

TECHNICAL ADVISORY COMMITTEE

Call to Order/Opening Business

1. Roll Call
2. Approval of Minutes for July 14, 2022
3. Public Comment

Presentation

None

Action Items

1. 2021-2024 TIP Amendment #10 (Attached) (Carlton Scroggins)
 - a. KA-5766-01: Amended Project. Bridge Replacement, I-470: Bridge #046. Located 0.21 mi. NW of 10th St. (KDOT)

This is an amended project that has a change in cost estimate, and is also moving the schedule from 2024 to 2023. Revisions were made to have project completed prior to letting of the Polk-Quincy Viaduct. (KDOT)

2. UPWP 2022 Amendment #3 (Attached) (Carlton Scroggins)
 - a. Adding a Multi-plan Safe-Routes-to-School Phase 1 Study. This will be a consultant/staff study that was originally a candidate project for a Transportation Alternative grant.

(Request approval to release for public comment)

Discussion/Non-Action Items

2023 UPWP Projects Transit Oriented Development (TOD) (Carlton Scroggins, Andy Fry)

Quick Updates

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.

CITY OF TOPEKA
METROPOLITAN TOPEKA PLANNING ORGANIZATION
Technical Advisory Committee (TAC)

M I N U T E S
July 14, 2022

Voting Members present: Andy Fry (TMTA); Steve Baalman (KDOT); Carlton Scroggins (COT/MTPO); Ryne Dowling (KDOT) Bill Fiander (COT); Joni Thadani (SNCO Planning) (6)
(via video conference)

Voting Members absent: Braxton Copley (COT PWks); Curt Niehaus (SNCO PWks) (2)

City Staff present: Taylor Wolfe (Planning), Kris Wagers (Planning)

Opening Business

Welcome – Mr. Fry called the meeting to order with 6 logged in for a quorum.

Approval of Minutes for June 9, 2022 - Motion by Mr. Fiander, second by Mr. Baalman. APPROVED 6-0-0

Public Comment - none

Polk/Quincy Viaduct Update by Brian Armstrong of Bartlett & West Engineers

Mr. Armstrong provided an update on the Polk Quincy project, taking questions as they were asked. Also present on Zoom was Paul Kulseth from KDOT Program Management and Steve Baalman, TAC member and KDOT staff highly involved in the project.

Mr. Armstrong reviewed current plans for overall design concept, phasing, street closures and alternate routes, etc. There is a 2 year construction schedule and a target date of July 2024 to have all utilities relocated.

At this point, letting is projected to begin in October 2024.

It has been confirmed that the building located at 124 SW Harrison will not be removed due historic architectural details.

At the close of the update Mr. Baalman gave a brief update on the current repair project which started this past Spring. The goal is to get the eastbound side of the bridges south of Downtown finished this year and the westbound side finished next year. He also stated that a full closure of west-bound I-70 is expected for approximately 2 weeks this August. This is due to complications from the breakdown of the barrier wall.

2021-2024 TIP Amendment #9 – Request approval to be posted for public comment

Mr. Scroggins reviewed the amendment items and answered questions as they were asked.

- a. **KA-6232-02: New Project. Construction phase of project KA-6232-02, Culvert #512 repair. Located @ I-70 (Kansas River Drainage) 0.58 mi. E. of US-75. (KDOT)**
Per Mr. Scroggins, this is an extension of project 6232-01.
- b. **TE-0505-02: Amended Project. Topeka Bikeways trail connections (various). Revised let date, from 10/22 to 4/23. (Topeka)**

DRAFT

- c. **TE-0505-03: Amended Project. Topeka Bikeways infrastructure along Tyler St., construct 10' paths. Revised let date, from 10/22 to 4/23. (Topeka)**
- d. **TE-0505-01: Administrative Revision. Bikeways, Kansas Ave Bridge & Roadway from SW 3rd St. to NE Laurent St., Changed let date from Sept. to Dec.**
- e. **TMTA Operating Funding: Administrative Revision. 2022-2024 Operating expenses.**
Mr. Scroggins explained that the two categories with changes are Mill Levy and Fares.

