

METROPOLITAN TOPEKA PLANNING ORGANIZATION
TOPEKA, KANSAS

TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL FISCAL YEARS 2015-2018

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

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

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An electronic copy of this document and any subsequent amendments to it may be downloaded from the MTPO section of the Topeka web site at www.topeka.org/planning/transportation_planning.shtml.
A paper copy of this document is available at the address below:

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Approved by the Metropolitan Topeka Planning Organization on October 23, 2014

MTPO

Metropolitan Topeka Planning Organization

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October 24, 2014

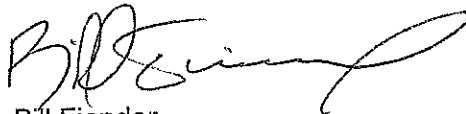
Davonna C. Moore
KDOT Urban Planning Unit Manager
Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603

Dear Ms. Moore:

This letter is being sent to your office today to inform you that on October 23, 2013 the Metropolitan Topeka Planning Organization (MTPO) approved the enclosed 2015 Unified Planning Work Program (UPWP). This work program includes a budget that includes an estimate of \$286,00 of 2015 Federal Highway Administration PL and FTA Section 5303 funding which are combined into one Federal Consolidated Planning Grant for our region and an estimated 2014 carryover amount of \$28,213 for a total budget of \$314,213. Actual allocation amounts will be added to the UPWP by amendment once the Congress passes a FFY 2015 Budget and the exact planning assistance amounts for our region are known.

I would appreciate it if you could process this 2015 UPWP for KDOT approval as soon as possible and forward this work program to the Federal Highway Administration and the Federal Transit Administration for their approval. If you have any questions concerning this action please call me at (785) 368-3728. I appreciate your assistance.

Sincerely,



Bill Fiander
MTPO Secretary

Enclosure: 2015 UPWP

cc: Nathan Schmidt – MTPO Chairman

MTPO

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RESOLUTION

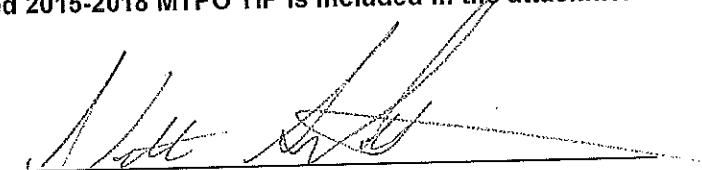
WHEREAS, the Metropolitan Topeka Planning Organization (MTPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive planning program (3C process), including transportation planning; and,

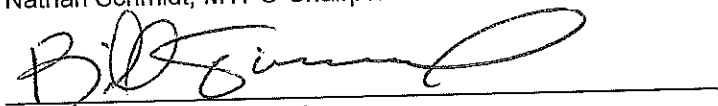
WHEREAS, the Transportation Improvement Program (TIP) of the MPO identifies its project programming objectives, the functional and financial responsibilities of all participating entities, and projects designed to address regional mobility issues raised and discussed in the MPO's Long Range Transportation Plan; and,

WHEREAS, a Transportation Improvement Program for the Topeka Area is required to be adopted at least once every four years, and must be amended when necessary, in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) and related laws and regulations as well as MTPO adopted policies.

NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.212(b), the Kansas Department of Transportation and the Metropolitan Topeka Planning Organization hereby agree that the public involvement activities carried out in response to the metropolitan planning requirements in 23 CFR 450.322(c) or 23 CFR 450.324(c) satisfy the public involvement requirements to add the projects in this Updated 2015-2018 TIP into the Statewide Transportation Improvement Program (STIP).

The Updated 2015-2018 MTPO TIP is included in the attachments to this resolution.



Nathan Schmidt, MTPO Chairperson

Bill Flander, MTPO Secretary

**Metropolitan Topeka Planning Organization
Transportation Improvement Program (TIP)
2015 – 2018**

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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(f)] 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

INTRODUCTION

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

Moving Ahead for Progress in the 21st Century Act (MAP-21) – Changes to the MPO Planning Process and TIP Development

On July 6, 2012 the President signed the current federal surface transportation bill into law. This act called Moving Ahead for Progress in the 21st Century (MAP-21) keeps intact many of the planning provisions of the previous transportation bill: SAFETEA-LU—the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users law, however, there is a new emphasis placed on performance management in both statewide planning and metropolitan planning. Section 1203 of MAP-21 establishes a new 23 USC 150, which includes “national goals” for the federal-aid highway system and requires the USDOT to conduct a rulemaking to establish performance measures. It also requires each State to set performance targets for each of the performance measures, and to report biennially (every two years) on its progress toward achieving its targets.

Section 150(b) of MAP 21 establishes seven national goals for the federal aid highway program in seven areas: Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement and Economic Vitality; Environmental Sustainability; and Reduced Project Delivery Delays. Section 150(c) requires the USDOT to “establish performance measures and standards” correlated with these seven national goals. Other notable highlights of MAP 21 include the following:

- Funding for MAP 21 is authorized for two full fiscal years plus the 3 remaining months of fiscal year 2012.
- \$105 billion in total is provided for FY 2013 and FY 2014
- HTF and tax collections are extended through FY 2016 –2 years beyond the reauthorization period which adds additional stability we have not had for the last several years.
- More than 92 percent of highway contract authority is apportioned to core programs.
- Guarantees 95% return to the States on Highway Trust Fund contributions.
- **NOTE:** The effective date of the highway, transit and research program sections is October 1, 2012.

Transportation Improvement Program (TIP) Policy

Purpose

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

TIP Defined

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

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

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

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

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

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

TIP Development

Project Funding

Projects in the TIP are funded through various Federal, State, and local funding sources. The City of Topeka and Shawnee County identify projects in their respective Capital Improvement Programs (CIP) that will be funded over the next 5 years. Coordination between the City, County, State, Transit Authority and the MTPO occurs to ensure that the projects identified for funding are consistent with the MTPO’s Metropolitan Transportation Plan (MTP). Assistance with determining project consistency

is conducted with the help of the MTPO decision making bodies: the Technical Advisory Committee (TAC) that makes recommendations to the MTPO Policy Board.

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

Federal funding for Transit capital and operations is supplied through Federal Transit Administration (FTA) grants. FTA grants such as 5307, 5309 & 5316 have all been used by the Topeka Metropolitan Transit Authority. The Transit Authority uses these federal funds along with city mill levy and fare box revenues to support its operations.

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

TIP Development and Approval Process

The MTPO TIP update is performed every two years.

The TIP update procedure is as follows:

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

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



Announce the need to develop projects and complete project submission forms



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



MTPO sets deadline for completion of project submission forms



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



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



MTPO conducts public involvement activities and revises draft TIP to reflect public comments as needed and directed by the MTPO
MTPO Staff prepares the TIP Public Hearing Draft and submits the TIP back to the TAC for recommendation to forward to PB for approval



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

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

TIP FISCAL ANALYSIS

Moving Ahead for Progress in the 21st Century Act (MAP 21), enacted in July of 2012, continues the basic requirements for financial planning as first introduced by the Intermodal Surface Transportation Flexible and Efficient Transportation Equity Act of 1991 (ISTEA) and reaffirmed by its program successor, SAFETEA-LU. MAP-21 continues two financial planning requirements established under SAFETEA-LU. First, the TIP must contain a system-level estimate of the costs and revenue sources that can be reasonably expected to be available to adequately operate and maintain the multimodal transportation system. Second, the TIP is required to use revenue and cost estimates that apply an inflation rate to reflect "year-of-expenditure" dollars.

