



## TAC AGENDA

July 14, 2023, 2:00PM

Hybrid -Zoom Videoconference &  
Holliday Bldg. Sunflower conference  
room (2<sup>nd</sup> Floor.)

### TECHNICAL ADVISORY COMMITTEE

#### Call to Order/Opening Business

---

1. Roll Call
2. Approval of Minutes for July 13, 2023
3. Public Comment

#### Action Items

---

1. 2024-2027 Transportation Improvement Plan (TIP) Final Draft (Attached) **Carlton Scroggins**
  - a. The Draft TIP has had a few project updates submitted by MTPO partners since the July TAC and Policy Board meetings.
2. Public Participation Plan (PPP) Draft revision: (Attached) **Carlton Scroggins**
  - a. As is suggested, periodically the PPP should be reviewed and revised as needed to keep abreast of Transportation Bill changes, and modifications or advancements in Public participation techniques. A few changes were made to reflect the new Transportation Bill. The changes are highlighted in the attached draft document.
3. 2024 Unified Planning Work Program (UPWP) Final Draft: (Attached) **Carlton Scroggins**
  - a. There were no substantive changes or project additions to the UPWP since the July TAC meeting presentation. Only notable change was the inclusion of the 2.5% Complete Streets/Multi-Modal Safety funding provision outlined on p. 4, and demonstrated in the Itemized Budget listing on page 25.

(Request approval to release all documents for public comment)

#### Discussion/Non-Action Items

---

None

#### Quick Updates

---

1. Bikeways Circulation Study - Phase V of Bikeways Master Plan (**Taylor Ricketts**)
2. Safe-Routes-To-School phase I Study (**Taylor Ricketts**)
3. September Annual Bike Counts (**Taylor Ricketts**)

#### 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)**

**MINUTES**

July 13, 2023

**Voting Members present:** Steve Baalman (KDOT); Braxton Copley (COT PWks); Ryne Dowling (KDOT); Rhiannon Friedman (COT Planning & Development); Andy Fry (TMTA); Curt Niehaus (SNCO PWks); Carlton Scroggins (COT/MTPO); Joni Thadani (SNCO Planning) (via Zoom) (8)

**Voting Members absent:**

**City Staff present:** Taylor Ricketts (MTPO/Planning); Amanda Tituana-Feijoo (COT Planning and Development)

**Opening Business**

Welcome – Mr. Niehaus called the meeting to order with 8 for a quorum.

**Approval of Minutes** for April 13, 2023 - Motion by Mr. Copley, second by Ms. Thadani.

APPROVED 8-0-0

Public Comment – Introduction of Rossville Representative, Myrion Leinwetter

**Action Items**

2021-2024 TIP-Amendment 13 (Carlton Scroggins)

- a. **KA-1266-04:** Polk/Quincy Viaduct approach roadway. (**Revision:** 2% increase, revised cost to reflect March bi-annual estimate.)
- b. **KA-7143-01:** Remove all deteriorated and existing pavement markings and replace with multi-component pavement markings. \*\*\*CHILD PROJECT FOR KA-0431-23 (**New project**)
- c. **TE-0505-02:** Bikeways Trail Connections (**Revision:** Revised dates 9/23 to 12/23)  
\*Waiting to hear back from the railroad, and that is why there has been a pushback on the dates.
- d. **KA-5766-01:** Bridge #046 on I-470 in Shawnee County. Bridge replacement. (**Amendment:** 37% cost increase)
- e. **KA-6930-01:** Repair Bridge #162 on US-75 in Shawnee County (**New**)  
\* This was originally apart of amendment 12, and should not be included with this particular amendment.
- f. **C-5033-01:** Topeka Blvd at 57th, University & Gary Ormsby: Upgrade traffic signals with protected lefts for RR Crossing and at intersections with left turn bays. (**Revision:** Revised letting date from June to September 2023, fiscal year from 2023 to 2024)  
\* KDOT has received the building permits from the railroad, so hopefully this project can move forward soon.

DRAFT

- g. **KA-6740-01:** Repair bridge #154 and #162 on US-75 in Shawnee county (**Revision:** Revised letting date from June 2023 to September 2023, fiscal year from 2023 to 2024 and cost estimate to reflect change in fiscal year)  
(Request approval to release for public comment)

**Motion** by Mr. Dowling to release the amendment to go out for public comment; **second** by Mr. Baalman.  
**APPROVED** 8-0-0.

### Discussion/Non-action Items

#### 2024-2027 TIP Development Draft

Every two years, the “4 year” Tip gets updated in order to reduce the number of amendments. There will be a new bill to define. There are two parts to the draft document: the project listing and the sourcing of funds. Conversation was held regarding the exchange of state funds and federal funds.

After an inquiry, Mr. Scroggins informed the group on how projects get selected, and how the funding is utilized.

The suggestion was made for changes going forward to be done in red lines, so that changes can be seen.

### Quick Updates

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

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

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

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

Andy Fry informed the group that Topeka Metro received a 7 million dollar grant for electric buses. This will bring Topeka Metro to a total of 7 electric buses. Mr. Fry also informed the group of the results for the public meeting for upcoming route changes.

Meeting adjourned at 2:57PM.

**METROPOLITAN TOPEKA PLANNING ORGANIZATION**  
TOPEKA, KANSAS

**TRANSPORTATION IMPROVEMENT PROGRAM**

FEDERAL FISCAL YEARS 2024-2027

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 & Development Department  
620 SE Madison, 3<sup>rd</sup> floor, Unit 11  
Topeka, KS 66607  
(785) 368-3728

**Metropolitan Topeka Planning Organization  
Transportation Improvement Program (TIP)  
2024 – 2027**

**Table of Contents**

Introduction .....	4
Purpose & Definition of the TIP Policy.....	7
TIP Amendment Schedule.....	7
TIP Development.....	8
TIP Approval Process & Fiscal Analysis .....	9
Project Evaluation and Selection .....	18
Performance Measures.....	18
Performance Measures (1): Safety .....	18
Performance Measures (2): Infrastructure-Pavement & Bridge Conditions.....	20
Performance Measures (3): Freight & Economic Vitality .....	25
Performance Measures (4): Congestion Reduction/Modes-Active Transportation (Bike-Pedestrian)....	29
Performance Measures (5): System Reliability/Congestion Reduction: Transit- .....	38
TIP Amendment Process .....	42
Status of Major Projects from previous TIP .....	43
Environmental Justice & Title VI Assurance.....	44
TIP Project Explanation & Agency Fiscal Years .....	49
Roadway and Bridge Projects .....	52
Transit and Paratransit Projects .....	68
Funding Summary Table .....	74
Regionally Significant Defined .....	75
Functional Classification of Roads .....	80
.....	79
MTPO Self-Certification .....	81
Metropolitan Planning Area (MPA) Map.....	82



## **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 (MTPO)

## **Introduction**

---

The Transportation Improvement Program (TIP) is a short-range program that identifies transportation projects to be implemented in the Metropolitan Topeka Planning 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.

## **Funding Overview:**

### **Current Transportation Bill: Bipartisan Infrastructure Law (BIL)**

On July 28<sup>th</sup>, 2021 President Biden and the bipartisan group announced agreement on the details of a once-in-a-generation investment in our infrastructure. The BIL continues the Metropolitan Planning Program (MPP) which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas, continuing all funding features that applied to Metropolitan Planning (PL) funding under the FAST Act. The BIL includes an investment of \$350 billion in highway programs. Program oversight is a joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) responsibility. Notables from a transportation funding perspective is that the BIL:

- Makes the largest federal investment in public transit ever
- Makes the largest federal investment in passenger rail since the creation of Amtrak
- Makes the single largest dedicated bridge investment since the construction of the interstate highway system

The legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The BIL authorizes up to \$108 billion to support federal public transportation programs.

### **BIL Metropolitan Planning Program Funding**

	<b>Annual Allocations</b>				
Fiscal year (FY)	2022	2023	2024	2025	2026
Contract authority	438 M*	\$447 M*	\$456 M*	\$465 M*	\$474 M*

\*Calculated (sum of estimated individual State MPP apportionments)



## Bipartisan Infrastructure Law 2022-2026 Transportation Funding Breakdown

- \$1.2 trillion nationwide over 5 years (60% Formula Funds, 40% Competitive Grants)
- \$3.8 Billion total for Kansas
- \$730 million for KS Transportation (Not use it or lose it funds):

	Avg. Annual	5-Year Avg. Total
Highways:	\$89M	\$445M
Bridges:	\$45M	\$225M
Electric Vehicle Infrsas.:	\$8M	\$40M
Rural Transit	\$3.7M	\$14.8M
<b>Total:</b>	<b>\$145.7M</b>	<b>\$725M</b>

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

[http://ww.fhwa.dot.gov/bipartisan-infrastructure-law/fact\\_sheets.cfm](http://ww.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm)

### 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 that at least \$8 million be invested in each county across Kansas. Investments include 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
  - 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 will also 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.

## **TIP Policy: Purpose & Definition**

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 fiscally constrained, including 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.

## **TIP Amendment Schedule**

---

### **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.

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

- November 2023 (Approved by MTPO on Oct. 26<sup>th</sup>)
- March 2024 (Approved by MTPO on Feb. 22<sup>nd</sup>)
- July 2024 (Approved by MTPO on June 27<sup>th</sup>)
- September 2024 (Approved by MTPO on August 22<sup>nd</sup>)

## 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 MTP. Assistance with determining project consistency is conducted with the help of the MTPO decision making bodies which include the TAC and MTPO Policy Board.

The primary federal funding sources for this region include Surface Transportation Block Grant Program funds (STBG). Through the STBG, the BIL continues the FAST Act's long-standing Surface Transportation Program (STP), 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 been administered.

The BIL continues all prior STP eligibilities, including eligibilities for states to create and operate offices to help design, implement and oversee public-private partnerships. The BIL also continues 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

---

## 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 (Also known as OneDot) 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. 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.

The projects included in the TIP should also be included in the respective local government’s Capital Improvement Plans (CIP). 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.

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 MPA. The following is a listing of current BIL programs carried over from FAST Act legislation.

### **Surface Transportation Block Grant Program**

The STBG program provides flexible funding that may be used by states and localities for projects on any federal-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 accommodations, 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 Clean 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 services 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, 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. An inflation factor of 3.5% was used for each subsequent year.

<b>Road and Bridge O&amp;M</b>					
	<b>Fiscal Year</b>	<b>KDOT**</b>	<b>County</b>	<b>City</b>	<b>Total</b>
Base Cost per Lane Mile*		\$ 3,500	\$ 6,459	\$ 5,896	
Lane Miles		560	635	800	
	2024	\$ 1,860,000	\$ 3,310,000	\$ 7,934,605	\$ 13,104,605
	2025	\$ 1,925,100	\$ 3,425,850	\$ 6,844,135	\$ 12,195,085
	2026	\$ 1,992,479	\$ 3,545,755	\$ 2,044,135	\$ 7,582,368
	2027	\$ 2,062,215	\$ 3,669,856	\$ 2,044,135	\$ 7,776,206
<b>Totals</b>		<b>\$ 7,839,794</b>	<b>\$ 13,951,461</b>	<b>\$ 18,867,010</b>	<b>\$ 40,658,265</b>
*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.					

## 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.

<b>TMTA Operating and Maintenance Costs</b>				
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Operating	\$6,173,829	\$6,420,782	\$6,677,613	\$6,944,718
Maintenance	\$1,886,382	\$1,961,837	\$2,040,311	\$2,121,923
<b>Totals</b>	<b>\$8,060,211</b>	<b>\$8,382,620</b>	<b>\$8,717,924</b>	<b>\$9,066,641</b>

## 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.

<b>TMTA Revenue Sources</b>				
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Fares	800,000	800,000	800,000	800,000
Mill Levy	6,500,000	6,600,000	6,700,000	6,800,000
KDOT	900,000	900,000	900,000	900,000
FTA Grants	4,000,000	4,100,000	4,200,000	4,300,000
Other*	400,000	500,000	500,000	500,000
<b>Total:</b>	<b>\$12,600,000</b>	<b>\$12,900,000</b>	<b>\$13,100,000</b>	<b>\$13,300,000</b>

\* “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 using 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 major City and County revenue 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 a 10-year tax earmarked for street maintenance and improvement projects, engineering and design, maintenance materials, curb and gutter, ADA ramps, alley repair, and 50/50 sidewalk repair. This funding 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 2024-2033 CIP**

Funds received from the Federal government for infrastructure and community improvement projects.

### **G.O. Bond 2024-2033 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 other means of 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 2020. Several phases 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 2023. 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.

<b>City of Topeka Transportation Revenue Sources</b>				
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
General Obligation (GO) bond*	\$6,061,191	\$11,258,776	\$12,041,268	\$10,744,126
General Obligation Bond (Special)	\$0	\$0	\$0	\$0
Citywide 1/2-Cent sales tax	\$17,000,000	\$16,850,000	\$16,850,000	\$16,850,000
Countywide 1/2-Cent sales tax	\$7,408,641	\$7,865,494	\$8,251,318	\$8,581,746
Federal Funds	\$1,525,000	\$1,525,000	\$1,525,000	\$1,525,000
Competitive Grants*	\$800,000	\$800,000	\$800,000	\$800,000
State Motor Fuel Tax (City)	\$5,500,000	\$5,555,000	\$5,610,550	\$5,666,656
<b>Total:</b>	<b>\$32,794,832</b>	<b>\$38,299,270</b>	<b>\$39,467,586</b>	<b>\$38,500,872</b>
*GO Bonds do not include parking or HVAC: it does include Elevation Parkway.				

<b>Shawnee County Transportation Revenue Sources</b>				
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Shawnee Co. General Fund	\$3,310,000	\$3,310,000	\$3,310,000	\$3,310,000
KDOT Federal Aid to Shawnee Co.(CIP)	\$2,850,000	\$2,850,000	\$2,850,000	\$2,850,000
County 1/2 Cent Sales Tax	\$2,120,000	\$2,120,000	\$2,120,000	\$2,120,000
State Motor Fuel Tax (County)	\$5,020,000	\$5,020,000	\$5,020,000	\$5,020,000
Shawnee Co. Gen. Fund (Match Fed. Aid)	\$650,000	\$650,000	\$650,000	\$650,000
90/10 Federal Exchange Funds	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
	\$0	\$0	\$0	\$0
<b>Total:</b>	<b>\$15,250,000</b>	<b>\$15,250,000</b>	<b>\$15,250,000</b>	<b>\$15,250,000</b>

### **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. The table below 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.

<b>KDOT Revenue Sources</b>				
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
State Highway Funding*	\$59,260,000	\$60,148,900	\$61,051,134	\$61,966,901
Federal Funding	\$5,815,866	\$5,903,104	\$5,991,651	\$6,081,525
<b>Total:</b>	<b>\$65,075,866</b>	<b>\$66,052,004</b>	<b>\$67,042,784</b>	<b>\$68,048,426</b>
Recommend use of 1.5% inflation factor for future revenue assumptions				

### **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.

The MTPO 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 MTP, Futures 2045. The table below shows the funding available for programming projects taking O&M expenses into account.

<b>Funding Available for Projects after Accounting for All O&amp;M Expenditures</b>					
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
Anticipated Funding	\$ 92,925,866	\$ 94,202,004	\$ 95,392,784	\$ 96,598,426	<b>\$ 379,119,080</b>
Anticipated O&M Expenditures	\$ 21,164,816	\$ 20,577,705	\$ 16,300,293	\$ 16,842,848	<b>\$ 74,885,661</b>
<b>Funding Available for Projects</b>	<b>\$ 71,761,050</b>	<b>\$ 73,624,299</b>	<b>\$ 79,092,491</b>	<b>\$ 79,755,578</b>	<b>\$ 304,233,419</b>

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2024 and 2025). Predicting the revenues and costs for projects in the second half of that period (2026 and 2027) will be a more speculative Exercise.

### **Futures 2045 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. Increase Safety for All Modes of Transportation
3. Enhance Quality of Life
4. Equity and Access for All
5. Leverage Transportation System to Support Economic Development Efforts

## **Project Evaluation and Selection**

As part of the project selection process, the current MTP, also referred to as Futures 2045, is referenced below to assure projects conform to the established goals listed above. Futures 2045 contains a listing of projects that are both long- range and short-range priorities for the MPA. Before a project can be included in the TIP, it must first be on the List of Recommend Projects in the MTP. 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 Measures**

The BIL 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 2045 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. Futures 2045, addresses performance measures in addition to the goals listed above. Targets set forth in this TIP will serve as the gauge for measuring the MTPO's progress toward fulfilling those goals.

## **Performance Measures (1): Safety**

---

### **Goal: Increase Safety for all Modes**

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 MPA. The MTPO will be researching safety strategies which will encompass education, enforcement, engineering and emergency response. 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.

The MTPO adopted a Transportation Safety Plan in 2019, which suggest Safety PM's.


At this time, the MTPO has chosen 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:**

	2018 Projection	Initial % below Projection	2023 HSP  arget
<b>Measure</b>			
Number of Fatalities (FARS)	364	0%	400
Suspected of Serious Injuries (KCARS)	1202	1%	1100
Serious Injury Rate (KCARS/FHWA)	3.851	2%	3.54
	1.17	1%	1.29
Non-Motorized (FARS/KCARS)	139	1%	160

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

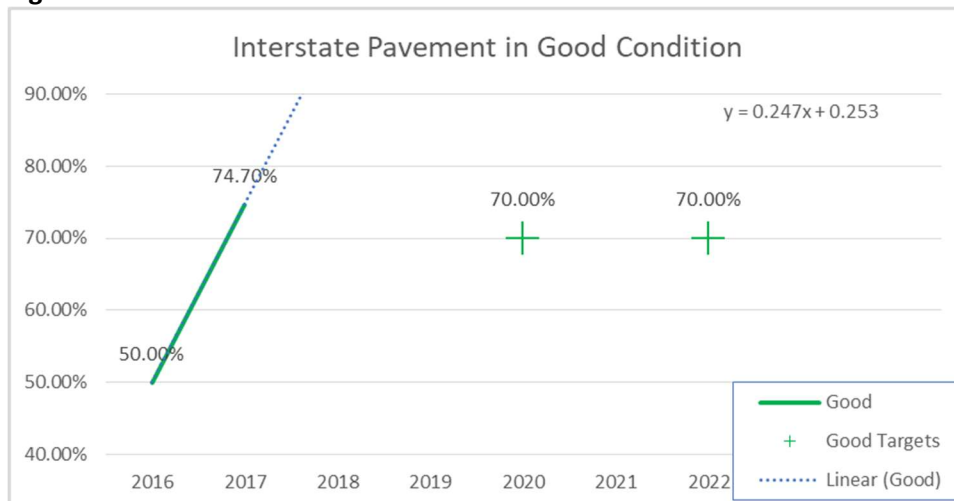
A quality transportation network ensures efficient performance and reliability in moving users from place to place. A system that is not well maintained can pose barriers to performance and safety. The Futures 2045 Plan supports maintaining the good condition of the region's transportation infrastructure to improve performance and avoid higher maintenance costs associated with deterioration.

In 2022, the MTPO adopted the Futures 2045 which continued the long-standing practice of identifying roadways needing additional capacity and the need for building new major thoroughfares. 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), superstructure (supports immediately beneath the driving surface), substructure (foundation and supporting posts and piers) and culverts. 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, with ratings below 4 being classified as poor.

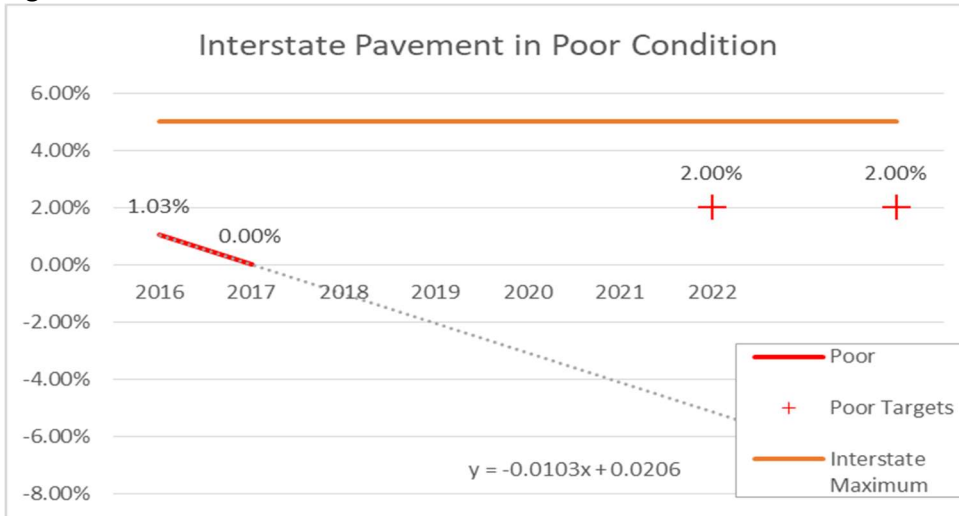
**State Highways:** Highway pavement conditions are monitored in the spring of each year, for both interstate highways, and non-interstate highways. Targets have been established by the KDOT for the percent of pavement in good condition: 65% for interstate highways and 55% for non-interstate highways. 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.