Motion by Mr. Baalman to approve the document to go out for public comment; **second** by Mr. Fiander. **APPROVED** 6-0-0

Update on BIL Grant

Ms. Wolfe explained that City of Topeka Engineering Department is uncertain as to whether or not we qualify for this grant, so additional information is currently being obtained. The application is due in September.

2023 UPWP Projects

Mr. Scroggins reported that there is a meeting scheduled for Monday of next week to begin soliciting projects for the 2023 UPWP.

With nothing more on the agenda, meeting adjourned at 3:01PM



Amend. #10 2021-2024

Policy Board Date: 7/25/22

Projects Included:

- 1) **KA-5766-01:** Amended Project. Bridge Replacement, I-470: Bridge #046. Located 0.21 mi. NW of 10th St. (KDOT)



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Transportation
Improvement
Program

TIP

PROJECT DATA SHEET

Amendment **2021-2024 TIP**
TIP #: 1-20-03-3 **KDOT#:** KA-5766-01
Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Bridge #046 on I-470 in Shawnee County
Fiscal Year(s): 2021-2024
Location: I-470: Bridge #046 located 0.21 miles Northwest of 10th Street
Total Project Cost: \$396,400.00

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

PROJECT Description and Justification: Bridge Replacement

REASON FOR CHANGE: Revised FY from 2025 to 2024 and revised schedule advancing M22 PRCOM from June 27, 2024 to April 6, 2023. Project is authorized for PE only to C29-Field Check Stage.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2023		39.64					
PE	2023	356.76		Y			NHPP	2024
TOTAL		356.76	39.64					


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

Funding Summary Table 2021 through 2024

		Metropolitan Topeka Planning Organization				Metropolitan Topeka Planning Area				Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority				Amendment #10	
		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								\$ 141,267,518	
	State	\$ 11,921,500	\$ 46,579,700	\$ 47,278,396	\$ 240,800,000	\$ 346,579,596								\$ 6,463,756	
	Federal	\$ 5,815,866	\$ 5,903,104	\$ 39,232,000	\$ 6,081,525	\$ 57,032,495								\$ 743,535	
	Sub-Totals	\$ 74,908,391	\$ 103,210,858	\$ 136,112,413	\$ 284,743,847	\$ 598,975,509								\$ 148,474,809	
Transit															
	Local	\$ 6,800,000	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 27,800,000								\$ 6,758,000	
	State	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 3,200,000								\$ 800,000	
	Federal	\$ 2,500,000	\$ 3,200,000	\$ 3,600,000	\$ 4,000,000	\$ 10,600,000								\$ 8,694,500	
	Sub-Totals	\$ 10,100,000	\$ 10,900,000	\$ 11,400,000	\$ 11,900,000	\$ 44,300,000								\$ 18,952,500	
	Totals	\$ 85,008,391	\$ 114,110,858	\$ 147,512,413	\$ 296,643,847	\$ 643,275,509									
Programmed Expenditures															
Road and Bridge															
	Local	\$ 23,848,600	\$ 14,228,100	\$ 8,726,700	\$ 7,292,500	\$ 54,095,900									
	State	\$ 11,856,500	\$ 47,231,100	\$ 40,228,240	\$ 240,800,000	\$ 340,115,840									
	Federal	\$ 7,077,100	\$ 5,744,500	\$ 39,232,000	\$ 4,235,360	\$ 56,288,960									
	Sub-Totals	\$ 42,782,200	\$ 67,203,700	\$ 88,186,940	\$ 252,327,860	\$ 450,500,700									
Transit															
	Local	\$ 42,000	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 21,042,000									
	State	\$ -	\$ 800,000	\$ 800,000	\$ 800,000	\$ 2,400,000									
	Federal	\$ 167,700	\$ 1,737,800	\$ -	\$ -	\$ 1,905,500									
	Sub-Totals	\$ 209,700	\$ 9,437,800	\$ 7,800,000	\$ 7,900,000	\$ 25,347,500									
	Totals	\$ 42,991,900	\$ 76,641,500	\$ 95,986,940	\$ 260,227,860	\$ 475,848,200									

Notes for Funding Programmed in the TIP

- This table includes all of the forms of anticipated funding listed herein including local funds in excess of what is needed to match federal and state funding sources.
- Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.
- State Funding includes funds anticipated to be converted to Federal Funds at a later date.
- This table includes Active Project Work Phases ONLY



TRANSPORTATION
IN MOTION

UPWP AMENDMENT

2022

Amendment #1

Policy Board Date: 8/25/22

Amendment Summary:

- 1) **Update Project Listing:** Adding a multi-school Safe-Routes-to-School Plan. This project was originally planned as a candidate for a Transportation Alternatives (TA) Grant however is now being added as a Consolidated Planning Grant (CPG) as the CPG funding amount has been increased.

