METROPOLITAN
TOPEKA PLANNING
ORGANIZATION

TECHNICAL ADVISORY COMMITTEE

TAC AGENDA

April 8, 2021, 2:00PM
Holliday Building, 620 SE Madison
~~1st Floor Holliday Conference Room~~
Online

Call to Order/Opening Business

- Roll Call
- Approval of Minutes for February 11, 2021
- Public Comment

Action Items

- TIP Amendment #2: (see attached) **Carlton Scroggins**
    1. TE-0505-01 Bikeways Master Plan Phase IV (pt.1): (New) City
    2. TE-0505-02 Bikeways Master Plan Phase IV (pt.2): (New) City
    3. TE-0505-03 Bikeways Master Plan Phase IV (pt.3): (New) City
    4. TE-0505-01 Robinson Trail Extension: (Completes Deer Creek Southern portion): (New) County
    5. KA-6122-01 Repair seven (7) bridges located along I-70: (New) KDOT
    6. KA-6127-01 Repairs to Bridge #231 over BNSF RR & Shunga Creek: (New) KDOT
    7. KA-6128-01 Repair Bridges #s 206 & 207on Old Hwy. 75: (New) KDOT
    8. KA-1266-04 I-70 Polk/Quincy Viaduct (Amendment) KDOT
    9. KA-3236-01 US-24 From 468 ft. east of US24/Topeka Blvd Int. (Amendment) KDOT
    10. KA-1266-06 I-70 Polk/Quincy Viaduct: ROW/Building Demo. (Amendment) KDOT
    11. KA-5766-01 Bridge #046 on I-470 (Amendment) KDOT
    12. KA-3235-01 US-24 from ECL of Silver Lake, east to Countryside Rd. (Amendment) KDOT
    13. 1-20-03-7 (KDOT AIC Grant)-improve bus stops; work w/city on sidewalks; Electric vehicle fleet study: (New) TMTA
    14. TIP FHWA & KDOT project and budget modifications
- TIP Administrative Revision- C5033-01 Shawnee Co. Interconnected signalized intersections: 4.5% increase in costs.

    Request authorization to be posted for public comment
- UPWP 2021 Amendment #1: (see attached) **Carlton Scroggins**
    1. Maintenance Facility Relocation Study Funds Rollover
    2. Hour allocations for 2021 activities adjustment

    Request authorization to be posted for public comment

Discussion/Non-Action Items

- Metropolitan Transportation Plan (MTP) Update
- TAC Bylaws Distributed

Adjourn

ADA Notice: For special accommodations for this event, please contact the Planning Department at 785-368-3728 at least three working days in advance.

TIP 2021-2024 AMENDMENT

Amendment #2 2021-2024

Policy Board Date: **4/22/21**

Projects Included:

1. TE-0505-01 Bikeways Master Plan Phase IV (pt.1): (New) City
2. TE-0505-02 Bikeways Master Plan Phase IV (pt.2): (New) City
3. TE-0505-03 Bikeways Master Plan Phase IV (pt.3): (New) City
4. TE-0505-01 Robinson Trail Extension: (Completes Deer Creek Southern portion): (New) County
5. KA-6122-01 Repair seven (7) bridges located along I-70: (New) KDOT
6. KA-6127-01 Repairs to Bridge #231 over BNSF RR & Shunga Creek: (New) KDOT
7. KA-6128-01 Repair Bridges #s 206 & 207on Old Hwy. 75: (New) KDOT
8. KA-1266-04 I-70 Polk/Quincy Viaduct (Amendment) KDOT
9. KA-3236-01 US-24 From 468 ft. east of US24/Topeka Blvd Int. (Amendment) KDOT
10. KA-1266-06 I-70 Polk/Quincy Viaduct: ROW/Building Demo. (Amendment) KDOT
11. KA-5766-01 Bridge #046 on I-470 (Amendment) KDOT
12. KA-3235-01 US-24 from ECL of Silver Lake, east to Countryside Rd. (Amendment) KDOT
13. 1-20-03-7 (KDOT AIC Grant)-improve bus stops; work w/city on sidewalks; Electric vehicle fleet study: (New) TMTA
14. TIP FHWA & KDOT project and budget modifications

Total Amount of all projects:	**FEDERAL**	**STATE**	**LOCAL**

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New **2021-2024 TIP**

TIP #: 2-21-01-6 **KDOT#: TE-0503-01**

Project Type: TA

Jurisdiction: County

Project: Robinson Trail Extension: Completes the southern portion of the Deer Creek Trail.

Fiscal Year(s): 2021

Location: Southern portion of Deer Creek Trail (see map)

Total Project Cost: $870,370

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

PROJECT Description and Justification: 2021 TA Grant Award. This project completes the southern portion of the Deer Creek Trail.

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($) TA	State ($)	AC?	Local($)	TOTAL COST ($)	AC Conv. Yr.
Const.	2021	696,296	-		174,074	870,370	
TOTAL		**696,296**			**174,074**	**870,370**	

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

FOR ADMINISTRATIVE USE ONLY: TIP AMENDMENT # _____ PROJECT ____ OF _____

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New **2021-2024 TIP**

TIP #: 3-21-10-6 **KDOT#: TE-0505-01**

Project Type: TA

Jurisdiction: City

Project: Bikeways Master Plan Phase IV (pt.1). Create protected Bike/Ped. Lanes across the Kansas Ave. Bridge.

Fiscal Year(s): 2021

Location: Kansas Ave. Bridge

Total Project Cost: $167,131

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

PROJECT Description and Justification: This project is part a 3 part project of a 2021 Transportation Alternative Grant project. This project will create a combined bike and pedestrian lane across the Kansas Ave bridge through the conversion of an existing vehicle travel lane. The total cost of this 3-part project is $1,447,368.

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($) TA	State ($)	AC?	Local($)	TOTAL COST ($)	AC Conv. Yr.
Const.	2021	133,705	-		33,426	167,131	
TOTAL		**133,705**			**33,426**	**167,131**	

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

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New	**2021-2024 TIP**
	TIP #: 3-21-11-6 **KDOT#: TE-0505-02**
Project Type:	TA
Jurisdiction:	City
Project:	Bikeways Master Plan Phase IV (pt.2). Bike lanes/signage/pavement markings
Fiscal Year(s):	2021
Location:	Various (see map)
Total Project Cost:	$550,773

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

PROJECT Description and Justification: This project is part a 3 part project of a 2021 Transportation Alternative Grant project. This project consists of creating on-street bike lanes, adding pavement markings and bikeways signage at various locations making up "phase IV of the Bikeways Master Plan. The total cost of this 3-part project is $1,447,368.

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($) TA	State ($)	AC?	Local($)	TOTAL COST ($)	AC Conv. Yr.
Const.	2021	440,617	-		110,156	550,773	
TOTAL		**440,617**			**110,156**	**550,773**	

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

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Transportation Improvement Program **TIP**

PROJECT DATA SHEET

New **2021-2024 TIP**

TIP #: 3-21-12-6 **KDOT#: TE-0505-03**

Project Type: TA

Jurisdiction: City

Project: Bikeways Master Plan Phase IV (pt.3). Lyman Rd.: multi-use side path and Soldier Creek Trail connection

Fiscal Year(s): 2021

Location: Tyler St., between Lyman Rd. and Paramore (see map)

Total Project Cost: $729,465

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

PROJECT Description and Justification: This project is part a 3 part project of a 2021 Transportation Alternative Grant project. This project consists of installing a multi-use path n-street bike lanes, adding pavement markings and bikeways signage at various locations making up "phase IV of the Bikeways Master Plan. The total cost of the 3-part project is $1,447,368.

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($) TA	State ($)	AC?	Local($)	TOTAL COST ($)	AC Conv. Yr.
Const.	2021	583,572	-		145,893	729,465	
TOTAL		**583,572**			**145,893**	**729,465**	

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

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Administrative Modification **2021-2024 TIP**

TIP #: **KDOT#: C-5033-01**

Project Type: Roads & Bridges

Jurisdiction: County

Project: Shawnee Co. Interconnected Signalized Intersections

Fiscal Year(s): 2020

Location: Shawnee County: Topeka Blvd at 57th, University Blvd. & Gary Ormsby Dr.

Total Project Cost: $1,163,989.00

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

PROJECT Description and Justification: Upgrade traffic signals with protected lefts for RR Crossing and at intersections with left turn bays. Change of let date to 8/18/2021. Cost increase of 4.5%

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	AC Conv. Yr.
PE	2020	$ 87.3			$ 9.7	$ 97.0	
CONST	2021	$ 873.0			$ 97.0	$ 970.0	
CE	2021	$ 87.3			$ 9.7	$ 97.0	
TOTAL		**$ 1,047.6**	**$ -**		**$ 116.4**	**$ 1,164.0**	

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

FOR ADMINISTRATIVE USE ONLY: TIP AMENDMENT # _____ PROJECT ____ OF ____

Transportation Planning - State System Map

Map created of top highway assets planners want to see.

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New Project **2021-2024 TIP**

TIP #: 1-21-04-3 **KDOT#: KA-6122-01**

Project Type: Roadways & Bridges

Jurisdiction: KDOT

Project: Repair 7 Bridges,#'s; 026; 027; 028; 032; 033; 034; & 035 located on I-70

Fiscal Year(s): 2021

Location: Along I-70 in SN CO.

Total Project Cost: $13,579,000

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

PROJECT Description and Justification: Program addition as requested by John Culbertson. 2/4/2021

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($) NHPP	State ($)	AC?	Local($)	TOTAL COST ($)	AC Conv. Yr.
PE	2021	-	2,091.0	x		2,091.0	
Const.	2022	-	10,441.0	x	-	10,441.0	
CE	2022	-	1,047.0	x	-	1,047.0	
PE		1,881.9	(1,881.9)				2023
CE		9,396.9	(9,396.9)				2023
		942.3	(942.3)				2023
TOTAL		**12,221.1**	**1,357.9**		**0**	**13,579.0**	

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

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New Project **2021-2024 TIP**

TIP #: 1-21-05-3 **KDOT#: KA-6127-01**

Project Type: Roadways & Bridges

Jurisdiction: KDOT

Project: Replace joints, patch deck, replace approaches, silane treatment, concrete surface repair

Fiscal Year(s): 2021

Location: K-4 Bridge #231 over BNSF RR & Shunganunga Crk. located 0.71 mi. N. of the N. US40/K-4 Junc.

Total Project Cost: $529,000

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

PROJECT Description and Justification: Program addition as requested by John Culbertson. 2/4/2021

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($) NHPP	State ($)	AC?	Local($)	TOTAL COST ($)	AC Conv. Yr.
PE	2021	-	82.0	x		82.0	
Const.	2022	-	406.0	x	-	406.0	
CE	2022	-	41.0	x	-	41.0	
PE		65.6	(65.6)				2023
CE		324.8	(324.8)				2023
		32.8	(32.8)				2023
TOTAL		**423.2**	**105.8**		**0**	**529.0**	

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

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New Project **2021-2024 TIP**
TIP #: 1-21-06-3 **KDOT#: KA-6128-01**

Project Type: Roadways & Bridges

Jurisdiction: KDOT

Project: Replace Finger joints, patch deck as needed, polymer overlay.

Fiscal Year(s): 2021

Location: US75 Bridges #'s 206 & 207 over Topeka Blvd. (Old Hwy 75) located 2.53 and 2.54 mi. respectively, N. of the OS/SN CO. line

Total Project Cost: $2,230,000

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

PROJECT Description and Justification: Program addition as requested by John Culbertson.

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($) NHPP	State ($)	AC?	Local($)	TOTAL COST ($)	AC Conv. Yr.
PE	2021	-	343.0	x		343.0	
Const.	2022	-	1,715.0	x	-	1,715.0	
CE	2022	-	172.0	x	-	172.0	
PE		274.4	(274.4)				2023
CE		1,372.0	(1372.0)				2023
		137.6	(137.6)				2023
TOTAL		**1,784.0**	**446.0**		**0**	**2,230.0**	

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

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Amendment	**2021-2024 TIP**
	TIP #: **KDOT#: KA-1266-04**
Project Type:	Roadways & Bridges
Jurisdiction:	KDOT
Project:	I-70 Polk/Quincy Viaduct & Approach Roadway
Fiscal Year(s):	2021-2026
Location:	I-70 Polk/Quincy Viaduct & Approach Roadway, Topeka, Kansas (West Phase) (from 0.2 mile east of I-70/ MacVicar Avenue, east and south to 0.1 mile south of I-70/4th Street)
Total Project Cost:	$322,220,400

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

PROJECT Description and Justification: Project authorized for PE, ROW and UTIL work phases ONLY. Removed unauthorized work phases and costs from Project Listing to show costs for only authorized work phases ($39,000,000). Total project cost amount is for planning purposes ONLY. The change in total project cost showing in TIP is greater than 25%.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2021	$ -	$ 10,000.0	x	$ -	$ 10,000.0		
ROW	2021	$ -	$ 4,000.0	x	$ -	$ 4,000.0		
UTIL	2023	$ -	$ 25,000.0	x	$ -	$ 25,000.0		
PE		$ 9,000.0	$ (9,000.0)			$ -	NHPP	2026
UTIL		$ 3,600.0	$ (3,600.0)			$ -	NHPP	2026
ROW		$ 22,500.0	$ (22,500.0)			$ -	NHPP	2026
TOTAL		**$ 35,100.0**	**$ 3,900.0**		**$ -**	**$ 39,000.0**		

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

FOR ADMINISTRATIVE USE ONLY: TIP AMENDMENT # _____ PROJECT ____ OF _____

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Amendment	**2021-2024 TIP**
	TIP #: **KDOT#: KA-3236-01**
Project Type:	Roadways and Bridges
Jurisdiction:	KDOT
Project:	US-24: From Kansas Avenue, east to SN/JF County Line
Fiscal Year(s):	2017-2025
Location:	US-24: From 468 ft east of the US-24/Topeka Blvd intersection, east to the Shawnee/Jefferson County Line
Total Project Cost:	$37,216,900

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

PROJECT Description and Justification: Project authorized for PE, ROW and UTIL work phases ONLY. Removed unauthorized work phases and costs from Project Listing to show costs for only authorized work phases. Total project cost amount is for planning purposes ONLY. The change in total project cost showing in TIP is greater than 25%

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2017	$ -	$ 1,040.0	x	$ -	$ 1,040.0		
ROW	2020	$ -	$ 20.0		$ -	$ 20.0		
UTIL	2021	$ -	$ 25.0	x	$ -	$ 25.0		
PE		$ 1,040.0	$ (1,040.0)		$ -	$ -	NHPP	2025
UTIL		$ 20.0	$ (20.0)		$ -	$ -	NHPP	2025
TOTAL		**$ 1,060.0**	**$ 25.0**		**$ -**	**$ 1,085.0**		

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

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PROJECT DATA SHEET

Administrative Modification **2021-2024 TIP**

TIP #: **KDOT#: KA-1266-06**

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

Project Type: Roadways & Bridges

Jurisdiction: KDOT

Project: I-70 Polk/Quincy Viaduct: ROW/ Building Demolition

Fiscal Year(s): 2021-2025

Location: I-70 Polk/Quincy Viaduct: from Topeka Boulevard to 4th Street in Topeka

Total Project Cost: $15,580,000

PROJECT Description and Justification: Project authorized for PE, ROW and UTIL work phases ONLY. Removed unauthorized work phases and costs from Project Listing to show costs for only authorized work phases. Total project cost amount is for planning purposes ONLY. The change in total project cost showing in TIP is less than 25%.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2021		$ 240.0	x		$ 240.0		
ROW	2021		$ 12,000.0	x		$ 12,000.0		
UTIL	2023		$ 100.0	x		$ 100.0		
PE		$ 216.0	$ (216.0)			$ -	NHPP	2025
UTIL		$ 10,800.0	$ (10,800.0)			$ -	NHPP	2025
ROW		$ 90.0	$ (90.0)			$ -	NHPP	2025
TOTAL		**$ 11,106.0**	**$ 1,234.0**		**$ -**	**$ 12,340.0**		

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

FOR ADMINISTRATIVE USE ONLY: TIP AMENDMENT # _____ PROJECT ____ OF _____

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Administrative Modification	**2021-2024 TIP**
	TIP #: **KDOT#: KA-1266-06**
Project Type:	Roadways & Bridges
Jurisdiction:	KDOT
Project:	I-70 Polk/Quincy Viaduct: ROW/ Building Demolition
Fiscal Year(s):	2021-2025
Location:	I-70 Polk/Quincy Viaduct: from Topeka Boulevard to 4th Street in Topeka

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

Total Project Cost: $15,580,000

PROJECT Description and Justification: Project authorized for PE, ROW and UTIL work phases ONLY. Removed unauthorized work phases and costs from Project Listing to show costs for only authorized work phases. Total project cost amount is for planning purposes ONLY. The change in total project cost showing in TIP is less than 25%.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2021		$ 240.0	x		$ 240.0		
ROW	2021		$ 12,000.0	x		$ 12,000.0		
UTIL	2023		$ 100.0	x		$ 100.0		
PE		$ 216.0	$ (216.0)			$ -	NHPP	2025
UTIL		$ 10,800.0	$ (10,800.0)			$ -	NHPP	2025
ROW		$ 90.0	$ (90.0)			$ -	NHPP	2025
TOTAL		**$ 11,106.0**	**$ 1,234.0**		**$ -**	**$ 12,340.0**		

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

FOR ADMINISTRATIVE USE ONLY: TIP AMENDMENT # _____ PROJECT ____ OF _____

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Amendment	**2021-2024 TIP**
	TIP #: **KDOT#: KA-5766-01**
Project Type:	Roadways & Bridges
Jurisdiction:	KDOT
Project:	Bridge #046 on I-470 in Shawnee County
Fiscal Year(s):	2020
Location:	I-470: Bridge #046 located 0.21 miles Northwest of 10th Street
Total Project Cost:	$5,115,300

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

PROJECT Description and Justification: Project authorized for PE work phase ONLY. Removed unauthorized work phases and costs from Project Listing to show costs for only authorized work phase. Total project cost amount is for planning purposes ONLY. The change in total project cost showing in TIP is greater than 25%.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2020	$ -	$ 321.0	x	$ -	$ 321.0		
PE		$ 288.9	$ (288.9)			$ -	NHPP	2025
TOTAL		**$ 288.9**	**$ 32.1**		**$ -**	**$ 321.0**		

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

FOR ADMINISTRATIVE USE ONLY: TIP AMENDMENT # _____ PROJECT ____ OF _____

METROPOLITAN TOPEKA
PLANNING ORGANIZATION
620 SE MADISON I TOPEKA KS
www.topekamtpo.org I 785.368.3728

Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Amendment	**2021-2024 TIP**
	TIP #: **KDOT#: KA-3235-01**
Project Type:	Roadways & Bridges
Jurisdiction:	KDOT
Project:	US-24: From ECL of Silver Lake, east to Countryside Rd
Fiscal Year(s):	2021
Location:	US-24: From the East City Limits of the City of Silver Lake, east to 400 ft. east of the US-24/Countryside Road intersection
Total Project Cost:	$1,728,300

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

PROJECT Description and Justification: Project letting revised from November 2020 to February 2021. Revision in cost estimate resulting in a 38% reduction in Total Project Cost.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2021	$ -	$ 70.0		$ -	$ 70.0		
CONT	2021	$ -	$ 1,542.6	x	$ -	$ 1,542.6		
CE	2021	$ -	$ 115.7	x	$ -	$ 115.7		
CONST		$ 1,234.1	$ (1,234.1)		$ -	$ -	NHPP	2021
CE		$ 92.6	$ (92.6)		$ -	$ -	NHPP	2021
TOTAL		**$ 1,326.7**	**$ 401.6**		**$ -**	**$ 1,728.3**		

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

FOR ADMINISTRATIVE USE ONLY: TIP AMENDMENT # _____ PROJECT ____ OF _____

METROPOLITAN TOPEKA PLANNING ORGANIZATION
620 SE MADISON l TOPEKA KS
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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New Project **2021-2024 TIP**

TIP #: 7-20-03-4 **KDOT#:**

Project Type: Transit/Paratransit

Jurisdiction: TMTA

Project: KDOT AIC Grant- ADA Improvements work in conjunction with the City of Topeka to improve bus stops and install sidewalks at high traffic stops. Electric vehicle fleet study- evaluate electric bus applications and provide operational planning and fleet recommendations for partial or full electric fleet implementation

Fiscal Year(s): 2020

Location: Various.