Figure 2-1

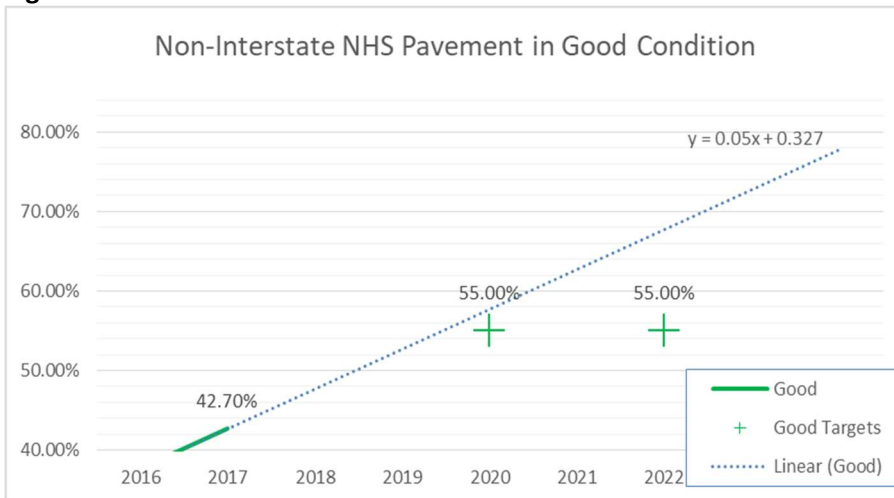




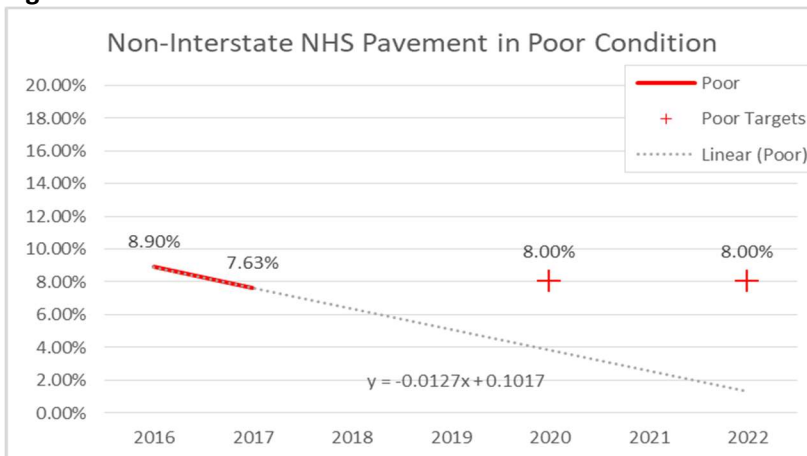
**Figure 2-2**



**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 to 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 among other factors, similar to 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.

The initial 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	Centerline Miles	% of Street Network	Weighted Avg. PCI
Local	66.49	479.6	71%	47.15
Local Industrial	60.36	18.7	3%	1.67
Minor Arterial	74.58	101.2	15%	11.16
Major Arterial	72.4	8.9	1%	0.96
Collector	66.28	67.9	10%	6.66
<b>TOTAL</b>		<b>676.4</b>	<b>100%</b>	
All Roads				<b>67.59</b>

As of 2023, the average PCI for all City Streets is 67.59, up from a rating of 64.1 in 2021.

**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%**

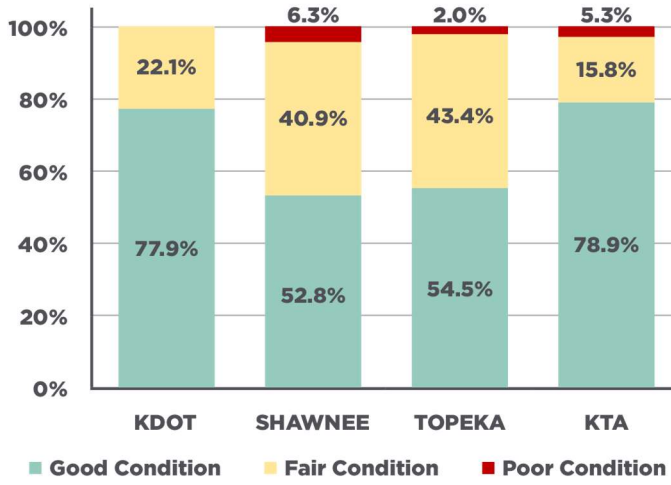
**Bridge Conditions:** In accordance with state and federal requirements, KDOT, Kansas Turnpike Authority (KTA), Shawnee County and the City of Topeka conducts biennial inspections of the bridge inventory for load capacity and maintenance needs. This includes looking at the condition of the bridge deck (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.

Based upon this evaluation, bridges are assigned an overall sufficiency rating and a capital improvement program for new bridge construction and major rehabilitation is developed and administered.

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

## Figure 2-7: Bridge Conditions

**FIGURE 3.18** Percentage of Bridges in Good, Fair, and Poor Condition



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%).

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.

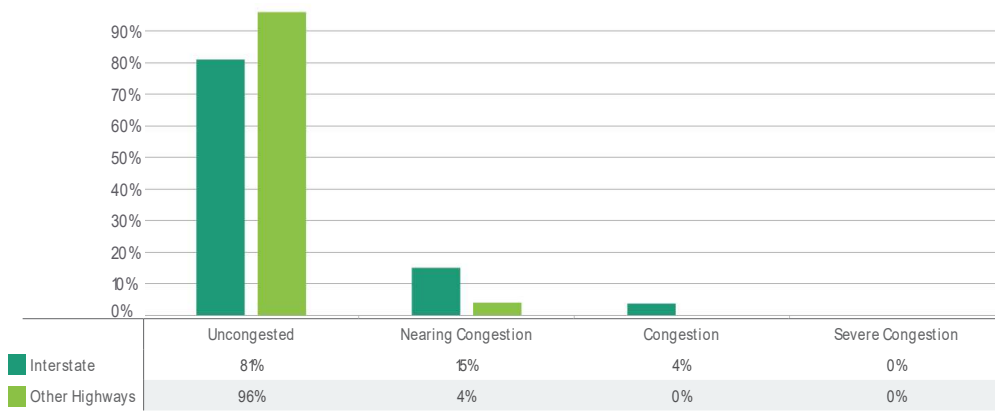
**Truck Flows:** I-70 is the major freight highway in the Metropolitan Topeka Region. The FHWA Freight Performance Measurement, Travel Time in Freight-Significant Corridors report, notes that I-70 runs a total of 2,153 miles connecting ten states through the midsection of the continental United States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

Futures 2045 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**

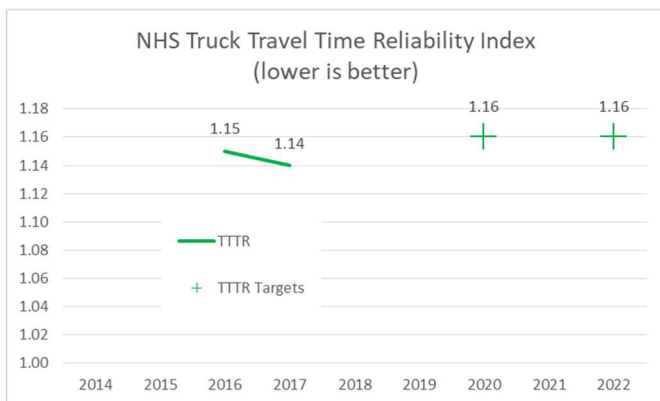


**Travel Time Reliability Index (TTRI):** Freight movement will be assessed by the TTTRI. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTRI ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTRI 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.

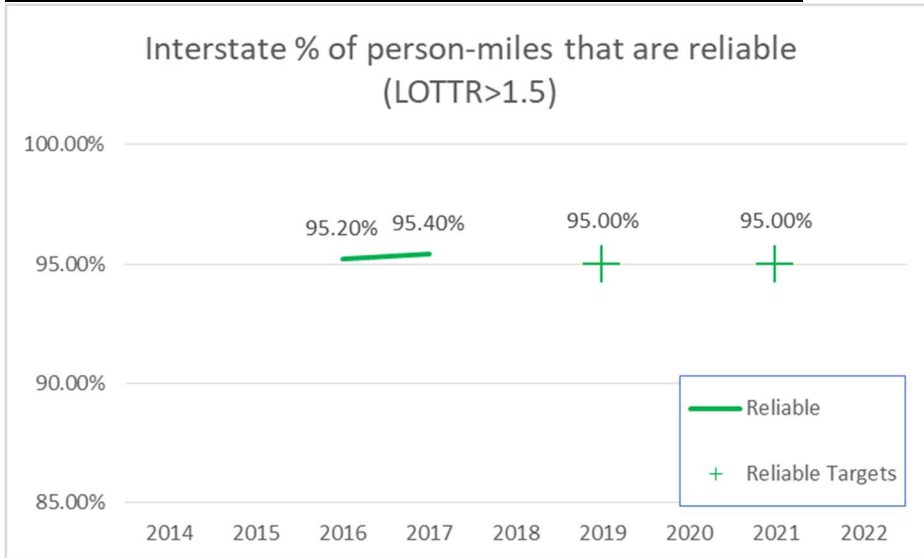
**Level of Travel Time Reliability (LOTTR):** In addition to TTTRI for freight, utilized for interstate/non-interstate measures, the State also measures a general Level of Travel Time Reliability (LOTTR). LOTTR represents the percent of person-miles traveled that are reliable, irrespective of mode of 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 TTTRI 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 TTTRI, 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.

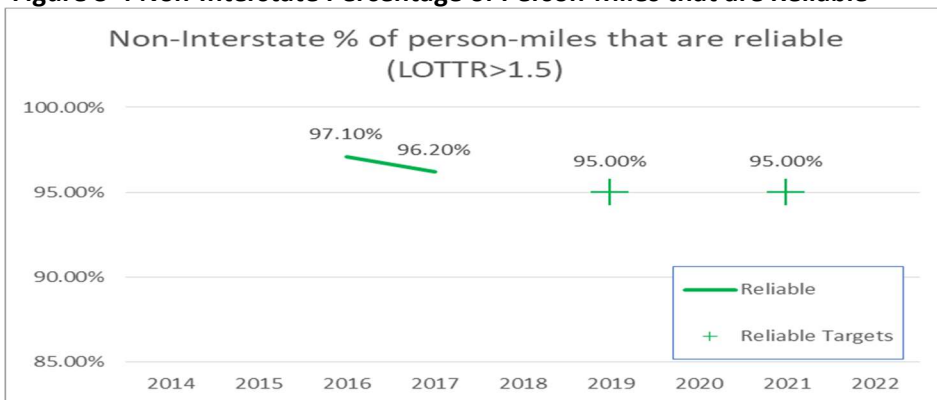
**Figure 3-2: State Travel Time Reliability Index and Targets**



**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: TTRI 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:**

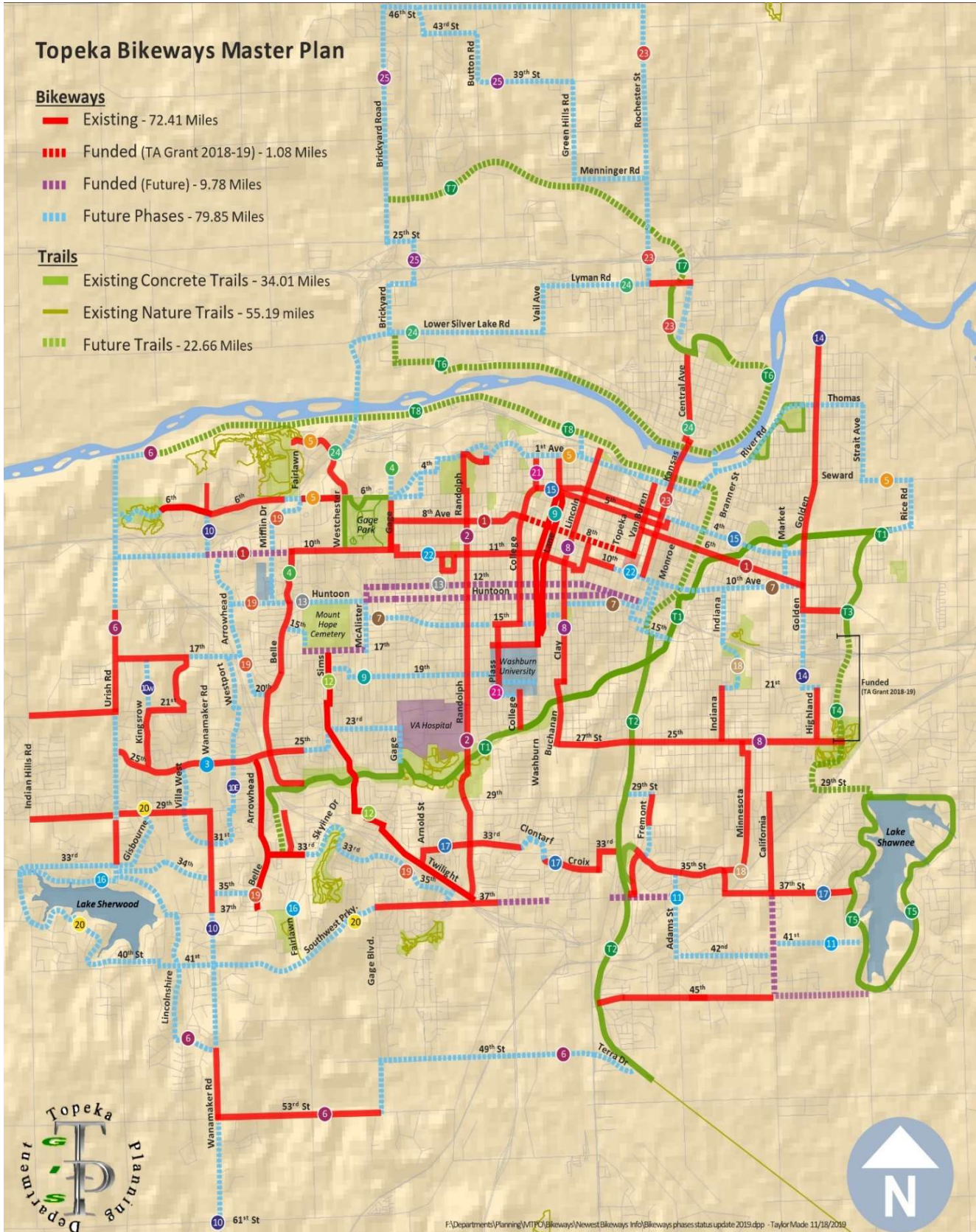
1. ***Increase the number of people who use the bicycle for transportation as well as recreation.*** Topeka’s multi-use trails are well-utilized and provide transportation, but they are largely used for recreation. Increasing the percentage of trips for other purposes would indicate success.
2. ***Improve 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 of 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.

Four phases of the Bikeways Master Plan have been completed to date, with phase V being planned in 2023. These phases were funded from the Countywide ½ Cent Sales Tax (allocated every other year) four Transportation Alternative Grants, and locally raised funds. Together, these four phases have produced approximately 80 miles of bicycle infrastructure, and 31 miles of concrete recreation trails. Funding is programmed at \$500,000 in FY 2023 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. Approximately 14 miles of bikeways and trails have been added to the bikeways trails network since 2021, an increase of approximately 12%. Figure 4-1 is a map of the current bikeways and trail system.

**Figure 4-1: Bikeways System Map**



## Topeka Pedestrian Master Plan

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

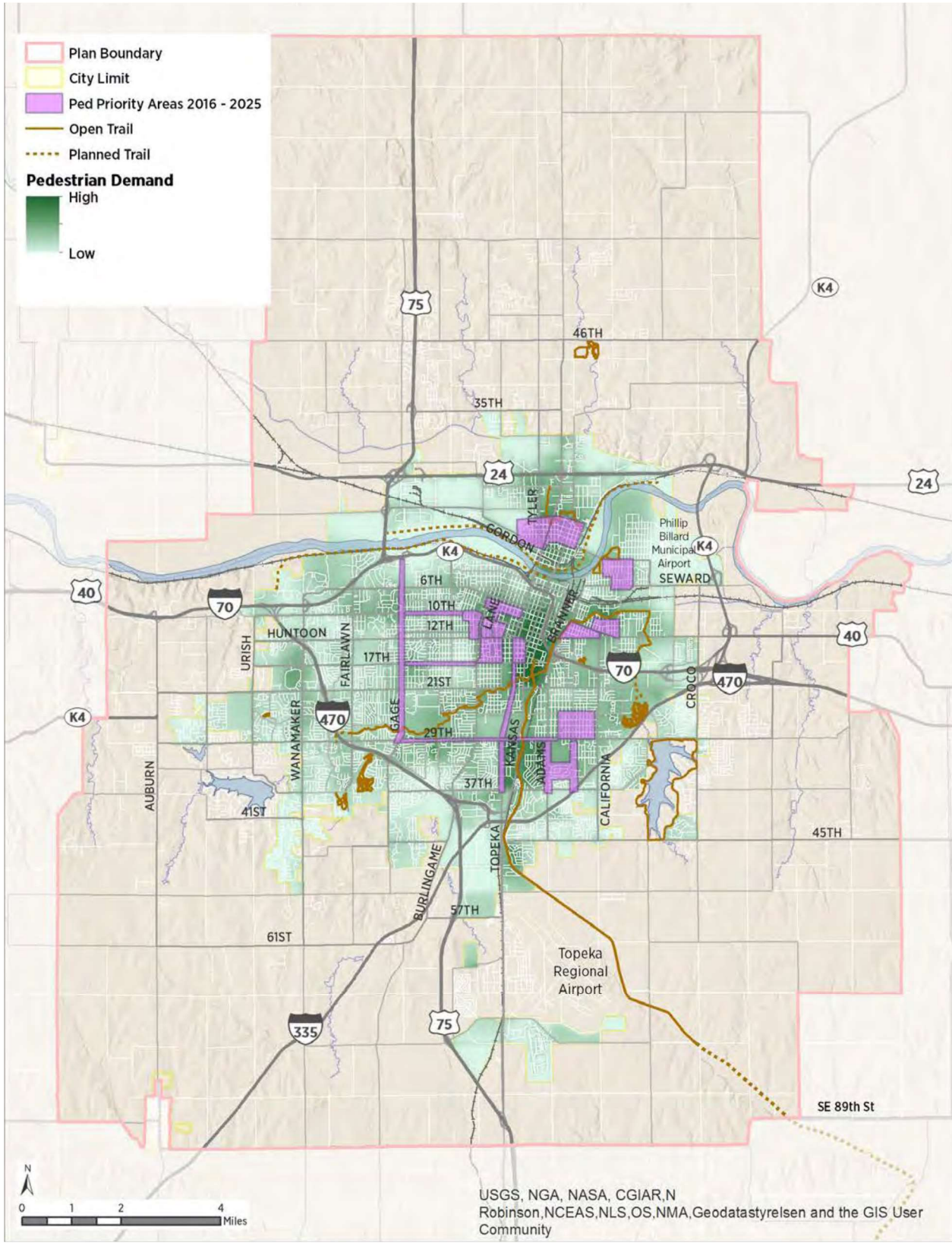
**Group E:** Consisted of corridors, complete street linkages, and future areas to complete the network to be improved throughout the process connecting different neighborhoods.

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, and is planning to update its Pedestrian Plan in 2024.

