ 200.000		
CE	2019	\$ 9.000	\$ -	\$ 1.000	\$ 10.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 189.000	\$ -	\$ 46.000	\$ 235.000		

Total Cost: \$235,000

Description:

Bridge Repair

JUSTIFICATION:

Status:

TIP#: 1-19-05-1
State #: KA-5483-01

Juris: KDOT
Class: freeway

Bikeways:
 Yes ___

Location: K-4 Begin. @ E. junction I-70/K-4 E to .271 miles N. of
Work: 3-inch overlay

Length(mi.)

Phase*	Year of Obligation	Federal NHPP	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 1.000	\$ 1.000		
Const.	2020	\$ -	\$ -	\$ 1,371.100	\$ 1,371.100		
CE	2020	\$ -	\$ -	\$ 68.600	\$ 68.600		
Const.		\$ 1,096.900	\$ -	\$ (1,096.900)	\$ -		2021
CE		\$ 54.800	\$ -	\$ (54.800)	\$ -		2021
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,151.700	\$ -	\$ 289.000	\$ 1,440.700		

Total Cost: \$1,440,700

Description:

Surfacing. Program addation as requested Greg Schieber in 1R project list emailed on June 17, 2019.

JUSTIFICATION:

Status:

Roadway and Bridge Projects

TIP#: 1-20-01-3
State #: KA-5526-01

Juris: KDOT
Class: Freeway

Location: I-70 Bridge #250 @ Junction of Croco Rd/I-70
Work: Strip seal/Compression joint replace **Length(mi.)**

Bikeways:
 Yes _____
 No X

Phase*	Year of Obligation	Federal NHPP	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2020	\$ -	\$ -	\$ 58.000	\$ 58.000		
Const.	2020	\$ -	\$ -	\$ 290.000	\$ 290.000		
CE	2020	\$ -	\$ -	\$ 29.000	\$ 29.000		
Const.		\$ 261.000	\$ -	\$ (261.000)	\$ -		2021
CE		\$ 26.000	\$ -	\$ (26.000)	\$ -		2021
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 287.000	\$ -	\$ 90.000	\$ 377.000		

Description:

Bridge Repair

JUSTIFICATION: Program Addition requested by Debra Briant

Status:

Total Cost: \$376,900

TIP#: 1-20-02-3
State #: KA-5530-01

Juris: KDOT
Class: Freeway

Location: I-470/Junc. Huntoon St Bridge # 198 & 199
Work: Bridge Repair **Length(mi.)**

Bikeways:
 Yes _____
 No X

Phase*	Year of Obligation	Federal NHPP	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 148.000	\$ 148.000		
Const.	2020	\$ -	\$ -	\$ 740.000	\$ 740.000		
CE	2020	\$ -	\$ -	\$ 74.000	\$ 74.000		
Const.		\$ -	\$ 666.000	\$ (666.000)	\$ -		2021
CE		\$ -	\$ 66.600	\$ (66.600)	\$ -		2021
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 732.600	\$ 229.400	\$ 962.000		

Description:

Program Addition. Moving Let Date to June 2020

JUSTIFICATION:

Status:

Total Cost: \$962,000

Roadway and Bridge Projects

TIP#: 1-20-03-3
State #: KA-5616-01

Juris: KDOT
Class: Freeway

Bikeways:
Yes ☐
No ☒

Location: 101 Bridges along I-70
Work: PE Bridge deck investigation

Length(mi.)

Phase*	Year of Obligation	Federal NHPP	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2020	\$ -	\$ -	\$ 250.000	\$ 250.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 250.000	\$ 250.000		

Description:

Program Addition. State Funds only, but regionally significant. Located between 0.14 mi. east of Topeka Ave. & 0.42 mi. SE of SE 10th Ave.

Status:

PE only

Total Cost: \$250,000

TIP#: 1-20-04-3
State #: KA-5766-01

Juris: KDOT
Class: Freeway

Bikeways:
Yes ☐
No ☒

Location: Bridge #046 on I-470 in SN County 0.21 mi. NE of 10th St.
Work: Bridge Replacement

Length(mi.)