Total Project Cost: $372,157

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

PROJECT Description and Justification: KDOT AIC Grant Award

EXPENSE SUMMARY (x1000)

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	TOTAL COST ($)
KDOT(AIC)	2020	$74.432	$0	$297.725	$0	$372.157
		-				
		-				

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

FOR ADMINISTRATIVE USE ONLY: TIP AMENDMENT # _____ PROJECT ____ OF _____

METROPOLITAN TOPEKA PLANNING ORGANIZATION

TOPEKA, KANSAS

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2021-2024

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

Federal Highway Administration (FHWA)

Federal Transit Administration (FTA)

Kansas Department of Transportation (KDOT)

Kansas Turnpike Authority (KTA)

Shawnee County, Department of Public Works

City of Topeka, Department of Public Works

Topeka Metropolitan Transit Authority (TMTA)

Topeka/Shawnee County Paratransit Council

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:

Metropolitan Topeka Planning Organization
Topeka Planning Department
620 SE Madison –
Unit #11, 3rd floor
Topeka, KS 66607
(785) 368-3728

Approved 10/29/2020; Amended 1/28/2021

Metropolitan Topeka Planning Organization

Transportation Improvement Program (TIP)

2021 – 2024

Table of Contents

Disclaimer Statement

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

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 (MTP) 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 reasonably expected to be available to fund the proposed projects.

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

In December 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law. This transportation bill kept 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 included five years of long-term funding from 2016 through 2020, totaling over $305 billion dollars. As of the publishing of this TIP, the FAST Act legislation remains the current Transportation Bill.

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 ($7m annually)
- Re-established a Bus Discretionary Program
- $55 million has been designated for Low- or No- Emission Bus Deployment projects.

MPO Planning

- PL funding will increase 2% annually
- 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 storm water impacts
  - Enhanced travel and tourism

Transportation Alternatives

- Included as part of the Surface Transportation Block Grant (STBG) Program
- Program Changes
  - MPOs with >200,000 population may flex 50%
  - MPOs must distribute funds "in consultation with state"
  - Non-Profit Organizations are not eligible sponsors (cannot apply themselves but can be a partner)

The KDOT Eisenhower Legacy (IKE) Transportation Program

A 10-year state-wide program (2020-2029) that addresses highways, bridges, public transit, aviation, short-line rail and bike/pedestrian needs across Kansas. The program and associated projects are focused on making roads safer, supporting economic growth, and creating more options and resources for Kansans and their communities.

- IKE legislation requires at least $8 million to be invested in each county across Kansas will include investments in the following types of projects:
  - Highway preservation,
  - Highway expansion and modernization,
  - Aviation,
  - Transit,
  - Rail,
  - Bicycle/pedestrian projects and
  - Projects addressing technology and economic development.
- In the first round, $74 million in transportation projects (both preservation and expansion) was awarded. Thirty-nine (39) million dollars of this was state funding. Projects will be added to the development and construction funding pipeline annually.

The KDOT Innovative Technology Program

Provides financial assistance to partners for innovative technology projects that improve safety, increase total technology investment, and help both rural and urban areas of the state improve the transportation system.

- Candidate projects should provide transportation benefits that typically are not eligible for other KDOT programs and may receive additional consideration if they support economic growth, aid in the retention or recruitment of business or add value to a KDOT project.
- For projects that meet an important transportation need such as:
  - Promoting safety,
  - Improving access or mobility, and
  - Advancing transportation technology.
- All transportation system projects are eligible, including:
  - Roadway (on and off the state system),
  - Rail,

- Aviation,
- Unmanned Aircraft Systems (UAS),
- Alternative fuels,
- Public safety data, bicycle/pedestrian and
- Public transit.

- $3 million awarded annually, no project receives more than $1 million per cycle. Applications are considered at least once per state fiscal year. Projects will typically be administered by a local unit of government, though non-governmental applications also will be considered. A minimum of 25% non-state cash match is required. Additional consideration will be given to project applications that contribute more than the minimum required match.

The KDOT Cost Share Program
Provides financial assistance to local entities for construction projects that improve safety, leverage state funds to increase total transportation investment and help both rural and urban areas of the state improve the transportation system.

- Projects must address an important transportation need such as:
  - promoting safety.
  - improving access or mobility.
  - improving condition or
  - relieving congestion.
- All transportation projects are eligible including:
  - roadway (one and off the state system).
  - rail.
  - airport.
  - bike & pedestrian and
  - public transit.
- Projects must have the support of local leaders and must be "let" by a local government.
- $5 million in projects announced for Fall 2020. Applications are considered two times a year. Local governments, often in partnership with a private business, may apply. 15% minimum local match required.

Purpose & Definition of the TIP Policy

This policy describes the TIP development process, 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 450.326.

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 including: 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's Metropolitan Transportation Plan; and
- 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 KDOT, the agency which has been delegated this responsibility by the Governor. The TIP must then 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

Changes to TIP projects (including additions and amendments of projects) will be processed quarterly beginning at the January MTPO Technical Advisory Committee (TAC) meeting of each year. This provision was incorporated into the amendment process 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 2021 (Approved by MPO on Jan. 28th: to KDOT by Feb. 1st)
- April 2021 (Approved by MPO on April 22nd: to KDOT by May 6th)
- July 2021 (Approved by MPO on June 24th:to KDOT by July 8th)
- *Sept. 2021 (Approved by MPO on August 26th: to KDOT by Sept.9th)

*Sept. Amendment will be the last STIP Amendment for the 2021 STIP

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, KDOT, Topeka Metro Transit Authority (TMTA) 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 which include the Technical Advisory Committee (TAC) that makes recommendations to the MTPO Policy Board.

The primary federal funding sources for this region include Surface Transportation Block Grant Program funds (STBG). The FAST Act converts the long-standing Surface Transportation Program (STP) into STBG Program, acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The STBG program promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

The FAST Act continues all prior STP eligibilities. It also adds new eligibilities for states to create and operate offices to help design, implement and oversee public-private partnerships. The FAST Act also

adds specific mention of the eligibility of the installation of vehicle-to-infrastructure communication equipment.

Discretionary funding for transportation enhancements or special projects also becomes available from time to time to further the implementation of the region's MTP. 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 d) National Highway Performance Program (NHPP) funds.

Federal funding for Public Transit capital and operations is supplied through FTA grants. FTA grants such as 5307, 5309 & 5310 have all been used by the TMTA. The TMTA 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 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 funding is sometimes used as a source for matching funds for projects in the TIP.

TIP Approval Process & Fiscal Analysis

The MTPO TIP update is performed every two years. The TIP update procedure is as follows:

Basic Steps to Development and Approval of the TIP

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

⇩

Solicit projects from collaborative partners

⇩

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 450.330. The MTPO and KDOT must also certify the planning process has been carried out in accordance with CFR subsection 450.334.

Projects in the TIP are included by reference in the STIP. The STIP is the State's equivalent of a TIP, but includes all federal funded transportation projects throughout the state. KDOT sends the STIP to the FHWA and 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 federal STBG program, 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 public 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.

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.

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. The table below explains current FAST Act programs.

STBG Program

The STBG program provides flexible funding that may be used by states and localities for projects on any federally-aid 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. STBG program funds are divided into three (3) subcategories using a formula based on population. These three subcategories include:

1. Areas with a population of 5,000 or fewer.
2. Urban areas with a population of 5,001 to 200,000.
3. Urbanized areas with a population over 200,000.

Transportation Alternatives Program

The Transportation Alternatives Program (TA) provides 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 supports 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 fiscal year (FY) 1984. Funds are apportioned to urbanized areas, with a population of 50,000 to 199,000, utilizing a formula based on population and population density. The funding formula includes other factors for areas with populations of 200,000 or more. Section 5307 is funded from both General Revenues and Trust Funds.

Section 5307 urbanized area formula funds are available for public transit improvements, but may not exceed 50 percent of the net project cost of operating assistance. The federal share may not exceed 80 percent of the net project cost for capital expenditures unless it's attributed to complying with Americans with Disabilities Act and the Clear Air act. For urbanized areas with populations of 200,000 or more, funds flow directly to the designated recipient. For areas with populations under 200,000, the funds are apportioned to the Governor of each state for distribution.

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 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 public transportation projects include those 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 designated for rural areas. This 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 include states and federally recognized Indian Tribes. Sub recipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

The federal share of funding 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 projects. 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. In addition, 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) is 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 FAST Act § 1113; 23 U.S.C. 148, which amended Section 148 of Title 23, *United States Code* (23 USC 148). Some program highlights include:

- Each State must develop, evaluate and update a state-wide Strategic Highway Safety Plan on a regular basis.
- The High Risk Rural Roads (HRRR) Special Rule requires States to obligate funding on HRRRs if the fatality rate is increasing on rural roads.
- 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. With AC, the Federal Highway Administration FHWA determines eligibility for federal aid but does not actually commit present or future federal aid to the project. Project sponsors may convert the project to regular federal aid, provided that federal aid is available for the project. AC 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.

Adequate Operating & Maintenance (O&M) Funds

The TIP requires written confirmation stating each participating 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 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." This funding is divided into Roads &Bridges and Transit.

Road and Bridge Budgeted O&M Costs

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 expenses for O&M work items are usually paid for by the local government that owns and operates the road and the utility providers that use the road rights-of-ways.

The cities and county also receive a portion of the state gas tax collected in Shawnee County. This amount of funding is anticipated to continue during the years covered by this TIP. The state supplied pass through gas tax funding is supplemented by local government funds to make up the bulk of Shawnee County roadway O&M. budgets.

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.

The data table below outlines each government within the MTPO area and their cost to operate and maintain their system:

Road and Bridge O&M					
	Fiscal Year	**KDOT****	**County**	**City**	**Total**
Base Cost per Lane Mile*		$ 2,435	$ 16,548	$ 10,000	
Lane Miles		560	540	800	
	2021	$1,363,600	$ 8,935,920	$ 8,000,000	$18,299,520
	2022	$1,411,326	$ 9,248,677	$ 8,280,000	$18,940,003
	2023	$1,460,722	$ 9,572,381	$ 8,569,800	$19,602,903
	2024	$1,511,848	$ 9,907,414	$ 8,869,743	$20,289,005
Totals		**$5,747,496**	**$37,664,392**	**$33,719,543**	**$77,131,431**
*The Base cost per mile is derived by deviding the the number of lane miles each entity is responsible for , by the average annual maintenance cost.					

State O&M Funds Breakdown

In the case of major highways, KDOT is the owner of the road and maintains those facilities. The major exception to this is the Kansas Turnpike/I-70 which is owned and operated by the Kansas Turnpike

Authority. Some of the state highway mileage in Topeka is provided on City streets through a city connecting link agreement between KDOT and the City. That agreement includes quarterly payments from KDOT to the City to pay a share of the maintenance costs for those route segments carrying a state highway. Most of the road mileage in Shawnee County is owned by the County, City or township Governments that levy local property taxes and sometimes other taxes to pay for road maintenance and operations. The table below shows the breakdown of the state's O&M expenditures average over a three year period.

Shawnee Co (560 lane miles)				
156 Bridges in SN Co.	**FY18**	**FY19**	**FY20**	**3 Year Average**
Travelway	$157,908.66	$195,419.77	$260,983.45	$204,770.63
Shoulders	$38,395.63	$25,785.76	$166,036.78	$76,739.39
Drainage	$21,513.31	$27,421.03	$32,144.84	$27,026.39
Roadside	$445,877.25	$311,020.71	$375,177.53	$377,358.50
Bridge	$20,833.54	$5,620.16	$87,925.11	$38,126.27
SNICE	$381,764.11	$581,331.66	$400,366.33	$454,487.37
Traffic Guidance	$221,973.57	$146,346.20	$186,920.37	$185,080.05
			Total	$1,363,588.59
Avg. Cost Per lane mile:				**$2,434.98**

KDOT performs its O & M activities on a sub area basis and as such there may be multiple sub areas within the metropolitan planning area. The sub areas may contain portions of multiple counties such as Douglas and Jefferson.

Paratransit

The paratransit providers in the region mostly provide their own funds to operate their services, but in some cases receive a small amount of state operating subsidy from KDOT. Typically, this state Operating assistance is only a few thousand dollars per year for each operator. Most of the federal and state aid to paratransit is for vehicle purchases. However, in response to conversations KDOT had with several (FTA-5310) transit providers regarding their needs during the ongoing pandemic, additional funds were provided to agencies based on their fleet size.

TMTA Budgeted O&M Costs

Transit operations are funded with a mix of local, state, and federal funds. TMTA O&M is the cost of operating transit service and maintaining the transit fleet. Costs include; management and support wages and benefits; Board fees and expenses; Legal, Human Resources, and IT expenses; Utilities for the administration building; and General office supplies. The following table shows the Budgeted and Projected TMTA Operating and Maintenance Costs.

TMTA Operating and Maintenance Costs				
	2021	2022	2023	2024
Operating	$5,809,529	$5,954,767	$6,103,636	$6,256,227
Maintenance	$1,733,962	$1,777,311	$182,744	$1,867,287
Totals	**$7,543,491**	**$7,732,078**	**$6,286,380**	**$8,123,514**

TIP project Revenue Sources

TMTA Revenue Funding Sources

TMTA revenue sources come mainly from Federal and State Transit grants and allocations as described earlier in this document. The table below provides a breakdown of the TMTA's projected revenue sources over the next 4 years.

TMTA Revenue Sources				
	2021	**2022**	**2023**	**2024**
Fares*	$1,300,000	$1,300,000	$1,300,000	$1,300,000
Mill Levy	$5,100,000	$5,200,000	$5,300,000	$5,400,000
KDOT	$800,000	$800,000	$800,000	$800,000
FTA Grants	$2,500,000	$2,600,000	$2,700,000	$2,800,000
Other**	$400,000	$400,000	$400,000	$400,000
Total:	**$10,100,000**	**$10,300,000**	**$10,500,000**	**$10,700,000**

*2021 Fares will be suspended for portion of 2021 and ridership will most likely be down due to the COVID-19 Pandemic therefore this estimate will be adjusted to a more accurate figure when more normalized figures can be obtained.
** "Other" revenue sources include interest on investments, bus advertising, and MTPO funding.

TMTA also provides Lift Service, which is a paratransit service that provides origin to destination transportation for people whose disability or condition prevents them from suing Topeka Metro fixed route buses. Lift Service can take a qualified customer to locations within ¾ of a mile of a regular Topeka Metro fixed bus route, during the same hours that the bus route runs in that area.

City and County Revenue Funding Sources

The City and County revenue sources will come mainly from General Obligation (G.O.) bonds, City and County ½-cent sales tax, fuel tax and to a lesser degree Federal annual allocations and grants. This half-cent sales tax is a 10-year tax which is earmarked for street maintenance and improvement projects, engineering and design, maintenance materials, curb and gutter, ADA ramps, alley repair, and 50/50 sidewalk repair. The major funding sources included in the TIP that support transportation initiatives include the following:

*__Citywide Half-Cent Street Sales Tax (Fix Our Streets)__: Citywide Half-Cent Street Sales Tax (also known as the Fix Our Streets Sales Tax) is funded by a voter approved half-cent sales tax initiative. It is dedicated to street maintenance and repair and cannot be used for new street construction. The tax generates approximately $14.7 million in annual revenue.

Countywide Half-Cent Street Sales Tax: The Countywide Half-Cent Street Sales Tax is funded by a voter approved half-cent sales tax initiative for economic development and countywide infrastructure development.

Federal Funds 2021-2025 CIP: Funds received from the Federal government for infrastructure and community improvement projects.

G.O. Bond 2021-2025 CIP: General Obligation (G.O.) bonds are used to finance major capital projects with an expected life of 10 or more years. A G.O. 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.

Complete Streets

In September 2012, the MTPO approved a Complete Street Policy in support of the region's vision for a safe, balanced, multi-modal and equitable transportation system that is coordinated with land-use planning and protective of the environment. This policy guides and informs the MTPO's planning and programming work. The current CIP ½-cent sales tax includes annual allocations of $100,000 specifically earmarked for Complete Streets projects. 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.

Bikeways Master Plan Funding

Another sub category of the CIP's ½-cent sales tax allocation for roadway improvements includes funding to support the implementation of Topeka & Shawnee County Bikeways Master Plan. In 2012 the City of MTPO funded a Bikeways Master Plan that was produced by RDG Consultants and the MTPO partners. This Plan was adopted by the City and the County in 2012 and was most recently updated in 2017. Several phases of implementation of this Bikeways Master Plan have been implemented mainly through the use of TA grant awards, which have total more than $4.5 million as of 2021. The ½-cent sales tax allocates $500,000 every other year for Bikeways Master Plan implementation. These improvements include on-street bike lanes, 10-foot side paths, roadway markings and signage. The majority of these funds are utilized as match funds for the federal TA grant funds. The tables below show the transportation revenue breakdowns for Topeka and Shawnee County.