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**



## 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 are in close proximity to sidewalks.

## Bicycle Infrastructure

The MPA contains approximately 72.4 miles of bicycle infrastructure and 89.2 miles of existing trails (both concrete & nature 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**

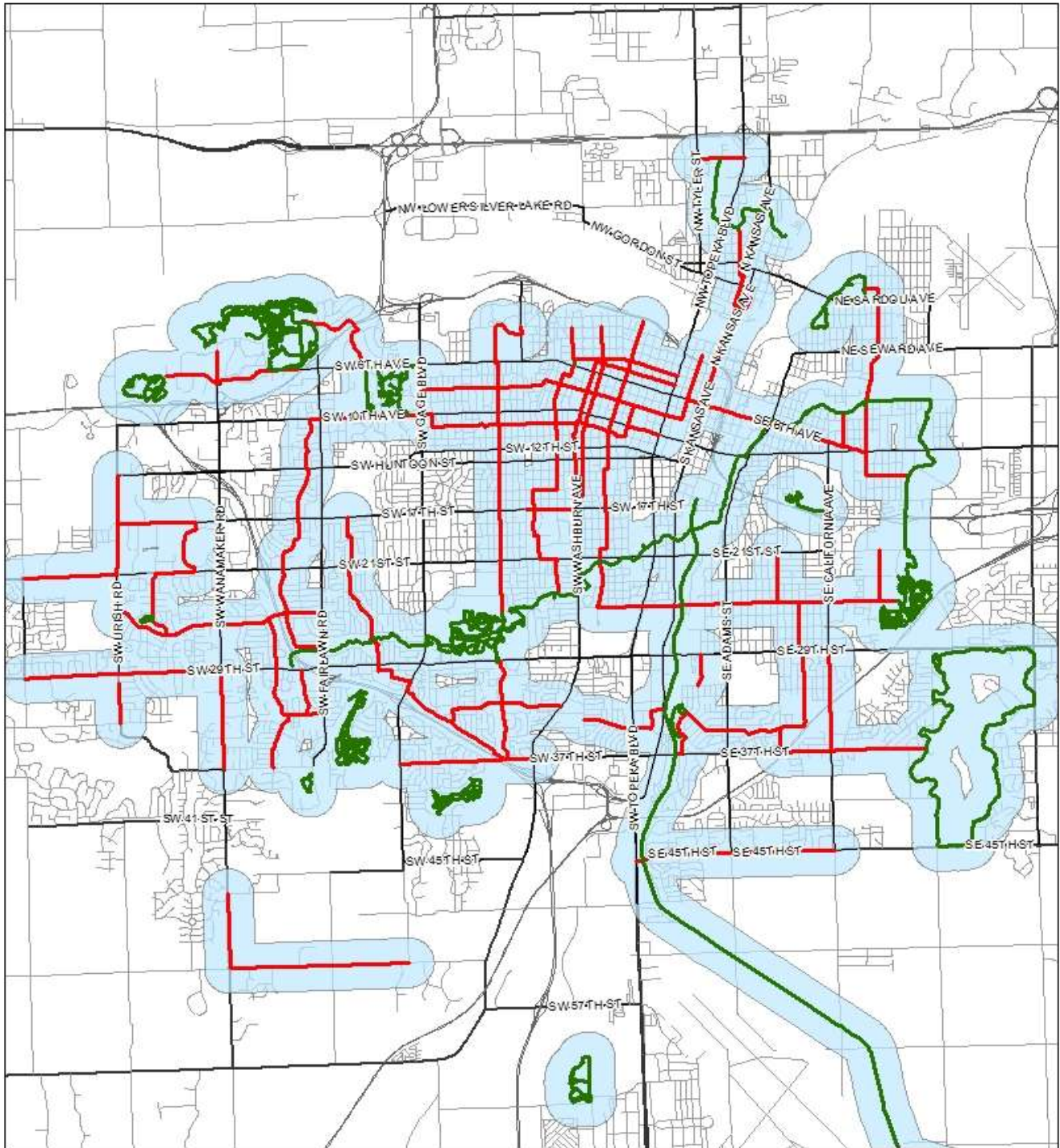
	Total Population		EJ Population	
	No.	Pct.	No.	Pct.
¼ mile of trail	27,168	16.1%	19,815	22.9%
½ mile of trail	54,353	32.3%	39,231	45.4%

Topeka Pedestrian Master Plan, adopted 2016



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

# 1/4 Mile Buffer around Existing Bikeways & Trails



**Legend**

- 1/4 mile buffer
- Existing Bikeways
- Existing Trails





**Target 2023 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**

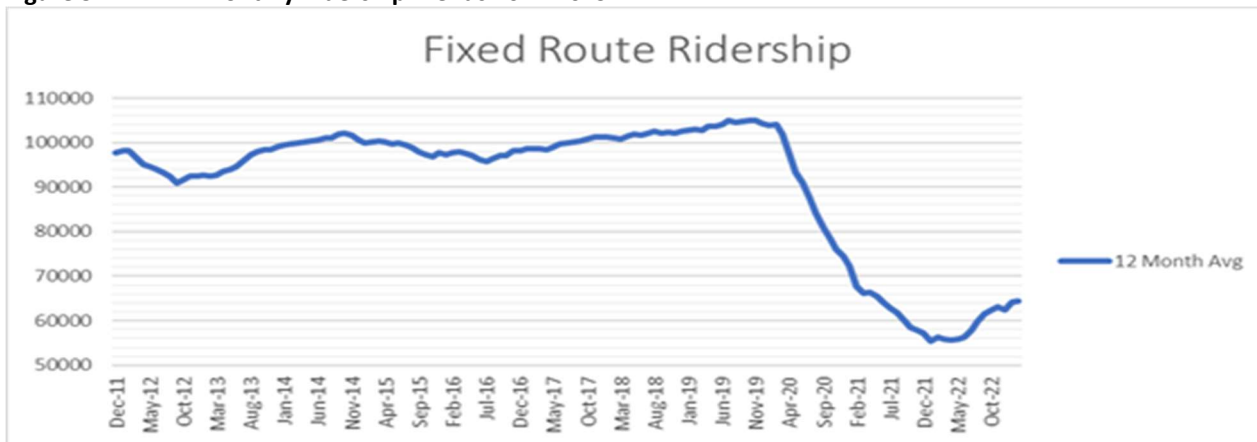
After the record ridership of 1.8 million annual trips in 2008, the TMTA (dba Topeka Metro) ridership dropped off to around 1.12 million annually by 2012. Ridership had gradually increased until it reached 1.3 million annually in 2019. Due to travel restrictions associated with the COVID-19 pandemic, 2020 and 2021 ridership was significantly lower. A trend upwards in ridership began in 2022.

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 has a partnership with Washburn University to provide passes to students and staff. Topeka Metro also currently has a pilot program to provide passes to any high school students that can provide their student ID for the 2023-2024 school year.

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.

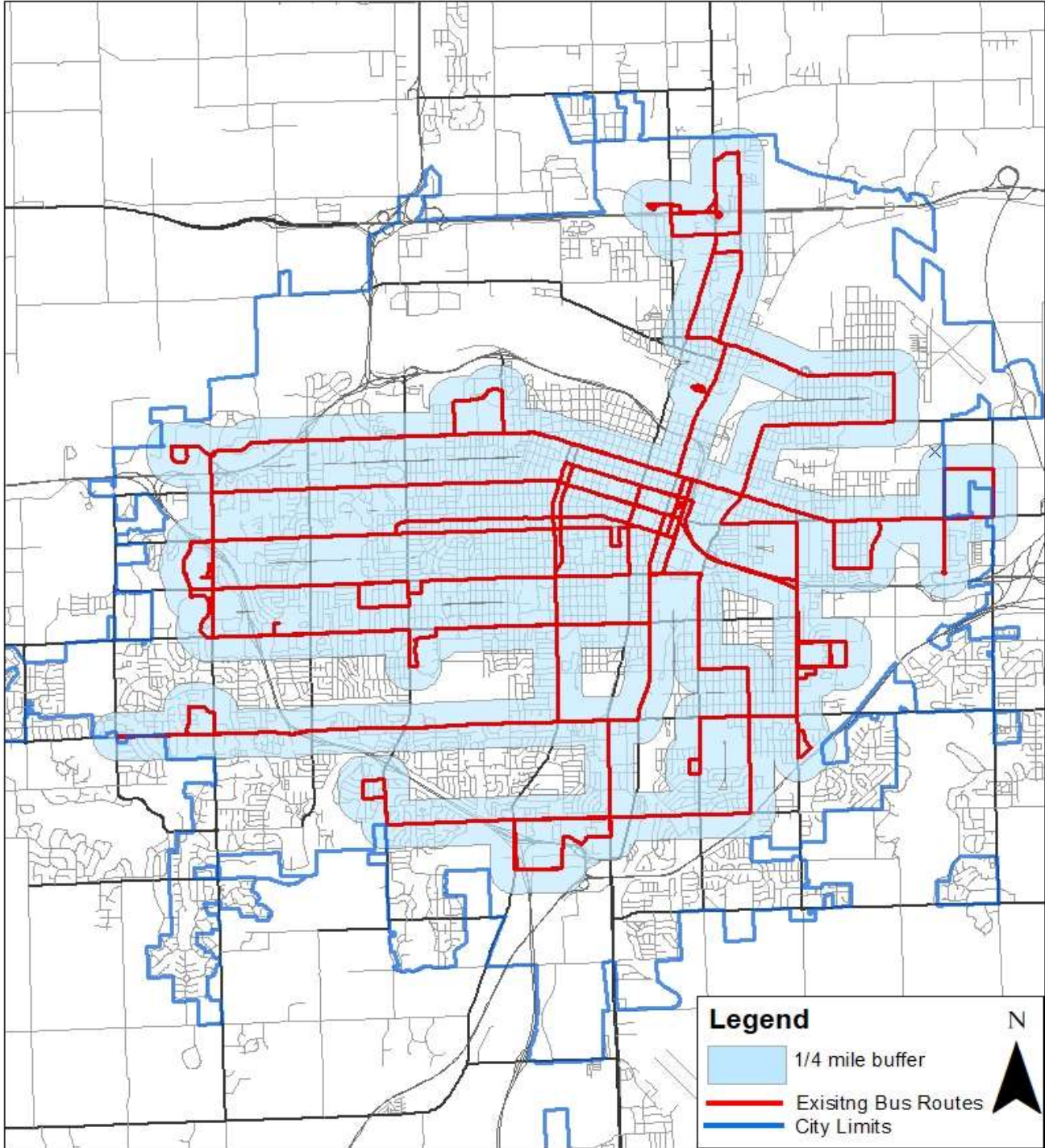
### **Service Coverage**

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. Comprising approximately 85% 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**

	<b>Total Population</b>	<b>EJ Population</b>
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 are not within a 10-minute walk of a fixed-route bus service 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 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 notifying 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.

## **Projects Carried Over from 2021-2024 TIP**

### **Major Roadway & Bridge Improvements:**

- SE California Ave: 37th to 45th Streets: Roadway widening
- 12th St.: Gage to Kansas: Roadway repair and replace
- NW Tyler St.: Lyman to Beverly: Roadway widening
- US-24 Hwy.: Topeka E. to the County Line: Pavement replacement
- I-70/Polk/Quincy Viaduct Approach & Roadway/I-70 over BNSFRR Spur Turntable
- I-470 from I-70 to KTA Roadway Widening
- US-75 Begin. 7mi. S. of NW 62nd St. Thence N. to SN./JA Co. line: Resurfacing
- Bridge Repair: #275
- Culvert #512 on I-70 in SN CO at Kansas River Drainage
- I-70/Polk/Quincy Viaduct Approach & Roadway (CO) Project selected as an IKE project in 2020
- K-4 Beginning @ Wabaunsee/SN CO. line to K-4/I-70 Junction
- US-24/Rochester Rd.: Mill & Overlay
- Bridges #'s 76, 077, 104, 105, Replacement
- Multiple Bridges along I-70
- ITS: Roadside sign & camera along I-70 and US-24
- Topeka Blvd. 15<sup>th</sup> to 21<sup>st</sup> (2025-2026) and 21<sup>st</sup> to 29<sup>th</sup> (2024)
- PE Huntoon St. (2024)
- SW 17<sup>TH</sup> St. MacVicar to Interstate I-470: Resurfacing (2029)

### **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)
- SW 17<sup>th</sup> St. Resurfacing from MacVicar to I-470 has been moved from 2023 let date to 2029.

## **Environmental Justice & Title VI Assurance**

Environmental Justice (EJ) at the Federal Highway Administration means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.



## **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."<sup>1</sup>

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

---

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

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

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

### **MTPO EJ Analysis Process**

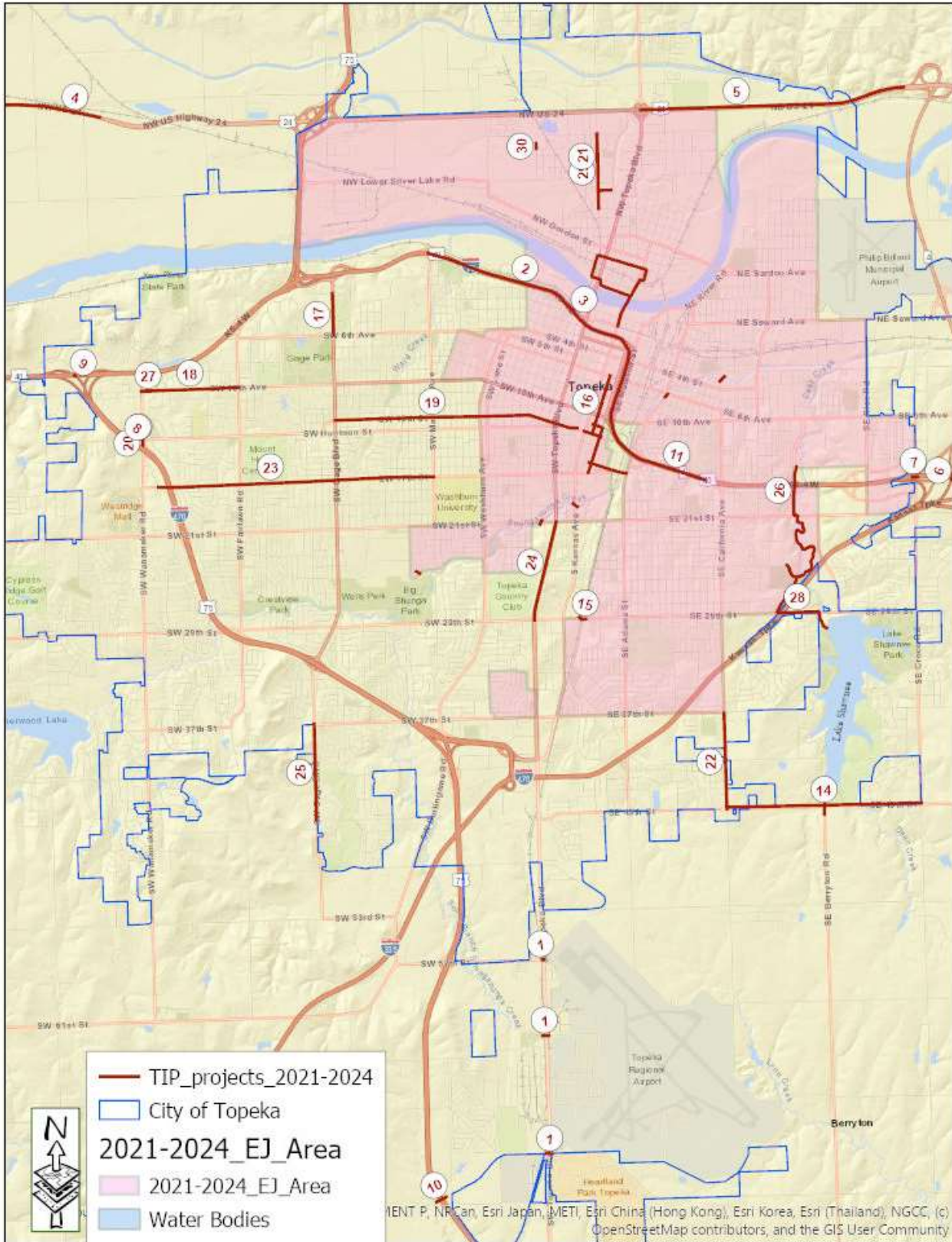
For the purposes of this EJ review the areas considered as EJ zones are parts of Topeka that are covered by Neighborhood Improvement Associations (NIAs) and those block groups in which more than 50 percent of households have Low-Moderate Incomes. Low-Moderate Incomes as defined by HUD are households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

In order for the MTPO to consider the EJ aspects of the projects identified in the 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 zones) were mapped (Figure 1). Of the thirty-one (31)

total active projects that are depicted on the map, fourteen (14) or forty-five percent (45%) are in EJ zones.

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 (12<sup>th</sup> street from Kansas Ave. to Gage) is equally split between the EJ and non-EJ areas, and while there may be some displacement of businesses or residences with the realignment of the Polk/Quincy Viaduct project, it is not deemed by the MTPO to have a disproportionate effect on the low-income or minority populations that reside in that area. The Polk/Quincy project will also provide better access to the North Topeka downtown area. Extensive public outreach and participation was utilized in the development of both of these projects, with efforts being made to minimize any hardships or burdens on nearby residents and businesses.

**Figure-1: Locations of Current TIP Projects & Environmental Justice Areas (Map)**



## TIP Project Tables

A set of tables showing a Fiscal Year 2024 Annual Element and a 2024-2027 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 Agency fiscal years.

### Agency Fiscal Years

<u>Agency</u>	<u>Fiscal Year</u>	<u>Fiscal Year 2024 Start</u>
<b>Federal Highway Administration</b>	October 1- September 30	October 1, 2023
<b>Federal Transit Administration</b>	October 1- September 30	October 1, 2023
<b>Kansas Department of Transportation</b>	July 1 – June 30	July 1, 2023
<b>Topeka Metropolitan Transit Authority</b>	July 1 – June 30	July 1, 2023
TMTA FY used for operating/capital assistance (City FY used by TMTA for planning assistance programmed in the UPWP)	January 1 – December 31	January 1, 2023
<b>Topeka-Shawnee County Paratransit Council</b>	July 1- June 30	July 1, 2023

(Includes various agencies using vehicles funded by FTA Section 5310 and/or KDOT grants)

### 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)

<b>TIP#:</b> ###-###-###		<b>Jurisdiction:</b> (Project Sponsor)		<b>Location:</b> (Geographic location of project)					
<b>State #:</b> XX-###-###		<b>Classification:</b> (Road Functional Classification)		<b>Work:</b> (Type of Work being performed)		<b>Length(mi.)</b> (length of project area)			
				<b>Bikeways:</b> (Is project multi-modal?) Yes <input type="checkbox"/> No <input type="checkbox"/>		<b>Status:</b> (current status of project)		<b>Description:</b>  <div style="border: 1px solid black; padding: 5px; text-align: center;">(Additional description of project)</div>	
(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)			
(Utility)		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
<b>TOTALS</b>		\$ -	\$ -	\$ -	\$ -			<b>PERFORMANCE MEASURE:</b> (Identifies which Performance Measure is associated with this project)	

# TIP Roadway and Bridge Projects

## Roadway and Bridge Projects

<b>TIP#:</b> 3-22-01-1		<b>Juris:</b> Topeka		<b>Location:</b> SE Quincy St. from 8th to 10th			<b>Length(mi.)</b>
<b>City #:</b> T-601098.00		<b>Class</b> Minor Arterial		<b>Work:</b> Mill & Overlay			
				<b>Bikeways:</b>			<b>Status:</b> Active
				Yes <input checked="" type="checkbox"/>			
				No <input type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ -	\$ 125.0	\$ 125.0		
Const.	2024	\$ -	\$ -	\$ 2,575.0	\$ 2,575.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 2,700.0	\$ 2,700.0		

**Description:**  
Mill and Overlay

**Performance Measure:**  
PM2: Pavement Condition

<b>TIP#:</b> 3-21-09-7		<b>Jurisdiction:</b> Topeka		<b>Location:</b> Wanamaker/Huntoon/I-470 Ramps			<b>Length(mi.)</b>
<b>City #:</b> T-701018.00		<b>Classification:</b> Arterial		<b>Work:</b> Intersection Improvements			
				<b>Bikeways:</b>			<b>Status:</b> Active
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024			\$ 625.000	625.0		
Const	2025-2026	-	-	5,500.0	5,500.0	STP	
CE	2025-2026	-	-	555.0	555.0	STP	
Const		-	-	-	-		
Const		-	-	-	-		
		-	-	-	-		
		-	-	-	-		
<b>TOTALS</b>		-	-	6,680.0	6,680.0		

