

## TECHNICAL ADVISORY COMMITTEE

### Call to Order/Opening Business

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1. Roll Call
2. Approval of Minutes for January 13, 2021
3. Public Comment

### Presentation

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1. Metropolitan Transportation Plan Update (Chapters Attached (1,2)) **(JEO)**

### Action Items

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1. 2021-2024 TIP Amendment #7 (Attached) **Carlton Scroggins**
  - 1) **C-5033-01: Administrative Revision.** Change in let date, and a 5% increase in cost estimates.
  - 2) **KA-5483-02:** Administrative Revision. 5% increase in cost estimates. Guardrail Upgrade project for Overlay.
  - 3) **KA-6393-01:** Amendment. 50% increase in total project cost (award higher than estimate). Mill & Overlay, US-24 from 550 ft. west of NW Rochester Rd. east to 1,130 ft. east of NW Rochester Rd. in Topeka (Revision)
  - 4) **TE-0494-01:** Amendment. 26% increase in costs due to projects bids coming in higher than anticipated. Construct a 10-ft concrete shared use path along 10<sup>th</sup> St.
  - 5) **TE-0505-03:** Administrative Revision. 5% increase in cost estimate. Topeka Bikeways North Topeka: Tyler St from Paramore St to Lyman Rd. & Waddell St from Tyler St. to Soldier Creek.

Request approval to release for public comment.

### Discussion/Non-Action Items

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2. Complete Streets Training (Andy Fry)

### Quick Updates

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None

### Adjourn



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

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

M I N U T E S  
JANUARY 13, 2022

**Voting Members present:** Bill Fiander (COT Planning); Andy Fry (TMTA); Curt Niehaus (SNCO PWks); Carlton Scroggins (COT/MTPO); Kristi Wilson (KDOT) (5)  
(via video conference)

**Voting Members absent:** Steve Baalman (KDOT); Randy Anderson (SNCO Planning); James Jackson (COT PWks) (3)

**City Staff present:** None

**Opening Business**

**Welcome** – Ms. Wilson called the meeting to order with 5 members logged in for a quorum.

**Approval of Minutes for November 4, 2021**

**Motion** by Curt Niehaus to approve, **second** by Carlton Scroggins. **APPROVED 5-0-0**

**Public Comments** – none

**Election of 2021 Officers**

Mr. Scroggins explained that it has been customary to appoint the Chair and Co-chair based on a uniform rotation. Mr. Scroggins also asserted that this was a process also shared by other MPOs. Mr. Scroggins further asserted that if adhering to this process for Chair elections, next in line would be the representative for TMTA, which is Andy Fry. The Vice-chair would in turn become the representative for SNCO Planning, Randy Anderson. Andy was given the option by Ms. Wilson of either beginning his term at this meeting or waiting until the February meeting. Andy opted to begin his chair duties in February.

**Futures 2045 Metropolitan Transportation Plan (MTP) Update by JEO Consultants**

Ms. Wilson introduced Mr. Jason Peek, of JEO Consultants along with Tami Sufi (Toole), explaining that they would be presenting the current Draft of the Futures 2045 plan pertaining to “Goals and Objectives” & “Active Transportation”

Mr. Peek presented the attached Futures 2045 Plan sections which covered “Goals and Objectives” and “Active Transportation”. Mr. Peek prefaced his presentation by explaining that the ensuing information was compiled from the accumulation public and staff responses to surveys, ZOOM meetings, and in-person public engagement events. Mr. Peek explained that there had been initial feedback from MTPO staff that was already being addressed and would be reflected in the refined Draft. Throughout his presentation, Mr. Peek took questions and entertained suggestions and recommendations for changes. Jason thanked the group for their feedback and stated that JEO would return to the group within the next couple of months to present the subsequent draft chapters.

## 2021-2024 TIP Amendment #6

Mr. Scroggins introduced the amendment which consisted of 8 projects and asked Ms. Wilson to further elaborate on any questions related to these projects being that they were all either amendments, new, or revisions to KDOT projects.