City of Topeka Transportation Revenue Sources				
	2021	**2022**	**2023**	**2024**
General Obligation (GO) bond	$7,710,100	$5,832,313	$4,208,500	$5,267,250
General Obligation Bond (Special)	$7,000,000	$7,000,000	$6,000,000	$0
Citywide 1/2-Cent sales tax	$13,870,000	$13,626,032	$11,875,000	$14,082,500
Countywide 1/2-Cent sales tax	$5,350,000	$10,500,000	$8,330,000	$5,350,000
Federal Funds	$2,717,667	$1,667,667	$1,380,000	$530,000
Competitive Grants*	$800,000	$800,000	$800,000	$800,000
State Motor Fuel Tax (City)	$3,300,000	$3,300,000	$3,300,000	$3,300,000
Total:	**$40,747,767**	**$42,726,012**	**$35,893,500**	**$29,329,750**

*Competitive Grants include TA Grants and Cost Share Grants

Shawnee County Transportation Revenue Sources				
	2021	2022	2023	2024
Shawnee Co. General Fund*	$6,912,000	$2,493,625	$8,130,850	$2,884,650
KDOT Federal Aid to Shawnee Co.(CIP)	$4,981,596	$1,339,000	$1,359,085	$1,379,471
Unobligated Prior Year Funds (1)	$1,839,412	$1,458,000	$1,479,870	$1,502,068
2015-2031 Sales Tax Transfer - Bridges (2)	$1,316,667	$1,336,417	$1,356,463	$1,376,810
Shawnee Co. Gen. Fund (Match Fed. Aid)	$650,000	$650,000	$650,000	$650,000
90/10 Federal Exchange Funds	$723,584	$725,000	$732,250	$739,573
2021 CRRSAA Special Funds (3)	$302,623	$0	$0	$0
Total:	**$16,423,258**	**$8,002,042**	**$13,708,518**	**$8,532,572**
*Average based on years 2021 to 2025	Source Shawnee County CIP			

KDOT Revenue Funding Sources

The State revenue projections were based on fund distributions from the previous program, Transportation Works for Kansas (T-WORKS) T-WORKS was Kansas' 10-year, $8 billion transportation program designed to create jobs, preserve highway infrastructure and provide multimodal economic development opportunities across the state from 2010 -2020. This program has been supplanted by the Eisenhower Legacy Transportation Program (IKE) previously described. Shows a breakdown of the estimated KDOT revenue sources for the four years covering this TIP period.

KDOT does not program projects in their budget documents or ask for projects to be added to the TIP unless a specific identified and reasonable funding source is identified. Therefore, KDOT requests for TIP actions represent a fiscally constrained condition for state funded and/or managed projects.

KDOT Revenue Sources				
	2021	2022	2023	2024
State Highway Funding	$10,618,100	$10,777,372	$10,939,032	$11,103,118
Federal Funding	$5,815,866	$5,903,104	$5,991,651	$6,081,525
Total:	**$16,433,966**	**$16,680,475**	**$16,930,683**	**$17,184,643**
Recommend use of 1.5% inflation factor for future revenue assumpations				

Demonstration of Fiscal Constraint

TIPs are required to have a four year fiscally constrained program of projects. Fiscally constrained means enough financial resources are available to fund projects listed in the TIP. Fiscal constraint also makes good sense.

The MPO accounts for O&M expenditures "Off the Top" from available funding before projects are programmed. This ensures there is enough funding to operate, maintain, and preserve the existing transportation system (including roads, bridges, and transit services), which is a high priority of the Futures 2045.

Funding Available for Projects after Accounting for All O&M Expenditures					
	2021	**2022**	**2023**	**2024**	**Total**
Anticipated Funding	$83,704,991	$77,708,529	$77,032,701	$65,746,965	**$ 304,193,185**
Anticipated O&M Expenditures	$25,843,011	$26,672,081	$25,889,283	$28,412,519	**$ 106,816,894**
Funding Available for Projects	**$57,861,980**	**$51,036,448**	**$51,143,417**	**$37,334,446**	**$ 197,376,291**

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2021 and 2022). Predicting the revenues which will be available and costs for projects in the second half of that period (2023 and 2024) are a more speculative exercise.

Project Evaluation and Selection

As part of the project selection process, the 2040 Metropolitan Transportation Plan (MTP), also referred to as Futures 2040, is referenced below to assure 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 STPBG program, Transportation Alternatives (TA) and other funding categories in consultation with the MTPO and KDOT.

Performance Management & Measures

The FAST Act continues the performance- and outcome-based program established under MAP-21. The objective 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 • Infrastructure condition • Congestion reduction • System reliability •Freight movement • Economic vitality

Relationship to the Futures 2040 Plan Goals

The TIP and other plans are required to include information regarding 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, 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. 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 to resonate with the public's general concerns. In order of importance, the Future 2040 goals are:

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

Performance Measures (1): Safety – *Goal: Increase Safety for All Modes.*

The FAST Act requires states to have a safety data system for analyses that support the Strategic Highway Safety Plan and the Highway Safety Improvement Program. States must use the safety data systems to identify fatalities and serious injuries on all public roads by location and 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 MPO region. [23CFR 450.306(d)(2)(i).

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. While the MTPO adopted a Transportation Safety Plan in 2019, which suggest Safety PM's, provisions for tracking those measures had to be put on hold due to complications of COVID-19, which prevented the hiring of consultants to assist in this endeavor.
Therefore, the MTPO will continue to adopt and support the safety goals set forth by the Kansas Department of Transportation (KDOT) until such time that the MTPO is able to work with a consultant on tracking the Safety PM's outlined in the MTPO Transportation Safety Plan. The process will generally include 5 steps:

- Goal/Objectives
- Performance Measures
- Target Setting (evaluate programs and projects)
- Allocate Resources (Budget & staff)
- 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 also adhere 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. ***Potential Safety Factors to be considered when evaluating TIP project's relevance to 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.

Performance Measures (2): Infrastructure-Pavement & 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 (MTP) supports maintaining the good condition of the region's transportation infrastructure to improve performance and avoid higher maintenance costs associated with deterioration.

In 2017, the MTPO adopted the 2040 MTP which continued the long-standing practice of identifying roadways needing additional mainline capacity and new major thoroughfares needing 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 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 2018 and 2024. 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

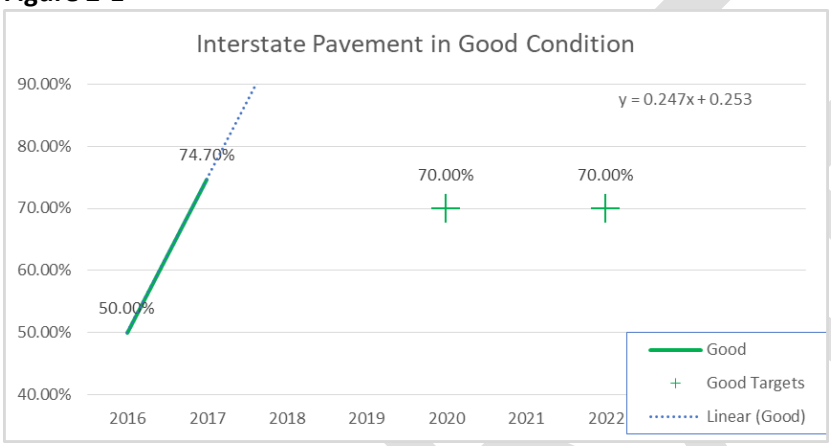


Figure 2-2

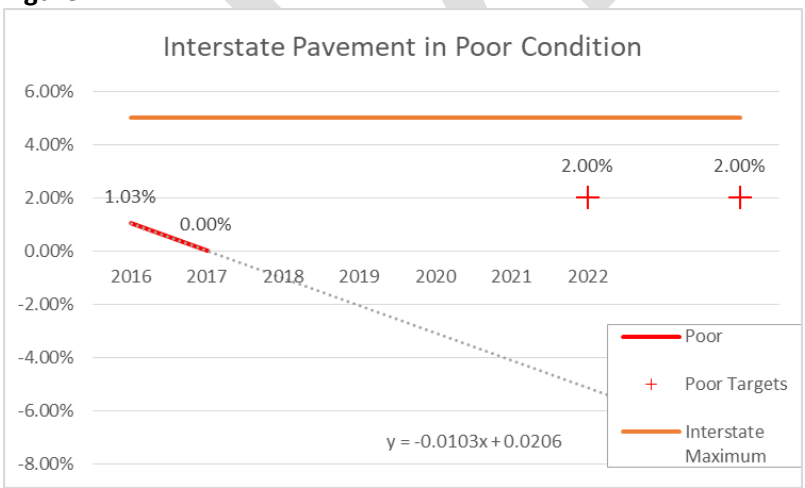


Figure 2-3

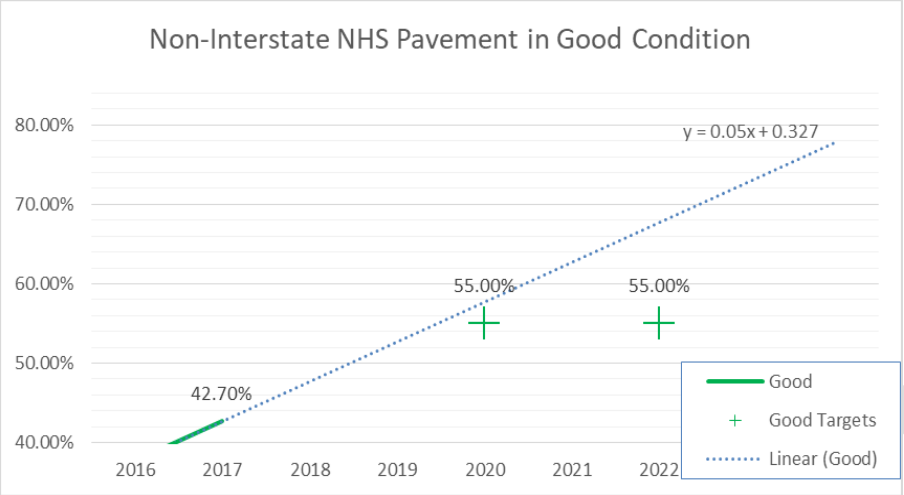
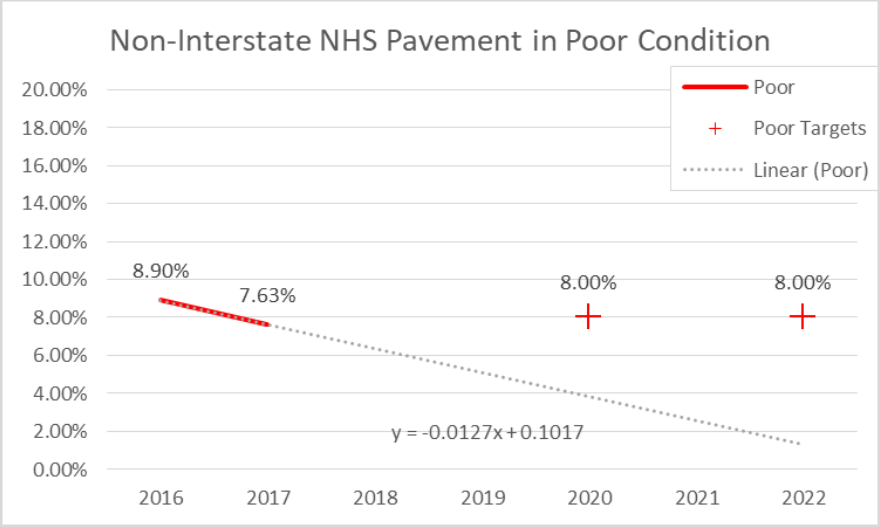


Figure 2-4



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 five 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.

2018 PCI data revealed that the average PCI score for functionally classified streets in Topeka is approximately 60, about the mid-range of the "Fair" category. The average PCI for all city streets was 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

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

As of 2021, the average PCI for all City Streets is 64.1, up from a rating of 57.7 in 2018.

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

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. SCDPW will 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)

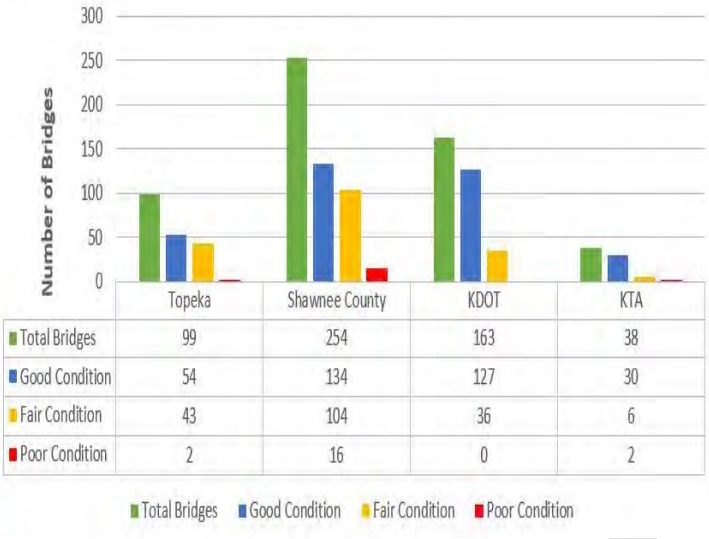
2022 City Streets Target: Average PCI Target for all roads: 60

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 the bridge 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. A capital improvement program for new bridge construction and major rehabilitation is then 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 Interstates.

Figure 2-7: Bridge Conditions



	Topeka	Shawnee County	KDOT	KTA
Total Bridges	99	254	163	38
Good Condition	54	134	127	30
Fair Condition	43	104	36	6
Poor Condition	2	16	0	2

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 KTA. Definitions for these are as follows:

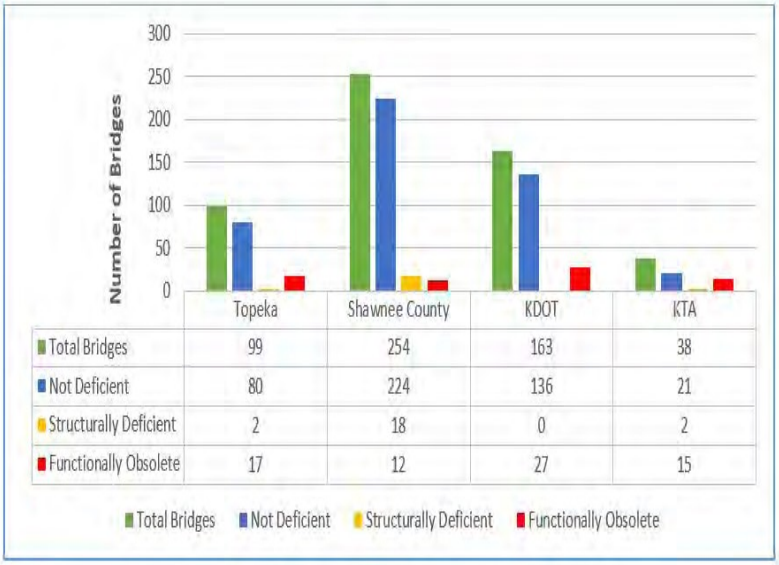
- **Structurally Deficient:** Means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. A "deficient" bridge typically requires maintenance and repair and eventual 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 Futures 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 has adopted the state performance goals and following targets with consideration of the current status of Shawnee County Bridges:

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

Performance Measures (3): Freight & Economic Vitality- *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

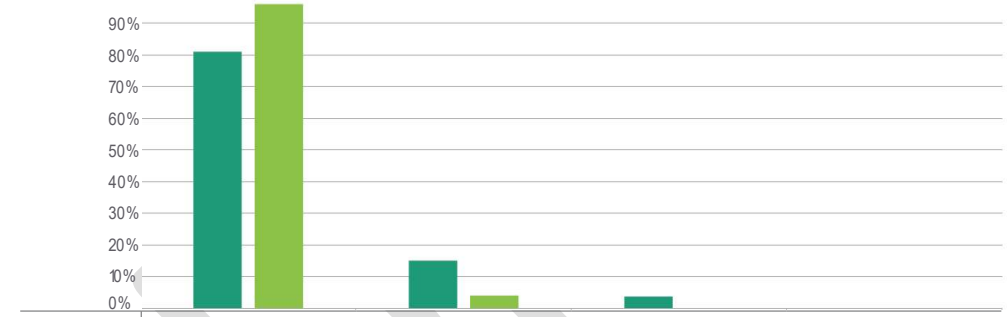
St. Louis, MO; Indianapolis, IN; Dayton and Columbus, OH; Wheeling, WV; and Hagerstown and Frederick, MD. The western half of I-70, including Topeka, is overwhelmingly rural except for Denver. By contrast, the eastern half, stretching from Kansas City to Baltimore, has more closely spaced urban areas 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 MTP 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 4,400 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



Travel Time Reliability Index (TTTR): 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. Figures 3-2 below shows the 2016 and 2017 State TTTRI numbers and future targets.

Level of Travel Time Reliability (LOTTR): In addition to TTRI 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 threshold 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 TTRI, the sum of all segments in each time frame must not exceed 1.5. The target percentage for the LOTTR represents the percent 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 3-3 and 3-4 below show the 2016 and 2017 State LOTTR numbers and future targets. The MTPO will be supporting these targets.

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

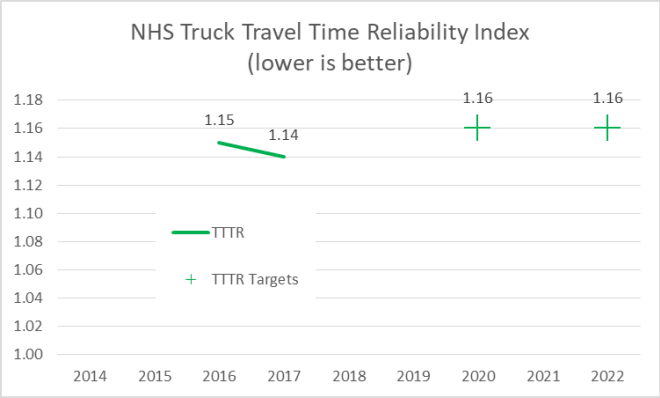


Figure 3-3 Interstate Percentage of Person-Miles that are Reliable

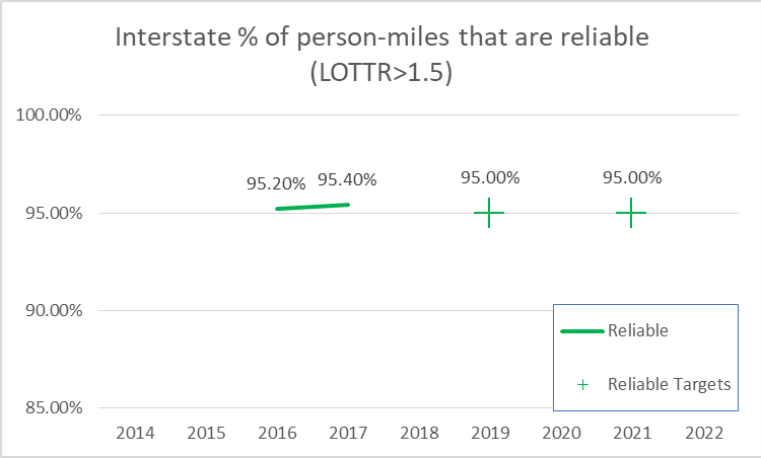
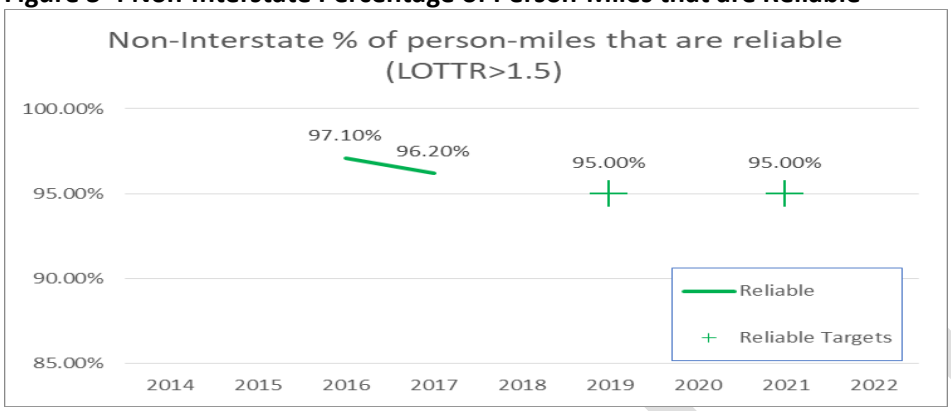


Figure 3-4 Non-Interstate Percentage of Person-Miles that are Reliable



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

Performance Measures (4): Congestion Reduction/Modes-Active Transportation (Bike-Pedestrian)- *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. 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.