**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

<b>TIP#:</b> 3-24-06-1		<b>Jurisdiction:</b> Topeka		<b>Location:</b> Huntoon (2 Lanes) Gage to SW Harrison			<b>Length(mi.)</b>	
<b>City #:</b> T-701028.00		<b>Classification:</b> Arterial		<b>Work:</b> Roadway Repair/Replace				
				<b>Status:</b> Active			<b>Description:</b>	
				<b>Bikeways:</b>			Reconstruct road. A concept phasing plan  <div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 80%;"> <h2 style="margin: 0;">Const. Moved to 2027-2029</h2> </div>	
				Yes <input type="checkbox"/>				
				No <input checked="" type="checkbox"/>				
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source		AC Conversion Year
PE	2024	\$ -	\$ -	\$ 100.0	\$ 100.0			
CE	2025	\$ -	\$ -	\$ 850.0	\$ 850.0			
CE	2026	\$ -	\$ -	\$ 1,650.0	\$ 1,650.0			
Const.	2027	\$ -	\$ -	\$ 5,300.0	\$ 5,300.0			
Const.	2028	\$ -	\$ -	\$ 5,300.0	\$ 5,300.0			
Const.	2029	\$ -	\$ -	\$ 5,300.0	\$ 5,300.0			
<b>TOTALS</b>		\$ -	\$ -	\$ 18,500.0	\$ 18,500.0			
				<b>Performance Measure:</b>			PM2: Pavement Condition; PM4 Congestion Reduction	

<b>TIP#:</b> 3-24-01-1		<b>Juris:</b> Topeka		<b>Location:</b> SW Huntoon St. SW Exec. Dr. to SW Urish Rd.			<b>Length(mi.)</b>	
<b>City #:</b> T-701029.00		<b>Class:</b> Arterial		<b>Work:</b> Roadway resurfacing				
				<b>Status:</b> Active			<b>Description:</b>	
				<b>Bikeways:</b>			Street repavement/curb & gutter.  constructing from 2 lanes to 3 lanes	
				Yes <input type="checkbox"/>				
				No <input checked="" type="checkbox"/>				
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source		AC Conversion Year
PE	2026	0.0	0.0	337.0	337.0			
ROW	2027	0.0	0.0	193.0	193.0			
Const	2027	0.0	0.0	200.0	200.0			
Const	2028	0.0	0.0	4,970.0	4,970.0			
		0.0	0.0	0.0	0.0			
		0.0	0.0	0.0	0.0			
		0.0	0.0	0.0	0.0			
<b>TOTALS</b>		\$ -	\$ -	\$ 5,700.000	\$ 5,700.000			
				<b>Performance Measure:</b>			PM2: Pavement Conditions; PM4: Congestion Reduction	

### Roadway and Bridge Projects

**TIP#:** 3-23-01-1  
**City #:** T-701030.00

**Juris:** Topeka  
**Class:** Arterial

**Location:** SW Urish Rd, SW 21st to SW 29th  
**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	2027	0.0	0.0	620.0	620.0		
ROW	2028	0.0	0.0	260.0	260.0		
Const	2029	0.0	0.0	5,100.0	5,100.0		
		0.0	0.0	0.0	0.0		
		0.0	0.0	0.0	0.0		
		0.0	0.0	0.0	0.0		
		0.0	0.0	0.0	0.0		
<b>TOTALS</b>		\$ -	\$ -	\$ 5,980.000	\$ 5,980.000		

**Description:**

Complete reconstruction, repavement/curb & gutter, widen from 2-lanes to 3-lanes

**Performance Measure:**

PM2: Pavement Conditions

**TIP#:** 3-23-02-1  
**City #:** T-701031.00

**Juris:** Topeka  
**Class:** Arterial

**Location:** S. Topeka Blvd. from 21st to 29th  
**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	\$ -	\$ -	\$ 210.0	\$ 210.0		
Const	2024	\$ -	\$ -	\$ 1,800.0	\$ 1,800.0		
CE	2024	\$ -	\$ -	\$ 200.0	\$ 200.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 2,210.0	\$ 2,210.0		

**Description:**

Mill & Overlay, patching & curb & gutter

**Performance Measure:**

PM2: Pavement Condition

### Roadway and Bridge Projects

TIP#: 3-23-03-1  
City #: T-701032.00

Juris: Topeka  
Class: Arterial

Location: SW 29th St. from Topeka Blvd. to Burlingame Rd.  
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	\$ -	\$ -	\$ 150.000	\$ 150.000		
Const	2025	\$ -	\$ -	\$ 1,050.000	\$ 1,050.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 1,200.000	\$ 1,200.000		

Description:

Mill & Overlay

Performance Measure:

PM2: Pavement Condition

TIP#: 3-24-03-1  
City #: T-701037.00

Juris: Topeka  
Class: Arterial

Location: S. Kansas Ave. from 10th to 17th  
Work: Roadway Reconstruction Length(mi.)

Bikeways:  
Yes \_\_\_  
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2025	\$ -	\$ -	\$ 105.0	\$ 105.0		
ROW	2026	\$ -	\$ -	\$ 280.0	\$ 280.0		
Const	2027	\$ -	\$ -	\$ 3,085.0	\$ 3,085.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 3,470.000	\$ 3,470.000		

Description:

Mill & Overlay.  
Mill ovrlly, median work & reconstruction of intersections

Performance Measure:

PM2: Pavement Condition

### Roadway and Bridge Projects

TIP#: 3-24-04-1  
City #: T-701038.00

Juris: Topeka  
Class: Arterial

Location: S. Topeka Blvd. 29th to 38th  
Work: Roadway resurfacing

Length(mi.)

Bikeways:  
Yes \_\_\_  
No X

Status: Active

Description:

Mill & Overlay:  
Mill/Ovrly, patch work curb & gutter replace

Performance Measure:

PM 2: Pavement Condition

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2025	\$ -	\$ -	\$ 280.0	\$ 280.0		
Const	2026	\$ -	\$ -	\$ 2,675.0	\$ 2,675.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,955.000</b>	<b>\$ 2,955.000</b>		

TIP#: 3-24-05-1  
City #: T-701039.00

Juris: Topeka  
Class: Arterial

Location: SE 29th St. from Kansas Ave. to Adams St.  
Work: Roadway resurfacing

Length(mi.)

Bikeways:  
Yes \_\_\_  
No X

Status: Active

Description:

Mill & Overlay:  
Includes new signals @ Fremont, some base patching, curb replacement.

Performance Measure:

PM 2: Pavement Condition

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 369.000	\$ 369.000		
Const	2025	\$ -	\$ -	\$ 3,748.000	\$ 3,748.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,117.000</b>	<b>\$ 4,117.000</b>		

### Roadway and Bridge Projects

**TIP#:** 3-23-04-1  
**City #:** T-701040.00

**Juris:** Topeka  
**Class:** Arterial

**Location:** SW Fairlawn Rd. from 23rd to 28th  
**Work:** Roadway resurfacing  
**Length(mi.):**

**Bikeways:**  
 Yes   
 No

**Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	0.0	200.0	200.0		
Const	2024	\$ -	0.0	2,050.0	2,050.0		
		\$ -	0.0	0.0	0.0		
		\$ -	0.0	0.0	0.0		
		\$ -	0.0	0.0	0.0		
		\$ -	0.0	0.0	0.0		
		\$ -	0.0	0.0	0.0		
<b>TOTALS</b>		\$ -	\$ -	\$ 2,250.000	\$ 2,250.000		

**Description:**  
 Mill & Overlay

**Performance Measure:**  
 PM2: Pavement Condition

**TIP#:** 3-24-07-1  
**City #:** T-701045.00

**Juris:** Topeka  
**Class:** Arterial

**Location:** S.Topeka Blvd.from 15th to 21st (Phase 2)  
**Work:** Complete Reconstruction  
**Length(mi.):**

**Bikeways:**  
 Yes   
 No

**Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 463.0	\$ 463.0		
Const	2025	\$ -	\$ -	\$ 3,600.0	\$ 3,600.0		
Const	2026	\$ -	\$ -	\$ 3,600.0	\$ 3,600.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 7,663.0	\$ 7,663.0		

**Description:**  
 Reconstruction

**Performance Measure:**  
 PM2: Pavement Condition

### Roadway and Bridge Projects

<b>TIP#:</b> 3-24-09-1		<b>Juris:</b> Topeka		<b>Location:</b> NW/NE Curtis St. from Curtis Flyoff to Monroe St.			
<b>City #:</b> T-701063.00		<b>Class:</b> collector		<b>Work:</b> Roadway Reconstruction		<b>Length(mi.):</b>	
				<b>Bikeways:</b>	<b>Status:</b> Active		
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 150.0	\$ 150.0		
Const	2024	\$ -	\$ -	\$ 1,840.0	\$ 1,840.0		
Const	2024	\$ -	\$ -	\$ 110.0	\$ 110.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,100.0</b>	<b>\$ 2,100.0</b>		

**Description:**  
Pavementreconsturction.

**Performance Measure:**  
PM2: Pavement/Safety

<b>TIP#:</b> 3-24-09-1		<b>Juris:</b> Topeka		<b>Location:</b> NW/NE Curtis St. from Curtis Flyoff to Monroe St.			
<b>City #:</b> T-701063.00		<b>Class:</b> collector		<b>Work:</b> Roadway Reconstruction		<b>Length(mi.):</b>	
				<b>Bikeways:</b>	<b>Status:</b> Active		
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 150.0	\$ 150.0		
Const	2024	\$ -	\$ -	\$ 1,840.0	\$ 1,840.0		
Const	2024	\$ -	\$ -	\$ 110.0	\$ 110.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,100.0</b>	<b>\$ 2,100.0</b>		

**Description:**  
Pavementreconsturction.

**Performance Measure:**  
PM2: Pavement/Safety

**Roadway and Bridge Projects**

<b>TIP#:</b>	3-26-01-1	<b>Juris:</b>	Topeka	<b>Location:</b>	SW Topeka Blvd. - 38th to 49th
<b>City #:</b>	T-841084.00	<b>Class</b>	Arterial	<b>Work:</b>	Roadway Reconstruction
				<b>Status:</b>	Active
				<b>Bikeways:</b>	
				Yes	
				No	<input checked="" type="checkbox"/>
				<b>Length(mi.)</b>	
<b>Description:</b>	Upgrades include new signals, reworking the southbound left turn at 45th st. to provide more vehicle storage.				
<b>Performance Measure:</b>	PM2: Pavement/Safety				

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2026	\$ -	\$ -	\$ 725.0	\$ 725.0		
ROW	2027	\$ -	\$ -	\$ 250.0	\$ 250.0		
Const	2028	\$ -	\$ -	\$ 3,389.0	\$ 3,389.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 4,364.0	\$ 4,364.0		

<b>TIP#:</b>	3-24-10-1	<b>Juris:</b>	Topeka	<b>Location:</b>	NE River Rd.
<b>City #:</b>	T-841097.00	<b>Class</b>	Collector	<b>Work:</b>	Roadway Reconstruction
				<b>Status:</b>	Active
				<b>Bikeways:</b>	
				Yes	
				No	<input checked="" type="checkbox"/>
				<b>Length(mi.)</b>	
<b>Description:</b>	Mill and overlay with full-depth patching, as warranted. Pavement improvements to be completed prior to 2025 due to anticipated local traffic demand during I-70 Polk-Quincy construction.				
<b>Performance Measure:</b>	PM2: Pavement Condition				

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ -	\$ 100.0	\$ 100.0		
Const	2024	\$ -	\$ -	\$ 1,130.0	\$ 1,130.0		
CE	2024	\$ -	\$ -	\$ 130.0	\$ 130.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 1,360.0	\$ 1,360.0		

### Roadway and Bridge Projects

<b>TIP#:</b> 3-24-12-1		<b>Juris:</b> Topeka		<b>Location:</b> NW Menninger Rd.	
<b>City #:</b> T-841097.06		<b>Class:</b> Collector		<b>Work:</b> Roadway Reconstruction	
				<b>Length(mi.)</b>	
				<b>Status:</b> Active	
				<b>Description:</b>	
				<b>Performance Measure:</b>	

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 25.0	\$ 25.0		
Const	2024	\$ -	\$ -	\$ 280.0	\$ 280.0		
CE	2024	\$ -	\$ -	\$ 25.0	\$ 25.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 330.0</b>	<b>\$ 330.0</b>		

**Description:**

Mill and overlay with full-depth patching, as warranted.

**Performance Measure:**

PM2: Pavement Condition

<b>TIP#:</b> 3-24-13-1		<b>Juris:</b> Topeka		<b>Location:</b> SE 6th Ave. (Golden Ave. to Rice Rd.)	
<b>City #:</b> T-841097.08		<b>Class:</b> Arterial		<b>Work:</b> Roadway Reconstruction	
				<b>Length(mi.)</b>	
				<b>Status:</b> Active	
				<b>Description:</b>	
				<b>Performance Measure:</b>	

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 400.0	\$ 400.0		
Const	2025-2026	\$ -	\$ -	\$ 3,600.0	\$ 3,600.0		
CE	2025-2026	\$ -	\$ -	\$ 400.0	\$ 400.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,400.0</b>	<b>\$ 4,400.0</b>		

**Description:**

Full-depth concrete pavement patching and joint repair, with an edge mill and asphalt overlay.

**Performance Measure:**

PM2: Pavement Condition



**Roadway and Bridge Projects**

**TIP#:** 3-24-14-1  
**City #:** T-841097.09

**Juris:** Topeka  
**Class:** Collector

**Location:** SE 21st St. (E. of Wtenberg Rd)  
**Work:** Roadway Reconstruction **Length(mi.)**

**Bikeways:**  
 Yes   
 No

**Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 15.0	\$ 15.0		
Const	2024	\$ -	\$ -	\$ 170.0	\$ 170.0		
CE	2024	\$ -	\$ -	\$ 15.0	\$ 15.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 200.0	\$ 200.0		

**Description:**

Pavement reconstruction of failing white-top pavement section approximately 275 ft. in length.

**Performance Measure:**

PM2: Pavement Condition

**TIP#:** 3-24-15-1  
**City #:** T-841097.10

**Juris:** Topeka  
**Class:** Collector

**Location:** SE 29th St. (Adams St. to California Ave.)  
**Work:** Roadway Reconstruction **Length(mi.)**

**Bikeways:**  
 Yes   
 No

**Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 90.0	\$ 90.0		
Const	2024	\$ -	\$ -	\$ 920.0	\$ 920.0		
CE	2024	\$ -	\$ -	\$ 90.0	\$ 90.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 1,100.0	\$ 1,100.0		

**Description:**

Mill & Overlay with full-depth patching, as warranted. Also includes replacement of curb & gutter and sidewalk ramps, as warranted.

**Performance Measure:**

PM2: Pavement Condition

**Roadway and Bridge Projects**

TIP#: 3-24-16-1  
 City #: T-841097.13

Juris: Topeka  
 Class: Arterial

Location: SW 21st St. & Urish Rd. Roundabout  
 Work: Roadway Reconstruction Length(mi.)

Bikeways:  
 Yes \_\_\_  
 No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 10.0	\$ 10.0		
Const	2024	\$ -	\$ -	\$ 80.0	\$ 80.0		
CE	2024	\$ -	\$ -	\$ 10.0	\$ 10.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 100.0	\$ 100.0		

Description:

Mill & Overlay in the roundabout.

Performance Measure:

PM2: Pavement Condition

TIP#: 3-24-17-1  
 City #: T-841097.15

Juris: Topeka  
 Class: Arterial

Location: SW MacVicar Ave. (S. of 6th Ave.)  
 Work: Roadway Reconstruction Length(mi.)

Bikeways:  
 Yes \_\_\_  
 No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 25.0	\$ 25.0		
Const	2024	\$ -	\$ -	\$ 260.0	\$ 260.0		
CE	2024	\$ -	\$ -	\$ 25.0	\$ 25.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 310.0	\$ 310.0		

Description:

Reconstruction of failing concrete pavement section on the south leg of the 6th & MacVicar intersection, approximately 170 ft. in length.

Performance Measure:

PM2: Pavement Condition

**Roadway and Bridge Projects**

**TIP#:** 3-21-11-6  
**State #:** TE-0505-02

**Jurisdiction:** Topeka  
**Classification:** Various

**Location:** (Various): Excluding Kansas Ave. Bridge & Lyman Rd.  
**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	2024	\$ 348.2	\$ -	\$ 87.1	\$ 435.3		
CE	2024	\$ 13.4	\$ -	\$ 3.4	\$ 16.8		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ 361.6</b>	<b>\$ -</b>	<b>\$ 90.5</b>	<b>\$ 452.1</b>		

**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.

**Performance Measure:**

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

## Roadway and Bridge Projects

**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	\$ -	\$ 10,000.0	\$ -	\$ -		
ROW	2022	\$ -	\$ 15,000.0	\$ -	\$ -		
Util	2022	\$ -	\$ 25,000.0	\$ -	\$ -		
Const	2024	\$ -	\$ 235,000.0	\$ -	\$ -		
CE	2024	\$ -	\$ 17,625.0	\$ -	\$ -		
PE		\$ 9,000.0	\$ (9,000.0)		\$ 10,000.0	NHPP	2026
ROW		\$ 13,500.0	\$ (13,500.0)		\$ 15,000.0	NHPP	2026
Util		\$ 22,500.0	\$ (22,500.0)		\$ 25,000.0	NHPP	2026-28
CE		\$ 15,862.5	\$ (15,862.5)		\$ 17,625.0	NHPP	2026-28
Const		\$ 211,500.0	\$ (181,500.0)		\$ 235,000.0	NHPP	2026-28
Const		\$ -	\$ (30,000.0)	\$ -	\$ -	STP	2026-28
<b>TOTALS</b>		<b>\$ 272,362.5</b>	<b>\$ 30,262.5</b>	<b>\$ -</b>	<b>\$ 302,625.0</b>		

**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 acpuisition 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

**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	2018	\$ -	\$ 2,200.0	\$ -	\$ 2,200.0		
ROW	2022	\$ -	\$ 100.0	\$ -	\$ 100.0		
Util	2022	\$ -	\$ 25.0	\$ -	\$ 25.0		
Const.	2023	\$ -	\$ 46,000.0	\$ -	\$ 46,000.0		
CE	2023	\$ -	\$ 3,450.0	\$ -	\$ 3,450.0		
PE		\$ 1,760.0	\$ (1,760.0)	\$ -	\$ -	NHPP	2025
Util		\$ 20.0	\$ (20.0)	\$ -	\$ -	NHPP	2025
Const.		\$ 36,800.0	\$ (36,800.0)	\$ -	\$ -	NHPP	2025
CE		\$ 2,760.0	\$ (2,760.0)	\$ -	\$ -	NHPP	2025
<b>TOTALS</b>		<b>\$ 41,340.0</b>	<b>\$ 10,435.0</b>	<b>\$ -</b>	<b>\$ 51,775.0</b>		

**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

**Roadway and Bridge Projects**

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

**Jurisdiction:** KDOT  
**Classification:** Freeway

**Location:** I-470 Bridge #046 on I-470 in SN CO. 0.21 mi NE of 10th St.  
**Work:** Bridge Replacement Auth. For PE only

**Bikeways:**  
 Yes \_\_\_  
 No X

**Status:** Active

**Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ 540.0	\$ -	\$ 540.0		
ROW	2022	\$ -	\$ 218.3	\$ -	\$ 218.3		
Util.	2023	\$ -	\$ 109.1	\$ -	\$ 109.1		
CE	2023	\$ -	\$ 545.7	\$ -	\$ 545.7		
Const.	2023	\$ -	\$ 7,276.2	\$ -	\$ 7,276.2		
PE		\$ 486.0	\$ (486.0)	\$ -	\$ -	NHPP	2023
Util.		\$ 98.2	\$ (98.2)	\$ -	\$ -	FRP	2023
CE		\$ 491.1	\$ (491.1)	\$ -	\$ -	FRP	2023
Const.		\$ 6,548.5	\$ (6,548.5)	\$ -	\$ -	FRP	2023
<b>TOTALS</b>		<b>\$ 7,623.8</b>	<b>\$ 1,065.5</b>	<b>\$ -</b>	<b>\$ 8,689.3</b>		

**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

**TIP#:** 1-21-07-7  
**State #:** KA-6232-01

**Jurisdiction:** KDOT  
**Classification:** Freeway

**Location:** Culvert # 512 on I-70 in SN CO. at Kansas River Drainage  
**Work:** Culvert Repair

**Bikeways:**  
 Yes \_\_\_  
 No X

**Status:** Active

**Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ 100.0	\$ -	\$ 100.0		
PE		\$ 90.0	\$ (90.0)	\$ -	\$ -	ACNHPP	2025
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ 90.0</b>	<b>\$ 10.0</b>	<b>\$ -</b>	<b>\$ 100.0</b>		

**Description:**

Discovery phase. Authorized for PE work phase only.

