

# **METROPOLITAN TOPEKA PLANNING ORGANIZATION**

TOPEKA, KANSAS

## **TRANSPORTATION IMPROVEMENT PROGRAM**

FEDERAL FISCAL YEARS 2017-2020

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

Preparation of this document was supported by the Consolidated Planning Grant consisting of federal funds provided by the Federal Highway Administration and Federal Transit Administration.

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](http://www.topeka.org/planning/transportation_planning.shtml). A paper copy of this document is available at the address below:

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**Metropolitan Topeka Planning Organization  
Transportation Improvement Program (TIP)  
2017 – 2020**

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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.

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

In December of 2015 the President signed the current federal surface transportation bill into law. This Bill, called Fixing America's Surface Transportation Act (FAST-Act) keeps intact many of the planning provisions of the previous transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) with emphasis placed on performance management in both statewide planning and metropolitan planning. This bill represents the first with long-term funding in a decade, including 5 years of funding from 2016 through 2020, totaling over \$305 billion dollars.

The programs covered under this bill include:

- Highway
- Motor vehicle safety
- Public transportation
- Motor carrier safety
- Hazardous materials safety
- Rail, and
- Research, technology, and statistics

### Funding breakdowns by category and changes:

#### **Public Transit:**

- \$72 Billion nationally over 5 years
- \$35 million in Kansas over 5 years
- Re-established a Bus Discretionary Program  
Competitive process; Fund replacements for aging fleets or facilities; FY16 - \$268 million  
\$55 million has been designated for Low- or No- Emission Bus Deployment projects.

#### **Surface Transportation:**

- Surface Transportation Block Grant Program
- Continual increase in funds over the course of the FAST Act (2.3% Annually)
- Kansas - \$101 million in 2016
- New eligible costs include SRTS, Workforce Development, and Intermodal

#### **Transportation Alternatives:**

- Referred to as Surface Transportation Block Grant Set-Aside
- \$9.2 million in 2016 and 2017
- \$9.4 million in 2018, 2019, 2020
- Program Changes
  - MPO's with >200,000 population may flex 50%
  - MPO's must distribute funds "in consultation with state"

## **MPO Planning:**

- PL funding will increase 2% annually
- \$1.9 million in 2016
- Program Changes
  - TIPs should consider intercity bus operations
- MPOs are encouraged to include or consult on the following issues:
  - Natural disaster risk reduction
  - Reduction or mitigation of stormwater impacts
  - Enhance travel and tourism

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

January 2017 (to KDOT by Jan.24)

April 2017 (to KDOT by April 25)

July 2017 (to KDOT by July 25)

**August 2017\*\* (to KDOT by Sept. 7)**

Oct. 2017 (to KDOT by Oct 27)

\*\* Sept. 7<sup>th</sup> Amendment will be the last STIP Amendment for the 2017 STIP

## **TIP Development**

### **Project Funding**

Projects in the TIP are funded through various Federal, State, and local funding sources. The City of Topeka and Shawnee County identify projects in their respective Capital Improvement Programs (CIP) that will be funded over the next 5 years. Coordination between the City, County, 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. 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, city beautification, or Historic transportation projects, although other types of projects may also be eligible for TA funding; b) FHWA Highway Safety Improvement Program (HSIP) funds; c) KDOT Economic Development Projects; ; and 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 & 5310 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. Paratransit providers in the MTPO Area also utilize these funds for capital expenditures and 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 LRTP 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**

First, the TIP must contain a system-level estimate of the costs and revenue sources that can be reasonably expected to be available to adequately operate and maintain the multimodal transportation system. Second, the TIP is required to use revenue and cost estimates that apply an inflation rate to reflect "year-of-expenditure" dollars.

The projects included in the TIP should also be included in the respective local government's capital improvement plans and budgets. Budgets for locally sponsored projects in the TIP are based on the best

available cost estimates and reasonable projections of revenues made by the local governments in the region. Projects without identified local match will not be included in the TIP.

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

Fiscal constraint ensures that funds are available or can reasonably be expected to become available for the projects submitted for inclusion into the TIP. Projects listed for the City and County are submitted by their respective Public Works departments. Anticipated federal funding for the next four years for roads, bridges and enhancement projects will primarily be supplied by STP, HISP 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.)	\$1,500,950	\$1,312,237	\$2,813,187
TA (O.A.)	\$200,000	100,000	\$300,000
HSP (O.A.)	\$200,000		\$200,000
<b>Total:</b>			<b>\$3,313,187</b>

These anticipated funding sources and their respective local match are incorporated into the Funding Summary Budget Table, following the project listings in this document. Anticipated annual FTA funding is tracked in this table as well. This budget table is updated in the event of any project additions, deletions or funding changes.

### Sub-allocated Federal Programs

A number of federal funding streams are dedicated by statute, or sub-allocated, to specific projects and programs within the MTPO metropolitan planning area. With the enactment of MAP-21, all sub-allocated federal transportation funding programs which the MTPO has historically had some decision-making or advisory role were either altered or eliminated. The table below explains current FAST-Act programs:

Previous sub-allocated program	Impact
<b>Bridge</b>	Projects remain eligible for STP funding.
<b>CMAQ</b>	Program continued with minor changes to project eligibility.
<b>STP</b>	Program continued.
<b>Transportation Alternatives</b>	Program continued.
<b>Job Access Reverse Commute (JARC)</b>	Combined with Section 5307 under previous Bill.
<b>New Freedom</b>	Combined with Section 5310 under previous Bill.
<b>5310</b>	Modified to sub-allocate some funds to large urban areas under previous Bill.

### Surface Transportation Program and Bridge Program

The Surface Transportation Program (STPM) 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 intra-city and inter-city 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 sub-allocated for Transportation Management Areas (TMAs) with populations greater than 200,000. STPM 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 Alternatives (TA)**

FAST-Act continued the Transportation Alternatives established under MAP-21. This program provided 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**

Section 5310 Capital Assistance Program, provides funds to support transport of elderly and/or disabled persons where public transportation services are unavailable, insufficient or inappropriate, by incorporating the former New Freedom program and establishing a direct sub-allocation of funding to large urbanized areas with populations greater than 200,000.

A locally developed, coordinated public transit-human services transportation plan must include projects selected for funding. A competitive selection process, previously required under the New Freedom program, is now optional. At least 55 percent of program funds must be spent on 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.

### **Highway Safety Improvement Program (HSIP)**

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 were 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 & 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 injuries.

### **Advance Construction**

State and local governments use a federal funding tool called “advance construction” to maximize the receipt of federal funds and provide greater flexibility and efficiency in matching federal aid categories to individual projects. Advance construction (AC) is an innovative funding technique that allows project sponsors to initiate a project using non-federal funds while preserving eligibility for future federal aid. 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 2017-2020 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 sub-allocated 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 MTPO area and their known federally funded assets:

<b>Unit of Government*</b>	<b>Lane Miles</b>	<b># of Bridges</b>	<b>Budget Totals</b>	<b>Cost per lane mile.</b>
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

## Maintenance Funding Sources

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 tables below provide a breakdown of both the City and County ½ cent sales tax that was approved in 2016. The county-wide tax has earmarked funding for county projects and bridges. The approximate annual ten year breakdowns of these sales tax revenues and expenditures are noted below:

### ½-Cent Sales Tax   **2017     2018     2019     2020**

Maintenance & Improve Existing Streets	\$9,350,000	\$9,485,000	\$9,621,000	\$9,350,000
ADA Sidewalk Ramp Repair	\$300,000	\$300,000	\$300,000	\$300,000
Curbs, Gutters & Street Repair	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Alley Repair	\$250,000	\$250,000	\$250,000	\$250,000
50/50 Sidewalk Repair Program	\$100,000	\$100,000	\$100,000	\$100,000
Street Maintenance and Repair: Local Streets	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
<b>Subtotal Half-Cent Sales Tax</b>	<b>\$13,500,000</b>	<b>\$13,645,000</b>	<b>\$16,771,350</b>	<b>\$13,500,000</b>

### Countywide Sales Tax   **2017     2018     2019     2020**

SW 6th-Gage to Fairlawn	\$500,000	\$1,500,000	-	-
Bikeway Master Plan	-	\$500,000	-	\$500,000
12th Street (2 lanes) - Gage Blvd to Kansas Ave	-	-	\$500,000	\$400,000
SE California Avenue -- SE 37th Street to SE 45th Street	-	\$400,000	\$200,000	\$5,000,000
<b>Subtotal Half-Cent Sales Tax</b>	<b>\$500,000</b>	<b>\$2,400,000</b>	<b>\$700,000</b>	<b>\$5,900,000</b>

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.

**\*Citywide Half-Cent Street Sales Tax 2017-2021 CIP: \$40,906,350:** This is funded by a voter approved half-cent sales tax initiative. It is dedicated to maintenance and repairs and cannot be used for new street construction. The tax sunsets in 2019 and collects approximately \$14.7m per year.

**Countywide Half-Cent Street Sales Tax 2017-2021 CIP: \$23,040,000:** This is funded by a voter approved half-cent sales tax initiative. These projects represent what is proposed to be completed with the second round of funds collected from 2017-2031.

**Federal Funds 2017-2021 CIP: \$27,305,000:** Funds received from the Federal government. Cash 2017-2021 CIP: \$19,638,968, when available and appropriate, the General Fund and enterprise funds pay for capital projects directly out of the operating budgets

**G.O. Bond 2017-2021 CIP: \$48,751,033** General Obligation (G.O.) bonds are used to finance major capital projects with an expected life of 10 or more years. A general obligation bond is secured by the City's pledge to use any legally available resources, including tax revenue, to repay bond holders. The City used a portion of the property tax levy to finance the debt service payments.

**Revenue Bonds 2017-2021 CIP: \$138,059,965** The Water, Water Pollution Control, and Storm water funds are enterprise funds, which are supported by fees for service rather than by taxes. Revenue bonds are a type of loan in which the loan is repaid with revenues from the enterprise, not by contributions from the General Fund. These loans are used to increase plant capacity and modernize the system.

**Federal Funds**

**2017      2018      2019      2020      2021**

Bridge on SW Cherokee St over Ward Cr.	\$50,000	\$730,000			
Bridge on SW 3rd St over Ward Cr.	\$75,000	\$50,000	\$750,000		
Bridge on SE 29th Street over Butcher Creek		\$80,000	\$70,000	\$850,000	
SW Arvonnia Place/Huntoon Street/I-470 Ramps	\$1,375,000	\$1,375,000			
SW Wanamaker Rd/SW Huntoon/ I470 Ramps				1,100,000	1,100,000

**Donations/Outside funding sources**

**2017      2018      2019      2020**

SW Wanamaker -- SW 4th to SW 6th	\$650,000	-	-	-
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**G.O. Bond Transportation Funds** (City of Topeka)

**Traffic:**

**2017      2018      2019      2020**

Traffic Safety Projects	\$185,000	\$185,000	\$185,000	\$185,000
Signals Replacement	\$640,000	\$640,000	\$640,000	\$640,000

**Streets:**

**2017      2018      2019      2020      2021**

Complete Streets	\$100,000	\$100,000	\$100,000	\$100,000	\$1,000,000
Citywide Infrastructure	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
SE California Ave. -- 29th St. to 33rd St.	\$2,200,000	\$500,000			
Bike Lanes on SE 6th & SE 10th Ave Bridges over I-70					\$500,000
SW Arvonnia Place/Huntoon Street/I-470 Ramps	\$1,125,000	\$1,125,000			
Infill Sidewalks/Pedestrian Master Plan	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
SW 10th Avenue -- SW Fairlawn Road to SW Wanamaker Rd.	\$400,000	\$240,000	\$2,360,000	\$3,000,000	
SW Wanamaker Rd/SW Huntoon/ I470 Ramps			\$200,000	\$1,000,000	
NW Tyler St, NW Lyman Rd to NW Beverly St				\$150,000	\$1,650,000
SE 29th Street/KTA Interchange				\$500,000	

**Topeka Metro  
Transit Authority:**

2017      2018      2019      2020

Revenue & Funding				
Fares	\$1,287,180	\$1,300,000	\$1,300,000	\$1,300,000
Mill Levy	\$4,754,835	\$4,750,000	\$4,750,000	\$4,750,000
State Funds	\$728,074	\$730,000	\$730,000	\$730,000
Federal 5307 Funds	\$2,200,000	\$2,270,491	\$2,270,491	\$2,270,491
Other	\$486,407	\$400,000	\$400,000	\$400,000
<b>TOTAL</b>	<b>\$9,456,496</b>	<b>\$9,450,491</b>	<b>\$9,450,491</b>	<b>\$9,450,491</b>

Types of Capital projects in the CIP are sorted by type of project to align with City priorities. Some projects may fit into several categories, so the dominant type is represented below. For example, bike lanes may be considered both Streets and Quality of Life but is included in “Streets” below. Types of projects include:

**Traffic 2017-2021 CIP: \$3,485,000:** Projects to improve traffic signal and traffic safety. Funding source - G.O. Bonds.

**Streets 2017-2021 CIP: \$90,851,350:** Includes maintenance of existing streets, construction of new streets, sidewalk maintenance, snow removal, bike lanes, streetscape improvements, alley repair, and curb and gutter repair. Funding sources - G.O. Bonds, Federal Funds, Citywide Half-Cent Street Sales Tax, and Countywide Half-Cent Sales Tax.

**Citywide Half-Cent Street Sales Tax 2017-2021 CIP: \$40,906,350:** This is funded by a voter approved half-cent sales tax initiative. It is dedicated to maintenance and repairs and cannot be used for new street construction. The tax sunsets in 2019 and collects approximately \$14.7m per year. Countywide Half-Cent Street Sales Tax 2017-2021 CIP: \$23,040,000. This is funded by a voter approved half-cent sales tax initiative. These projects represent what is proposed to be completed with the second round of funds collected from 2017-2031.

## **Project Evaluation and Selection**

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:

Cultivate, Maintain, and Enhance the Region's Economic Vitality.

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

The 2040 MTP contains a listing of projects that are both long range and short range priorities for the Topeka Metropolitan area. Before a project can be included in the TIP, it must first be on the MTP's List of Recommend Projects. Local governments are responsible for submitting projects in the 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 2015-2018 TIP**

Since the last TIP was approved in October of 2015 progress has been made on several major transportation projects in the region. These improvements are listed below.

## **Transportation Enhancement Projects**

- Shunga Trail near 29th & Fairlawn to ROW line of I-470; trail extension. (completed 2016/2017)
- Phase I Bikeways Master Plan implementations (completed)
- Phase II Bikeways Master Plan implementations (under construction/completion 2017)

## **Major Roadway & Bridge Improvements**

- SW 29th St.: Indian Hills Rd. to SW Urish Rd., Construct 3-lanes w/round-a-bout (completed)
- SW Urish Rd. /Bridge over Trib. To KS river (complete in Dec. 2016)
- SW Urish Rd.: 17th to 21st Streets (carried over)
- SW 10th Ave: between SW Gage Blvd. & SW Fairlawn Rd. (under construction/completed 2017)
- SE 10th St.: Replace bridge over Shunga Creek (under construction/complete in 2017)
- SW 21st St. from SW Urish Rd. to SW Indian Hills Rd.; street widen to 3-lanes (completed)
- SE California Ave.: Se 33rd to SE 37th St., widen to 3-lanes (completed)
- SE California Ave.: SE 29th St. to SE 33rd St., widen to 5-lanes (carried over)



- ADA street & curb improvements; various locations (annual re-occurring)
- SW 6th Ave; SW Wanamaker Rd. to west of I-70 Bridge, road widen to 3-lanes (completed)
- SW 6th Ave.; between SW Gage Blvd. & SW Fairlawn Rd., widen to 3-lanes (carried over)
- SW Cherokee St. over Ward Creek; bridge replacement (carried over)
- SW 3rd St. over Ward Creek; bridge replacement (carried over)
- SW 37th St.; between SW Burlingame Rd. & SW Gage Blvd.; widen to 3-lanes (under construction/2017 completion)
- US-24; Topeka Blvd. east to County line, pavement replacement along US 24hwy. including bridge replacement ( under construction)
- US-24 Countryside Rd. East to existing 4-lanes (completed)
- Bridge #122: K-4 bridge over Blacksmith Creek; bridge replacement (completed)
- Develop incident Management Plan and coordinate with emergency responders. The plan will investigate how to route traffic during road closures. (project on-going, still having meetings)
- City of Topeka traffic signal coordination; (began in 2016, on-going)
- US-24; Countryside Rd. E. to existing 4-lanes; permanent seeding/bridge replacement (completed)
- Bridge #043; I-70 Bridge over Deer Creek (completed)
- Bikeways Master Plan Implementation Phase I (completed)
- Bikeways Master Plan Implementation Phase II (Under construction)

### **Significant Delay Projects:**

- I-70/Polk/Quincy Viaduct Approach & Roadway (Project PE in partial hold until funding settled, const. no likely for 10-15 years)
- K-4; North end of Kansas River Bridge, N. and NE. to Shawnee/Jeff. Co. line; construct 2-lanes of a 4-lane freeway section, including the addition of 2 loop ramps at US-24 and a future proposed interchange @ 35th St. (PE on hold waiting on funding)

### **Locations of Current TIP Projects Maps**

**Figure 1** is a map which shows the he 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 1

# MTPO Roadway, Bridge & Enhancement TIP Projects 2017-2020

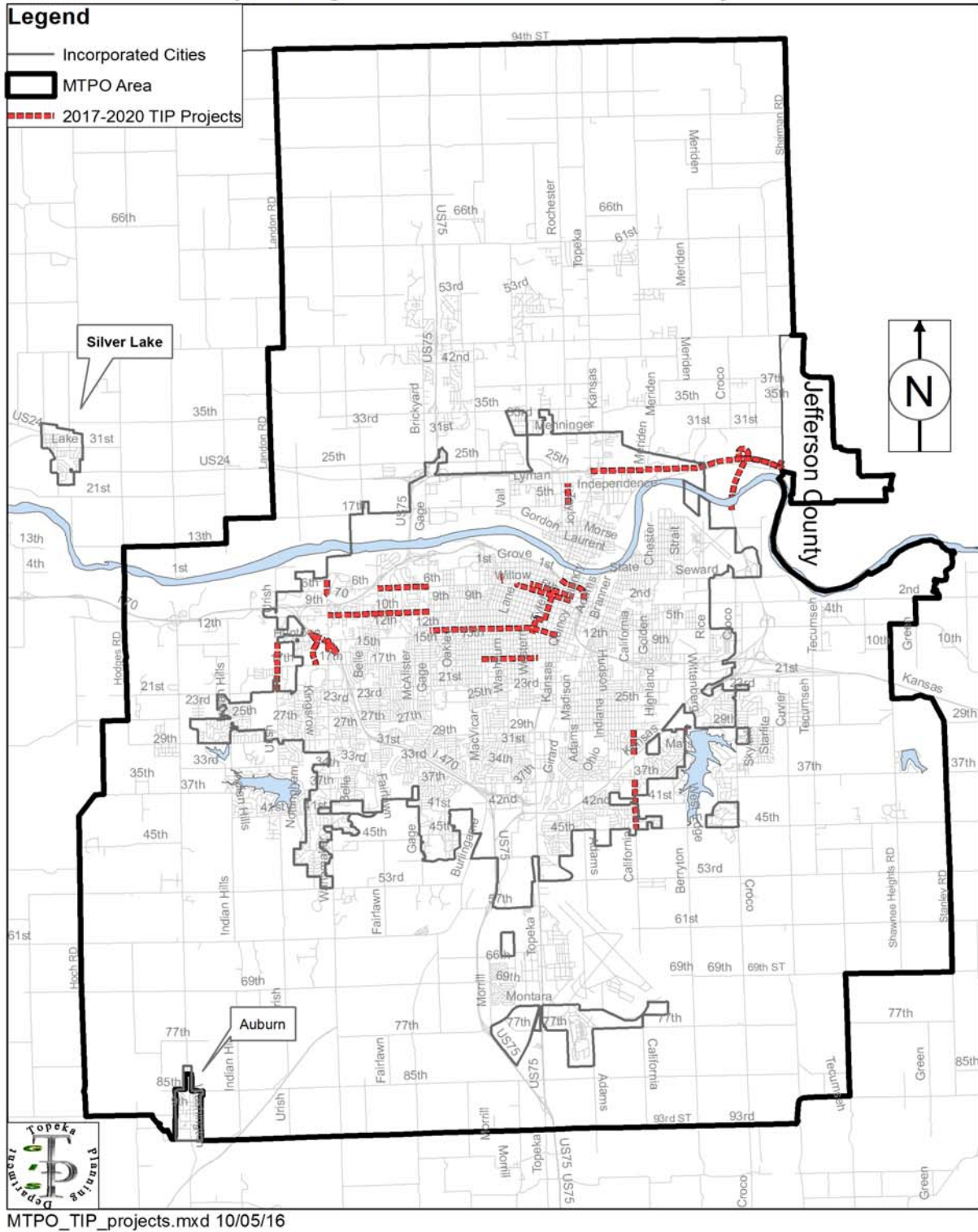
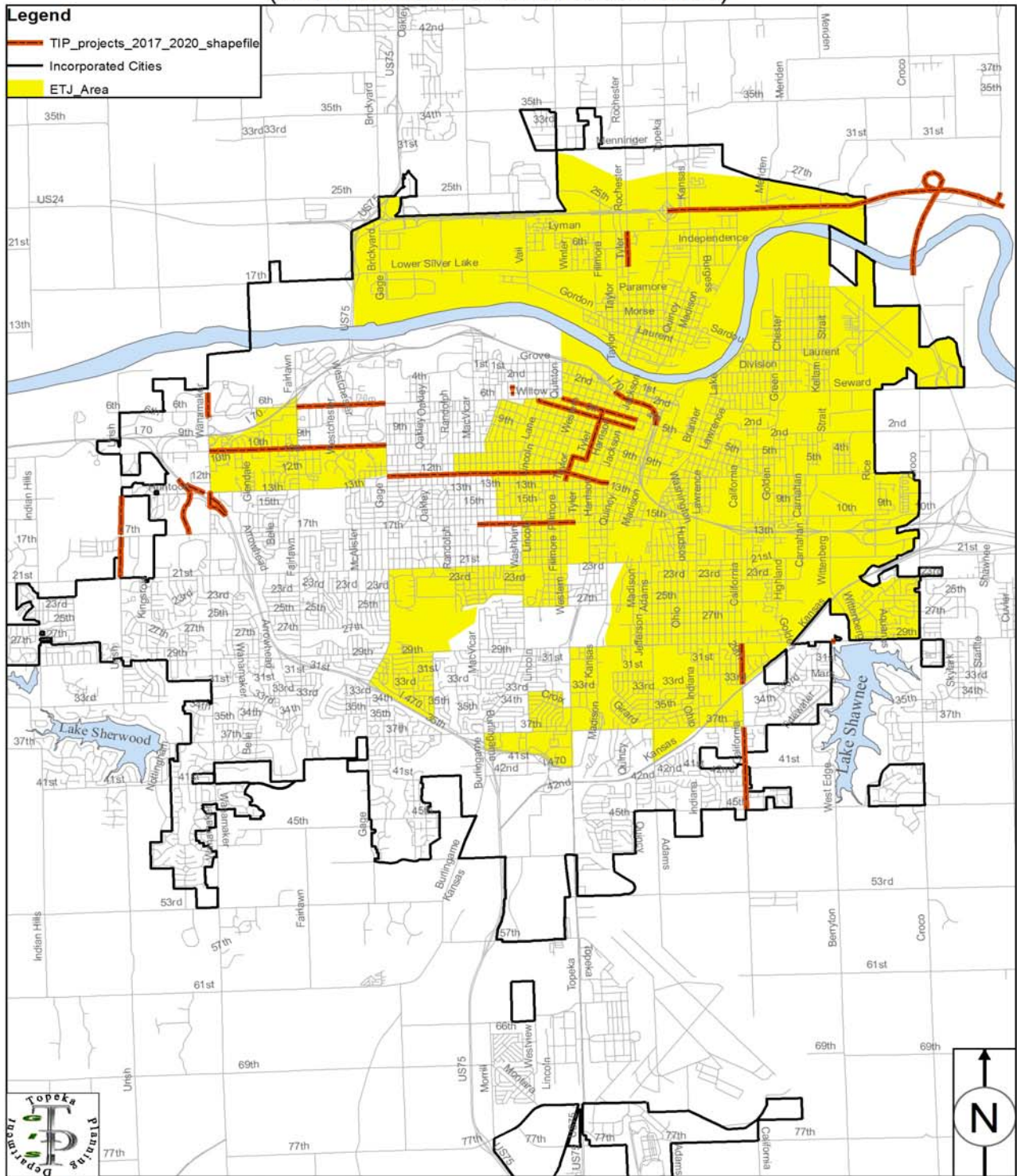


Figure 2

### MTPO Area Roadway, Bridge & Enhancement TIP Projects 2017 - 2020 (With Environmental Justice Zones)



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

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

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<sup>1</sup> 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 2017-2020 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 2017-2020 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**

<b>Years</b>	<b>Number of Projects or Project Phases</b>	<b>Total Cost</b>	<b>Number of Projects in EJ Zones</b>	<b>Percentage of Projects in EJ Zones</b>	<b>Total Cost of Projects or in EJ Zones</b>	<b>Percentage Cost of Projects in EJ Zones</b>
<b>2017-2020</b>	18	\$89,672,700	10	55.0%	\$56,580,000	63.1%

Of the projects listed in the 2017-2020 TIP, none appear to have a disproportionate burden-to-benefit ratio between EJ population areas and non-EJ population areas. The highest impact project, which is also the largest project, the Polk/Quincy Viaduct, utilized EJ principles of outreach and mitigation to minimize any hardships and burdens on existing residents and businesses.

**TIP PROJECT TABLES**

A set of tables showing a Fiscal Year 2017 Annual Element and a 2017-2020 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.

<b>Agency</b>	<b>Fiscal Year</b>	<b>Fiscal Year 2017 Start</b>
<b>Federal Highway Administration</b>	October 1- September 30	October 1, 2016
<b>Federal Transit Administration</b>	October 1- September 30	October 1, 2016
<b>Kansas Department of Transportation</b>	October 1 – September 30	October 1, 2016
(State fiscal year begins July 1 but KDOT uses October 1 for the STIP to match Federal FY)		
<b>Shawnee County</b>	January 1 – December 31	January 1, 2017
<b>City of Topeka</b>	January 1 – December 31	January 1, 2017
<b>Topeka Metropolitan Transit Authority</b>	July 1 – June 30	July 1, 2016
(TMTA FY used for operating/capital assistance) January 1 – December 31		January 1, 2016
(City FY used by TMTA for planning assistance programmed in the UPWP)		
<b>Topeka-Shawnee County Paratransit Council</b>	July 1- June 30	July 1, 2016
(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#

TIP	KDOT#	Juris.	Location	Project Type
3-16-01-1	T-701011.00	Topeka	SE California Ave. SE 29th St. to SE 33rd. St.	Roadway/Street Widening
3-11-01-6		Topeka	Street/Curb improvements (various locations)	ADA Street Curb Program
3-17-1-1	T-701013.00	Topeka	SW 6th Ave. Between SW Gage Blvd. & SW Fairlawn Rd.	Roadway/Street Widening
3-18-01-6	T-141020.00	Topeka	Various	Traffic Signal Replacement
3-17-03-1	T-601058.00	Topeka	Complete Streets Components	Complete Streets Components
3-19-01-1	T-701018.00	Topeka	SW Wanamaker Rd./SW Huntoon St./I-470 Ramps	Roadway/Repair/Replace
3-20-01-1	T-701019.00	Topeka	NW Tyler St.; Lyman to Beverly	Roadway/Street Widening
3-19-02-1	T-701016.00	Topeka	12th Street; Gage to Kansas	Roadway/repair/replace
3-18-02-1	T-861010.00	Topeka	Various	Bikeways Master Plan Implementation
3-18-03-1	T-701021.00	Topeka	SE California Ave.; 37th to 45th	Roadway/Street Widening
3-17-04-1	T-701020.00	Topeka	SW Wanamaker Rd.; 4th to 6th Streets	Roadway/Street Widening
3-17-05-1	T-701014.00	Topeka	SW Arvonía Place/Huntoon St./I-470 Ramps	Roadway/repair/replace
3-11-03-1	T-701005.00	Topeka	10th Ave. Between Gage & Fairlawn Ave.	Roadway/Street Widening
3-14-07-1	TE-0409-01	Topeka	Bikeways Phase II Implementation	Transportation Enhancement
3-17-06-1	T-701015.00	Topeka	SW 10th Ave.; SW Fairlawn Rd. to SW Wanamaker Rd.	Roadway/Street Widening
3-17-2-3	T-121003.00	KDOT	SW 3rd St. over Ward Creek	Bridge Replacement
3-16-1-3	T-121001.00	KDOT	SW Cherokee St. over Ward Creek	Bridge Replacement
1-16-03-1	KA-1266-05	KDOT	I-70/Polk/Quincy Viaduct Approach & Roadway	Reconstruct I-70 to 6 lanes on a partial offset alignment
1-16-02-1	KA-1266-04	KDOT	I-70/Polk/Quincy Viaduct Approach & Roadway	Reconstruct I-70 to 6 lanes on a partial offset alignment
1-16-01-1	KA-3236-01	KDOT	US-24 Hwy: Topeka east to the County line	Pavement Replacement along US-24 Hwy.
1-13-03-1	K-7316-03	KDOT	K-4: N. end of Kansas River Bridge. N. and NE. to SN/JF. Co. Line	PE to construct 2 lanes on 4-lane freeway section.
1-12-01-1	KA-1266-02	KDOT	I-70/Polk/Quincy Viaduct Approach & Roadway	Reconstruct I-70 to 6 lanes on a partial offset alignment
1-13-01-7	KA-2397-01	KDOT	City of Topeka Traffic signal coordination	ITS
1-14-1-7	KA-3592-01	KDOT	City of Topeka Traffic signal coordination	ITS
1-11-01-3	KA-2089-01	KDOT	Bridge #122 over Blacksmith Crk. 8.9 mi. NE of WB Co. Line	Roadway & Bridge Rehab.
1-99-01-3a	K-7431-01	KDOT	US-24 from Countryside Rd. E. to existing 4-lane	Roadway & Bridge Rehab.
1-11-02-3	KA-2107-01	KDOT	I-70 over Deer Creek, 13 mi. east of US-40	Roadway & Bridge Rehab.
1-18-01-1	KA-4118-02	KDOT	SW Arvonía Place/Huntoon St./I-470 Ramps Phase I	Roadway/Repair/Replace
2-15-02-1	S-701005.00	County	SW Urish Rd. : SW 17th to SW 21st	Roadway Widening
2-16-01-1		County	SW Urish Rd. : 17th to Huntoon	Roadway Widening
2-16-02-1	T-121005.00	County	SE 29th Bridge over Deer Creek	Bridge Replacement and Grading



**Roadway and Bridge Projects**

**TIP#:** 3-16-01-1  
**State #:** T-701011.00

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

**Location:** SE California Ave. SE 29th St. to SE 33rd. St.  
**Work:** Roadway/Street Widening 3 lanes to 5    **Length(mi.)** 0.3

<b>Bikeways:</b>
Yes ___
No ___

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
CONST	2017	\$ -	\$ -	\$ 2,200.00	\$ 2,200.00		
CE	2018	\$ -	\$ -	\$ 250.00	\$ 250.00		
	2018	\$ -	\$ -	\$ 250.00	\$ 250.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 2,700.00	\$ 2,700.00		

**Description:**

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.

**Status:**

**Total Cost:**

**TIP#:** 3-11-01-6  
**State #:**

**Juris:** Topeka  
**Class:** N/A

**Location:** Street/Curb improvements (various locations)  
**Work:** ADA Street Curb Program    **Length(mi.)**

<b>Bikeways:</b>
Yes ___
No ___

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
Const/CE	2017	\$ -	\$ -	\$ 300.00	\$ 300.00		
Const/CE	2018	\$ -	\$ -	\$ 300.00	\$ 300.00		
Const/CE	2019	\$ -	\$ -	\$ 300.00	\$ 300.00		
Const/CE	2020	\$ -	\$ -	\$ 300.00	\$ 300.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 1,200.00	\$ 1,200.00		

**Description:**

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

**Status:**

1/2-cent sales tax project.

**Total Cost:**

**Roadway and Bridge Projects**

TIP#: 3-17-03-1  
 State #: T-601058.00

Juris: Topeka  
 Class: Local

Location: Various  
 Work: Complete Streets Components  
 Length(mi.)

<b>Bikeways:</b>
Yes ____
No ____

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
	2017	\$ -	\$ -	\$ 100.00	\$ 100.00		
	2018	\$ -	\$ -	\$ 100.00	\$ 100.00		
	2019	\$ -	\$ -	\$ 100.00	\$ 100.00		
	2020	\$ -	\$ -	\$ 100.00	\$ 100.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 400.00	\$ 400.00		

**Description:**

Basis for cost estimate and funding source: operating costs will be minimal.

**Status:**

Total Cost:

TIP#: 3-19-01-1  
 State #: T-701018.00

Juris: Topeka  
 Class: Arterial

Location: SW Wanamaker Rd./SW Huntoon St/I-470 Ramps  
 Work: Roadway/Repair/Replace  
 Length(mi.)

<b>Bikeways:</b>
Yes ____
No ____

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2019	\$ -	\$ -	\$ 100.00	\$ 100.00		
ROW	2019	\$ -	\$ -	\$ 100.00	\$ 100.00		
Const	2020	\$ 1,100.00	\$ -	\$ 1,000.00	\$ 2,100.00		
Const	2021	\$ 1,100.00	\$ -	\$ 1,000.00	\$ 2,100.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ 2,200.00	\$ -	\$ 2,200.00	\$ 4,400.00		

**Description:**

This project will improve traffic operation, safety, and level of service in the area of SW Wanamaker Rd., SW Huntoon Street, I-470/Wanamaker Exit Ramp areas. The existing roadway network serving the area bounded on the north by SW Huntoon Street, SW Urish Rd. 17th Street, and SW Wanamaker Rd. is operating at or near capacity at several locations. Both the City and KDOT have determined that additional development in the area should be closely reviewed so that a roadway network is provided with acceptable capacity for the additional development.

**Status:**

Total Cost:

### Roadway and Bridge Projects

TIP#: 3-18-02-1  
State #: T-861010.00

Juris: Topeka  
Class: Arterial

Location: Various  
Work: Bikeways Master Plan Implementation Length(mi.)

<b>Bikeways:</b>
Yes ___
No ___

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
Const	2018	\$ -	\$ -	\$ 500.00	\$ 500.00		
Const	2020	\$ -	\$ -	\$ 500.00	\$ 500.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 1,000.00	\$ 1,000.00		

**Description:**

This project will construct bikeway routes identified in the Topeka Bikeways Master Plan. The project will improve the bicycle network across the City by providing such features as side paths, shared routes, connecting links, and bike lanes. The project will be funded by an extension of the Countywide Half Cent sales tax to take effect Jan. 1 2017. The project will be constructed in phases every other year starting in 2018

**Status:**

Total Cost:

TIP#: 3-18-03-1  
State #: T-701021.00

Juris: Topeka  
Class: Arterial

Location: SE California Ave.; 37th to 45th  
Work: Roadway widening Length(mi.)

<b>Bikeways:</b>
Yes ___
No ___

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2018	\$ -	\$ -	\$ 450.00	\$ 450.00		
ROW	2019	\$ -	\$ -	\$ 150.00	\$ 150.00		
Const	2020	\$ -	\$ -	\$ 4,800.00	\$ 4,800.00		
Other	2018-20	\$ -	\$ -	\$ 200.00	\$ 200.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 5,600.00	\$ 5,600.00		

**Description:**

This project will widen SE California Ave. between SE 37th and SE 45th Street. The new roadway will include curb & gutter, sidewalks, street lighting, and a drainage system. The project will be funded by extension of the Countywide Half Cent sales tax to take effect Jan. 1, 2017. The project is expected to be constructed in 2020.

**Status:**

Total Cost:

### Roadway and Bridge Projects

TIP#: 3-11-03-1  
State #: T-701005.00

Juris: Topeka  
Class: Arterial

Location: 10th Ave. Between Gage & Fairlawn Ave.  
Work: Roadway/Street Widening Length(mi.)

<b>Bikeways:</b>
Yes <u>X</u>
No <u>    </u>

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2011	\$ -	\$ 600.00	\$ -	\$ 600.00		
R/W/UTIL	2015	\$ -	\$ 300.00	\$ -	\$ 300.00		
CONST	2016	\$ -	\$ 2,200.00	\$ -	\$ 2,200.00		
CE	2016	\$ -	\$ 200.00	\$ -	\$ 200.00		
Other	2016	\$ -	\$ 100.00	\$ -	\$ 100.00		
CONST	2017	\$ -	\$ 2,100.00	\$ -	\$ 2,100.00		
CE	2017	\$ -	\$ 200.00	\$ -	\$ 200.00		
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ 5,700.00</b>	<b>\$ -</b>	<b>\$ 5,700.00</b>		

**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.

**Status:**

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

Total Cost:

TIP#: 3-14-07-1  
State #: TE-0409-01

Juris: Topeka  
Class: Various

Location: Various  
Work: Transportation Alternatives Bikeways Ph. II Length(mi.)

<b>Bikeways:</b>
Yes <u>X</u>
No <u>    </u>

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2016	\$ -	\$ -	\$ 25.00	\$ 25.00		
CE	2016	\$ 30.40	\$ -	\$ 7.60	\$ 38.00		
Const.	2017	\$ 291.61	\$ -	\$ 72.90	\$ 364.51		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ 322.01</b>	<b>\$ -</b>	<b>\$ 105.50</b>	<b>\$ 427.51</b>		

**Description:**

Install Ped./Bikeways infrastructure as depicted in the Bikeways Master Plan for Phase II. Includes signs, pavement markings, unliuse trails, and signal enhancements.

**Status:**

### Roadway and Bridge Projects

TIP#: 3-16-1-3  
State #: T-121001.00

Juris: KDOT  
Class: N/A

Location: SW Cherokee St. over Ward Creek  
Work: Bridge Replacement

Length(mi.)

<b>Bikeways:</b>
Yes ___
No ___

Phase*	Year of Obligation	Year of Obligation			Total (x1,000)	Federal Source	AC
		Federal	State	Local			
PE	2016	\$ -	\$ 70.00	\$ -	\$ 70.00		
ROW	2017	\$ -	\$ 50.00	\$ -	\$ 50.00		
CONST	2018	\$ -	\$ 70.00	\$ -	\$ 70.00		
CE	2018	\$ -	\$ 660.00	\$ -	\$ 660.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ 850.00</b>	<b>\$ -</b>	<b>\$ 850.00</b>		

**Description:**

This project will replace the existing aged bridge on SW Cherokee St. over Ward Creek.

**Status:**

Total Cost:

TIP#: 1-16-03-1  
State #: KA-1266-05

Juris: KDOT  
Class:

Location: I-70/Polk/Quincy Viaduct Approach & Roadway  
Work: Reconstruct I-70 to 6 lanes on a partial

Length(mi.) 4.1

<b>Bikeways:</b>
Yes ___
No ___

Phase*	Year of Obligation	Year of Obligation			Total (x1,000)	Federal Source	AC
		Federal	State	Local			
PE	2016	\$ -	\$ 800.00	\$ -	\$ 800.00		
PE	2016	\$ 7,200.00	\$ -	\$ -	\$ 7,200.00		X
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ 7,200.00</b>	<b>\$ 800.00</b>	<b>\$ -</b>	<b>\$ 8,000.00</b>		

**Description:**

**Total Project Cost is 285,350K.** Program Addition split out from proj. # KA-1266-02. Project has been approved for final design and selected ROW acquisition.

**Status:**

Project is authorized for PE & selected ROW acquisition only. PROJECT PE IN PARTIAL HOLD UNTIL FUNDING SETTLED, CONST. NOT LIKELY FOR 10-15 YEARS.

Total Cost:

ts

### Roadway and Bridge Projects

TIP#: 1-16-02-1  
State #: KA-1266-04

Juris: KDOT  
Class

Location: I-70/Polk/Quincy Viaduct Approach & Roadway  
Work: Reconstruct I-70 to 6 lanes on a partial

<b>Bikeways:</b>
Yes ___
No ___

Length(mi.) 4.1

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2016	\$ -	\$ 1,000.00	\$ -	\$ 1,000.00		
PE	2016	\$ 9,000.00	\$ -	\$ -	\$ 9,000.00		X
ROW	2017	\$ -	\$ 16,000.00	\$ -	\$ 16,000.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ 9,000.00</b>	<b>\$ 17,000.00</b>	<b>\$ -</b>	<b>\$ 26,000.00</b>		

**Description:**

**Total Project Cost is 285,350K.** Program Addition split out from proj. # KA-1266-02. Project has been approved for final design and selected ROW acquisition.

**Status:**

PROJECT PE IN PARTIAL HOLD UNTIL FUNDING SETTLED, CONST. NOT LIKELY FOR 10-15 YEARS.

**Total Cost:** \$285,350.00

TIP#: 1-16-01-1  
State #: KA-3236-01

Juris: KDOT  
Class

Location: US-24 Hwy. Topeka east to the County line  
Work: Pavement Rpeplcement along US-24

<b>Bikeways:</b>
Yes ___
No ___

Length(mi.) 3.7

Phase*	Year of	Federal	State	Local	Total	Federal	AC
PE	2016	\$ -	\$ -	\$ 1,300.00	\$ 1,300.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,300.00</b>	<b>\$ 1,300.00</b>		

**Description:**

Only the PE is being allocated aqt this time.

**Underway, kickoff meeting held 8/30/16**

**Status:**

This project is new to the TIP, and represents a future project with a let date yet to be determined.

**Total Cost:** \$16,327.60

### Roadway and Bridge Projects

**TIP#:** 1-13-03-1      **Juris:** KDOT      **Location:** K-4: North end of Kansas River Bridge. N. and NE. to SN/JF. Co. Line  
**State #:** K-7316-03      **Class:** FRW      **Work:** PE to construct 2 lanes on 4-lane freeway

<b>Bikeways:</b>
Yes ___
No ___

**Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
ROW	2015	\$ -	\$ 1,040.00	\$ -	\$ 1,040.00		
UTIL	2017	\$ -	\$ 800.00	\$ -	\$ 800.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ 1,840.00</b>	<b>\$ -</b>	<b>\$ 1,840.00</b>		

**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.

**Status:**

**PE on hold, waiting on funding.**

**Total Cost:** \$31,513.60

**TIP#:** 1-12-01-1      **Juris:** KDOT      **Location:** I-70/Polk/Quincy Viaduct Approach & Roadway  
**State #:** KA-1266-02      **Class:** Interstate/FRW      **Work:** Reconstruct I-70 to 6 lanes on a partial

<b>Bikeways:</b>
Yes ___
No ___

**Length(mi.)**      4.1

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
UTIL	2020	\$ -	\$ 2,500.00	\$ -	\$ 2,500.00		
UTIL	2020	\$ 22,500.00	\$ -	\$ -	\$ 22,500.00		X
Const	2021	\$ -	\$ 21,800.00	\$ -	\$ 21,800.00		
Const	2021	\$ 196,200.0	\$ -	\$ -	\$ 196,200.00		X
CE	2021	\$ 9,248.00	\$ -	\$ -	\$ 9,248.00		X
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ 227,948.0</b>	<b>\$ 24,300.00</b>	<b>\$ -</b>	<b>\$ 252,248.00</b>		

**Description:**

Authorized for PE only

**Status:**

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.  
**PROJECT PE IN PARTIAL HOLD UNTIL FUNDING SETTLED, CONST. NOT LIKELY FOR 10-15 YEARS**

**Total Cost:** \$285,350.00

**Roadway and Bridge Projects**

TIP#: 1-13-01-7  
 State #: KA-2397-01

Juris: KDOT  
 Class: N/A

Location: City of Topeka Traffic signal coordination  
 Work: ITS

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

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2016	\$ -	\$ 210.00	\$ -	\$ 210.00		
PE	2016	\$ -	\$ -	\$ 90.00	\$ 90.00		X
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ 210.00	\$ 90.00	\$ 300.00		

**Description:**

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

**Status:**

This project is new to the TIP, and represents a future project with a let date yet to be determined.

Total Cost:

TIP#: 1-14-1-7  
 State #: KA-3592-01

Juris: KDOT  
 Class: N/A

Location: City of Topeka Traffic signal coordination  
 Work: ITS

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

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2016	\$ -	\$ 100.00	\$ -	\$ 100.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ 100.00	\$ -	\$ 100.00		

**Description:**

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



**Roadway and Bridge Projects**

**TIP#:** 1-11-01-3      **Juris:** KDOT      **Location:** Bridge #122 over Blacksmith Crk. 8.9 mi. NE of WB Co. Line  
**State #:** KA-2089-01      **Class:** N/A      **Work:** Road and Bridge Rehab.

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

**Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2014	\$ 444.451	\$ 25.573	\$ -	\$ 470.024	STP	
UTIL	2013	\$ 1.000	\$ -	\$ -	\$ 1.000	STP	
CE	2017	\$ 166.486	\$ 7.602	\$ -	\$ 174.088	STP	
CONST	2017	\$ 1,433.799	\$ 13.000	\$ -	\$ 1,446.799	STP	
				\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>2,045.736</b>	<b>46.175</b>	<b>-</b>	<b>2,091.911</b>		

**Description:**

This project appear in the 2013-2016 TIP at a cost of \$1,661,600. The total cost has increased to \$2,109,003, more than a 25% increas. Toll Credits were added.

**Status:**

.

**Total Cost:**

**TIP#:** 1-99-01-3a      **Juris:** KDOT      **Location:** US-24, from Countryside Rd. E. to Existing 4-Lane  
**State #:** K-7431-01      **Class:** N/A      **Work:** Road and Bridge Rehab.

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

**Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	1999	\$ 1,939.444	\$ 16.026	\$ -	\$ 1,955.470	EQB/STP	
ROW	2008	\$ 2,017.744	\$ 0.478	\$ -	\$ 2,018.222	EQB/STP	
UTIL	2012	\$ 408.473	\$ 0.006	\$ -	\$ 408.479	EQB/STP	
CE	2017	\$ 1,933.376	\$ 6.416	\$ -	\$ 1,939.792	EQB/STP	
CONST	2017	\$ 26,558.928	\$ 24.581	\$ -	\$ 26,583.509	EQB/STP	
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>32,857.965</b>	<b>47.507</b>	<b>-</b>	<b>32,905.472</b>		

**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.

**Status:**

Linked to seeding project K-7431-03

**Total Cost:**

**Roadway and Bridge Projects**

TIP#: 1-11-02-3  
State #: KA-2107-01

Juris: KDOT  
Class: N/A

Location: I-70 over Deer Cr. 13 Mi. E. of US-40  
Work: Road and Bridge Rehab.

<b>Bikeways:</b>
Yes ____
No ____

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2011	\$ 400.000	\$ 3.841		\$ 403.841	NHPP	
ROW	2015	\$ -	\$ 18.613	\$ -	\$ 18.613	NHPP	
UTIL	2012	\$ 1.000	\$ 0.006	\$ -	\$ 1.006	NHPP	
CE	2015	\$ 307.464	\$ 2.116	\$ -	\$ 309.580	NHPP	
CONST	2017	\$ 5,332.747	\$ -	\$ -	\$ 5,332.747	NHPP	
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>6,041.211</b>	<b>24.576</b>	<b>-</b>	<b>6,065.787</b>		

**Description:**

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

**Status:**

Total Cost:

TIP#: 1-18-01-1  
State #: KA-4118-02

Juris: KDOT  
Class:

Location: I-470 & Huntoon/Winding Rd. Ramp  
Work: Bridge Replacement and Grading

<b>Bikeways:</b>
Yes ____
No ____

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2018	\$ -	\$ 5.00	\$ -	\$ 5.00		
Const	2018	\$ -	\$ 1,000.00	\$ -	\$ 1,000.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		<b>\$ -</b>	<b>\$ 1,005.00</b>	<b>\$ -</b>	<b>\$ 1,005.00</b>		

**Description:**

Phase I of project # T-701014.00. To improve ramp terminia at I-470 and Huntoon/Winding rd. PE and constructions phases for pahse I of a Three phase project

**Status:**

Total Cost:

**Roadway and Bridge Projects**

TIP#: 2-15-02-1  
 State #: S-701005.00

Juris: County  
 Class

Location: SW Urish Rd. : SW 17th to SW 21st  
 Work: Roadway

Length(mi.)

Bikeways:  
 Yes \_\_\_  
 No \_\_\_

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
Const	2017	\$ -	\$ -	\$ 288.00	\$ 288.00		
Const	2017	\$ -	\$ 1,300.00	\$ -	\$ 1,300.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ 1,300.00	\$ 288.00	\$ 1,588.00		

**Description:**

The City of Topeka will complete SW 21st St. between W. City Limits and SW Indian Hills Rd. in 2016. Menards, Inc. has been completed. SW 17th & Urish Rd intersection 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 SW Urish Rd.

**Status:**

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

Total Cost:

TIP#: 2-16-01-1  
 State #:

Juris: County  
 Class

Location: SW Urish Rd. : 17th to Huntoon  
 Work: Roadway-Street widening

Length(mi.)

Bikeways:  
 Yes \_\_\_  
 No \_\_\_

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2016	\$ -	\$ -	\$ 140.30	\$ 140.30		
ROW	2017	\$ -	\$ -	\$ 60.00	\$ 60.00		
UTIL	2017	\$ -	\$ -	\$ 25.00	\$ 25.00		
Const	2018	\$ -	\$ -	\$ 2,819.70	\$ 2,819.70		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 3,045.00	\$ 3,045.00		

**Description:**

Widen SW Urish Rd. between SW 17th and SW Huntoon St. from a 2-lane rural section with ditches to a 5-lane urban arterial with storm sewers and sidewalks. The intersection at SW Urish Rd. and Huntoon will be reconstructed as a single lane roundabout.

Justification: To increase capacity and improve safety.

**Status:**

Total Cost:

**Roadway and Bridge Projects**

TIP#: 2-16-02-1      Juris: County      Location: SE 29th Bridge over Deer Creek  
 State #: T-121005.00      Class      Work: Bridge Replacement and Grading      Length(mi.)

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

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC
PE	2016-17	\$ -	\$ -	\$ 300.00	\$ 300.00		
R/W/UTIL	2018	\$ -	\$ -	\$ 150.00	\$ 150.00		
Const	2019	\$ -	\$ -	\$ 2,950.00	\$ 2,950.00		
CE	2019	\$ -	\$ -	\$ 280.00	\$ 280.00		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
<b>TOTALS</b>		\$ -	\$ -	\$ 3,680.00	\$ 3,680.00		

**Description:**

Remove existing structurally deficient 3-lane wide bridge over Deer Creek on SE 29th St. and replace with a 5-lane bridge. The project will include street and intersection improvement at the intersection of SE 29th and West Edge Rd.

**JUSTIFICATION:** To replace a structurally deficient bridge and improve SE 29th St. capacity and safety.

**Status:**

Total Cost:

**Transit and Paratransit Projects**

TIP#: \_\_\_\_\_ Location: TMTA Location/Improvement: \_\_\_\_\_  
 State #: \_\_\_\_\_ Federal #: \_\_\_\_\_ County: SN Type: \_\_\_\_\_ Length (mi): \_\_\_\_\_

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
Operating	2017	\$4,754.8	\$2,200.0	\$728.1	\$1,287.2	\$8,970.1
	2018	\$4,750.0	\$2,270.5	\$730.0	\$1,300.0	\$9,050.5
	2019	\$4,700.0	\$2,318.9	\$730.0	\$1,300.0	\$9,048.9
	2020	\$4,750.0	\$2,368.4	\$730.0	\$1,300.0	\$9,148.4
						\$0.0
						\$0.0
						\$0.0
						\$0.0
<b>TOTAL COST:</b>		<b>\$9,157.8</b>	<b>\$2,918.1</b>	<b>\$5,187.2</b>	<b>\$36,217.9</b>	

Descrip.

Status:

TIP#: \_\_\_\_\_ Location: TMTA Location/Improvement: \_\_\_\_\_  
 State #: \_\_\_\_\_ Federal #: \_\_\_\_\_ County: SN Type: \_\_\_\_\_ Length (mi): \_\_\_\_\_

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
New Freedom	2017	\$30.6	\$122.6	\$0.0	\$0.0	\$153.2
						\$0.0
						\$0.0
						\$0.0
						\$0.0
						\$0.0
						\$0.0
<b>TOTAL COST:</b>		<b>\$122.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$153.2</b>	

Descrip. For New Bus Stops. This is the third year of this phase of the project. This phase will be completed in FY 2017.

Status:

## Transit and Paratransit Projects

**TIP#:** \_\_\_\_\_ **Location:** TMTA **Location/Improvement:** \_\_\_\_\_  
**State #:** \_\_\_\_\_ **Federal #:** \_\_\_\_\_ **County:** SN **SN Type:** \_\_\_\_\_ **Length (mi):** \_\_\_\_\_

Grant	Year of						Total (x1,000)
	Obligation	Mill Levy	FTA	KDOT	Fares		
5339	2017	\$21.0	\$0.0	\$84.0	\$0.0	\$105.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
<b>TOTAL COST:</b>		<b>\$0.0</b>	<b>\$84.0</b>	<b>\$0.0</b>	<b>\$105.0</b>		

**Descrip.** Bike Share system start-up. This grant does not pay for bicycles, but only for support equipment such as kiosks, panels and bike racks.

**Status:** \_\_\_\_\_

**TIP#:** \_\_\_\_\_ **Location:** TMTA **Location/Improvement:** \_\_\_\_\_  
**State #:** \_\_\_\_\_ **Federal #:** \_\_\_\_\_ **County:** SN **SN Type:** \_\_\_\_\_ **Length (mi):** \_\_\_\_\_

Grant	Year of						Total (x1,000)
	Obligation	Mill Levy	FTA	KDOT	Fares		
5339	2017	\$200.0	\$0.0	\$800.0	\$0.0	\$1,000.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
<b>TOTAL COST:</b>		<b>\$0.0</b>	<b>\$800.0</b>	<b>\$0.0</b>	<b>\$1,000.0</b>		

**Descrip.** Fixed route bus purchase.

**Status:** Buses were purchased in January 2015.

## Transit and Paratransit Projects

TIP#:   
 State #:

Location: TMTA   
 Federal #:

Location/Impro   
 County: SN Type:

Length   
 (mi):

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)	
5339	2017	\$151.9	\$0.0	\$607.5	\$0.0	\$759.4	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
<b>TOTAL COST:</b>				<b>\$0.0</b>	<b>\$607.5</b>	<b>\$0.0</b>	<b>\$759.4</b>

Descrip. Quincy Street Station parking lot replacement.

Status:

TIP#:   
 State #: S-701005.00

Location: TMTA   
 Federal #:

Location/Impro   
 County: SN Type:

Length   
 (mi):

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)	
5339	2017	\$31.0	\$0.0	\$124.0	\$0.0	\$155.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
<b>TOTAL COST:</b>				<b>\$0.0</b>	<b>\$124.0</b>	<b>\$0.0</b>	<b>\$155.0</b>

Descrip. New Bus Stops.

Status:

## Transit and Paratransit Projects

**TIP#:** \_\_\_\_\_ **Location:** TMTA **Location/Impro**  
**State #:** \_\_\_\_\_ **Federal #:** \_\_\_\_\_ **County:** SN **Type:** \_\_\_\_\_ **Length (mi):** \_\_\_\_\_

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
TA	2016	\$62.4	\$249.7	\$0.0	\$0.0	\$312.1
	2017	\$62.4	\$249.7			\$312.1
	2018	\$53.5	\$214.1			\$267.6
						\$0.0
						\$0.0
						\$0.0
						\$0.0
						\$0.0
<b>TOTAL COST:</b>		\$713.5	\$0.0	\$0.0	\$0.0	\$891.8

**Descrip.** Approx. 35 stops in 2016; Approx. 35 stops in 2017, and Approx. 30 stops in 2018

**Status:** \_\_\_\_\_

**TIP#:** \_\_\_\_\_ **Location:** TMTA **Location/Impro**  
**State #:** S-701005.00 **Federal #:** \_\_\_\_\_ **County:** SN **Type:** \_\_\_\_\_ **Length (mi):** \_\_\_\_\_

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
5310	2018	\$112.5	\$0.0	\$450.0	\$0.0	\$562.5
						\$0.0
						\$0.0
						\$0.0
						\$0.0
						\$0.0
						\$0.0
<b>TOTAL COST:</b>		\$0.0	\$450.0	\$0.0	\$0.0	\$562.5

**Descrip.** New Bus Stops

**Status:** Three-year project



**Transit and Paratransit Projects**

TIP#:                                  Location: TMTA                                  Location/Impro Various/ Copnstruction of 100 bus stop.  
 State #:                                Federal #:                                    County: SN Type: Construction of Bus Stops                                  Length (mi):

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
TA	2016	\$62.4	\$249.7	\$0.0	\$0.0	\$312.2
	2017	\$62.4	\$249.7			\$312.2
	2018	\$53.5	\$214.1			\$267.6
						\$0.0
						\$0.0
						\$0.0
						\$0.0
						\$0.0
<b>TOTAL COST:</b>			<b>\$713.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$891.9</b>

**Descrip.** Bus stop integration project, to be completed in several phases. The first three phases of the project are complete, in which 37 new bus stelters which are all ADA-accessible were placed. This phase of the project will continue to place bus stops throughout the fixed route designated stop system. Some stops will have shelters; others will have benches or standing surfaces. All bus stops will meet or exceed current ADA-accessibility requirements. These stops are intended to make the fixed routes more easily accessible to ALL TMTA pasengers.

**Status:**

# Funding Summary Table 2017 through 2020

Metropolitan Topeka Planning Organization

MTPO Metropolitan Planning Area

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

## Anticipated Funding

<u>Year</u>	<u>Federal Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>State Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>Local Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>Federal Total for Urban Transit Projects</u>	<u>State Total for Urban Transit Projects</u>	<u>Local Total for Urban Transit Projects</u>	<u>Total of Anticipated Funding</u>	<u>Anticipated Minus Programmed</u>
2017	\$36,800,336	\$20,842,099	\$12,164,400	\$2,598,400	\$1,736,074	\$7,084,096	\$81,225,405	\$26,100
2018	\$2,235,000	\$2,280,000	\$11,784,700	\$2,270,491	\$1,893,544	\$6,450,000	\$26,913,735	\$755,005
2019	\$820,000	\$750,000	\$7,480,000	\$2,270,491	\$730,000	\$6,450,000	\$18,500,491	\$3,481,558
2020	\$23,600,000	\$2,500,000	\$10,890,000	\$2,270,491	\$730,000	\$6,450,000	\$46,440,491	\$3,302,092
<b>Totals</b>	<b>\$63,455,336</b>	<b>\$26,372,099</b>	<b>\$42,319,100</b>	<b>\$9,409,873</b>	<b>\$5,089,618</b>	<b>\$26,434,096</b>	<b>\$173,080,122</b>	<b>\$781,105</b>

## Funding Programmed in the TIP

<u>Year</u>	<u>Federal Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>State Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>Local Total for Road, Bridge, Safety, and Enhancement Projects</u>	<u>Federal Total for Urban Transit Projects</u>	<u>State Total for Urban Transit Projects</u>	<u>Local Total for Urban Transit Projects</u>	<u>Total of Programmed Funding</u>
2017	\$36,800,336	\$20,842,099	\$12,164,400	\$2,572,300	\$1,736,074	\$7,084,096	\$81,199,305
2018	\$1,375,000	\$2,280,000	\$11,784,700	\$2,484,600	\$1,893,544	\$6,340,886	\$26,158,730
2019	\$0	\$750,000	\$5,220,000	\$2,318,933	\$730,000	\$6,000,000	\$15,018,933
2020	\$23,600,000	\$2,500,000	\$7,890,000	\$2,368,399	\$730,000	\$6,050,000	\$43,138,399
<b>Totals</b>	<b>\$61,775,336</b>	<b>\$26,372,099</b>	<b>\$37,059,100</b>	<b>\$9,744,232</b>	<b>\$5,089,618</b>	<b>\$25,474,982</b>	<b>\$165,515,367</b>

### Notes for Funding Programmed in the TIP

This table includes all of the forms of anticipated funding listed herein including local funds in excess of what is needed to match federal and state funding sources. Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.

Appendixes for the 2017-2020 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 2017-2020 Transportation Improvement Program

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

Memo—Federal Fiscal Year 2015 List of Projects with Obligated Federal Funds in the MTPO Metropolitan Planning Area

Memo—Federal Fiscal Year 2016 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.

## **Functional Classification of Roads**

**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 3

### Functional Classification of Roads 2014