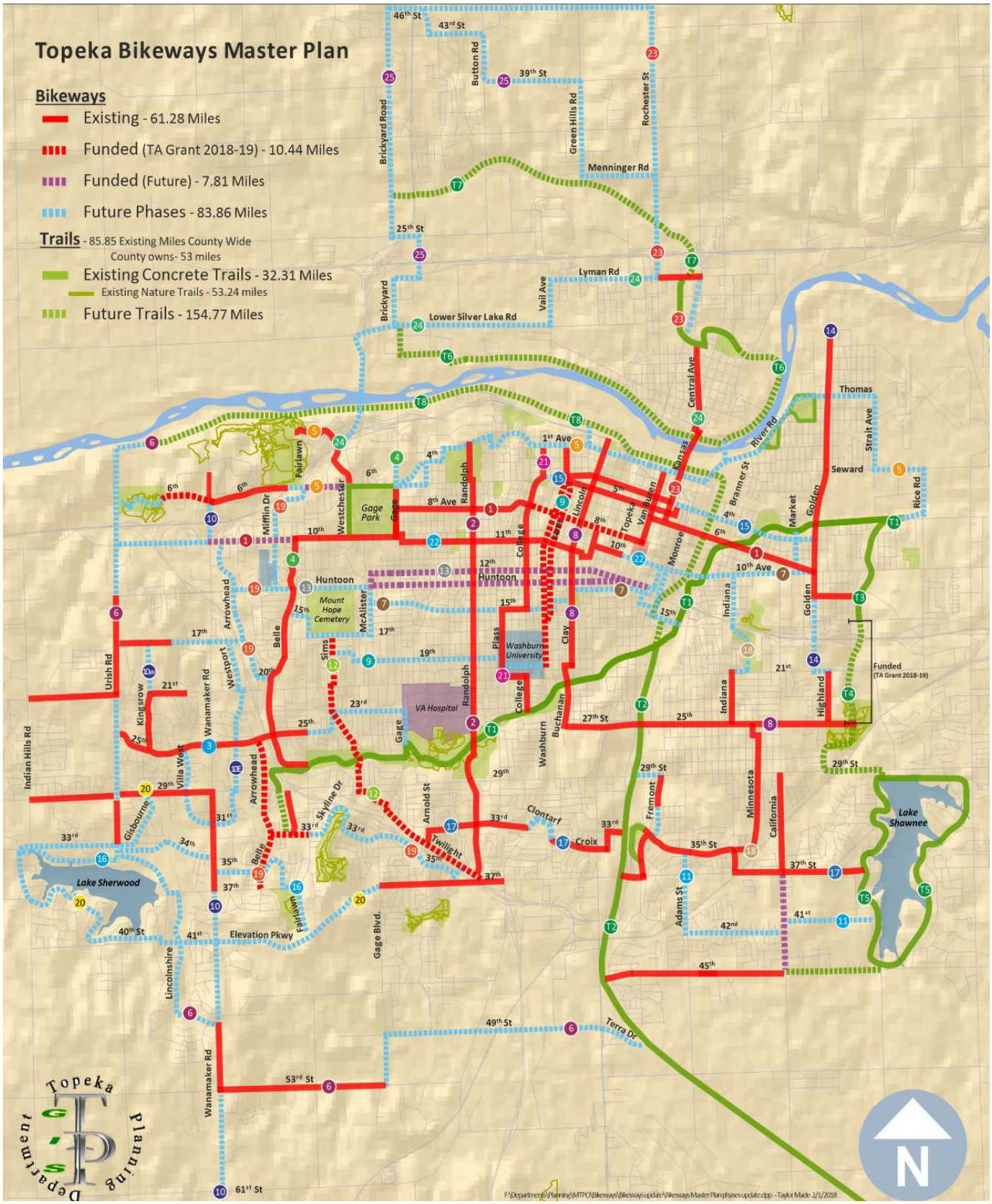
5. ***Increase roadway safety for motorists, bicyclists, and pedestrians.*** Good infrastructure reduces crashes and increases comfort for all users of the transportation network with research indicating that more cyclists leads to fewer bicycle crash rates. Infrastructure must be supported by education, 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 of this plan are now 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 2021 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 Bikeways Master Plan
Bikeways
Existing - 61.28 Miles
Funded (TA Grant 2018-19) - 10.44 Miles
Funded (Future) - 7.81 Miles
Future Phases - 83.86 Miles
Trails - 85.85 Existing Miles County Wide
County owns- 53 miles
Existing Concrete Trails - 32.31 Miles
Existing Nature Trails - 53.24 miles
Future Trails - 154.77 Miles
Funded (TA Grant 2018-19)
Topeka Department of Planning
N

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**:

1. ***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;
2. ***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;
3. ***Safety and Comfort.*** Sidewalks are enhanced by features that improve the safety and comfort of pedestrians. Whether it is a crosswalk, a bench, or a curb ramp, the details matter, allowing sidewalks to be friendly to everyone who uses the system; and
4. ***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:

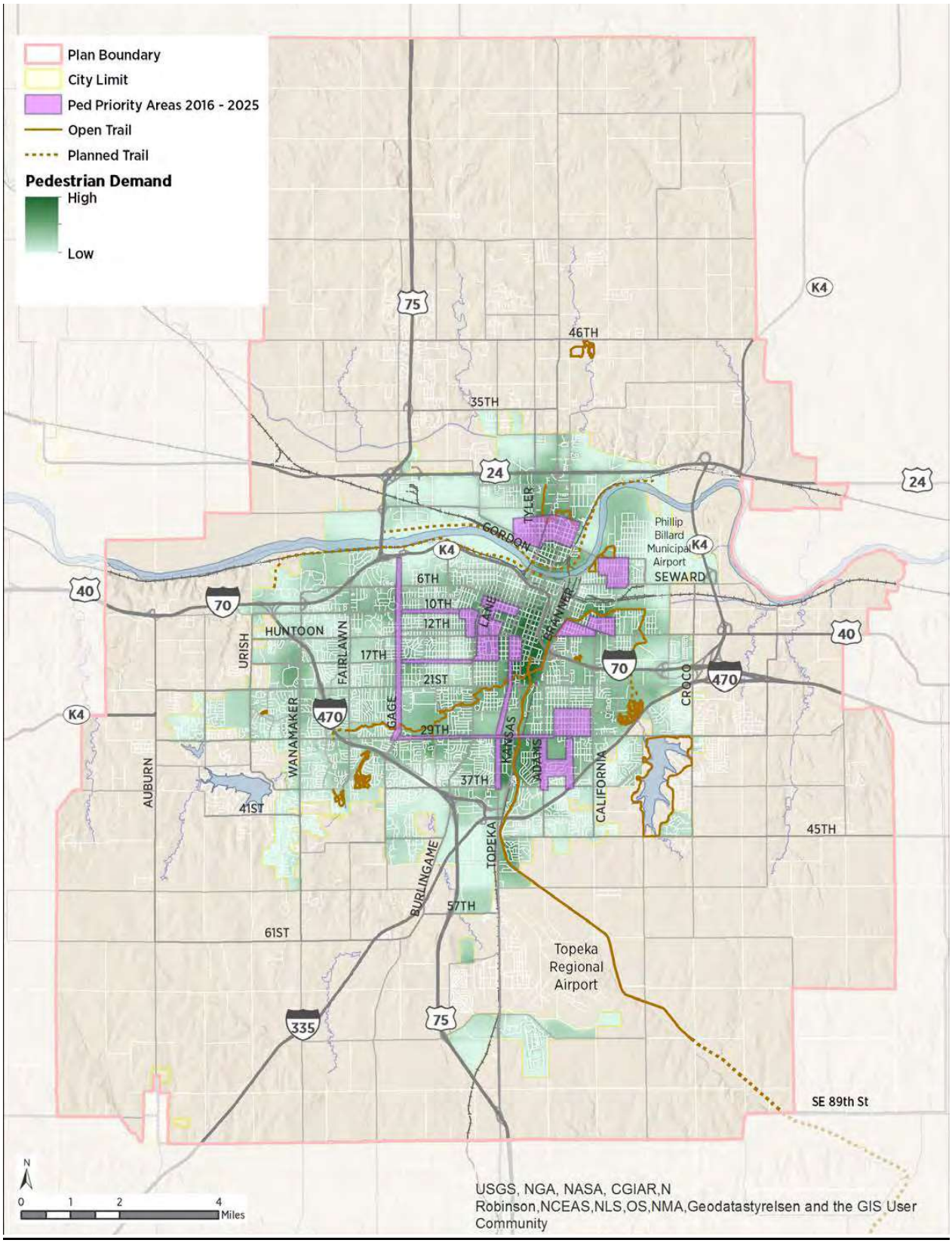
Group A: High pedestrian demand with schools funding from 2016-2021
Group B: High pedestrian demand without schools funding from 2021-2023
Group C: Low pedestrian demand with schools funding from 2024-2025
Group D: Low pedestrian demand without schools funding beyond 2025
Group E: Consisted of corridors, 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 completion 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


Plan Boundary
City Limit
Ped Priority Areas 2016 - 2025
Open Trail
Planned Trail
Pedestrian Demand
High
Low
75
K4
46TH
35TH
24
TYLER
GORDON
Phillip Billard Municipal Airport
SEWARD
40
70
6TH
10TH
12TH
LANE
GARFIELD
HUNTOON
URISH
FAIRLAWN
17TH
21ST
470
CROCO
K4
WANAMAKER
GAGE
29TH
KANSAS
ADAMS
CALIFORNIA
AUBURN
37TH
41ST
45TH
TOPEKA
BURLINGAME
57TH
61ST
Topeka Regional Airport
335
SE 89th St
N
0 1 2 4 Miles
USGS, NGA, NASA, CGIAR,N Robinson,NCEAS,NLS,OS,NMA,Geodatastyrelsen and the GIS User Community

Pedestrian Infrastructure

Overall, about 40% of City streets and most rural subdivisions lack sidewalks. Within the City itself, approximately 70% of major thoroughfares have sidewalks on both sides of the street, which will increase to 78% by 2031 as current road reconstruction projects add sidewalks. The goal for major thoroughfares is to have 95% built with sidewalks on both sides. 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 ¼ and ½ 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 ¼ mile or a 3-4 minute bike ride from the bicycle system. This amounts to 42% of the MPA's population. When the distance is increased to ½ 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 ¼ mile of a bike route or trail and 82% of EJ areas are within a ½ mile.

Within the MPA, approximately 27,200 residents are within ¼ mile or a 3-4 minute bike ride from a trail. This amounts to 16% of the MPA's population. When the distance is increased to ½ 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 ¼ mile of a bike route or trail and 45% of EJ areas are within a ½ mile.

This analysis suggests that there are no outstanding EJ issues regarding sidewalks, trails, or the bicycle system as many EJ areas tend to be older and denser. While sidewalk facilities in historic areas tend to be older, and therefore require more improvements, they do however 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. Figure 4-6 displays a map of the current bikeways system with a ¼ -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

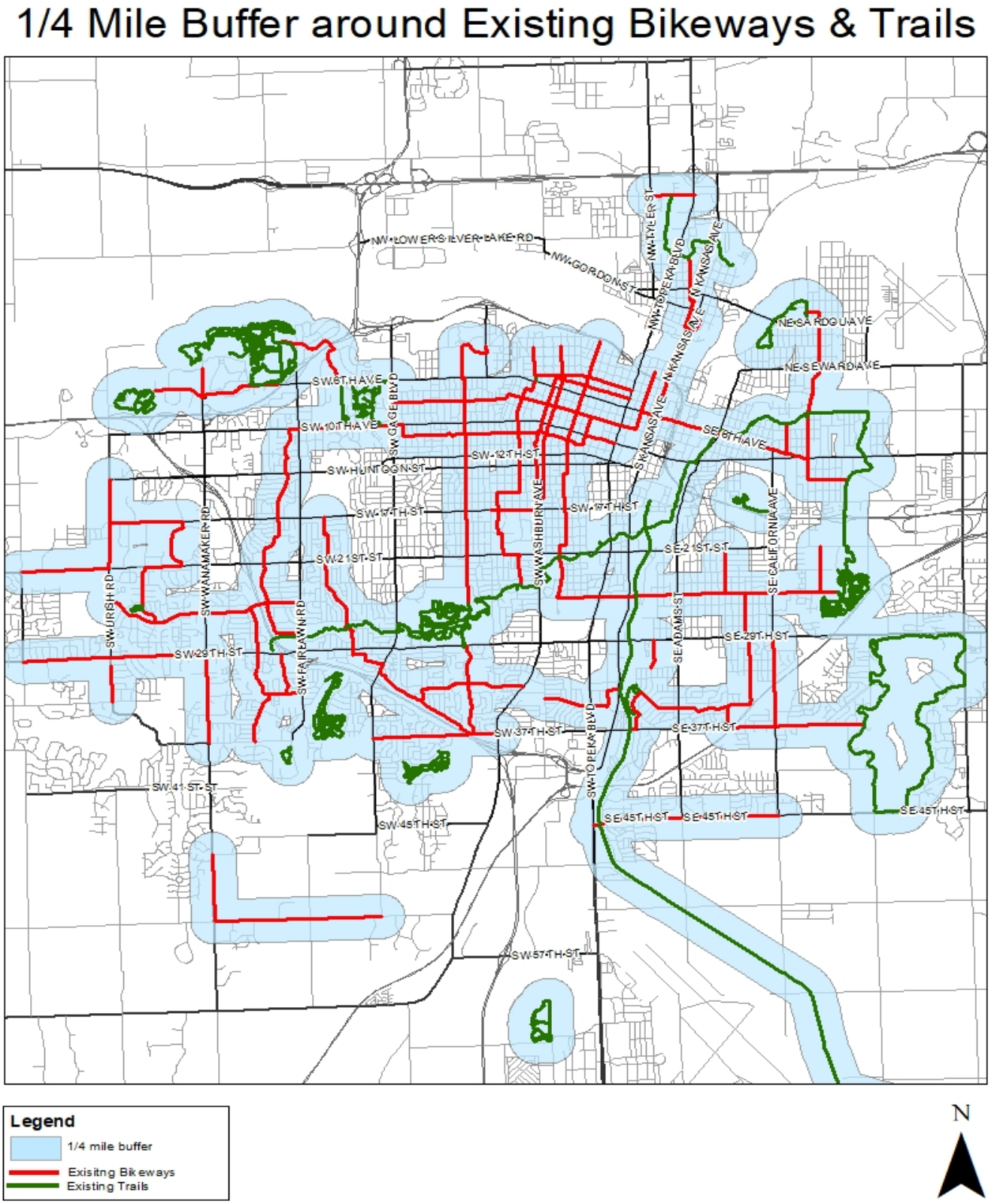
	Total Population		EJ Population	
	No.	Pct.	No.	Pct.
¼ mile of bicycle System	71,184	42.3%	50,406	58.4%
½ mile of bicycle system	105,076	62.5%	71,110	82.3%

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)



Target 2022 Bicycle and Pedestrian Infrastructure additions: 5% Increase in Total MPA population have access to sidewalks (from 69%-74%): 5% Increase in Total MPA population have access (within ¼ -mile) to Bike System (from 42.3% to 47.3%)

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

Public Transit Use and Efficiency

Annual Ridership

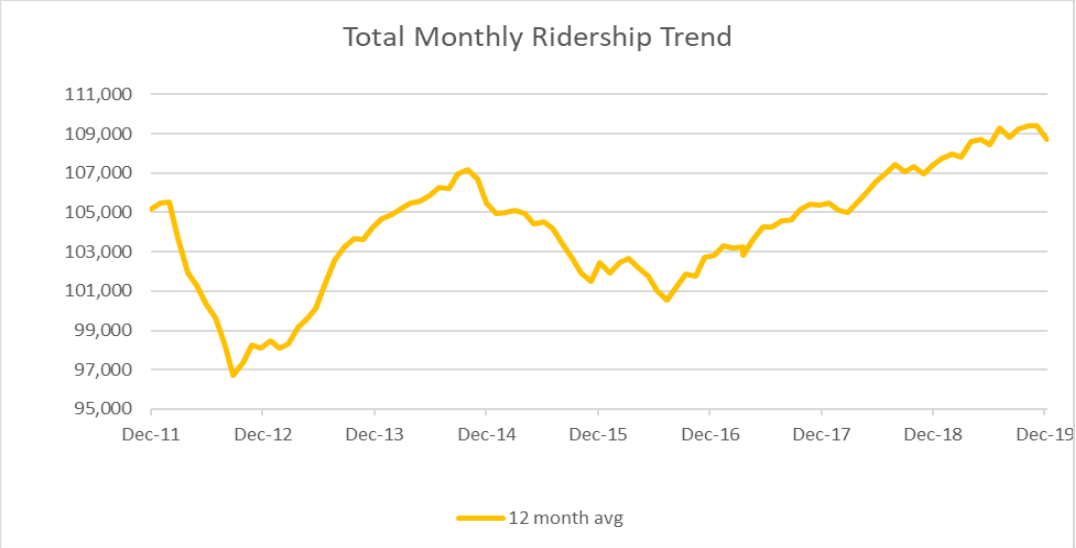
After the record ridership of 1.8 million annual trips in 2008, the TMTA (dba Topeka Metro) ridership dropped off to around 1.12 million annually by 2012. Ridership had gradually increased until if reach 1.3 million annually in 2019. Due to travel restrictions associated with the COVID-19 pandemic, 2020 ridership will be significantly lower.

Topeka Metro continues the reduced income pass program offering reduced fares for those qualifying to low-income services as well as the Freedom Pass program offering no cost rides on fixed route buses for those who qualify for paratransit service. Together, over one-half million rides were taken in 2019 under these programs.

Topeka Metro continues with the partnerships with USD 501, with Washburn University, and with the City of Topeka to provide bulk passes to their students and employees.

Paratransit service had been on a strong upward trend in the last 2 years after falling since 2011 when fares were increased across the entire system and Topeka Metro reduced the service area from all areas within the City limits down to the required ¾ mile buffer around a fixed transit route. After a low in early 2018, paratransit ridership has steadily increased with the strongest growth in riders using mobility devices. Since then, the average percent of paratransit trips taken by riders using mobility devices has risen from a low of 32% to a consistent average of 41-44% by the end of 2019.

