

METROPOLITAN TOPEKA PLANNING ORGANIZATION

TOPEKA, KANSAS

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019-2022

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.topekampo.org/tip.html. A paper copy of this document is available at the address below:

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**Metropolitan Topeka Planning Organization
Transportation Improvement Program (TIP)
2019 – 2022**

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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 21st 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 2019 (to KDOT by Jan.24)
- April 2019 (to KDOT by April 25)
- July 2019 (to KDOT by July 25)

August 2019 (to KDOT by Sept. 7)**

Oct. 2019 (to KDOT by Oct 27)

** Sept. 7th Amendment will be the last STIP Amendment for the 2019 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 if warranted. MTPO Staff prepares the TIP Public Hearing Draft and submits the TIP back to the TAC for recommendation to forward to PB for approval



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

The FHWA and the FTA must jointly find that the TIP is consistent with the MTP per CFR subsection 450.328, 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

Projects in the metropolitan areas' TIP are included by reference in the Statewide Transportation Improvement Program (STIP), which is the State's equivalent of a TIP, but includes all federal funded transportation projects throughout the state. KDOT sends the STIP to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval. Approval of the STIP by FHWA and FTA also serves as the TIP approval.

TIP FISCAL ANALYSIS

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

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, HSIP and TA funds. However, it is also reasonable to assume that discretionary funds may also be granted in some years covering this four year period. Federal funding for 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.)approx..	\$900,000	700,000	\$1,600,000
HSIP (O.A.)approx..	\$500,000	500,000	\$1,500,000
Total:			\$5,113,187

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.

State Funds

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
Bridge	Projects remain eligible for STP funding.
CMAQ	Program continued with minor changes to project eligibility.
STP	Program continued.
Transportation Alternatives	Program continued.

Job Access Reverse Commute (JARC)	Combined with Section 5307 under previous Bill.
New Freedom	Combined with Section 5310 under previous Bill.
5310	Modified to sub-allocate some funds to large urban areas under previous Bill.

Surface Transportation Program and Bridge Program

The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects on any federally aided highway, including the National Highway System, bridge projects on any public road, transit capital projects, and 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. STP funds are allocated by six categories:

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

Transportation 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 with populations over 200,000 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 2019-2022 TIP and are accounted for in the financial summary.

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. In 2018, the MTPO, in conjunction with WSP consultants completed a Complete Streets Guidelines Manual for the MTPO area.

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:

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

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

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

***Statewide Budget*

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:

City ½-Cent Sales Tax

	2019	2020	2021	2022
Maintenance & Improve Existing Streets*	\$8,800,000	\$8,800,000	\$8,800,000	\$8,800,000
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*	\$2,880,000	\$2,880,000	\$2,880,000	\$2,880,000
Street Contract Preventative Maintenance Program			\$2,000,000	\$2,000,000
Subtotal Half-Cent Sales Tax	\$25,530,000	\$25,530,000	\$27,530,000	\$27,530,000

*Each year's projects will be reassessed and resources reallocated based on updated street conditions and needs

Countywide Sales Tax	2019	2020	2021	2022
Pavement Preventative Maint. Pgrm.	\$3,330,000	\$3,330,000	-	-
12th St.(2-lanes)-Gage to Kansas	\$450,000	\$650,000	\$4,250,000	\$4,250,000
SE California Ave. between SE 37th St and SE 45th	-	\$500,000	\$250,000	\$5,250,000
SW 17th St.-MacVicar to Int. 470	\$100,000	-	\$850,000	\$500,000
SW 29th St.-Fairlawn to I-470	\$1,445,000	-	-	-
Subtotal Half-Cent Sales Tax	\$5,325,000	\$4,480,000	\$5,350,000	\$10,000,000

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 2019-2023 CIP: \$74,238,000:** 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 2019-2023 CIP: \$37,985,000: 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 2019-2023 CIP: \$8,305,000: Funds received from the Federal government.

G.O. Bond 2019-2023 CIP: \$60,694,970: 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 2019-2023 CIP: \$217,494,737: 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	2019	2020	2021	2022
Bridge Deck Patching & olymer Overlay			\$1,200,000	
Bridge on SW 3rd St over Ward Cr.	\$750,000	-	-	
Bridge on SE 29th Street over Butcher Creek	\$70,000	-	-	-
SW Arvonja Place/Huntoon Street/I-470 Ramps	-	\$1,100,000	\$1,100,000	
Neighborhood Infrastructure	\$600,000	\$600,000	\$600,000	\$600,000
Total	\$1,420,000	\$1,700,000	\$2,900,000	\$600,000

G.O. Bond Transportation Funds (City of Topeka)

Traffic: 2019 2020 2021 2022

Traffic Safety Projects	\$220,000	\$220,000	\$220,000	\$220,000
Signals Replacement	\$750,000	\$713,579	\$600,000	\$628,841
Downtown Traffic Signal Coordination	-	\$290,000	-	-
Total	\$970,000	\$1,223,579	\$820,000	\$848,841

Streets	2019	2020	2021	2022
S. Kansas Ave. (1 st St. – 6 th St.)		\$50,000	\$50,000	\$235,000
SW 10th Avenue - SW Fairlawn Road to SW Wanamaker Rd.		\$993,984	\$694,334	\$994,334
SW 10th Avenue from Wanamaker to SW			\$150,000	\$50,000
SW Arvonla Place/Huntoon Street/I-470 Ramps	\$1,431,500			
SW Wanamaker Road/SW Huntoon Street/I-470			\$500,000	\$500,000
Complete Streets Projects	\$100,000	\$100,000	\$100,000	\$100,000
Citywide Infrastructure	\$225,000	\$225,000	\$225,000	\$225,000
Infill Sidewalks/Pedestrian Master Plan	\$600,000	\$600,000	\$600,000	\$600,000
Total	\$6,356,500	\$1,968,984	\$2,319,334	\$2,204,334

Topeka Metro

Transit Authority:

Revenue & Funding	Budget FY2019	Projected FY2020	Projected FY2021	Projected FY2022
Fares	1,268,263	1,280,946	1,293,755	1,306,693
Mill Levy	4,937,134	4,986,505	5,036,370	5,086,734
State Funds	730,530	730,000	730,000	730,000
Federal 5307 Funds	2,275,000	2,297,750	2,320,728	2,343,935
Other	451,501	400,000	400,000	400,000
Total	9,662,428	9,695,201	9,780,853	9,867,362

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:

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.

Performance Management

SAFETY

MAP-21 Provisions: Requires states to have a safety data system for analyses that support the Strategic Highway Safety Plan and the Highway Safety Improvement Program and to use the safety data systems to identify fatalities and serious injuries on all public roads by location and to identify location and roadway elements that pose dangers to all road users, including vehicle occupants and non-occupant roadway users (e.g. pedestrians and bicyclists) [23 U.S.C. 148 © (2)(B)(i) and (iii)]. Each MPO is required to establish performance targets for each of the Federally required performance measures to use in tracking progress toward attainment of critical outcomes for the region for the MPO. [23CFR 450.306(d)(2)(i). At present only "Safety" targets are required to be covered in the TIP. Other targets will be incorporated as they evolve in the next year.

To this end, it is the long range goal of the MTPO to reduce traffic fatalities within the MPO area. The MTPO will be researching safety strategies which will encompass education, enforcement, engineering and emergency response. Our actions will include targeted intersection safety improvements and varied education and enforcement efforts. The MTPO will also explore avenues to coordinate with its MPO planning partners, to incorporate methods of improving safety for bicyclists, pedestrians, and motorcyclists, through a combination of education, engineering and enforcement.

At present, to be in immediate compliance, the MTPO will adopt and support the safety goals set forth by the Kansas Department of Transportation (KDOT) until such time that the MTPO is able to research and set its own baseline its own goals (Target Setting). The MTPO is currently working on a Transportation Safety Plan the will help address these issues. The process will generally be a 5-step process that works as follows:

- 5-Step process**
- 1) Goal/Objectives
 - 2) Performance Measures
 - 3) Target Setting (evaluate programs and projects)
 - 4) Allocate Resources (Budget & staff)
 - 5) Measure & Report Results (Actual Performance achieved)

Achieving the best level of performance with this process depends on several factors:

- Consistency in, and understanding of, goals, objectives, performance measures, and targets;
- High-quality data to support performance management decisions;
- The ability of managers and the availability of analytic tools, to identify performance impacts of projects realistically and efficiently; and
- The ability to use performance information to make viable improvements in the transportation project selection and evaluations

The State’s Safety targets that the MTPO will adhere to as well are as follows:

Measure	2018 Projection	Initial % below Projection	2018 HSP/HSIP Target
Number of Fatalities (FARS)	364	0%	364
Number of Serious Injuries (KCARS)	1202	1%	1190
Serious Injury Rate (KCARS/FHWA)	3.851	2%	3.774
Fatalities/VMT (FARS/FHWA)	1.17	1%	1.16
Non-Motorized (FARS/KCARS)	139	1%	138

The MTPO will plan and program projects to assist in achieving these State numeric targets, coordinating with both the State and public transportation providers to ensure that the targets set are consistent as much as is practical. The information contained in the above table represents 5-year averages.

All Potential Safety Factors to be considered with respect to TIP project evaluations:

To improve the safety of the transportation system component networks

- Number of fatalities on roadways.
- Rate of fatalities on roadways.
- Number of serious injuries on roadways.
- Rate of serious injuries on roadways.
- Number of bicycle fatalities.
- Number of railroad fatalities.
- Number of pedestrian fatalities.
- Number of drivers under the age of 21 involved in fatal crashes.
- Number of drivers over the age of 75 involved in fatal crashes.
- Number of fatalities in crashes involving blood alcohol levels of .08 or higher.

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 2017-2021 TIP

Since the last TIP was approved in October of 2017 progress has been made on several major transportation projects in the region. These improvements are listed below.

Transportation Enhancement Projects

- Phase II Bikeways Master Plan implementations **(Complete.)**
- Bikeways Phase III Implementation **(C.O.)**
- Deer Creek Trail Extension**(C.O.)**
- SRTS: phase II Quincy Elem. School **(C.O.)**

Major Roadway & Bridge Improvements: Com = complete; C.O. = Carryover/Under Const.

- 10th Ave. Between Gage & Fairlawn Ave.: Roadway Widening **(Complete.)**
- Bikeways Implementation Phase II **(Complete)**
- SE California Ave. Se 29th St. to SE 33rd St.: Roadway Widening **(Complete.)**
- SW 6th Ave. Between SW Gage Blvd. & SW Fairlawn Rd.: Roadway Widening **(Complete.)**
- SW Wanamaker Rd.: 4th to 6th Streets: Roadway Widening **(Complete.)**
- SE California Ave. from SE 29th to SE 33rd Widening **(Complete)**
- SW Urish Rd.: SW 17th to SW 21st: Roadway widening **(Complete.)**
- SW Urish Rd.: SW 17th to Huntoon: Roadway widening **(Complete.)**
- US24 from Countryside Rd. E. to existing 4-lane **(Complete)**
- Bridge #122 over Blacksmith Crk. 8.9mi. NE of WD Co. Line: Roadway and bridge rehab. **(Complete.)**
- I-70 over Deer Creek: 13 mi. east of US -40: Roadway and bridge rehab. **(Complete)**
- Quincy Elementary School Safe-Routes-to-School Phase II (TA Grant) **(Complete)**
- Traffic Signal Coordination Gage Blvd. **(Complete)**
- SW 6th St. Between Gage and Fairlawn (widening) **(Complete)**
- Bikeways Phase III Implementation, T.A. Grant **(C.O.)**
- Deer Creek Trail Extension, T.A. Grant **(C.O.)**
- SW Arvon Place/Huntoon/I-470 Ramps: Roadway repair/replace**(C.O.)**
- SW 10th Ave. :Fairlawn to SW Wanamaker Rd.: Roadway widening**(C.O.)**
- SE California Ave: 37th to 45th Streets: Roadway widening **(C.O.)**
- SW Wanamaker Rd./SW Huntoon\I-470 Ramps: Intersection Improvements **(C.O.)**
- 12th St.: Gage to Kansas: Roadway repair and replace **(C.O.)**
- NW Tyler St.: Lyman to Beverly: Roadway widening **(C.O.)**
- SE 29th Bridge over Deer Creek: Bridge replacement **(C.O.)**
- US-24 Hwy.: Topeka E. to the County Line: Pavement replacement **(C.O.)**
- Bridge, SW Cherokee St. over Ward Creek: Replacement **(C.O.)**
- I-70/Polk/Quincy Viaduct Approach & Roadway/I-70 over BNSFRR Spur Turntable **(C.O.)**
- SW 3rd St. over Ward Creek Bridge Replacement **(C.O.)**
- I-470 from I-70 to KTA Roadway Widening **(C.O.)**
- I-470 from I-70 to KTA Guardrail Safety Improvements **(C.O.)**
- SW Gage Blvd.: Emland Dr. to I-70 EB Exit ramp; Extend two-way left turn lanes **(C.O.)**

- Intersection of 29th & McClure **(C.O.)**
- 089-279 & 280 (NB) US75 over 46th St. SN. Co.: Bridge Resurfacing **(C.O.)**
- US-75 Begin. 7mi. S. of NW 62nd St. Thence N. to SN./JA Co. line: Resurfacing **(C.O.)**
- Bridge Repair: #111 112 (Wakarusa River) on US-75 **(C.O.)**
- Bridge Repair: #240 (KTA) located 8.3 mi. N. of the Osage Co. line **(C.O.)**
- Bridge Repair: #046 located 0.21 mi. NW of 10th St. **(C.O.)**
- Bridge Repair: #161 located at E. junction I-70/US-75 in SN Co. **(C.O.)**
- Bridge Repair: #275 **(C.O.)**
- Bridge Replace: SW Cherokee St. over Ward Creek **(CO)**
- Roadways, Guardrail Upgrades (HSIP) **(C.O.)**
- US-24 from E. City Lim. Of Silver Lake to 400ft. E. of US24/Countryside Rd Int. Mill & Ovrly. **(C.O.)**
- S. Kansas Ave. 1st to 6th St. **(C.O.)**
- 17th St. MacVicar to I-470 Interchange **(C.O.)**

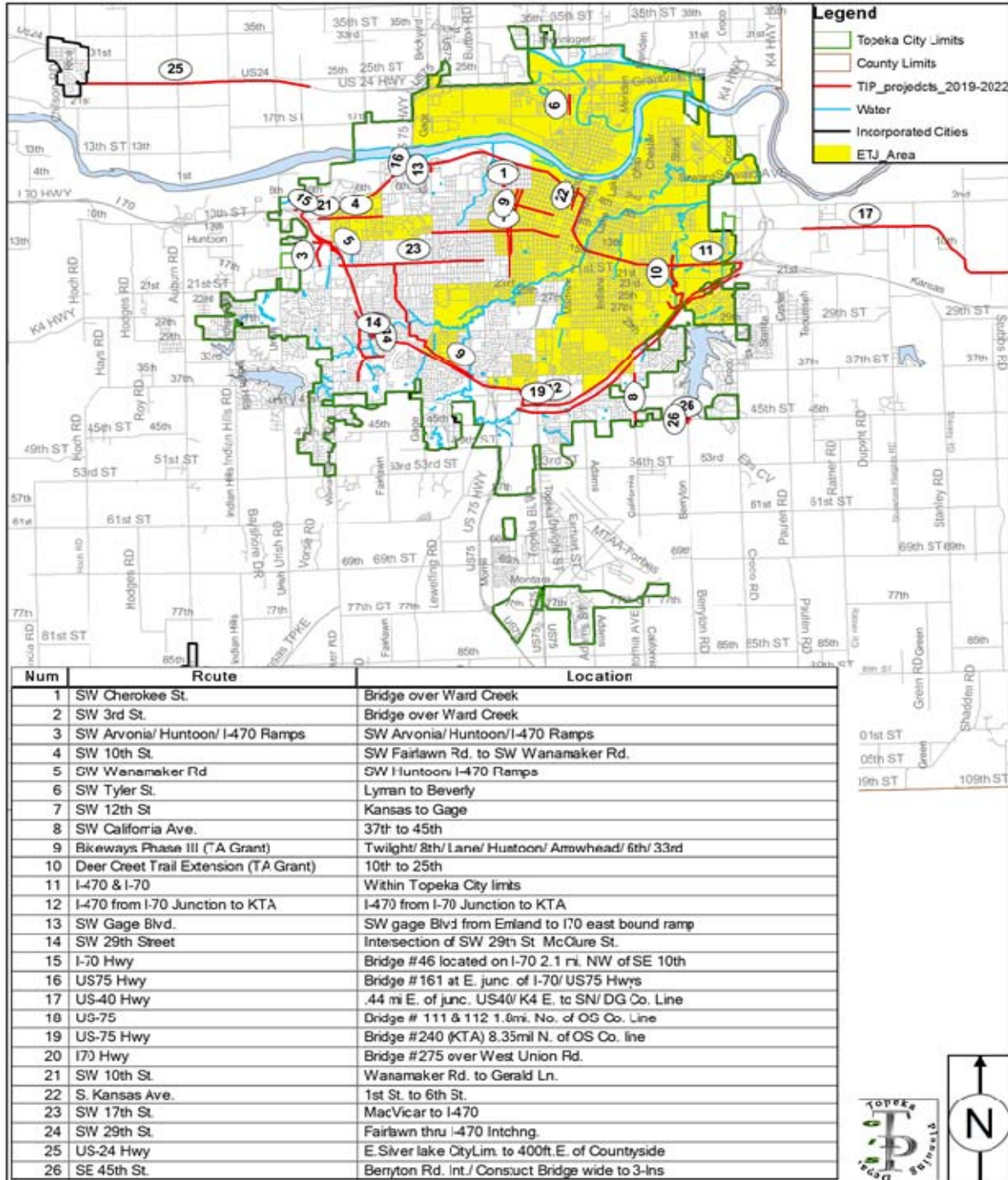
Significant Delay Projects:

- 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 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.

MTPO Area Roadway, Bridge & Enhancement TIP Projects 2019 - 2022 (With Environmental Justice Zones)



MTPO_TIP_2019_2022_projects_EJ_Zones8x11a .nxd 09/60/18

Figure 1

Environmental Justice Review

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

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

A. Title VI Nondiscrimination Law

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

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

B. How Do Title VI and EJ Work Together?

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

Furthermore, Federal law requires that MPOs ensure that individuals not be excluded from participating in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal funding on the basis of race, color, national origin, age, sex, or disability. Environmental Justice Executive Order 12898, Federal Actions to Address

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

Environmental Justice (EJ) in Minority and Low-Income Populations, calls for the identification and addressing of disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations.

The intent of the Executive Order and the US Department of Transportation's EJ guidance is to ensure that communities of concern, defined as minority populations and low-income populations are included in the transportation planning process, and to ensure that they may benefit equally from the transportation system without shouldering a disproportionate share of its burdens.

Under the 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

Years	Number of Projects or Project Phases*	Total Cost	Number of Projects in EJ Zones	Percentage of Projects in EJ Zones	Total Cost of Projects or in EJ Zones	Percentage Cost of Projects in EJ Zones
2019-2022	31	\$115,183,100	9	30.0%	\$38,603,000	33.5%

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.

Agency	Fiscal Year	Fiscal Year 2017 Start
Federal Highway Administration	October 1- September 30	October 1, 2016
Federal Transit Administration	October 1- September 30	October 1, 2016
Kansas Department of Transportation	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)		
Shawnee County	January 1 – December 31	January 1, 2017
City of Topeka	January 1 – December 31	January 1, 2017
Topeka Metropolitan Transit Authority	July 1 – June 30	July 1, 2016
(TMTA FY used for operating/capital assistance) January 1 – December 31		
(City FY used by TMTA for planning assistance programmed in the UPWP)		
Topeka-Shawnee County Paratransit Council	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.

2017-2020 Transportation Improvement Program

Index of Highway and Bridge Projects by TIP#

TIP	KDOT#	Juris.	Location	Project Type
3-18-01-6	T-141024.00	Topeka	Various	Traffic Signal Replacement
1-19-04-7	T-141025.00	Topeka	* Downtown Topeka	Traffic Signal Coordination
3-11-01-6	T-241049.00	Topeka	* Street/Curb improvements (various locations)	ADA Street Curb Program
3-19-02-7	T-601095.00	Topeka	* Traffic Safety Projects	Roadway Projects
3-17-03-1	T-601096.00	Topeka	* Complete Streets Components	Complete Streets Components
3-17-06-1	T-701015.00	Topeka	SW 10th Ave Fairlawn to SW Wanamaker Rd.	Roadway/Street Widening
3-19-02-1	T-701016.00	Topeka	12th Street; Gage to Kansas	Roadway/repair/replace
3-20-01-1	T-701019.00	Topeka	NW Tyler St.; Lyman to Beverly	Roadway/Street Widening
3-18-03-1	T-701021.00	Topeka	SE California Ave.; 37th to 45th	Roadway/Street Widening
3-21-01-1	T-701023.00	Topeka	SW 10th St. from Wanamaker Rd. to Gerald Ln.	Roadway/Street Widening
3-20-02-1	T-701024.00	Topeka	* S. Kansas Ave. from 1st to 6th St.	Roadway/Street Widening
3-19-03-1	T-701025.00	Topeka	* SW 17th St. from MacVicar to I-470 Int.	Roadway/Street Widening
3-19-04-1	T-701033.00	Topeka	* SW29th St. from Fairlawn thru I-470	Roadway/Street Widening
3-19-05-1	T-861017.00	Topeka	Mill	Bikeways Master Plan Implementation
3-18-05-6	TE-0465-01	Topeka	Bikeways Phase III Implementation	Transportation Alternatives Grant
3-18-04-6	U-2338-01	Topeka	Quincy Elementary School Veicinity SRTS Phase II	Pedestrian/ADA enhancements and crossing improv.
2-16-02-1	T-121005.00	County	SE 29th Bridge over Butcher Creek	Bridge Replacement and Grading
2-18-01-6	TE-0464-01	County	Deer Creek Trail Extension	Transportation Alternatives Grant
2-19-01-1	S-701006.00	County	* SE 45th St. at Berryton Rd. widen to 3-lanes and construct a roundabout and Bridge	Intersection/Roadway/Bridge
1-19-08-1	KA-3235-01	KDOT	US-24 from E. City lim. Of Silv. Lk. E. to 400ft.E of US24/Countryside Rd. Int.	Mill & Overlay Roadway
1-16-01-1	KA-3236-01	KDOT	US-24 from Topeka Blvd E. to SN.Co. Line	Roadway Resurfacing/Bridge Replacements
1-18-01-1	KA-4118-02	Topeka	SW Arvonía Place/Huntoon St./I-470 Ramps	Roadway/Repair/Replace
1-17-02-1	KA-4697-01	KDOT	I-470 from I-70 to KTA	Roadway Resurfacing
1-17-05-1	KA-4697-02	KDOT	I-470 from I-70 to KTA	Guardrail Safety Improvements
1-18-05-1	KA-4729-01	KDOT	Bridge Resurfacing: US-75 Begin. .45 mi. S. of NW 46th St.	Roadway/Bridge
1-18-03-1	KA-4730-01	KDOT	US75 Begin. 7mi. S. of NW 62nd St. Thence N. to SN./Jax Co.	Roadway resurfacing
1-19-07-1	KA-4730-02	KDOT	Roadways, Guardrail Upgrades (Safety)	Upgrade guardrails along US75 Hwy.
1-18-04-1	KA-4754-01	KDOT	US-75 Bridges 279 & 280 (NB) ovr. 46th St. SN CO.	Bridge Resurfacing
1-19-01-3	KA-4879-01	KDOT	Bridge Repair: Bridge #111 &112 (Wakaruse River) on US75	Bridge Repair
1-19-02-3	KA-4880-01	KDOT	Bridge Repair: Bridge #240 (KTA) located 8.3miles N. of the Osage CO.	Bridge Repair
1-19-04-3	KA-4942-01	KDOT	Bridge Repar: Bridge # 046 located 0.21 mi. NW of 10th St.	Applying 3-inch asphalt overlay
1-19-03-3	KA-4943-01	KDOT	Bridge Repair: Bridge #161 Located at E. junction I-70/US-75 in Sn Co.	Patch Deck, replace expansion joints & approach joint
1-19-05-1	KA-5047-01	KDOT	US-40 begin. .44mi. E. of junc. US-40/K4 thence E. to SN/DG Co. Line.	Mill & Overlay Roadway
1-19-06-03	KA-5077-01	KDOT	Bridge Repair: Bridge #275	Bridge Repair
1-17-03-1	U-2316-01	KDOT	Gage St. from Emland Dr. to I-70 EB Exit ramp	Extend two-way left turn lanes
1-17-04-2	U-2317-01	KDOT	Intersection of 29th & McClure	Intersection Improvements
1-16-1-3	T-121001.00	KDOT	SW Cherokee St. over Ward Creek	Bridge Replacement
1-17-01-3	T-121003.00	KDOT	SW 3rd St. over Ward Creek	Bridge Replacement

* New to 2019-2022 TIP

Roadway and Bridge Projects

TIP#: 3-19-01-7
 State #: T-141024.00

Juris: Topeka
 Class: Local

Location: Various
 Work: Traffic Signal Replacement

Length(mi.)

Bikeways:
 Yes
 No

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
	2019	\$ -	\$ -	\$ 750.00	\$ 750.000		
	2020	\$ -	\$ -	\$ 713.00	\$ 713.000		
	2021	\$ -	\$ -	\$ 600.00	\$ 600.000		
	2022	\$ -	\$ -	\$ 629.00	\$ 629.000		
	2023	\$ -	\$ -	\$ 600.00	\$ 600.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 3,292.00	\$ 3,292.000		

Total Cost: \$3,292,000

Description:

Traffic signal replacement throughout city.

Status:

TIP#: 1-19-04-7
 State #: T-141025.00

Juris: KDOT
 Class: N/A

Location: Downtown Traffic signal coordination
 Work: ITS

Length(mi.)

Bikeways:
 Yes
 No

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2020	\$ -	\$ -	\$ 290.00	\$ 290.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 290.00	\$ 290.000		

Total Cost: \$290,000

Description:

Coordinate downtown traffic signals

Status:

Roadway and Bridge Projects

TIP#: 3-19-03-7
 State #: T-241049.00

Juris: Topeka
 Class: N/A

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

Bikeways:
 Yes ___
 No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
Const/CE	2019	\$ -	\$ -	\$ 300.00	\$ 300.000		
Const/CE	2020	\$ -	\$ -	\$ 300.00	\$ 300.000		
Const/CE	2021	\$ -	\$ -	\$ 300.00	\$ 300.000		
Const/CE	2022	\$ -	\$ -	\$ 300.00	\$ 300.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,200.00	\$ 1,200.000		

Total Cost: \$1,200,000

Description:

Installation of ADA sidewalk ramps at locations requested by persons with mobility impairments or where street work is scheduled. 1/2-cent sales tax renewal.

Status:

TIP#: 3-19-02-7
 State #: T-601095.00

Juris: Topeka
 Class: Local

Location: Various
 Work: Traffic Safety Projects Length(mi.)

Bikeways:
 Yes ___
 No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
Const.	2019	\$ -	\$ -	\$ 220.00	\$ 220.000		
Const.	2020	\$ -	\$ -	\$ 220.00	\$ 220.000		
Const.	2021	\$ -	\$ -	\$ 220.00	\$ 220.000		
Const.	2022	\$ -	\$ -	\$ 220.00	\$ 220.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 880.00	\$ 880.000		

Total Cost: \$880,000

Description:

Traffic Safety Projects throughout the City as warranted.

Status:

Roadway and Bridge Projects

TIP#: 3-19-03-7
 State #: T-601096.00

Juris: Topeka
 Class: Local

Location: Various
 Work: Complete Streets Projects

Length(mi.)

Bikeways:
 Yes
 No

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
	2019	\$ -	\$ -	\$ 100.00	\$ 100.000		
	2020	\$ -	\$ -	\$ 100.00	\$ 100.000		
	2021	\$ -	\$ -	\$ 100.00	\$ 100.000		
	2022	\$ -	\$ -	\$ 100.00	\$ 100.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 400.00	\$ 400.000		

Description:

Complete Streets project components funding and leverage funds.

Status:

Total Cost: \$400,000

TIP#: 3-17-06-1
 State #: T-701015.00

Juris: Topeka
 Class: Local

Location: SW 10th Ave: SW Fairlawn to SW Wanamaker Rd.
 Work: Roadway/Repair/Replace
 Length(mi.) 1.0

Bikeways:
 Yes
 No

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2017	\$ -	\$ -	\$ 495.000	\$ 495.000		
ROW	2018	\$ -	\$ -	\$ 200.000	\$ 200.000		
Const/Ce	2020	\$ -	\$ -	\$ 993.984	\$ 993.984		
Service	2021	\$ -	\$ -	\$ 694.334	\$ 694.334		
Contncy.	2022	\$ -	\$ -	\$ 994.334	\$ 994.334		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 3,377.652	\$ 3,377.652		

Description:

Basis for cost estimat and funding source: operating costs include pavement markings and crack sealing. the primary funding source is Motor Furl Tax.

JUSTIFICATION: Program Addition.

Status:

Total Cost: \$3,377,652

Roadway and Bridge Projects

TIP#: 3-19-02-1
State #: T-701016.00

Juris: Topeka
Class: Arterial

Location: 12th Street; Gage to Kansas
Work: Roadway/Repair/Replace

Length(mi.)

Bikeways:
 Yes ___
 No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 450.000	\$ 450.000		
ROW	2020	\$ -	\$ -	\$ 200.000	\$ 200.000		
Const	2020	\$ -	\$ -	\$ 650.000	\$ 650.000		
Const	2021	\$ -	\$ -	\$ 4,250.000	\$ 4,250.000		
Const	2022	\$ -	\$ -	\$ 4,250.000	\$ 4,250.000		
Const	2023	\$ -	\$ -	\$ 3,780.000	\$ 3,780.000		
TOTALS		\$ -	\$ -	\$ 13,580.000	\$ 13,580.000		

Description:

Replacement of 12th Street between Gage Blvd. and Kansas Ave.. The new roadway will include curb & gutter, sidewalks, and a drainage system. The project will be funded from the extension of the Countywide Half Cent sales tax to take effect January 1, 2017.

Status:

Total Cost:

TIP#: 3-20-01-1
State #: T-701019.00

Juris: Topeka
Class: Arterial

Location: NW Tyler St.; Lyman to Beverly
Work: Roadway widening

Length(mi.)

Bikeways:
 Yes ___
 No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2020	\$ -	\$ -	\$ 150.000	\$ 150.000		
CE	2021	\$ -	\$ -	\$ 75.000	\$ 75.000		
ROW	2021	\$ -	\$ -	\$ 50.000	\$ 50.000		
Const	2021	\$ -	\$ -	\$ 1,525.000	\$ 1,525.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,800.000	\$ 1,800.000		

Description:

Widening NW Tyler Street between NW Lyman Rd. and NW Beverly Street to 3-lanes in conjunction with a city-wide sales tax project. Includes curb gutter and sidewalks.

Status:

Total Cost:

Roadway and Bridge Projects

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.) 1.0

Bikeways:
 Yes ___
 No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2018	\$ -	\$ -	\$ 450.000	\$ 450.000		
ROW	2019	\$ -	\$ -	\$ 150.000	\$ 150.000		
Const	2020	\$ -	\$ -	\$ 4,800.000	\$ 4,800.000		
Other	2018-20	\$ -	\$ -	\$ 200.000	\$ 200.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 5,600.000	\$ 5,600.000		

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: \$5,600,000

TIP#: 3-21-01-1
State #: T-701023.00

Juris: Topeka
Class: Local

Location: SW 10th St. from Wanamaker to Gerald Ln.
Work: Roadway Widening

Length(mi.)

Bikeways:
 Yes X
 No ___

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
ROW	2021	\$ -	\$ -	\$ 150.000	\$ 150.000		
PE	2022	\$ -	\$ -	\$ 50.000	\$ 50.000		
Const.	2023	\$ -	\$ -	\$ 1,365.000	\$ 1,365.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,565.000	\$ 1,565.000		

Description:

Status:

Total Cost: \$1,565,000

Roadway and Bridge Projects

TIP#: 3-20-02-1
 State #: T-701024.00

Juris: Topeka
 Class: Arterial

Location: S.Kansas Ave 1st to 6th St.
 Work: Roadway Modifications

Length(mi.)

Bikeways:
 Yes
 No

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2020	\$ -	\$ -	\$ 50.000	\$ 50.000		
CE	2021	\$ -	\$ -	\$ 50.000	\$ 50.000		
Const.	2022	\$ -	\$ -	\$ 235.000	\$ 235.000		
Const.	2023	\$ -	\$ -	\$ 7,350.000	\$ 7,350.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 7,685.000	\$ 7,685.000		

Description:

Status:

Total Cost:

TIP#: 3-19-03-1
 State #: T-701025.00

Juris: Topeka
 Class: Arterial

Location: SW 17th St. MacVicar to Interstate I-470
 Work: Roadway resurfacing

Length(mi.)

Bikeways:
 Yes
 No

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 100.000	\$ 100.000		
	2020	\$ -	\$ -	\$ -	\$ -		
Const.	2021	\$ -	\$ -	\$ 850.000	\$ 850.000		
Const.	2022	\$ -	\$ -	\$ 500.000	\$ 500.000		
Const.	2023	\$ -	\$ -	\$ 4,450.000	\$ 4,450.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 5,900.000	\$ 5,900.000		

Description:

Status:

Total Cost:

Roadway and Bridge Projects

TIP#: 3-19-05-1 **Juris:** Topeka **Location:** Various
State #: T-861017.00 **Class:** Local **Work:** Bikeways Master Plan implementation **Length(mi.)**

Bikeways:
Yes <input checked="" type="checkbox"/>
No <input type="checkbox"/>

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
	2019	\$ -	\$ -	\$ -	\$ -		
	2020	\$ -	\$ -	\$ 500.000	\$ 500.000		
	2021	\$ -	\$ -	\$ -	\$ -		
	2022	\$ -	\$ -	\$ 500.000	\$ 500.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,000.000	\$ 1,000.000		

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: \$1,000,000

TIP#: 3-19-04-1 **Juris:** Topeka **Location:** SW 29th St. from Fairlawn thru I-470
State #: T-701033.00 **Class:** Arterial **Work:** Roadway Modifications **Length(mi.)**

Bikeways:
Yes <input type="checkbox"/>
No <input checked="" type="checkbox"/>

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
	2019	\$ -	\$ -	\$ 1,445.000	\$ 1,445.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,445.000	\$ 1,445.000		

Description:

Status:

Total Cost: \$1,445,000

Roadway and Bridge Projects

TIP#: 3-18-05-6	Juris: Topeka	Location: Various	
State #: TE-0465-01	Class: Various	Work: Transportation Alter.Bikeways Ph.III	
Fed#:		Bikeways: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Len. (13mi.)

Phase*	Year of Obligation	TA Grant	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2018	\$ -	\$ -	\$ 1.000	\$ 1.000		
CE	2018	\$ -	\$ -	\$ 119.000	\$ 119.000		
Const.	2019	\$ 803.820	\$ -	\$ 495.868	\$ 1,299.688		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 803.820	\$ -	\$ 615.868	\$ 1,419.688		

Total Cost:	\$1,419,688
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Description:
Install Ped./Bikeways infrasturcture as depicted in the Bikeways Master Plan for Phase III. Includes signs, pavemen markings, Multi-use trails, and signal enhancements.

Status:

TIP#: 3-18-04-6	Juris: Topeka	Location: Vicinity of Quincy Elem. School	
State #: TA-U2338-01	Class: Various	Work: SRTS phase II	
Fed#:		Bikeways: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Length (mi.)

Phase*	Year of Obligation	TA Grant	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2018	\$ -	\$ -	\$ 35.000	\$ 35.000		
Util.	2018	\$ -	\$ -	\$ 20.000	\$ 20.000		
ROW	2018	\$ -	\$ -	\$ 3.000	\$ 3.000		
Const.	2019	\$ 280.000	\$ -	\$ 70.000	\$ 350.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 280.000	\$ -	\$ 128.000	\$ 408.000		

Total Cost:	\$408,000
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Description:
Install Pedestrian/ADA enhancements & crossing improvements for SRTS

Justification: Program Addition.

Status:

Roadway and Bridge Projects

TIP#: 2-16-02-1
State #: T-121005.00

Juris: County
Class: Arterial

Location: SE 29th Bridge over Butcher Creek
Work: Bridge Replacement and Grading Length(mi.):

Bikeways:
Yes
No

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2016-17	\$ -	\$ -	\$ 392.000	\$ 392.000		
R/W/UTIL	2018	\$ -	\$ -	\$ 130.000	\$ 130.000		
Const	2019	\$ -	\$ -	\$ 7,589.000	\$ 7,589.000		
CE	2019	\$ -	\$ -	\$ 510.000	\$ 510.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 8,621.000	\$ 8,621.000		

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:

BCC approved project scope change to include widening of SE 29th St. from KTA Br. to SE Croco Rd to 5-lanes

Total Cost: \$8,621,000

TIP#: 2-18-01-6
State #: TE-0464-01

Juris: County
Class: N/A

Location: Begin. @ SE 10th continuing S. to prk. lot of Dornwood Prk @
Work: Deer Creek Trail Extension Length(mi.) 1.7

Bikeways:
Yes
No

Phase*	Year of Obligation	TA Grant	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 237.536	\$ 237.536		
Const	2019	\$ 1,647.088	\$ -	\$ 411.772	\$ 2,058.860		
CE	2019	\$ 101.199	\$ -	\$ 198.800	\$ 299.999		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,748.287	\$ -	\$ 848.108	\$ 2,596.395		

Description:

Extension of current Deer Creek Trail. Awarded TA Grant in 2017.

Status:

Total Cost: \$2,596,395

Roadway and Bridge Projects

TIP#: 2-18-01-6 **Juris:** County **Location:** SE 45th St @ Berryton Rd.
State #: S-701006.00 **Class:** Arterial **Work:** Intsec. improvment/Rnd-a-bout/Bridge **Length(mi.)** 1.7

Bikeways:
Yes ___
No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2018-19	\$ -	\$ -	\$ 292.000	\$ 292.000		
ROW	TBD	\$ -	\$ -	\$ 150.000	\$ 150.000		
UTIL	TBD	\$ -	\$ -	\$ 50.000	\$ 50.000		
Const	TBD	\$ -	\$ -	\$ 10,682.000	\$10,682.000		
CE	TBD	\$ -	\$ -	\$ 854.000	\$ 854.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 12,028.000	\$12,028.000		

Description:

Improve SE 45th St. to a 3-lane Urban Arterial from Croco west to California, adding a single lane roundabout at the intersection of SE 45th & Berryton Rd. Constructing a new bridge over Deer Creek.

Status:

PE only. Other phases TBD.

Total Cost: \$12,028,000

TIP#: 1-19-08-1 **Juris:** KDOT **Location:** US-24: Silver Lake east to Countryside
State #: KA-3235-01 **Class:** Collector **Work:** Reconstruction **Length(mi.)** 4.5

Bikeways:
Yes ___
No X

Phase*	Obligation	NHPP	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2020	\$ -	\$ -	\$ 70.000	\$ 70.000		
Const	2020	\$ -	\$ 1,944.043	\$ 486.010	\$ 2,430.053		2020
CE	2020	\$ -	\$ 145.803	\$ 36.450	\$ 182.253		2020
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 2,089.846	\$ 592.460	\$ 2,682.306		

Description:

As directed by Melinda Desch on 7/18/18.

JUSTIFICATION: DELAYED: KDOT program revised from POOL to TWORK and federal oversight changed from none to state assumed. At this time funding is not available for the construction of this project.

Status:

Added Federal Funds to the Project. Changed fiscal year, schedule and allowed project costs to inflate. Authorized for PE/ROW & Util only. Estimates shown for other work phases are for planning purposes only.

Total Cost: \$2,682,306

Roadway and Bridge Projects

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

Juris: KDOT
 Class: Freeway

Location: US-24 Hwy. Topeka east to the County Line
 Work: Pavement Replacement along US-24 Length(mi.)

Bikeways:
 Yes ___
 No X

Phase*	Year of Obligation	NHPP	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2015	\$ -	\$ -	\$ 600.000	\$ 600.000		
Const	2020	\$ -	\$ 13,779.156	\$ -	\$ 13,779.156		2020
CE	2020	\$ -	\$ 1,003.288	\$ -	\$ 1,003.288		2020
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 14,782.444	\$ 600.000	\$ 15,382.444		

Description:

This project will include the replacement of Bridges #084 & 085 (US-24 over Soldier Crk.) removal of Bridges #82 & #83 (US-24 over the abandoned ATSF RR) and rehabilitation of Bridges # 086 & 087 (US-24 over K-4) as warranted.

Status:

Revised Fiscal Year from 2019 to 2020 with a M22 (Pre-construction complete) date of 10/19.

Total Cost: \$15,382,44

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

Juris: Topeka
 Class: Local

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

Bikeways:
 Yes ___
 No X

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
ROW	2017	\$ -	\$ -	\$ 200.000	\$ 200.000		
Const/CE	2019	\$ -	\$ -	\$ 1,431.500	\$ 1,431.500		
Const/CE	2021	\$ 1,100.000	\$ -	\$ -	\$ 1,100.000		
Const/CE	2022	\$ 1,100.000	\$ -	\$ -	\$ 1,100.000		
Const/CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 2,200.00	\$ -	\$ 1,631.500	\$ 3,831.500		

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.

Status:

Total Cost: \$3,831,500

Roadway and Bridge Projects

TIP#: 1-17-05-1
State #: KA-4697-01

Juris: KDOT
Class: Freeway

Location: along I-470 begin. @ junc. I-470/I70 to Junc. I-470/KTA
Work: Roadway Resurfacing Length(mi.)

Bikeways:
Yes ___

Phase*	Year of	Federal	AC-NHPP	State	Total	Federal	AC-Conv
PE	2017	\$ -	\$ -	\$ 1.000	\$ 1.000		
Const	2019	\$ -	\$ -	\$ 9,368.800	\$ 9,368.800		2019
CE	2019	\$ -	\$ -	\$ 468.440	\$ 468.440		2019
CE		\$ -	\$ -	\$ -	\$ 0.000		
		\$ -	\$ -	\$ -	\$ 0.000		
		\$ -	\$ -	\$ -	\$ 0.000		
		\$ -	\$ -	\$ -	\$ 0.000		
TOTALS		\$ -	\$ -	\$ 9,838.240	9,838.240		

Description:

Construction and CE convert in 2019

JUSTIFICATION: Program Addition as Requested by Greg Schieber, Bureau of Construction & Materials.

Total Cost: **\$9,838,240**

TIP#: 1-17-02-1
State #: KA-4697-02

Juris: KDOT
Class: Freeway

Location: along I-470 begin. @ junc. I-470/I70 to Junc. I-470/KTA
Work: Guardrail Safety Improvements Length(mi.)

Bikeways:
Yes ___
No X

Phase*	Year of Obligation	Federal	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2017	\$ -	\$ -	\$ 250.000	\$ 250.000		
Const	2019	\$ -	\$ 1,567.500	\$ -	\$ 1,567.500		2020
CE	2019	\$ -	\$ 78.375	\$ -	\$ 78.375		2020
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 1,645.875	\$ 250.000	\$ 1,895.875		

Description:

Construction and CE convert in 2020

Various safety improvements to guardrails along I-470 in Shawnee County.

JUSTIFICATION: Program Addition as Requested by Greg Schieber,

Status:

Added Federal Funds to the Project

Total Cost: **\$1,895,875**

Roadway and Bridge Projects

State #: KA-4729-01

Class

Freeway

Bikeways:
Yes ___

Work: Bridge Resurfacing

Length(mi.) 0.9

Phase*	Year of Obligation	AC-NHPP	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2018	\$ -	\$ 1.000	\$ -	\$ 1.000		
CE	2018	\$ 35.570	\$ -	\$ -	\$ 35.570		2019
CONST	2018	\$ 711.450	\$ -	\$ -	\$ 711.450		2019
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 747.020	\$ 1.000	\$ -	\$ 748.020		

Description:

Bridge Resurfacing.
Program Addition. AC-NHP (2019).

Status:

Total Cost: \$748,020

TIP#: 1-18-03-1

Juris:

KDOT

Location: US75 Begn. .7mi S. of NW 62nd St. Thence N. to SN/Jackson

State #: KA-4730-01

Class

Freeway

Bikeways:
Yes ___
No X

Work: Resurfacing

Length(mi.)

Phase*	Year of Obligation	AC-NHPP	State	Local	Total (x1,000)	Federal Source	AC. Conv.Yr.
PE	2018	\$ -	\$ 1.00	\$ -	\$ 1.000		
CE	2018	\$ 92.87	\$ -	\$ -	\$ 92.865		2019
CONST	2018	\$ 1,857.29	\$ -	\$ -	\$ 1,857.290		2019
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,950.16	\$ 1.00	\$ -	\$ 1,951.155		

Description:

Roadway surfacing. Program addition.

Status:

Total Cost: \$1,951,155

Roadway and Bridge Projects

TIP#: 1-19-07-1 **Juris:** KDOT **Location:** Along US75 Beginning 0.7 mi. S. of NW 62nd N to JA Co. Line
State #: KA-4730-02 **Class:** Freeway **Work:** Guardrail Upgrades **Length(mi.)** 4.7

Bikeways:
Yes ___
No X

Phase*	Year of Obligation	Year of Obligation			Total (x1,000)	Federal Source	AC-Conv. Yr.
		Federal HS	AC-NHPP	State			
PE	2019	\$ -	\$ -	\$ -	\$ -		
Const	2019	\$ 57.475	\$ -	\$ -	\$ 57.475		
CE	2019	\$ 2.874	\$ -	\$ -	\$ 2.874		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 60.35	\$ -	\$ -	\$ 60.349		

Description:
Guardrail upgrades

JUSTIFICATION: Revised Schedule

Status:

Status:

Total Cost: \$60,349

TIP#: 1-18-04-1 **Juris:** KDOT **Location:** US-75 Bridges #279 & 280 @ junction US-75.46th Street
State #: KA-4754-01 **Class:** Freeway **Work:** Bridge Resurfacing **Length(mi.)** 0.002

Bikeways:
Yes ___
No X

Phase*	Year of Obligation	Year of Obligation			Total (x1,000)	Federal Source	AC-Conv. Yr.
		AC-NHPP	State	Local			
PE	2018	\$ -	\$ 20.200	\$ -	\$ 20.200		
CE	2018	\$ 19.177	\$ 4.794	\$ -	\$ 23.971	2019	
CONST	2018	\$ 255.691	\$ 63.923	\$ -	\$ 319.614	2019	
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 274.868	\$ 88.917	\$ -	\$ 363.785		

Description:
Bridge Overlay

Program Addition. AC-NHP (2019).

Status:

Total Cost: \$363,785

Roadway and Bridge Projects

TIP#: 1-19-01-3 **Juris:** KDOT **Location:** Bridge # 111 & 112 (Wakarusa Rvr. On US-75 1.18 Mi. N. of
State #: KA-4879-01 **Class:** Freeway **Work:** Bridge Repair **Length(mi.)** 0.011

Bikeways:
Yes ___
No X

Phase*	Year of Obligation	Federal	State	AC-NHPP	Total (x1,000)	Federal Source	AC-Conv.Yr.
PE	2018	\$ -	\$ 106.000	\$ -	\$ 106.000		
Const	2018	\$ -	\$ 107.200	\$ 428.80	\$ 536.000		2020
CE	2018	\$ -	\$ 10.600	\$ 42.40	\$ 53.000		2020
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 223.800	\$ 471.20	\$ 695.000		

Description:

Bridge #111 & 112 Replace & reset all rocker bearings, joint replacements, paint girder ends and patch deck as needed Bridge #112 Replace & reset all rocker bearings, joint replacements, paint girder ends, patch deck as needed and replace northwest rail & wing.

JUSTIFICATION: Program Addition

Status:

Total Cost:

TIP#: 1-19-02-3 **Juris:** KDOT **Location:** Bridge #240 (Kansas Tpk. KTA) located 8.35 mi. N. of the osage
State #: KA-4880-01 **Class:** Freeway **Work:** Bridge Repair **Length(mi.)** 0.011

Bikeways:
Yes ___
No X

Phase*	Year of Obligation	Federal	State	AC-NHPP	Total (x1,000)	Federal Source	AC-Conv. Yr
PE	2018		\$ 35.000	\$ -	\$ 35.000		
Const	2018		\$ 33.600	\$ 134.400	\$ 168.000		2019
CE	2018		\$ 3.200	\$ 12.800	\$ 16.000		2019
TOTALS		\$ -	\$ 71.800	\$ 147.200	\$ 219.000		

Description:

Replace expansion joints and patch deck as needed.

JUSTIFICATION: Program Addition.

Status:

Total Cost:

Roadway and Bridge Projects

TIP#: 1-19-04-3
 State #: KA-4942-01

Juris: KDOT
 Class: Freeway

Location: Bridge #046; located on I-70, 0.21 mi. NW of 10th St in Sn Co.
 Work: Apply 3-inch Asphalt overlay Length(mi.)

Bikeways:
Yes <input type="checkbox"/>
No <input checked="" type="checkbox"/>

Phase*	Year of Obligation	Federal	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 25.000	\$ 25.000		
Const	2019	\$ -	\$ 148.000	\$ 37.000	\$ 185.000		2020
CE	2019	\$ -	\$ 12.000	\$ 3.000	\$ 15.000		2020
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 160.000	\$ 65.000	\$ 225.000		

Description:
 No waterproofing membrane, no patching and steel plate holes.

JUSTIFICATION: Program Addition

Status:

Total Cost: \$225,000

TIP#: 1-19-03-3
 State #: KA-4943-01

Juris: KDOT
 Class: Freeway

Location: Bridge #161; located at E. junction I-70/US-75 in Sn Co.
 Work: Bridge Repair Length(mi.)

Bikeways:
Yes <input type="checkbox"/>
No <input checked="" type="checkbox"/>

Phase*	Year of Obligation	Federal	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 35.00	\$35.000		
Const	2019	\$ -	\$ 240.00	\$ 60.00	\$299.998		2020
CE	2019	\$ -	\$ 16.00	\$ 4.00	\$20.000		2020
		\$ -	\$ -	\$ -	\$0.000		
		\$ -	\$ -	\$ -	\$0.000		
		\$ -	\$ -	\$ -	\$0.000		
		\$ -	\$ -	\$ -	\$0.000		
TOTALS		\$ -	\$ 256.00	\$ 99.00	\$354.998		

Description:
 Patch deck, replace expansion joints, replace a approach joint, clean and paint bearings, replace bearings and clean abutment seats.

JUSTIFICATION: Program Addition

Status:

Total Cost: \$354,998

Roadway and Bridge Projects

TIP#: 1-19-05-1 **Juris:** KDOT **Location:** Along US40 Beginning 0.44 mi. E. of Junc. US40/K4 E. to DG
State #: KA-5047-01 **Class:** Freeway **Work:** Roadway Mill and Overlay **Length(mi.):**

Bikeways:
Yes ___
No X

Phase*	Year of Obligation	Federal STP	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 1.000	\$ 1.000		
Const	2019	\$ 545.650	\$ -	\$ 136.412	\$ 682.062		
CE	2019	\$ 27.282	\$ -	\$ 6.821	\$ 34.103		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 572.932	\$ -	\$ 144.233	\$ 717.165		

Description:

0.5" Cold Mill, 1.5" Overlay & Wedge Rock on Shoulders.

JUSTIFICATION:

Status:

Total Cost: \$717,165

TIP#: 1-19-06-3 **Juris:** KDOT **Location:** 1.49 mi. E. of the WB/SN Co. Line
State #: KA-5077-01 **Class:** Arterial **Work:** Bridge Repair Bdg #275 **Length(mi.):**

Bikeways:
Yes ___
No X

Phase*	Year of Obligation	Federal NHPP	AC-NHPP	State	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2019	\$ -	\$ -	\$ 25.000	\$ 25.000		
Const	2019	\$ 180.000	\$ -	\$ 20.000	\$ 200.000		
CE	2019	\$ 9.000	\$ -	\$ 1.000	\$ 10.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 189.000	\$ -	\$ 46.000	\$ 235.000		

Description:

Bridge Repair

JUSTIFICATION:

Status:

Total Cost: \$235,000

Roadway and Bridge Projects

TIP#: 1-17-03-1
 State #: U-2316-01

Juris: KDOT
 Class

Location: Gage St. from Emland Dr. to I-70 EB Exit ramp
 Work: Extend two-way left turn lanes Length(mi.)

Bikeways:
 Yes ___
 No X

Phase*	Year of Obligation	Federal HS	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2017	\$ -	\$ -	41.800	\$ 41.80		
Const	2019	\$ 376.200	\$ -	41.800	\$ 418.00		
CE	2019	\$ 23.826	\$ -	17.974	\$ 41.80		
CE		\$ -	\$ -	-	\$ -		
		\$ -	\$ -	-	\$ -		
		\$ -	\$ -	-	\$ -		
		\$ -	\$ -	-	\$ -		
TOTALS		400.026	0.000	101.574	501.600		

Total Cost:

Description:

JUSTIFICATION: Program Addition.

Status:

Status:

TIP#: 1-17-04-2
 State #: U-2317-01

Juris: KDOT
 Class Arterial

Location: Intersection of 29th & McClure
 Work: Intersection Improvement Length(mi.)

Bikeways:
 Yes ___
 No X

Phase*	Year of Obligation	Federal HS	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2018	\$ -	\$ -	10.000	\$ 10.000		
Const	2019	\$ 600.00	\$ 200.00	286.976	\$ 1,086.976		
CE	2019	\$ -	\$ -	108.698	\$ 108.698		
		\$ -	\$ -	-	\$ -		
		\$ -	\$ -	-	\$ -		
		\$ -	\$ -	-	\$ -		
		\$ -	\$ -	-	\$ -		
TOTALS		600.00	200.00	405.674	1,205.674		

Total Cost:

Description:

Construct westbound left turn lane on 29th St., construct right turn lane on I-470 exit ramp (north leg) and upgrade traffic signal.

JUSTIFICATION: Program Addition.