**Performance Measure:**

PM2: Pavement & Bridge Condition

### Roadway and Bridge Projects

<b>TIP#:</b>		<b>Jurisdiction:</b> KDOT		<b>Location:</b> Culvert # 512 on I-70 in SN CO. at Kansas River Drainage			
<b>State #:</b> KA-6232-02		<b>Classification:</b> Freeway		<b>Work:</b> Culvert Repair		<b>Length(mi.)</b>	
				<b>Bikeways:</b>		<b>Status:</b> Active	
				Yes ___			
				No <u>X</u>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 70.0	\$ -	\$ 70.0		
ROW	2023	\$ -	\$ 5.0	\$ -	\$ 5.0		
CONST	2023	\$ -	\$ 34.5	\$ -	\$ 34.5		
CE	2023	\$ -	\$ 3.5	\$ -	\$ 3.5		
		\$ -	\$ -	\$ -	\$ -		
CONST		\$ 310.5	\$ -	\$ -	\$ 310.5	ACNHPP	2027
CE		\$ 31.5	\$ -	\$ -	\$ 31.5	ACNHPP	2027
<b>TOTALS</b>		<b>\$ 342.0</b>	<b>\$ 113.0</b>	<b>\$ -</b>	<b>\$ 455.0</b>		

**Description:**  
Construction Phase for KA-6232-01.

**Performance Measure:**  
PM2: Pavement & Bridge Condition

<b>TIP#:</b> 1-21-08-1		<b>Jurisdiction:</b> KDOT		<b>Location:</b> K-4 Beginning at the Wabaunsee/SN CO. line to K-4/I-70 Junc.			
<b>State #:</b> KA-6244-01		<b>Classification:</b> Freeway		<b>Work:</b> Mill & Overlay (1R Project)		<b>Length(mi.)</b>	
				<b>Bikeways:</b>		<b>Status:</b> Active	
				Yes ___			
				No <u>X</u>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ 1.0	\$ -	\$ 1.0		
Const/CE	2022	\$ -	\$ 2,850.8	\$ -	\$ 2,850.8		
CE	2022	\$ -	\$ 142.0	\$ -	\$ 142.0		
Const		\$ 2,280.6	\$ (2,280.6)	\$ -	\$ -	STP	2024
CE		\$ 114.0	\$ (114.0)	\$ -	\$ -	STP	2024
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ 2,394.6</b>	<b>\$ 599.2</b>	<b>\$ -</b>	<b>\$ 2,993.8</b>		

**Description:**  
0.5 inch Cold Mill, 1.5 inch Overlay and Edge Wedge on shoulders.

**Performance Measure:**  
PM2: Pavement & Bridge Condition

### Roadway and Bridge Projects

<b>TIP#:</b> 1-21-09-1		<b>Jurisdiction:</b> KDOT		<b>Location:</b> US-24 & N.W. Rochester Rd.			
<b>State #:</b> KA-6393-01		<b>Classification:</b> Freeway		<b>Work:</b> Mill & Overlay			
				<b>Bikeways:</b>		<b>Status:</b> Active	
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
<b>Phase*</b>	<b>Year of Obligation</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total (x1,000)</b>	<b>Federal Source</b>	<b>AC Conversion Year</b>
PE	2022	\$ -	\$ 9.0	\$ -	\$ 9.0		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const	2022	\$ -	\$ 1,725.0	\$ -	\$ 1,725.0		
CE	2022	\$ -	\$ 129.0	\$ -	\$ 129.0		
Const		\$ 1,380.0	\$ (1,380.0)	\$ -	\$ -	NHPP	2024
CE		\$ 104.0	\$ (104.0)	\$ -	\$ -	NHPP	2024
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ 1,484.0</b>	<b>\$ 379.0</b>	<b>\$ -</b>	<b>\$ 1,863.0</b>		

**Description:**  
Program Addition: US-24 from 550 ft. west of N.W. Rochester Rd east to 1,130 ft. east of N.W. Rochester Rd. in Topeka.

**Performance: Measure:**  
PM2: Pavement & Bridge Condition

<b>TIP#:</b> 1-22-01-3		<b>Jurisdiction:</b> KDOT		<b>Location:</b> Bridges #'s 104 & 105 on US-24 Hwy in Shawnee CO.			
<b>State #:</b> KA-6480-01		<b>Classification:</b> Freeway		<b>Work:</b> Bridge Replacements			
				<b>Bikeways:</b>		<b>Status:</b> Active	
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
<b>Phase*</b>	<b>Year of Obligation</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total (x1,000)</b>	<b>Federal Source</b>	<b>AC Conversion Year</b>
PE	2022	\$ -	\$ 363.0	\$ -	\$ 363.0		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
PE		\$ 290.4	\$ (290.4)	\$ -	\$ -	NHPP	2027
Const		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ 290.4</b>	<b>\$ 72.6</b>	<b>\$ -</b>	<b>\$ 363.0</b>		

**Description:**  
U.S. 24: bridge #104 (over U.S. 24 highway) located at the east U.S. 24/Old U.S. 75 highway junction (southbound) and bridge #105 (over U.S. 24 highway) located at the east U.S. 24/Old U.S. 75 highway junction (northbound).  
**PE ONLY**

**Performance: Measure:**  
PM2: Pavement & Bridge Condition

### Roadway and Bridge Projects

<b>TIP#:</b> 1-22-02-3		<b>Jurisdiction:</b> KDOT		<b>Location:</b> Bridges #'s 76 & 077 on US-24 Hwy in Shawnee CO.			
<b>State #:</b> KA-6481-01		<b>Classification:</b> Freeway		<b>Work:</b> Bridge Replacements			
				<b>Bikeways:</b> Yes ___ No <u>X</u>		<b>Status:</b> Active	
						<b>Length(mi.)</b>	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 506.4	\$ -	\$ 506.4		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
PE		\$ 405.1	\$ (405.1)	\$ -	\$ -	NHPP	2027
Const		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ 405.1</b>	<b>\$ 101.3</b>	<b>\$ -</b>	<b>\$ 506.4</b>		

**Description:**  
U.S. 24: bridges #076 and #077 (over Goodyear Plant Entrance) located 1.67 miles and 1.25 miles respectively east of the U.S. 24/U.S. 75 junction

**PE ONLY**

**Performance Measure:**  
PM2: Pavement & Bridge Condition

<b>TIP#:</b> 1-22-04-3		<b>Jurisdiction:</b> KDOT		<b>Location:</b> Multiple Bridges along I-470 in Shawnee CO.			
<b>State #:</b> KA-6733-01		<b>Classification:</b> Freeway		<b>Work:</b> Bridge Repairs			
				<b>Bikeways:</b> Yes ___ No <u>X</u>		<b>Status:</b> Active	
						<b>Length(mi.)</b>	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 212.0	\$ -	\$ 212.0		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const	2023	\$ -	\$ 2,111.0	\$ -	\$ 2,111.0		
CE		\$ -	\$ 212.0	\$ -	\$ 212.0		
Const		\$ 1,899.9	\$ (1,899.9)	\$ -	\$ -		2027
CE		\$ 190.8	\$ (190.8)	\$ -	\$ -		2027
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ 2,090.7</b>	<b>\$ 444.3</b>	<b>\$ -</b>	<b>\$ 2,535.0</b>		

**Description:**  
I-470: Bridge #'s 056, 057, (Shunganunga Creek) Bridge #'s 062, 063 (Gage Blvd.) Bridge #172 (37th St./Shunganunga) Bridge #'s 184 & 185 (29th St.)

**Performance Measure:**  
PM2: Pavement & Bridge Condition



**Roadway and Bridge Projects**

**TIP#:** 1-22-06-3  
**State #:** KA-6740-01

**Jurisdiction:** KDOT  
**Classification:** Freeway

**Location:** Bridge #154 (Kansas River, Union Pacific RR) SN.CO.  
**Work:** Bridge Repairs

**Bikeways:**  
 Yes \_\_\_  
 No X

**Status:** Active

**Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 100.0	\$ -	\$ 100.0		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
CE	2023	\$ -	\$ 104.5	\$ -	\$ 104.5		
Const	2023	\$ -	\$ 1,045.0	\$ -	\$ 1,045.0		
CE		\$ 83.6	\$ (83.6)	\$ -	\$ -		2027
Const		\$ 836.0	\$ (836.0)	\$ -	\$ -		2027
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ <b>919.6</b>	\$ <b>329.9</b>	\$ -	\$ <b>1,249.5</b>		

**Description:**

Located 0.5 mi. N. of E. junction US-75/I-70. Polyester patch open deck spalls

**Performance: Measure:**

PM2: Pavement & Bridge Condition

**TIP#:** 1-23-02-3  
**State #:** KA-6808-01

**Jurisdiction:** KDOT  
**Classification:** Various

**Location:** I-70 bridge #039 On California Ave. Over I-70  
**Work:** Bridge Replacement

**Bikeways:**  
 Yes \_\_\_  
 No X

**Status:** Active

**Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 501.7	\$ -	\$ 501.7	BRF	2030
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ <b>501.7</b>	\$ -	\$ <b>501.7</b>		

**Description:**

I-70 bridge #039 On California Ave. Over I-70 westbound and eastbound lanes located at the I-70/California Avenue junction

**Performance: Measure:**

PM2: Pavement and bridge Condition

### Roadway and Bridge Projects

**TIP#:** 1-23-03-7      **Jurisdiction:** KDOT      **Location:** Along I-470, & US-24 in Topeka  
**State #:** KA-6864-01      **Classification:** Various      **Work:** ITS: Roadside sign and camera improvements

Phase*	Year of Obligation	Federal	State	Local	Bikeways:		Total (x1,000)	Federal Source	AC Conversion Year
					Yes	No			
						X			
									Status: Active
PE	2022	\$ -	\$ 80.0	\$ -	\$ 80.0				
Const	2024	\$ -	\$ 873.6	\$ -	\$ 873.6				
CE	2024	\$ -	\$ 70.0	\$ -	\$ 70.0				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ 1,023.6</b>	<b>\$ -</b>	<b>\$ 1,023.6</b>				

**Length(mi.)**

**Description:**

Improvements span 28.4 miles.

**Performance: Measure:**

PM1: Safety

**TIP#:** 1-23-05-3      **Jurisdiction:** KDOT      **Location:** Bridge #162 on I-70 in Shawnee County  
**State #:** KA-6930-01      **Classification:** Freeway      **Work:** Bridge Repairs

Phase*	Year of Obligation	Federal	State	Local	Bikeways:		Total (x1,000)	Federal Source	AC Conversion Year
					Yes	No			
						X			
									Status: Active
PE	2023	\$ -	\$ 238.0	\$ -	\$ 238.0				
CE	2024	\$ -	\$ 119.0	\$ -	\$ 119.0				
Const	2024	\$ -	\$ 1,190.0	\$ -	\$ 1,190.0				
PE		\$ 190.4	\$ (190.4)	\$ -	\$ -		NHPP	2029	
CE		\$ 95.2	\$ (95.2)	\$ -	\$ -		NHPP	2029	
Const		\$ 952.0	\$ (952.0)	\$ -	\$ -		NHPP	2029	
Const		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
<b>TOTALS</b>		<b>\$ 1,237.6</b>	<b>\$ 309.4</b>	<b>\$ -</b>	<b>\$ 1,547.0</b>				

**Length(mi.)**

**Description:**

US-75: Bridge #162 (north and south lanes of I-70 and ramp from I-70 to northbound US-75) located at the east junction of I-70 and US-75 south end with gate in Topeka. Surface preparation, deck patching and overlay, paint girders and bearing, concrete riprap repair, replacement of joints and compression seals, and clean drains

**Performance: Measure:**

PM2: Pavement & Bridge Condition

### Roadway and Bridge Projects

<b>TIP#:</b> 1-23-06-3		<b>Jurisdiction:</b> KDOT		<b>Location:</b> Bridge #039 on I-70 in Shawnee County			
<b>State #:</b> KA-6932-01		<b>Classification:</b> Freeway		<b>Work:</b> Bridge Repairs			
				<b>Bikeways:</b> Yes ___ No <u>X</u>		<b>Status:</b> Active	
						<b>Length(mi.)</b>	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 45.7	\$ -	\$ 45.7		
CE	2024	\$ -	\$ 45.7	\$ -	\$ 45.7		
Const	2024	\$ -	\$ 457.0	\$ -	\$ 457.0		
PE		\$ 41.1	\$ (41.1)	\$ -	\$ -		2029
CE		\$ 41.1	\$ (41.1)	\$ -	\$ -		2029
Const		\$ 411.3	\$ (411.3)	\$ -	\$ -		2029
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ <b>493.5</b>	\$ <b>54.9</b>	\$ -	\$ <b>548.4</b>		

**Description:**  
I-70: Bridge #039 (on California Avenue over I-70) located at the Junction of California Avenue and I-70 in Topeka

**Performance: Measure:**  
PM2: Pavement & Bridge Condition

<b>TIP#:</b> 1-23-07-3		<b>Jurisdiction:</b> KDOT		<b>Location:</b> Bridge #261 & #262 on K-4 in SN CO.			
<b>State #:</b> KA-6933-01		<b>Classification:</b> Freeway		<b>Work:</b> Bridge Repairs			
				<b>Bikeways:</b> Yes ___ No <u>X</u>		<b>Status:</b> Active	
						<b>Length(mi.)</b>	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 326.4	\$ -	\$ 326.4		
CE	2024	\$ -	\$ 163.2	\$ -	\$ 163.2		
Const	2024	\$ -	\$ 1,632.0	\$ -	\$ 1,632.0		
PE		\$ 261.1	\$ (261.1)	\$ -	\$ -		2029
CE		\$ 130.6	\$ (130.6)	\$ -	\$ -		2029
Const		\$ 1,305.6	\$ (1,305.6)	\$ -	\$ -		2029
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ <b>1,697.3</b>	\$ <b>424.3</b>	\$ -	\$ <b>2,121.6</b>		

**Description:**  
K-4: Bridge #261 and #262 (US-40) located at the East Junction of US-40 and K-4  
  
Berm slope protection repair, drainage improvement

**Performance: Measure:**  
PM2: Pavement & Bridge Condition

# TIP Transit and Paratransit Projects

**TIP#:** 7-21-01-5      **Location:** TMTA      **Location/Improvement:** Operating and Preventive Maintenance  
**State #:**      **Federal #:**      **County:** SN    **Type:**

Grant	Year of Obligation	Mill Levy	FTA (5307)	KDOT	Other	Fares	Total (x1,000)
FTA (5307)	2021	5100.000	2500.000	800.000	400.000	1300.000	10100.000
FTA (5307)	2022	5500.000	3200.000	900.000	400.000	800.000	10800.000
FTA (5307)	2023	6000.000	3600.000	900.000	400.000	800.000	11700.000
FTA (5307)	2024	6500.000	4000.000	900.000	400.000	800.000	12600.000

**TOTAL COST:**      \$23,100.000    \$13,300.000    \$3,500.000    \$1,600.000    \$3,700.000    \$45,200.000

**Descrip.**  
 2021-2024 Estimated Revenues. FTA (5307) funding will be used for reimbursement of operating and preventive maintenance expenses in Topeka, KS.

**Status:**

**TIP#:** 7-19-04-4      **Location:** TMTA      **Location/Improv:** Purchase 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	2022-2023	1,873.9	1,737.8	-	-	3,611.7
						-
						-
						-
						-
						-
						-

**TOTAL COST:**      1,873.9      1,737.8      -      -      3,611.7

**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.  
  
 Three electric buses have been ordered estimated delivery in late 2022 or 2023.

**Status:**

**Transit and Paratransit Projects**

**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	2022-2023	31.3	125.3	-	-	156.6
						-
						-
						-
						-
						-
						-
						-
						-
<b>TOTAL COST:</b>		<b>31.3</b>	<b>125.3</b>	<b>-</b>	<b>-</b>	<b>156.6</b>

**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:** Active

**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	2020-2023	\$ 326.2	\$ 1,304.8	\$ -	\$ -	\$ 1,631.1
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
<b>TOTAL COST:</b>		<b>\$ 1,304.8</b>	<b>\$ 1,304.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,631.1</b>

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

**Status:** Active

**Transit and Paratransit Projects**

**TIP#:** 7-20-03-4      **Location:** TMTA      **Location/Improv:** ADA Improvements/Electric vehicle fleet study  
**State #:**      **Federal #:**      **County:** SN      **Type:** Various Improvements

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
KDOT AIC	2022-2023	\$ 74.4	\$ -	\$ 297.7	\$ -	\$ 372.2
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
<b>TOTAL</b>						
<b>COST:</b>		\$ 74.4	\$ -	\$ 297.7	\$ -	\$ 372.2

**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:** Active

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

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
FTA5339	2022-2024	\$ 1,487.5	\$ 4,987.5	\$ -	\$ -	\$ 6,475.0
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
<b>TOTAL</b>						
<b>COST:</b>		\$ 4,987.5	\$ -	\$ -	\$ -	\$ 6,475.0

**Descrip.** Replace seven diesel buses-\$4,950,000. Replace 48 emergency radios-\$25,000. Install electrical redundancy-\$750,000. Ten Real-Time Solar Bus Signs-\$200,000

**Status:** Active

# Funding Summary Table

<b>Funding Summary Table 2024 through 2027</b>							
Metropolitan Topeka Planning Organization							
MTPO Metropolitan Planning Area							
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority							
		2024	2025	2026	2027	Totals	Anticipated Minus Programmed
<b>Anticipated Funding</b>							
<b>Road and Bridge</b>							
	Local	\$ 15,250,000	\$ 15,250,000	\$ 15,250,000	\$ 15,250,000	\$ 61,000,000	\$ 2,591,500
	State	\$ 59,260,000	\$ 60,148,900	\$ 61,051,134	\$ 61,966,901	\$ 242,426,934	\$ 241,483,334
	Federal	\$ 9,781,200	\$ 41,430,000	\$ 272,362,500	\$ 368,456,600	\$ 692,030,300	\$ 370,311,400
	<b>Sub-Totals</b>	<b>\$ 84,291,200</b>	<b>\$ 116,828,900</b>	<b>\$ 348,663,634</b>	<b>\$ 445,673,501</b>	<b>\$ 995,457,234</b>	<b>\$ 614,386,234</b>
<b>Transit</b>							
	Local	\$ 7,300,000	\$ 7,400,000	\$ 7,500,000	\$ 7,600,000	\$ 29,800,000	\$ 8,304,167
	State	900,000	900,000	900,000	900,000	\$ 3,600,000	\$ 1,200,000
	Federal	4,400,000	4,600,000	4,700,000	4,800,000	\$ 18,500,000	\$ 15,099,700
	<b>Sub-Totals</b>	<b>\$ 12,600,000</b>	<b>\$ 12,900,000</b>	<b>\$ 13,100,000</b>	<b>\$ 13,300,000</b>	<b>\$ 51,900,000</b>	<b>\$ 24,603,867</b>
	<b>Totals</b>	<b>\$ 96,891,200</b>	<b>\$ 129,728,900</b>	<b>\$ 361,763,634</b>	<b>\$ 458,973,501</b>	<b>\$ 1,047,357,234</b>	
		2024	2025	2026	2027	Totals	
<b>Programmed Expenditures</b>							
<b>Road and Bridge</b>							
	Local	\$ 14,072,500	\$ 25,421,000	\$ 9,267,000	\$ 9,648,000	\$ 58,408,500	
	State	\$ 943,600	\$ -	\$ -	\$ -	\$ 943,600	
	Federal	\$ 3,878,600	\$ 41,430,000	\$ 272,362,500	\$ 4,047,800	\$ 321,718,900	
	<b>Sub-Totals</b>	<b>\$ 18,894,700</b>	<b>\$ 66,851,000</b>	<b>\$ 281,629,500</b>	<b>\$ 13,695,800</b>	<b>\$ 381,071,000</b>	
<b>Transit</b>							
	Local	\$ 495,833	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 21,495,833	
	State	\$ -	\$ 800,000	\$ 800,000	\$ 800,000	\$ 2,400,000	
	Federal	\$ 1,662,500	\$ 1,737,800	\$ -	\$ -	\$ 3,400,300	
	<b>Sub-Totals</b>	<b>\$ 2,158,333</b>	<b>\$ 9,437,800</b>	<b>\$ 7,800,000</b>	<b>\$ 7,900,000</b>	<b>\$ 27,296,133</b>	
	<b>Totals</b>	<b>\$ 21,053,033</b>	<b>\$ 76,288,800</b>	<b>\$ 289,429,500</b>	<b>\$ 21,595,800</b>	<b>\$ 408,367,133</b>	

**Notes for Funding Programmed in the TIP**

- <sup>1</sup> 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.
- <sup>2</sup> 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.
- <sup>3</sup> State Funding includes funds anticipated to be converted to Federal Funds at a later date.
- <sup>4</sup> 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.