Figure 5-1: TMTA Monthly Ridership Trends 2012-2019



On-Time Performance (OTP)

In December 2019, Topeka Metro installed Automatic Vehicle Location (AVL) technology in all fixed route buses. This allows OTP to be audited from a remote computer. The ongoing quarterly OTP sampling has been modified to count occurrences where buses return to Quincy Street Station, Topeka Metro's primary transfer point, later the 5 minutes after the scheduled arrival time. This measure is designed to account for arrivals that would not allow riders to make transfers to other buses and continue their trip in a timely manner. In the first three quarters of 2020, Topeka Metro achieved an OTP percentage of greater than 99%. The unusually light traffic during the stay at home orders and lack of school-zone slowdowns due to the COVID-19 pandemic accounted for low traffic congestion levels. In the future, Topeka Metro will continue to target 90% or better as the goal for OTP performance.

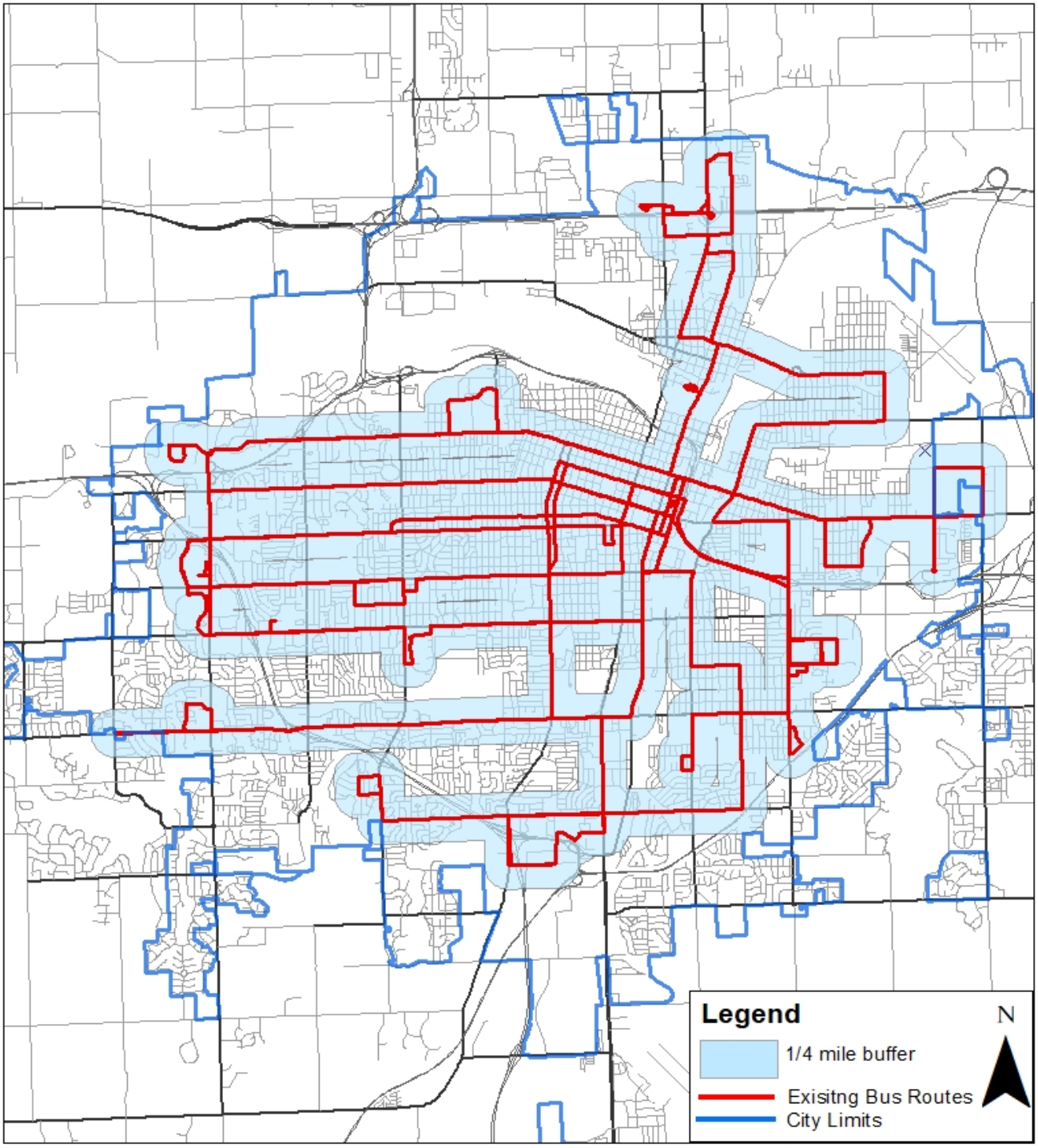
Service Coverage

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. Overall, approximately 93,510 residents live within a ¼ mile from a bus route, or about 73.4% of Topeka's 2010 population. Figure 5-2 shows the ¼ mile buffer distance from the current bus route system.

Approximately 108,673 of Topeka's residents live within a ½ mile of a fixed transit route. This means that TMTA's current fixed route transit network's ½ mile transit-shed includes about 85.3% of Topeka's population.

Figure 5-2: TMTA current bus routes with ¼ mile access buffer

1/4 Mile Buffer around Existing Bus Routes



Environmental Justice Populations

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

1. More than the County average of non-white/Hispanic population (25.2%) – 2015 American Community Survey (ACS).
2. More than 20% of families in poverty –2015 ACS.
3. 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 a ¼ and within a ½ mile of bus routes could be identified for the entire MPA. This was compared to the number and percentage of people living within a ¼ and within a ½ mile of bus routes for EJ areas to further evaluate transit coverage (Figure 5-2).

Figure 5-2: Percentage of Population Within ¼ and ½ mile of Fixed Bus Routes

	Total Population	EJ Population
Persons Within ¼ mile of bus routes	93,510	68,974
Persons Within ½ mile of bus routes	108,673	76,929
Total City Population	127,473	
Percent of Population within ¼ of Bus Routes	73.4%	54.1%
Percent of Population within ½ of Bus Routes	85.3%	60.3%

Source: 2010 Census Block Data

Within the City of Topeka, approximately 73.4% of the population can walk 5 minutes to reach a fixed bus route. Of those, approximately 54% are persons living within EJ areas. When the range is increased to a 10-minute walk, approximately 85% of the City population can reach a bus route, with 60% of those being persons 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 public transit routes serve EJ areas better than non-EJ areas is fitting as public 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 ¼ 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 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 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).
- Programming additional funding limited to the lesser of 25% 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.

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 work 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.
- Major 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 OneDOT.

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 OneDOT of action taken and assuring that the major amendment process and public notification procedures have been followed.

Status of Major Projects from previous TIP

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 these 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 with 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.

Public Transit Facilities and Services Projects

The major public 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: C.O. = Carryover/Under Const.

- Deer Creek Trail Extension **(C.O.)**

Major Roadway & Bridge Improvements:

- SE California Ave: 37th to 45th Streets: Roadway widening **(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.)**
- I-70/Polk/Quincy Viaduct Approach & Roadway/I-70 over BNSFRR Spur Turntable **(C.O.)**
- I-470 from I-70 to KTA Roadway Widening **(C.O.)**
- US-75 Begin. 7mi. S. of NW 62nd St. Thence N. to SN./JA Co. line: Resurfacing **(C.O.)**
- Bridge Repair: #275 **(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.)**
- I-70/Polk/Quincy Viaduct Approach & Roadway (CO) Project selected as an IKE project in 2020.

Significant Delay Projects:

- 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)

Environmental Justice Review

The Environmental Protection Agency defines Environmental Justice (EJ) 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.

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 USDOT's Title VI regulations, as a recipient of USDOT financial assistance, the recipient is 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 USDOT's Title VI regulations, unless it can be shown the policies or practices are justified and there is no less discriminatory alternative. In addition, Title VI and USDOT regulations prohibit 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.

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.

Under the USDOT 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 USDOT Order as:

> "an adverse effect that:

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

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 sever 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 that 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 2021-2024 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 1). The table below shows the number of total 2021-2024 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.

Figure 1: Environmental Justice Review Table for Highway, Bridge and Safety TIP Projects*

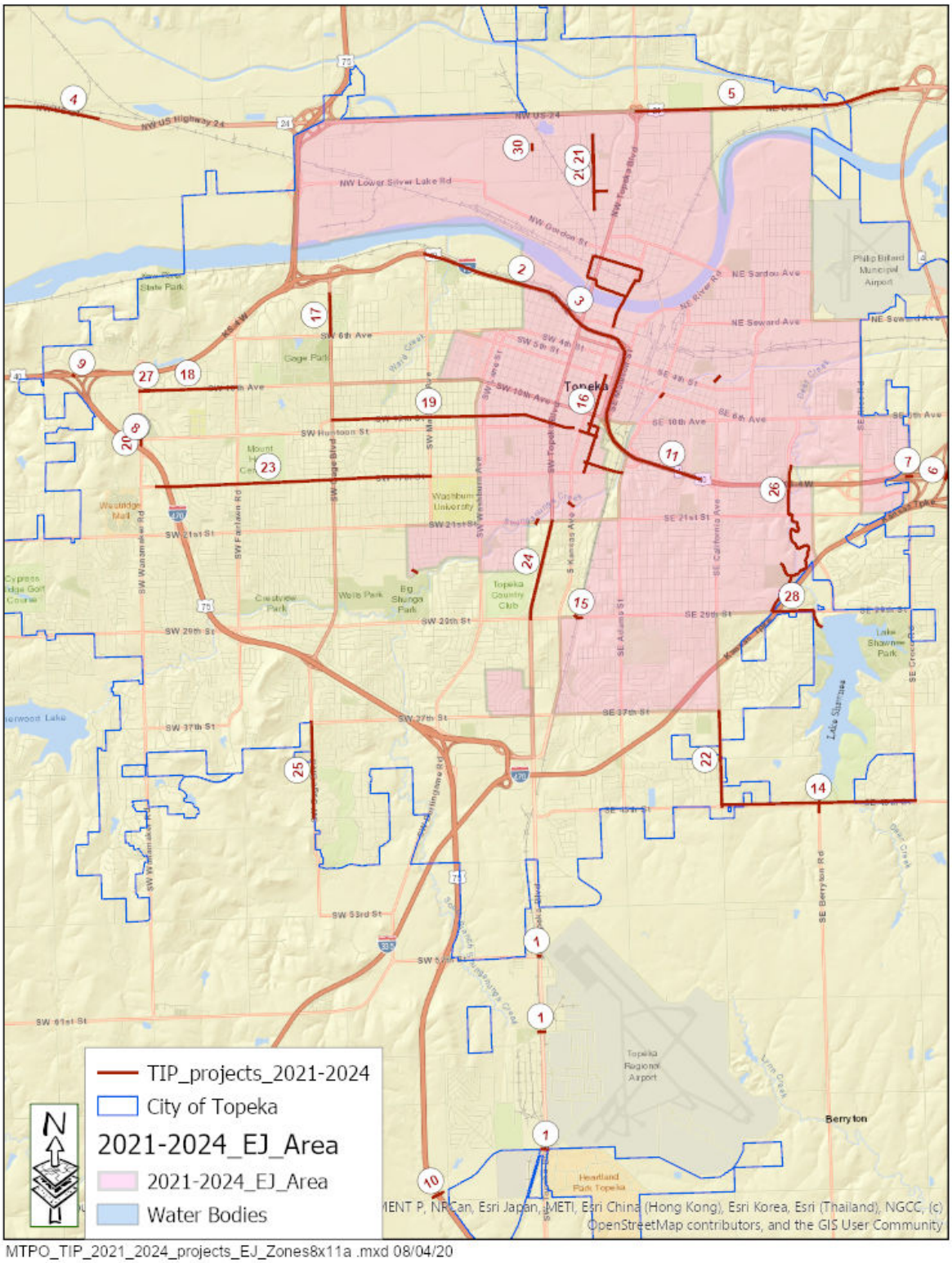
Years	Total Number of Projects	Total Cost	Number of Projects in EJ Zones	Percentage of Projects in EJ Zones	Total Cost of Projects in EJ Zones
2021-2024	31	$138,369,849	14	45%	$92,657,331

*Excludes PE only projects and multi-part projects where locations are not specifically given at the printing of this program.

Of the projects listed in the 2021-2024 TIP, none appear to have a disproportionate burden-to-benefit ratio between EJ population areas and non-EJ population areas. One of the highest impact projects (12th street from Kansas Ave. to Gage) is equally split between the EJ and non-EJ areas. This project utilized extensive public outreach and should have positive effects along its entire route. Efforts were made to minimize any hardships or burdens on nearby residents and businesses.

Figure-2 shows the locations of TIP projects as well as an overlay of the Environmental Justice Zones within the MTPO area.

Figure-2 Locations of Current TIP Projects & Environmental Justice Areas (Map)



MTPO_TIP_2021_2024_projects_EJ_Zones8x11a .mxd 08/04/20

TIP Project Tables

A set of tables showing a Fiscal Year 2021 Annual Element and a 2021-2024 Planning Period for the City of Topeka, Shawnee County, KDOT, KTA, TMTA and local paratransit providers is included on the following pages. This section provides an explanation of the TIP number and tables as well as a Agency fiscal years.

Agency Fiscal Years

A set of tables showing a Fiscal Year 2021 Annual Element and a 2021-2024 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 2021 Start
Federal Highway Administration	October 1- September 30	October 1, 2020
Federal Transit Administration	October 1- September 30	October 1, 2020
Kansas Department of Transportation	July 1 –June 30	July 1, 2020
Shawnee County	January 1 – December 31	January 1, 2021
City of Topeka	January 1 – December 31	January 1, 2021
Topeka Metropolitan Transit Authority	July 1 – June 30	July 1, 2020
TMTA FY used for operating/capital assistance	January 1 – December 31	January 1, 2020
(City FY used by TMTA for planning assistance programmed in the UPWP)		
Topeka-Shawnee County Paratransit Council	July 1- June 30	July 1, 2020
(Includes various agencies using vehicles funded by FTA Section 5310 and/or KDOT grants)		

TIP Table Components Explanation

The Sample TIP table below gives a description of the data contained in each of the sections of the TIP projects tables that follow:

SAMPLE TIP TABLE *(Definitions)*

TIP#: #-##-##-#
State #: ***XX*-####-##**
Jurisdiction: *(Project Sponsor)*
Classification: *(Road Functional Classification)*
Bikeways: *(Is project multi-modal?)* **Yes ___ No ___**
Location: *(Geographic location of project)*
Work: *(Type of Work being performed)*
Length(mi.) *(length of project area)*

Description:

(*Additional description of project*)

PERFORMANCE MEASURE: *(Identifies which Performance Measure is associated with this project i.e. PM-1; PM-2, or PM-3)*

(Project phase) **Phase***	*(Year of Obligation)* ***Year***	*(Funding type)* **Federal**	*(Funding type)* **State**	*(Funding type)* **Local**	*(Total cost)* **Total (x1,000)**	*(Source)* **Federal Source**	**AC-Conv. Yr.**
(CE)		$ -	$ -	$ -	$ -	*(HSIP)*	
(Const)		$ -	$ -	$ -	$ -	*(TA)*	
(ROW)		$ -	$ -	$ -	$ -	*(NHPP)*	
(PE)		$ -	$ -	$ -	$ -	*(Other)*	
(Utilily)		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ -**	**$ -**		

Total Cost: ***$000,000***

Status:

(Current status of project)
(ACTIVE)

TIP Number (#) 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 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

  2-20-07-1 This TIP # indicates that this is a Shawnee County project started in 2020 that is the seventh County project for that year and that it is a roadway project.

The following are the Roadway project tables, followed by the Topeka Metro Transit Authority (TMTA) and Paratransit funding tables for 2021 through 2024. These projects are subject to amendment throughout the four-years covered by this document.

TIP Table Components Explanation

The Sample TIP table below gives a description of the data contained in each of the sections of the TIP projects tables that follow:

SAMPLE TIP TABLE *(Definitions)*

TIP#: #-##-##-# **Jurisdiction:** *(Project Sponsor)* **Location:** *(Geographic location of project)*

State #: ***XX-####-##*** **Classification:** *(Road Functional Classification)* **Work:** *(Type of Work being performed)* **Length(mi.)** *(length of project area)*

Bikeways: *(Is project multi-modal?)* **Yes ___ No ___**

Description:

(*Additional description of project*)

PERFORMANCE MEASURE: *(Identifies which Performance Measure is associated with this project i.e. PM-1; PM-2, or PM-3)*

(Project phase) **Phase***	*(Year of Obligation)* ***Year***	*(Funding type)* **Federal**	*(Funding type)* **State**	*(Funding type)* **Local**	*(Total cost)* **Total (x1,000)**	*(Source)* **Federal Source**	**AC-Conv. Yr.**
(CE)		$ -	$ -	$ -	$ -	*(HSIP)*	
(Const)		$ -	$ -	$ -	$ -	*(TA)*	
(ROW)		$ -	$ -	$ -	$ -	*(NHPP)*	
(PE)		$ -	$ -	$ -	$ -	*(Other)*	
(Utilily)		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ -**	**$ -**		

Total Cost: ***$000,000***

Status:

(Current status of project)
(ACTIVE)

Roadway and Bridge Projects

TIP#: 3-22-02-3 **Jurisdiction:** City **Location:** SE 29th Bridge over Butcher Creek
City #: T-121005.00 **Classification:** Arterial **Work:** Bridge Replacement and Grading **Length(mi.)**

Bikeways: Yes_X_ No ___

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	$ 150.000	$ -	$ 200.000	$ 350.000	STP	
Const	2023	$ 800.000	$ -	$ -	$ 800.000	STP	
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 950.000**	**$ -**	**$ 200.000**	**$ 1,150.000**		

Description:
Replace bridge structure (double boxculvert) on SE 29th St. over Butcher Creek..

Performance Measure:
PM2: Pavement & Bridge; PM5: System Reliability

TIP#: 3-22-01-1 **Juris:** Topeka **Location:** SE Quincy St. from 8th to 10th
City #: T-601098.00 **Class** Minor Arterial **Work:** Mill & Overlay **Length(mi.)**

Bikeways: Yes_x_ No ___

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	$ -	$ -	$ 125.000	$ 125.000		
Const.	2024	$ -	$ -	$ 1,092.500	$ 1,092.500		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 1,217.500**	**$ 1,217.500**		

Description:
Mill and Overlay

Performance Measure:
PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-21-06-1 **Juris:** Topeka **Location:** SW Gage Blvd. from Emland Dr. to 6th
City #: **T-601100.00** **Class** Arterial **Work:** Mill & Overlay **Length(mi.)**

Bikeways: Yes_x_ No ___ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ -	$ 60.000	$ 60.000		
Const	2022	$ -	$ -	$ 690.000	$ 690.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 750.000**	**$ 750.000**		

Description:
Mill and Overlay

Performance Measure:
PM2: Pavement Condition

TIP#: 3-17-06-1 **Jurisdiction:** Topeka **Location:** SW 10th Ave: SW Fairlawn to SW Wanamaker Rd.
City #: **T-701015.00** **Classification:** Arterial **Work:** Roadway/Repair/Replace **Length(mi.)** **1.0**

Bikeways: Yes_X_ No ___ **Status:** Active

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	$ -	$ -	$ 2,717.000	$ 2,717.000		
Contncy.	2022	$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 4,405.984**	**$ 4,405.984**		

Description:
Basis for cost estimate and funding source: operating costs include pavement markings and crack sealing. the primary funding source is Motor Fuel Tax. Roadway widening.

Performance Measure:
PM2; PM4: Pavemtent Condition, Congestion Reduction

Roadway and Bridge Projects

TIP#: 3-19-02-1 **Jurisdiction:** Topeka **Location:** 12th Street; Gage to Kansas
City #: **T-701016.00** **Classification:** Arterial **Work:** Roadway/Repair/Replace **Length(mi.)**

Bikeways: Yes___ No _X__

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
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.

Performance Measure:

PM2: Pavement Condition: PM5: System Reliability

TIP#: 3-21-09-7 **Jurisdiction:** Topeka **Location:** Wanamaker/Huntoon/I-470
City #: T-701018.00 **Classification:** Arterial **Work:** Intersection Improvements **Length(mi.)**

Bikeways: Yes___ No _X__ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
Const	2021	$ 987.667	$ -	$ 1,000.000	$ 1,987.667	STP	
Const	2022	$ 987.667	$ -	$ 1,000.000	$ 1,987.667	STP	
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 1,975.334**	**$ -**	**$ 2,000.000**	**$ 3,975.334**		

Description:

This project will improve traffic operations, safety, and the level of service in the SW Wanamaker Road, SW Huntoon Street, I-470/Wanamaker Exit Ramp, and I-470/Winding Road entrance ramp areas.

Performance Measure:

PM1: Safety; PM4: Congestion Reduction

Roadway and Bridge Projects

TIP#: 3-20-01-1 **Jurisdiction:** Topeka **Location:** NW Tyler St.; Lyman to Beverly
City #: T-701019.00 **Classification:** Arterial **Work:** Roadway widening **Length(mi.)**

Bikeways: Yes___ No _X__ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
ROW	2021	$ -	$ -	$ 160.000	$ 160.000		
Const	2022	$ -	$ -	$ 1,946.392	$ 1,946.392		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 2,106.392**	**$ 2,106.392**		

Description:

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

Performance Measure:

PM2: Pavement Condition; PM4 Congestion Reduction

TIP#: 3-18-03-1 **Jurisdiction:** Topeka **Location:** SE California Ave.; 37th to 45th

City #: **T-701021.00** **Classification:** Arterial **Work:** Roadway widening **Length(mi.)** **1.0**

Bikeways: Yes___ No _X__

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
Const	2022	$ -	$ -	$ 5,000.000	$ 5,000.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 5,000.000**	**$ 5,000.000**		

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 Coutnywide Half Cent sales tax to take effect Jan. 1, 2017. The project is expected to be constructed in 2020.

Performance Measure:

PM2: Pavement Condition; PM4: Congestion Reduction

Roadway and Bridge Projects

TIP#: 3-19-03-1 **Jurisdiction:** Topeka **Location:** SW 17th St. MacVicar to Interstate I-470
City #: T-701025.00 **Classification:** Arterial **Work:** Roadway resurfacing **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ -	$ 850.000	$ 850.000		
ROW	2022	$ -	$ -	$ 500.000	$ 500.000		
Const.	2023	$ -	$ -	$ 4,450.000	$ 4,450.000		
Const.	2024	$ -	$ -	$ 4,450.000	$ 4,450.000		
Const.	2025	$ -	$ -	$ 4,250.000	$ 4,250.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 14,500.000**	**$ 14,500.000**		

Description:
Repave and reconstruct road.

Performance Measure:
PM2: Pavement Condition; PM4 Congestion Reduction

TIP#: 3-23-02-1 **Juris:** Topeka **Location:** S. Topeka Blvd. from 21st to 29th
City #: T-701031.00 **Class** Arterial **Work:** Roadway resurfacing **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	$ -	$ -	$ 100.000	$ 100.000		
Const	2024	$ -	$ -	$ 1,750.000	$ 1,750.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 1,850.000**	**$ 1,850.000**		

Description:
Mill & Overlay

Performance Measure:
PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-21-02-1 **Juris:** Topeka **Location:** SW Gage Blvd., from 37th to 45th St.
City #: T-701041.00 **Class** Arterial **Work:** Construct a new Road **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Description: Construct new road

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
Const	2021	$ -	$ -	$ 2,504.700	$ 2,504.700		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 2,504.700**	**$ 2,504.700**		

Performance Measure: PM5: System Reliability

TIP#: 3-21-03-6 **Jurisdiction:** Topeka **Location:** N. side of 10th from Wanamaker Rd. to Robinson
State #: TE-0494-01 **Classification:** Arterial **Work:** Construct a 10ft Concrete shared use

Bikeways: Yes_X__ No ___ **Status:** Active

Description: Construct a 10 ft. Concrete shared use path and pedistrian bridge **Length (mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
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**		

Performance Measure: PM1: Safety; PM4: Bike/Ped.

Roadway and Bridge Projects

TIP#: 3-21-10-6 **Jurisdiction:** Topeka **Location:** (Various): Kansa Ave. Bridge portion
State #: TE-0505-01 **Classification:** Various **Work:** Bikeways Phase IV (pt.1) **Length(mi.)**

Bikeways: Yes___ No _X__ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		-	-	$ -	$ -		
Const	2021	133.705	-	$ 33.426	$ 167.131		
CE		-	-	$ -	$ -		
Const		-	-	$ -	$ -		
CE		-	-	$ -	$ -		
		-	-	$ -	$ -		
		-	-	$ -	$ -		
TOTALS		**133.705**	**-**	**$ 33.426**	**$ 167.131**		

Description:

This portion is for Bike/Ped lanes across the Kansas Ave. Bridge.

Includes prtected bike lanes/signage/pavement markings.

This is one of three sections of this 2021 TA grant Award. The total project cost is $1,447,368.

Performance Measure:

PM1: Safety; PM3: Economic Vitality; PM4: Active Modes/Health, Bike/Ped

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TIP#: 3-21-11-6 **Jurisdiction:** Topeka **Location:** (Various): Excluding Kansas Ave. Brdge & Lyman Rd.
State #: TE-0505-02 **Classification:** Various **Work:** Bikeways Phase IV (pt.2) **Length(mi.)**

Bikeways: Yes___ No _X__ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		-	-	$ -	$ -		
Const	2021	440.617	-	$ 110.156	$ 550.773		
		-	-	$ -	$ -		
		-	-	$ -	$ -		
		-	-	$ -	$ -		
		-	-	$ -	$ -		
		-	-	$ -	$ -		
TOTALS		**440.617**	**-**	**$ 110.156**	**$ 550.773**		

Description:

This portion includes all other phases excluding Kansas Ave. and Tyler St.

Includes bike lanes/signage/pavement markings.

This is one of three sections of this 2021 TA grant Award. The total project cost is $1,447,368.

Performance Measure:

PM1: Safety; PM3: Economic Vitality; PM4: Active Modes/Health, Bike/Ped

Roadway and Bridge Projects

TIP#: 3-21-12-6 **Jurisdiction:** Topeka **Location:** Alnog Tyler between Lyman and Paramore
State #: TE-0505-03 **Classification:** Various **Work:** Bikeways Phase IV (pt.3) **Length(mi.)**

Bikeways: Yes___ No _X__

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		-	-	$ -	$ -		
Const	2021	583.572	-	$ 145.893	$ 729.465		
CE		-	-	$ -	$ -		
Const		-	-	$ -	$ -		
CE		-	-	$ -	$ -		
		-	-	$ -	$ -		
		-	-	$ -	$ -		
TOTALS		**583.572**	**-**	**$ 145.893**	**$ 729.465**		

Description:

This project includes a 10-ft. side path along Tyler with a connection to the Soldier Creek Trail.

This is one of three sections of this TA grant. The total project grant portion is $1,447,368

Performance Measure:

PM1: Safety; PM3: Economic Vitality; PM4: Active Modes/Health, Bike/Ped

TIP#: 2-18-01-2 **Jurisdiction:** County **Location:** SE 45th St @ Berryton Rd.

City #: **S-701006.00** **Classification:** Arterial **Work:** Intsec. imporvement/Rnd-a-bout/Bridge **Length(mi.)** **1.7**

Bikeways: Yes___ No _X__

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2018-19	$ -	$ -	$ 292.000	$ 292.000		
ROW	2020	$ -	$ -	$ 150.000	$ 150.000		
UTIL	2020	$ -	$ -	$ 50.000	$ 50.000		
Const	2021	$ -	$ -	$ 10,682.000	$ 10,682.000		
CE	2021	$ -	$ -	$ 854.000	$ 854.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 12,028.000**	**$ 12,028.000**		

Description:

Improve SE 45th St. to a 3-lane Urban Arterial from Croco west to California, adding a singl lane roundabout at the intersection of SE 45th & Berryton Rd. Constructing a new bridge over Deer Creek, and one bridge replacement. PE only. Other phases TBD.

Performance Measure:

PM1: Safety (Intersection); PM2: Pavement & Bridge; PM5: System Reliability

Roadway and Bridge Projects

TIP#: 2-18-01-6 **Jurisdiction:** County **Location:** Begin. @ SE 10th continuing S. to 2500 SE Highland/Dornwood

State #: TE-0464-01 **Classification:** N/A **Work:** Deer Creek Trail Extension **Length(mi.)** 1.7

Bikeways: Yes_X__ No ___

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2018	$ -	$ -	$ 238.000	$ 238.000		
Const	2021	$ 1,746.000	$ -	$ 535.700	$ 2,281.700		
CE	2021	$ 240.000	$ -	$ 60.000	$ 300.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 1,986.000**	**$ -**	**$ 833.700**	**$ 2,819.700**		

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 & Utl only. Estimates shown for other work phases are for planning purposes only."

Performance Measure:

PM4: Multi-modes, Active Trans., Community Health

TIP#: 2-21-01-6 **Jurisdiction:** County **Location:** Robinson Trail Extension (Deer Creek Trail Final Phase)

State #: TE-0503-01 **Classification:** Various **Work:** Trail paving **Length(mi.)**

Bikeways: Yes___ No _X__

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		-	-	$ -	$ -		
Const	2021	696.296	-	$ 174.074	$ 870.370		
CE		-	-	$ -	$ -		
Const		-	-	$ -	$ -		
CE		-	-	$ -	$ -		
		-	-	$ -	$ -		
		-	-	$ -	$ -		
TOTALS		**696.296**	**-**	**$ 174.074**	**$ 870.370**		

Description:

2021 TA Grant Award. Completes the southern portion of the Deer Creek Trail.

Performance Measure:

PM1: Safety; PM3: Economic Vitality; PM4: Active Modes/Health, Bike/Ped

Roadway and Bridge Projects

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.)**

Bikeways: Yes___ No _X__ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2020	87.300	-	$ 9.700	$ 97.000	HSIP	
Const	2021	873.000	-	$ 97.000	$ 970.000	HSIP	
UTIL	2021	87.300	-	$ 9.700	$ 97.000	HSIP	
Const	-	-	-	$ -	$ -		
CE	-	-	-	$ -	$ -		
		-	-	$ -	$ -		
		-	-	$ -	$ -		
TOTALS		**1,047.600**	**-**	**$ 116.400**	**$ 1,164.000**		

Description:

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

Performance Measure:

PM1: Safety (Intersection)

TIP#: 1-16-02-1 **Jurisdiction:** KDOT **Location:** I-70 Polk/Quincy Viaduct & Approach (West Phase)
State #: KA-1266-04 **Classification:** Interstate **Work:** Recon. I-70 to 6 lanes on a partial offset **Length(mi.)** **4.5**

Bikeways: Yes___ No _X__ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ 10,000.000	$ -	$ 10,000.000		
ROW	2021	$ -	$ 4,000.000	$ -	$ 4,000.000		
Util	2023	$ -	$ 25,000.000	$ -	$ 25,000.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
PE		$ 9,000.000	$ (9,000.000)		$ -	ACNHPP	2026
ROW		$ 3,600.000	$ (3,600.000)		$ -	ACNHPP	2026
Util		$ 22,500.000	$ (22,500.000)		$ -	ACNHPP	2026
		$ -	$ -		$ -		
		$ -	$ -		$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 35,100.000**	**$ 3,900.000**	**$ -**	**$ 39,000.000**		

Description:

Revised FY and schedule. Change in FY and schedule reflect project's 2020 IKE Pipeline developmet selection. Split out project 70-89-KA-1266-06 for ROW acpuistion and building demolition related to this phase.

Total Project cost $322,220,400

Project is authorized for PE,ROW, & Util. phases Only.

Performance Measure:

PM1: Safety; PM2: Pavement & Bridge; PM3: Freight & Economic Vitality; PM5 System Reliability/Congestion Reduction

Roadway and Bridge Projects

TIP#: 1-21-01-1 **Jurisdiction:** KDOT **Location:** I-70 Polk/Quincy Viaduct: Topeka Blvd. to 4th St.
State #: KA-1266-06 **Classification:** Freeway **Work:** ROW/Bldg.Demollition **Length(mi.)** 4.5

Bikeways: Yes___ No _X__

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ 240.000	$ -	$ 240.000		
ROW	2021	$ -	$ 12,000.000	$ -	$ 12,000.000		
Util	2023	$ -	$ 100.000	$ -	$ 100.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
PE		$ 216.000	$ (216.000)		$ -	ACNHPP	2025
ROW		$ 10,800.000	$ (10,800.000)		$ -	ACNHPP	2025
Util		$ 90.000	$ (90.000)		$ -	ACNHPP	2025
		$ -	$ -		$ -		
		$ -	$ -		$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 11,106.000**	**$ 1,234.000**	**$ -**	**$ 12,340.000**		

Description:

Program addition (project split out of 70-89-KA-1266-04) as authorized by concurrence of the State Transportation Engineer, Burt Morey, the Program Review Committee, Road Design, and the Division of Program and Project Management in the Oct. 2020 PRC as cited in the Oct. PRC minutes dated Oct. 20,2020. Project is part of the 2020 IKE Pipeline Development Initiative.

Total Project cost = $15,580,000

Project is authorized for PE, ROW, & Util. phases Only.

Performance Measure:

PM1: Safety; PM2: Pavement & Bridge; PM3: Freight & Economic Vitality; PM5 System Reliability/Congestion Reduction

TIP#: 1-19-08-1 **Jurisdiction:** KDOT **Location:** US-24: Silver Lake east to Countryside
State #: KA-3235-01 **Classification:** Freeway **Work:** Reconstruction **Length(mi.)** 4.5

Bikeways: Yes___ No _X__

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ 70.000	$ -	$ 70.000		
Const	2021	$ -	$ 1,542.600	$ -	$ 1,542.600		
CE	2021	$ -	$ 115.700	$ -	$ 115.700		
Const		$ 1,234.100	$ (1,234.100)	$ -	$ -		2021
CE		$ 92.600	$ (92.600)	$ -	$ -		2021
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 1,326.700**	**$ 401.600**	**$ -**	**$ 1,728.300**		

Description:

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.

Performance Measure:

PM2 Pavement Condition; PM3: Frieght & Economic Vitality

Roadway and Bridge Projects

TIP#: 1-16-01-1 **Jurisdiction:** KDOT **Location:** US-24 Hwy: Topeka east to the County Line
State #: KA-3236-01 **Classification:** Freeway **Work:** Pavement Replacement along US-24 Hwy. **Length(mi.)**

Bikeways: Yes___ No _X__

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2017	$ -	$ 1,300.000	$ -	$ 1,300.000		
ROW	2020	$ -	$ 100.000	$ -	$ 100.000		
Util	2021	$ -	$ 25.000	$ -	$ 25.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
PE		$ 1,040.000	$ (1,040.000)	$ -	$ -	ACNHPP	2025
Util		$ 20.000	$ (20.000)	$ -	$ -	ACNHPP	2025
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 1,060.000**	**$ 365.000**	**$ -**	**$ 1,425.000**		

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 $37,216K. This estimate should be used for planning purposes only.

* PROJECT IS AUTHORIZED FOR PE, R/W ACQUISITION AND UTILITY RELOCATION ONLY*

Performance Measure:

PM2: Pavement Condition; PM3 Frieght & Economic Vitality; PM5: System Reliability

TIP#: 1-19-05-1 **Jurisdiction:** KDOT **Location:** K-4 Begin. @ E. junction I-70/K-4 E to .271 miles N. of JuncUS40/K4
State #: **KA-5483-01** **Classification:** freeway **Work:** 3-inch overlay **Length(mi.)**

Bikeways: Yes___ No _X__ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2019	$ -	$ 1.000	$ -	$ 1.000		
Const.	2020	$ -	$ 1,799.100	$ -	$ 1,799.100		
CE	2020	$ -	$ 89.000	$ -	$ 89.000		
Const.		$ 1,439.300	$ (1,439.300)	$ -	$ -	NHPP	2021
CE		$ 72.000	$ (72.000)	$ -	$ -	NHPP	2021
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 1,511.300**	**$ 377.800**	**$ -**	**$ 1,889.100**		

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

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-20-01-3 **Jurisdiction:** KDOT **Location:** I-70 Bridge #250 @ Junction of Croco Rd/I-70
State #: **KA-5526-01** **Classification:** Freeway **Work:** Strip seal/Compression joint replace **Length(mi.)**

Bikeways: Yes___ No _X__ **Status:** Active

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

Description:
Bridge Repair
Program Addition requested by Debra Briant.

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-20-02-3 **Jurisdiction:** KDOT **Location:** I-470/Junc. Huntoon St Bridge # 198 & 199

State #: **KA-5530-01** **Classification:** Freeway **Work:** Bridge Repair **Length(mi.)**

Bikeways: Yes___ No _X__

Status: Active

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

Description:

Program Addition. Moving Let Date to June 2020

Performance Measure:

PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-20-03-3 **Jurisdiction:** KDOT **Location:** 10 Bridges along I-70 **Length(mi.)**

State #: **KA-5616-01** **Classification:** Freeway **Work:** PE Bridge deck investigation

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
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.

PE Only

Performance Measure:

TIP#: 1-20-04-3 **Jurisdiction:** KDOT **Location:** I-470 Bridge #046 on I-470 in SN CO. 0.21 mi NE of 10th St.

State #: **KA-5766-01** **Classification:** Freeway **Work:** Bridge Replacement Auth. For PE only

Length(mi.)

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ 321.000	$ -	$ 321.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
PE		$ 288.900	$ (288.900)		$ -	ACNHPP	2025
		$ -	$ -		$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 288.900**	**$ 32.100**	**$ -**	**$ 321.000**		

Description:

Program Addition: Bridge Replacement. Authorized for PE only. Estimates for other work phasas are for planning purposes only.

Performance Measure:

PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-21-02-3 **Jurisdiction:** KDOT **Location:** US75,Bridge over 77th St. 4.47 mi. N. of OS Co. Line
State #: KA-6006-02 **Classification:** Freeway **Work:** Replace pre-stress beam **Length(mi.)**

Bikeways: Yes___ No _X__ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ 66.000	$ -	$ 66.000		
Const.	2021	$ -	$ 328.000	$ -	$ 328.000		
CE	2021	$ -	$ 33.000	$ -	$ 33.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ 427.000**	**$ -**	**$ 427.000**		

Description:
Program Addition: Bridge Replacement.