- 1) **C-5147-01:** Bridge Replacement; Shawnee County 2.0 mi. East of Elmont (KDOT) (New project)
- 2) **KA-6127-01:** Replace Repair: Replace bridge joints, patch deck as needed, concrete surface repair, replace approaches; Bridge #231 over the BNSF RR & Shunganunga Creek (KDOT) (Amended project)
- 3) **KA-6128-01:** Bridge Repair; Bridges #'s 206 & 207 over Topeka Blvd. (Old Hwy. 75) (KDOT) (Revision)
- 4) **KA-6244-01:** Mill & Overlay, K-4 in Shawnee County; Beginning at the Wabaunsee/Shawnee County line to Junction k-4/I-70 (KDOT) (Revision)
- 5) **KA-6393-01:** Mill & Overlay, US-24 from 550 ft. west of NW Rochester Rd. east to 1,130 ft. east of NW Rochester Rd. in Topeka (Revision)
- 6) **KA-6480-01:** Bridge Replacements; Bridge #'s 104 & 105 on US-24 Hwy. (KDOT) (New project)
- 7) **KA-6481-01:** Bridge Replacements: US-24 Bridge #'s 076 & 077 (Over Goodyear Plant entrance) (KDOT) (New Project)
- 8) **U-2433-01:** Buffered bike lane/road resurfacing 8<sup>th</sup> Street from Topeka Blvd. East to Madison Street (Topeka) (New project-Cost Share)

After all projects were presented and questions satisfactorily answered, Mr. Scroggins stated that the MTPO was seeking a recommendation that this amendment be approved for release for public comment.

**Motion** to approve for public comment made by Ms. Wilson; **Second** by Mr. Fiander. **APPROVED** 5-0-0

**There were no further action items or updates**

With nothing more on the agenda, meeting adjourned at 2:42PM



CHAPTER ONE  
**INTRODUCTION**

# FUTURE PERFORMANCE

**Futures2045: Metropolitan Transportation Plan (MTP) for the Topeka Metropolitan Planning Area (MPA) has three major themes:**

## 1 Continue Progress

The plan recognizes the progress made on recommendations from the previous plan. This plan recommends a continued focus on projects that preserve the existing transportation system, while also expanding facilities for active transportation.

Since the previous plan, pavement management performance has increased. Condition targets have been set for bridge improvements and other infrastructure.

Active Transportation activities have increased and expanded the network. The region has adopted complete street guidelines, updated the bike plan, and built more sidewalks, trails, and bike facilities.

Futures2045 recognizes this progress and encourages continuation of these efforts to meet performance targets.

## 2 Strengthen Performance Management

The MTPO has adopted several performance measures for the transportation system. The plan recommends an increased emphasis on implementation of management systems to define and monitor system performance for these objectives.

With clear targets identified for performance, the MTPO needs to work with agency partners to develop management strategies to reach the goals. Most importantly, a strong focus on transportation safety performance measures. The local traffic safety plan has guidance on activities and actions.

## 3 Prepare for Transportation Innovations

This plan recommends dialogue and preparation for technology innovations that are moving forward from electric vehicles to drone delivery systems. The MTPO needs to monitor innovations and develop process for ensuring transportation system is responsive to future changes.

Federal funds are available to states for electric charging stations and other transportation innovations. The MTPO should review these items and determine appropriate roles and policies for agency members.

Futures2045 is a guide for transportation and mobility decisions for Topeka and surrounding Shawnee County. It explores current demographic, economic, and land use trends, models future growth, identifies needs for streets, public transit, bikes, pedestrians, and freight through the year 2045, and recommends future transportation actions. As the Metropolitan Transportation Plan (MTP), it is a necessary component to receive federal funds, while identifying key initiatives that will help the region support desired growth.

The MTP addresses the following:

- An overview of the community including population and housing development, employment goals and plans, and regional land use.
- A systems-level analysis that considers roadways, transit, and active transportation, in addition to projected demand for transportation services over 20 years.
- An overview of the public's involvement in deciding their future.
- Cost estimates and reasonably available financial sources for operation, maintenance, and capital investments; and
- Policies, strategies, and projects for the future, in addition to ways to preserve existing roads and facilities and make efficient use of the existing system.

The success and vitality of the transportation system is dependent on sound planning and management of the infrastructure to deliver desired returns on investment of transportation funds. Investments in the transportation system are integral to supporting the desired quality of life, growth, and development goals of the region. These goals are defined by collaboration between decision makers in the region, representing multiple groups, the health of the natural and built environment, and different needs for access to jobs, housing, and community goods and services. Ultimate success will be achieved through measured progress on the shared goals and vision of this plan.