### **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.

## **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.

## **MTPO’s 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**

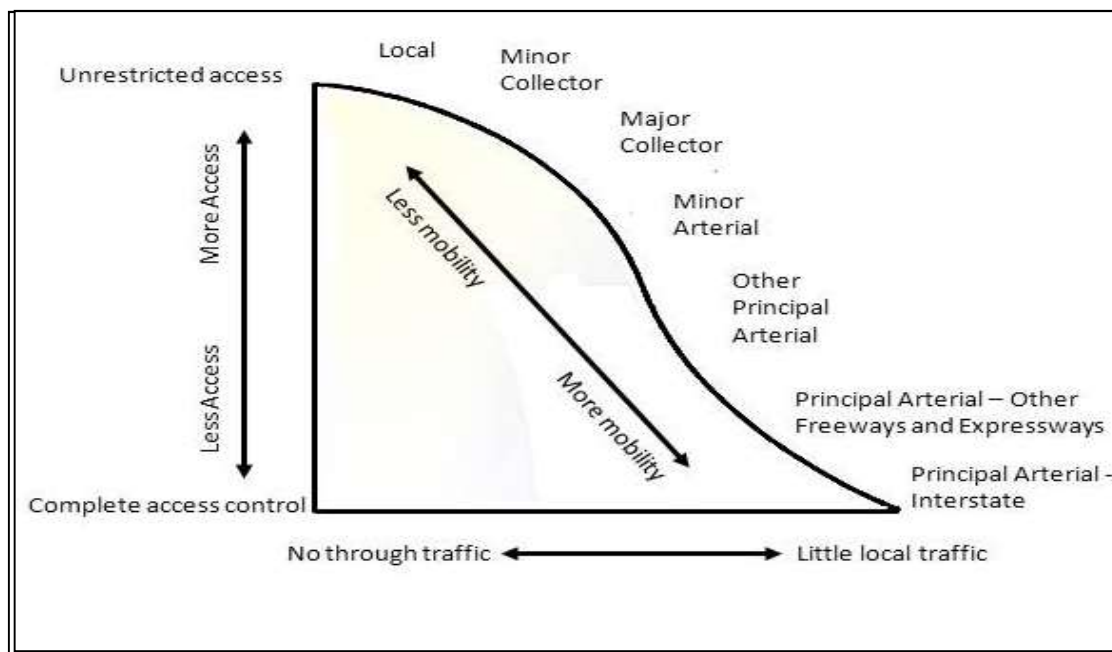
In September 2012, the MTPO approved a Complete Street Policy in support of the region's vision for a safe, balanced, multi-modal and equitable transportation system that is coordinated with land-use planning and protective of the environment. This policy guides and informs the MTPOs planning and programming 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. In 2019 the MTPO adopted a Complete Streets Guideline manual, which supports the ideologies of the Complete Streets Policy, and illustrates a variety of implementation strategies for different streetscapes.

## 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 3-1:**



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.<sup>2</sup>

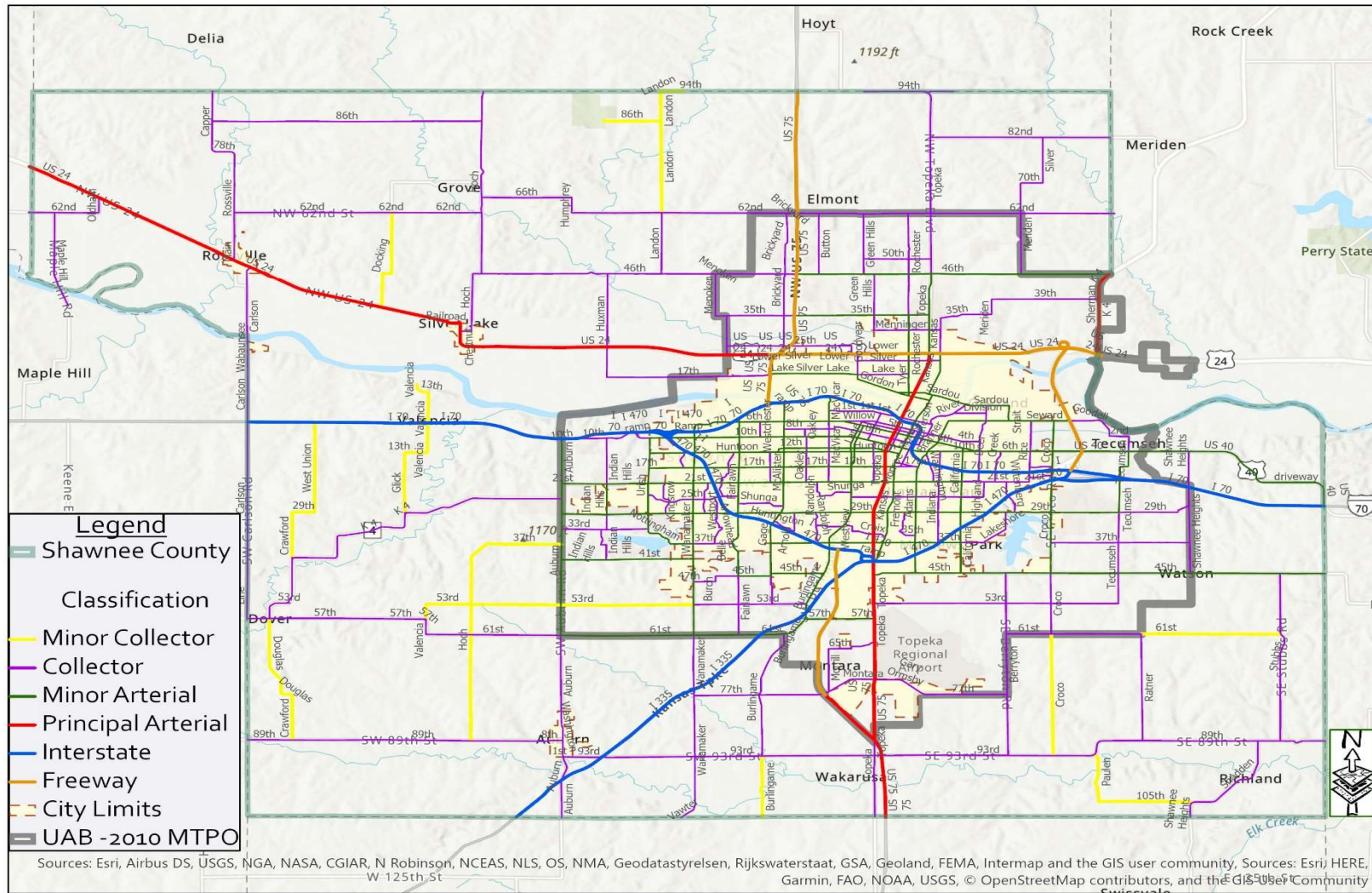
Figure 3-2 is the current Functional Classification of Roads map for all of Shawnee County. All road or bridge projects in the TIP receiving federal funds must be on a road classified as “collector” or above.

---

<sup>2</sup> 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 entity.

Figure 3-1:

## Functional Classification 2022 (KDOT)



# MTPO

## Metropolitan Topeka Planning Organization

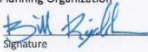
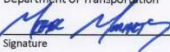
620 SE Madison Street, Unit 11 | Topeka, Kansas 66607-1118

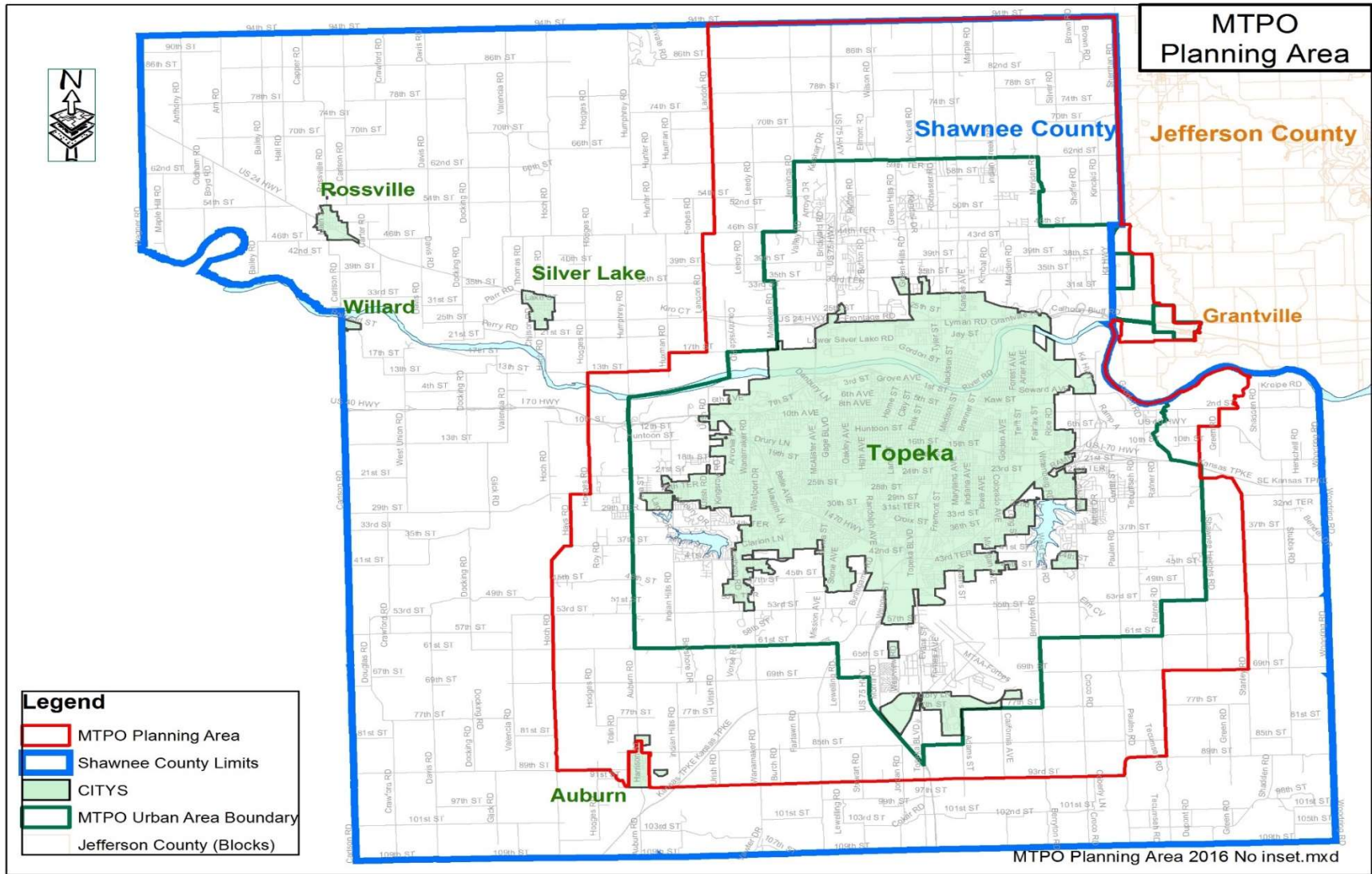
Tel.: (785) 368-3728 | [www.topekampo.org](http://www.topekampo.org)

### MTPO Self-Certification

The Kansas Department of Transportation and the Metropolitan Topeka Planning Organization certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements, including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America's Surface Transportation Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

ATTEST:	
Metropolitan Topeka Planning Organization	Kansas Department of Transportation
 Signature	 Signature
Bill RIPHANH Printed Name	MICHAEL MORIARTY Printed Name
MTPO Chair Title	Bureau Chief of Transportation Planning Title
12/30/2020 Date	4/18/21 Date





**mTPO**

Metropolitan  
Topeka  
Planning  
Organization

# Public Participation Plan





# Introduction

---

On November 15, 2021, the president signed the Infrastructure Investment and Jobs Act (IIJA)(Public Law 117-58), also known as the “Bipartisan Infrastructure Law” BIL. Aside from increasing Safe and Accessible Transportation Options, the BIL also continues and expands provisions for equitable treatment, inclusion and access to all diverse populations with regards to multi-modal transportation applications. Aside from required adherence to the Americans with Disabilities Act (ADA) the BIL also explicitly addresses equity as follows:

- **Equity:** The BIL provides considerable resources to help States and other funding recipients advance transportation plans, programs, and projects that consider the unique circumstances affecting community members’ mobility needs and allocate resources consistently with those needs enabling the transportation network to effectively serve all community members. FHWA will work with States and MPOs to ensure consideration of using State Planning & Research (SPR) and Metropolitan Planning (PL) funds for transportation planning processes that proactively address racial equity, workforce development, economic development and remove barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity or to redress prior inequities and barriers to opportunity.

Federal-aid recipients, including recipients of SPR and PL funds, are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. “Underserved populations” include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits (see [FHWA’s Environmental Justice Reference Guide](#) for additional information). In addition, SPR-and PL-funded efforts can support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities. (See [OMB’s Interim Implementation Guidance](#) for the Justice40 Initiative or its successor for additional information).

To assist with these public engagement efforts, FHWA expects States and MPOs to engage with all impacted communities and community leaders to determine which forms of communication are most effective. Recipients should gain insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed. Additionally, the recipients should use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process. The Metropolitan Topeka Planning Organization (MTPO) recognizes and adheres to all BIL equity requirements listed herein and otherwise.

The Metropolitan Topeka Planning Organization (MTPO) has been designated as the Metropolitan Planning Organization (MPO) for the metropolitan Topeka planning area. As part of the planning process the MTPO periodically undertakes a variety of corridor studies and other specialized planning projects that require public input. It is necessary to solicit public input when making decisions on projects that could have major impacts on persons residing within the MTPO area. By considering both professional criteria (e.g. engineering standards, traffic engineering, right-of-way issues, funding limits, etc) and public comments, the MTPO has the opportunity to address professional criteria within a model planning process that is sensitive to neighborhood needs and uses public involvement effectively. Based on requirements within the planning regulations, this Public Participation Plan (PPP) outlines the process for public involvement in the development of the MTP, TIP, Unified Planning Work Programs (UPWP) and other major transportation studies by the MTPO. Federal legislation requires MPO's to produce documents that govern the regional transportation investments and planning activities. This plan will apply to all these activities.

## **PUBLIC PARTICIPATION POLICY – STANDARDS AND PROCEDURES FOR MTPO REQUIRED DOCUMENTS**

There are various public involvement methods discussed in this document which can be used to gain public input on draft MPO documents. Each method should be evaluated and adapted to best fit the needs of the communities from which input is being solicited. However, it is unlikely that all of the methods described herein will be used for every required MTPO document. The following sections outline the public participation procedures that will be utilized to provide a good faith effort to solicit public input before vital MTPO documents are approved. These public involvement procedures and opportunities will be conducted, as warranted, before a required MTPO document is approved and set as regional transportation planning policy. All meeting facilities used for public hearing as well as all other meetings will be ADA accessible and specialized assistance or document formatting can be provided with 24-hours prior notice. Meeting times will also be at locations and times that are convenient for the public, in order to allow for maximum public participation. These times will usually be in the early evenings or during regular meeting times of partner organizations.

---

# Goal

The goal of the PPP is to provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation service, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

# Objectives

The basic PPP Objectives of the MTPO are as follows:

- Develop simple yet numerous avenues for encouraging participation.
- Improve relationships between private and public sector groups at different levels of government and promote cooperative working groups.
- Utilize visualization techniques to describe metropolitan transportation plans and TIPs.
- Provide timely notice and reasonable access to information about transportation issues and processes.
- Provide adequate public notice of public participation activities, allowing time for public review and comments at key decision points, including but not limited to a reasonable opportunity to comment on all MTPO publication requiring public input.
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.
- Coordinate with the statewide transportation and local governments planning public involvement and consultation processes.

## **INTERESTED PARTIES & TARGETED GROUPS INCLUSION IN PLANNING PROCESS**

The MTPO through its public participation process will solicit the needs of those traditionally underserved by the existing transportation system, such as elderly, disabled, low income and minority households who may have difficulty accessing or participating in community planning activities. Other specialized groups that may be affected by the transportation plan and representatives of the general public will also be included in the planning process. When appropriate, some or all of the following entities shall be included, however, this list may expand as new target entities are identified. The processes used to accomplish these goals will be as follows:

1. Periodically solicit and present transportation issues at Topeka Neighborhood Improvement Association (NIA) and Neighborhood Associations (NA) meetings.
2. Periodically solicit and present transportation issues at the Topeka Community Advisory Council (CAC).
3. Periodically solicit and present transportation issues at the Topeka Independent Living Resource Center (TILREC)
4. Periodically solicit and present transportation issues at meetings of the Topeka-Shawnee County Paratransit Council.
5. Periodically solicit and present to representatives of the Kaw Valley Bicycle Club.
6. Periodically solicit and present transportation issues to local senior citizen organizations.
7. Consult local parks and recreation departments for trail planning information.
8. Periodically solicit and present to Public Health and Wellness organizations.
9. Seek out and solicit to any other appropriate entities that would be interested.

Including these groups in the public participation process will be accomplished by contacting representatives of the appropriate organizations when issues arise that may be of concern to them. These entities will be included on notification lists for new projects, and amendments to the TIP, and UPWP, as well as new MTPs. The MTPO staff will also make efforts to attend the regularly scheduled meetings of these organizations when deemed necessary.

### **Public Notices of MTPO Meetings**

All announcements of MTPO Technical Advisory Committee (TAC) and MTPO Policy Board (PB) meetings shall be released to the public through one or more of the City of Topeka's regular outlets: weekly calendar, on the City of Topeka/MTPO website, and via Channel 4 Public Access. Public meeting notices shall be posted at least one week prior to the meeting. In addition, the agendas and minutes for TAC and PB meetings will be posted on the MTPO website and be available for public inspection at the MTPO office soon after they are approved.

Announcements for public involvement meetings for proposed updates to the MTP, TIP, UPWP, PPP and any other required MTPO document shall be posted on the MTPO website at least one week before the meeting and also included on the weekly meeting calendar published by the City of Topeka. Other methods of announcing these meetings may also be used. The public will be apprised of this posting through our contacts and mailing lists.

### **Public Participation Toolbox**

The following techniques for public participation may be utilized during the public participation process. These techniques are intended to enhance the public participation process; however, not all techniques will necessarily be used for every situation.

1. **Visualization techniques** When appropriate the MTPO will utilize GIS maps, charts, graphs, Power Point presentations, or pictures to illustrate plans or ideas used in plans or drafts. These tools may be used on the City of Topeka website, as well as hard copy presentation available for viewing at public meetings.
2. **Web Page** The city of Topeka maintains a web site that hosts the MTPO. Using this internet tool, the MTPO's planning documents, meeting agendas, meeting minutes, contact information, and a variety of other information is made available to the public. The website will also contain MTPO Policy Board members, Technical Advisory Committee members and other information for public review. Plans are also being considered to expand the interactive nature of the City of Topeka/MTPO website to include an interactive public mapping interface to view the locations of projects both (Still in the Works, but have incorporated interactive maps for specific plan development) on-going and those projected to be undertaken in the near future. The public is able to submit comments on these plans via email correspondence. The public can also request to be added to the Interested Parties Contact list as well.