The project is being amended into the 2022 UPWP so that the procurement process can begin and that a consultant can possibly be in place by January 2023.

(Project and funding tables are attached)



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2022 UPWP Itemized Budget	UPWP#	Amend. #3	Amend. #2	Amend. #1
Program Support & Administration	1			
I.1 General Admin.		\$44,424	\$44,424	\$44,424
I.2 Committee Support		\$22,760	\$22,760	\$22,760
I.3 UPWP & Budget		\$19,492	\$19,492	\$19,492
I.4 Training		\$3,607	\$3,607	\$3,607
Direct Non-staff Charges				
TransCad Software License		\$1,200	\$1,200	\$1,200
REMI Software License		\$8,000	\$8,000	\$8,000
ArcMap Software License		\$1,689	\$1,689	\$1,689
Tech. Support Group		\$6,491	\$6,491	\$6,491
I.T. Fees		\$10,317	\$10,317	\$10,317
Office Supplies/Printing/Advertising		\$1,820	\$1,820	\$1,820
Staff Conference Costs /Travel		\$4,500	\$4,500	\$4,500
MTP	2	\$28,596	\$28,596	\$28,596
TIP	3	\$17,986	\$17,986	\$17,986
Public Participation Plan/Title V	4	\$4,643	\$4,643	\$4,643
Corridor and Special Studies	5			
5.1 Bikeways Activities		\$27,960	\$27,960	\$27,960
5.2 Pedestrian Planning Activities		\$17,014	\$17,014	\$17,014
5.3 General Studies		\$26,636	\$26,636	\$26,636
5.4 Performance Measures		\$4,652	\$4,652	\$4,652
5-5 BCBS Grant Planner Activities		\$7,194	\$7,194	\$7,194
Regional ITS Architecture	6	\$2,130	\$2,130	\$2,130
Transit Planning Activities	7	\$64,873	\$64,873	\$64,873
Consultant Contracts				
SRTS Multi-Plan Phase I		\$150,000		
MTP Update Consultant		\$148,985	\$148,985	\$137,434
BCBS Grant Coordinator		\$12,625	\$12,625	\$12,625
Bikeways Master Plan Phase V Consultant		\$50,000	\$50,000	\$50,000
Total Costs of 2022 Program		\$687,594	\$537,594	\$526,043

CPG & Matching Share	Amend. #3	Amend. #2	Amend. #1
Federal Funds Being (80%)	\$550,075	\$430,075	\$420,834
Topeka Cash (Local Match)	\$124,725	\$94,724	\$92,414
TMTA Cash (Local Match)	\$12,794	\$12,794	\$12,794
Total Expenditures	\$687,594	\$537,594	\$526,043

Estimate of available CPG funds for 2022	Amend. #3	Amend. #2	Amend. #1
2022 CPG for MTPO	\$544,072	\$544,072	\$302,000
2021 Carryover	\$154,159	\$154,159	\$154,174
Total 2022 CPG	\$698,231	\$698,231	\$456,174
2022 CPG funds programmed	\$550,075	\$430,075	\$420,834
Unencumbered 2020 funds	\$148,153	\$268,156	\$35,340

Tasks (fully Loaded Labor)		UPWP #	Consultant & Supply Costs	Planning Dir.	Office Specialist	Transportation Planning Manager	Transportation Planner	Topoka Metro. Transit planner	Total Fully Loaded Labor	% of Total
<u>MTPO Program Support & Administration</u>		1								
1.1 General Admin.				\$0	\$7,493	\$18,130	\$18,801	\$0	\$44,424	6.46%
1.2 Committee Support				\$716	\$0	\$8,806	\$13,238	\$0	\$22,760	3.31%
1.3 UPWP & Budget				\$0	\$0	\$14,504	\$4,988	\$0	\$19,492	2.83%
1.4 Training				\$0	\$0	\$2,072	\$1,535	\$0	\$3,607	0.52%
Metropolitan Transportation Plan		2		\$10,745	\$0	\$11,137	\$6,715	\$0	\$28,597	4.16%
Transportation Improvement Plan		3		\$0	\$0	\$16,835	\$1,151	\$0	\$17,986	2.62%
Public Participation Plan		4		\$0	\$0	\$3,108	\$1,535	\$0	\$4,643	0.68%
<u>Corridor and Special Studies</u>		5								
5.1 Bikeways Activities				\$6,089	\$0	\$10,360	\$11,511	\$0	\$27,960	4.07%
5.2 Pedestrian Planning Activities				\$2,865	\$0	\$6,475	\$7,674	\$0	\$17,014	2.47%
5.3 General Studies/Plan Reviews				\$12,535	\$0	\$7,770	\$6,331	\$0	\$26,636	3.87%
5.4 Target Setting/Performance Measures				\$0	\$0	\$3,885	\$767	\$0	\$4,652	0.68%
5.5 BCBS Grant Planner Activities				\$0	\$0	\$2,590	\$4,604	\$0	\$7,194	1.05%
Regional ITS Architecture		6		\$0	\$0	\$1,554	\$576	\$0	\$2,130	0.31%
Transit Planning Activities		7		\$0	\$0	\$518	\$384	\$63,971	\$64,873	9.43%
SRTS Multi-Plans Phase I			\$150,000						\$150,000	22%
MTP Update Consultants			\$148,985						\$148,985	21.67%
BCBS Grant Coordinator			\$12,625						\$12,625	1.84%
Bikeways Master Plan Phase V Consultants			\$50,000						\$50,000	7.27%
MTPO Staff Non-Direct Charges			\$34,017						\$34,017	4.95%
Total:			\$234,076	\$32,950	\$7,493	\$107,744	\$79,810	\$63,971	\$687,594	100%

PRODUCTS & TIMELINE

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

5.2 PEDESTRIAN PLANNING ACTIVITIES:

\$17,014

1. Work with city and county departments to determine a priority order for sidewalk placement for sidewalks purchased through different funding sources (as warranted on a project by project basis)
2. Assist with survey of sidewalks. (as warranted on a project by project basis)
3. Update Pedestrian Plan sidewalk priorities.
4. Participate in planning meetings with City/County regarding placement of sidewalks.
5. Recording and tracking of new and reconstructed sidewalks in the MTPO Area.

SAFE-ROUTES-TO-SCHOOL MULTI-PLANS PHASE I CONSULTANTS: \$150,000

6. Prepare RPF documents for release,
7. Initiate consultant procurement process for a late 2022/early 2023 hire.

PRODUCTS & TIMELINE

1. Record of new and reconstructed sidewalks in MTPO Area. (ongoing)
2. Updated Pedestrian Plan sidewalk priorities list (ongoing)

BIKEWAY PHASE V CONSULTANTS: \$50,000

1. Prepare RPF documents for release,
2. Initiate consultant procurement process for an early 2023 hire.

Transit Oriented Development (Brief Discription)

Transit Oriented Development in the same vein as complete streets or vision zero is another way of making more intentional planning and engineering decisions about the layout of our communities and transportation right of ways.

Transit oriented development (TOD) looks like developing multiunit housing and retail directly adjacent to arterials, rather than mandating antiquated parking setbacks for cars. In addition, TOD encourages zoning that enables multi-use development with retail, and commercial space on the first floor, followed by office space and perhaps topped off by residential space. This denser development pattern typically leads to higher frequency of pedestrian modes of transportation and leads to further implementation of transit use and pedestrian safety infrastructure for walking along and across vehicular traffic lanes.

There are inherent efficiencies when you design both residential and commercial development along transit lines that allow citizens to spend less time and money on transportation and allows them to live a simpler life closer to their daily needs like grocery, pharmacy, work and entertainment. In addition, there are economic development savings leaving further portions of their income to spend locally on goods and services than on car ownership, fuel and repairs. Finally this leaves our local and state funds to not have to replace roadways as frequently with higher use of transit facilities and fewer miles traveled by single occupancy vehicles in the inefficient way many travel in Topeka today.

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