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-21-03-1 **Jurisdiction:** KDOT **Location:** junc.I-70/MacVicar thence E. to P/Qviaduct Bridge #26
State #: KA-6073-01 **Classification:** Freeway **Work:** 3-inch Overlay, Spray Paver **Length(mi.)**

Bikeways: Yes___ No _X__ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ 5.000	$ -	$ 5.000		
Const	2021	$ -	$ 3,000.000	$ -	$ 3,000.000		
CE	2021	$ -	$ 225.000	$ -	$ 225.000		
PE		$ 4.500	$ (4.500)	$ -	$ -	ACNHPP	2022
Const		$ 2,700.000	$ (2,700.000)	$ -	$ -	ACNHPP	2022
CE		$ 202.500	$ (202.500)	$ -	$ -	ACNHPP	2022
		$ -	$ -	$ -	$ -		
TOTALS		**$ 2,907.000**	**$ 323.000**	**$ -**	**$ 3,230.000**		

Description:
Program Addition. Authorized for PE, CE and Const. work phases.

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-21-04-3 **Jurisdiction:** KDOT **Location:** 7 Bridges Along I-70 in SN CO.
State #: KA-6122-01 **Classification:** Freeway **Work:** Bridge Repairs **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ 2,091.000	$ -	$ 2,091.000		
Const	2022	$ -	$ 10,441.000	$ -	$ 10,441.000		
CE	2022	$ -	$ 1,047.000	$ -	$ 1,047.000		
PE		$ 1,881.900	$ (1,881.900)	$ -	$ -	ACNHPP	2023
CE		$ 9,396.900	$ (9,396.900)	$ -	$ -	ACNHPP	2023
CE		$ 942.300	$ (942.300)	$ -	$ -	ACNHPP	2023
		$ -	$ -	$ -	$ -		
TOTALS		**$ 12,221.100**	**$ 1,357.900**	**$ -**	**$ 13,579.000**		

Description:

Program Addition. Requested by John Culbrtson.
Bridge #s: 026, 027 028 032 033 034 & 035

Performance Measure:

PM2: Pavement & Bridge Condition

TIP#: 1-21-05-3 **Jurisdiction:** KDOT **Location:** Bridge # 231 on K-4 over BNSF RR & Shunganunga Crk.
State #: KA-6127-01 **Classification:** Freeway **Work:** Bridge Repairs **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ 82.000	$ -	$ 82.000		
Const	2022	$ -	$ 406.000	$ -	$ 406.000		
CE	2022	$ -	$ 41.000	$ -	$ 41.000		
PE		$ 65.600	$ (65.600)	$ -	$ -	ACNHPP	2023
CE		$ 324.800	$ (324.800)	$ -	$ -	ACNHPP	2023
CE		$ 32.800	$ (32.800)	$ -	$ -	ACNHPP	2023
		$ -	$ -	$ -	$ -		
TOTALS		**$ 423.200**	**$ 105.800**	**$ -**	**$ 529.000**		

Description:

Program Addition as requested by Jogn Culbertson 2/4/2021. Replace joints, patch deck, replace approaches, silane treatment, concrete surface repair.

Performance Measure:

PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-21-06-3 **Jurisdiction:** KDOT **Location:** Bridge # 206 & 207 on US-75 overTopeka Blvd.
State #: KA-6128-01 **Classification:** Freeway **Work:** Bridge Repairs **Length(mi.)**

Bikeways: Yes___ No _X__

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ 343.000	$ -	$ 343.000		
Const	2022	$ -	$ 1,715.000	$ -	$ 1,715.000		
CE	2022	$ -	$ 172.000	$ -	$ 172.000		
PE		$ 274.400	$ (274.400)	$ -	$ -	ACNHPP	2023
CE		$ 1,372.000	$ (1,372.000)	$ -	$ -	ACNHPP	2023
CE		$ 137.600	$ (137.600)	$ -	$ -	ACNHPP	2023
		$ -	$ -	$ -	$ -		
TOTALS		**$ 1,784.000**	**$ 446.000**	**$ -**	**$ 2,230.000**		

Description:

Program Addition as requested by Jogn Culbertson 2/4/2021. Located 2.53 mi and 2.54 mi. respectively, N. of the OS/SN CO. line. Replace finger joints, patch deck, polymer overlay.

Performance Measure:

PM2: Pavement & Bridge Condition

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: **Active**

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:

Transit and Paratransit Projects

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 - $140118; Service Vehicles - $118,406.

Status: **ACTIVE**

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	$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: **Active**

Transit and Paratransit Projects

TIP#: 7-19-04-4 **Location:** TMTA **Location/Improv:** Purchas 3 Electric Buses & charging stations
State #: **Federal #:** **County:** SN **Type:** Capital

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000
FTA Low-No	2022	$894,675	$1,737,825	$0	$0	$2,632,500
						$0
						$0
						$0
						$0
						$0
						$0
						$0
TOTAL COST:		**$894,675**	**$1,737,825**	**$0**	**$0**	**$2,632,500**

Descrip. 2019 Low or No-Emission (Low-No) Grant Bus Program project. For purchase of three Electric Buses and charging stations. Will replace three diesel buses.

Status:

TIP#: 7-20-01-4 **Location:** TMTA **Location/Improv:** TA Grant for Expansion of bikeshare
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	$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:

Transit and Paratransit Projects

TIP#:	7-20-02-4	**Location:**	TMTA	**Location/Improvement:**	Various
State #:		**Federal #:**		**County:** SN	**Type:** Capital

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000
5339	2020	326.210	1304.840	0.000	0.000	1,631.050
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
TOTAL COST:			**1304.840**	**0.000**	**0.000**	**1,631.050**

Descrip. Maintenance Equipment $320,100/, Operator Barriers- $137,670, Bus Stops Phase 10 - $1,173,280

Status: **Active**

TIP#: 7-20-03-4 **Location:** TMTA **Location/Improv:** TA Grant for Expansion of bikeshare
State #: **Federal #:** **County:** SN **Type:** Various Improvements

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000
KDOT AIC	2020	$74,432	$0	$297,725	$0	$372,157
						$0
						$0
						$0
						$0
						$0
						$0
						$0
TOTAL COST:		**$74,432**	**$0**	**$297,725**	**$0**	**$372,157**

Descrip. ADA Improvements - work in conjunction with the city of Topeka to improve bus stops and install sidewalks at high-traffic stops. Electric Vehicle Fleet Study - evaluate electric bus applications and provide operational, planning and fleet recommendations for partial or full electric fleet implementation.

Status:

Transit and Paratransit Projects

TIP#: 7-20-04-4 **Location:** TMTA **Location/Improvement:**
State #: **Federal #:** **County:** SN **Type:**

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000
FTA 5339	2020	937.500	4,987.500	0.000		5,925.000
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
TOTAL COST:			**4,987.500**	**0.000**	**0.000**	**5,925.000**

Descrip. Replace seven diesel buses-$4,950,000. Replace 48 emergency radios - $25,000. Install eletrical redundancy - $750,000. Install ten real-time solar bus signs - $200,000.

Status:

TIP#: 8-18-01-4 **Location:** Para Trans. **Location/Improvement:** Presbyterian Manor/ Purchase Full Size Van/Operating Expenses
State #: **Federal #:** **County:** SN **Type:**

Grant	Year of Obligation	Local	FTA	KDOT	Fares	Total (x1,000
CFDA 20.513	2018	$12.138	$48.554	$0.0	$0.0	$60.692
						$0.000
						$0.000
						$0.000
						$0.000
						$0.000
						$0.000
						$0.000
TOTAL COST:			**$48.6**	**$0.0**	**$0.0**	**$60.692**

Descrip. Purchase Full size Van/Oper.

Status:

Funding Summary Table 2021 through 2024

Metropolitan Topeka Planning Organization

MTPO Metropolitan Planning Area

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

		2021	2022	2023	2024	Totals	Anticipated Minus Programmed
	Anticipated Funding						
Road and Bridge							
	Local	$ 57,171,025	$ 50,728,054	$ 49,602,018	$ 37,862,322	$ 195,363,418	$ 141,710,577
	State	$ 10,618,100	$ 10,777,372	$ 10,939,032	$ 11,103,118	$ 43,437,621	$ (11,309,679)
	Federal	$ 5,815,866	$ 5,903,104	$ 5,991,651	$ 6,081,525	$ 23,792,146	$ (5,372,378)
	Sub-Totals	**$ 73,604,991**	**$ 67,408,529**	**$ 66,532,701**	**$ 55,046,965**	**$ 262,593,185**	**$ 125,028,520**
Transit							
	Local	$ 6,800,000	$ 6,900,000	$ 7,000,000	$ 7,100,000	$ 27,800,000	$ 26,863,325
	State	$ 800,000	$ 800,000	$ 800,000	$ 800,000	$ 3,200,000	$ 3,200,000
	Federal	$ 2,500,000	$ 2,600,000	$ 2,700,000	$ 2,800,000	$ 10,600,000	$ 10,600,000
	Sub-Totals	**$ 10,100,000**	**$ 10,300,000**	**$ 10,500,000**	**$ 10,700,000**	**$ 41,600,000**	**$ 40,663,325**
	Totals	**$ 83,704,991**	**$ 77,708,529**	**$ 77,032,701**	**$ 65,746,965**	**$ 304,193,185**	

		2021	2022	2023	2024	Totals
	Programmed Expenditures					
Road and Bridge						
	Local	$ 24,318,949	$ 13,711,392	$ 8,330,000	$ 7,292,500	$ 53,652,841
	State	$ 28,031,700	$ 1,615,600	$ 25,100,000	$ -	$ 54,747,300
	Federal	$ 9,891,557	$ 4,044,667	$ 15,228,300	$ -	$ 29,164,524
	Sub-Totals	**$ 62,242,206**	**$ 19,371,659**	**$ 48,658,300**	**$ 7,292,500**	**$ 137,564,665**
Transit						
	Local	$ 42,000	$ 894,675	$ -	$ -	$ 936,675
	State	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -
	Sub-Totals	$ 42,000	$ 894,675	$ -	$ -	$ 936,675
	Totals	**$ 62,284,206**	**$ 20,266,334**	**$ 48,658,300**	**$ 7,292,500**	**$ 138,501,340**

Notes for Funding Programmed in the TIP

[1] 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.

[2] 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.

[3] State Funding includes funds anticipated to be converted to Federal Funds at a later date.

[4] This table includes Active Project Work Phases ONLY

“Regionally Significant” – Definition for MTPO

Generally, projects that are part of MPA’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 MPA 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 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 functions equally well, and it may be unclear as to which collectors do a 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 included in this section 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. It is also 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.

Our goal 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 TIP.

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

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an 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; and
- 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 can 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 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 MTP, and on the Functional Classification Map approved by the MTPO and the FHWA in conjunction with the 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 public 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 public 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 public 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 public transit facilities and services must be included in the Regional Transportation Plan and related public transit system planning documents. All projects designed to add capacity to public transit routes and services that are designated as regionally significant must be listed in the TIP. 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 also be considered 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 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.

Complete Streets

In September 2012, the MTPO approved a Complete Street Policy in support of the region’s vision for a safe, balanced, multi-modal and equitable transportation system that is coordinated with land-use planning and protective of the environment. This policy guides and informs the MTPOs 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.

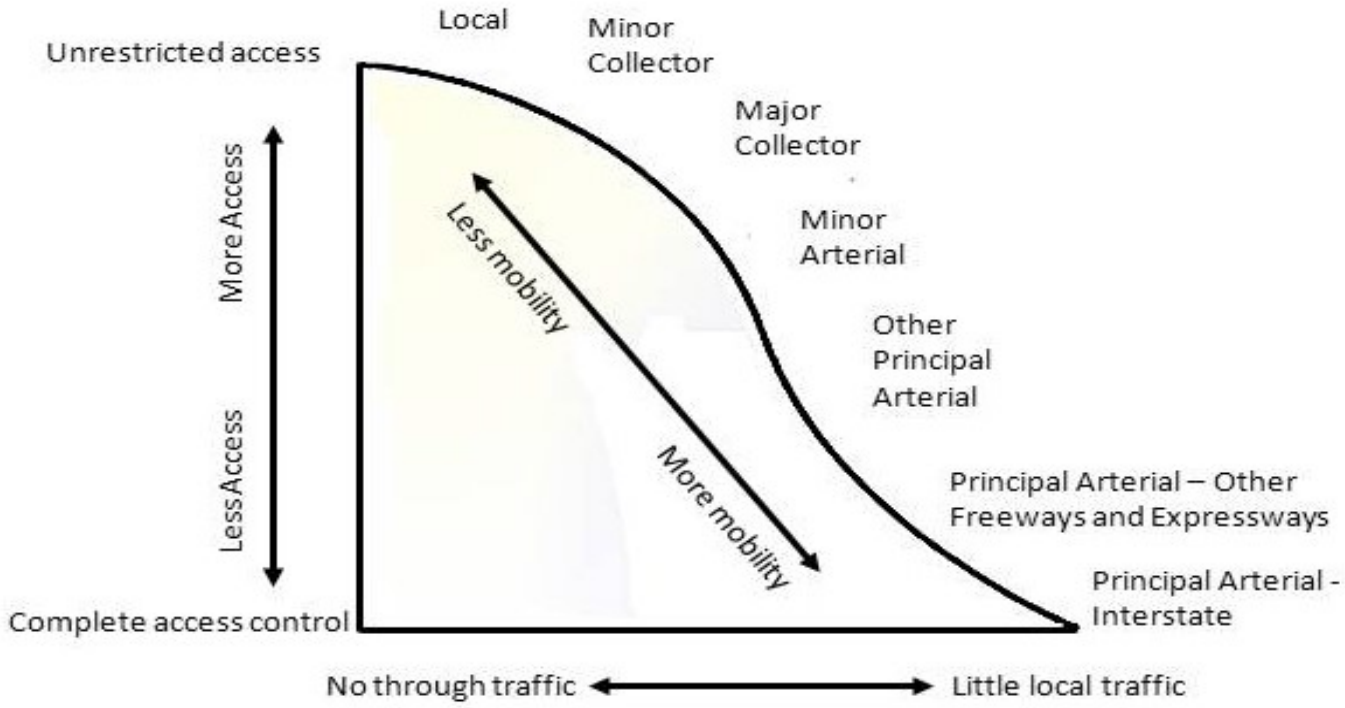
Functional Classification of Roads

For nomenclature purposes, roadways that provide a high level of mobility are called "Arterials"; those that provide a high level of accessibility are called "Locals"; and those that provide a more balanced blend of mobility and access are called "Collectors."

This relationship between mobility and land access, as well as how Principal Arterials, Collectors and Local Roads proportionally serve these two functions, is illustrated in Figure 3-1. Arterials provide mostly mobility; Locals provide mostly land access; and Collectors strike a balance between mobility and land access.

Figure 3-2 is the current Functional Classification of Roads map for all of Shawnee County. All road or bridge projects in the TIP receiving federal funds must be on a road classified as "collector" or above.

Figure 3-1:

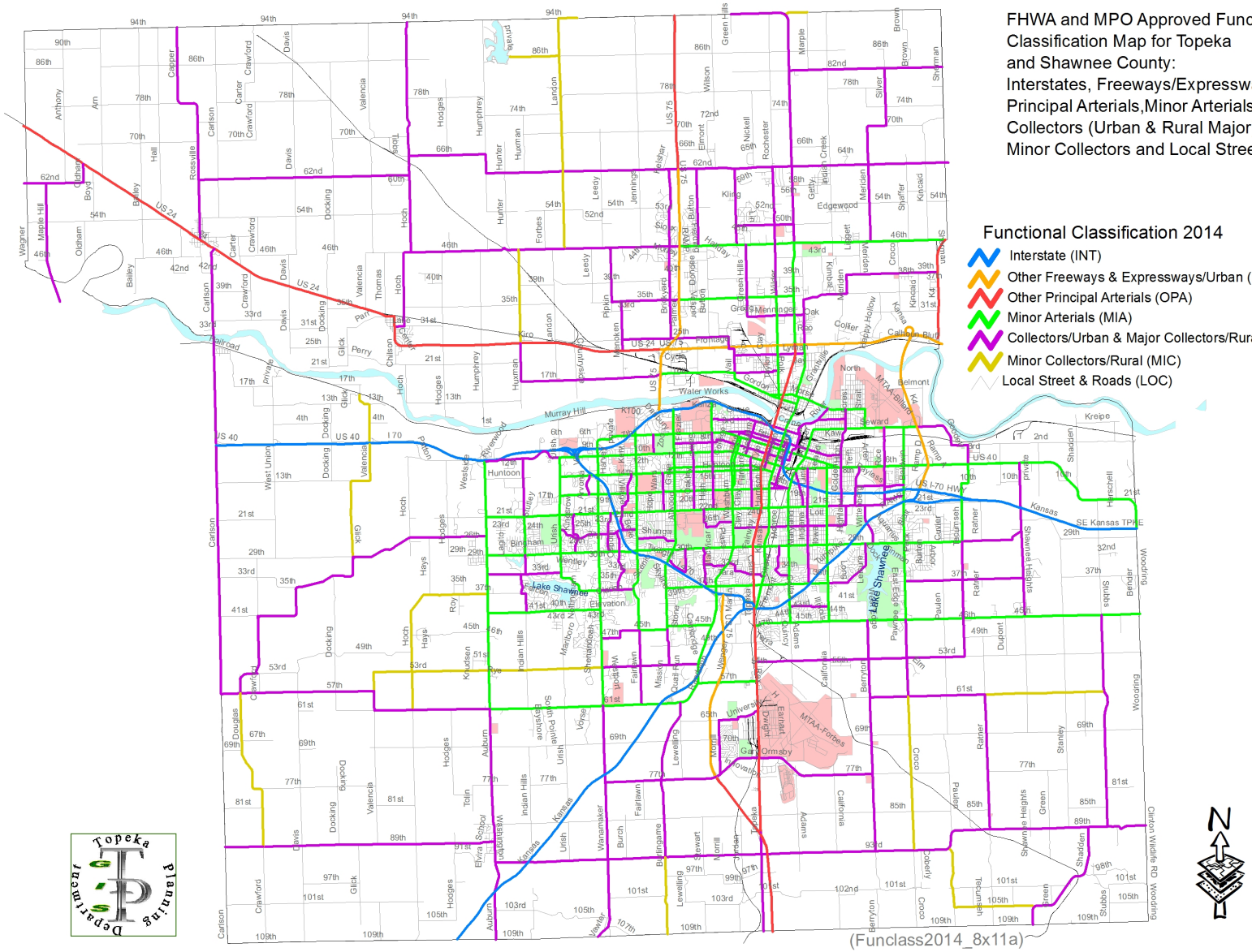


While most roadways offer both "access to property" and "travel mobility" services, it is the roadway's primary purpose that defines the classification category to which a given roadway belongs.[2]

2 The use of the term “Local” roadway in the context of functional classification is separate from the use of the term in a jurisdictional context. While it is true that roadways functionally classified as “Local” are often under the jurisdiction of a “local” entity (i.e., incorporated city), Local Roads are not always under local jurisdiction. Other roadway classifications, including Arterials, may also be under the jurisdiction of a local

Figure 3

Funtional 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

UPWP 2021 Amendment #1 Summary

1. Maintenance Facility Relocation Study Rollover*
   - Plan for future relocation in support of the City of Topeka's Riverfront Development plans:
   - Assess space needs based on projected service levels
   - Conduct site assessment study in coordination with planning consultants

*This project was completed in 2020 and the final presentation to the Policy Board for approval was given in the first quarter of 2021 as agreed upon by both the TMTA and MTPO staff. In order for final payments Consolidated Planning Grant funds to be dispersed in 2021 the project funds will need to be rolled over from the 2020 budget to 2021 UPWP budget.

2. Hour allocations for 2021 Activities were adjusted to accommodate for addition time spent on adjustments to the 2021-2024 TIP. Also an activity that will include reviewing the current Functional Classification of roads was also added to Corridor and Special Studies.

3. TMTA has had a turnover at the Director of Planning position for 2021. With the departure of Edwin Rothrock in the fourth quarter of 2020, Andy Fry has taken over the duties of the Director of Planning and has since been promoted to that position. Andy will be the primary Transit planner in charge of fulfilling Transit tasks going forward.

7 – Public Transit Planning Con't.

Program Activities:

6. Plans and assesses transit technology upgrades (e.g. fleet electrification, digital fare sales, automatic vehicle location with real-time customer facing apps, autonomous vehicles, on-demand microtransit, wi-fi on buses, and others as appropriate)
    - Assess new technologies
    - Recommend adoption of transit technology
    - Write technical requirements for transit technology
    - Provide planning support and data analysis for technology grant applications
    - Participate in assessment of responses to technology RFPs
7. Interagency Coordination and Regional Planning support
    - Represents Topeka Metro with various MTPO meetings and activities, Complete Streets Advisory Committee, and as a stakeholder in construction planning within Topeka
    - Coordinates with Topeka Engineering, Stormwater and Planning departments on project planning involving transit corridors
8. MTPO Staff Transit support
    - Special project data presentation maps and documents
    - Input on Transit planning documents and studies
9. Maintenance Facility Relocation Study*
    - Plan for future relocation in support of the City of Topeka's Riverfront Development plans:
    - Assess space needs based on projected service levels
    - Conduct site assessment study in coordination with planning consultants

*This project was completed in 2020 and the final presentation to the Policy Board for approval was given in the first quarter of 2021 as agreed upon by both the TMTA and MTPO staff. Final payment will be made after Policy Board approval. Consolidated Planning Grant Funding for this project was "rolled over" form 2020.

TMTA has had a a turnover at the Director of Planning position for 2021. With the departure of Edwin Rothrock in the fourth quarter of 2020, Andy Fry has taken over the duties of the Director of Planning and has since been promoted to that position. Andy will be the primary Transit planner in charge of fulfilling Transit tasks going forward.

Staff Cost Estimated Budget: $64,716

(MTPO: $1,092 TMTA: $63,971)

Tasks (Regular Hours)	UPWP #	Planning. Dir.	Office Specialist	Transportation Planning Manager	Transportation Planner	Topeka Metro. Transit planner	Total Labor Hours
MTPO Program Support & Administration	1						
1-1 General Admin.			250	400	375		1,025
1-2 Committee Support		20		120	260		400
1-3 UPWP & Budget				160	180		340
1-4 Training				60	75		135
Metropolitan Transportation Plan	2	150		300	175		625
Transportation Improvement Program	3			375	75		450
Public Involvement Plan	4			60	70		130
Corridor Studies & Special Studies	5						
5-1 Bikeways Activities		75		190	360		625
5-2 Pedestrian Planning Activities		40		125	300		465
5-3 General Studies/Plan Reviews		175		150	165		490
5-4 Target Setting form Performance Measures				100	20		120
Regional ITS Architecture	6			30	15		45
Transit Planning Activities	7			10	10	1,683	1,703
TOTAL REGULAR HOURS		460	250	2,080	2,080	1,683	6,553
% of Time Spent on MPO funded activities		22.12%	12.02%	100%	100%	81%	

Notes:
Other in-kind assistance is provided by many people in KDOT, Topeka, and Shawnee County. This assistance to the MTPO is not included in this budget.
This UPWP Budget is designed to account for USDOT funds spent on the regional 3C planning program.
This budget is based on regular hours for one calendar year (2,080 hours) for each full-time employee and does not include overtime pay.
This budget includes funding for FHWA and FTA allocations to KDOT and KDOT sub-allocations of CPG funds to the MTPO.
The federal funds from FHWA and FTA are combined into one Consolidated Planning Grant (CPG) administered by KDOT and the MTPO.

5.3 General Studies & Plan Review Activities: $21,696

Sub-regional plans for neighborhoods and corridor plans in the Topeka Urbanized Area are ongoing. The MTPO staff supplies reviews, comments and in some instances supplies data for these cases. The MTPO staff will continue this process of providing transportation related comments to transportation planning partners as these studies arise whether they are MTPO led or managed by other entities. This particular task is largely performed by the Planning Director, who participates in the oversight of all transportation aspects related to all new projects. This is done as part of the plan review team that meets in the preliminary stages of plan approvals. Though the Planning Director, who also serves as the MTPO Secretary, has always performed this role as part of the MTPO staff, we had not been recording his time in the UPWP budget. Due to City budget cuts caused by Covid-19 we are now including these charges. Thus, this category's budget has increased from past years.

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

2 The MTPO staff along with the Complete Streets Advisory Committee will review new projects to ensure compliance with Complete Streets standards. This includes accommodating all-modes of transportation.

3 Staff also provides guidance for transportation related issues on all Neighborhood Plans which are also produced in the Planning Department.

4 MTPO staff and partners will review current Functional Classification of Roads for possible re-classifications.

Products & Timeline

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

2021 UPWP Itemized Budget	UPWP#	Total MPO (CPG Eligible) Activities	Other (CPG Competitive Funds)
Program Support & Administration	1		
1.1 General Admin.		$40,784	
1.2 Committee Support		$16,481	
1.3 UPWP & Budget		$14,373	
1.4 Training		$5,647	
Direct Non-staff Charges			
TransCad Software License		$1,200	
REMI Software License		$8,000	
ArcMap Software License		$1,689	
Tech. Support Group		$6,491	
I.T. Fees		$10,317	
Office Supplies/Printing/Advertising		$1,820	
Staff Conference Costs /Travel		$4,500	
MTP	2	$32,022	
TIP	3	$21,803	
Public Participation Plan	4	$5,476	
Corridor and Special Studies	5		
5.1 Bikeways Activities		$27,398	
5.2 Pedestrian Planning Activities		$19,526	
5.3 General Studies		$25,759	
5.4 Performance Measures		$5,814	
Regional ITS Architecture	6	$2,053	
Transit Planning Activities	7	$64,826	
Consultant Contracts			
MTP Update Consultant		$85,000	
BCBS Grant Coordinator		$10,000	
TMTA Bldg. Relocation Study		$30,000	
Total Costs of 2021 Program		$440,979	

CPG & Matching Share	
Federal Funds Being Used (80%)	$352,783
Topeka Cash (Local Match)	$69,402
TMTA Cash (Local Match)	$18,794
Total Expenditures	$440,979

Estimate of available CPG funds for 202

2021 CPG Allocation	$302,00
2021 Supplement *	$165,00
2021 Total 2021 CPG:	$467,00
2021 CPG funds programmed	$352,78
2021 Unencumbered funds	$114,21

*Estimated 2020 Carryover

Bylaws for the Metropolitan Topeka Planning Organization (MTPO)
Technical Advisory Committee (TAC)

Section 1. Name

The name of this organization, established by the Designation Agreement executed on March 3, 2004, between the City of Topeka, the Kansas Department of Transportation (KDOT) and the Topeka Metropolitan Transit Authority (TMTA), shall be the Metropolitan Topeka Planning Organization (MTPO) Technical Advisory Committee (TAC).

Section 2. Purpose

In accordance with 23 USC 134 and 49 USC 5303-5306, the MTPO is charged with conducting regional transportation planning on a continual basis, in conjunction with other comprehensive planning efforts impacting the transportation system, most notably land use planning, and to do planning work in a cooperative manner with KDOT and TMTA as partners in the process.

The purpose of the TAC is to: provide analysis; foster discussions of transportation planning issues; guide and assist the MTPO staff with drafting MTPO documents; formulate and offer recommendations concerning transportation policies to the MTPO Policy Board; offer recommendations concerning project selections to the MTPO Policy Board; and, perform other transportation planning related duties as assigned by the MTPO Policy Board.

The TAC is to lead the technical process of transportation planning for the region, and the MTPO staff is to work toward completing work tasks directed by the TAC and approved in the Unified Planning Work Program (UPWP).

Section 3. Membership

3.1 TAC Composition

The membership of the TAC is as follows:

Voting Members

a. Topeka Planning Director
b. Topeka Public Works Director
c. Shawnee County Planning Director
d. Shawnee County Public Works Director
e. One representative from KDOT as designated by the Director of Planning and Development
f. The General Manager of the TMTA or designee
g. Topeka Transportation Planner
h. The KDOT Metro Engineer for Topeka
i. Other individuals designated by the MTPO Policy Board

Ex-Officio (non-voting) Members

a. The cities of Auburn, Rossville, Silver Lake, and Willard each may appoint one representative
b. One representative from the FHWA as designated by the Kansas Division Administrator

c. One representative from the FTA as designated by the Region 7 Administrator
d. One representative from the KDOT Bureau of Local Projects as designated by the Director of Engineering and Design
e. Other individuals selected by the voting membership of the TAC and approved by the MTPO Policy Board

Ex Officio members shall sit with the same rights and privileges as TAC voting members (request agenda items, participate in discussions, advise the TAC, receive meeting packets, etc.) except that non-voting members shall not have the right to present resolutions, motions or second same, or to vote upon any motions or resolutions of the TAC.

3.2 Member Termination

A person's membership on the TAC shall be terminated upon the member leaving his or her position named for membership on the TAC. The "position" however will remain a viable one on the TAC and will be filled by the appointed replacement of the exiting member or as otherwise agreed upon by the TAC membership.

3.3 Alternates

Each TAC member will provide the names of their alternates to the Chair and Secretary. The alternate must be a member of the same body that the TAC member represents. The alternate for voting members will retain the voting privilege.

The alternate does not assume the power of position for the person they are representing (e.g., if the Chair sends an alternate to a meeting then that alternate does not act as Chair).

Section 4. Officers

4.1 Election of Chair and Vice-Chair

The officers of the TAC shall be a Chair, Vice-Chair and Secretary.

The Chair and Vice-Chair shall be elected by the TAC voting membership at a regular meeting during the fourth quarter of each year. Terms for Chair and Vice-Chair shall begin January 1st. Their term of office shall be one (1) year. The Chair and Vice-Chair positions are to be filled by voting members of the TAC.

The Chair and Vice-Chair cannot represent the same government.

The same government cannot hold the Chair in consecutive years.

In the absence of the Chair and Vice-Chair, the TAC Secretary shall call for the election of a temporary Chair. This temporary Chair shall run the meeting until either the elected Chair or Vice-Chair arrives. Upon the arrival of the Chair, or Vice Chair, the temporary Chair shall relinquish the Chair duties upon conclusion of the business item immediately before the TAC.

4.2 Chair

The Chair shall preside at TAC meetings, approve TAC meeting agendas, schedule TAC meetings, appoint sub-committees, and recommend work assignments of TAC members, and present draft documents to the MTPO Policy Board for approval.

4.3 Vice-Chair

The Vice-Chair shall serve as Chair in the absence of the Chair.

4.4 Secretary

The MTPO Policy Board Secretary (which according to the MTPO Designation Agreement is the Topeka Planning Director) shall either serve as the TAC Secretary or appoint a MTPO staff member to that position.

Section 5. Quorum

A quorum of the TAC shall consist of a majority of the voting members (initially 4 of 6). The TAC shall conduct no official business in the absence of a quorum. A quorum is not lost when a member or members abstain from voting.

Should a quorum not be obtained within fifteen (15) minutes after the time appointed for the TAC meeting, the TAC has the following two options:

1. The Chair may adjourn the meeting. In that event, those members present may, by unanimous agreement, select another hour and/or day to meet

2. Those members present may, by unanimous agreement, select to continue the meeting as an information meeting to discuss items on the agenda, but no Official actions will be taken.

Section 6. Meetings

6.1 Regular Meetings

The TAC shall meet in regular meetings not less than four (4) times per year. Regular meeting dates will be held not more than once monthly unless otherwise indicated as a “Special Meeting”. Changes to this date must be approved by a majority of the TAC voting members. The location for regular meetings shall be as agreed to by a majority of the voting members.

Members shall be allowed to teleconference, video conference or other means of electronic conferencing, hereinafter known as “electronic conferencing”, into any meeting should the meeting location allow for such activities and all regulations in the Kansas Open Meeting Act (KOMA), KSA 75-4317 et seq., regarding electronic conferencing are followed.

Regular TAC meetings must be held at least ten (10) calendar days before the MTPO Policy Board meets in order to provide ample time to have the Policy Board consider items from the latest TAC meeting. The Chair shall request that the TAC Secretary give members notice of regular meetings not less than seven (7) calendar days prior to the meeting.

6.2 Special Meetings

Either the TAC Chair or a majority of the voting members may call Special TAC meetings. The TAC Chair shall give members notice of special meetings not less than seven (7) calendar days prior to the meeting. In the event that the caller of the special meeting wishes to cancel or change the meeting time, notice of such cancellation or change shall be made as soon as practical.

6.3 Meeting Locations

All TAC meetings will be held at accessible locations.

6.4 Voting Requirements

Each TAC voting member shall have one vote. In the absence of a regular TAC voting member, the designated alternate shall have the voting power. Members or their alternates must be physically present at the meeting to vote unless the Chair allows a phone/computer connection to stand in place of their physical attendance. Proxy voting is not allowed at TAC meetings.

6.5 Agendas

Regular TAC Meetings

There shall be an official agenda for every regular meeting of the TAC, which shall determine the order of business conducted at the meeting. The MTPO staff shall draft a meeting agenda. The draft agenda will be presented to the Chair for review, possible revision and approval. Upon TAC Chair approval the agenda will be distributed to TAC members. Meeting agendas sent to TAC members will be accompanied by appropriate materials (e.g., staff reports, draft documents, etc.). Regular meeting agendas shall be distributed to TAC members at least seven (7) calendar days in advance of the meeting. Upon delivery of the agenda to TAC members the agenda shall be available for public inspection at the MTPO office and posted on the web site as soon as possible.

Special Meetings

Special TAC Meeting agendas are restricted to the business designated in the call for the meeting.

6.6 Record of Proceedings

All actions of the TAC shall be by approval of draft resolutions, draft documents, or motions. Since the TAC is an advisory committee of the MTPO Policy Board, which is the MPO for the Topeka Area, actions by the TAC to approve items will constitute official technical committee recommendations to the MPO. The TAC is charged with providing the best possible professional recommendations on MPO matters to the MTPO Policy Board. All approvals of items by the TAC shall be noted by the TAC Secretary and placed in the meeting minutes kept in the MTPO files.

At all TAC meetings the Secretary shall record a roll of members present, take brief summary notes of the proceedings, and create a record of votes taken to approve items. After the TAC meetings the Secretary shall draft meeting minutes. Once drafted by the Secretary the draft minutes shall be reviewed by the Chair and placed on the agenda for approval at an upcoming meeting. Minutes shall be reviewed by all TAC members and approved by a 2/3 vote of the voting members. Once approved the minutes are to be distributed to TAC members and posted on the MTPO's web site by the Secretary.

The Secretary will prepare TAC approved items for submission to the MTPO Policy Board and deliver those items to the TAC Chair for presentation to the MTPO Policy Board.

6.7 Parliamentary Authority

The TAC shall establish parliamentarian rules for the conduct of TAC meetings by a two-thirds vote of the voting members.

6.8 Open Meetings

All meetings of the TAC shall be open to the public.

All MTPO PB, TAC, and approved sub-committee meetings shall be open to the public, and shall be conducted in compliance with the Kansas Open Meeting Act (KOMA), KSA 75-4317 et seq., All meetings must be held at a public location, which conforms to the accesses regulations in the US Americans with Disabilities Act.

All MTPO PB, TAC, and approved sub-committee meetings shall conform to the Requirements set forth in the MTPO Public Participation Plan hereinafter known as The "PPP", which has been developed to conform to the regulations set forth in the 2015 Fixing Americas Surface Transportation (FAST) Act legislation and all subsequent federal transportation acts.

6.9 Conflict of Interest

No member of the TAC shall participate in, discuss or vote on a matter in which he or she has a substantial interest as defined by K.S.A. 74-4301 et seq. Should any member have such a substantial interest on a matter coming before the TAC, the Chair shall declare an abstention for each affected member for that item on the agenda.

Section 7. Staff Support

As described in the Designation Agreement, the Topeka Planning Department shall provide staff to the MTPO for the completion of work task as outlined in the annual Unified Planning Work Program (UPWP). MTPO staff will also work with the TAC members to complete the work tasks described in the UPWP.

Section 8. Sub-Committees

The TAC Chair, with the confirmation of the majority of the voting TAC jurisdictions, may establish temporary ad-hoc subcommittees from within and outside its membership to consider such matters and perform such tasks that are within the TAC's current responsibilities, or as are referred to them by the Policy Board.

Such sub-committees may include Policy Board members, TAC members, local officials, public citizens, and others as recommended by the TAC or approved by The Policy Board. All TAC authorized ad-hoc committee meetings shall be open to the public unless the meeting is authorized to meeting privately by the Policy Board with a three-fourths (3/4) majority of the Policy Board voting membership. Should a closed session be held, all rules and regulations regarding closed session meeting procedures and documentation as outlined in the Kansas Open Meeting Act (KOMA), KSA 75-4317 et seq., will be strictly adhered to

The TAC Chair may set a sunset date for the sub-committee, at which time the Committee would be dissolved unless otherwise extended by the Chair or the majority of the voting TAC Committee members.

Sub Committees shall choose from among their members authorized representatives a Chair and a Vice-Chair.

Periodic presentations to the TAC by representatives of approved subcommittees will be accommodated when needed throughout the year. These meetings can be at the request of either party.

Section 9. Amendments to the TAC Bylaws

These bylaws may be amended by a two-thirds vote of the TAC voting membership at any regular meeting, provided that the members have been notified in writing of the proposed change at least seven (7) calendar days in advance and the proposed amendment has been placed on the agenda. The TAC Chair shall propose amendments to these bylaws whenever changes are made to the MTPO Designation Agreement that make a Bylaws change necessary to avoid conflicts and/or confusion between the TAC Bylaws and MTPO Designation Agreement. All amendments to these Bylaws shall be recorded by date and incorporated into the official master copy of these Bylaws filed at the MTPO office. Copies of new revised Bylaws shall be delivered to TAC members (both voting and non-voting) at the next regular TAC meeting following the approval of amendments.