3. **Planning Workshops** The purpose of the Planning Workshop is to have subject experts present information about the topic and to gain public reaction to it. The focus of the workshops is to educate the public and public leaders. Planning workshops should have a certain topic, but staff should be prepared to field other questions related to mobility in the region.
4. **Online Public Meetings** Online public meetings are a flexible alternative or in addition to in-person meetings. This option is important for those who would otherwise be unable to attend an in-person meetings for one reason or another. Online engagement opens up an additional avenue for a broader engagement that was not available before to many individuals.
5. **Public Access Television** The City of Topeka broadcasts regularly on its government access cable channel, Channel 4. The availability of a variety of city services and meeting announcements are broadcast on this channel. This television channel is available to all Topeka area residents who subscribe to Cox communications. The MTPO uses the Topeka Planning Department to staff its operations, and the MTPO staff can post information on Topeka Channel 4.
6. **News Media Contacts and Press Releases** The MTPO staff will work with the City of Topeka and local media outlets as needed to inform the new media of upcoming MTPO public involvement events. Press releases announcing the approval of major MTPO documents (MTP, TIP, etc.) and notices announcing public information meetings for draft MTPO products will be released through these public involvement methods.
7. **Surveys** The MTPO may similarly use survey instruments in conjunction with public involvement activities. Various types of survey instruments and distribution techniques will be considered in designing MTPO surveys.
8. **Pamphlets** The MTPO will consider preparing and distributing pamphlets that provide a general overview of the MTPO, and the processes for developing and modifying the MPO or TIP, and the rationale for preparing studies for a specific project (with assumed financial assistance from project sponsors for project related information). In addition, pamphlets may be available to the public at City and County offices, the Public Library, the internet, and other locations as deemed necessary and accessible.

The MTPO staff will be available to make presentations on the information contained in the pamphlets to the organizations identified or any other group that requests a presentation.

9. **Social Media** The MTPO staff has a Facebook and Twitter account. Staff will use these accounts to inform the public of various projects and meetings.
10. **Topeka Metropolitan Transit Authority (TMTA)** techniques used by TMTA:

**Major Service Changes** Examples: fare increase, fixed route changes, service cuts

Public notice detailing information (the proposal, ways to comment) and public meeting schedule (place, timeline) distributed 7-14 days in advance of 1<sup>st</sup> meeting at Quincy Street Station, TMTA website, on fixed route buses, and other locations specifically affected by the proposed change.

TMTA hosts at different locations (Quincy Street Station, community building, public library) two to three public meetings including a public hearing at the TMTA monthly Board Meeting. Meetings are scheduled to take place once a week beginning about one month prior to the scheduled monthly Board meeting.

Public comment is open from the time public notices are distributed through the close of the public hearing at the scheduled Board Meeting. Public comments are recorded and summarized to the Board before action is taken on the service change.

Press releases detailing the proposals/recommendations and all information pertaining to the service change are also distributed to local media outlets including television, radio, and newspaper.

Following action by the Board, TMTA distributes public notices at the above mentioned locations to announce the Board's decision, and any time schedule for implementing the Board's action.

**Minor Service Changes** Examples: detours, run cuts or expansion

These changes are continuous and do not require a public meeting or hearing. TMTA posts notices ASAP on the TMTA website and at Quincy Street Station stating the minor change.

**PPP REVIEW PROCESS**

The MTPO and partners will periodically (or at least every three years) evaluate the effectiveness of the public participation program, and make recommendations concerning the development of and modifications to MTPO transportation planning documents. If staff and partners determine that changes are needed to provide more effective public participation or to reflect changes to the current Transportation Bill, they will make the necessary amendments or revisions to the PPP document. Those amendments or revisions to the PPP will then be submitted to the TAC and Policy Boards, for final approval and ratification, following the public notice procedures outlined herein.

## **Basic Process for Public Input, Review and MTPO Approval of Required MTPO Documents**

The MTPO, at a minimum, shall be subject to the following public involvement process for the review and approval of all federally required MTPO documents:

1. TAC shall be given an opportunity to review and comment on the draft and recommend its release for public comment.
2. The draft document shall be made available for public review through the placement of paper copies at the MTPO office (Topeka Planning Department Office) and the placement of an electronic copy on the City of Topeka/MTPO website. MTPO staff contact information will also be included with the draft document in case there are any further questions. Notice of document availability is provided through announcements posted on the website, and sent to public agencies, neighborhood groups, or other organizations that have expressed interest in the document.
3. After public information meetings and other public involvement activities are completed, the MTPO staff will prepare a hearing draft of the document, addressing any public comments that were received, if any, and present this draft document back to the TAC for their consideration.
4. After the TAC considers and approves the post- public comments hearing draft of the document it will then be sent on to the MTPO Policy Board for their review, possible revision, and approval.
5. When final MTPO Policy board action is taken on a required document the MTPO Staff shall send a letter requesting approval of the Board's action (i.e. approval of amendments, new TIPs and UPWPs) to the Kansas Department of Transportation. The MTPO Staff shall send those agencies copies of the MTPO approved document. In the case of the MTP once adopted by the MTPO the document becomes the official MTP for the metropolitan Topeka planning area, and requires no approval from any other agencies. This same document will also be forwarded to the City of Topeka, Shawnee County, KDOT, FHWA and FTA for informational purposes. The MTP may then be adopted by the City of Topeka and Shawnee County as the Transportation Elements of the comprehensive plans for those jurisdictions.
6. The approved document will then be posted on the City of Topeka/MTPO website for public viewing.

## **Additional Public Participation Standards and Procedures**

In addition to the Standards discussed above, the MTPO will also provide other participation opportunities to the public. The following communication methods will be used when deemed necessary or appropriate.



The MTPO will maintain an up-to-date database of interested parties (as previously defined) so that they may be notified when plans and studies are being carried out, so that they may have reasonable opportunities to comment on these transportation plans and products and participate in planning activities, subcommittees, panels, and focus groups.

### **Public Comment Period**

- Any significant modification or amendment to the PPP requires a forty-five (45) day public comment period.
- Adoption of the MTP will require a thirty (30) day public comment period.
- A change or addition to a major Federal Transit Administration funded project, a major Federal Highway Administration funded project, or the MTP requires a fourteen (14) day public comment period.
- TIP will require a twenty (20) day public comment period. A fourteen (14) day public comment period will be required for TIP amendments.
- Adoption of the UPWP will require a minimum of (20) days for public comment. UPWP amendments will require a fourteen (14) day public comment period.
- Other federally required documents needing approval by the MTPO will have a minimum fourteen (14) day public comment period.

### **Additional Public Comment Periods**

If responses to public comments results in the MTPs, TIPs, UPWPs and other plan/program documents or amendments being significantly different from the draft document which was sent out for public review, an additional public comment period may be held. Determination of the need for an additional comment period will be made by the MTPO.

The public comment periods for the MTPO required documents will begin on the day that a public notice soliciting comments on the draft document is posted on the MTPO website and in paper form at the MTPO office. Public comment period notices may also be posted at other locations, run on Channel 4, printed in local newspapers, or announced at various meetings attended by MTPO staff.

#### **Any press release/advertisement will contain:**

1. A general description of the proposed policy, amendment or official action;
2. Where information on the policy, amendment or official action can be reviewed or obtained;
3. When the public comment period begins and ends;
4. Where comments on the policy, amendment or official action can be submitted;
5. When and where the discussion and/or public hearing on a proposed action is scheduled;
6. The specific dates and location for the review and recommendation by the MTPO TAC;
7. The name, title, and telephone number of a specific contact person.

## **Documented public comments and recommendations**

An appendix containing any significant oral and written comments and responses will be made part of the final document.

## **Administrative Revisions**

Non-amendment changes to planning documents requiring public input can be done using a simplified procedure. Such changes only require that notice of the change be included in the published agenda of the MTPO TAC and the Policy Board meetings where the change will be considered.

## **PUBLIC INVOLVEMENT FOR OTHER MAJOR STUDIES**

The PPP for preparing a major study is intended to provide a proactive, early, and continuous process that is tailored for each study and includes the public throughout the process from analysis to the final selection.

A study may be required for major metropolitan transportation investments. A major metropolitan transportation investment means a highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub area scale. Consultation among the MTPO, Kansas Department of Transportation (KDOT), Topeka Metropolitan Transit Authority (TMTA), FHWA, FTA, and any other reviewing agencies may lead to the designation of other proposed improvements as major investments beyond the examples listed below. Examples of such investments could generally include but are not limited to; Major Corridor Studies, Major Transit Studies, or Major Bike/Pedestrian Studies.

When any implementing agency or the MTPO intends to prepare a major study, the public involvement process described herein will be followed at a minimum. The sponsor agency shall meet with MTPO staff for consultation and coordination to include:

The staffs of the implementing agency and MTPO will use a proactive approach for contacting local groups and citizens, neighborhood organizations and other local news agencies.

The notice of intent will contain a general description of the study and announce the time and location of a meeting to determine the extent of the analysis and public roles in the cooperative process.

## **COORDINATION**

The MTPO, KDOT, TMTA and city and county departments will coordinate through regular consultation their metropolitan public involvement processes to enhance public consideration of issues, plans and programs and to reduce redundancies and costs.

**Environmental Justice and MTPO Compliance Methods**

The MTPO shall follow a public policy goal of ensuring that adverse human or environmental effects of governmental activities do not fall disproportionately upon minority or low-income populations. Environmental Justice became federal policy in 1994 when President Clinton signed Executive Order 12898, which directed all major federal agencies to ensure that the spirit of the order is reflected in all of their activities.

Environmental Justice (EJ) at the Federal Highway Administration means identifying and addressing disproportionately high and adverse effects of the agency’s programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.

The U.S. Department of Transportation’s Order to Address Environmental Justice in Minority Populations and Low-Income Populations was issued to ensure that all federally funded transportation-related programs, policies, or activities having the potential to adversely affect human health or the environment involves a process that explicitly considers the impacts on minority and low-income populations. An extensive explanation of Environmental Justice can be found in the current TIP.

In compliance with EJ standards and to assure that the public has access to full information concerning human health and environmental impacts, the MTPO will include representatives of local Neighborhood Improvement Associations (NIA’s) and the local branch of the National Association for the Advancement of Colored People (NAACP) on its contact list for project proposals and public hearing announcements.

**Consultation Procedures**

<u>Contact</u>	<u>Agency Role</u>	<u>Involvement</u>
Topeka Planning Department, Planning departments of member jurisdictions	Representatives of State and local land use entities	Agency representatives will be engaged in consultation at the initiation of both the MTP and TIP document development, with ongoing communication until approval.
Visit Topeka, Go Topeka	Economic development representatives	
Kansas Department of Health and Environment, U.S. Fish and Wildlife Service, Environmental Protection Agency, United States Army Corps of Engineers	Environmental protection and resource agencies	Participation representatives will have the opportunity to review and comment on draft material prior to approval
Greyhound, Taxi Companies	Private providers of transportation	
Topeka Airport Authority	Airport Representatives	
Kansas Motor Carriers Association, Railroad operators in the area	Freight Representatives	Consultation will match the public review and comment timeline and procedures outlined starting on page 6.

## **Improving Access to Services for Persons with Limited English Proficiency (LEP)**

The federal government provides and funds an array of services that can be made accessible to otherwise eligible persons who are not proficient in the English language. The federal government is committed to improving the accessibility of these services to eligible LEP persons, a goal that reinforces its equally important commitment to promoting programs and activities designed to help individuals learn English. To this end, each federal agency shall examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services consistent with, and without unduly burdening, the fundamental mission of the agency, each federal agency shall also work to ensure that recipients of federal financial assistance (recipients) provide meaningful access to their LEP applicants and beneficiaries. To assist the agencies with this endeavor, the Department of Justice issued this general guidance document (LEP Guidance), which sets forth the compliance standards that recipients must follow to ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI of the Civil Rights Act of 1964, as amended, and its implementing regulations. As described in the LEP Guidance, recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

For more information; <http://www.usdoj.gov/crt/cor/Pubs/eolep.htm>

The MTPO will evaluate the need for improving access to services for persons with Limited English Proficiency (LEP). LEP compliance will extend to all MTPO public involvement communication media. The MTPO will provide adequate services for LEP populations given 24 hours advanced notice. These services may include, but will not be limited to, utilization of an interpreter or translated documents. In compliance with Title VI equal opportunity provisions, language pertaining to equal opportunity and access to all will be printed on all public notices announcing MTPO meetings, events, or solicitations for input.

## **CIVIL RIGHTS ACT AND AMERICANS WITH DISABILITIES ACT**

The MTPO will ensure that the requirements of Title VI of the Civil Rights Act of 1964, as amended, are met and that appropriate actions are taken during all phases of public involvement to comply with the Americans with Disabilities Act. In addition, an attempt will be made to seek out representation for both the MTPO and the Citizens Review Committee from segments of the population who are traditionally underserved by existing transportation systems, including, but not limited to, low-income and minority households.



# APPENDIX

## A: PUBLIC INVOLVEMENT DEFINITIONS

Americans With Disabilities Act (ADA)	The legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities. (FTA1)
Complete Streets Advisory Committee (CSAC)	The CSAC was created by merging the Bikeways Advisory Committee (BAS) and other interest groups in the community. This group is intended to share information, raise issues, review draft products and recommend solutions relating to implementing complete streets.
Environmental Justice (EJ)	Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.
Kansas Department of Transportation (KDOT)	The Kansas Department of Transportation (KDOT) coordinates and develops statewide transportation systems. KDOT also acts as a conduit for Federal funding sent to MPO's and local governments for transportation projects. Virtually all major transportation projects that occur within the Topeka Area are coordinated between the MTPO and KDOT.
Metropolitan Planning Organization (MPO)	The creation of Metropolitan Planning Organizations was first mandated under the Federal-Aid Highway Act of 1962, was again mandated by the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), and is also required under the 1998 Transportation Equity Act for the 21 <sup>st</sup> Century (TEA-21). MPO's are mandated for urbanized areas with populations over 50,000 and are intended to make determinations regarding funding of improvements to the region's transportation system outside the local political arena. The MPO sets regional transportation policies and priorities.
MAP 21	The Moving Ahead for Progress in the 21st Century Act, MAP-21, is a funding and authorization bill to govern United States federal surface transportation spending. It was passed by Congress on June 29, 2012 and President Barack Obama signed it on July 6.
Metropolitan Transportation Plan (MTP)	<p>The Metropolitan Transportation Plan comprises the federally required regional transportation plan for the Topeka Area. This plan sets the vision and policies for the region's multi-modal transportation system. The purpose of the MTP is to provide an overview of transportation needs in the community, now and in the future, and to provide policy guidance in developing projects and the programming of transportation funding. It provides at least a twenty-year horizon, must be based upon a traffic model that accurately reflects conditions in the planning region, and must be based on reasonable estimates of future funding. The Plan is reviewed annually, and updated at least once every five years.</p> <p>This plan may also be adopted by local governments and become the Transportation Element of the Topeka Comprehensive Plan and/or the Shawnee County Comprehensive Plan.</p>
Metropolitan Topeka Planning Organization (MTPO)	In the Topeka area the designated Metropolitan Planning Organization (MPO) is the Metropolitan Topeka Planning Organization (MTPO), and the Topeka Planning Department provides staff support to the MTPO.

Section 508, Rehabilitation Act	An Act amended by Congress in 1998 to require Federal agencies to make their electronic and information technology accessible to people with disabilities.
Technical Advisory Committee (TAC)	<p>The MTPO has one standing technical advisory group called the Technical Advisory Committee (TAC). The TAC meets regularly and is composed of local government and transportation agency staff. This group is charged with providing the best professional transportation planning recommendations to the policy board for consideration. The TAC along with the MTPO staff is also charged with implementing the policies set by the MTPO Policy Board. However, the TAC can also be used in the public involvement process and is often the group that arranges and coordinates the various public involvement activities undertaken by the MTPO. The TAC can provide the MTPO Policy Board and staff with recommendations on how to effectively run a public participation program which is in conformance with federal and state regulations.</p> <p>Specifically, the TAC reviews and makes recommendations regarding draft transportation planning documents, including the Metropolitan Transportation Plan (MTP) the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). During the course of developing these documents, public involvement activities take place.</p>
Title VI	Title VI of the Civil Rights Act of 1964. Prohibits discrimination in any program receiving federal assistance.
Transportation Improvement Program (TIP)	The Transportation Improvement Program (TIP) provides a multi-year listing of transportation projects that are federally funded, are of regional significance, or both. The TIP document is developed by the MTPO in cooperation with KDOT, TMTA, and City and County governments. The TIP is federally required to be a minimum four- year span listing of projects and be updated at least every four years.
Topeka Metropolitan Transit Authority (TMTA)	The Topeka Metropolitan Transit Authority is the transit partner of the MTPO, which provides regional transit planning activities for the MTPO area.
Unified Planning Work Program (UPWP)	The MTPO adopts a Unified Planning Work Program (UPWP) annually. This document outlines work tasks and staffing responsibilities, describes activities to be completed during upcoming year, and lists the status of current and recently completed planning activities. It contains a budget identifying planning priorities for the year.
United States Department of Transportation (USDOT)	The United States Department of Transportation (USDOT) is the primary federal department responsible for national transportation development and funding. The USDOT includes under its agencies the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), as well as other federal transportation-related agencies. The FHWA and the FTA review the transportation planning and project activities of both metropolitan planning organizations and state transportation departments. These two USDOT agencies provide funding for highway and transit projects as well as for transportation planning activities.



## B: Targeted Groups Definitions

<p>Kaw Valley Bicycle Club</p>	<p>The Kaw Valley Bicycle Club is a bicycle touring organization of the Topeka Kansas area. They sponsor annual tours and weekly bike rides. Membership is open to the public through their website. Members of this group currently participate on MTPO advisory boards.</p>
<p>Heartland Healthy Neighborhood (HHN)</p>	<p>Heartland Healthy Neighborhoods is the community health coalition in Topeka and Shawnee County, Kansas. The monthly workgroup meetings focus on mobilizing people, ideas and resources around topics and issues identified in the Community Health Needs Assessment and the Community Health Improvement Plan.</p>
<p>Heartland Visioning (HV)</p>	<p>Heartland Visioning facilitates community change to improve our quality of life in Topeka and Shawnee County. Heartland Visioning is an LLC within the Topeka Community Foundation 501(c)3 non-profit organization. Heartland Visioning is made up of a Management Committee, Steering Committee Visionary Volunteers, two and a half Heartland Visioning Staff, and the public.</p>
<p>Justice, Unity, and Ministry Project (JUMP)</p>	<p>Topeka JUMP is a non-profit coalition of 19 congregations in Shawnee County, Kansas. JUMP’s mission is to build people-based power to influence local decision-makers to consider policy and funding changes that address systems which may unintentionally perpetuate poverty and injustice.</p>
<p>Neighborhood Improvement Associations (NIA’s)</p>	<p>Topeka’s target redevelopment area is divided into 21 territories called Neighborhood Improvement Associations (NIA’s). Each NIA has elected officers and holds monthly meetings. These meetings provide a forum for communicating local needs and concerns as well as advising city government officials about plans and policies the neighborhood is considering. Recommendations from the NIA’s are considered in setting priorities for the provision of city services such as street paving, zoning changes, drainage issues, and traffic controls. Neighborhood Improvement Associations have initiated and supported the development of community centers, senior citizen centers and housing units, parks, and special neighborhood incentive programs. These groups have also been very active in neighborhood planning efforts undertaken in the last several years. Traffic and circulation issues have been discussed during those planning projects.</p> <p>Neighborhood Improvement Associations also provide a forum to reach out to low-income parts of the community and inform residents in those parts of Topeka about MTPO activities taking place that may impact their lives. In the past, the Topeka MPO has made special efforts to inform the NIA’s through the CAC about major MPO projects. Using the NIA’s as a tool to reach low-income residents with information about the regional transportation planning process will continue in the future.</p>