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

For federal aid projects, the City and County both work closely with the KDOT's Bureau of Local Projects to track levels of federal funding. KDOT does not allow the local governments to program more projects than the federal funding will allow. The City and County both work with KDOT to annually produce and update five-year plans that outline what projects they are going to advance each year and how that relates to the current and projected levels of federal funding. This five-year plan created for KDOT is closely coordinated with TIP development through meetings between City, County, MTPO and KDOT staffs. Both KDOT and MTPO staffs work together to see that both the TIP tables and the KDOT Five-Year Plan are fiscally constrained. A similar arrangement for transit projects exists with the MTPO and the FTA working to see that the TIP projects listed for the TMTA match the reasonable expectations of federal funding. Projects added to the TIP must have a clearly stated funding source that matches local budgets and KDOT estimates of available federal aid.

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

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

Type	City	County	MTPO Total
STP (O.A.)	\$4,016,034	\$2,415,725	\$6,431,759
TA (O.A.)	\$200,000		\$200,000
HSIP (O.A.)	\$150,000		\$150,000
Total:			\$6,781,759

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 or deletions to this TIP.

Suballocated Federal Programs

A number of federal funding streams are dedicated by statute, or suballocated, to specific projects and programs within the MTPPO metropolitan planning area. With the enactment of MAP-21, all suballocated federal transportation funding programs which the MTPPO has historically had some decision-making or advisory role were either altered or eliminated as detailed in table 1.

Table 1: Impact of MAP-21 on planning workflow and programs	
Previous suballocated program	Impact
Bridge	Program eliminated. Projects remain eligible for STP funding.
CMAQ	Program continued with minor changes to project eligibility.
STP	Program continued with minor changes to project eligibility.
Transportation Enhancements	Program eliminated. Project eligibility distributed to CMAQ, STP and new Transportation Alternatives (TA) programs.
Job Access Reverse Commute (JARC)	Program eliminated. Eligibility combined with Section 5307.
New Freedom	Program eliminated. Eligibility combined with Section 5310.
5310	Program modified to suballocate some funds to large urban areas.

Surface Transportation Program and Bridge Program

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

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

Transportation Enhancements Transportation Alternatives (TE/TA)

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

Federal Transit Administration Programs

Section 5310 Formula Grant

MAP-21 modified the Federal Transit Administration's Section 5310 Capital Assistance Program, a program providing funds to support transport of elderly and/or disabled where public transportation services are unavailable, insufficient or inappropriate, by incorporating the former New Freedom program and establishing a direct suballocation of funding to large urbanized areas with populations greater than 200,000.

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

Section 5307 Formula Grant

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

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

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

New Freedom Grant

The federal New Freedom program is a program authorized in SAFETEA-LU that provides an additional tool to overcome barriers facing those Americans with disabilities who seek integration into the workforce and full participation in society. This formula grant program helps reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. This program has been combined into section 5310 grant in MAP-21.

Job Access Reverse Commute (JARC)

The federal job Access and Reverse Commute (JARC) program provides funding to states and urbanized areas to assist with development and maintenance of transportation services designed to transport welfare recipients and other low-income individuals to and from job related activities, and to provide

reverse commute services between central cities and suburban employment locations. This program has been eliminated and eligibility combined with the 5307 grant, under MAP-21.

Highway Safety Improvement Program (HSIP)

MAP-21 continued the Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

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

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

Advance Construction

State and local governments use a federal funding tool called "advance construction" to maximize the receipt of federal funds and provide greater flexibility and efficiency in matching federal aid categories to individual projects. Advance construction (AC) is an innovative funding technique that allows project sponsors to initiate a project using non-federal funds while preserving eligibility for future federal aid. The Federal Highway Administration (FHWA) determines eligibility for federal aid, however no present or future federal aid is committed to the project. Project sponsors may convert the project to regular federal aid, provided that federal aid is available for the project. Advance construction does not provide additional federal funding, it simply allows project sponsors to construct projects with state or local money but seek federal reimbursement in the future. Projects using advance construction are included in the project listing of the 2015-2018 TIP and are accounted for in the financial plan.

Complete Streets

In September 2012, the MTPO approved a Complete Street Policy in support of the regions vision for a safe, balanced, multimodal and equitable transportation system that is coordinated with land-use planning and protective of the environment and that guides and informs the MTPO's planning and programming work.

Complete streets are streets, highways and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right-of-way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or mobility aids; and freight shippers.

The MTPO's programming processes for suballocated funding include consideration of Complete Streets policy requirements during the application and evaluation of each project. The policy recognizes that every street may not be suitable for complete street implementation, and exceptions will be considered on a case by case basis.

Adequate Operating & Maintenance Funds

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

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

Unit of Government*	Lane Miles	# of Bridges	Budget Totals	Cost per lane mile.
KDOT**	457	131	\$1,670,000 Annual; \$6,680,000 4yr.	\$3,654
City of Topeka	800 (Arterials & Collectors)	103	\$7,500,000 Annual; \$30,000,000 4yr.	\$9,375
Shawnee CO.	531	250	\$5,536,541 Annual; \$22,146,164 4yr.	\$10,426
Topeka Metro (TMTA)			\$8,343,073 Annual; \$33,372,294 4yr.	

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

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

***Statewide Budget*

City maintenance costs will come mainly from General Obligation (G.O.) bonds, fuel tax and a half-cent sales tax that was recently approved by voters. This half-cent sales tax is a 10-year tax which will be earmarked for street maintenance and improvement projects, engineering & design, maintenance materials/curb & gutter, ADA ramps, alley repair, and 50/50 sidewalk Repair. The second Table provides the breakdown of a previous ½ cent sales tax that was approved in 2004 and is a county-wide tax which has earmarked funding for county projects and bridges. The approximate annual ten year breakdowns of these sales tax revenues and expenditures are noted below:

Topeka Blvd. Bridge	\$3,405,850
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County maintenance funding is mainly from motor fuel tax and County wide sales tax. Transit funding is from city mill levies and fare box revenues.

Traffic:	2015	2016	2017	2018
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Streets:	2015	2016	2017	2018
Complete Streets	\$100,000	\$100,000	\$100,000	\$100,000
Infill Sidewalks	\$150,000	\$150,000	\$150,000	\$150,000
Capital District Project	\$2,000,000	-	-	-
SE California Ave.—33 rd to 37 th St.	-	\$300,000	\$100,000	\$3,350,000
SE California Ave.—29 th to 33 rd St.	-	-	-	\$200,000
NE Seward Ave. Streetscape	\$50,000	\$450,000	-	-
Subtotal:	\$2,300,000	\$1,000,000	\$350,000	\$3,800,000

Approved 10/23/2014

As part of the project selection process, the 2040 Metropolitan Transportation Plan (MTP) is referenced to assure that projects conform to the established goals set therein. These MTP goals were established with SAFTEA-LU and were maintained with MAP-21 and are as follows:

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

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

TIP Amendment Process

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

TIP Administrative Revisions

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

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

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

Major TIP Amendments

Major amendments to the TIP include the following:

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

The Major Amendment process consists of the following steps:

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

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

Major Projects

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

Roadway Projects (including intersections and bridges)

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

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

Transit Facilities and Services Projects

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

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

Bikeway and Pedestrian Facilities Projects

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

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

Significant Delay

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

Status of Projects from Previous 2013-2016 TIP

Since the last TIP was approved in October of 2013 progress has been made on several major transportation projects in the region. These improvements are listed below.

Transportation Enhancement Projects

- Landon Trail Extension between 25th and 46th Streets, completed

Major Roadway & Bridge Improvements

- RR spur to serve a lot in Kanza Fire Industrial Park; completed
- SW Wanamaker Rd. between SW 53rd and SW 61st Streets, grading/surfacing; widened to 3 lanes; intersection improvements (round-a-bout) completed
- NW 46th St. between US-75 Hwy & Fielding Rd. grading/surfacing/intersection improvements; widened section to 3 lanes and added 2 round-a-bouts; completed
- SE Croco Rd. SE 39th St. to SE 45th St. Grading/surfacing/Intersection widened to 3 lanes, added round-a-bout at 45th & Croco intersection; completed
- SW 29th & Fairlawn intersection improvements; added two signalized intersections and a new 5-lane section of roadway; completed
- SW 86th St. Bridge over Soldier Creek, grading/surfacing
- SW Urish Rd., SW 29th to SW 33rd - Road widening to three lanes
- NW 46th St. & Rochester Rd. Intersection, grading/surfacing
- NW 46th & N. Topeka Blvd. Intersection, grading/surfacing
- SE 45th St; Adams to California: Roadway widening to 5-lanes & roundabout
- SW 21st St.; City limits to Urish Rd. Roadway widening
- SW 49th St.: Bridge Replacement
- Phase I of Bikeways Plan implementation (TE) grant. Under construction
- SW 10th St. Bridge Replacement .5 mi. west of Wanamaker Rd.
- US 24 Hwy & NW Topeka Blvd. Bridge Replacement
- Bridge # 122: K-4 bridge over Blacksmith Creek Bridge Replacement
- Incident Management Plan a KDOT sponsored plan for routing traffic during road closures.

Significant Delay Projects:

- SE 45th St./Bridge over Deer Creek, grading/surfacing (delayed to later year and subject to fund availability with sales tax countywide after 2017)
- NE Wilson Rd./Bridge over Halfday Creek, grading/bridge (Removed from Bridge replacement program due to other higher priorities)

Locations of TIP Projects Maps

Figure 1 is a map which shows the location of TIP projects throughout Shawnee County and the MTPO Metropolitan Planning Area (MPA). Figure 2 is a map which shows the locations of TIP projects as well as an overlay of the Environmental Justice Zones within the MTPO area. Environmental Justice zones are a provision of Title VI and are explained further in the following section. Figure 3 is the Functional Classification of Roads map. All road or bridge projects in the TIP receiving federal funds must be on a road classified as "collector" or above.

Figure 1

MTPO Roadway, Bridge & Enhancement TIP Projects 2015-2018

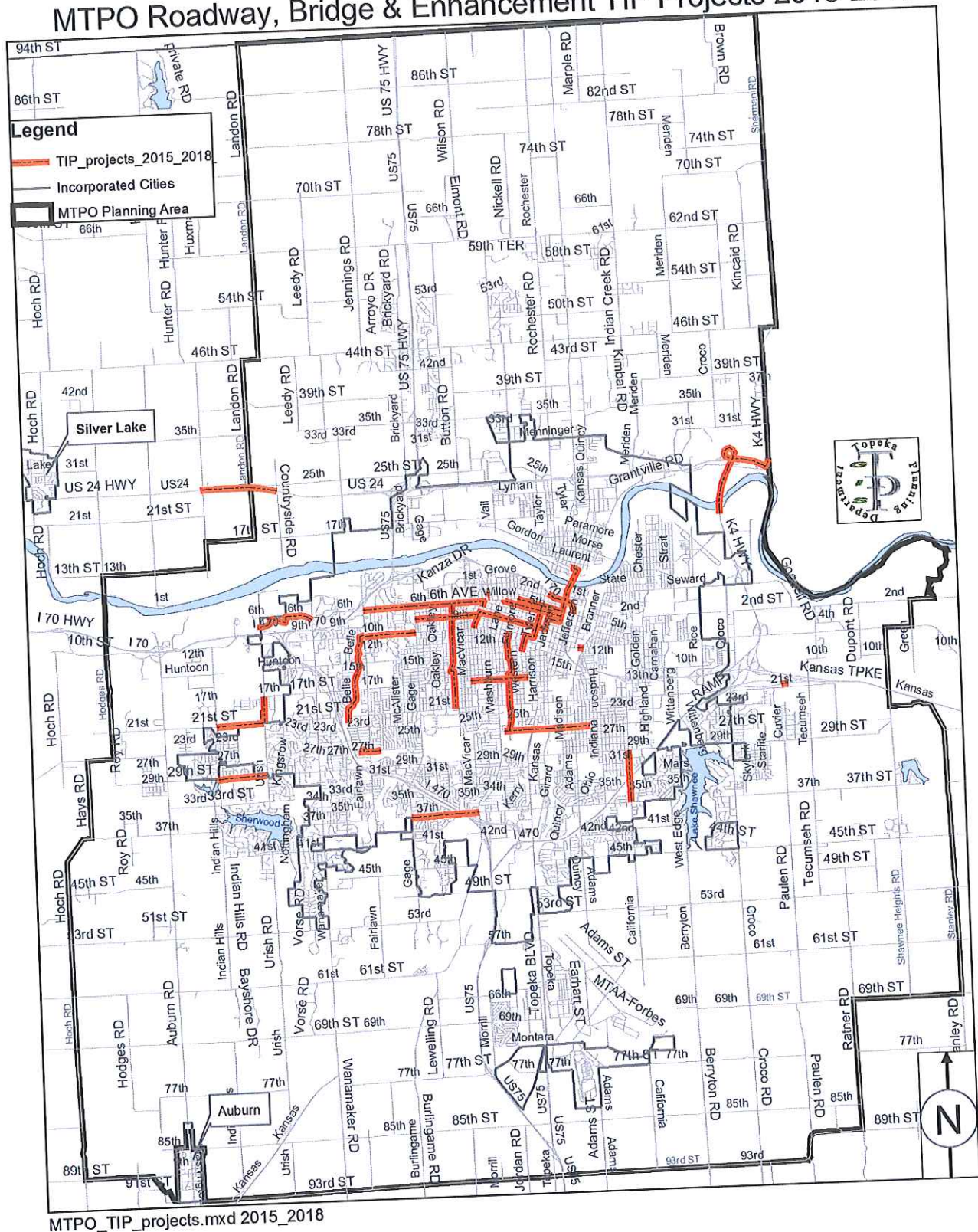


Figure 2

MTPO Area Roadway, Bridge & Enhancement TIP Projects 2015 - 2018 (With Environmental Justice Zones)

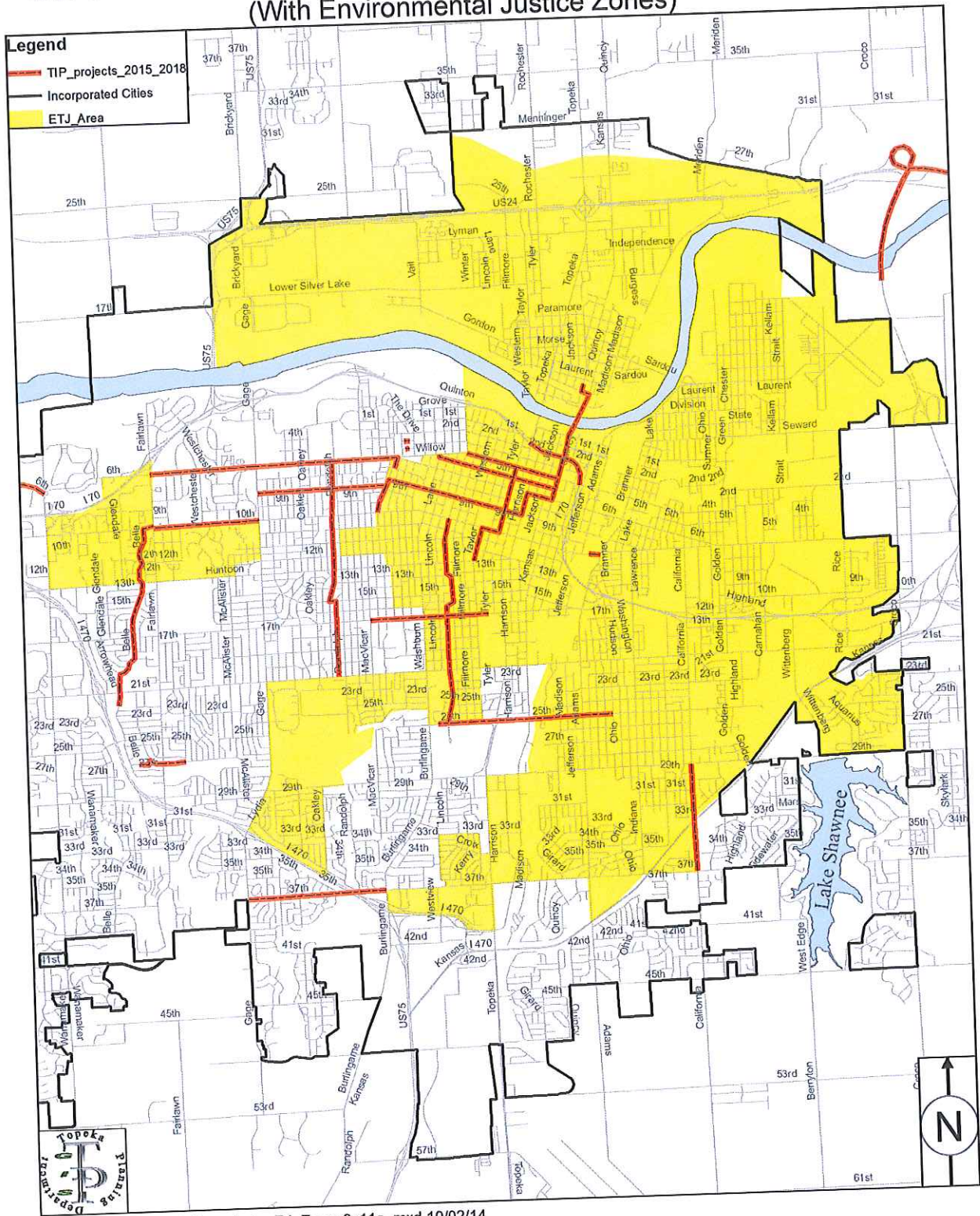
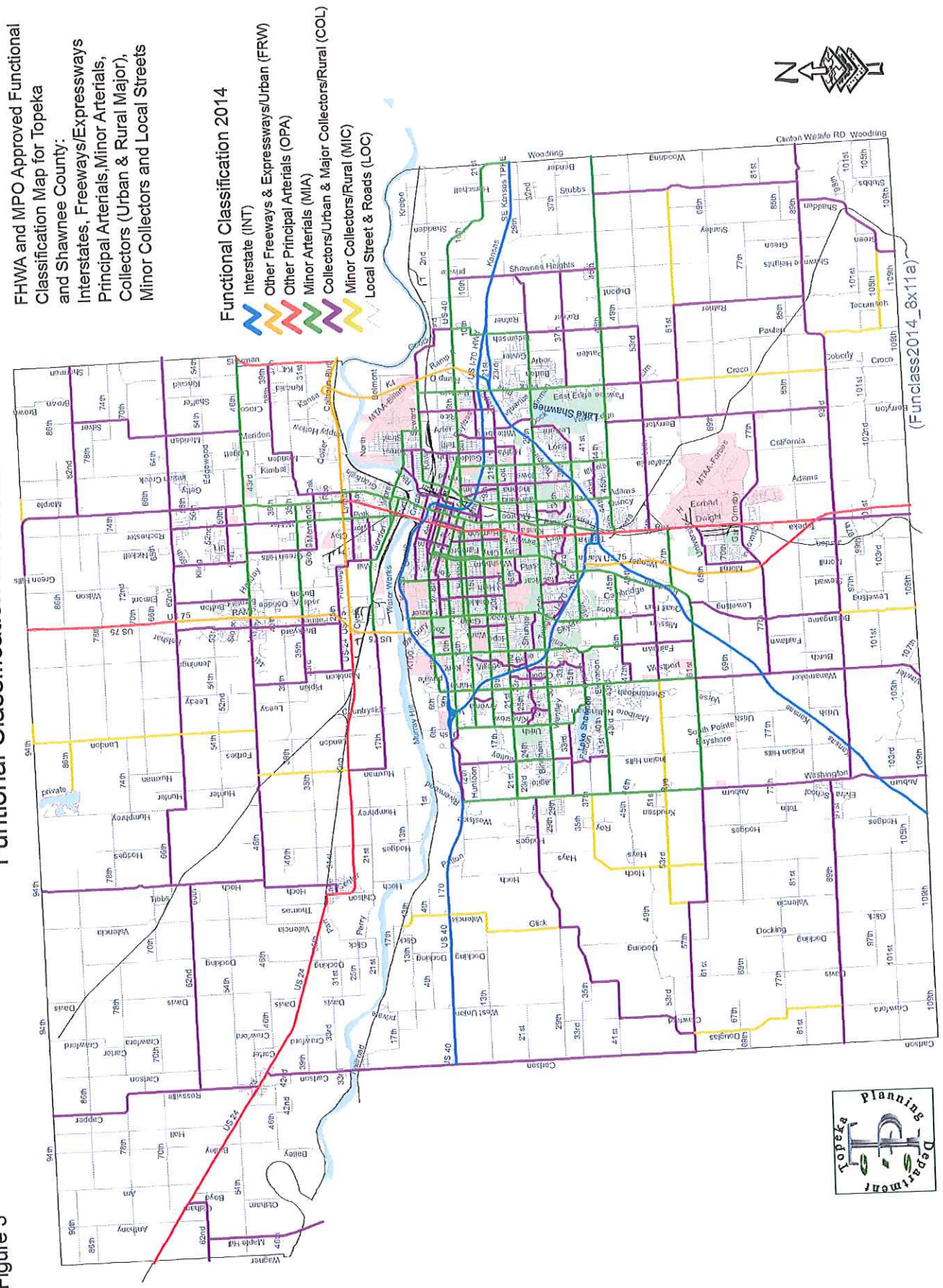


Figure 3



Environmental Justice Review

The Environmental Protection Agency defines Environmental Justice as the "fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies." The Federal Highway Administration considers three fundamental environmental justice principles:

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

A. Title VI Nondiscrimination Law

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

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

B. How Do Title VI and EJ Work Together?

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

Furthermore, Federal law requires that MPOs ensure that individuals not be excluded from participating in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal funding on the basis of race, color, national origin, age, sex, or disability. Environmental Justice Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) in Minority and Low-Income Populations, calls for the identification

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

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 DOT Order, **adverse effect** means:

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

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

"an **adverse effect** that:

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

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

MTPO EJ Analysis Process

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

In order for the MTPO to consider the EJ aspects of the projects identified in the 2013-2016 TIP, the locations of the roadway and bridge projects, and the areas of the region that have a large percentage of low-income and/or minority populations (EJ areas) were mapped (figure 2). The table below shows the number of total 2013-2016 TIP projects along with their costs. This table also shows the percentage of projects that are in the EJ zones. While there may be some displacement of businesses or residences with the realignment of the Polk/Quincy Viaduct, it is not deemed by the MTPO to have a disproportionate effect on the low-income or minority populations that reside in that area. Extensive public participation and alternative realignment solutions were reviewed during the preliminary engineering phase of this project.

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

Years	Number of Projects or Project Phases	Total Cost	Number of Projects in EJ Zones	Percentage of Projects in EJ Zones	Total Cost of Projects or in EJ Zones	Percentage Cost of Projects in EJ Zones
2015-2018	20	\$695,993,600	7	35.0%	\$595,686,100	85.6%

Of the projects listed in the 2015-2018 TIP, did not appear to be any disproportionate burden-to-benefit ratio between EJ population areas and non-EJ population areas. The only high-impact project, which is also the largest project, the Polk/Quincy Viaduct, utilized EJ principle of outreach and mitigation of environmental hardship and burden.

TIP PROJECT TABLES

A set of tables showing a Fiscal Year 2015 Annual Element and a 2015-2018 Planning Period for the City of Topeka, Shawnee County, KDOT, KTA, TMTA and local paratransit providers is included on the following pages. The fiscal year for each agency is listed below.

Agency	Fiscal Year	Fiscal Year 2015 Start
Federal Highway Administration	October 1- September 30	October 1, 2014
Federal Transit Administration	October 1- September 30	October 1, 2014
Kansas Department of Transportation	October 1 – September 30	October 1, 2014
(State fiscal year begins July 1 but KDOT uses October 1 for the STIP to match Federal FY)		
Shawnee County	January 1 – December 31	January 1, 2014
City of Topeka	January 1 – December 31	January 1, 2014
Topeka Metropolitan Transit Authority	July 1 – June 30	July 1, 2013
(TMTA FY used for operating and capital assistance)	January 1 – December 31	January 1, 2013
(City FY used by TMTA for planning assistance programmed in the UPWP)		
Topeka-Shawnee County Paratransit Council	July 1- June 30	July 1, 2014
(Includes various agencies using vehicles funded by FTA Section 5310 and/or KDOT grants)		

TIP # Explanation

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

Coding Explanation

- **First Part – Sponsoring Agency**
 - 1= KDOT
 - 2= Shawnee County
 - 3= City of Topeka
 - 4= Kansas Turnpike Authority
 - 5= Other Cities in Shawnee County
 - 6= Other Local Governments
 - 7= Topeka Metropolitan Transit Authority
 - 8= Paratransit Agencies
- **Second Part – Project Start Year**

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

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

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

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

TIP # Example

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

Index of Highway and Bridge Projects by TIP#

IP	KDOT#	Juris.	Location	Project Type
11-02-3	KA-2107-0	KDOT	I-70 Bridge #043 (Deer Creek)	Bridge Replacement
12-01-1	KA-1266-0	KDOT	I-70 Polk/Quincy Viaduct	PE for Plan Development
13-01-7	KA-2397-0	KDOT	City of Topeka Traffic signal coordination	ITS
13-3-1	K-7316-03	KDOT	K-4: North end Kansas River Bridge, N. and NE. to Shawnee/Jeff. Co. Line	PE to construct 2 lanes on 4-lane freeway sect
14-1-7	KA-3592-0	KDOT	City of Topeka	ITS
99-01-3a	K-7431-01	KDOT	US-24; Countryside Rd. East to existing 4-lane	Road & Bridge Rehab.
99-01-3b	K-7431-03	KDOT	US-24 Countryside Rd. East to existing 4-lane	Road & Bridge Rehab.
14-02-3	S-121005.0	County	SW Urish Rd./Bridge over Trib. To KS River	Grading/Surfacing
15-02-1	S-701005.0	County	SW Urish Rd.: SW 17th to SW 21st.	Roadway
11-01-6		Topeka	Street/Curb improvements (Various locations)	ADA Street Curb Program
11-03-1	T-701005.0	Topeka	10th Ave; Between Gage & Fairlawn	Street Widening
13-03-1	T-70198.03	Topeka	21st St. from Urish Rd. to Indian Hills Rd.	Street Widening to 3 lanes
13-04-3	U-1950-01	Topeka	SE 10th St.; Replace Bridge over Shunga Creek	Bridge
13-05-1	T-701008.0	Topeka	37th St. between Burlingame Rd. & Gage Blvd.	Street widening to 3 lanes
13-07-6	T-861005.0	Topeka	Various throughout City	Transportation Enhancement
13-08-6	TE-0306-0	Topeka	Shunga Trail Near 29th & Fairlawn to the SW: Trail Extension	Transportation Enhancement
14-01-1	T-701010.0	Topeka	SE California Ave. SE 33rd St to SE 37th St.	Street Widening to 3 lanes
14-01-2	T-701012.0	Topeka	SW 6th Ave: SW Wanamaker Rd. to west of I-70 Br.: Road Widening	Roadway
14-07-1		Topeka	Various throughout City	Transportation Enhancement Bikeways Phase
15-1-1	S-701002.0	County	SW 29th St.: Indian Hills Rd. to SW Urish Rd., Const. 3 lanes w/round-a-bout.	Grading/Surfacing
16-01-1	T-701011.0	Topeka	SE California Ave. SE 29th St to SE 33rd St.	Street widening to 3/5 lanes
16-1-3		Topeka	SW Cherokee St. over Ward Crk.	Bridge Replacement
17-1-1		Topeka	SW 6th Ave. Between SW Gage Blvd. & SW Fairlawn	Roadway Widening
17-2-3		Topeka	SW 3rd St. over Ward Creek	Bridge Replacement

FY 2015 to FY 2018 MTPPO Roadway and Bridge Projects

TIP #: 2-14-02-3 Juris: County
 KDOT #: S-121005.00 Class: Minor Arterial

Location/Improvement: SW Urish Rd./Bridge over Trib. To KS River
 Project Type: Grading/Surfacing

Length (mi):
 Description:
 RFO in 2014

Year of Obligation 2015			
Phase:	Source:	Cost (x 1000):	AC Conversion:
Const/CE	Local	\$473.3	

Year of Obligation 2016			
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation 2017			
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation 2018			
Phase:	Source:	Cost (x 1000):	AC Conversion:

Total Project Cost (x1000) \$547.9

Comments:

TIP #: 2-15-02-1 Juris: County Location/Improvement: SW Urish Rd.: SW 17th to SW 21st.
 KDOT #: S-701005.00 Class: Project Type: Roadway

Length (mi):
 Description:

Year of Obligation 2015			
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation 2016			
Phase:	Source:	Cost (x 1000):	AC Conversion:

The City of Topeka will complete SW 21st St. between W. City Limits and SW Indian Hills Rd. in 2015. Menards, Inc. will complete SW 17th & Urish Rd inter. in 2012. The improvement of Sw Urish Rd. between SW 17th & SW 21st will connect the two previous completed improvement projects and improve safety and capacity for motorists using

Year of Obligation 2017			
Phase:	Source:	Cost (x 1000):	AC Conversion:
Const	Local	\$288.0	
Const	State	\$1,300.0	

Year of Obligation 2018			
Phase:	Source:	Cost (x 1000):	AC Conversion:

County will construct in 2017 due to city's delay in constructing sw 21st - Urish Rd to Indian Hills in 2016, not 2015.