Status:

Roadway and Bridge Projects

TIP#: 1-16-01-3
 State #: T-121001.00

Juris: KDOT
 Class: Arterail

Bikeways:
Yes <input type="checkbox"/>
No <input type="checkbox"/>

Location: SW Cherokee St. over Ward Creek
 Work: Bridge Replacement
 Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2016	\$ -	\$ 70.00	\$ -	\$ 70.000		
ROW	2017	\$ -	\$ 50.00	\$ -	\$ 50.000		
CONST	2018	\$ -	\$ 70.00	\$ -	\$ 70.000		
CE	2018	\$ -	\$ 660.00	\$ -	\$ 660.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 850.00	\$ -	\$ 850.000		

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

Status:

Total Cost:

TIP#: 1-17-02-3
 State #: T-121003.00

Juris: KDOT
 Class: Local

Bikeways:
Yes <input type="checkbox"/>
No <input type="checkbox"/>

Location: SW 3rd St. over Ward Creek
 Work: Bridge Replacement
 Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2017	\$ -	\$ 75.00	\$ -	\$ 75.000		
ROW	2018	\$ -	\$ 50.00	\$ -	\$ 50.000		
Const	2019	\$ -	\$ 750.00	\$ -	\$ 750.000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 875.00	\$ -	\$ 875.000		

Description:
 This project will replace the existing aged bridge on SW Cherokee St. over Ward Creek. The existing structure was constructed in 1930.

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)
5307	2017	\$4,754.8	\$2,200.0	\$728.1	\$1,287.2	\$8,970.1
5307	2018	\$4,750.0	\$2,270.5	\$730.0	\$1,300.0	\$9,050.5
5307	2019	\$4,700.0	\$2,318.9	\$730.0	\$1,300.0	\$9,048.9
5307	2020	\$4,750.0	\$2,368.4	\$730.0	\$1,300.0	\$9,148.4
						\$0.0
						\$0.0
						\$0.0
						\$0.0

TOTAL COST: **\$9,157.8** **\$2,918.1** **\$5,187.2** **\$36,217.9**

Descrip.

Status:

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)	
5339	2017	\$21.0	\$0.0	\$84.0	\$0.0	\$105.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
						\$0.0	
TOTAL COST:				\$0.0	\$84.0	\$0.0	\$105.0

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

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)	
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	
TOTAL COST:				\$0.0	\$800.0	\$0.0	\$1,000.0

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	
TOTAL COST:				\$0.0	\$607.5	\$0.0	\$759.4

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	
TOTAL COST:				\$0.0	\$124.0	\$0.0	\$155.0

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
TOTAL COST:			\$713.5	\$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
TOTAL COST:			\$0.0	\$450.0	\$0.0	\$562.5

Descrip. New Bus Stops

Status: Three-year project

Transit and Paratransit Projects

TIP#:	Location: TMTA	Location/Improv Various/ Bus Stop Integration.	Length (mi):
State #: TE-0467-01	Federal #: TA-T046(701)	County: SN Type: Phase II of Bus stop integration project.	

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
TA	2018	265.943	614.344	0.000	0.000	880.287
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
TOTAL COST:			614.344	0.000	0.000	880.287

Descrip. Installation and upgrades of bus shelters, standing pads and bus stops at various locations throughout Topeka, making them ADA accessible. Awarded TA Grant in 2017.

Status:

TIP#:	Location: TMTA	Location/Improv Various/ Bikeshare Infrastructure Expansion.	Length (mi):
State #: TE-0466-01	Federal #: TA-T046(601)	County: SN Type: Topeka Metro Bike Share Expansion.	

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
TA (Const.)	2018	33.704	75.768	0.000	0.000	109.472
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
TOTAL COST:			\$75.768	\$0.000	\$0.000	\$109.472

Descrip. Installation of bike feeder station in areas currently underserved by Transit and Bikeshare. Awarded TA Grant in 2017. FTA Transfer.

Transit and Paratransit Projects

TIP#: Location: TMTA Location/Improv Various/ Bus Stop Integration.
 State #: TE-0467-01 Federal #: TA-T046(701) County: SN Type: Phase II of Bus stop integration project. Length (mi):

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
TA	2018	265.943	614.344	0.000	0.000	880.287
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
						0.000
TOTAL COST:			614.344	0.000	0.000	880.287

Descrip. Installation and upgrades of bus shelters, standing pads and bus stops at various locations throughout Topeka, making them ADA accessible. Awarded TA Grant in 2017.

Status:

TIP#: Location: Para Location/Improv Presbyterian Manor/ Purchase Full Size Van/Operating Expenses
 State #: Federal #: County: SN Type: Length (mi):

Grant	Year of Obligation	Local	FTA	KDOT	Fares	Total (x1,000)
CFDA 20.513	2018	\$12.138	\$48.554	\$0.0	\$0.0	\$60.692
						\$0.000
						\$0.000
						\$0.000
						\$0.000
						\$0.000
						\$0.000
						\$0.000
TOTAL COST:			\$48.6	\$0.0	\$0.0	\$60.692

Descrip.

Status:

Funding Summary Table 2019 through 2022								
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								
Year	Federal Total for Road, Bridge, Safety, and Enhancement Projects	State Total for Road, Bridge, Safety, and Enhancement Projects	Local Total for Road, Bridge, Safety, and Enhancement Projects	Federal Total for Urban Transit Projects	State Total for Urban Transit Projects	Local Total for Urban Transit Projects	Total of Anticipated Funding	Anticipated Minus Programmed
2019	\$5,113,187	\$5,320,868	\$30,855,000	\$2,756,501	\$730,000	\$6,205,397	\$50,980,953	\$16,666,623
2020	\$5,113,187	\$17,464,750	\$30,010,000	\$2,697,750	\$730,000	\$6,267,451	\$62,283,138	\$26,156,203
2021	\$5,113,187	\$1,100,000	\$32,880,000	\$2,720,728	\$730,000	\$6,330,125	\$48,874,040	\$28,028,853
2022	\$5,113,187	\$1,100,000	\$37,530,000	\$2,743,935	\$730,000	\$6,393,427	\$53,610,549	\$33,764,853
Totals	\$20,452,748	\$24,985,618	\$131,275,000	\$10,918,914	\$2,920,000	\$25,196,400	\$215,748,680	\$42,822,826
Funding Programmed in the TIP								
Year	Federal Total for Road, Bridge, Safety, and Enhancement Projects	State Total for Road, Bridge, Safety, and Enhancement Projects	Local Total for Road, Bridge, Safety, and Enhancement Projects	Federal Total for Urban Transit Projects	State Total for Urban Transit Projects	Local Total for Urban Transit Projects	Total of Programmed Funding	
2019	\$4,654,414	\$5,320,868	\$14,647,150	\$2,756,501	\$730,000	\$6,205,397	\$34,314,330	
2020	\$0	\$17,464,750	\$8,966,984	\$2,697,750	\$730,000	\$6,267,451	\$36,126,935	
2021	\$1,100,000	\$1,100,000	\$8,864,334	\$2,720,728	\$730,000	\$6,330,125	\$20,845,187	
2022	\$1,100,000	\$1,100,000	\$7,778,334	\$2,743,935	\$730,000	\$6,393,427	\$19,845,696	
Totals	\$6,854,414	\$24,985,618	\$40,256,802	\$10,918,914	\$2,920,000	\$25,196,400	\$111,132,148	
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

FHWA and MPO Approved Functional Classification Map for Topeka and Shawnee County:
Interstates, Freeways/Expressways
Principal Arterials, Minor Arterials,
Collectors (Urban & Rural Major),
Minor Collectors and Local Streets

Functional Classification 2014

-  Interstate (INT)
-  Other Freeways & Expressways/Urban (FRW)
-  Other Principal Arterials (OPA)
-  Minor Arterials (MIA)
-  Collectors/Urban & Major Collectors/Rural (COL)
-  Minor Collectors/Rural (MIC)
-  Local Street & Roads (LOC)