Phase*	Year of Obligation	AC-NHPP	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2020	\$ -	\$ 321.000	\$ -	\$ 321.000		
ROW	2022	\$ -	\$ 128.400	\$ -	\$ 128.400		
Util	2024	\$ -	\$ 64.200	\$ -	\$ 64.200		
Const	2024	\$ -	\$ 4,280.600	\$ -	\$ 4,280.600		
CE	2024	\$ -	\$ 321.100	\$ -	\$ 321.100		
PE		\$ 288.900	\$ (288.900)	\$ -	\$ -		2025
Util		\$ 57.900	\$ (57.900)	\$ -	\$ -		2025
Const		\$ 3,852.600	\$ (3,852.600)	\$ -	\$ -		2025
CE		\$ 288.900	\$ (288.900)	\$ -	\$ -		2025
TOTALS		\$ 4,488.300	\$ 627.000	\$ -	\$ 5,115.300		

Description:

Program Addition- Project is part of the FY 2025 Priority Bridge Replacement projects. Project is approved for PE through the C29 (FDCHK) field check stage.

Status:

**Project is authorized for PE only, at this time

Total Cost: \$5,115,300

Roadway and Bridge Projects

TIP#: 1-17-03-1
State #: U-2316-01

Juris: KDOT
Class

Location: Gage St. from Emland Dr. to I-70 EB Exit ramp
Work: Extend two-way left turn lanes Length(mi.)

Bikeways:
Yes
No ☒

Phase*	Year of Obligation	Federal HS	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2017	\$ -	\$ -	41.800	\$ 41.80		
Const	2019	\$ 376.200	\$ -	41.800	\$ 418.00		
CE	2019	\$ 23.826	\$ -	17.974	\$ 41.80		
CE		\$ -	\$ -	-	\$ -		
		\$ -	\$ -	-	\$ -		
		\$ -	\$ -	-	\$ -		
		\$ -	\$ -	-	\$ -		
TOTALS		400.026	0.000	101.574	501.600		

Description:

JUSTIFICATION: Program Addition.

Status:

Status:

Total Cost: \$501,600

TIP#: 1-17-04-2
State #: U-2317-01

Juris: KDOT
Class Arterial

Location: Intersection of 29th & McClure
Work: Intersection Improvement Length(mi.)

Bikeways:
Yes
No ☒

Phase*	Year of	Federal HS	State	Local	Total	Federal	AC-Conv
PE	2018	\$ -	\$ -	\$ 10.000	\$ 10.000		
Const	2019	\$ 700.00	\$ 200.00	\$ 338.000	\$ 1,238.000	HSIP	
CE	2019	\$ -	\$ -	\$ 164.500	\$ 164.500		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 700.00	\$ 200.00	\$ 512.500	\$ 1,412.500		

Description:

Construct westbound left turn lane on 29th St., construct right turn lane on I-470 exit ramp (north leg) and upgrade traffic signal.

JUSTIFICATION: Program Addition.

Total Cost: \$1,412,500

Roadway and Bridge Projects

TIP#: 1-16-01-3
State #: T-121001.00

Juris: KDOT
Class: Arterail

Bikeways:
 Yes ___
 No ___

Location: SW Cherokee St. over Ward Creek
Work: Bridge Replacement

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2016	\$ -	\$ 70.00	\$ -	\$ 70.000		
ROW	2017	\$ -	\$ 50.00	\$ -	\$ 50.000		
CONST	2018	\$ -	\$ 70.00	\$ -	\$ 70.000		
CE	2018	\$ -	\$ 660.00	\$ -	\$ 660.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 850.00	\$ -	\$ 850.000		

Description:

This project will replace the existing aged bridge on SW Cherokee St. over Ward Creek.

Status:

Total Cost: \$850,000

TIP#: 1-17-02-3
State #: T-121003.00

Juris: KDOT
Class: Local

Bikeways:
 Yes ___
 No ___

Location: SW 3rd St. over Ward Creek
Work: Bridge Replacement

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2017	\$ -	\$ 75.00	\$ -	\$ 75.000		
ROW	2018	\$ -	\$ 50.00	\$ -	\$ 50.000		
Const	2019	\$ -	\$ 750.00	\$ -	\$ 750.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 875.00	\$ -	\$ 875.000		

Description:

This project will replace the existing aged bridge on SW Cherokee St. over Ward Creek. The existing structure was constructed in 1930.

Status:

Total Cost: \$875,000

Roadway and Bridge Projects

TIP#: 1-19-08-1
State #: X-3066-01

Juris: KDOT
Class: Local

Bikeways:
 Yes ☐
 No ☒

Location: Union Pacific RR @ Winter St. (crossing #605296A)
Work: Rail-Hwy- **Length(mi.)**

Phase*	Year of Obligation	Federal HS	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
CE	2019	\$ 1.00	\$ -	\$ -	\$ 1.000		
Const	2019	\$ 380.00	\$ -	\$ -	\$ 380.000		
Const	2019	\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 381.00	\$ -	\$ -	\$ 381.000		

Description:

The installation of Rail-Highway signals, flashing light, straight post type w/Gates.

Status:

Total Cost: \$381,000

Transit and Paratransit Projects

TIP#: 7-16-01-4

Location: TMTA

Location/Improvement:

Various/ Copnstruction of 100 bus stop.

State #:

Federal #:

County: SN

Type: Construction of Bus Stops

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
TA	2016	\$62.4	\$249.7	\$0.0	\$0.0	\$312.2
	2017	\$62.4	\$249.7			\$312.2
	2018	\$53.5	\$214.1			\$267.6
						\$0.0
						\$0.0
						\$0.0
						\$0.0
						\$0.0
TOTAL			\$713.5	\$0.0	\$0.0	\$891.9

Descrip.

Bus stop integration project, to be completed in several phases. The first three phases of the project are complete, in which 37 new bus stelters which are all ADA-accessible were placed. This phase of the project will continue to place bus stops throughout the fixed route designated stop system. Some stops will have shelters; others will have benches or standing surfaces. All bus stops will meet

Status:

TIP#: 7-18-01-6

Location: TMTA

Location/Improvement:

Various/ Bikeshare Infrastructure Expansion.

State #: TE-0466-01

Federal #: TA-T046(601)

County: SN

Type: Topeka Metro Bike Share Expansion.

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
TA (Const.)	2018	33.704	75.768	0.000	0.000	109.472
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
TOTAL			\$75.768	\$0.000	\$0.000	\$109.472

Descrip.

Installation of bike feeder station is areas currently underserved by Transit and Bikeshare. Awarded TA Grant in 2017. FTA Transfer.

Status:

Transit and Paratransit Projects

TIP#: 7-18-02-6 **Location:** TMTA **Location/Improv:** Various/ Bus Stop Integration.
State #: TE-0467-01 **Federal #:** TA-T046(701) **County:** SN **Type:** Phase II of Bus stop integration project.

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
TA	2018	\$265.943	\$614.344	\$0.000	\$0.000	\$880.287
						\$0.000
						\$0.000
						\$0.000
						\$0.000
						\$0.000
						\$0.000
						\$0.000
TOTAL						
COST:						
			\$614.344	\$0.000	\$0.000	\$880.287

Descrip. Installation and upgrades of bus shelters, standing pads and bus stops at various locations throughout Topeka, making them ADA accessible. Awarded TA Grant in 2017.

Status:

TIP#: 7-18-03-4 **Location:** TMTA **Location/Improvement:**
State #: S-7010005.00 **Federal #:** **County:** SN

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
5310	2018	112.500	0.000	450.000		562.500
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
TOTAL						
COST:						
			0.000	450.000	0.000	562.500

Type:

Descrip. New Bus Stops. Third year of a 3-year project

Status: Project will be finished in 2018

Transit and Paratransit Projects

TIP#: 7-19-01-5

Location: TMTA

Location/Improvement:

State #:

Federal #:

County: SN

Type: Operating

Grant	Year of Obligation	Mill Levy	FTA (5307)	KDOT	Other	Fares	Total (x1,000)
	2019	4937.134	2275.000	750.530	451.501	1268.263	9682.428
	2020	498.505	2297.750	730.000	400.000	1280.946	5207.201
	2021	5036.370	2320.728	730.000	400.000	1293.755	9780.853
	2022	5086.734	2343.935	730.000	400.000	1306.693	9867.362
TOTAL							
COST:		\$15,558.743	\$9,237.413	\$2,940.530	\$1,651.501	\$5,149.657	\$34,537.844

Descrip.

Status:

TIP#: 7-19-02-4

Location: TMTA

Location/Improv:

Various Improvements

State #:

Federal #:

County: SN

Type: Various Improvements

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
5339	2019	\$280,392	\$0	\$1,121,574	\$0	\$1,401,966
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
TOTAL						
COST:		\$280,392	\$0	\$1,121,574	\$0	\$1,401,966

Descrip.

Paratransit Vehicles - \$610,716; Boiler Replacement - \$124,000; Security Projects - \$140,118; Service Vehicles - \$118,406.

Status:

Transit and Paratransit Projects

TIP#: 7-19-03-4

Location: TMTA

Location/Improv:

Various Improvements

State #:

Federal #:

County: SN

Type: Various Improvements

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
5339	2019-2021	\$125,780	\$503,120		\$0	\$628,900
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0

TOTAL

COST: \$125,780 \$503,120 \$0 \$0 \$628,900

Descrip. Replace Bus Wash, New Mini-Transfer Station, New Bus Technology

Status:

TIP#: 7-20-01-4

Location: TMTA

Location/Improv:

TA Grant for Expansion of bikeshare Infrastructure

State #:

Federal #:

County: SN

Type: Various Improvements

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
5307	2020	\$31,322	\$125,290		\$0	\$156,612
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0

TOTAL

COST: \$31,322 \$125,290 \$0 \$0 \$156,612

Descrip.

Includes construction of bikeshare stations at various high-traffic bicycle locations throughout the City, mostly in front of commercial and retail locations which are short on bike parking.

Total Cost increase from \$61,902 to \$156,612.

FTA Transfer.

Status:

Funding Summary Table 2019 through 2022

Metropolitan Topeka Planning Organization

MTPO Metropolitan Planning Area

Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority

Anticipated Funding

<u>Year</u>	<u>Federal Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>State Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>Local Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>Federal Total for Urban Transit Projects</u>	<u>State Total for Urban Transit Projects</u>	<u>Local Total for Urban Transit Projects</u>	<u>Total of Anticipated Funding</u>	<u>Anticipated Minus Programmed</u>
2019	\$10,911,485	\$5,301,235	\$30,855,000	\$3,284,621	\$1,851,574	\$5,310,722	\$57,514,637	\$21,347,126
2020	\$5,113,187	\$3,497,546	\$30,010,000	\$4,180,608	\$730,000	\$6,624,983	\$50,156,324	\$25,052,449
2021	\$5,701,000	\$35,351,000	\$32,880,000	\$2,720,728	\$730,000	\$6,330,125	\$83,712,853	\$23,761,094
2022	\$5,113,187	\$2,528,400	\$37,530,000	\$4,737,825	\$730,000	\$7,288,102	\$57,927,514	\$33,764,853
Totals	\$26,838,859	\$46,678,181	\$131,275,000	\$14,923,782	\$4,041,574	\$25,553,932	\$249,311,328	\$46,399,575

Funding Programmed in the TIP

<u>Year</u>	<u>Federal Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>State Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>Local Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>Federal Total for Urban Transit Projects</u>	<u>State Total for Urban Transit Projects</u>	<u>Local Total for Urban Transit Projects</u>	<u>Total of Programmed Funding</u>
2019	\$10,911,485	\$1,733,100	\$13,076,009	\$3,284,621	\$1,851,574	\$5,310,722	\$36,167,511
2020	\$983,054	\$3,497,546	\$9,087,684	\$4,180,608	\$730,000	\$6,624,983	\$25,103,875
2021	\$5,701,000	\$35,351,000	\$8,939,634	\$2,900,000	\$730,000	\$6,330,125	\$59,951,759
2022	\$1,100,000	\$2,528,400	\$7,778,334	\$4,737,825	\$730,000	\$7,288,102	\$24,162,661
Totals	\$18,695,539	\$43,110,046	\$38,881,661	\$15,103,054	\$4,041,574	\$25,553,932	\$145,385,806

Notes for Funding Programmed in the TIP

This table includes all of the forms of anticipated funding listed herein including local funds in excess of what is needed to match federal and state funding sources.

Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.

Appendixes for the 2017-2020 Transportation Improvement Program

MTPO Approved “Regionally Significant” Policy

MTPO Approved Functional Classification Map for Roadways in Topeka and Shawnee County

MTPO Approval Resolution and Transmittal Letter for the 2017-2020 Transportation Improvement Program

MTPO Resolution and Self-Certification Statement for the MTPO Planning Process

Memo—Federal Fiscal Year 2015 List of Projects with Obligated Federal Funds in the MTPO Metropolitan Planning Area

Memo—Federal Fiscal Year 2016 List of Projects with Obligated Federal Funds in the MTPO Metropolitan Planning Area

“Regionally Significant” Policy

Regionally Significant – Definition for MTPO

Generally, projects that are part of our area’s mobility system and that have impacts that extend beyond the area in which they are located are considered to be regionally significant. People throughout the metropolitan area use these facilities, and people living in various parts of the region are impacted by these facilities. For example, a freeway interchange is regionally significant because it helps bring people and business to our area and it impacts our region as a whole, not just the people living within a mile of the interchange. In the case of roadways it seems simple enough to say that all roads that have mobility rather than property access as their primary function are regionally significant. By this definition, all arterial and higher classification roads are regionally significant and all roadways below an arterial classification are not regionally significant. However, collector streets at times perform both of these functions equally well, and it may be unclear as to which collectors do a little more mobility duty and which ones are primarily for property access. There may also be some cases where major activity centers are connected to collectors and even though those collectors seem to provide mostly property access, the volume of traffic using the road to access a major activity center encourages residents to think of those roadways as regionally significant.

The graphic on the following page depicts the relationship of mobility and land access as the function for each major roadway classification. It is clear looking at this graph that arterials have a primary mobility purpose, and because of that they are regionally significant. On the other hand, it is clear that local streets have a primary service of providing access to adjacent land. These streets often connect to house lot driveways and alleys in predominantly residential areas. They are not regionally significant. The difficult thing for a region to decide is exactly where in the collector category the line between being and not being regionally significant is drawn.

The purpose of this worksheet is to define the MTPO’s definition of regionally significant that works for our region and our MTPO’s activities. This definition will be used by the MTPO staff and the various organizations that submit projects for the Transportation Improvement Program.

What the US Department of Transportation says in 23CFR Part 450 Subpart A, H and D

Regionally significant project means a project (other than projects that may be grouped in the STIP/TIP pursuant to Subsection 450.216(j) and Subsection 450.324(f)) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including, as a minimum, all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel.

Projects that may be grouped under Subsection 450.216 and 450.324, and therefore are not regionally significant, include but are not limited to the following:

- utility installations along or across a transportation facility
- construction of certain bicycle and pedestrian facilities
- activities in the State’s highway safety plan
- landscaping
- installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur
- emergency repairs
- improvements to rest areas and weigh stations
- bus and rail car rehabilitation alterations to facilities and vehicles to make them accessible to persons with disabilities and elderly persons

What the Topeka –Shawnee County Regional Transportation Plan says in Appendix 1 - Glossary

Major Traffic Thoroughfares

This is a term used in the City of Topeka/Shawnee County Zoning Code. This term is defined as Urban Area roads with a functional classification of Urban Collector or higher. This term is also defined as Rural Area roads with a functional classification of Rural Major Collector or higher. The functional classification of roadways in the Region is determined by the designation of roadway classifications shown in the Metropolitan Transportation Plan (MTP) and is approved by the Federal Highway Administration (FHWA) in conjunction with the Kansas Department of Transportation (KDOT). The purpose of having this term in the Zoning Code is to ensure that certain large traffic generators are located along roadways that are able to handle the traffic from those developments.

Major Activity Centers

These locations are places that have significant amounts of economic and/or social activity and generate large volumes of traffic on an hourly or daily basis. These locations include major employment centers, such as the Downtown Topeka Central Business District and large factories. Major shopping areas, such as the Wanamaker Corridor, that attract many shoppers as well as workers are also included. Business parks and industrial parks are included along with individual businesses that employ a hundred or more workers. Employers with one hundred or more employees are typically easy to identify from commercially available databases, and businesses with this many employees typically have some noticeable impact on adjacent streets assuming most of their employees arrive or leave work at about the same time. Generally, if a location has one hundred or more employees or traffic generation traits that trigger a traffic impact analysis to be done, it is a major activity center. Other commercial sites that are smaller and have fewer employees (e.g., convenience store, gas station, etc.) may have some noticeable traffic impacts, but these locations by themselves are not major activity centers. Major social and recreation areas, such as stadiums and large parks, are also major activity centers with regional impacts.

What the MTPO has decided to consider in developing a working definition of “Regionally Significant” for planning transportation infrastructure and services in the Topeka Metropolitan Area

Regionally Significant Roadways

All projects designed to add capacity to roadway segments greater than one mile in length that are designated as regionally significant must be listed in the Transportation Improvement Program (TIP). All projects using federal funding in the region must also be listed in the TIP.

At a minimum these roadways are defined as Urban Area and Rural Area roads with a functional classification of Minor Arterial or higher. The functional classification of roadways in the Region is determined by the designation of roadway classifications shown in the MTPO approved Metropolitan Transportation Plan, and on the Functional Classification Map approved by the MTPO and the Federal Highway Administration (FHWA) in conjunction with the Kansas Department of Transportation (KDOT).

Additional roadway segments classified as Collectors may also be added by MTPO approval to the list of roads defined as “regionally significant” if one or more of the following criteria are met:

- Road segment is part of a State Highway route and/or part of the State maintained highway system
- Road segment serves a major activity center in the region and is expected to have high peak hour traffic counts
- Road segment serves to connect a major activity site to a higher classification road
- Road segment serves to connect two higher classification roads
- Road segment serves a “regionally significant” transportation facility
- Road segment is located more than a mile away from a higher classification road
- Road segment is on a section line
- Road segment is the highest classification road in a township or city.

All roadway segments designated as “regionally significant” and located in the urbanized area of the region will be included in the regional traffic demand model used by the MTPO. Roadway segments designated as “regionally significant” and located outside of the region’s urbanized area may be included in the regional traffic demand model if they are located in the area covered by the model network approved by the MTPO.

Regionally Significant Transit Facilities and Services Facilities

At a minimum these facilities are defined as maintenance and operations facilities (dispatch office, garage, stations, etc.) serving transit and/or paratransit operations that operate throughout the Topeka Urbanized Area and typically operate for at least ten hours per day. Major transfer points with transit amenities (bus shelters, posted schedules, etc.) may also be regionally significant locations. Most regionally significant transit facilities are expected to be located in the Urbanized Area. However, some regionally significant facilities may be located outside of the Urbanized Area if those facilities serve regionally significant transit and/or paratransit operations.

Services

At a minimum these services are defined as open to the public inter-city passenger services or common carrier freight operations that connect the Topeka Metropolitan Area to other regions around the country and operate for a minimum of ten hours per day. Services that connect the Topeka Area to international destinations and markets are considered to be “regionally significant.” Private fleet freight operations should also be regionally significant if the private fleet operator has a distribution center or large terminal in the region. Any transportation facilities or services utilizing federal funds are also considered to be regionally significant.

Regionally significant transit facilities and services must be included in the Regional Transportation Plan and related transit system planning documents. All projects designed to add capacity to transit routes and services that are designated as “regionally significant” must be listed in the Transportation Improvement Program. All projects using USDOT funding in the region must also be listed in the TIP.

Regionally Significant Transportation Facilities – non motorized Modes--The trail system depicted in the MTPO approved regional trails plan should be considered “regionally significant.” This system is interconnected and provides mobility via non-motorized transportation to areas throughout the region. Other additional trail links that provide connections to trails in other regions may also be considered regionally significant if approved by the MTPO.

Bikeways including shared use paths, bike lanes, and bike routes should be considered to be regionally significant if the roadway in the same right-of-way or the nearest parallel roadway is designated as regionally significant.

Sidewalks and other pedestrian facilities should be considered to be regionally significant if the roadway in the same right-of-way or the nearest parallel roadway is designated as regionally significant.

Regionally Significant Transportation Rail Facilities and Services include all passenger and freight modes.

Functional Classification of Roads

Figure 3 is the Functional Classification of Roads map. All road or bridge projects in the TIP receiving federal funds must be on a road classified as “collector” or above.

Figure 3

Functional Classification of Roads 2014

FHWA and MPO Approved Functional Classification Map for Topeka and Shawnee County:
Interstates, Freeways/Expressways
Principal Arterials, Minor Arterials,
Collectors (Urban & Rural Major),
Minor Collectors and Local Streets

Functional Classification 2014

-  Interstate (INT)
-  Other Freeways & Expressways/Urban (FRW)
-  Other Principal Arterials (OPA)
-  Minor Arterials (MIA)
-  Collectors/Urban & Major Collectors/Rural (COL)
-  Minor Collectors/Rural (MIC)
-  Local Street & Roads (LOC)