Total Project Cost (x1000) \$1,770.0

Comments:

FY 2015 to FY 2018 MTPO Roadway and Bridge Projects

Length (mi): 1.0

TIP #: 3-15-1-1 Juris: County
 KDOT #: S-701002.00 Class: Minor Arterial

Location/Improvement: SW 29th St.: Indian Hills Rd. to SW Urish Rd., Const. 3 lanes w/round-a-bout.
 Project Type: Grading/Surfacing

Description:

Year of Obligation 2015

Phase: Source: Cost (x 1000): AC Conversion:
 Const Local \$3,000.0

Year of Obligation 2016

Phase: Source: Cost (x 1000): AC Conversion:

Comments:

PE/Util/ROW in 2013, 2014

Year of Obligation 2017

Phase: Source: Cost (x 1000): AC Conversion:

Year of Obligation 2018

Phase: Source: Cost (x 1000): AC Conversion:

Total Project Cost (x1000) \$3,365.0

Length (mi):

TIP #: 1-11-02-3 Juris: KDOT Location/Improvement: I-70 Bridge #043 (Deer Creek)
 KDOT #: KA-2107-01 Class: Interstate/Freeway Project Type: Bridge Replacement

Description:

Rehabilitate Bridge #043 on I-70 east of Carnahan Ave/Deer Creek Trfwy. Interchange.

Year of Obligation 2015

Phase: Source: Cost (x 1000): AC Conversion:
 CE State \$296.3
 Const State \$3,950.0

Year of Obligation 2016

Phase: Source: Cost (x 1000): AC Conversion:

Comments:

PE in 2011.

Year of Obligation 2016

Phase: Source: Cost (x 1000): AC Conversion:

Year of Obligation 2017

Phase: Source: Cost (x 1000): AC Conversion:

Total Project Cost (x1000) \$4,246.3

FY 2015 to FY 2018 MTPO Roadway and Bridge Projects

TIP #: 1-12-01-1 Juris: KDOT Location/Improvement: I-70 Polk/Quincy Viaduct
 KDOT #: KA-1266-02 Class: Interstate/Freeway Project Type: PE for Plan Development

Length (mi): 4.1

Description:

Authorized for PE Only.

Year of Obligation		2015	AC Conversion:	
Phase:	Source:	Cost (x 1000):		

Year of Obligation		2016	AC Conversion:	
Phase:	Source:	Cost (x 1000):		
ROW	ACNHP	\$9,000.0		
ROW	KDOT	\$1,000.0		

Year of Obligation		2017	AC Conversion:	
Phase:	Source:	Cost (x 1000):		
Const	ACNHP	\$243,601.6		
Const	KDOT	\$27,066.8		
CE	ACNHP	\$12,256.5		
CE	KDOT	\$1,361.8		

Year of Obligation		2018	AC Conversion:	
Phase:	Source:	Cost (x 1000):		
Util	ACNHP	\$5,400.0		
Util	KDOT	\$600.0		

Comments:
 PE in 2012, and AC'd to be converted in 2022 ROW being AC'd and \$9 mil. to be converted to NHP in 2022. Util. being AC'd, \$5.4 mil. converted to NHP in 2022. CE & Const in 2017.

Total Project Cost (x1000) \$300,286.7

TIP #: 1-13-01-7 Juris: KDOT Location/Improvement: City of Topeka Traffic signal coordination
 KDOT #: KA-2397-01 Class: N/A Project Type: ITS

Length (mi):

Description:

Seven intersection along Gage Blvd. between 10th & 21st streets.

Comments:

Year of Obligation		2015	AC Conversion:	
Phase:	Source:	Cost (x 1000):		
PE	KDOT	\$210.0		
PE	U0610	\$90.0		

Year of Obligation		2016	AC Conversion:	
Phase:	Source:	Cost (x 1000):		

Year of Obligation		2017	AC Conversion:	
Phase:	Source:	Cost (x 1000):		

Year of Obligation		2018	AC Conversion:	
Phase:	Source:	Cost (x 1000):		

Total Project Cost (x1000) \$300.0

FY 2015 to FY 2018 MTPO Roadway and Bridge Projects

TIP #: 1-13-3-1 Juris: KDOT
 KDOT #: K-7316-03 Class: FRW

Location/Improvement: K-4: North end Kansas River Bridge, N. and NE. to Shawnee/Jeff. Co. Line
 Project Type: PE to construct 2 lanes on 4-lane freeway section.

Length (mi):

Description:

PE to construct 2 lanes of 4-lane freeway section, including the addition of 2 loop ramps at US-24 and a future proposed interchange at 35th street. This project includes re-evaluation of the Environmental Assessment (EA), ROW acquisition and Public Involvement.

Comments:

Year of Obligation		2015	AC Conversion:
Phase:	Source:	Cost (x 1000):	
ROW	KDOT	\$1,040.0	

Year of Obligation		2017	AC Conversion:
Phase:	Source:	Cost (x 1000):	
Util	KDOT	\$800.0	
Const	KDOT	\$19,031.5	
CE	KDOT	\$1,427.4	

Year of Obligation		2016	AC Conversion:
Phase:	Source:	Cost (x 1000):	

Total Project Cost (x1000) \$22,298.9

TIP #: 1-14-1-7 Juris: KDOT
 KDOT #: KA-3592-01 Class: Other

Location/Improvement: City of Topeka
 Project Type: ITS

Length (mi):

Description:

Develop Incident Management Plan and coordinate with emergency responders. The plan will investigate ho to route traffic during road closures.

Comments:

New program addition.

Year of Obligation		2015	AC Conversion:
Phase:	Source:	Cost (x 1000):	

Year of Obligation		2016	AC Conversion:
Phase:	Source:	Cost (x 1000):	

Year of Obligation		2017	AC Conversion:
Phase:	Source:	Cost (x 1000):	
PE	State	\$100.0	

Year of Obligation		2018	AC Conversion:
Phase:	Source:	Cost (x 1000):	

Total Project Cost (x1000) \$100,000.0

FY 2015 to FY 2018 MTPO Roadway and Bridge Projects

TIP #: 1-99-01-3a Juris: KDOT Location/Improvement: US-24: Countryside Rd. East to existing 4-lane
 KDOT #: K-7431-01 Class: Interstate/Freeway Project Type: Road & Bridge Rehab.

Length (mi): 1.3

Description:

Reconstruct US-24 into a 4-lane freeway, replace bridge over the UP RR from Countryside Rd. east to existing 4-lane. Build new intersection at Menoken Rd.

Comments:

PE in 1999, ROW in 2008, Util. in 2012, All phases using AC and being converted to NHP in 2014. Linked to seeding project K-7431-03.

Year of Obligation		2015	
Phase:	Source:	Cost (x 1000):	AC Conversion:
Const	ACSTP	\$31,854.4	
Const	KDOT	\$7,963.6	
CE	ACSTP	\$2,389.1	
CE	KDOT	\$597.3	

Year of Obligation		2016	
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation		2017	
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation		2018	
Phase:	Source:	Cost (x 1000):	AC Conversion:

Total Project Cost (x1000) \$42,804.4

TIP #: 1-99-01-3b Juris: KDOT Location/Improvement: US-24 Countryside Rd. East to existing 4-lane
 KDOT #: K-7431-03 Class: Interstate/Freeway Project Type: Road & Bridge Rehab.

Length (mi):

Description:

Permanent Seeding

Comments:

Linked to K-7431-01

Year of Obligation		2015	
Phase:	Source:	Cost (x 1000):	AC Conversion:
Const	STP	\$160.0	
Const	KDOT	\$40.0	
CE	STP	\$12.0	
CE	KDOT	\$3.0	

Year of Obligation		2016	
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation		2017	
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation		2018	
Phase:	Source:	Cost (x 1000):	AC Conversion:

Total Project Cost (x1000) \$215.0

FY 2015 to FY 2018 MTPO Roadway and Bridge Projects

TIP #: 3-11-01-6 Juris: Topeka Location/Improvement: Street/Curb improvements (Various locations)
 KDOT #: Class: Various Project Type: ADA Street Curb Program

Length (mi):

Description:

Installation of ADA sidewalk ramps at locations requested by persons with mobility impairments or where street work is scheduled.

Year of Obligation 2015		
Phase:	Source:	Cost (x 1000): AC Conversion:
const/Ce	Local	\$300.0

Year of Obligation 2016		
Phase:	Source:	Cost (x 1000): AC Conversion:
const/Ce	Local	\$300.0

Comments:

1/2 Cent sales tax (City)

Year of Obligation 2017		
Phase:	Source:	Cost (x 1000): AC Conversion:
const/Ce	Local	\$300.0

Year of Obligation 2018		
Phase:	Source:	Cost (x 1000): AC Conversion:
const/Ce	Local	\$300.0

Total Project Cost (x1000) \$1,200.0

TIP #: 3-11-03-1 Juris: Topeka Location/Improvement: 10th Ave: Between Gage & Fairlawn
 KDOT #: T-701005.00 Class: Principal Arterial Project Type: Street Widening

Length (mi): 1.0

Description:

This project will widen SW 10th Ave. between SW Gage Blvd. and SW Fairlawn Rd. The new roadway will include curb & gutter, lighting and a drainage system.

Comments:

Utilizes Federal dollars exchanged for State dollars. PE in 2011 for \$400k ROW in 2011 for \$200k.

Year of Obligation 2015		
Phase:	Source:	Cost (x 1000): AC Conversion:
Util	KDOT	\$300.0

Year of Obligation 2016		
Phase:	Source:	Cost (x 1000): AC Conversion:
Const	KDOT	\$2,200.0
CE	KDOT	\$200.0
Other	KDOT	\$100.0

Year of Obligation 2017		
Phase:	Source:	Cost (x 1000): AC Conversion:
Const	KDOT	\$2,100.0
CE	KDOT	\$200.0

Year of Obligation 2018		
Phase:	Source:	Cost (x 1000): AC Conversion:

Total Project Cost (x1000) \$5,800.0

length (mi): 1.0

Description:

Description
<p>This project will widen SW 21st St to three lanes between SW Urish Rd. and SW Indian Hills Rd. The new roadway will include curb & gutter, sidewalks, street lighting and a drainage system.</p>

Comments:
Funded through 1/2 cent County-wide sales tax.

Total Project Cost (x1000)	\$5,850.0
----------------------------	-----------

Length (mi):

Class: Minor Arterial

Leigean (muj)

Description:
This project will replace the existing bridge on SE 10th St. over Shunga Creek.

Comments
Utilizes Federal dollars exchanged for state dollars. PE in 2008 for \$154K

Total Project Cost (x1000)	\$2,134.0
----------------------------	-----------

Description:

Comments:

Description:

Comments:

Total Project Cost (x1000)	\$1,622.4
----------------------------	-----------

in #: 21000
KDOT #: TE-0306-0 Class:

Project Type: Transportation Enhancement

Description:

Comments:

[illegible]

1. *Journal of the American Medical Association*, 1997; 278: 1019-1024.

Project Type: Street Widening to 3 lanes

Description:

Comments:

[illegible]

Total Project Cost (x1000)	\$3,800.0
----------------------------	-----------

location/Improvement: SW 6th Ave: SW Wanamaker Rd. to west of I-70 Br.: Road Widening

Project Type: Roadway

Description:

This project will construct new three lane pavement on SW 6th Ave. from SW Wanamaker Rd. to west of the I-70 Bridge. The new roadway will include curb, gutter, sidewalks, and a drainage system

Comments:

Total Project Cost (x1000)	\$3,000.0
----------------------------	-----------

Location/Improvement: Various throughout City
Project Type: Transportation Enhancement Bikeways Phase II

[illegible]

Description:

[illegible]

Comments:

Total Project Cost (x1000)	\$278,843.0
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Description:

Comments:

[illegible]

	<u>Year of Obligation</u>	<u>2017</u>	<u>AC Conversion:</u>
<u>Phase:</u>	<u>Source:</u>	<u>Cost [x 1000]:</u>	
Const	Local	\$2,500.0	
CE	Local	\$200.0	
Other	Local	\$200.0	

[illegible]

Total Project Cost (x1000)	\$3,200.0
----------------------------	-----------

Comments.

Description:
<p>This project will widen SE California Ave. to 3/5 lanes between SE 29th St and SE 33rd St. The new roadway will include curb & gutter, sidewalks, street lighting and a drainage system.</p>

Description:

Comments:

[illegible][illegible][illegible][illegible]

Total Project Cost (x1000)	\$850.0
----------------------------	---------

FY 2015 to FY 2018 MTPO Roadway and Bridge Projects

TIP #: 3-17-1-1 Juris: Topeka Location/Improvement: SW 6th Ave. Between SW Gage Blvd. & SW Farlawn
 KDOT #: Class: Principal Arterial Project Type: Roadway Widening

Length (mi): 1.0

Description:

This project will widen SW 6th Ave. between SW gage Blvd. and SW Farlawn Rd. The new roadway will include curb, gutter, sidewalks, and a drainage system.

Comments:

Year of Obligation 2016			
Phase:	Source:	Cost (x 1000):	AC Conversion:

Year of Obligation 2018			
Phase:	Source:	Cost (x 1000):	AC Conversion:
ROW	Local	\$200.0	

Year of Obligation 2017			
Phase:	Source:	Cost (x 1000):	AC Conversion:
CE	Local	\$500.0	

Year of Obligation 2019			
Phase:	Source:	Cost (x 1000):	AC Conversion:
Const	Local	\$4,750.0	
CE	Local	\$500.0	
Other	Local	\$350.0	

Total Project Cost (x1000) \$6,300.0

TIP #: 3-17-2-3 Juris: Topeka Location/Improvement: SW 3rd St. over Ward Creek
 KDOT #: Class: Local Project Type: Bridge Replacement

Length (mi):

Description:

This project will replace the aging bridge structure on Sw 3rd St. over Ward Creek.

Comments:

Year of Obligation 2017			
Phase:	Source:	Cost (x 1000):	AC Conversion:
PE	KDOT	\$75.0	

Year of Obligation 2018			
Phase:	Source:	Cost (x 1000):	AC Conversion:
ROW	KDOT	\$50.0	

Year of Obligation 2019			
Phase:	Source:	Cost (x 1000):	AC Conversion:
Const	KDOT	\$680.0	
CE	KDOT	\$70.0	

Year of Obligation 2020			
Phase:	Source:	Cost (x 1000):	AC Conversion:

Total Project Cost (x1000) \$875.0

FY 2015 to FY 2018 MTPO Urban Transit Projects

Project Type: Revenue for Operating and Capital Expenses

Juris: TMTA Location: Topeka

FY: 2015

Comments:

Grant:	Source:	Cost:
FTA Operating	Fares	\$1,438,580.0
	Mill Levy	\$4,580,888.0
	FTA	\$2,160,000.0
	KDOT	\$711,171.0

Total Project Cost: \$8,890,639.0

Juris: TMTA Location: Topeka

Project Type: New Bus Shelters and Bus Stops

FY: 2015

Comments:

Grant:	Source:	Cost:
New Freedom	FTA	\$306,279.0
	Mill Levy	\$76,569.0

Total Project Cost: \$382,848.0

Juris: TMTA Location: Topeka

Project Type: Operating Expenses for Paratransit Job Access and Reverse Commute

FY: 2015

Comments:

Grant:	Source:	Cost:
JARC	KDOT	\$236,974.0
	Mill Levy	\$236,974.0

Total Project Cost: \$473,948.0

Juris: TMTA Location: Topeka

Project Type: Purchase of fixed route bus

FY: 2015

Comments:

Grant:	Source:	Cost:
JARC	FTA	\$213,883.0
	Mill Levy	\$53,471.0

Total Project Cost: \$267,354.0

Bus will be delivered December 2014, and payment will be made in January 2015.

FY 2015 to FY 2018 MTPO Urban Transit Projects

Juris: TMTA Location: Topeka

Project Type: Revenue for Operating and Capital Expenses

FY: 2016

Comments:

Grant:	Source:	Cost:
FTA Operating	Fares	\$1,450,000.0
	Mill Levy	\$4,580,888.0
	FTA	\$2,200,000.0
	KDOT	\$711,171.0

Total Project Cost: \$8,942,059.0

Juris: TMTA Location: Topeka

Project Type: New Bus Shelters and Bus Stops

FY: 2016

Comments:

Grant:	Source:	Cost:
New Freedom	FTA	\$120,000.0
	Mill Levy	\$30,000.0

Total Project Cost: \$150,000.0

This is the anticipated amount carried over from the 2015 New Freedom Grant.

Juris: TMTA Location: Topeka

Project Type: Revenue for Operating and Capital Expenses

FY: 2017

Comments:

Grant:	Source:	Cost:
FTA Operating	Fares	\$1,500,000.0
	Mill Levy	\$4,600,000.0
	FTA	\$2,250,000.0
	KDOT	\$711,171.0

Total Project Cost: \$9,061,171.0

Juris: TMTA Location: Topeka

Project Type: Revenue for Operating and Capital Expenses

FY: 2018

Comments:

Grant:	Source:	Cost:
FTA Operating	Fares	\$1,550,000.0
	Mill Levy	\$4,650,000.0
	FTA	\$2,300,000.0
	KDOT	\$711,171.0

Total Project Cost: \$9,211,171.0

Metropolitan Topeka Planning Organization
MTPO Metropolitan Planning Area

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

[illegible]

Funding	
Programmed	
in the TIP	

in the U.P.	Federal Total for Road, Bridge, Safety, and Enhancement Projects	State Total for Road, Bridge, Safety, and Enhancement Projects	Local Total for Road, Bridge, Safety, and Enhancement Projects	Federal Total for Urban Transit Projects	State Total for Urban Transit Projects	Local Total for Urban Transit Projects	Total of Programmed Funding
Year							
2015	\$34,728,575	\$18,304,200	\$8,209,300	\$2,160,000	\$711,171	\$6,153,168	\$70,266,414
2016	\$9,000,000	\$3,570,000	\$9,050,000	\$2,181,600	\$720,000	\$6,179,663	\$30,701,263
2017	\$255,858,100	\$53,512,500	\$3,988,000	\$2,203,416	\$720,000	\$6,240,459	\$322,522,475
2018	\$5,400,000	\$1,380,000	\$500,000	\$2,225,450	\$720,000	\$6,301,863	\$16,527,313
Totals	\$43,728,575	\$21,874,200	\$17,259,300	\$4,341,600	\$1,431,171	\$12,332,831	\$100,967,677

Notes for Anticipated Funding:

Notes for Anticipated Funding: STP Funds \$2,415,725; City Annual estimate: STP Funds \$4,016,034

This table includes an assumption that on average the region will receive annually \$350,000 in HES/HSIP funds and \$200,000 in the Anticipated Funds amounts for all years.

These estimates for Safety and TA funds were used in the Anticipated Funds amounts for all years.

This table includes all federal, state and local funding that is anticipated for KDOT sponsored or co-sponsored projects. Projects are reimbursed with federal funds if and when available.

	Projects using Advanced Construction are eliminated without cost.	
	Section 5309 Discretionary Capital funds.	
	This table includes FTA Section 5307 Formula funds.	
	(if applicable)	

This table includes awarded FTA Section 5310 funds for projects in the MPO Metropolitan Planning Area. This table includes State Operating Assistance for the TMTA that is at levels funded under the current Comprehensive Transportation Program, (if applicable).

[illegible]

The local amounts include funding needed to match federal and/or state funds plus funds for locally funded projects that are regularly significant.

*Includes federal funds for Shawnee County and Topeka advanced by KDOT Local Projects

[illegible]

Notes for Funding Programmed in the TIP	
	This table includes all of the forms of anticipated funding listed above including local funds in excess of what is needed to match federal and state funding sources. It also includes all of the forms of anticipated funding listed above including local funds in excess of what is needed to match federal and state funding sources. This table includes all of the forms of anticipated funding listed above including local funds in excess of what is needed to match federal and state funding sources.

Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the WITCO staff and receives

Appendixes for the 2013-2016 Transportation Improvement Program

MTPO Approved "Regionally Significant" Policy

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

MTPO Approval Resolution and Transmittal Letter for the 2013-2016 Transportation Improvement Program

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

Memo—Federal Fiscal Year 2011 List of Projects with Obligated Federal Funds in the MTPO Metropolitan Planning Area

Memo—Federal Fiscal Year 2012 List of Projects with Obligated Federal Funds in the MTPO Metropolitan Planning Area

“Regionally Significant” Policy

Regionally Significant – Definition for MTPO

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

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

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

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

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

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

- utility installations along or across a transportation facility
- construction of certain bicycle and pedestrian facilities
- activities in the State’s highway safety plan
- landscaping

- installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur
- emergency repairs
- improvements to rest areas and weigh stations
- bus and rail car rehabilitation
- alterations to facilities and vehicles to make them accessible to persons with disabilities and elderly persons

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

Major Traffic Thoroughfares

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

Major Activity Centers

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

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

Regionally Significant Roadways

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

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

Department of Transportation (KDOT).

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

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

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

Regionally Significant Transit Facilities and Services Facilities

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

Services

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

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

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

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

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

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

MTPO

Metropolitan Topeka Planning Organization

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METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

(To be submitted at least once every four years with the Transportation Improvement Program)

The Kansas Department of Transportation (KDOT) and the Metropolitan Topeka Planning Organization (MTPO) for the Topeka urbanized area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303;
2. 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 (*Note-only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary*);
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 SAFETEA-LU (Pub. L. 109-59) 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.

Metropolitan Topeka
Planning Organization



Signature

Nathan Schmidt

Printed Name

MTPO Chair

Title



Date

Kansas

Department of Transportation

Signature

Jerome T. Younger, P.E.

Printed Name

Deputy Secretary for Engineering

Title

Date