# BACKGROUND

Federal law requires urbanized areas with populations of greater than 50,000 residents to undertake continued, comprehensive, and cooperative long-range transportation planning for Metropolitan Planning Areas (MPAs). These are carried out by Metropolitan Planning Organizations (MPOs) as guided by federal regulations. Plans must meet current and future needs for all modes of transportation and be updated every five years. The Metropolitan Topeka Planning Organization (MTPO) – a partnership between the City of Topeka, Shawnee County, Jefferson County, the Topeka Metropolitan Transit Authority, and the Kansas Department of Transportation, formed in 2004 – oversees this duty. The Infrastructure Investment and Jobs Act passed in 2021 provides approximately \$350 billion over a five-year period (federal fiscal years 2022 -2026) for federal transportation programs nationwide.

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The previous MTP, titled “Futures 2040,” was adopted in 2017. Futures2045 builds on this past plan recognizing the implementation of performance-based metrics and progress in delivery of active transportation programs, policies, and projects, through maintaining infrastructure, improving safety, reducing congestion, improving road and freight system efficiency, protecting the environment, reducing delays in project delivery, and creating economic growth. In focusing on performance-based planning, the MTPO increased its use of data and performance measures, including visualization and other tools to communicate information throughout the planning process. Key performance-based transportation planning elements include:

## Performance Measures

Specific measures for plan goals and objectives along with trend data on progress.

## Baseline Data

The latest available estimates and assumptions for population, land use, travel, mode share, employment, congestion, economic activity, and transportation and land use conditions and trends.

## Applicable Studies, Policies, and Plans

State Strategic Highway Safety Plan, State Asset Management Plan, Transit Asset Management Plan, State Freight Plan, modal plans such as pedestrian, bicycle, and transit plans.

## Integrated Multimodal Transportation System

Existing transportation facilities, including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle networks, and intermodal connectors.

## Analysis and Consideration of Revenue

Revenue projections based on realistic assumptions about funding all capital, operating, and maintenance costs associated with the surface transportation system.

# GUIDING PRINCIPLES, GOALS, & OBJECTIVES

In addition to data and performance the plan includes a review of previous guiding principles, goals, and objectives. These items were part of focused public engagement to determine if changes were needed to these items for this updated plan. These discussions led to slight modifications through specific alignment within the plan between the principles, goals, and objectives. The following is a discussion of the guiding principles, and their key goals and objectives:

## Sustainability

Sustainability means meeting present needs without compromising the ability of future generations to meet their own needs. The triple bottom line framework expands this definition to recognize the core components of sustainability: environmental sustainability, economic sustainability, and social sustainability. Environment speaks to minimizing environmental damage so as not to negatively affect others; in transportation, this is often tied to reducing air pollution (currently Shawnee County is meets National Ambient Air Quality Standards) and guiding development to protect vulnerable areas. Economy speaks to strengthening the regional economy and workforce to build resilience; in transportation, this includes providing mobility options to connect workers with jobs and making sure goods can be efficiently shipped to markets. Equity speaks to the fair treatment and meaningful involvement of all people and actively seeks to prevent disproportionately high and adverse effects of transportation projects on minority or low-income communities.

The key plan goal that aligns with this principle is Maintain Existing Infrastructure. The key objective for this goal is to continue a data driven approach through implementation of asset management practices.

## Health and Wellness

The transportation systems have a direct impact to the overall health of a community from access to active transportation networks to environmental

quality. Transportation systems that encourage walking and bicycling can help people to increase their levels of physical activity, resulting in significant potential health benefits and disease prevention. Transportation systems can contribute negatively to air quality, the MTPO is currently in attainment of the National Ambient Air Quality standard and should continue that trend. The safety of transportation systems is also critical to community health and wellness. Traffic crashes not only have significant impacts on individuals, but also create indirect impacts beyond the crash such as economic losses. Design decisions of transportation systems can support or inhibit the benefits of health and wellness of the system. Complete streets are a major factor in improving the health and wellness of the system. The goal aligned with this principle is to increase safety for all modes of transportation. This goal is achieved through regular monitoring of performance data and implementation of the local safety plan and complete streets design guidelines.

## Livability

Livability is the sum of the factors that add up to a community's quality of life—including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities. The changes in the last plan recognize livability through an increased emphasis on infrastructure condition, complete streets, and urban design. The results of this shift are visible everywhere with improved crosswalks, bike infrastructure, wider sidewalks with space for outdoor activity, and street trees that provide improved drainage and reduced impervious surface. Collectively, these details support more livable and enjoyable places, for all users of the transportation system. The plan goals for this principle include Equity and access for all and Enhance quality of life.

## Transportation-Land Use Connection

This principle reflects the importance of the transportation system to support a region's desired growth and development. The plan builds on recommendations from the Land Use and Growth Management Plan which emphasizes infill development and redevelopment over expansion. The plan goal that aligns with this principle is Leverage transportation system to support economic development activities.

# PLANNING PROCESS

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The planning process was conducted by the Metropolitan Topeka Planning Organization (MTPO) and JEO Consulting Group, in collaboration with Toole Design Group and HG Consult. As a collaborative effort, the team engaged citizens and stakeholders throughout the planning process which informed decisions and ensured that plan outcomes are meaningful, appropriate, and achievable. It also kept officials, agencies, local governments, the public and interested parties informed of the planning effort and allowed opportunities for input into the plan.

The process kicked off in summer of 2021, through data gathering and engagement activities related to Principles, Goals, and objectives. With the up and down of the pandemic, many meetings were virtual mixed with in person meeting when feasible. The pandemic limited opportunities for face-to-face engagement during early parts of the plan. This issue was overcome through virtual meetings, online surveys, and traditional phone calls to gather input on the plan. Data gathered included current conditions, progress made since the last plan, and review of performance measures. It also took into consideration how the existing transportation system supports land use and economic development and the environmental impacts of the existing transportation system on low-income and minority persons within the region.

Next, the team examined future conditions of the systems. During this phase, the team estimated and forecasted future conditions for all modes of transportation, including walking, biking, riding transit, driving cars, and trucks. It also considered how innovation in transportation should be considered, in addition to the environmental impacts of the proposed transportation system on low-income and minority persons within the region.

Finally, the team developed recommendations for the plan based on review of data, engagement feedback, and progress made since the last plan. This included synthesizing the earlier analysis on existing and future conditions. Specifically, it involved the development of the financial plan, the prioritized project listing, and a review of the proposed projects' consistency with the adopted goals and objectives of the MTP. During this phase, the plan was also reviewed for consistency with federal planning factors.

Throughout the process, public engagement was a critical element in any planning effort, so numerous opportunities and channels of communication were employed for Topeka area citizens, public agencies, transportation agencies, and other stakeholders to review materials and offer their ideas related to the development of Futures2045.



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# ORGANIZATION

The following document is organized similarly to the way the planning project was carried out. Chapter 1 introduces the project, its background, and its process. This is followed by three sections, each of which has two chapters. The first section examines the region's existing conditions.

## CHAPTER 2

Chapter 2 provides an overview of the community, including an investigation of population, household, and employment change, distribution, and density, in addition to other related factors such as environmental justice populations, land use patterns, and an environmental baseline analysis.

## CHAPTER 3

Chapter 3 reviews existing conditions for all modes of transportation, including walking, biking, riding transit, driving cars, and trucks. It also took into consideration how the existing transportation system supports land use and economic development and the environmental impacts of the existing transportation system on low-income and minority persons within the region.

## CHAPTER 4

The next section analyzes future conditions in the region. Chapter 4 considers population, household, and employment projections, future needs for all modes of transportation, including walking, biking, riding transit, driving cars, and trucks, and potential transportation investments. It concludes with several transportation scenarios, their forecasted effects on future land use plans and economic development initiatives, and the environmental impacts that proposed transportation system may have on low-income and minority persons within the region.

## CHAPTER 5

Chapter 5 provides the estimated costs of the potential projects proposed in the previous chapter and forecasts future expected revenues. The final section synthesizes the earlier two sections to realistically meet the transportation needs of the region.

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## CHAPTER 6

Chapter 6 explores public involvement, themes that came out of public involvement, and planning goals and objectives that were developed from there. It concludes by looking at how this plan fits with other planning efforts.

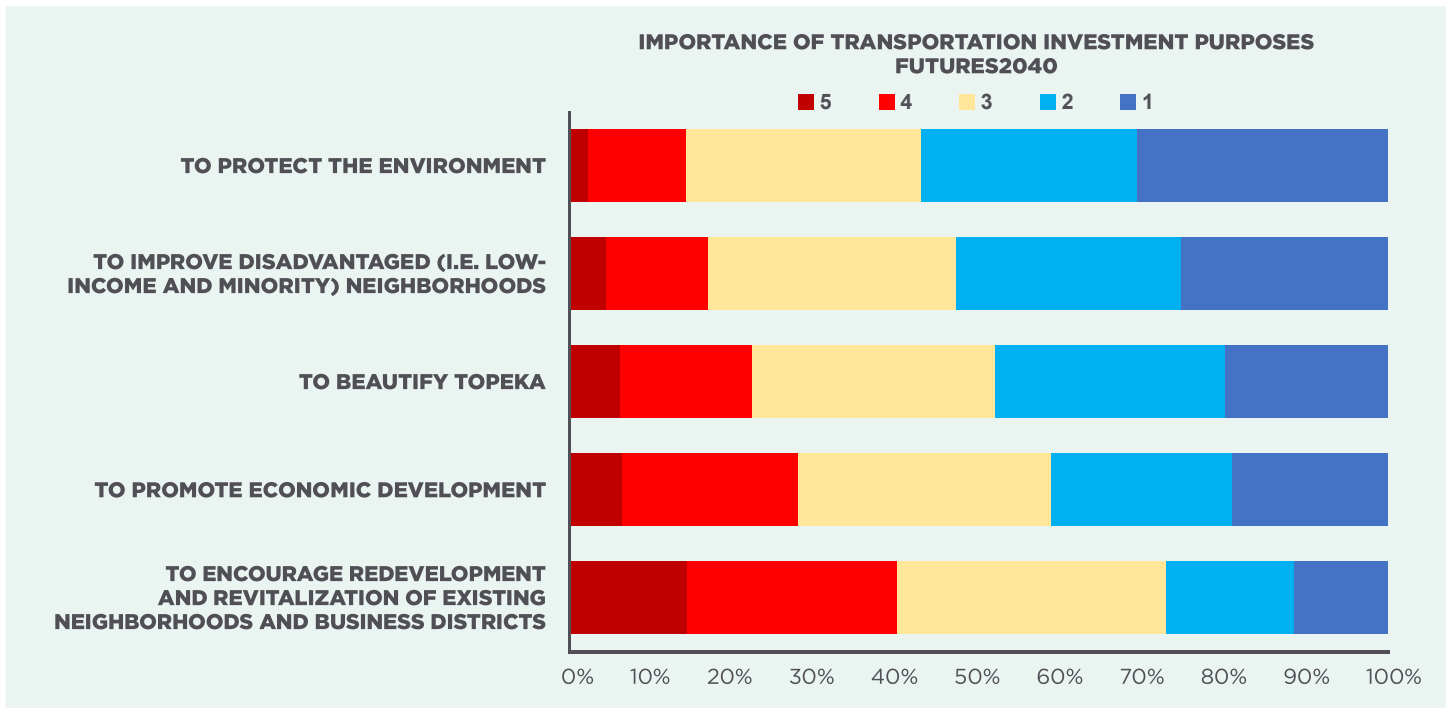
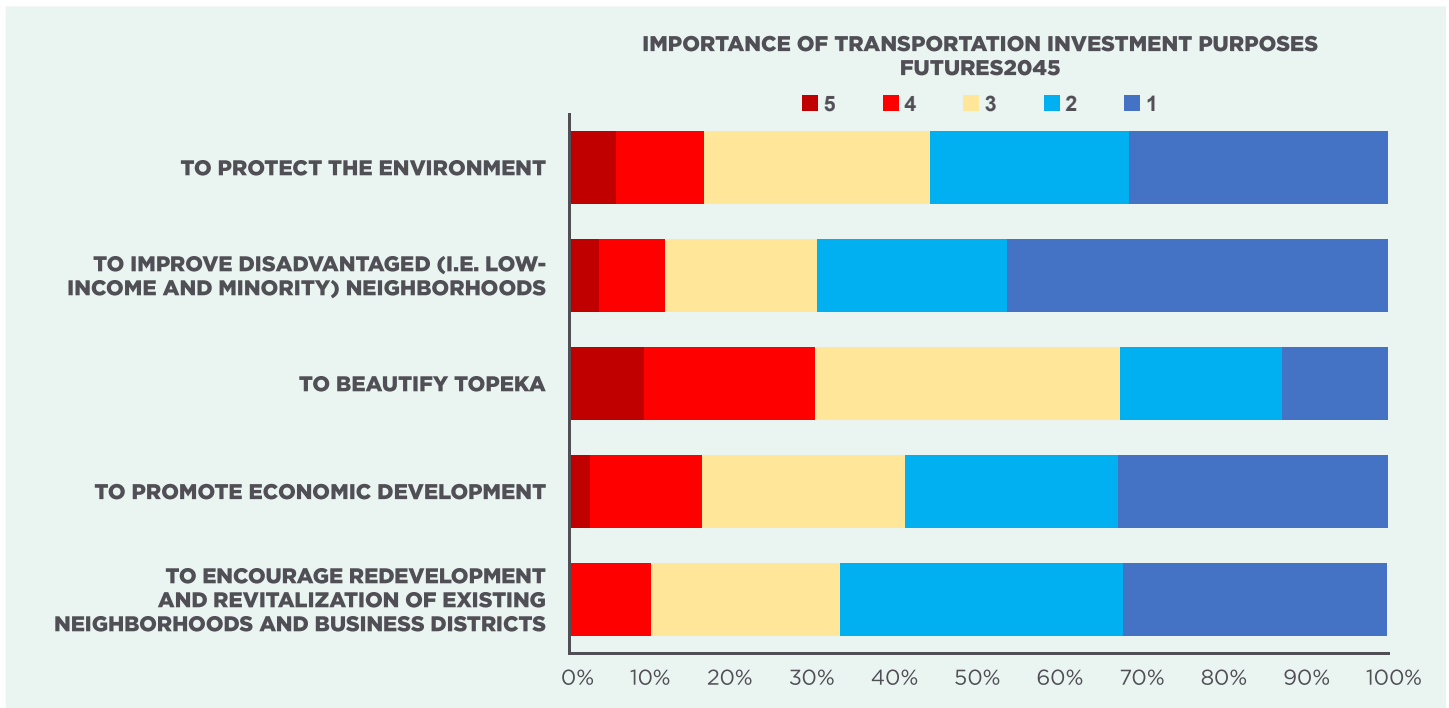
## CHAPTER 7

Chapter 7 contains final recommendations for prioritized project listing and other recommendations for the MTPO.

Public comments, displayed materials, detailed methodologies, and other additional information can be found in the document's appendices.

**FIGURE 6.1** Importance of Transportation Investment Purposes

We asked: please rank the importance of spending money available to the region on the following items (1 being most important, 5 being least important)



The survey results collected for this plan, show an increased emphasis on Importance of Transportation Investment in improving disadvantaged neighborhoods over the results from Futures 2040 results. This change is reflective of a smaller survey response with higher participation from

neighborhood groups. The region has increased transportation investment in disadvantage neighborhoods through the SORT Program, Pavement Management Program, Pedestrian Masterplan, and other activities.

**Amendment #7 2021-2024**

**Policy Board Date: 4/28/22**

**Projects Included:**

- 1) **C-5033-01: Administrative Revision.** Change in let date, and a 5% increase in cost estimates.
- 2) **KA-5483-02:** Administrative Revision. 5% increase in cost estimates. Gaurdrail Upgrade project for Overlay.
- 3) **KA-6393-01:** Amendment. 50% increase in total project cost (award higher than estimate). Mill & Overlay, US-24 from 550 ft. west of NW Rochester Rd. east to 1,130 ft. east of NW Rochester Rd. in Topeka (Revision)
- 4) **TE-0494-01:** Amendment. 26% increase in costs due to projects bids coming in higher than anticipated. Construct a 10-ft concrete shared use path along 10<sup>th</sup> St.
- 5) **TE-0505-03:** Administrative Revision. 5% increase in cost estimate. Topeka Bikeways North Topeka: Tyler St from Paramore St to Lyman Rd. & Waddell St from Tyler St. to Soldier Creek.



**PROJECT DATA SHEET**

**Administrative  
Modification**

**2021-2024 TIP**

TIP #: 2-19-02-2

KDOT#: C-5033-01

**Project Type:** Roads and Bridges

**Jurisdiction:** KDOT

**Project:** Shawnee Co. Interconnected Signalized Intersections

**Fiscal Year(s):** 2020-2022

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

**Total Project Cost:** \$1,216,370.00

**PROJECT  
TYPES:**

Transportation  
Alternative;  
Roadways & Bridges;  
Transit/Paratransit

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

**REASON FOR CHANGE:** Revised letting date (same FFY) and 5% increase in cost estimate.

Please attach a map showing the location of the project

**EXPENSE SUMMARY (x1000)**

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE		\$ -	\$ -		\$ 10.1	\$ 10.1	HSIP	
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT	2022	\$ 912.3	\$ -		\$ 101.4	\$ 1,013.7	HSIP	
CE	2022	\$ 91.2	\$ -		\$ 10.1	\$ 101.3	HSIP	
<b>TOTAL</b>		<b>\$ 1,003.5</b>	<b>\$ -</b>		<b>\$ 121.6</b>	<b>\$ 1,125.1</b>		

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



**PROJECT DATA SHEET**

**Administrative Modification**      **2021-2024 TIP**

**TIP #:** 1-22-01-1      **KDOT#:** KA-5483-02

**Project Type:** Roadways & Bridges

**Jurisdiction:** KDOT

**Project:** K-4 in Shawnee County 1R Project Guardrail Upgrades

**Fiscal Year(s):** 2022-2023

**Location:** K-4: Beginning at East Junction I-70/K-4 thence East to 0.271 miles North of Junction US-40/K-4.

**Total Project Cost:** \$287,375.00

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

**PROJECT Description:** Guardrail Upgrade Project for Overlay Project KA-5483-01.

**REASON FOR CHANGE:** Revision in let date (same FFY) and a 5% increase in cost estimates.

Please attach a map showing the location of the project

**EXPENSE SUMMARY (x1000)**

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2022	\$ -	\$ 13.1	x	\$ -	\$ 13.1		
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT	2022	\$ -	\$ 261.3	x	\$ -	\$ 261.3		
CE	2022	\$ -	\$ 13.1	x	\$ -	\$ 13.1		
PE		\$ 13.1	\$ (13.1)		\$ -	\$ -	HSIP	2023
CONST		\$ 261.3	\$ (261.3)		\$ -	\$ -	HSIP	2023
CE		\$ 13.1	\$ (13.1)		\$ -	\$ -	HSIP	2023
<b>TOTAL</b>		<b>\$ 287.5</b>	<b>\$ 0.0</b>		<b>\$ -</b>	<b>\$ 287.5</b>		

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



**PROJECT DATA SHEET**

<b>Amendment</b>	<b>2021-2024 TIP</b>	
	TIP #: 2-21-09-1	KDOT#: KA-6393-01
<b>Project Type:</b>	Roads and Bridges	
<b>Jurisdiction:</b>	KDOT	
<b>Project:</b>	US-24 and N.W. Rochester Rd- Mill & Overlay in Topeka	
<b>Fiscal Year(s):</b>	2022	
<b>Location:</b>	US-24: From 550 feet west of N.W. Rochester Road east to 1,130 feet east of N.W. Rochester Road in Topeka	
<b>Total Project Cost:</b>	\$1,863,000.00	

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

**PROJECT Description:** Mill and Overlay.

**REASON FOR CHANGE:** 50% increase in total project cost (award higher than estimate).

Please attach a map showing the location of the project

**EXPENSE SUMMARY (x1000)**

*Phase	Obligation Year (FFY)	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2022	\$ -	\$ 9.0		\$ -	\$ 9.0		
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT	2022	\$ -	\$ 1,725.0	x	\$ -	\$ 1,725.0		
CE	2022	\$ -	\$ 129.0	x	\$ -	\$ 129.0		
CONST		\$ 1,380.0	\$ (1,380.0)		\$ -	\$ -	NHPP	2024
CE		\$ 104.0	\$ (104.0)		\$ -	\$ -	NHPP	2024
<b>TOTAL</b>		<b>\$ 1,484.0</b>	<b>\$ 379.0</b>		<b>\$ -</b>	<b>\$ 1,863.0</b>		

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



**PROJECT DATA SHEET**

<b>Amendment</b>	<b>2021-2024 TIP</b>	
	TIP #: 3-21-03-6	KDOT#: TE-0494-01
<b>Project Type:</b>	Transportation Alternatives	
<b>Jurisdiction:</b>	City of Topeka	
<b>Project:</b>	Topeka 10th Street Shared Use Path and Bridge	
<b>Fiscal Year(s):</b>	2021	
<b>Location:</b>	Topeka: North side of 10th Street from Wanamaker Rd to Robinson	
<b>Total Project Cost:</b>	\$421,000.00	

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

**PROJECT Description:** Construct a 10ft concrete shared use path and bridge.

**REASON FOR CHANGE:** 26% increase in costs due to projects bids coming in higher than anticipated.

Please attach a map showing the location of the project

**EXPENSE SUMMARY (x1000)**

Year of Obligation	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
2021	\$ 227.7	\$ -		\$ 162.3	\$ 390.0	TA	
2021	\$ 18.1	\$ -		\$ 12.9	\$ 31.0	TA	
	<b>\$ 245.8</b>	<b>\$ -</b>		<b>\$ 175.2</b>	<b>\$ 421.0</b>		

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



**PROJECT DATA SHEET**

**Administrative  
Modification**

**2021-2024 TIP**

TIP #: 3-21-12-6

KDOT#: TE-0505-03

**Project Type:** Transportation Alternatives

**Jurisdiction:** City of Topeka

**Project:** Topeka: Bikeways North Topeka

**Fiscal Year(s):** 2022

**Location:** Topeka: Tyler St from Paramore St to Lyman Rd and  
Waddell St from Tyler St to Soldier Creek

**Total Project Cost:** \$796,632.00

**PROJECT  
TYPES:**

Transportation  
Alternative;  
Roadways & Bridges;  
Transit/Paratransit

**PROJECT Description:** Construct 10' paths.

**REASON FOR CHANGE:** Revised letting date (same FFY) and 5% increase in cost estimate.

Please attach a map showing the location of the project

**EXPENSE SUMMARY (x1000)**

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE		\$ -	\$ -		\$ -	\$ -		
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT	2022	\$ 583.6	\$ -		\$ 179.4	\$ 763.0	TA	
CE	2022	\$ -	\$ -		\$ 33.7	\$ 33.7		
<b>TOTAL</b>		<b>\$ 583.6</b>	<b>\$ -</b>		<b>\$ 213.1</b>	<b>\$ 796.7</b>		

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



<b>Funding Summary Table 2021 through 2024</b>					<b>Amendment #</b>	<b>7</b>	
Metropolitan Topeka Planning Organization							
MTPO Metropolitan Planning Area							
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority							
		<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Totals</b>	<b>Anticipated Minus Programmed</b>
<b>Anticipated Funding</b>							
<b>Road and Bridge</b>							
	Local	\$ 57,171,025	\$ 50,728,054	\$ 49,602,018	\$ 37,862,322	\$ 195,363,418	\$ 141,122,318
	State	\$ 11,921,500	\$ 46,579,700	\$ 47,278,396	\$ 240,800,000	\$ 346,579,596	\$ 10,899,996
	Federal	\$ 5,815,866	\$ 5,903,104	\$ 38,700,300	\$ 6,081,525	\$ 56,500,795	\$ 1,016,695
	<b>Sub-Totals</b>	<b>\$ 74,908,391</b>	<b>\$ 103,210,858</b>	<b>\$ 135,580,713</b>	<b>\$ 284,743,847</b>	<b>\$ 598,443,809</b>	<b>\$ 153,039,009</b>
<b>Transit</b>							
	Local	\$ 6,800,000	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 27,800,000	\$ 26,863,300
	State	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 3,200,000	\$ 3,200,000
	Federal	\$ 2,500,000	\$ 2,600,000	\$ 2,700,000	\$ 2,800,000	\$ 10,600,000	\$ 8,694,500
	<b>Sub-Totals</b>	<b>\$ 10,100,000</b>	<b>\$ 10,300,000</b>	<b>\$ 10,500,000</b>	<b>\$ 10,700,000</b>	<b>\$ 41,600,000</b>	<b>\$ 38,757,800</b>
	<b>Totals</b>	<b>\$ 85,008,391</b>	<b>\$ 113,510,858</b>	<b>\$ 146,080,713</b>	<b>\$ 295,443,847</b>	<b>\$ 640,043,809</b>	
		<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Totals</b>	
<b>Programmed Expenditures</b>							
<b>Road and Bridge</b>							
	Local	\$ 23,848,600	\$ 14,617,000	\$ 8,483,000	\$ 7,292,500	\$ 54,241,100	
	State	\$ 11,888,600	\$ 47,199,200	\$ 35,791,800	\$ 240,800,000	\$ 335,679,600	
	Federal	\$ 7,077,100	\$ 6,902,400	\$ 38,257,300	\$ 3,247,300	\$ 55,484,100	
	<b>Sub-Totals</b>	<b>\$ 42,814,300</b>	<b>\$ 68,718,600</b>	<b>\$ 82,532,100</b>	<b>\$ 251,339,800</b>	<b>\$ 445,404,800</b>	
<b>Transit</b>							
	Local	\$ 42,000	\$ 894,700	\$ -	\$ -	\$ 936,700	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	
	Federal	\$ 167,700	\$ 1,737,800	\$ -	\$ -	\$ 1,905,500	
	<b>Sub-Totals</b>	<b>\$ 209,700</b>	<b>\$ 2,632,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,842,200</b>	
	<b>Totals</b>	<b>\$ 43,024,000</b>	<b>\$ 71,351,100</b>	<b>\$ 82,532,100</b>	<b>\$ 251,339,800</b>	<b>\$ 448,247,000</b>	
<b>Notes for Funding Programmed in the TIP</b>							
<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							