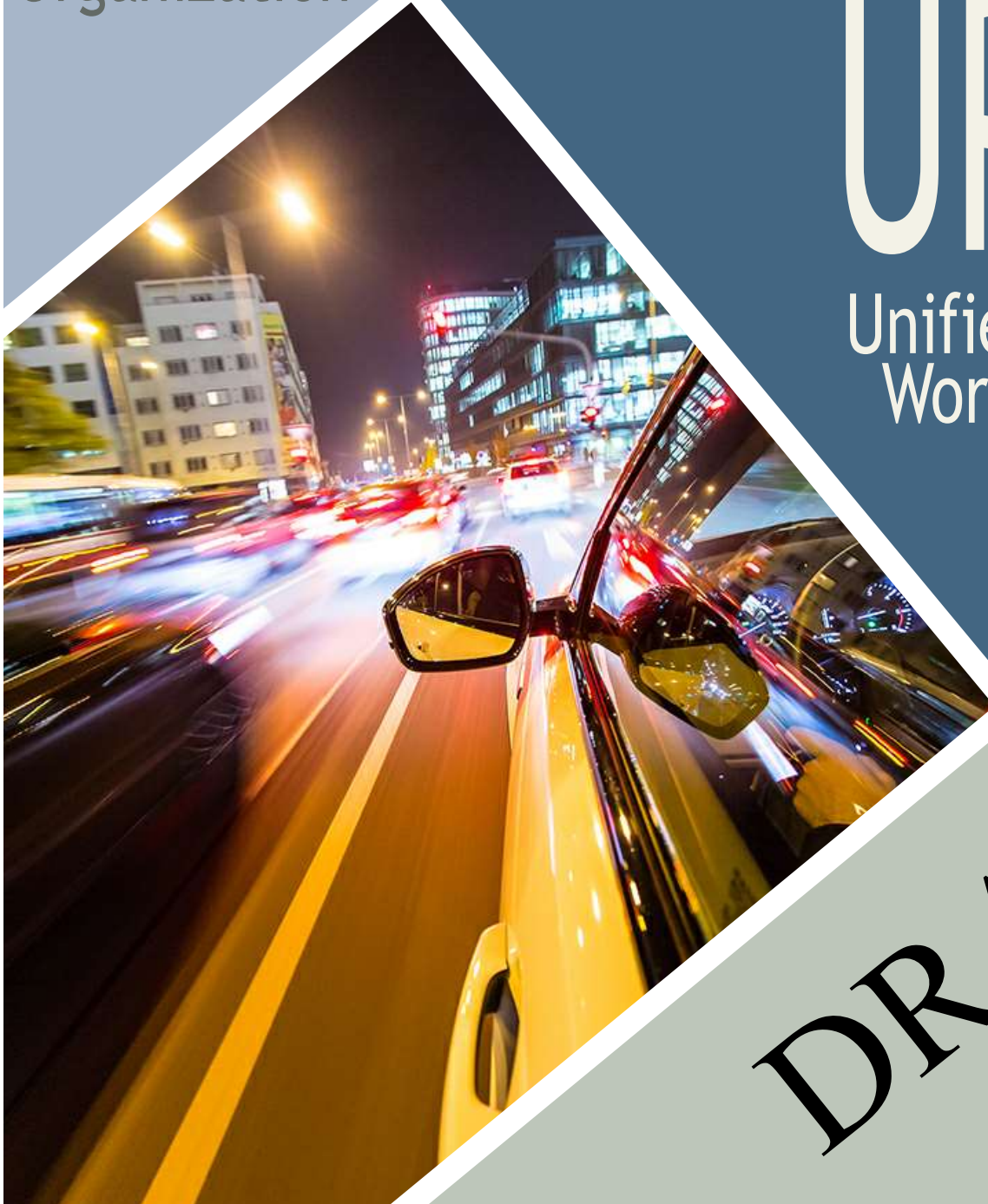
Neighborhood Associations (NA's)	Similar to an NIA, the Neighborhood Associations (NA's) provide representation for residents in areas of the community that do not meet the low/mod. Income guidelines for NIA's, but serve many of the same functions. There are 23 Neighborhood Associations in Topeka. These groups represent distinct neighborhoods that are often facing transportation related issues. These groups are a tool for outreach to other neighborhoods in Topeka that are not low-income areas but have concerns about mobility.
Paratransit Council Inc.	A committee of Coordinated Transit District #2 addresses transportation needs of riders with special needs. Paratransit services are coordinated through the Topeka Metropolitan Transit Authority (TMTA). Members of this group currently participate on MTPO advisory boards.
Senior Citizen Centers	Topeka has various senior centers throughout the city. They include The East Topeka Senior Center, The Topeka LULAC Multipurpose Senior Center Inc., Papans Landing Senior Center, and many others. Efforts will be made to reach out to representatives of these organizations. Members of this group currently participate on MTPO advisory boards.
Topeka Community Cycle Project (TCCP)	TCCP is a place to learn new skills and develop a community of cyclists in and around Topeka. TCCP is a not-for-profit community organization that is entirely volunteer-run. Their mission is to broaden access to cycling in Topeka through hands-on education and bike repair and other various programs.
Topeka Branch NAACP	The Topeka Branch of the National Association for the Advancement of Colored People (NAACP) is an organization made up of primarily minority individuals and has over 300 members in the Topeka area. The NAACP is on the MTPO email list and receives all information with regards to Transportation issues within the MTPO Area. The MTPO staff also give period presentations to the NAACP group at their monthly meetings. Members of this group currently participate on MTPO advisory boards.
Topeka Bikeways	<p>Topeka Bikeways is a group that is working toward providing a safer riding environment in Topeka by providing public with information and updates regarding bicycling.</p> <p>This group is also responsible for the fundraising done to support the Bikeways Master Plan. "The Topeka Bikeways Fund" (the Fund) purpose is to cover expenses relating to building, maintaining, and supporting the bicycling infrastructure and related programs in Topeka and Shawnee County.</p>
Topeka Independent Living Resource Center (TILREC)	The Topeka Independent Living Resource Center (TILREC) is an organization which assists Topekans with disabilities. The MTPO will work with this organization to solicit information of the needs of the local ADA populations with regards to mobility within the Topeka area. Members of this group currently participate on MTPO advisory boards.

# mTPO

Metropolitan  
Topeka  
Planning  
Organization

# 2024 UPWP

Unified Planning  
Work Program



# DRAFT

# DISCLAIMER

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

**METROPOLITAN TOPEKA PLANNING ORGANIZATION**  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**2024-JANUARY 1<sup>ST</sup> THROUGH DECEMBER 31<sup>ST</sup>**  
**Table of Contents**

---

**SECTION I - INTRODUCTION .....3**

Bipartisan Infrastructure Law (BIL).....4

Funding Breakdown.....6

Performance Based Planning.....7

MTPO Policy on UPWP Program Modifications .....8

2023 UPWP Accomplishments .....8

2024 Planning Priorities .....9

**SECTION 2-MTPO ACTIVITIES AND THE TRANSPORTATION PLANNING PROGRAM..... 10**

Work Task 1-MTPO Program Support and Administration..... 11

Work Task 2-Metropolitan Transportation Plan (MTP)..... 13

Work Task 3-Transportation Improvement program (TIP)..... 14

Work Task 4-Public Participation & Title IV Compliance..... 15

Work Task 5-Corridor and Special Studies..... 17

Work Task 6-Regional ITS Architecture..... 21

Work Task 7-Transit Planning Activities..... 22

**SECTION 3-BUDGET..... 24**

2024 Itemized Budget and Available CPG funding table..... 25

2024 MTPO Staff Hours table..... 26

2024 Labor and Non-Direct Charges table..... 27

**SECTION 4-MAPS..... 28**

Functional Classification of Roads..... 29

Metropolitan Topeka Planning Organization (MTPO) Area..... 30

**SECTION 5-UPWP RELATIONSHIP TO MTP GOALS..... 31**

Public Comments..... 32

# SECTION 1

## INTRODUCTIONS

### WHAT IS THE UPWP?

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

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

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

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

What is the federal transportation bill?

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

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

### What's new

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

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

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

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

## Other BIL Transportation Funding:

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

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

## Eligible Recipients:

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

## Eligible Activities:

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

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



# FUNDING BREAKDOWN BY CATEGORY

## Funding Availability:

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

## Allocation of Funding:

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

## Other Currently Available Sources of Transportation Funding:

- **The Eisenhower Legacy Transportation Program (IKE) approved in 2019 continued in 2020**
  - In the first round, \$74 million in transportation projects (both preservation and expansion) was awarded. Thirty-nine (39) million dollars of this was state funding. Projects will be added to the pipeline annually.
  - Established the KDOT Innovative Technology Program (\$3 million annually, no project receives more than \$1 million per cycle).
  - Applications accepted twice annually. \$5.5 million available during 2020 Fall application process
  - For the 2021 Spring round of projects, KDOT announced an expanded list of recipients for the IKE Cost Share program. More than \$42 million will support 30 transportation construction projects across Kansas as funded through State and local partnerships.
  
- **Bipartisan Infrastructure Law (BIL) 2022 - 2026 Overview**
  - \$1.2 trillion nationwide over 5 years (60% Formula Funds, 40% Discretionary Grants)
  - \$3.8 Billion total for Kansas
  - \$725 million for KS Transportation (Not use it or lose it funds):

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

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

[https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact\\_sheets.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm)

## PERFORMANCE BASED PLANNING

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

### Performance Categories

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

# MTPO'S POLICY ON UNIFIED PLANNING WORK PROGRAM MODIFICATIONS

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

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

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

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

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

## 2023 UPWP ACCOMPLISHMENTS

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

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

## PLANNING PRIORITIES FOR 2024

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

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

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

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

# SECTION 2

## MTPO ACTIVITIES & THE TRANSPORTATION PLANNING PROGRAM

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

### Program Work Tasks:

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

# 1 – MTPO PROGRAM SUPPORT & ADMINISTRATION:

## PROGRAM OBJECTIVES

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

## 1.1 PROGRAM SUPPORT AND ADMINISTRATION ACTIVITIES:

\$36,471

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

## PRODUCTS & TIMELINE

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

## 1.2 COMMITTEE SUPPORT ACTIVITIES:

\$30,946

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

### PRODUCTS & TIMELINE

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

## 1.3 UPWP & BUDGET ACTIVITIES:

\$21,958

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

### PRODUCTS & TIMELINE

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

## 1.4 TRAINING ACTIVITIES:

\$4,795

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

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

## 2 – METROPOLITAN TRANSPORTATION PLAN (MTP):

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

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

### PROGRAM ACTIVITIES:

\$3,468

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



# 3 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

## PROGRAM OBJECTIVES

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

## PROGRAM ACTIVITIES:

\$19,518

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

## PRODUCTS & TIMELINE

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

## 4 – PUBLIC PARTICIPATION & TITLE VI COMPLIANCE:

---

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

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

There are three fundamental Environmental Justice principles:

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

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

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

## PROGRAM OBJECTIVES

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

## PROGRAM ACTIVITIES:

\$9,161

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

## PRODUCTS & TIMELINE

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

# 5 – CORRIDOR & SPECIAL STUDIES:

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

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

## PROGRAM OBJECTIVES

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

## 5.1 BIKEWAYS ACTIVITIES:

\$47,605

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

## PRODUCTS & TIMELINE

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

### 5.2 PEDESTRIAN PLANNING ACTIVITIES:

\$30,785

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

## PRODUCTS & TIMELINE

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

### PEDESTRIAN MASTER PLAN UPDATE CONSULTANTS: \$125,000

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

## 5.3 GENERAL STUDIES & PLAN REVIEW ACTIVITIES:

\$30,496

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

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

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

## 5.4 TARGET SETTING FOR PERFORMANCE MEASURES ACTIVITIES:

\$5,417

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

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

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

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

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

## 5.4 TARGET SETTING FOR PERFORMANCE MEASURES ACTIVITIES CON'T.

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

### PROGRAM ACTIVITIES

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

### OTHER PRODUCTS IN SUPPORT OF CORRIDOR AND SPECIAL STUDIES:

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

## 5.5 BCBS GRANT COORDINATOR STAFF SUPPORT

\$9,488

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

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

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

## 5.5 BCBS GRANT COORDINATOR/CONSULTANT

\$12,625

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

# 6 – REGIONAL INTELLIGENT TRANSPORTATION SYSTEM (ITS) ARCHITECTURE

## PROGRAM OBJECTIVES

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

## PROGRAM ACTIVITIES/TIMELINES

\$2,253

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

## PRODUCTS & TIMELINE

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



# 7 – PUBLIC TRANSIT PLANNING:

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

## PROGRAM OBJECTIVES

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

## PROGRAM ACTIVITIES:

\$64.974

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

# 7 – PUBLIC TRANSIT PLANNING CON'T.

## PROGRAM ACTIVITIES:

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

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

\$75,000

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

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

# SECTION 3

## BUDGET

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

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

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

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

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

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

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

Estimate of 2024 available CPG funds	Source Total
2024 CPG for MTPO	\$ 400,000
2023 Carryover Estimate	\$ 361,000
Total 2024 CPG Estimate	\$ 669,000
2024 CPG funds programmed	\$ 544,541
Unencumbered 2024 funds	\$ 101,459

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

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

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

# SECTION 4

## MAPS

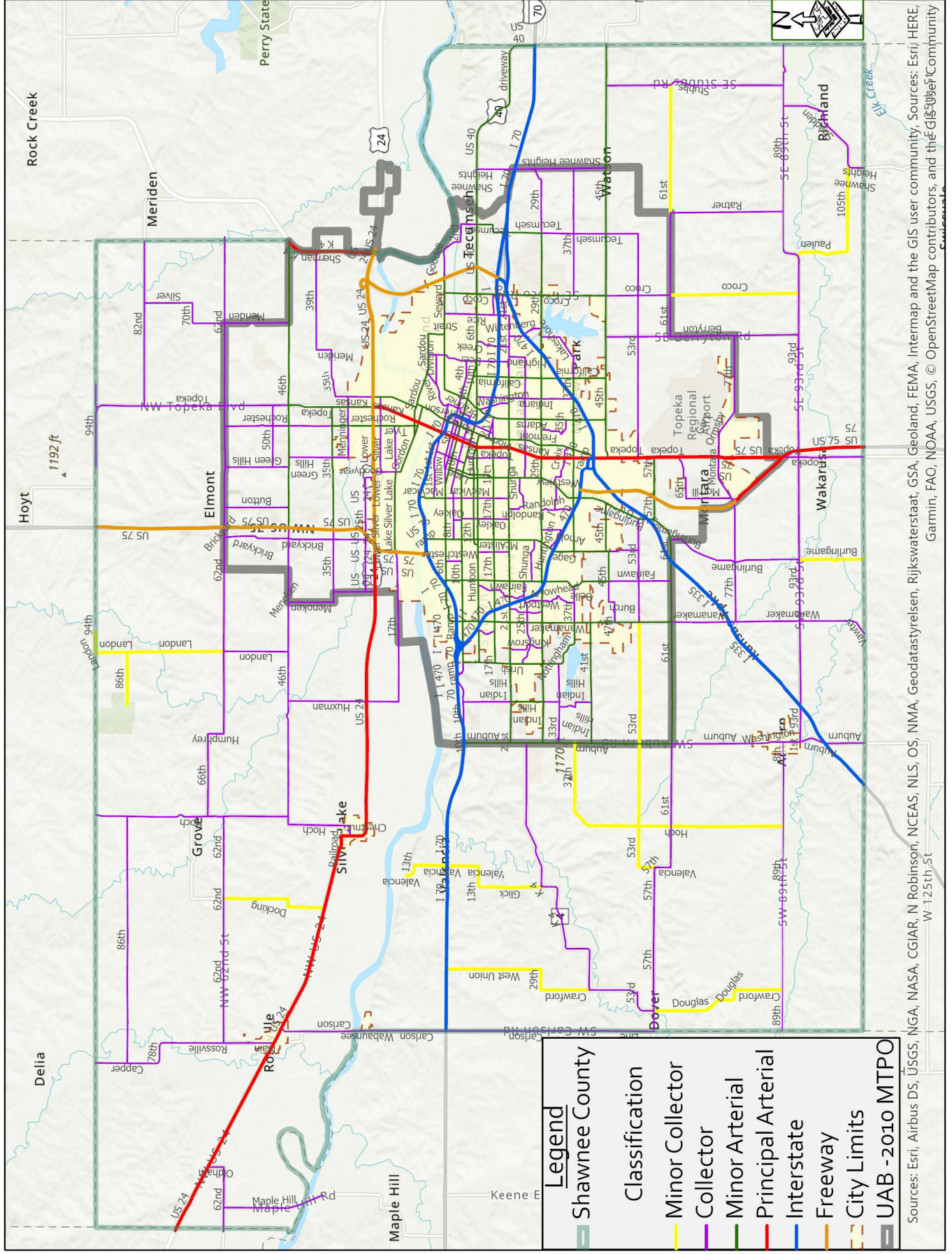
---

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

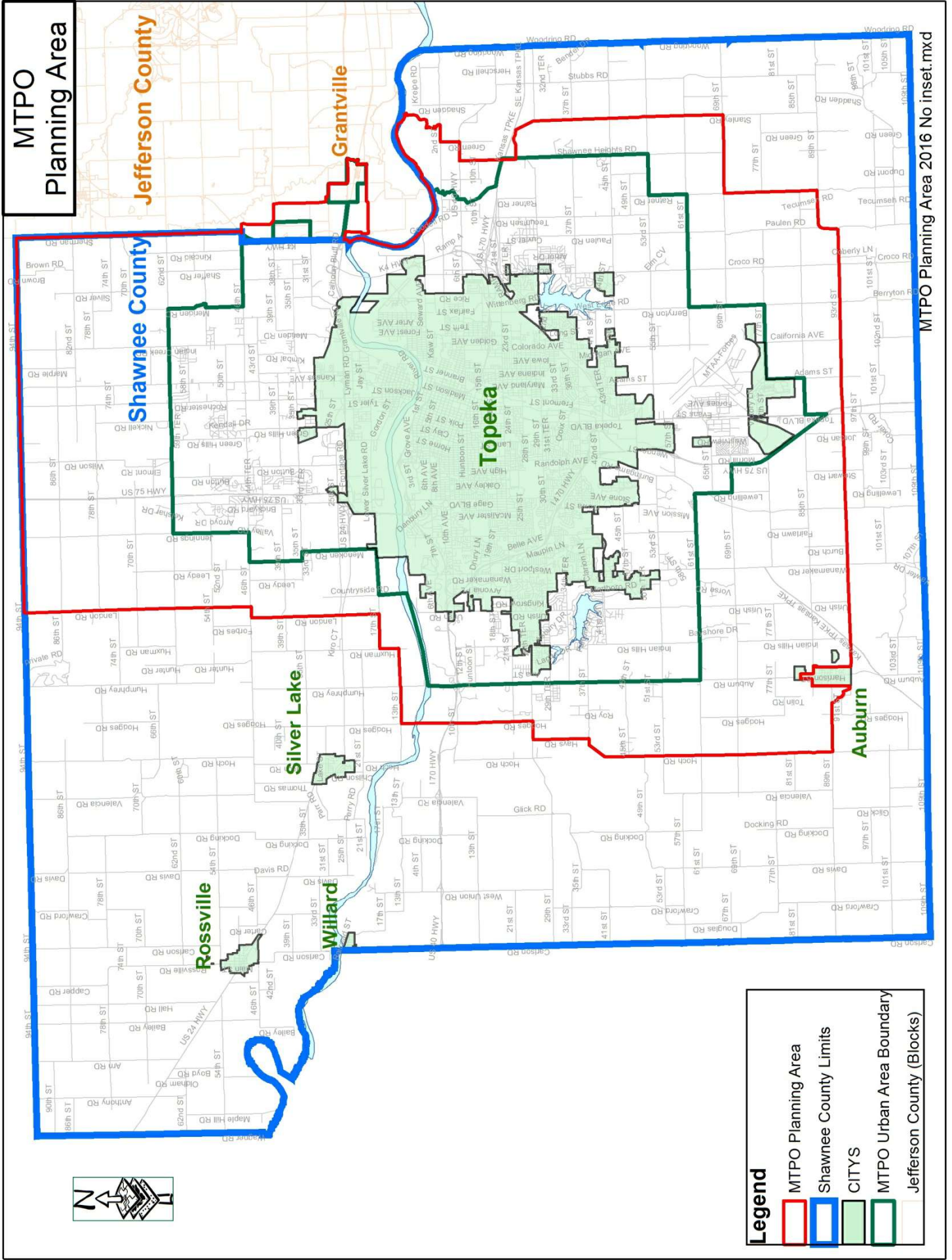
This section also includes a map of the MTPO metropolitan planning area. This map was an attachment to the agreement between the City of Topeka, KDOT and the TMTA that established the MTPO as the new MPO for the Topeka Area. This new MPO was established in 2004. The Topeka Urbanized Area and thus the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

---

# Functional Classification 2022 (KDOT)







# SECTION 5 UPWP RELATIONSHIP TO MTP GOALS

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

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

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

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



# PUBLIC COMMENTS:

---

## 2024UPWP PUBLIC COMMENT HEARING: