U.S. Department of Transportation

Federal Transit Administration
901 Locust Street, Suite 404
Kansas City, MO 64106
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Federal Highway Administration
6111 SW 29th Street, Suite 100
Topeka, KS 66614-4271
785-273-2600
785-273-2620 (fax)

January 31, 2024

Mr. Calvin E. Reed, P.E.
Secretary of Transportation and Director of Kansas Turnpike Authority
Kansas Department of Transportation
Topeka, KS 66603

Subject: FHWA Approval of Amendment #4 of the
FY 2024-2027 Kansas STIP

Dear Secretary Reed:

As requested by your January 29, 2024, letter, the Federal Highway Administration (FHWA) has reviewed the proposed Amendment #4 to the FY 2024-2027 Kansas Statewide Transportation Improvement Program (STIP), which includes projects within the Kansas City and Topeka metropolitan areas, along with projects outside the metropolitan areas.

Based on our review, we find that this STIP Amendment is compliant with a statewide transportation planning process that satisfies the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450. Therefore, this STIP Amendment is hereby approved.

If you have any questions or need additional information, please contact Mr. Javier Ahumada of FHWA at javier.ahumada@dot.gov or Mr. Daniel Nguyen of FTA at (816) 329-3938.

Sincerely yours,

Mark Bechtel
Regional Administrator
Federal Transit Administration

Richard E. Backlund, AICP
Division Administrator
Federal Highway Administration

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700 S.W. Harrison Street
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Calvin E. Reed, P.E., Secretary
Greg M. Schieber, P.E., Deputy Secretary and
State Transportation Engineer

Laura Kelly, Governor

January 29, 2024

Mr. Richard Backlund
Federal Highway Administration
6111 SW 29th St., Suite 100
Topeka, KS 66614

Mr. Mark Bechtel
Federal Transit Administration
901 Locust St., Room 404
Kansas City, MO 64106

RE: Amendment #4 to the 2024-2027 State Transportation Improvement Program (STIP)

Dear Messrs. Backlund and Bechtel,

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2024-2027 STIP which includes projects within the Kansas City and Topeka metropolitan areas. These items are enclosed for your review.

We are requesting your concurrence and approval of this amendment to the 2024-2027 STIP.

The public involvement activities conducted by the Mid-America Regional Council (MARC) and the Metropolitan Topeka Planning Organization (MTPO) for their Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.326. One public comment was received and is enclosed for your reference.

Please forward questions or comments regarding projects within the metropolitan area to Allison Smith, Bureau of Transportation Planning, at (785) 296-0341.

Sincerely,

Greg Schieber, P.E.
Deputy Secretary of Transportation and
State Transportation Engineer

Enclosures: MARC FFY 2024-2028 1st Quarter TIP Amendment and Related Documents
MTPO FFY2024-2027 Amendment #1 and Related Documents

cc: Matt McDonald, FHWA-KS
Cathy Monroe, FTA Region VII
Daniel Nguyen, FTA Region VII

Mike Moriarty, KDOT Transportation Planning
Allison Smith, KDOT Transportation Planning
Ryne Dowling, KDOT Transportation Planning
Eleanor Matheis, KDOT Transportation Planning
Cory Davis, KDOT Multimodal and Innovation
Matt Messina, KDOT Multimodal and Innovation
Rene Hart, KDOT Multimodal and Innovation
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Cara Hodges, KDOT Local Projects
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MARC
MID-AMERICA REGIONAL COUNCIL

January 24, 2024

To: KDOT, MoDOT, and Federal Offices

Subject: 2024 1st Quarter Amendment to the *FFY 2024-2028 Transportation Improvement Program (TIP)*

On January 23, 2024, the Mid-America Regional Council Board of Directors amended the FFY 2024-2028 Transportation Improvement Program for the Kansas City metropolitan region. This 2024 1st Quarter Amendment consists of 15 projects: 9 Kansas, 5 Missouri, 1 Transit.

Details of specific funding and other information are included in the project listing of the amendment and the project index list specifies the project by type (new, modified or deleted), state, and TIP number. The amendment and index list are posted on the MARC website at https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program and are printable for filing.

MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. One comment was received during the comment period. The comment and a response from MARC are attached for your reference.

This amendment is financially constrained and maintains the financial feasibility of the *FFY 2024-2028 TIP*.

Since the MARC TIP is incorporated by reference, without modification, into the statewide transportation improvement program (STIP), the MARC TIP represents the most current listing of projects within the boundaries of the Kansas City metropolitan planning area and should be the basis for comparison of projects listed in the amendment. The MARC TIP is available for review online at: http://www.marc.org/transportation/tip.htm.

Please take the necessary steps to amend the STIP to include these projects. Please contact me if you have any questions about this action.

Ronald B. Achelpohl, P.E.
Director of Transportation & Environment

2024-2028 Transportation Improvement Program
2024 1st Quarter Amendment
Public Comment and Response

Comment #1
“Project 611200, the "I-670 South Loop Project," should NOT be included in this TIP Amendment. The project was added to the proposed TIP Amendment at the last minute, and has NEVER been discussed in TTPC, or in any other MARC committee to my knowledge. By including it in this proposed TIP Amendment you confer upon it a sense of legitimacy that it DOES NOT DESERVE. MARC staff knows this to be the case, yet they included it in the proposed TIP Amendment anyway. The project should, at minimum, demonstrate that it is both viable and feasible before it is added to the TIP at some future date, if at all. Project sponsors will claim that they have held public meetings, but those meetings have not included any meaningful PUBLIC questioning.
PLEASE DO NOT INCLUDE THIS PROJECT IN THE 2024 FIRST QUARTER TIP AMENDMENT. If you do include it, the legitimacy of MARC's transportation planning and programming processes can and should be called into question.”

Response to Comment #1
Thank you for your recent comment regarding the proposed 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

We appreciate your concerns regarding the update of the existing record in the Transportation Improvement Program for project #611200 in the 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program. However, we would note that the process to update the record was in accordance with the MARC Public Participation Plan and that TTPC was specifically informed of the inclusion of this project in the draft amendment prior to their approval to release the amendment for public review and comment at their meeting on December 19, 2023.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

How to Read the TIP Amendment Project Listings

The project listing is a complete list of all projects in the TIP amendment. The state is noted in the heading. Bistate projects are listed first, followed by Kansas, then Missouri projects.

Below is a sample TIP amendment project listing. The numbered fields are described in the key below.

SAMPLE TIP AMENDMENT PROJECT LISTING

Missouri — **DRAFT 2011 2nd Quarter Amendment**

1 **TIP #:** 590161 2 **Juris:** CLAY COUNTY 3 **Location/Improvement:** SMITHVILLE LAKE TRAIL (HWY W TO 188TH ST.)

County: CLAY 4 **Project Type:** PEDESTRIAN AND/OR BIKE WAYS **Length (miles):**

5 **Federal ID#:** STP-3301(428) 6 **State ID #:**

12 **Description:** Smithville Lake Trail (Hwy W to 188th St.)

7 Phase	8 Year of Obligation	9 Type	10 Source	Cost *(IN THOUSANDS)*
Construction	2011	Federal	TE-MO	$202.7
Construction	2011	Non-Federal	LOCAL	$133.5

Federal Total: $202.7 **Non-Federal Total:** $133.5 11 **Total:** $336.2

13 **Amendment Description:** New project

14 ☑ New ☐ Deleted ☐ Schedule ☐ Budget ☐ AirQuality ☐ Scope

1. **TIP #:** The number assigned to TIP project, which is how an agency identifies a project.
2. **Juris:** The lead public agency or municipality responsible for the project.
3. **Location/Improvement:** Name of project, identifying what it is and where it is located.
4. **Project Type:** Projects are classified into descriptive categories.
5. **Federal ID#:** Identification number within a federal funding program.
6. **State ID#:** Identification number within a state funding program.
7. **Phase:** Shows phases of project, classified into categories.
8. **Year of Obligation:** Shows when each phase is scheduled to be obligated.
9. **Type:** Indicates whether federal funds will be used in each phase.
10. **Source:** Indicates funding source abbreviation for each phase.
11. **Total:** Total estimated federal and non-federal funds being spent on the project.
12. **Description:** Provides a short outline of the project. This may include type, scope and major features of the project.
13. **Amendment Description:** Describes what is being modified by the amendment.
14. Indicates the reason(s) for inclusion in the amendment.

Kansas

TIP #: 380217 **Juris:** KDOT **Location/Improvement:** JOHNSON CO: I-35--FROM 0.5 MILES SOUTH OF EAST OLD U.S. 56/I-35 JUNCTION NORTH (APPROXIMATELY 3.8 MILES) TO APPROXIMATELY 0.26 MILES NORTH OF THE W. 119TH STREET/I-35 INTERCHANGE IN OLATHE

State #: KA-6540-01 **Fed #:** **Co:** JOHNSON **Project Type:** Reconstruction **Length (mi):** 4

Phase	Year of Obligation	Type	Source	Cost *($1,000's)*
Engineering	2022	Non-Federal	STATE-KS	$1,300.0

Federal Total: **Non-Federal Total:** **$1,300.0** **Total:** **$1,300.0**

Description: Discovery phase for I-35 reconstruction and capacity improvements for the location, for NEPA, and to review and develop a coordination plan with the locally sponsored planned project at the interchange of I-35 and Santa Fe in Olathe. This project is authorized for PE only. Total project cost is estimated to be $105,039.9 K and should be used for planning purposes only.

Amendment Description: Revise budget to reflect the latest estimates

☐ New ☐ Deleted ☐ Schedule ☑ Budget ☐ AirQuality ☐ Scope

TIP #: 380232 **Juris:** KDOT **Location/Improvement:** JOHNSON CO: I-35 AND SANTA FE INTERCHANGE IMPROVEMENT

State #: KA-6364-02 **Fed #:** **Co:** JOHNSON **Project Type:** Interchange Improvement **Length (mi):** 4

Phase	Year of Obligation	Type	Source	Cost *($1,000's)*
Engineering	2023	Non-Federal	LOCAL	$1,491.2
Engineering	2023	Non-Federal	STATE-KS (AC)	$5,965.0
Right-of-Way	2025	Non-Federal	LOCAL	$15,675.9
Right-of-Way	2025	Non-Federal	STATE-KS (AC)	$62,703.5
Other	2026	Non-Federal	LOCAL	$591.7
Other	2026	Non-Federal	STATE-KS (AC)	$2,367.0
Construction	2026	Non-Federal	LOCAL	$17,035.0
Construction	2026	Non-Federal	STATE-KS (AC)	$68,140.4
Conversion	2029	Federal	STBG-KS	$139,175.9
Credit	2029	Non-Federal	CREDIT	($139,175.9)

Federal Total: **$139,175.9** **Non-Federal Total:** **$34,793.8** **Total:** **$173,969.7**

Description: I-35 and Santa Fe interchange reconfiguration to either a single point urban interchange (SPUI) or a diverging diamond interchange (DDI). Increased roadway capacity from 5 to 6 continuous lanes from Ridgeview to Mur-Len, with turn lanes at various intersections. Access management modifications and local connections to improve traffic safety and reduce congestion. Improved multi-modal bike and pedestrian accommodations.

Amendment Description: Add construction phase. Revise budget and schedule to reflect the latest estimates

☐ New ☐ Deleted ☑ Schedule ☑ Budget ☐ AirQuality ☑ Scope

Kansas

TIP #: 380233 **Juris:** KDOT **Location/Improvement:** JOHNSON CO: I-35 RECONSTRUCTION: OLD US-56/I-35 JUNCTION NORTH TO 0.65 NORTH OF 119TH STREET/ I-35 INTERCHANGE

State #: KA-6540-02 **Fed #:** **Co:** JOHNSON **Project Type:** New Construction **Length (mi):** 4

Phase	Year of Obligation	Type	Source	Cost *($1,000's)*
Engineering	2023	Non-Federal	STATE-KS	$1,460.7
Right-of-Way	2025	Non-Federal	STATE-KS	$1,092.0
Other	2026	Non-Federal	STATE-KS	$109.2
Other	2026	Non-Federal	STATE-KS (AC)	$982.8
Construction	2026	Non-Federal	STATE-KS	$2,269.5
Construction	2026	Non-Federal	STATE-KS (AC)	$20,424.9
Conversion	2029	Federal	NHPP-KS	$21,407.7
Credit	2029	Non-Federal	CREDIT	($21,407.7)

Federal Total: **$21,407.7** **Non-Federal Total:** **$4,931.4** **Total:** **$26,339.1**

Description: Extend auxiliary lanes. This project is coordinated with KA- 6364-02, KA-6540-03, and KA-6540-04.

Amendment Description: Add construction phase. Revise budget and schedule to reflect the latest estimates

☐ New ☐ Deleted ☐ Schedule ☑ Budget ☐ AirQuality ☑ Scope

TIP #: 380237 **Juris:** KDOT **Location/Improvement:** I-435: BRIDGE #217 & #218 (I-435 NORTH & SOUTHBOUND) LOCATED 0.75 MILES NORTH OF JOHNSON DRIVE

State #: KA-6519-01 **Fed #:** **Co:** JOHNSON **Project Type:** Other (Bridge) **Length (mi):** 0

Phase	Year of Obligation	Type	Source	Cost *($1,000's)*
Engineering	2023	Non-Federal	STATE-KS	$250.0
Other	2025	Non-Federal	STATE-KS	$3.2
Right-of-Way	2025	Non-Federal	STATE-KS	$6.4
Construction	2026	Non-Federal	STATE-KS	$736.0

Federal Total: **Non-Federal Total:** **$995.6** **Total:** **$995.6**

Description: Bridge removal

Amendment Description: New Project

☑ New ☐ Deleted ☐ Schedule ☐ Budget ☐ AirQuality ☐ Scope

Kansas

TIP #: 380238 **Juris:** KDOT **Location/Improvement:** GUARDRAIL END TERMINAL UPDATES ON US-56 IN JOHNSON CO

State #: KA-7246-01 **Fed #:** **Co:** JOHNSON **Project Type:** Outreach/Other **Length (mi):** 0

Phase	Year of Obligation	Type	Source	Cost *($1,000's)*
Engineering	2024	Non-Federal	STATE-KS	$14.5
Construction	2024	Non-Federal	STATE-KS	$159.1

Federal Total: **Non-Federal Total:** **$173.6** **Total:** **$173.6**

Description: Remove and update guardrail end terminals

Amendment Description: New Project

☑ New ☐ Deleted ☐ Schedule ☐ Budget ☐ AirQuality ☐ Scope

TIP #: 380239 **Juris:** KDOT **Location/Improvement:** K-7 AND 119TH STREET INTERCHANGE

State #: KA-7253-01 **Fed #:** **Co:** JOHNSON **Project Type:** Other(Roadway) **Length (mi):** 0

Phase	Year of Obligation	Type	Source	Cost *($1,000's)*
Engineering	2024	Federal	HSIP-KS	$35.3
Construction	2025	Federal	HSIP-KS	$258.5

Federal Total: **$293.8** **Non-Federal Total:** **Total:** **$293.8**

Description: Install new high mast lighting towers and/or conventional poles with LED luminaire fixtures

Amendment Description: New Project

☑ New ☐ Deleted ☐ Schedule ☐ Budget ☐ AirQuality ☐ Scope

TIP #: 980034 **Juris:** KDOT **Location/Improvement:** KC SCOUT INTELLIGENT TRANSPORTATION SYSTEM UPGRADES

State #: KA-6712-01 **Fed #:** **Co:** JOHNSON **Project Type:** Traffic Management **Length (mi):** 0

Phase	Year of Obligation	Type	Source	Cost *($1,000's)*
Engineering	2024	Non-Federal	STATE-KS	$480.0
Construction	2024	Non-Federal	STATE-KS	$2,703.0

Federal Total: **Non-Federal Total:** **$3,183.0** **Total:** **$3,183.0**

Description: KC Scout Truss and Digital Message Switch Replacement, Rollover & Road Weather Information System along I-35, I-635, US-69

Amendment Description: Revise budget to reflect the latest estimates

☐ New ☐ Deleted ☐ Schedule ☑ Budget ☐ AirQuality ☐ Scope

Kansas

TIP #: 350234 **Juris:** OVERLAND PARK **Location/Improvement:** DOWNTOWN OVERLAND PARK WAYFINDING SIGNAGE

State #: **Fed #:** **Co:** JOHNSON **Project Type:** Pedestrian and/or Bikeways **Length (mi):** 0

Phase	Year of Obligation	Type	Source	Cost *($1,000's)*
Engineering	2022	Non-Federal	LOCAL	$25.0
Engineering	2023	Non-Federal	LOCAL	$25.0
Construction	2024	Federal	TA-KS	$220.0
Construction	2024	Non-Federal	LOCAL	$55.0

Federal Total: **$220.0** **Non-Federal Total:** **$105.0** **Total:** **$325.0**

Description: This project will add wayfinding signs to the Downtown Overland Park area and within an approximately 1 mile radius. It will also tie in major trail locations nearby, recreation and economic activity centers, bicycle infrastructure, and transit routes.

Amendment Description: Increase TA-KS funds by $120,000

☐ New ☐ Deleted ☐ Schedule ☑ Budget ☐ AirQuality ☐ Scope

TIP #: 163018 **Juris:** LEAVENWORTH **Location/Improvement:** K-7 MILL & OVERLAY FROM REES ST TO POPLAR ST

State #: **Fed #:** **Co:** LEAVENWORTH **Project Type:** Resurfacing **Length (mi):** 0.4

Phase	Year of Obligation	Type	Source	Cost *($1,000's)*
Engineering	2024	Non-Federal	LOCAL	$200.0
Right-of-Way	2025	Non-Federal	LOCAL	$5.0
Construction	2025	Non-Federal	STATE-KS	$424.5

Federal Total: **Non-Federal Total:** **$629.5** **Total:** **$629.5**

Description: CCLIP Project on K-7 involves a mill and overlay of the 4 lane roadway, curb repair, sidewalk ramp replacement and pavement markings.

Amendment Description: New Project

☑ New ☐ Deleted ☐ Schedule ☐ Budget ☐ AirQuality ☐ Scope

Transit

TIP #: 996066 **Juris:** KCATA **Location/Improvement:** SUPPORT EQUIPMENT & FACILITIES

State #: **Fed #:** **Co:** JACKSON **Project Type:** Transit (Operations) **Length (mi):** N/A

Phase	Year of Obligation	Type	Source	Cost *($1,000's)*
Other	2024	Federal	5339(b)	$10,388.0
Other	2024	Federal	5307	$5,574.7
Other	2024	Non-Federal	LOCAL	$3,990.7
Other	2025	Federal	5307	$1,500.0
Other	2025	Non-Federal	LOCAL	$6,000.0
Other	2026	Non-Federal	LOCAL	$1,545.0
Other	2026	Federal	5307	$6,180.0
Other	2027	Non-Federal	LOCAL	$1,600.0
Other	2027	Federal	5307	$6,400.0
Other	2028	Federal	CRRSAA-MO	$1,616.0
Other	2028	Federal	ARP-MO	$6,464.0

Federal Total: **$38,122.7** **Non-Federal Total:** **$13,135.7** **Total:** **$51,258.4**

Description: Office & Shop Equipment, Service Vehicle Replacement, Facilities Rehab

Amendment Description: Added 5339(b) funding in 2024 to upgrade a 45-year-old bus facility with electrical infrastructure upgrades, solar panels and updates to fire and life safety detection systems.

☐ New ☐ Deleted ☐ Schedule ☑ Budget ☐ AirQuality ☐ Scope

TRANSPORTATION IMPROVEMENT PROGRAM
Financial Plan Updates

Approval of the 2024 1st Quarter Amendment to the 2024–2028 Transportation Improvement Program (TIP) will require tables from the financial plan of the 2024–2028 TIP, adopted on October 24, 2023, to be modified as shown in Tables 1 – 4. The tables from the 2024-2028 TIP are provided for comparison in Tables 5 – 8.

Table 1 – Revenue

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	$8,910.00	$0.00	$56,705.00	$38,249.50	$18,300.30
	CMAQ-KS	$1,450.00	$638.03	$1,647.01	$2,844.14	$2,844.14
	CREDIT	($133,950.23)	($143,165.21)	($209,247.51)	($174,021.80)	($150,998.70)
	CRPM-KS	$4,306.82	$1,951.13	$1,990.15	$2,029.95	$2,070.55
	DE-KS	$0.00	$5,432.00	$0.00	$0.00	$0.00
	FRP-KS	$8,461.53	$13,629.61	$6,024.05	$0.00	$0.00
	HRRR-KS	$0.00	$1,010.00	$0.00	$0.00	$0.00
	HSIP-KS	$3,080.71	$2,093.80	$3,300.00	$13,399.70	$800.00
	LOCAL	$133,656.82	$106,210.77	$106,395.48	$66,669.08	$81,561.46
	NHPP-KS	$113,578.80	$128,009.80	$144,965.00	$136,572.30	$71,806.80
	OTHER	$325.00	$350.00	$0.00	$0.00	$0.00
	STATE-KS	$60,129.30	$28,005.88	$13,345.73	$5,710.09	$5,807.16
	STATE-KS (AC)	$180,171.79	$119,705.60	$96,503.90	$800.00	$800.00
	STBG-KS	$2,199.90	$694.60	$0.00	$0.00	$61,691.60
	STBGM-KS	$18,515.06	$12,783.18	$17,246.82	$16,390.17	$16,717.97
	TA-KS	$6,393.82	$1,840.00	$4,142.10	$2,463.29	$2,512.55
Missouri	5307	$6,000.00	$0.00	$0.00	$0.00	$0.00
	BFP-MO	$4,879.17	$0.00	$0.00	$0.00	$0.00
	BRO-MO	$5,475.64	$0.00	$0.00	$0.00	$0.00
	CMAQ-MO	$2,538.09	$2,925.10	$202.03	$3,100.00	$3,100.00
	CREDIT	($15,874.80)	($21,571.00)	($21,198.60)	($13,368.60)	($751.00)
	CRPM-MO	$6,108.42	$2,154.15	$3,002.27	$3,062.31	$3,123.56
	HPP-MO	$74,962.49	$31,437.51	$0.00	$0.00	$0.00
	HSIP-MO	$9,739.90	$3,840.00	$216.00	$0.00	$0.00
	LOCAL	$101,913.63	$112,032.62	$87,354.85	$68,628.46	$78,023.13
	NHPP-MO	$277,205.40	$136,897.80	$161,360.60	$77,405.50	$317,184.00
	OTHER	$3,040.00	$68,900.00	$60.00	$0.00	$0.00
	RAISE-MO	$477.90	$8,124.24	$60.00	$0.00	$0.00
	SS4A-MO	$880.00	$0.00	$0.00	$0.00	$0.00
	STATE-MO	$102,487.47	$54,342.88	$65,027.32	$41,675.34	$69,823.76
	STATE-MO (AC)	$20,599.40	$27,587.60	$20,158.80	$12,799.00	$710.00
	STBGM-MO	$21,549.62	$28,870.00	$25,211.09	$26,192.55	$26,716.40
	STBG-MO	$20,827.60	$31,614.80	$21,198.60	$13,368.60	$751.00

	TA-MO	$11,812.06	$9,174.02	$8,820.00	$6,073.92	$6,195.40
Regional	CMAQ-KS	$463.50	$613.50	$463.50	$0.00	$0.00
	CMAQ-MO	$885.18	$613.50	$0.00	$0.00	$0.00
	LOCAL	$962.17	$1,441.75	$928.38	$0.00	$0.00
	STBGM-KS	$210.00	$970.00	$250.00	$0.00	$0.00
	STPBG-MO	$490.00	$1,320.00	$600.00	$0.00	$0.00
Transit	5307	$24,982.18	$22,985.32	$28,730.34	$28,352.25	$22,332.61
	5310	$0.00	$1,870.90	$0.00	$0.00	$0.00
	5311	$137.83	$141.96	$146.22	$150.48	$155.00
	5337	$1,316.85	$0.00	$0.00	$865.00	$800.00
	5339	$2,247.16	$2,314.57	$2,350.00	$2,420.50	$2,450.00
	5339(b)	$10,388.00	$0.00	$0.00	$0.00	$0.00
	ARP-MO	$0.00	$0.00	$0.00	$0.00	$6,464.00
	CMAQ-KS	$324.30	$1,637.96	$0.00	$0.00	$0.00
	CMAQ-MO	$523.72	$600.00	$3,283.46	$458.00	$0.00
	CRPM-KS	$1,320.00	$0.00	$0.00	$0.00	$0.00
	CRPM-MO	$2,320.00	$0.00	$0.00	$0.00	$0.00
	CRRSAA-MO	$0.00	$0.00	$0.00	$0.00	$1,616.00
	LOCAL	$165,921.82	$168,448.55	$170,975.28	$175,539.91	$176,413.00
	STATE-KS	$29.08	$0.00	$146.22	$0.00	$0.00
	STBGM-KS	$800.00	$0.00	$0.00	$0.00	$0.00
	STBGM-MO	$0.00	$970.18	$0.00	$0.00	$0.00

	Kansas Subtotal	$407,229.32	$279,189.19	$243,017.73	$111,106.42	$113,913.83
	Missouri Subtotal	$654,621.99	$496,329.72	$371,472.96	$238,937.08	$504,876.25
	Regional Subtotal	$3,010.85	$4,958.75	$2,241.88	$0.00	$0.00
	Transit	$210,310.94	$198,969.44	$205,631.52	$207,786.14	$210,230.61

	Subtotal by Year	$1,275,173.10	$979,447.10	$822,364.09	$557,829.63	$829,020.69
	Total	$4,463,834.61				

Table 2 – Expenditure

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	$0.00	$0.00	$0.00	$0.00	$0.00
	CMAQ-KS	$1,450.00	$638.03	$893.50	$0.00	$0.00
	CRPM-KS	$2,866.62	$1,440.00	$0.00	$0.00	$0.00
	DE-KS	$0.00	$5,432.00	$0.00	$0.00	$0.00
	FRP-KS	$0.00	$0.00	$0.00	$0.00	$0.00
	HRRR-KS	$0.00	$1,010.00	$0.00	$0.00	$0.00

	HSIP-KS	$2,280.71	$1,293.80	$2,500.00	$12,599.70	$0.00
	LOCAL	$80,819.28	$39,322.65	$62,351.99	$300.00	$1,550.00
	NHPP-KS	$0.00	$0.00	$0.00	$0.00	$0.00
	OTHER	$325.00	$350.00	$0.00	$0.00	$0.00
	STATE-KS	$54,701.30	$22,485.10	$7,731.10	$0.00	$0.00
	STATE-KS (AC)	$180,171.79	$119,705.60	$96,503.90	$800.00	$800.00
	STBGM-KS	$18,515.06	$12,783.18	$17,246.82	$0.00	$0.00
	STBG-KS	$0.00	$0.00	$0.00	$0.00	$0.00
	TA-KS	$6,393.82	$1,840.00	$4,142.10	$0.00	$0.00
Missouri	5307	$6,000.00	$0.00	$0.00	$0.00	$0.00
	BFP-MO	$4,879.17	$0.00	$0.00	$0.00	$0.00
	BRO-MO	$5,475.64	$0.00	$0.00	$0.00	$0.00
	CMAQ-MO	$2,538.09	$2,925.10	$202.03	$0.00	$0.00
	CRPM-MO	$3,839.89	$2,154.15	$0.00	$0.00	$0.00
	HPP-MO	$74,962.49	$31,437.51	$0.00	$0.00	$0.00
	HSIP-MO	$9,739.90	$3,840.00	$216.00	$0.00	$0.00
	LOCAL	$88,798.12	$96,054.63	$21,033.92	$20,670.00	$0.00
	NHPP-MO	$277,205.40	$136,897.80	$161,360.60	$77,405.50	$317,184.00
	OTHER	$3,040.00	$68,900.00	$0.00	$0.00	$0.00
	RAISE-MO	$477.90	$8,124.24	$0.00	$0.00	$0.00
	SS4A-MO	$880.00	$0.00	$0.00	$0.00	$0.00
	STATE-MO	$80,688.37	$32,216.80	$42,569.35	$18,880.50	$46,687.00
	STATE-MO (AC)	$20,599.40	$27,587.60	$20,158.80	$12,799.00	$710.00
	STBGM-MO	$21,549.62	$28,870.00	$25,211.09	$18,667.43	$0.00
	STBG-MO	$1,241.00	$2,063.20	$0.00	$0.00	$0.00
	TA-MO	$11,812.06	$9,174.02	$8,820.00	$0.00	$0.00
Regional	CMAQ-KS	$463.50	$613.50	$463.50	$0.00	$0.00
	CMAQ-MO	$885.18	$613.50	$0.00	$0.00	$0.00
	LOCAL	$962.17	$1,441.75	$928.38	$0.00	$0.00
	STBGM-KS	$210.00	$970.00	$250.00	$0.00	$0.00
	STBGM-MO	$490.00	$1,320.00	$600.00	$0.00	$0.00
Transit	5307	$24,982.18	$22,985.32	$28,730.34	$28,352.25	$22,332.61
	5310	$0.00	$1,870.90	$0.00	$0.00	$0.00
	5311	$137.83	$141.96	$146.22	$150.48	$155.00
	5337	$1,316.85	$0.00	$0.00	$865.00	$800.00
	5339	$2,247.16	$2,314.57	$2,350.00	$2,420.50	$2,450.00
	5339(b)	$10,388.00	$0.00	$0.00	$0.00	$0.00
	ARP-MO	$0.00	$0.00	$0.00	$0.00	$6,464.00
	CMAQ-KS	$324.30	$1,637.96	$0.00	$0.00	$0.00
	CMAQ-MO	$523.72	$600.00	$3,283.46	$458.00	$0.00
	CRPM-KS	$1,320.00	$0.00	$0.00	$0.00	$0.00
	CRPM-MO	$2,320.00	$0.00	$0.00	$0.00	$0.00

	CRRSAA-MO	$0.00	$0.00	$0.00	$0.00	$1,616.00
	LOCAL	$119,309.79	$121,828.72	$116,871.41	$117,065.85	$115,814.33
	STATE-KS	$29.08	$0.00	$146.22	$0.00	$0.00
	STBGM-KS	$800.00	$0.00	$0.00	$0.00	$0.00
	STBGM-MO	$0.00	$970.18	$0.00	$0.00	$0.00

	Kansas Subtotal	$347,523.58	$206,300.36	$191,369.41	$13,699.70	$2,349.00
	Missouri Subtotal	$613,727.04	$450,245.05	$279,571.79	$148,422.43	$364,581.00
	Regional Subtotal	$3,010.85	$4,958.75	$2,241.88	$0.00	$0.00
	Transit	$163,698.91	$152,349.61	$151,527.65	$149,312.08	$149,631.94

	Subtotal by Year	$1,127,960.38	$813,853.78	$624,710.72	$311,434.21	$516,561.94
	Total	$3,394,521.03				

Table 3 – Summary

Highway Revenues vs. Expenditures					
	2024	**2025**	**2026**	**2027**	**2028**
Kansas Revenue	$407,229.32	$279,189.19	$243,017.73	$111,106.42	$113,913.83
Kansas O&M Expenditure	$29,956.31	$30,416.51	$30,881.66	$31,358.29	$31,566.17
Kansas Project Expenditure	$347,523.58	$206,300.36	$191,369.41	$13,699.70	$2,349.00
Difference	$29,749.43	$42,472.32	$20,766.66	$66,048.43	$79,998.66
Missouri Revenue	$654,621.99	$496,329.72	$371,472.96	$238,937.08	$504,876.25
Missouri O&M Expenditure	$35,231.97	$35,764.84	$36,301.31	$36,845.83	$37,398.51
Missouri Project Expenditure	$613,727.04	$450,245.05	$279,571.79	$148,422.43	$364,581.00
Difference	$5,662.98	$10,319.83	$55,599.86	$53,668.82	$102,896.74
Regional Revenue	$3,010.85	$4,958.75	$2,241.88	$0.00	$0.00
Regional Expenditure	$3,010.85	$4,958.75	$2,241.88	$0.00	$0.00
Difference	$0.00	$0.00	$0.00	$0.00	$0.00
Total Revenue	$1,064,862.16	$780,477.66	$616,732.57	$350,043.50	$618,790.08
Total Expenditure	$1,029,449.75	$727,685.51	$540,366.05	$230,326.25	$435,894.68
Difference	$35,412.41	$52,792.15	$76,366.52	$119,717.25	$182,895.40

Table 4 – Transit Summary

Transit Revenue vs Expenditure					
	2024	**2025**	**2026**	**2027**	**2028**
Transit Revenue	$210,310,942	$198,969,438	$205,631,517	$207,786,136	$210,230,614
Transit O&M Expenditure	$116,899,829	$118,653,326	$120,433,126	$122,239,623	$124,073,218
Transit O&M Programmed in TIP	$123,140,400	$125,675,730	$125,450,510	$124,610,310	$125,196,600
Remaining Transit O&M	$0	$0	$0	$0	$0
Transit Revenue Remaining for Non O&M Expenditures	$87,170,542	$73,293,708	$80,181,007	$83,175,826	$85,034,014
Transit Project Expenditure (Non O&M)	$39,558,500	$26,673,890	$26,077,140	$24,701,770	$24,435,340
Difference	$47,612,042	$46,619,818	$54,103,867	$58,474,056	$60,598,674

Table 5 – Revenue

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	$6,862.40	$0.00	$56,705.00	$38,249.50	$18,300.30
	CMAQ-KS	$1,450.00	$638.03	$1,647.01	$2,844.14	$2,844.14
	CREDIT	($132,629.43)	($143,136.11)	($209,247.51)	($174,021.80)	($150,998.70)
	CRPM-KS	$4,306.82	$1,951.13	$1,990.15	$2,029.95	$2,070.55
	DE-KS	$0.00	$5,432.00	$0.00	$0.00	$0.00
	FRP-KS	$8,461.50	$13,629.60	$6,024.00	$0.00	$0.00
	HRRR-KS	$0.00	$1,010.00	$0.00	$0.00	$0.00
	HSIP-KS	$3,045.41	$1,800.00	$3,300.00	$13,399.70	$800.00
	LOCAL	$133,656.82	$106,210.77	$106,395.48	$66,669.08	$81,561.46
	NHPP-KS	$114,351.30	$128,009.80	$144,965.00	$136,572.30	$71,806.80
	OTHER	$325.00	$350.00	$0.00	$0.00	$0.00
	STATE-KS	$52,870.30	$26,479.78	$10,231.04	$5,710.09	$5,807.16
	STATE-KS (AC)	$169,159.60	$119,705.60	$6,955.80	$800.00	$800.00
	STBG-KS	$2,199.90	$694.60	$0.00	$0.00	$61,691.60
	STBGM-KS	$18,515.06	$12,783.18	$17,246.82	$16,390.17	$16,717.97
	TA-KS	$5,502.40	$1,840.00	$4,142.10	$2,463.29	$2,512.55
Missouri	5307	$6,000.00	$0.00	$0.00	$0.00	$0.00
	BFP-MO	$4,879.17	$0.00	$0.00	$0.00	$0.00
	BRO-MO	$5,475.64	$0.00	$0.00	$0.00	$0.00
	CMAQ-MO	$2,538.09	$2,925.10	$202.03	$3,100.00	$3,100.00
	CREDIT	($17,929.80)	($21,571.00)	($19,760.60)	($13,368.60)	($751.00)
	CRPM-MO	$6,108.42	$2,154.15	$3,002.27	$3,062.31	$3,123.56
	HPP-MO	$2,800.00	$0.00	$0.00	$0.00	$0.00
	HSIP-MO	$9,739.90	$3,840.00	$216.00	$0.00	$0.00
	LOCAL	$94,541.63	$112,032.62	$87,354.85	$68,628.46	$78,023.13
	NHPP-MO	$276,713.60	$136,505.80	$156,860.60	$77,405.50	$317,184.00
	OTHER	$60.00	$0.00	$60.00	$0.00	$0.00
	RAISE-MO	$477.90	$8,124.24	$60.00	$0.00	$0.00
	SS4A-MO	$880.00	$0.00	$0.00	$0.00	$0.00
	STATE-MO	$77,062.47	$52,448.88	$65,027.32	$41,675.34	$68,690.40
	STATE-MO (AC)	$22,628.40	$27,487.60	$18,860.80	$12,799.00	$710.00
	STBGM-MO	$26,649.62	$23,770.00	$25,211.09	$26,192.55	$26,716.40
	STBG-MO	$22,440.80	$29,527.80	$19,760.60	$13,368.60	$751.00
	TA-MO	$10,323.66	$9,174.02	$8,820.00	$6,073.92	$6,195.40
Regional	CMAQ-KS	$463.50	$613.50	$463.50	$0.00	$0.00
	CMAQ-MO	$885.18	$613.50	$0.00	$0.00	$0.00
	LOCAL	$962.17	$1,441.75	$928.38	$0.00	$0.00
	STBGM-KS	$210.00	$970.00	$250.00	$0.00	$0.00
	STPBG-MO	$490.00	$1,320.00	$600.00	$0.00	$0.00
Transit	5307	$24,982.18	$22,985.32	$28,730.34	$28,352.25	$22,332.61

	5310	$0.00	$1,870.90	$0.00	$0.00	$0.00
	5311	$137.83	$141.96	$146.22	$150.48	$155.00
	5337	$1,316.85	$0.00	$0.00	$865.00	$800.00
	5339	$2,247.16	$2,314.57	$2,350.00	$2,420.50	$2,450.00
	ARP-MO	$0.00	$0.00	$0.00	$0.00	$6,464.00
	CMAQ-KS	$324.30	$1,637.96	$0.00	$0.00	$0.00
	CMAQ-MO	$523.72	$600.00	$3,283.46	$458.00	$0.00
	CRPM-KS	$1,320.00	$0.00	$0.00	$0.00	$0.00
	CRPM-MO	$2,320.00	$0.00	$0.00	$0.00	$0.00
	CRRSAA-MO	$0.00	$0.00	$0.00	$0.00	$1,616.00
	LOCAL	$165,921.82	$168,448.55	$170,975.28	$175,539.91	$176,413.00
	STATE-KS	$29.08	$0.00	$146.22	$0.00	$0.00
	STBGM-KS	$800.00	$0.00	$0.00	$0.00	$0.00
	STBGM-MO	$0.00	$970.18	$0.00	$0.00	$0.00

	Kansas Subtotal	$388,077.08	$277,398.38	$150,354.89	$111,106.42	$113,913.83
	Missouri Subtotal	$551,389.50	$386,419.21	$365,674.96	$238,937.08	$503,742.88
	Regional Subtotal	$3,010.85	$4,958.75	$2,241.88	$0.00	$0.00
	Transit	$199,922.94	$198,969.44	$205,631.52	$207,786.14	$210,230.61

	Subtotal by Year	$1,142,400.36	$867,745.78	$723,903.25	$557,829.63	$827,887.33
	Total	$4,119,766.36				

Table 6 – Expenditure

State	Source	2024	2025	2026	2027	2028
Kansas	BRF-KS	$0.00	$0.00	$0.00	$0.00	$0.00
	CMAQ-KS	$1,450.00	$638.03	$893.50	$0.00	$0.00
	CRPM-KS	$2,866.62	$1,440.00	$0.00	$0.00	$0.00
	DE-KS	$0.00	$5,432.00	$0.00	$0.00	$0.00
	FRP-KS	$0.00	$0.00	$0.00	$0.00	$0.00
	HRRR-KS	$0.00	$1,010.00	$0.00	$0.00	$0.00
	HSIP-KS	$2,245.41	$1,000.00	$2,500.00	$12,599.70	$0.00
	LOCAL	$80,153.27	$39,327.75	$45,316.99	$300.00	$1,550.00
	NHPP-KS	$0.00	$0.00	$0.00	$0.00	$0.00
	OTHER	$325.00	$350.00	$0.00	$0.00	$0.00
	STATE-KS	$47,441.80	$20,959.00	$4,616.40	$0.00	$0.00
	STATE-KS (AC)	$178,777.59	$119,705.60	$6,955.80	$800.00	$800.00
	STBGM-KS	$18,515.06	$12,783.18	$17,246.82	$0.00	$0.00
	STBG-KS	$0.00	$0.00	$0.00	$0.00	$0.00

	TA-KS	$5,502.40	$1,840.00	$4,142.10	$0.00	$0.00
Missouri	5307	$6,000.00	$0.00	$0.00	$0.00	$0.00
	BFP-MO	$4,879.17	$0.00	$0.00	$0.00	$0.00
	BRO-MO	$5,475.64	$0.00	$0.00	$0.00	$0.00
	CMAQ-MO	$2,538.09	$2,925.10	$202.03	$0.00	$0.00
	CRPM-MO	$3,839.89	$2,154.15	$0.00	$0.00	$0.00
	HPP-MO	$2,800.00	$0.00	$0.00	$0.00	$0.00
	HSIP-MO	$9,739.90	$3,840.00	$216.00	$0.00	$0.00
	LOCAL	$81,426.02	$96,054.63	$21,033.92	$20,670.00	$0.00
	NHPP-MO	$276,674.40	$136,503.80	$161,360.60	$77,405.50	$317,184.00
	OTHER	$60.00	$0.00	$0.00	$0.00	$0.00
	RAISE-MO	$477.90	$8,124.24	$0.00	$0.00	$0.00
	SS4A-MO	$880.00	$0.00	$0.00	$0.00	$0.00
	STATE-MO	$55,263.37	$30,322.80	$42,569.35	$18,880.50	$46,687.00
	STATE-MO (AC)	$22,628.40	$27,587.60	$20,158.80	$12,799.00	$710.00
	STBGM-MO	$26,649.62	$23,770.00	$25,211.09	$18,667.43	$0.00
	STBG-MO	$569.00	$2,721.00	$0.00	$0.00	$0.00
	TA-MO	$10,323.66	$9,174.02	$8,820.00	$0.00	$0.00
Regional	CMAQ-KS	$463.50	$613.50	$463.50	$0.00	$0.00
	CMAQ-MO	$885.18	$613.50	$0.00	$0.00	$0.00
	LOCAL	$962.17	$1,441.75	$928.38	$0.00	$0.00
	STBGM-KS	$210.00	$970.00	$250.00	$0.00	$0.00
	STBGM-MO	$490.00	$1,320.00	$600.00	$0.00	$0.00
Transit	5307	$24,982.18	$22,985.32	$28,730.34	$28,352.25	$22,332.61
	5310	$0.00	$1,870.90	$0.00	$0.00	$0.00
	5311	$137.83	$141.96	$146.22	$150.48	$155.00
	5337	$1,316.85	$0.00	$0.00	$865.00	$800.00
	5339	$2,247.16	$2,314.57	$2,350.00	$2,420.50	$2,450.00
	ARP-MO	$0.00	$0.00	$0.00	$0.00	$6,464.00
	CMAQ-KS	$324.30	$1,637.96	$0.00	$0.00	$0.00
	CMAQ-MO	$523.72	$600.00	$3,283.46	$458.00	$0.00
	CRPM-KS	$1,320.00	$0.00	$0.00	$0.00	$0.00
	CRPM-MO	$2,320.00	$0.00	$0.00	$0.00	$0.00
	CRRSAA-MO	$0.00	$0.00	$0.00	$0.00	$1,616.00
	LOCAL	$116,712.79	$121,828.72	$116,871.41	$117,065.85	$115,814.33
	STATE-KS	$29.08	$0.00	$146.22	$0.00	$0.00
	STBGM-KS	$800.00	$0.00	$0.00	$0.00	$0.00
	STBGM-MO	$0.00	$970.18	$0.00	$0.00	$0.00

	Kansas Subtotal	$337,277.15	$204,485.56	$81,671.80	$13,699.70	$2,349.00
	Missouri Subtotal	$510,225.05	$343,177.33	$279,571.79	$148,422.43	$364,581.00
	Regional Subtotal	$3,010.85	$4,958.75	$2,241.88	$0.00	$0.00
	Transit	$150,713.91	$152,349.61	$151,527.65	$149,312.08	$149,631.94

	Subtotal by Year	$1,001,226.96	$704,971.26	$515,013.11	$311,434.21	$516,561.94
	Total	$3,049,207.48				

Table 7 – Summary

Highway Revenues vs. Expenditures					
	2024	2025	2026	2027	2028
Kansas Revenue	$388,077.08	$277,398.38	$150,354.89	$111,106.42	$113,913.83
Kansas O&M Expenditure	$29,956.31	$30,416.51	$30,881.66	$31,358.29	$31,566.17
Kansas Project Expenditure	$337,277.15	$204,485.56	$81,671.80	$13,699.70	$2,349.00
Difference	$20,843.62	$42,496.31	$37,801.43	$66,048.43	$79,998.66
Missouri Revenue	$551,389.50	$386,419.21	$365,674.96	$238,937.08	$503,742.88
Missouri O&M Expenditure	$35,231.97	$35,764.84	$36,301.31	$36,845.83	$37,398.51
Missouri Project Expenditure	$510,225.05	$343,177.33	$279,571.79	$148,422.43	$364,581.00
Difference	$5,932.48	$7,477.04	$49,801.86	$53,668.82	$101,763.37
Regional Revenue	$3,010.85	$4,958.75	$2,241.88	$0.00	$0.00
Regional Expenditure	$3,010.85	$4,958.75	$2,241.88	$0.00	$0.00
Difference	$0.00	$0.00	$0.00	$0.00	$0.00
Total Revenue	$942,477.42	$668,776.35	$518,271.73	$350,043.50	$617,656.71
Total Expenditure	$915,701.33	$618,802.99	$430,668.44	$230,326.25	$435,894.68
Difference	$26,776.10	$49,973.35	$87,603.29	$119,717.25	$181,762.03

Table 8 – Transit Summary

Transit Revenue vs Expenditure					
	2024	2025	2026	2027	2028
Transit Revenue	$199,922,942	$198,969,438	$205,631,517	$207,786,136	$210,230,614
Transit O&M Expenditure	$116,899,829	$118,653,326	$120,433,126	$122,239,623	$124,073,218
Transit O&M Programmed in TIP	$123,140,400	$125,675,730	$125,450,510	$124,610,310	$125,196,600
Remaining Transit O&M	$0	$0	$0	$0	$0
Transit Revenue Remaining for Non O&M Expenditures	$76,782,542	$73,293,708	$80,181,007	$83,175,826	$85,034,014
Transit Project Expenditure (Non O&M)	$26,573,500	$26,673,890	$26,077,140	$24,701,770	$24,435,340
Difference	$50,209,042	$46,619,818	$54,103,867	$58,474,056	$60,598,674

MTPO

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January 25, 2024

Mike Moriarty
KDOT Urban Planning Unit Manager
Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603

Dear Mr. Moriarty:

This letter is being sent to your office today to inform you that on January 25th, 2024 the Metropolitan Topeka Planning Organization (MTPO) approved the enclosed Amendment to the 2024-2027 Transportation Improvement Program (TIP).

This amendment was reviewed by MTPO staff and by the MTPO Technical Advisory Committee (TAC). Following a 14-day public review period this amendment was recommended for approval by the MTPO-Policy Board at their January 25th 2024 meeting. The approved Amendment and Resolution are enclosed with this letter.

I would appreciate it if you would review and approve this amendment to the 2024-2027 TIP as soon as possible and forward a copy of it to the Federal Transit Administration and Federal Highway Administration for OneDot approval. If you have any questions concerning this amendment please call me at (785) 368-3728. I appreciate your assistance with this matter.

Sincerely,

Rhiannon M. Friedman,
MTPO Secretary

Enclosure: 2024-2027 TIP Amendment #1 and Resolution
cc: – MTPO Chairperson

MTPO

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RESOLUTION

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

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

WHEREAS, a Transportation Improvement Program for the Topeka Area is required to be adopted at least once every four years, and must be amended when necessary, in accordance with the Bipartisan Infrastructure Law BIL, FHWA & FTA Transportation funding apportionments and related laws and regulations, as well as with MTPO adopted policies.

NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.212(b), the Kansas Department of Transportation and the Metropolitan Topeka Planning Organization hereby agree that the public involvement activities carried out in response to the metropolitan planning requirements in 23 CFR 450.322(c) or 23 CFR 450.324(c) satisfy the public involvement requirements to add the projects in this Amendment #1 to the 2024-2027 TIP into the Statewide Transportation Improvement Program (STIP).

Enclosures:

a) Amendment #1 to the MTPO 2024-2027 TIP, TIP 2024-2027 Amended document.

Sylvia Ortiz, MTPO Policy Board Chairperson

Rhiannon M. Friedman, MTPO Secretary

TIP 2021-2024 AMENDMENT

Amendment #1 2024-2027

Policy Board Date: **01/25/24**

Projects Included:

1) **7-24-01-4: (New Project) TMTA:** Upgrade 2023 Low or No-Emission (Low-No) Grant Program. Topeka Metro will replace four diesel fixed route buses with four electric buses, replace three gasoline paratransit buses with three electric vans, and add four additional electric vans to operate microtransit service. Topeka Metro will also be adding the charging infrastructure to support these eleven new vehicles.

2) **KA-6480-01: (Revision) KDOT:** Bridge Replacements. U.S. 24: bridges #104 and #105 (over U.S. 24 highway) at the east U.S. 24/Old U.S. 75 highway junction (southbound and northbound)

3) **KA-6930-01: (Revision) KDOT:** Bridge repair. US-75: Bridge #162 (north and south lanes of I-70 and ramp from I-70 to northbound US-75) located at the east junction of I-70 and US-75 south end with gate in Topeka.

4) **KA-6932-01: (Revision) KDOT:** Bridge repair. I-70: Bridge #039 (on California Avenue over I-70) located at the Junction of California Avenue and I-70 in Topeka

5) **KA-7316-03: (New Project) KDOT:** K-4: North End Kansas River Br., N and NE to SN/JF Co Line. Preliminary Engineering for grading, bridges and surfacing to construct 2-Lanes on a 4-Lane freeway section, including the addition of 2 loop ramps at US-24 and a future proposed interchange at 35th St. This project includes re-evaluation of the Environmental Assessment (EA), ROW acquisition and Public Involvement. ***PE & ROW phases active ONLY***

mTPO

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New Project **2024-2027 TIP**

TIP #: 7-24-01-4 **KDOT:**

Project Type: Transit/Paratransit

Jurisdiction: TMTA

Project: Upgrade 2023 Low or No-Emission (Low-No) Grant Program. Topeka Metro will replace four diesel fixed route buses with four electric buses, replace three gasoline paratransit buses with three electric vans, and add four additional electric vans to operate microtransit service.

Fiscal Year(s): 2025

Location: TMTA Topeka

Total Project Cost: $8,621,595

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

PROJECT Description and Justification: Topeka Metro will also be adding the charging infrastructure to support these eleven new vehicles.

REASON FOR CHANGE:

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC(?)	Local ($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
Capital	2025-2026	7,305.5		N	1,316.1	8,621.6	FTA-Low-No FY23	

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

FOR ADMINISTRATIVE USE ONLY: TIP AMENDMENT # 1 PROJECT 5 OF 5

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Revision **2024-2027 TIP**

TIP #: 1-22-01-3 **KDOT#: KA-6480-01**

Project Type: Roadways & Bridges

Jurisdiction: KDOT

Project: Bridges #104 and #105 on U.S. 24 in Shawnee County

Fiscal Year(s): 2022 – 2028

Location: U.S. 24: bridges #104 and #105 (over U.S. 24 highway) at the east U.S. 24/Old U.S. 75 highway junction (southbound and northbound)

Total Project Cost: $396,400.00

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

PROJECT Description and Justification: Bridge Replacements

REASON FOR CHANGE: Revised fiscal year from 2026 to 2028, M22 date from August 2025 to November 2027, cost estimate to reflect change in fiscal year as requested by Greg Gonzales in email dated October 19, 2023. PROJECT IS AUTHORIZED FOR PE ONLY

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC(?)	Local ($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2022		396.4					
PE	2022	317.2	(317.2)	Y			NHPP	2029
TOTAL		**317.2**	**79.3**			**396.4**		

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

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Revision **2024 - 2027 TIP**

TIP #: 1-23-05-3 **KDOT#: KA-6930-01**

Project Type: Roadways & Bridges

Jurisdiction: KDOT

Project: Repair Bridge #162 on US-75 in Shawnee County

Fiscal Year(s): 2023 - 2024

Location: US-75: Bridge #162 (north and south lanes of I-70 and ramp from I-70 to northbound US-75) located at the east junction of I-70 and US-75 south end with gate in Topeka.

Total Project Cost: $1,547,000

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

PROJECT Description and Justification: Surface preparation, deck patching and overlay, paint girders and bearing, concrete riprap repair, replacement of joints and compression seals, and clean drains.

REASON FOR CHANGE: Revised letting date from January 2024 to May 2024.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC(?)	Local ($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2023		238	Y				
CE	2024		119	Y				
CONS	2024		1,190	Y				
PE		190.4	(190.4)				NHPP	2029
CE		95.2	(95.2)				NHPP	2029
CONS		952	(952)				NHPP	2029
TOTAL		**1,237.6**	**309.4**			**1,547**		

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

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New Project **2024-2027 TIP**

TIP #: 1-24-03-1 **KDOT#: KA-7316-03**

Project Type: Roadways & Bridges

Jurisdiction: KDOT

Project: K-4: North End Kansas River Br., N and NE to SN/JF Co L

Fiscal Year(s): 2024

Location: K-4: From the north end of the Kansas River Bridge, north and northeast to Shawnee/Jefferson County Line

Total Project Cost: $3,440,000

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

PROJECT Description and Justification: Preliminary Engineering for grading, bridges and surfacing to construct 2-Lanes on a 4-Lane freeway section, including the addition of 2 loop ramps at US-24 and a future proposed interchange at 35th St. This project includes re-evaluation of the Environmental Assessment (EA), ROW acquisition and Public Involvement. ***PE & ROW phases active ONLY***

REASON FOR CHANGE: This project has been indefinitely delayed and placed in FY 2050 until funding is identified at which time the project will be re-evaluated for an appropriate schedule per email from Gene Ingwerson dated October 23, 2023, this project has been moved to 2050.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC(?)	Local ($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2024		2,400	N				
ROW	2024		1,040	N				
TOTAL			**3,440**					

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

Funding Summary Table 2024 through 2027

AMENDMENT #1

Metropolitan Topeka Planning Organization

MTPO Metropolitan Planning Area

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

		2024	2025	2026	2027	Totals	Anticipated Minus Programmed
	Anticipated Funding						
Road and Bridge							
	Local	$ 15,250,000	$ 26,458,000	$ 15,250,000	$ 15,250,000	$ 72,208,000	$ 9,970,000
	State	$ 59,260,000	$ 60,148,900	$ 61,051,134	$ 61,966,901	$ 242,426,934	$ 237,004,834
	Federal	$ 9,781,200	$ 41,430,000	$ 272,362,500	$ 368,456,600	$ 692,030,300	$ 365,699,200
	Sub-Totals	**$ 84,291,200**	**$ 128,036,900**	**$ 348,663,634**	$ **445,673,501**	**$ 1,006,665,234**	$ **612,674,034**
Transit							
	Local	$ 7,300,000	$ 7,400,000	$ 7,500,000	$ 7,600,000	$ 29,800,000	$ 8,304,167
	State	900,000	900,000	900,000	900,000	$ 3,600,000	$ 1,200,000
	Federal	4,400,000	4,600,000	4,700,000	4,800,000	$ 18,500,000	$ 7,794,200
	Sub-Totals	**$ 12,600,000**	**$ 12,900,000**	**$ 13,100,000**	**$ 13,300,000**	**$ 51,900,000**	**$ 17,298,367**
	Totals	**$ 96,891,200**	$ **140,936,900**	**$ 361,763,634**	**$ 458,973,501**	**$ 1,058,565,234**	

		2024	2025	2026	2027	Totals
	Programmed Expenditures					
Road and Bridge						
	Local	$ 16,865,000	$ 26,458,000	$ 9,267,000	$ 9,648,000	$ 62,238,000
	State	$ 5,422,100	$ -	$ -	$ -	$ 5,422,100
	Federal	$ 8,644,800	$ 41,430,000	$ 272,362,500	$ 3,893,800	$ 326,331,100
	Sub-Totals	**$ 30,931,900**	**$ 67,888,000**	**$ 281,629,500**	**$ 13,541,800**	**$ 393,991,200**
Transit						
	Local	$ 495,833	$ 6,900,000	$ 7,000,000	$ 7,100,000	$ 21,495,833
	State	$ -	$ 800,000	$ 800,000	$ 800,000	$ 2,400,000
	Federal	$ 1,662,500	$ 9,043,300	$ -	$ -	$ 10,705,800
	Sub-Totals	$ 2,158,333	$ 16,743,300	$ 7,800,000	$ 7,900,000	$ 34,601,633
	Totals	**$ 33,090,233**	**$ 84,631,300**	**$ 289,429,500**	**$ 21,441,800**	**$ 428,592,833**

Notes for Funding Programmed in the TIP

[1] 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.

[2] 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.

[3] State Funding includes funds anticipated to be converted to Federal Funds at a later date.

[4] This table includes Active Project Work Phases ONLY

METROPOLITAN TOPEKA PLANNING ORGANIZATION

TOPEKA, KANSAS

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2024-2027

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

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Kansas Department of Transportation (KDOT)
Kansas Turnpike Authority (KTA)
Shawnee County, Department of Public Works
City of Topeka, Department of Public Works
Topeka Metropolitan Transit Authority (TMTA)
Topeka/Shawnee County Paratransit Council

An electronic copy of this document and any subsequent amendments to it may be downloaded from the MTPO section of the Topeka website at http://www.topekampo.org/.

A paper copy of this document is available at the address below:
Metropolitan Topeka Planning Organization
Topeka Planning & Development Department
620 SE Madison, 3rd floor, Unit 11
Topeka, KS 66607
(785) 368-3728

Approved: 10/26/2023; Amed: 1/25/24

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

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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(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Metropolitan Topeka Planning Organization (MTPO)

Introduction

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

Funding Overview:

Current Transportation Bill: Bipartisan Infrastructure Law (BIL)

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

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

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

BIL Metropolitan Planning Program Funding

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

*Calculated (sum of estimated individual State MPP apportionments)

Bipartisan Infrastructure Law 2022-2026 Transportation Funding Breakdown

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

	Avg. Annual	5-Year Avg. Total
Highways:	$89M	$445M
Bridges:	$45M	$225M
Electric Vehicle Infras.:	$8M	$40M
Rural Transit	$3.7M	$14.8M
Total:	**$145.7M**	**$725M**

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

http://ww.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm

The KDOT Eisenhower Legacy (IKE) Transportation Program

A 10-year state-wide program (2020-2029) that addresses highways, bridges, public transit, aviation, short-line rail and bike/pedestrian needs across Kansas. The program and associated projects are focused on making roads safer, supporting economic growth, and creating more options and resources for Kansans and their communities.

- IKE legislation requires that at least $8 million be invested in each county across Kansas. Investments include the following types of projects:
  - Highway preservation,
  - Highway expansion and modernization,
  - Aviation,
  - Transit,
  - Rail,
  - Bicycle/pedestrian projects and
  - Projects addressing technology and economic development.
- In the first round, $74 million in transportation projects (both preservation and expansion) was awarded. Thirty-nine (39) million dollars of this was state funding. Projects will be added to the development and construction funding pipeline annually.

The KDOT Innovative Technology Program

Provides financial assistance to partners for innovative technology projects that improve safety, increase total technology investment, and help both rural and urban areas of the state improve the transportation system.

- Candidate projects should provide transportation benefits that typically are not eligible for other KDOT programs and may receive additional consideration if they support economic growth, aid in the retention or recruitment of business or add value to a KDOT project.
- For projects that meet an important transportation need such as:
  - Promoting safety,

- Improving access or mobility, and
- Advancing transportation technology.

- All transportation system projects are eligible, including:
  - Roadway (on and off the state system)
  - Rail
  - Aviation
  - Unmanned Aircraft Systems (UAS)
  - Alternative fuels
  - Public safety data, bicycle/pedestrian
  - Public transit

- $3 million awarded annually, no project receives more than $1 million per cycle. Applications are considered at least once per state fiscal year. Projects will typically be administered by a local unit of government, though non-governmental applications will also be considered. A minimum of 25% non-state cash match is required. Additional consideration will be given to project applications that contribute more than the minimum required match.

The KDOT Cost Share Program

Provides financial assistance to local entities for construction projects that improve safety, leverage state funds to increase total transportation investment and help both rural and urban areas of the state improve the transportation system.

- Projects must address an important transportation need such as:
  - Promoting safety.
  - Improving access or mobility.
  - Improving condition; or
  - Relieving congestion.
- All transportation projects are eligible including:
  - Roadway (one and off the state system).
  - Rail.
  - Airport.
  - Bike & pedestrian and
  - Public transit.
- Projects must have the support of local leaders and must be “let” by a local government.
- $5 million in projects announced for Fall 2020. Applications are considered two times a year. Local governments, often in partnership with a private business, may apply. 15% minimum local match required.

TIP Policy: Purpose & Definition

This policy describes the TIP development process, the methods to amend the TIP, and provides an overview of the guidelines to be used in the development and maintenance of the TIP. The activities involved in these processes are defined here, as well as what constitutes a "regionally significant" project. Federal requirements for the development and content of the TIP are found in 23 CFR 450.326.

TIP Defined

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

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

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

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

TIP Amendment Schedule

Schedule for Making Changes to TIP Projects

Changes to TIP projects (including additions and amendments of projects) will be processed quarterly beginning at the January MTPO Technical Advisory Committee (TAC) meeting of each year. This provision was incorporated into the amendment process to provide a more efficient TIP amendment process. However, in the event there is an amendment that requires immediate processing the MTPO staff is at liberty to circumvent the amendment schedule.

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

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

TIP Development

Project Funding

Projects in the TIP are funded through various Federal, State, and local funding sources. The City of Topeka and Shawnee County identify projects in their respective Capital Improvement Programs (CIP) that will be funded over the next 5 years. Coordination between the City, County, KDOT, Topeka Metro Transit Authority (TMTA) and the MTPO occurs to ensure that the projects identified for funding are consistent with the MTPO's MTP. Assistance with determining project consistency is conducted with the help of the MTPO decision making bodies which include the TAC and MTPO Policy Board.

The primary federal funding sources for this region include Surface Transportation Block Grant Program funds (STBG). Through the STBG, the BIL continues the FAST Act's long-standing Surface Transportation Program (STP), acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically been administered.

The BIL continues all prior STP eligibilities, including eligibilities for states to create and operate offices to help design, implement and oversee public-private partnerships. The BIL also continues specific mention of the eligibility of the installation of vehicle-to-infrastructure communication equipment.

Discretionary funding for transportation enhancements or special projects also becomes available from time to time to further the implementation of the region's MTP. These funds include a) Transportation Alternatives (TA) funds, which are funds generally used for new trails, city beautification, or historic transportation projects, although other types of projects may also be eligible for TA funding; b) FHWA Highway Safety Improvement Program (HSIP) funds; c) KDOT Economic Development Projects; and d) National Highway Performance Program (NHPP) funds.

Federal funding for Public Transit capital and operations is supplied through FTA grants. FTA grants such as 5307, 5309 & 5310 have all been used by the TMTA. The TMTA uses these federal funds along with city mill levy and fare box revenues to support its operations. Paratransit providers in the MTPO Area also utilize these funds for capital expenditures and operations.

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

TIP Approval Process & Fiscal Analysis

Basic Steps to Development and Approval of the TIP

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

⇩

Solicit projects from collaborative partners

⇩

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

⇩

MTPO sets deadline for completion of project submission forms

⇩

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

⇩

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

⇩

MTPO conducts public involvement activities and revises draft TIP to reflect public comments if warranted.

⇩

MTPO Staff prepares the TIP Public Hearing Draft and submits the TIP back to the TAC for recommendation to forward to PB for approval

⇩

MTPO approves the TIP and forwards it to KDOT for review and approval

⇩

KDOT Secretary (acting as the Governor's designee) approves the TIP

⇩

KDOT forwards the TIP to the FHWA and FTA for approval prior to inclusion in the State TIP

The FHWA and the FTA must jointly find that the TIP is consistent with the MTP per CFR subsection 450.330. The MTPO and KDOT must also certify the planning process has been carried out in accordance with CFR subsection 450.334.

Projects in the TIP are included by reference in the STIP. The STIP is the State's equivalent of a TIP, but includes all federal funded transportation projects throughout the state. KDOT sends the STIP to the

FHWA and FTA (Also known as OneDot) for approval. Approval of the STIP by FHWA and FTA also serves as the TIP approval.

TIP Fiscal Analysis

First, the TIP must contain a system-level estimate of the costs and revenue sources that can be reasonably expected to be available to adequately operate and maintain the multimodal transportation system. Second, the TIP is required to use revenue and cost estimates that apply an inflation rate to reflect "year-of-expenditure" dollars. For projects like Transportation Alternatives that require a KDOT application, the inflation factor is built into the application form and takes the current year estimate and inflates it to the year in which the funds will be available.

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

Fiscal constraint ensures that funds are available or can reasonably be expected to become available for the projects submitted for inclusion into the TIP. Projects listed for the City and County are submitted by their respective Public Works Departments. Anticipated federal funding for the next four years for roads, bridges and enhancement projects will primarily be supplied by federal STBG program, HSIP and TA funds. However, it is also reasonable to assume that discretionary funds may also be granted in some years covering this four-year period. Federal funding for public transit and paratransit operations will generally be derived through transit urban and rural formula programs such as FTA 5307 funds, and Section 5309 discretionary capital funds.

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

Sub-allocated Federal Programs

A number of federal funding streams are dedicated by statute, or sub-allocated, to specific projects and programs within the MTPO MPA. The following is a listing of current BIL programs carried over from FAST Act legislation.

Surface Transportation Block Grant Program

The STBG program provides flexible funding that may be used by states and localities for projects on any federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. STBG program funds are divided into three (3) subcategories using a formula based on population. These three subcategories include:

1. Areas with a population of 5,000 or fewer
2. Urban areas with a population of 5,001 to 200,000
3. Urbanized areas with a population over 200,000.

Transportation Alternatives Program

The Transportation Alternatives Program (TA) provides for a variety of alternative transportation projects that were previously eligible activities under separately funded programs such as Transportation Enhancements and Safe Routes to School. The program supports projects that expand travel choices and enhance the transportation experiences through improvements to the cultural, aesthetic, historic and environmental aspects of the transportation network. Eligible activities include bicycle and pedestrian accommodations, safe routes to school programs and recreational trails.

Federal Transit Administration Programs

Section 5307 Formula Grant

Section 5307 (49 U.S.C. § 5307) is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. This program was initiated by the Surface Transportation Act of 1982 and became FTA's primary transit assistance program in fiscal year (FY) 1984. Funds are apportioned to urbanized areas, with a population of 50,000 to 199,000, utilizing a formula based on population and population density. The funding formula includes other factors for areas with populations of 200,000 or more. Section 5307 is funded from both General Revenues and Trust Funds.

Section 5307 urbanized area formula funds are available for public transit improvements, but may not exceed 50 percent of the net project cost of operating assistance. The federal share may not exceed 80 percent of the net project cost for capital expenditures unless it's attributed to complying with Americans with Disabilities Act and the Clean Air Act. For urbanized areas with populations of 200,000 or more, funds flow directly to the designated recipient. For areas with populations under 200,000, the funds are apportioned to the Governor of each state for distribution.

Section 5310 Formula Grant

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

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

Section 5311 Formula Grant

Section 5311 Formula Grants are designated for rural areas. This program provides capital, planning, and operating assistance to states to support public transportation in rural area with populations of less

than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

Eligible recipients include states and federally recognized Indian Tribes. Sub recipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

The federal share of funding is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service projects. Section 5311 funds are available to the States during the fiscal year of apportionment plus two additional years (total of three years). Funds are apportioned to States based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas. In addition, each state must spend no less than 15 percent of its annual apportionment for the development and support of intercity bus transportation, unless, it can certify, that the intercity bus needs of the state are being adequately met.

Highway Safety Improvement Program (HSIP)

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

The specific provisions pertaining to the HSIP were defined in FAST Act § 1113; 23 U.S.C. 148, which amended Section 148 of Title 23, *United States Code* (23 USC 148). Some program highlights include:

- Each State must develop, evaluate and update a state-wide Strategic Highway Safety Plan on a regular basis.
- The High Risk Rural Roads (HRRR) Special Rule requires States to obligate funding on HRRRs if the fatality rate is increasing on rural roads.
- The annual reports from the States will be posted on FHWA's website.
- FHWA is required to establish measures for the States to use in assessing the number and rate of fatalities and serious injuries.

Advance Construction

State and local governments use a federal funding tool called “advance construction” to maximize the receipt of federal funds and provide greater flexibility and efficiency in matching federal aid categories to individual projects. Advance construction (AC) is an innovative funding technique that allows project sponsors to initiate a project using non-federal funds while preserving eligibility for future federal aid. With AC, the Federal Highway Administration FHWA determines eligibility for federal aid but does not actually commit present or future federal aid to the project. Project sponsors may convert the project to regular federal aid, provided that federal aid is available for the project. AC does not provide additional federal funding- it simply allows project sponsors to construct projects with state or local money but seek federal reimbursement in the future.

Adequate Operating & Maintenance (O&M) Funds

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

Road and Bridge Budgeted O&M Costs

Given the information provided from the jurisdictions on their assets, it is the assumption of the MTPO that there is adequate funding available for operations and maintenance. The expenses for O&M work items are usually paid for by the local government that owns and operates the road and the utility providers that use the road rights-of-ways.

The cities and county also receive a portion of the state gas tax collected in Shawnee County. This amount of funding is anticipated to continue during the years covered by this TIP. The state-supplied pass through gas tax funding is supplemented by local government funds to make up the bulk of Shawnee County roadway O&M. budgets.

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

The data table below outlines each government within the MTPO area and their cost to operate and maintain their system. An inflation factor of 3.5% was used for each subsequent year.

Road and Bridge O&M					
	Fiscal Year	**KDOT****	**County**	**City**	**Total**
Base Cost per Lane Mile*		$ 3,500	$ 6,459	$ 5,896	
Lane Miles		560	635	800	
	2024	$1,860,000	$ 3,310,000	$ 7,934,605	$13,104,605
	2025	$1,925,100	$ 3,425,850	$ 6,844,135	$12,195,085
	2026	$1,992,479	$ 3,545,755	$ 2,044,135	$ 7,582,368
	2027	$2,062,215	$ 3,669,856	$ 2,044,135	$ 7,776,206
Totals		**$7,839,794**	**$13,951,461**	**$18,867,010**	**$40,658,265**
*The Base cost per mile is derived by deviding the the number of lane miles each entity is responsible for , by the average annual maintenance cost.					

Paratransit

The paratransit providers in the region mostly provide their own funds to operate their services, but in some cases receive a small amount of state operating subsidy from KDOT. Typically, this state Operating assistance is only a few thousand dollars per year for each operator. Most of the federal and state aid to paratransit is for vehicle purchases. However, in response to conversations KDOT had with several (FTA-5310) transit providers regarding their needs during the ongoing pandemic, additional funds were provided to agencies based on their fleet size.

TMTA Budgeted O&M Costs

Transit operations are funded with a mix of local, state, and federal funds. TMTA O&M is the cost of operating transit service and maintaining the transit fleet. Costs include; management and support wages and benefits; Board fees and expenses; Legal, Human Resources, and IT expenses; Utilities for the administration building; and General office supplies. The following table shows the budgeted and projected TMTA Operating and Maintenance Costs.

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

TIP Project Revenue Sources

TMTA Revenue Funding Sources

TMTA revenue sources come mainly from Federal and State Transit grants and allocations as described earlier in this document. The table below provides a breakdown of the TMTA's projected revenue sources over the next 4 years.

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

* "Other" revenue sources include interest on investments, bus advertising, and MTPO funding.

TMTA also provides Lift Service, which is a paratransit service that provides origin to destination transportation for people whose disability or condition prevents them from using Topeka Metro fixed route buses. Lift Service can take a qualified customer to locations within ¾ of a mile of a regular Topeka Metro fixed bus route, during the same hours that the bus route runs in that area.

City and County Revenue Funding Sources

The major City and County revenue funding sources included in the TIP that support transportation initiatives include the following:

Citywide Half-Cent Street Sales Tax (Fix Our Streets)

Citywide Half-Cent Street Sales Tax (also known as the Fix Our Streets Sales Tax) is funded by a voter approved half-cent sales tax initiative. It is a 10-year tax earmarked for street maintenance and improvement projects, engineering and design, maintenance materials, curb and gutter, ADA ramps, alley repair, and 50/50 sidewalk repair. This funding cannot be used for new street construction. The tax generates approximately $14.7 million in annual revenue.

Countywide Half-Cent Street Sales Tax

The Countywide Half-Cent Street Sales Tax is funded by a voter approved half-cent sales tax initiative for economic development and countywide infrastructure development.

Federal Funds 2024-2033 CIP

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

G.O. Bond 2024-2033 CIP

General Obligation (G.O.) bonds are used to finance major capital projects with an expected life of 10 or more years. A G.O. bond is secured by the City's pledge to use any legally available resources, including tax revenue, to repay bond holders. The City used a portion of the property tax levy to finance the debt service payments.

Complete Streets

In September 2012, the MTPO approved a Complete Street Policy in support of the region's vision for a safe, balanced, multi-modal and equitable transportation system that is coordinated with land-use planning and protective of the environment. This policy guides and informs the MTPO's planning and programming work. The current CIP ½-cent sales tax includes annual allocations of $100,000 specifically earmarked for Complete Streets projects. Complete streets are streets, highways and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right-of-way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or other means of mobility.

Bikeways Master Plan Funding

Another sub-category of the CIP's ½-cent sales tax allocation for roadway improvements includes funding to support the implementation of Topeka & Shawnee County Bikeways Master Plan. In 2012 the City of MTPO funded a Bikeways Master Plan that was produced by RDG Consultants and the MTPO partners. This Plan was adopted by the City and the County in 2012 and was most recently updated in 2020. Several phases of this Bikeways Master Plan have been implemented mainly through the use of TA grant awards, which have total more than $4.5 million as of 2023. The ½-cent sales tax allocates $500,000 every other year for Bikeways Master Plan implementation. These improvements include on-

street bike lanes, 10-foot side paths, roadway markings and signage. The majority of these funds are utilized as match funds for the federal TA grant funds. The tables below show the transportation revenue breakdowns for Topeka and Shawnee County.

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

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

KDOT Revenue Funding Sources

The State revenue projections were based on fund distributions from the previous program, Transportation Works for Kansas (T-WORKS). T-WORKS was Kansas' 10-year, $8 billion transportation program designed to create jobs, preserve highway infrastructure and provide multimodal economic development opportunities across the state from 2010 -2020. This program has been supplanted by the Eisenhower Legacy Transportation Program (IKE) previously described. The table below shows a breakdown of the estimated KDOT revenue sources for the four years covering this TIP period.

KDOT does not program projects in their budget documents or ask for projects to be added to the TIP unless a specific identified and reasonable funding source is identified. Therefore, KDOT requests for TIP actions represent a fiscally constrained condition for state funded and/or managed projects.

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

Demonstration of Fiscal Constraint

TIPs are required to have a four-year fiscally constrained program of projects. Fiscally constrained means enough financial resources are available to fund projects listed in the TIP.

The MTPO accounts for O&M expenditures "Off the Top" from available funding before projects are programmed. This ensures there is enough funding to operate, maintain, and preserve the existing transportation system (including roads, bridges, and transit services), which is a high priority of the MTP, Futures 2045. The table below shows the funding available for programming projects taking O&M expenses into account.

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

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

Futures 2045 Goals and Objectives

Based on federal goals, public input, and an analysis of other transportation plans in the region, including the last MTPO MTP, five general goals emerged to guide decision-making for the Futures 2040 Plan. Generally, the goals match or include all eight federal goal areas and follow the general themes heard throughout the public engagement process. To assure that these goals are being met, several performance measures were also selected to determine progress. These goals are deliberately simpler than goals in past plans, making them easier to communicate with the public and better to resonate with the public's general concerns. In order of importance, the Future 2040 goals are:

1. Maintain Existing Infrastructure
2. Increase Safety for All Modes of Transportation
3. Enhance Quality of Life
4. Equity and Access for All
5. Leverage Transportation System to Support Economic Development Efforts

Project Evaluation and Selection

As part of the project selection process, the current MTP, also referred to as Futures 2045, is referenced below to assure projects conform to the established goals listed above. Futures 2045 contains a listing of projects that are both long- range and short-range priorities for the MPA. Before a project can be included in the TIP, it must first be on the List of Recommend Projects in the MTP. Local governments are responsible for submitting projects in the STPBG program, Transportation Alternatives (TA) and other funding categories in consultation with the MTPO and KDOT.

Performance Measures

The BIL continues the performance- and outcome-based program established under MAP-21. The objective is to invest resources in projects that collectively make progress toward the achievement of national goals. The legislation requires the U.S. Department of Transportation (USDOT), in consultation with States, MPOs and other stakeholders, to establish performance measures in these areas:

• Safety • Infrastructure condition • Congestion reduction • System reliability •Freight movement • Economic vitality

Relationship to the Futures 2045 Plan Goals

The TIP and other plans are required to include information regarding performance measures. Performance measures and targets have now been set at the State level and are now required to be carried out at the metropolitan planning levels. Futures 2045, addresses performance measures in addition to the goals listed above. Targets set forth in this TIP will serve as the gauge for measuring the MTPO's progress toward fulfilling those goals.

Performance Measures (1): Safety

Goal: Increase Safety for all Modes

Each MPO is required to establish performance targets for each of the federally required performance measures to use in tracking progress toward attainment of critical outcomes for the MPO region. [23CFR 450.306(d)(2)(i).

It is the long-range goal of the MTPO to reduce traffic fatalities within the MPA. The MTPO will be researching safety strategies which will encompass education, enforcement, engineering and emergency response. Actions will include targeted intersection safety improvements and varied education and enforcement efforts. The MTPO will also explore avenues to coordinate with its MPO planning partners to incorporate methods of improving safety for bicyclists, pedestrians, and motorcyclists.

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

At this time, the MTPO has chosen to adopt and support the safety goals set forth by the Kansas Department of Transportation (KDOT) until such time that the MTPO is able to work with a consultant on tracking the Safety PM's outlined in the MTPO Transportation Safety Plan. The process will generally include 5 steps:

- Goal/Objectives
- Performance Measures
- Target Setting (evaluate programs and projects)
- Allocate Resources (Budget & staff)
- Measure & Report Results (Actual Performance achieved)

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

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

The State's Safety targets that the MTPO will also adhere are as follows:

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

The MTPO will plan and program projects to assist in achieving these State numeric targets, coordinating with both the State and public transportation providers to ensure that the targets set are consistent as much as is practical. The information contained in the above table represents 5-year averages. ***Potential Safety Factors to be considered when evaluating TIP project's relevance to the safety of the transportation system component networks include:***

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

Performance Measures (2): Infrastructure-Pavement & Bridge Conditions

Goal- Maintain Existing Infrastructure

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

In 2022, the MTPO adopted the Futures 2045 which continued the long-standing practice of identifying roadways needing additional capacity and the need for building new major thoroughfares. Much of the region's transportation dollars were allocated to building new roads and widening existing roads.

The classification of this performance measure is based on National Bridge Inventory (NBI) condition ratings for their deck (riding surface), superstructure (supports immediately beneath the driving surface), substructure (foundation and supporting posts and piers) and culverts. Condition is determined by the lowest rating of deck, superstructure, substructure or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if it is less than or equal to 4, the classification is poor. Bridges rated below 7 but above 4 will be classified as fair, with ratings below 4 being classified as poor.

State Highways: Highway pavement conditions are monitored in the spring of each year, for both interstate highways, and non-interstate highways. Targets have been established by the KDOT for the percent of pavement in good condition: 65% for interstate highways and 55% for non-interstate highways. Figures 2-1 thru 2-4 display the performance data and targets chosen for the Metropolitan Planning Area (MPA) for the years 2018 and 2024. Both "Good" and "Poor" pavement conditions are recorded and monitored. The state highway uses the International Roughness Index (IRI) standards for rating the condition of interstate and non-interstate highways.

Figure 2-1

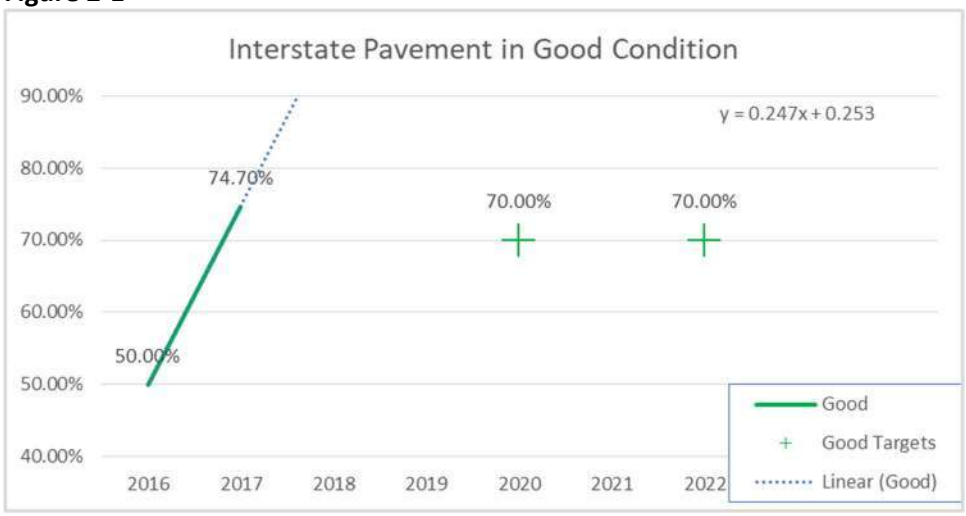


Figure 2-2

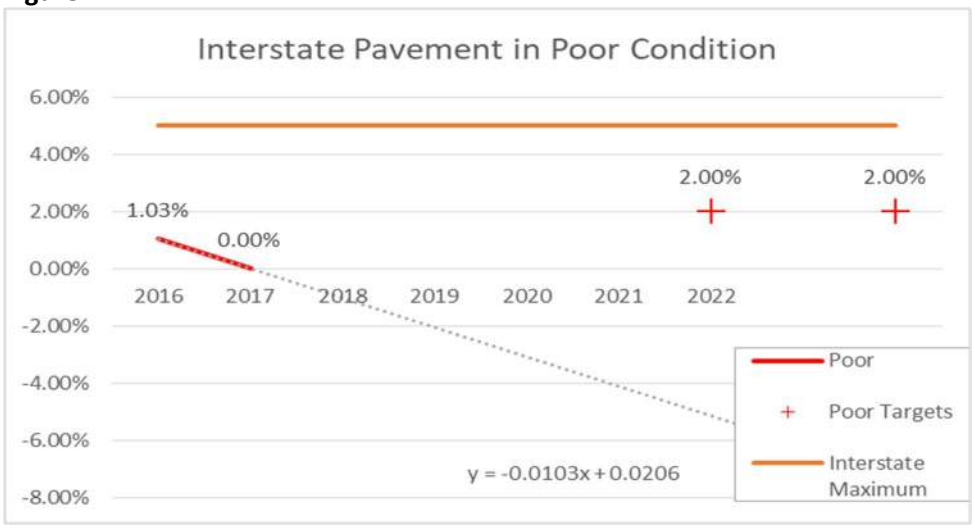


Figure 2-3

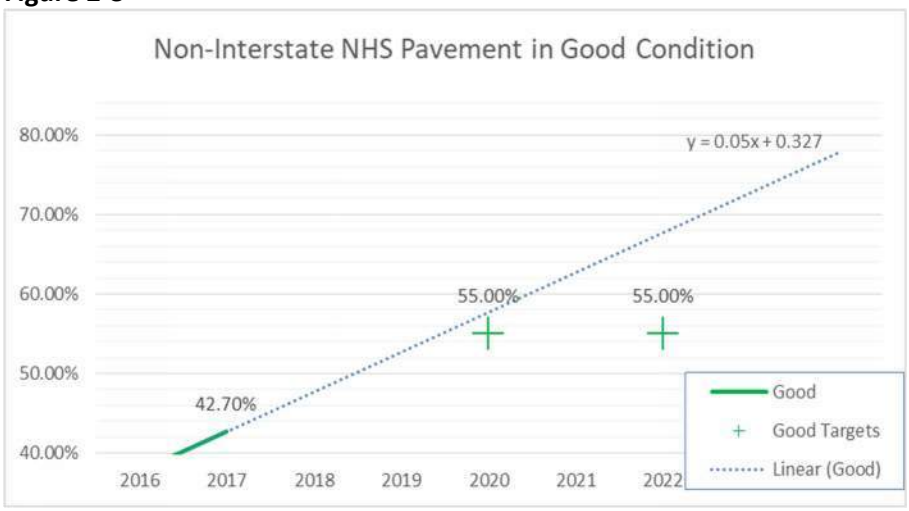
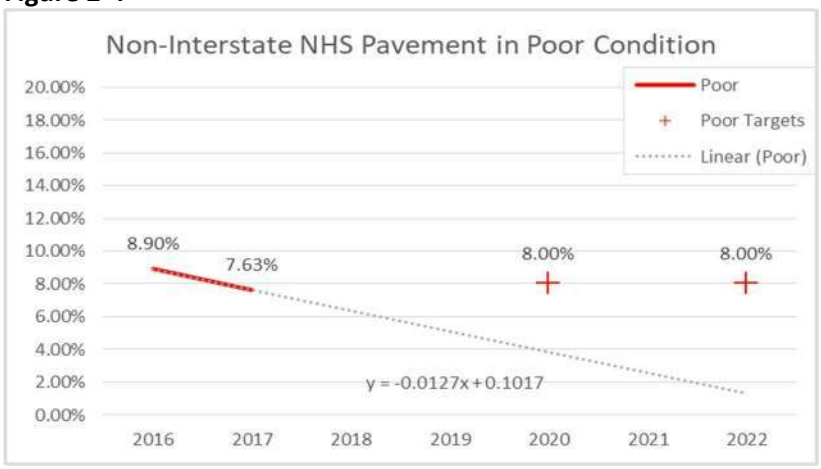


Figure 2-4



City Streets: In 2016, Topeka completed the inspection and evaluation of all city streets as the first phases of a pavement management program process. A Pavement Condition Index (PCI) score (rating scale 0-100) was determined for each street's condition based on surface condition distresses. The PCI scale provides an objective and rational basis for determining maintenance and repair needs and priorities.

Accurate and timely data on pavement condition is used to assess system performance and deterioration, identify maintenance and reconstruction needs and to determine financial needs.
PCI is a rating scale that measures the condition of pavements through systematic measurement of surface distresses, like cracking, rutting, joint failure, roughness, oxidation among other factors, similar to the state highway process. The PCI scale ranges from 0-100 and is an indicator of the maintenance strategy needed. The PCI is grouped into five categories corresponding to the most cost-effective maintenance strategies:

- **Good (PCI 85-100):** Pavement has minor or no distresses and requires only routine preventative maintenance.
- **Satisfactory (PCI 70-84):** Pavement has scattered, low- severity distresses that need only routine preventative maintenance.
  Fair (PCI 55-69): Pavement has a combination of generally low-and medium-severity distresses. Maintenance needs are minor to major rehabilitation.
- **Poor (PCI 40-54):** Pavement has low-, medium- and high-severity distresses. Near-term maintenance and repair needs may range from rehabilitation up to reconstruction.
- **Very poor (PCI 25-39):** Pavement has predominantly medium- and high-severity distresses that require considerable maintenance. Near-term maintenance and repair needs will be intensive in nature, requiring major rehabilitation and reconstruction.

The initial 2018 PCI data revealed that the average PCI score for functionally classified streets in Topeka is approximately 60, about the mid-range of the "Fair" category. The average PCI for all city streets was 57.7. Topeka has committed to investing an average of $24 million annually over the next 10 years to improve this score of all streets. Figure 2.5 shows the current PCI scores and lane miles for the City of Topeka's functionally classified (FC) streets.

Figure 2-5: Pavement Condition for City Streets

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

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

County Pavement Condition: There are 142 miles of functionally classified roads in the MPA for which performance measures are applied (there are 287.5 county lane miles in total). Based on KDOT's pavement ratings, 121 miles (85%) are in "Good" condition, with 21 miles (15%) rated as "Fair". The County annually inspects roadway conditions in the spring.

The County relies on an in-house pavement evaluation process known as the Pavement Surface Evaluation and Rating (PASER) method. This method was developed by the University of Wisconsin-Madison Transportation Information Center and is used in conjunction with an internal spreadsheet/database. This pavement management system is simple and expedient in its method of evaluation and, since it has been developed internally, can be implemented at no cost (with the exception of labor and travel costs to conduct the inspections).

Figure 2-6 shows the PASER 1-10 rating scale and how the ratings are related to needed maintenance. This rating is separate from the KDOT attributed ratings used for performance measure purposes. The County's goal is to maintain all pavements such that a rating of at least 6 (good condition) is achieved. Roads with a rating equal to or less than 5 receive treatment.

Figure 2-6: PASER ratings related to needed maintenance or repair:

1 (Failed) Total Reconstruction
2 (Very Poor) Reconstruct
3 (Poor) Patching, Mill & Overlay
4 (Fair) Overlay
5 (Fair) Thin Overlay or Chip/Seal
6 (Good) Chip/Seal
7 (Very Good) Crack Sealing
8 (Very Good) Little Maintenance Required
9 (Excellent) Like New – No Maintenance Required
10 (Excellent) New Construction – No Maintenance Required

On an annual basis, typically during the February-April timeframe, Shawnee County Department of Public Works (SCDPW) staff will drive all of Shawnee County's roads and assign each roadway segment a PCI rating of 1-10, as listed above. The individual PCI ratings for each roadway segment will be integrated into a spreadsheet and depicted graphically on a roadway system map.

Depending upon the PCI rating and the roadway surface type, a Remaining Service Life (RSL) value, in years, will be assigned for each roadway segment. A sum of all of the roadway segment RSL values will be tabulated and then divided by the total number of roadway miles (287.5) to determine an overall "Roadway Network Health" number (e.g., if the sum of all of the individual roadway segment RSL values was 2,160 years, the resulting Roadway Network Health number would be 7.5 years, i.e., 2,160/287.5)

An estimated cost of maintenance/repair per mile will be assigned to each rating value listed above. For example, a roadway having a condition of 8 may have an estimated cost of maintenance of $1,000/mile while a roadway segment having a condition rating of 1-2 may have a cost of repair totaling $125,000-$500,000/mile, or more, depending on the type of roadway (i.e., rural section or urban section, and surface type).

It is the current goal of SCDPW to maintain a minimum PCI rating of 6 for each mile of Shawnee County's roadway system. SCDPW will work toward and maintain a minimum average Roadway Network Health number of 7.75 annually (average RSL of 10 for asphalt-paved roads and average RSL of 5 for chip/seal roads).

By utilizing the Pavement Management System, the MTPO will be able to easily identify and compare each roadway segment's condition. This will assist SCDPW in planning where and how to spend its budgeted allotment for road maintenance in the most cost-effective manner to maintain or increase the overall health of the roadway network.

STRATEGY:

Continue current levels of funding to maintain highway, City and County functionally classed road pavements beyond 2019, with frequent monitoring of the process.

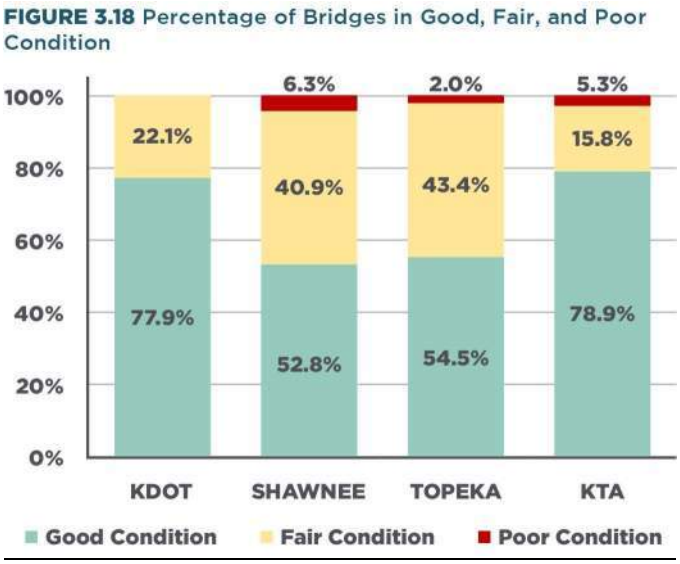
Target Pavement Conditions:
2022 Target for Interstate Highways 70% (Good): 2% (Poor)
2022 Target for Non-Interstate Highways 55% (Good): 8% (Poor)
2022 City Streets Target: Average PCI Target for all roads: 60
2022 County Roads Target: Increase "Good" roads in the MPA to 90%

Bridge Conditions: In accordance with state and federal requirements, KDOT, Kansas Turnpike Authority (KTA), Shawnee County and the City of Topeka conducts biennial inspections of the bridge inventory for load capacity and maintenance needs. This includes looking at the condition of the bridge deck (riding surface), super structure (supports immediately beneath the driving surface), and substructure (foundation and supporting posts and piers). Based upon this evaluation, bridges are assigned an overall sufficiency rating. A capital improvement program for new bridge construction and major rehabilitation is then developed and administered.

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

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

Figure 2-7: Bridge Conditions



Source: Kansas Dept. of Transportation

Overall, 62.3% of the total bridges are in Good Condition, 34.1% are in Fair Condition, and 3.6% are in poor condition. Shawnee County has the lowest percentage of bridges in good condition (52.8%), followed by Topeka (54.5%). Meanwhile, KDOT and KTA have 77.9% and 78.9% bridges in good condition, respectively. Shawnee County also has the highest percent of bridges in poor condition (6.3%) followed by KTA (5.3%) and Topeka (2.0%).

The MTPO has adopted the state performance goals and following targets with consideration of the current status of Shawnee County Bridges:

Target 2022 Bridge MTPO Area Conditions: -Overall Target: 65% (Good) 3% (Poor)

Performance Measures (3): Freight & Economic Vitality

Goal: Improve Mobility

The increasing economic competitiveness among regions within the United States and globalization of the economy has amplified the importance of a metropolitan freight transportation infrastructure. The deregulation of freight transportation dramatically changed business practices and created new competitive opportunities across modes. The changing nature of business practices, with an emphasis on reliable, just-in-time delivery, places a premium on the efficient operation of the freight transportation system. At the same time, the safe and efficient movement of goods increases the burden on the regional infrastructure making maintenance and safety a priority.

Comments from local businesses suggest their primary concern is maintaining the existing transportation infrastructure to support the safe and efficient movement of goods within and through the region.

Globalization of the economy has also changed the transportation and service requirements of shippers, and receivers. Manufacturers can serve markets globally, but this requires a greater reliance on, and

greater efficiencies in, the transportation system. The following section highlights the current trucking freight transportation environment within the region.

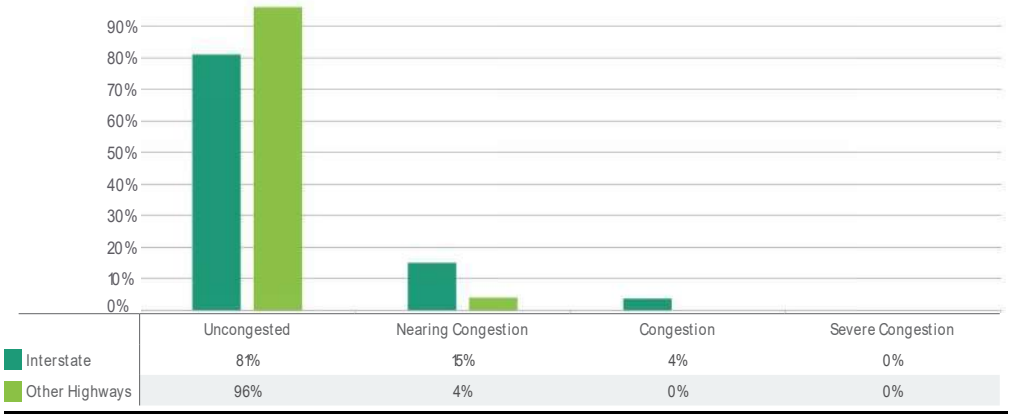
Truck Flows: I-70 is the major freight highway in the Metropolitan Topeka Region. The FHWA Freight Performance Measurement, Travel Time in Freight-Significant Corridors report, notes that I-70 runs a total of 2,153 miles connecting ten states through the midsection of the continental United States from Cove Fort, Utah to Baltimore, Maryland. I-70 passes through Denver, CO; Topeka, KS; Kansas City and St. Louis, MO; Indianapolis, IN; Dayton and Columbus, OH; Wheeling, WV; Hagerstown and Frederick, MD. The western half of I-70, including Topeka, is overwhelmingly rural except for Denver. By contrast, the eastern half, stretching from Kansas City to Baltimore, has more closely spaced urban areas and is part of a relatively dense network of interstates and other major highways. Here traffic volumes and problems caused by intersecting highways are more likely to slow trucks. The stretch of I-70 between Denver and Kansas City, including Topeka, has none of these problems and, therefore, relatively high average truck speeds, averaging between 55 and 60 mph.

Futures 2045 projections anticipate growth in the I-80 and I-40 corridors while I-70 is projected to see a slightly slower growth. Furthermore, I-70 west of Topeka toward Denver is not anticipated to see as significant an increase in truck volumes, as most of the growth in east-west freight movement is accommodated in the I-80 corridor.

Within Topeka and Shawnee County, I-70 carries the heaviest truck volumes. The highest truck volumes on I-70 occur between I-470 and US-75 with over 6,200 heavy commercial vehicles per day. Through downtown Topeka, over 4,400 trucks per day travel I-70; similar truck volumes are seen on I-70 east and west of Topeka. The Kansas Turnpike (I-335) south of Topeka carries 1,570 commercial vehicles per day while 1,720 trucks per day travel US-75 north of Topeka.

Congestion on the highway routes used by commercial vehicles is minor and limited to the peak hour (commuting) periods of the day. Travel time reliability is not an issue for the Topeka Metropolitan Area. See Figure 3-1 for congestion within Topeka's highways.

Figure 3-1: Freight Movement on Topeka's Interstate and other Highways



Travel Time Reliability Index (TTRI): Freight movement will be assessed by the TTRI. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTRI ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTRI is generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate. Figures 3-2 below shows the 2016 and 2017 State TTRI numbers and future targets.

Level of Travel Time Reliability (LOTTR): In addition to TTRI for freight, utilized for interstate/non-interstate measures, the State also measures a general Level of Travel Time Reliability (LOTTR). LOTTR represents the percent of person-miles traveled that are reliable, irrespective of mode of transportation utilized. In short, it is the level of travel time reliability for each time period and reporting segment on the interstate system, and on the non-interstate highway system. Whereas the TTTR uses the 50th and 95th percentile times, the LOTTR utilizes the 80th and 50th percentile times. The time periods for LOTTR are: Mon-Fri.: (6-10am; 10am-4pm; 4pm-8pm and 6am-8pm on weekends)

The threshold for the LOTTR ratio is 1.5. Any ratios that are above 1.5 are considered "Not Reliable". While there is no threshold for the TTRI, the sum of all segments in each time frame must not exceed 1.5. The target percentage for the LOTTR represents the percent of the interstate/non-Interstate system person-miles that ARE reliable. State DOTs and MPOs will have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full interstate system. State DOTs and MPOs may use an equivalent data set if they prefer. Figures 3-3 and 3-4 below show the 2016 and 2017 State LOTTR numbers and future targets. The MTPO will be supporting these targets.

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

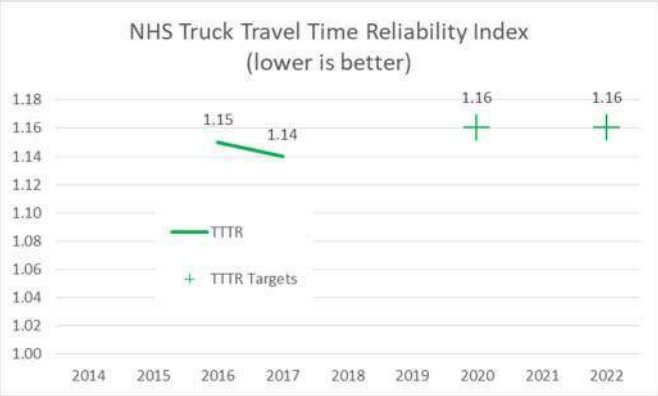


Figure 3-3 Interstate Percentage of Person-Miles that are Reliable

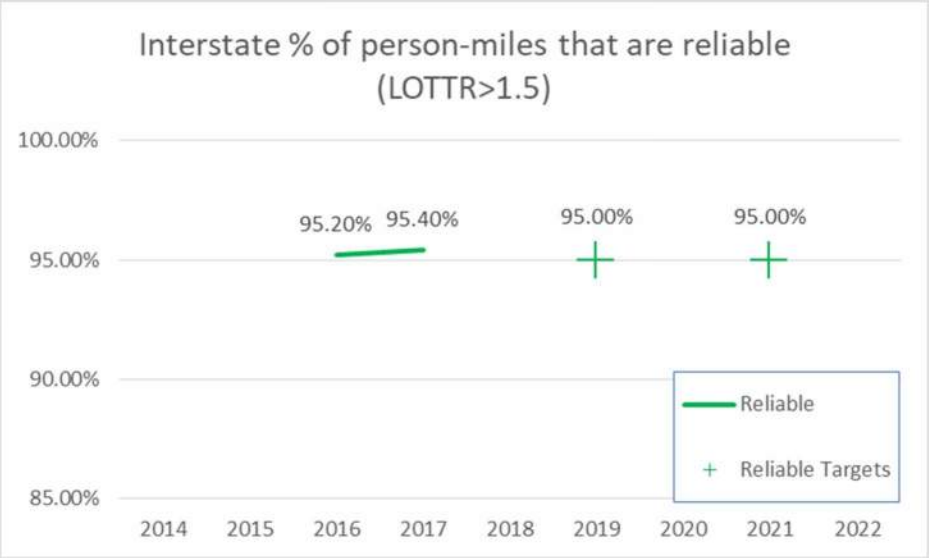


Figure 3-4 Non-Interstate Percentage of Person-Miles that are Reliable

In the future, more significant congestion will begin to develop along I-70, especially between I-470 and US-75, as well as near downtown. A more detailed study for the area along I-70 between I-470 and US-75, including US-75 north across the Kansas River, is needed to determine recommended actions. The I-70 Polk-Quincy Viaduct Corridor project, when constructed, will address future congestion near downtown.

2022 Travel time & Congestion Target: Adopting State Target: TTRI 1.16: LOTTR 95% for both Interstate and Non-Interstate

Performance Measures (4): Congestion Reduction/Modes-Active Transportation (Bike-Pedestrian)

Goal: Community Health & Wellness-Enhance Quality of Life

Topeka Bikeways Master Plan

In 2012 the MPTO adopted the Topeka Bikeways Master Plan which outlines a five-phase plan for the city to establish bike lanes on specific routes and develop a Topeka Bikeway System over a 15-year period. Built of eight trails and 25 "routes". **Topeka's Bikeways Plan sought to accomplish six goals:**

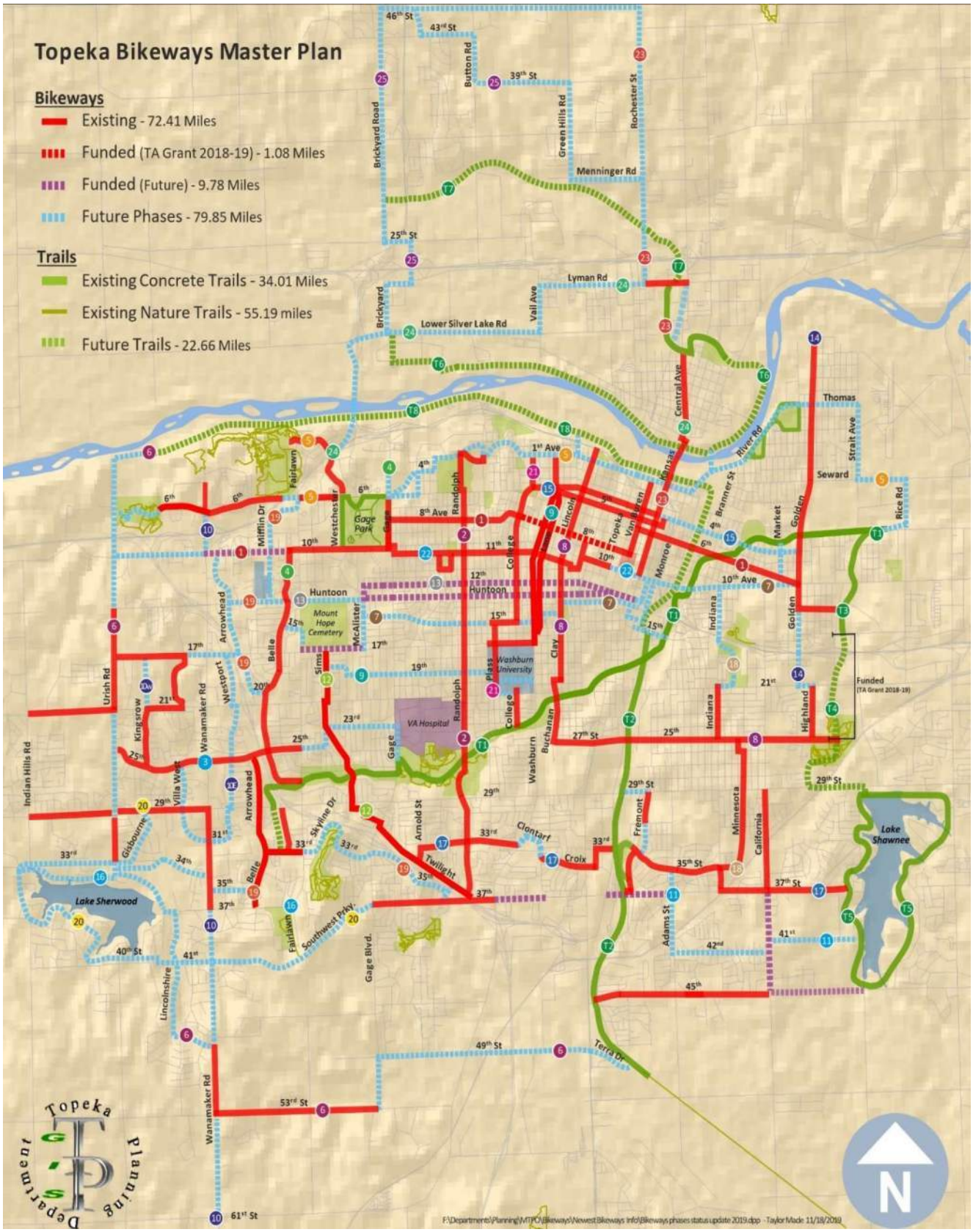
1. ***Increase the number of people who use the bicycle for transportation as well as recreation.*** Topeka's multi-use trails are well-utilized and provide transportation, but they are largely used for recreation. Increasing the percentage of trips for other purposes would indicate success.
2. ***Improve bicycle access to key community destinations.*** A bicycle transportation system should get people comfortably and safely to where they want to go. Topeka's system is destination-based, providing clear and direct connections to key community features.
3. ***Improve access to the city's pathway system by connecting trails to neighborhoods.*** Topeka's trails serve most bicycle trips, but the city's emerging trail system can connect to more neighborhoods using streets and other development opportunities as linkages.
4. ***Use bicycling to make Topeka more sustainable***. Bicycling promotes sustainability at three levels. Globally, bicycle travel reduces fossil fuel use and greenhouse gas emissions. Community-wide, bicycle transportation systems can decrease road maintenance costs, promote a healthier environment, and build community. Individually, physical activity as a daily routine makes people healthier, reducing obesity, improving wellness, and lowering health care costs.
5. ***Increase roadway safety for motorists, bicyclists, and pedestrians.*** Good infrastructure reduces crashes and increases comfort for all users of the transportation network with research indicating that more cyclists leads to fewer bicycle crash rates. Infrastructure must be supported by education, enforcement, and encouragement, as measured by regular evaluation.
6. ***Capitalize on economic development benefits of a destination-based bicycle transportation system***. Topeka has many attractive features: Brown v. Board of Education historical site, Gage Park with its zoo and Discovery Center, the Kansas History Center, the State Capitol, and distinctive commercial districts, among others. As a bicycle-friendly community, Topeka can add to visitors' experiences, attracting new residents and investment.

To measure the success of its goals and evaluate the components and effectiveness of the network, criteria were developed by the Netherlands' Centre for Research and Contract Standardization in Civil and Traffic Engineering, one of the world's leading authorities in the design of bicycle-friendly infrastructure. Using these standards, Topeka's bicycle network should generally fulfill six requirements:

- ***Integrity:*** Topeka's bikeway network should form a coherent system throughout its evolution, linking starting points with destinations, being understandable to its users, and fulfilling a responsibility to convey them continuously on their paths.
- ***Directness:*** Topeka's bikeway network should offer cyclists as direct of a route as possible with minimum detours or misdirection.
- ***Safety:*** Topeka's bikeway network should maximize bicycle safety, minimize or improve hazardous conditions and barriers, and improve safety for pedestrians and motorists.
- ***Comfort:*** Most bicyclists should view the network as within their capabilities without mental or physical stress. As the system grows, it will comfortably meet more types of users' needs.
- ***Experience:*** The Topeka bicycle network should offer its users a pleasant and positive experience that capitalizes on the City's built and natural environments.
- ***Feasibility:*** The Topeka bicycle network should provide more benefits than costs and should be a wise investment of resources, capable of developing in phases and growing over time.

Four phases of the Bikeways Master Plan have been completed to date, with phase V being planned in 2023. These phases were funded from the Countywide ½ Cent Sales Tax (allocated every other year) four Transportation Alternative Grants, and locally raised funds. Together, these four phases have produced approximately 80 miles of bicycle infrastructure, and 31 miles of concrete recreation trails. Funding is programmed at $500,000 in FY 2023 and every other year until 2030. Adding another bicycle connection across the Kansas River will require partnering with KDOT on the US-75 Bridge including connections on both sides of the river. Approximately 14 miles of bikeways and trails have been added to the bikeways trails network since 2021, an increase of approximately 12%. Figure 4-1 is a map of the current bikeways and trail system.

Figure 4-1: Bikeways System Map



Topeka Pedestrian Master Plan

In 2016 the City adopted the Topeka Pedestrian Master Plan to make "Topeka…a walkable city where people of all ages and abilities can safely and comfortably travel on foot." The plan outlines the development of the area's pedestrian network since its inception. Following public involvement efforts, the plan recommended four goals:

1. ***A Complete Pedestrian Network Connecting All Neighborhoods.*** Sidewalks improve the safety and comfort of Topekans who walk, and a complete pedestrian network connecting all parts of the city will better facilitate the ability of people to travel by foot, especially to schools, bus stops, community centers, senior centers, parks and trails;
2. ***Maintained Sidewalks.*** Sidewalks are a major infrastructure investment and maintenance can prevent expensive reconstructions. Maintained sidewalks also safely facilitate the mobility of pedestrians including children, the elderly, and people using assistive devices to travel;
3. ***Safety and Comfort.*** Sidewalks are enhanced by features that improve the safety and comfort of pedestrians. Whether it is a crosswalk, a bench, or a curb ramp, the details matter, allowing sidewalks to be friendly to everyone who uses the system; and
4. ***A Culture of Walking.*** The value that a community places on walking plays a role in determining how likely it is someone will travel as a pedestrian. The more perceptions and the physical environment supports and allows walking, the more walking becomes a part of everyday life.

To focus resources on the most important areas for pedestrians, projects were prioritized based on community input. Eighteen focus areas received field inventories to examine the presence and condition of sidewalks, the quality of corner curb ramps, and the need for crosswalks. Proximity to bus routes, "Intensive Care" neighborhoods, parks and trails, elementary and middle schools, and streets without sidewalks were most important. Factors considered less important included proximity to arterial and collector streets, commercial areas, community and senior centers, high density residential areas, major destinations, and "At Risk" neighborhoods. These several "high pedestrian demand" neighborhoods were delineated and their improvement costs were compared with available funding. These neighborhoods were further sorted by whether they contained schools. Groups included:

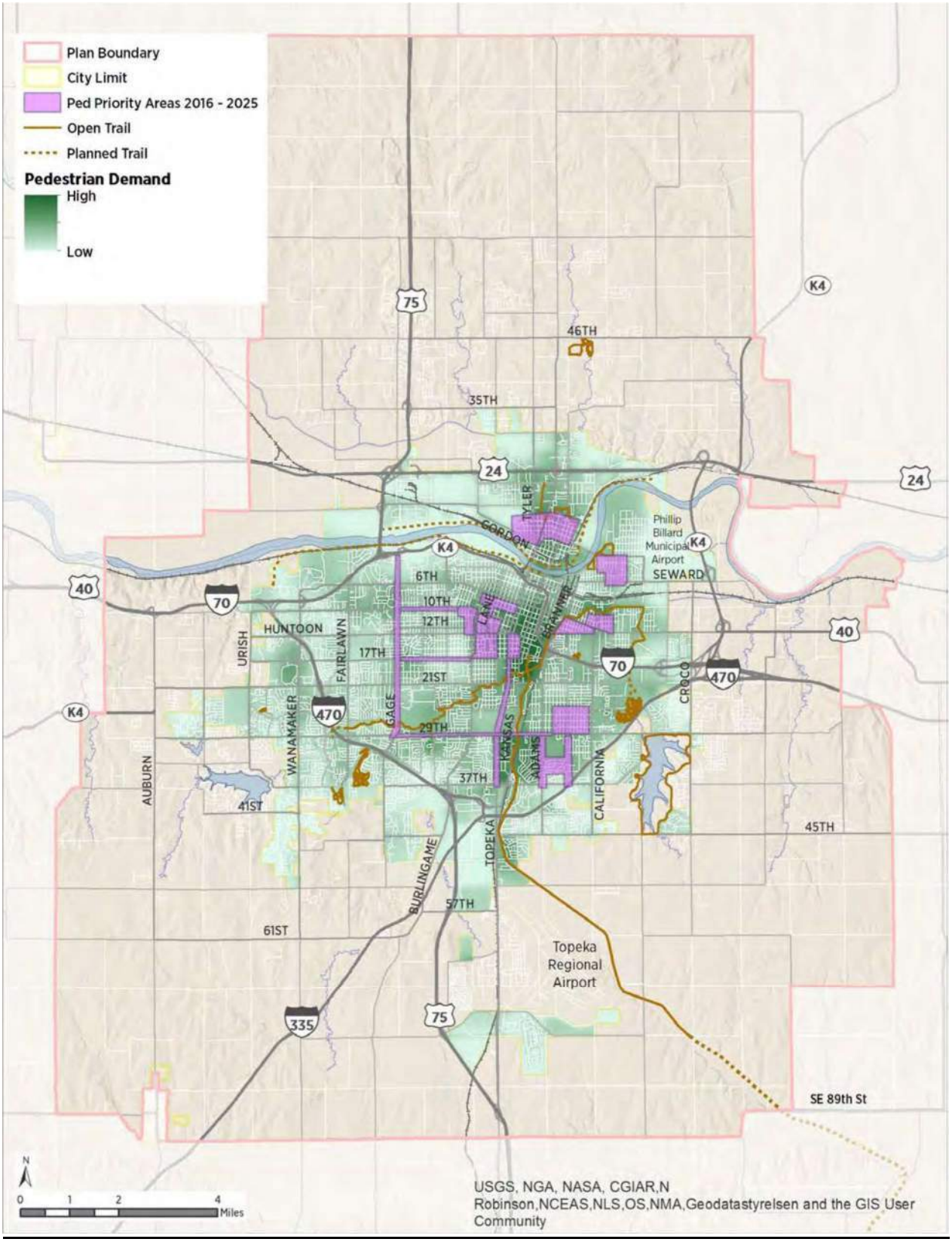
Group A: High pedestrian demand with schools funding from 2016-2021
Group B: High pedestrian demand without schools funding from 2021-2023
Group C: Low pedestrian demand with schools funding from 2024-2025
Group D: Low pedestrian demand without schools funding beyond 2025
Group E: Consisted of corridors, complete street linkages, and future areas to complete the network to be improved throughout the process connecting different neighborhoods.

The overall pedestrian plan funding goal is 10 years from adoption, or 2025, including approximately 47 miles of sidewalks, 1,800 curb ramps, and 350 crossings. Funding for pedestrian improvements is expected to come from $7.7 million in the Capital Improvement Program funds, $9 million in ½ Cent Sales Tax Funds starting in 2020, and $4.5 million in other local and State grant funds. Upon the completion of the Pedestrian Master Plan, Topeka has begun funding proactive sidewalk repair in the highest priority areas of the city, and is planning to update its Pedestrian Plan in 2024.

The City's focus on implementing the Pedestrian Master Plan includes a goal of lining arterials with sidewalks to promote transportation between areas of the City and into the County which will space sidewalks at approximately 1-mile distances across the City. This includes the reconstruction of some arterials that extend into the County which has begun creating the backbone of an MPA-wide active transportation network, as seen south on Wanamaker Street.

Overall, the hope is to provide a bicycle and pedestrian system that provides safe routes to schools, parks, jobs, shopping, and service. Figure 4-2 illustrates the Pedestrian Demand areas of the MPA.

Figure 4-2: Pedestrian Demand Map



Pedestrian Infrastructure

Overall, about 40% of City streets and most rural subdivisions lack sidewalks. Within the City itself, approximately 70% of major thoroughfares have sidewalks on both sides of the street, which will increase to 78% by 2031 as current road reconstruction projects add sidewalks. The goal for major thoroughfares is to have 95% built with sidewalks on both sides. Meanwhile, approximately 48% of all streets have sidewalks on both sides, which should increase to 51% with currently planned projects by 2025.

Regarding the number of people with access to sidewalks, about 116,353 people or 69.2% of the population has access to sidewalks on their block. Within Environmental Justice (EJ) areas (explained further on page 39), 72,073 or 83.4% have a sidewalk on their block. While these numbers do not speak to the coherency, distribution, or ease of use of the sidewalk system, it does indicate that many people are in close proximity to sidewalks.

Bicycle Infrastructure

The MPA contains approximately 72.4 miles of bicycle infrastructure and 89.2 miles of existing trails (both concrete & nature trails). To determine access to the bicycle system, buffers of ¼ and ½ miles are used to determine proximity to the on-street bicycle system and to trails. For the purposes of this section, trails are considered part of the bicycle system. Within the MPA, approximately 71,200 residents are within ¼ mile or a 3-4 minute bike ride from the bicycle system. This amounts to 42% of the MPA's population. When the distance is increased to ½ mile or a 6-8 minute bike ride, approximately 105,100 people are within range of bicycle facilities. This amounts to 63% of the MPA's population. EJ areas tend to have better access to the bicycle system. 58% of EJ areas are within ¼ mile of a bike route or trail and 82% of EJ areas are within a ½ mile.

Within the MPA, approximately 27,200 residents are within ¼ mile or a 3-4 minute bike ride from a trail. This amounts to 16% of the MPA's population. When the distance is increased to ½ mile or a 6-8 minute bike ride, approximately 54,400 people are within range of a trail. This amounts to 32% of the MPA's population. EJ areas tend to have better access to trails. 23% of EJ areas are within ¼ mile of a bike route or trail and 45% of EJ areas are within a ½ mile.

This analysis suggests that there are no outstanding EJ issues regarding sidewalks, trails, or the bicycle system as many EJ areas tend to be older and denser. While sidewalk facilities in historic areas tend to be older, and therefore require more improvements, they do however have better overall coverage. Overall, the current pedestrian and bikeways growth rate will continue to have a positive effect on EJ populations. Figures 4-3, 4-4 and 4-5 are tables from the Topeka Pedestrian Master Plan that show the current percentage of the population which has access to pedestrian and/or bikeways facilities within the Metropolitan Planning Area. Figure 4-6 displays a map of the current bikeways system with a ¼ - mile buffer:

Figure 4-3: Sidewalk Coverage

	No.	Pct.
Total Population with Sidewalks on Block	116,353	69.2%
EJ Population with Sidewalks on Block	72,073	83.4%

Figure 4-4: Distance from the Bicycle System

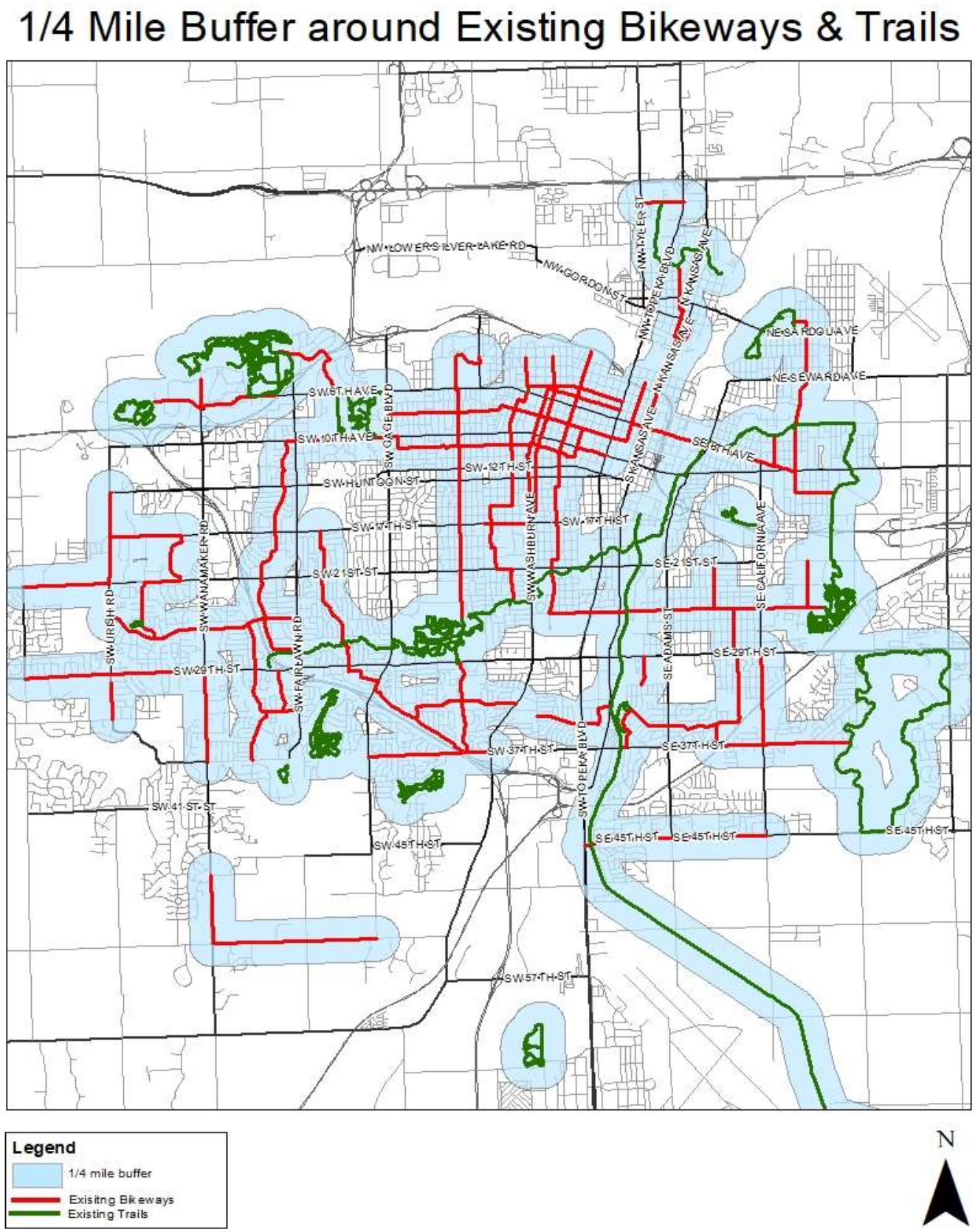
	Total Population		EJ Population	
	No.	Pct.	No.	Pct.
¼ mile of bicycle System	71,184	42.3%	50,406	58.4%
½ mile of bicycle system	105,076	62.5%	71,110	82.3%

Figure 4-5: Distance from Trails

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

Topeka Pedestrian Master Plan, adopted 2016

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



Target 2023 Bicycle and Pedestrian Infrastructure additions: 5% Increase in Total MPA population have access to sidewalks (from 69%-74%): 5% Increase in Total MPA population have access (within ¼ -mile) to Bike System (from 42.3% to 47.3%)

Performance Measures (5): System Reliability/Congestion Reduction: Transit-

Goal: Maintain Existing Infrastructure

Public Transit Use and Efficiency

Annual Ridership

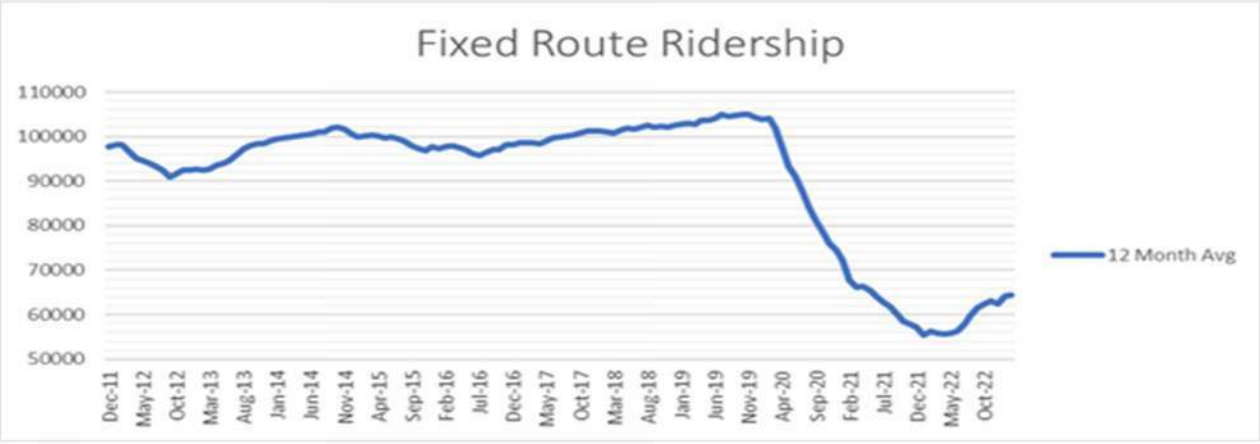
After the record ridership of 1.8 million annual trips in 2008, the TMTA (dba Topeka Metro) ridership dropped off to around 1.12 million annually by 2012. Ridership had gradually increased until it reached 1.3 million annually in 2019. Due to travel restrictions associated with the COVID-19 pandemic,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

Topeka Metro continues the reduced income pass program offering reduced fares for those qualifying to low-income services as well as the Freedom Pass program offering no cost rides on fixed route buses for those who qualify for paratransit service. Together, over one-half million rides were taken in 2019 under these programs.

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

Paratransit service had been on a strong upward trend in the last 2 years after falling since 2011 when fares were increased across the entire system and Topeka Metro reduced the service area from all areas within the City limits down to the required ¾ mile buffer around a fixed transit route. After a low in early 2018, paratransit ridership has steadily increased with the strongest growth in riders using mobility devices. Since then, the average percent of paratransit trips taken by riders using mobility devices has risen from a low of 32% to a consistent average of 41-44% by the end of 2019.

Figure 5-1: TMTA Monthly Ridership Trends 2012-2019



On-Time Performance (OTP)

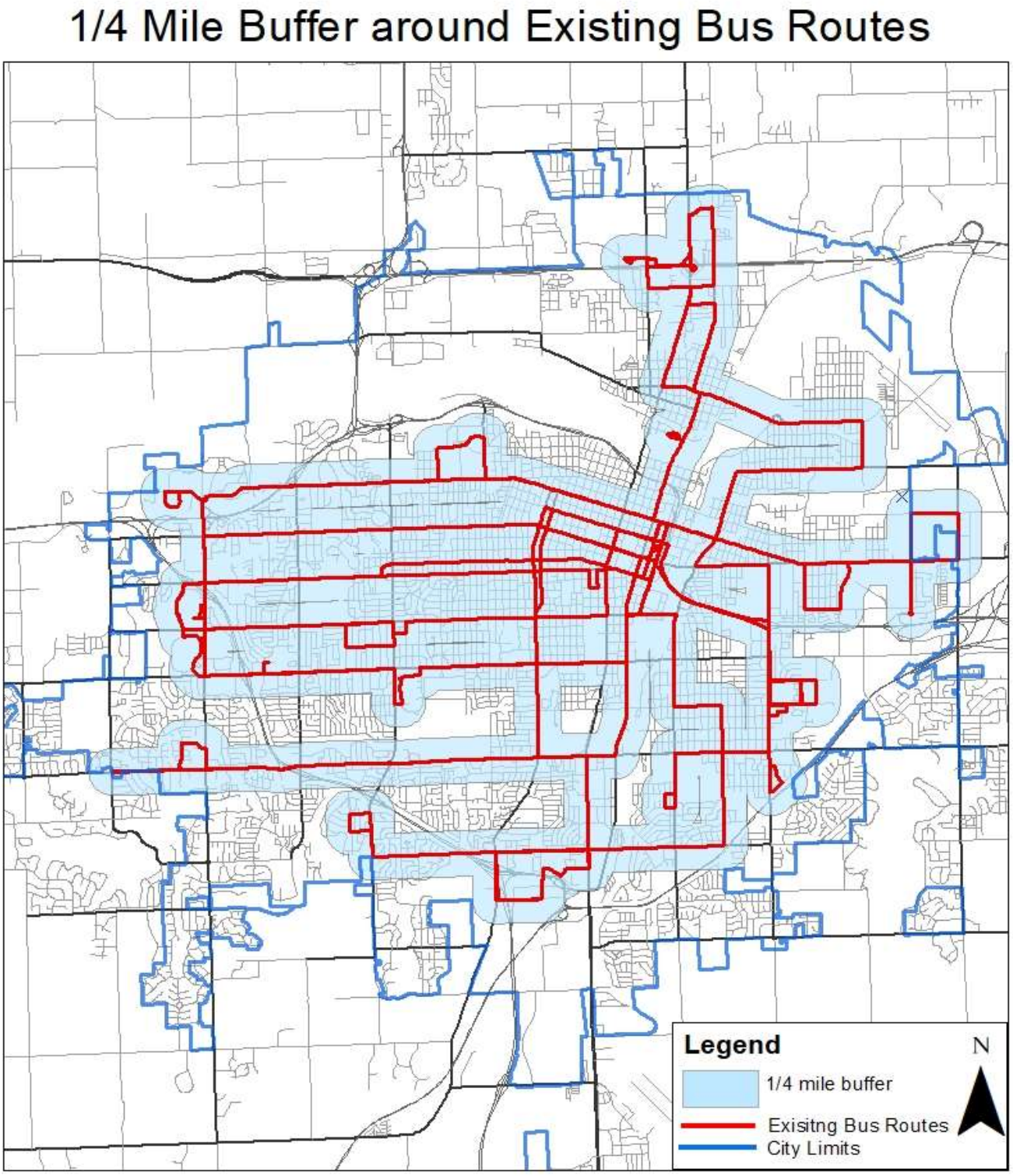
In December 2019, Topeka Metro installed Automatic Vehicle Location (AVL) technology in all fixed route buses. This allows OTP to be audited from a remote computer. The ongoing quarterly OTP sampling has been modified to count occurrences where buses return to Quincy Street Station, Topeka Metro's primary transfer point, later the 5 minutes after the scheduled arrival time. This measure is designed to account for arrivals that would not allow riders to make transfers to other buses and continue their trip in a timely manner. In the first three quarters of 2020, Topeka Metro achieved an OTP percentage of greater than 99%. The unusually light traffic during the stay at home orders and lack of school-zone slowdowns due to the COVID-19 pandemic accounted for low traffic congestion levels. In the future, Topeka Metro will continue to target 90% or better as the goal for OTP performance.

Service Coverage

The City of Topeka has good coverage from fixed route public transit services. The 2010 US Census places the total population of the City of Topeka at 127,473. Overall, approximately 93,510 residents live within a ¼ mile from a bus route, or about 73.4% of Topeka's 2010 population. Figure 5-2 shows the ¼ mile buffer distance from the current bus route system.

Approximately 108,673 of Topeka's residents live within a ½ mile of a fixed transit route. Comprising approximately 85% of Topeka's population.

Figure 5-2: TMTA current bus routes with ¼ mile access buffer



Environmental Justice Populations

Because the MTPO plans for transportation and mobility for all members of the region, it is important to assess the proximity of the current public transit system to Environmental Justice (EJ) populations. For EJ analyses, community block groups with the following characteristics are considered EJ areas:

1. More than the County average of non-white/Hispanic population (25.2%) – 2015 American Community Survey (ACS).
2. More than 20% of families in poverty –2015 ACS.
3. More than 50% of the population in Low-Moderate Income (LMI) Households – 2015 HUD standards.

Using 2010 Census block data, the number and percentage of people living within a ¼ and within a ½ mile of bus routes could be identified for the entire MPA. This was compared to the number and percentage of people living within a ¼ and within a ½ mile of bus routes for EJ areas to further evaluate transit coverage (Figure 5-2).

Figure 5-2: Percentage of Population Within ¼ and ½ mile of Fixed Bus Routes

	Total Population	EJ Population
Persons Within ¼ mile of bus routes	93,510	68,974
Persons Within ½ mile of bus routes	108,673	76,929
Total City Population	127,473	
Percent of Population within ¼ of Bus Routes	73.4%	54.1%
Percent of Population within ½ of Bus Routes	85.3%	60.3%

Source: 2010 Census Block Data

Within the City of Topeka, approximately 73.4% of the population can walk 5 minutes to reach a fixed bus route. Of those, approximately 54% are persons living within EJ areas. When the range is increased to a 10-minute walk, approximately 85% of the City population can reach a bus route, with 60% of those being persons living within EJ areas.

The better coverage of bus routes in EJ areas represents the fact that EJ areas tend to be in older parts of the City. In addition, many higher income individuals tend to live further from the City center. The fact that public transit routes serve EJ areas better than non-EJ areas is fitting as public transit drastically improves mobility for low-income populations who may not be able to afford a car. EJ areas that are not within a 10-minute walk of a fixed-route bus service include areas to the south (such as Montara), areas to the northwest (primarily industrial land), areas to the northeast, and around Lake Shawnee.

Target for Transit On-Time Performance: 90% or greater
Target for Transit Service Availability: 70% of all residents of the City of Topeka live within ¼ mile of a fixed route.

TIP Amendment Process

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

TIP Administrative Revisions

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

- Obvious minor data entry errors.
- Splitting or combining projects, provided there is no change in scope or cost as a result of the split or combining.
- Changes or clarifying elements of a project description (with no change in funding or scope).
- Programming additional funding limited to the lesser of 25% of the total project cost or $5 million (of the originally approved funding amount).
- Project cost decreases.
- Change in program year of project within the first four (4) years of the fiscally constrained TIP.
- Change in sources of federal funds.

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

Major TIP Amendments

Major amendments to the TIP include the following:

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

The major amendment process consists of the following steps:

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

The MTPO must verify from KDOT and the local jurisdiction sponsor that funds are available for the cost estimate changes if these changes are not offset by cost reductions or shifting of other projects. The

MTPO is responsible for notifying KDOT and OneDOT of action taken and assuring that the major amendment process and public notification procedures have been followed.

Status of Major Projects from previous TIP

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

Roadway Projects (including intersections and bridges)
The major roadway projects implemented from the previous TIP will include projects located on a roadway classified by the MTPO as a collector or higher, with construction costs of at least $2.0 million and with at least one of the following attributes:

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

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

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

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

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

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

Projects Carried Over from 2021-2024 TIP

Major Roadway & Bridge Improvements:

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

Significant Delay Projects:

- K-4; North end of Kansas River Bridge, N. and NE. to Shawnee/Jeff. Co. line; construct 2-lanes of a 4-lane freeway section, including the addition of 2 loop ramps at US-24 and a future proposed interchange @ 35th St. (PE on hold waiting on funding)
- SW 17th St. Resurfacing from MacVicar to I-470 has been moved from 2023 let date to 2029.

Environmental Justice & Title VI Assurance

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

Title VI Nondiscrimination Law

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

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

How Do Title VI and EJ Work Together?

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

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

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

Populations, calls for the identification and addressing of disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations. The intent of the Executive Order and the US Department of Transportation's EJ guidance is to ensure that communities of concern, defined as minority populations and low-income populations, are included in the transportation planning process, and to ensure that they may benefit equally from the transportation system without shouldering a disproportionate share of its burdens.

Under the USDOT Order, **adverse effect** means:

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

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

> "an adverse effect that:
>
> 1. *Is predominantly borne by a minority population and/or a low-income population, or*
> 2. *Will be suffered by the minority population and/or low-income population and is appreciably more sever 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

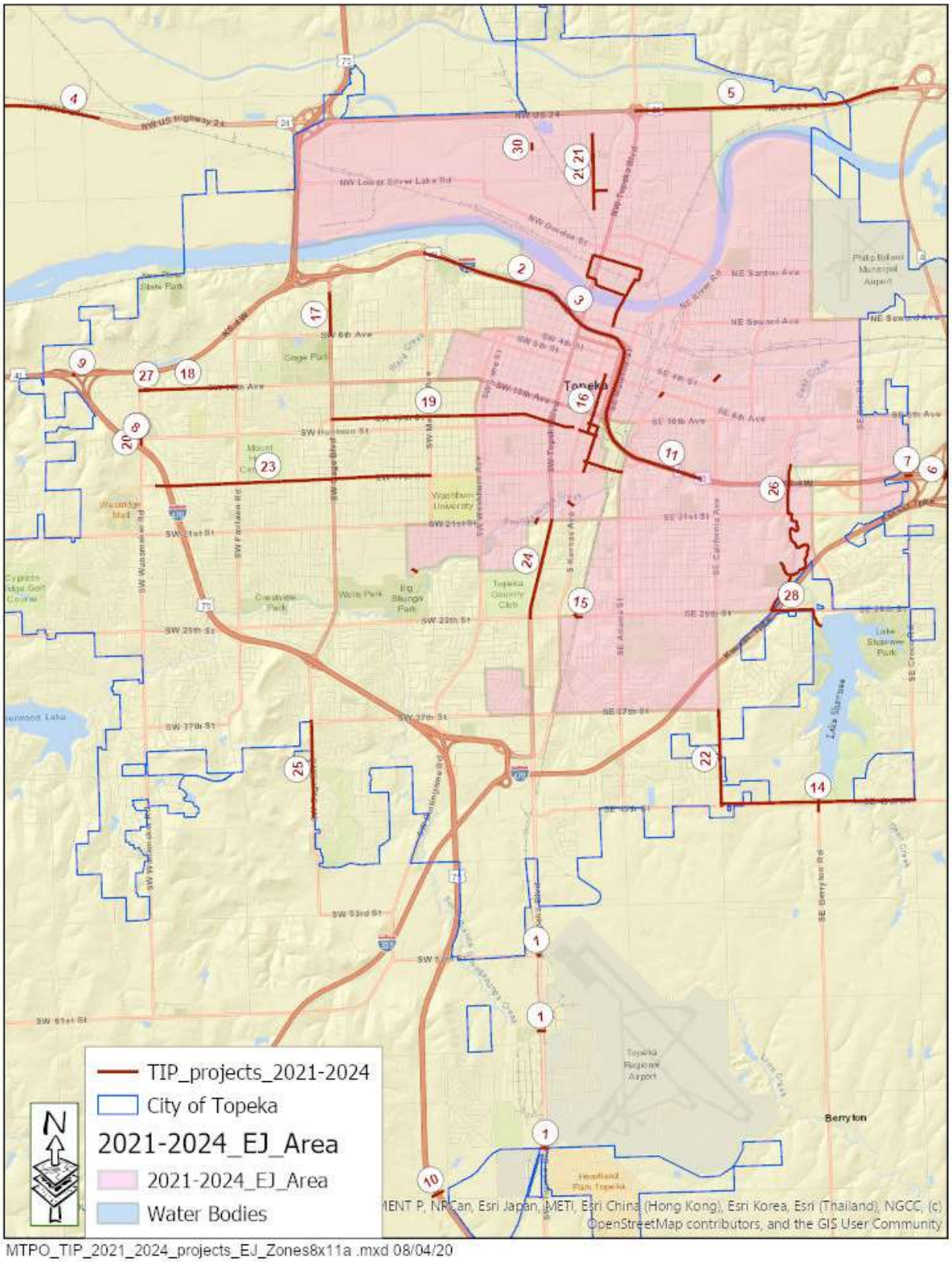
For the purposes of this EJ review the areas considered as EJ zones are parts of Topeka that are covered by Neighborhood Improvement Associations (NIAs) and those block groups in which more that 50 percent of households have Low-Moderate Incomes. Low-Moderate Incomes as defined by HUD are households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

In order for the MTPO to consider the EJ aspects of the projects identified in the 2021-2024 TIP, the locations of the roadway and bridge projects, and the areas of the region that have a large percentage of low-income and/or minority populations (EJ zones) were mapped (Figure 1). Of the thirty –one (31)

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

Of the projects listed in the 2021-2024 TIP, none appear to have a disproportionate burden-to-benefit ratio between EJ population areas and non-EJ population areas. One of the highest impact projects (12th street from Kansas Ave. to Gage) is equally split between the EJ and non-EJ areas, and while there may be some displacement of businesses or residences with the realignment of the Polk/Quincy Viaduct project, it is not deemed by the MTPO to have a disproportionate effect on the low-income or minority populations that reside in that area. The Polk/Quincy project will also provide better access to the North Topeka downtown area. Extensive public outreach and participation was utilized in the development of both of these projects, with efforts being made to minimize any hardships or burdens on nearby residents and businesses.

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



MTPO_TIP_2021_2024_projects_EJ_Zones8x11a .mxd 08/04/20

TIP Project Tables

A set of tables showing a Fiscal Year 2024 Annual Element and a 2024-2027 Planning Period for the City of Topeka, Shawnee County, KDOT, KTA, TMTA and local paratransit providers is included on the following pages. This section provides an explanation of the TIP number and tables as well as Agency fiscal years.

Agency Fiscal Years

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

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

TIP Number (#) Explanation

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

Coding Explanation

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

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

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

- Fourth Part – Type of Project
  This is a single digit that indicates whether this project is a bridge, roadway improvement or some other type of project.
  1= Highway/Roadway Improvement
  2= Intersection Improvement
  3= Bridge
  4= Transit
  5= Paratransit
  6= Enhancement
  7= Other

  TIP # Example
  2-20-07-1 This TIP # indicates that this is a Shawnee County project started in 2020 that is the seventh County project for that year and that it is a roadway project.

The following are the Roadway project tables, followed by the Topeka Metro Transit Authority (TMTA) and Paratransit funding tables for 2021 through 2024. These projects are subject to amendment throughout the four-years covered by this document.

TIP Table Components Explanation

The Sample TIP table below gives a description of the data contained in each of the sections of the TIP projects tables that follow:

SAMPLE TIP TABLE *(Definitions)*

TIP#: ~~#-##-##-#~~ **Jurisdiction:** *(Project Sponsor)* **Location:** *(Geographic location of project)*

State #: ~~XX-####-##~~ **Classification:** *(Road Functional Classification)* **Work:** *(Type of Work being performed)* **Length(mi.)** *(length of project area)*

Bikeways: *(Is project multi-modal?)* Yes ___ No ___

Status: (current status of project)

Description:

(Additional description of project)

(Project phase) **Phase***	*(Year of Obligation)* **Year**	*(Funding type)* **Federal**	*(Funding type)* **State**	*(Funding type)* **Local**	*(Total cost)* **Total (x1,000)**	*(Source)* **Federal Source**	**AC-Conv. Yr.**
(CE)		$ -	$ -	$ -	$ -	*(HSIP)*	
(Const)		$ -	$ -	$ -	$ -	*(TA)*	
(ROW)		$ -	$ -	$ -	$ -	*(NHPP)*	
(PE)		$ -	$ -	$ -	$ -	*(Other)*	
(Utilily)		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		$ -	$ -	$ -	$ -		

PERFORMANCE MEASURE: *(Identifies which Performance Measure is associated with this project)*

TIP Roadway and Bridge Projects

Roadway and Bridge Projects

TIP#: 3-22-01-1 **Juris:** Topeka **Location:** SE Quincy St. from 8th to 10th
City #: T-601098.00 **Class** Minor Arterial **Work:** Mill & Overlay **Length(mi.)**
Bikeways: Yes_x__ No ___ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	$ -	$ -	$ 125.0	$ 125.0		
Const.	2024	$ -	$ -	$ 2,575.0	$ 2,575.0		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		$ -	$ -	$ 2,700.0	$ 2,700.0		

Description:
Mill and Overlay

Performance Measure:
PM2: Pavement Condition

TIP#: 3-21-09-7 **Jurisdiction:** Topeka **Location:** Wanamaker/Huntoon/I-470 Ramps
City #: T-701018.00 **Classification:** Arterial **Work:** Intersection Improvements **Length(mi.)**
Bikeways: Yes___ No _X__ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024			$ 625.000	625.0		
Const	2025-2026	-	-	5,500.0	5,500.0	STP	
CE	2025-2026	-	-	555.0	555.0	STP	
Const		-	-	-	-		
Const		-	-	-	-		
		-	-	-	-		
		-	-	-	-		
TOTALS		-	-	6,680.0	6,680.0		

Description:
This project will improve traffic operations, safety, and the level of service in the SW Wanamaker Road, SW Huntoon Street, I-470/Wanamaker Exit Ramp, and I- 470/Winding Road entrance ramp areas.

Performance Measure:
PM1: Safety, PM4: Congestion Reduction

Roadway and Bridge Projects

TIP#: 3-24-06-1 **Jurisdiction:** Topeka **Location:** Huntoon (2 Lanes) Gage to SW Harrison
City #: T-701028.00 **Classification:** Arterial **Work:** Roadway Repair/Replace **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	$ -	$ -	$ 100.0	$ 100.0		
CE	2025	$ -	$ -	$ 850.0	$ 850.0		
CE	2026	$ -	$ -	$ 1,650.0	$ 1,650.0		
Const.	2027	$ -	$ -	$ 5,300.0	$ 5,300.0		
Const.	2028	$ -	$ -	$ 5,300.0	$ 5,300.0		
Const.	2029	$ -	$ -	$ 5,300.0	$ 5,300.0		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 18,500.0**	**$ 18,500.0**		

Description:

Reconstruct road. A concept phasing plan

Const. Moved to 2027-2029

Performance Measure:

PM2: Pavement Condition; PM4 Congestion Reduction

TIP#: 3-24-01-1 **Juris:** Topeka **Location:** SW Huntoon St. SW Exec. Dr. to SW Urish Rd.
City #: T-701029.00 **Class** Arterial **Work:** Roadway resurfacing **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2026	0.0	0.0	337.0	337.0		
ROW	2027	0.0	0.0	193.0	193.0		
Const	2027	0.0	0.0	200.0	200.0		
Const	2028	0.0	0.0	4,970.0	4,970.0		
		0.0	0.0	0.0	0.0		
		0.0	0.0	0.0	0.0		
		0.0	0.0	0.0	0.0		
TOTALS		**$ -**	**$ -**	**$ 5,700.000**	**$ 5,700.000**		

Description:

Street repavement/curb & gutter.

constructing from 2 lanes tto 3 lanes

Performance Measure:

PM2: Pavement Conditions; PM4: Congeston Reduction

Roadway and Bridge Projects

TIP#: 3-23-01-1 **Juris:** Topeka **Location:** SW Urish Rd, SW 21st to SW 29th
City #: T-701030.00 **Class** Arterial **Work:** Roadway resurfacing **Length(mi.)**

Bikeways: Yes____ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2027	0.0	0.0	620.0	620.0		
ROW	2028	0.0	0.0	260.0	260.0		
Const	2029	0.0	0.0	5,100.0	5,100.0		
		0.0	0.0	0.0	0.0		
		0.0	0.0	0.0	0.0		
		0.0	0.0	0.0	0.0		
		0.0	0.0	0.0	0.0		
TOTALS		**$ -**	**$ -**	**$ 5,980.000**	**$ 5,980.000**		

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

Performance Measure:
PM2: Pavement Conditions

TIP#: 3-23-02-1 **Juris:** Topeka **Location:** S. Topeka Blvd. from 21st to 29th
City #: T-701031.00 **Class** Arterial **Work:** Roadway resurfacing **Length(mi.)**

Bikeways: Yes____ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	$ -	$ -	$ 210.0	$ 210.0		
Const	2024	$ -	$ -	$ 1,800.0	$ 1,800.0		
CE	2024	$ -	$ -	$ 200.0	$ 200.0		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 2,210.0**	**$ 2,210.0**		

Description:
Mill & Overlay, patching & curb & gutter

Performance Measure:
PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-23-03-1 **Juris:** Topeka **Location:** SW 29th St. from Topeka Blvd. to Burlingame Rd.
City #: T-701032.00 **Class** Arterial **Work:** Roadway resurfacing **Length(mi.)**

Bikeways: Yes____ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	$ -	$ -	$ 150.000	$ 150.000		
Const	2025	$ -	$ -	$ 1,050.000	$ 1,050.000		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		$ -	$ -	$ 1,200.000	$ 1,200.000		

Description:
Mill & Overlay

Performance Measure:
PM2: Pavement Condition

TIP#: 3-24-03-1 **Juris:** Topeka **Location:** S. Kansas Ave. from 10th to 17th
City #: T-701037.00 **Class** Arterial **Work:** Roadway Reconstruction **Length(mi.)**

Bikeways: Yes____ No _X_ **Status:** Active

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

Description:
Mill & Overlay:

Mill ovrly, median work & reconstruction of intersections

Performance Measure:
PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-24-04-1 **Juris:** Topeka **Location:** S. Topeka Blvd. 29th to 38th
City #: T-701038.00 **Class** Arterial **Work:** Roadway resurfacing **Length(mi.)**

Bikeways: Yes____ No _X_ **Status:** Active

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

Description:
Mill & Overlay:

Mill/Ovrly, patch work curb & gutter replace

Performance Measure:
PM 2: Pavement Condition

TIP#: 3-24-05-1 **Juris:** Topeka **Location:** SE 29th St. from Kansas Ave. to Adams St.
City #: T-701039.00 **Class** Arterial **Work:** Roadway resurfacing **Length(mi.)**

Bikeways: Yes____ No _X_ **Status:** Active

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

Description:
Mill & Overlay:

Includes new signals @ Fremont, some base patching, curb replacement.

Performance Measure:
PM 2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-23-04-1 **Juris:** Topeka **Location:** SW Fairlawn Rd. from 23rd to 28th
City #: T-701040.00 **Class** Arterial **Work:** Roadway resurfacing **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

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

Description:
Mill & Overlay

Performance Measure:
PM 2: Pavement Condition

TIP#: 3-24-07-1 **Juris:** Topeka **Location:** S.Topeka Blvd.from 15th to 21st (Phase 2)
City #: T-701045.00 **Class** Arterial **Work:** Complete Reconstruction **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

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

Description:
Reconstruction

Performance Measure:
PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-24-08-1 **Juris:** Topeka **Location:** SW Topeka Blvd. - 21st to 15th
City #: T-701049.00 **Class** Arterial **Work:** Roadway Reconstruction **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Description: Pavement reconsturction.

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	$ -	$ -	$ 530.0	$ 530.0		
ROW	2024	$ -	$ -	$ 460.0	$ 460.0		
Const	2025-2026	$ -	$ -	$ 6,370.0	$ 6,370.0		
	2025-2026	$ -	$ -	$ 400.0	$ 400.0		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 7,760.0**	**$ 7,760.0**		

Performance Measure: PM2: Pavement/Safety

TIP#: 3-24-09-1 **Juris:** Topeka **Location:** NW/NE Curtis St. from Curtis Flyoff to Monroe St.
City #: T-701063.00 **Class** collector **Work:** Roadway Reconstruction **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Description: Pavement reconsturction.

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	$ -	$ -	$ 150.0	$ 150.0		
Const	2024	$ -	$ -	$ 1,840.0	$ 1,840.0		
Const	2024	$ -	$ -	$ 110.0	$ 110.0		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 2,100.0**	**$ 2,100.0**		

Performance Measure: PM2: Pavement/Safety

Roadway and Bridge Projects

TIP#: 3-26-01-1 **Juris:** Topeka **Location:** SW Topeka Blvd. - 38th to 49th
City #: T-841084.00 **Class** Arterial **Work:** Roadway Reconstruction **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

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

Description:

Upgrades include new signals, reworking the sourtbound left turn at 45th st. to provide more vehicle storage.

Performance Measure:

PM2: Pavement/Safety

TIP#: 3-24-10-1 **Juris:** Topeka **Location:** NE River Rd.
City #: T-841097.00 **Class** Collector **Work:** Roadway Reconstruction **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

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

Description:

Mill and overlay with full-depth patching, as warranted. Pavement improvements to be completed prior to 2025 due to anticipated local traffic demand during I-70 Polk-Quincy construction.

Performance Measure:

PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-24-12-1 **Juris:** Topeka **Location:** NW Menninger Rd.
City #: T-841097.06 **Class** Collector **Work:** Roadway Reconstruction **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

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

Description:

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

Performance Measure:

PM2: Pavement Condition

TIP#: 3-24-13-1 **Juris:** Topeka **Location:** SE 6th Ave. (Golden Ave. to Rice Rd.)
City #: T-841097.08 **Class** Arterial **Work:** Roadway Reconstruction **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

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

Description:

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

Performance Measure:

PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-24-14-1 **Juris:** Topeka **Location:** SE 21st St. (E. of Wtenberg Rd)
City #: T-841097.09 **Class** Collector **Work:** Roadway Reconstruction **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

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

Description:

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

Performance Measure:

PM2: Pavement Condition

TIP#: 3-24-15-1 **Juris:** Topeka **Location:** SE 29th St. (Adams St. to California Ave.)
City #: T-841097.10 **Class** Collector **Work:** Roadway Reconstruction **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

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

Description:

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

Performance Measure:

PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-24-16-1 **Juris:** Topeka **Location:** SW 21st St. & Urish Rd. Roundabout
City #: T-841097.13 **Class** Arterial **Work:** Roadway Reconstruction **Length(mi.)**
Bikeways: Yes___ No _X_ **Status:** Active

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

Description:
Mill & Overlay in the roundabout.

Performance Measure:
PM2: Pavement Condition

TIP#: 3-24-17-1 **Juris:** Topeka **Location:** SW MacVicar Ave. (S. of 6th Ave.)
City #: T-841097.15 **Class** Arterial **Work:** Roadway Reconstruction **Length(mi.)**
Bikeways: Yes___ No _X_ **Status:** Active

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

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

Performance Measure:
PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-21-11-6 **Jurisdiction:** Topeka **Location:** (Various): Excluding Kansas Ave. Brdge & Lyman Rd.
State #: TE-0505-02 **Classification:** Various **Work:** Bikeways Phase IV (pt.2) **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		$ -	$ -	$ -	$ -		
Const	2024	$ 348.2	$ -	$ 87.1	$ 435.3		
CE	2024	$ 13.4	$ -	$ 3.4	$ 16.8		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 361.6**	**$ -**	**$ 90.5**	**$ 452.1**		

Description:

This portion includes all other phases excluding Kansas Ave. and Tyler St.

Includes bike lanes/signage/pavement markings.

This is one of three sections of this 2021 TA grant Award.

Performance Measure:

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

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TIP#: 1-24-01-1 **Juris:** KDOT **Location:** 0.5 mi. segment of Auburn between SW 29th St. & K-4 Rnd-a-bot.
State #: C-5251-01 **Class** Arterial **Work:** Reconstruct. Road & Roundabout **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
Const.	2024	$ -	$ 997.5	$ 4,252.5	$ 5,250.0		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ -**	**$ 4,252.5**	**$ 5,250.0**		

Description:

Reconstruct Auburd Rd., construction right-turn lane and roundabout.

Performance Measure:

PM1: Safety (Intersection)

Roadway and Bridge Projects

TIP#: 1-16-02-1 **Jurisdiction:** KDOT **Location:** I-70 Polk/Quincy Viaduct & Approach (West Phase)
State #: KA-1266-04 **Classification:** Interstate **Work:** Recon. I-70 to 6 lanes on a partial offset **Length(mi.)** 4.5

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ 10,000.0	$ -	$ -		
ROW	2022	$ -	$ 15,000.0	$ -	$ -		
Util	2022	$ -	$ 25,000.0	$ -	$ -		
Const	2024	$ -	$ 235,000.0	$ -	$ -		
CE	2024	$ -	$ 17,625.0	$ -	$ -		
PE		$ 9,000.0	$ (9,000.0)		$ 10,000.0	NHPP	2026
ROW		$ 13,500.0	$ (13,500.0)		$ 15,000.0	NHPP	2026
Util		$ 22,500.0	$ (22,500.0)		$ 25,000.0	NHPP	2026-28
CE		$ 15,862.5	$ (15,862.5)		$ 17,625.0	NHPP	2026-28
Const		$ 211,500.0	$ (181,500.0)		$ 235,000.0	NHPP	2026-28
Const		$ -	$ (30,000.0)	$ -	$ -	STP	2026-28
TOTALS		**$ 272,362.5**	**$ 30,262.5**	**$ -**	**$ 302,625.0**		

Description:

Revised FY and schedule. Change in FY and schedule reflect project's 2020 IKE Pipeline developmet selection. Split out project 70-89-KA-1266-06 for ROW acpuistion and building demolition related to this phase.

Total Project cost $322,220,400

Project is authorized for PE, ROW, & Util. phases Only.

Performance Measure:

PM1: Safety; PM2: Pavement & Bridge; PM3: Freight & Economic Vitality; PM5 System Reliability/Congestion Reduction

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TIP#: 1-16-01-1 **Jurisdiction:** KDOT **Location:** US-24 Hwy: Topeka east to the County Line
State #: KA-3236-01 **Classification:** Freeway **Work:** Pavement Replacement along US-24 Hwy. **Length(mi.)**

Bikeways: Yes___ No _X_ **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2018	$ -	$ 2,200.0	$ -	$ 2,200.0		
ROW	2022	$ -	$ 100.0	$ -	$ 100.0		
Util	2022	$ -	$ 25.0	$ -	$ 25.0		
Const.	2023	$ -	$ 46,000.0	$ -	$ 46,000.0		
CE	2023	$ -	$ 3,450.0	$ -	$ 3,450.0		
PE		$ 1,760.0	$ (1,760.0)	$ -	$ -	NHPP	2025
Util		$ 20.0	$ (20.0)	$ -	$ -	NHPP	2025
Const.		$ 36,800.0	$ (36,800.0)	$ -	$ -	NHPP	2025
CE		$ 2,760.0	$ (2,760.0)	$ -	$ -	NHPP	2025
TOTALS		**$ 41,340.0**	**$ 10,435.0**	**$ -**	**$ 51,775.0**		

Description:

This project will include the replacement of Bridges #084 & 085 (US-24 over Soldier Crk.) removal of Bridges #82 & #83 (US-24 over the abandoned ATSF RR) and rehabilitation of Bridges # 086 & 087 (US-24 over K-4) as warranted. The total project cost, including all work phases, is estimated at $37,216K. This estimate should be used for planning purposes only.

* PROJECT IS AUTHORIZED FOR PE, R/W ACQUISITION AND UTILITY RELOCATION ONLY*

Performance Measure:

PM2: Pavement Condition; PM3 Frieght & Economic Vitality; PM5: System Reliability

Roadway and Bridge Projects

TIP#: 1-20-04-3 **Jurisdiction:** KDOT **Location:** I-470 Bridge #046 on I-470 in SN CO. 0.21 mi NE of 10th St.
State #: KA-5766-01 **Classification:** Freeway **Work:** Bridge Replacement Auth. For PE only
Bikeways: Yes___ No _X_ **Length(mi.)**
Status: Active

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

Description:

Program Addition: Bridge Replacement. Authorized for PE only. Estimates for other work phasas are for planning purposes only.

Performance: Measure:

PM2: Pavement & Bridge Condition

TIP#: 1-21-07-7 **Jurisdiction:** KDOT **Location:** Culvert # 512 on I-70 in SN CO. at Kansas River Drainage
State #: KA-6232-01 **Classification:** Freeway **Work:** Culvert Repair **Length(mi.)**
Bikeways: Yes___ No _X_
Status: Active

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

Description:

Discovery phase. Authorized for PE work phase only.

Performance Measure:

PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-01-7 **Jurisdiction:** KDOT **Location:** Culvert # 512 on I-70 in SN CO. at Kansas River Drainage
State #: KA-6232-02 **Classification:** Freeway **Bikeways:** Yes___ No _X_ **Work:** Culvert Repair **Length(mi.)**
Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	$ -	$ 70.0	$ -	$ 70.0		
ROW	2024	$ -	$ 5.0	$ -	$ 5.0		
CONST	2024	$ -	$ 34.5	$ -	$ 34.5		
CE	2024	$ -	$ 3.5	$ -	$ 3.5		
		$ -	$ -	$ -	$ -		
CONST		$ 310.5	$ -	$ -	$ 310.5	ACNHPP	2027
CE		$ 31.5	$ -	$ -	$ 31.5	ACNHPP	2027
TOTALS		**$ 342.0**	**$ 113.0**	**$ -**	**$ 455.0**		

Description:
Construction Phase for KA-6232-01.

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-21-08-1 **Jurisdiction:** KDOT **Location:** K-4 Beginning at the Wabaunsee/SN CO. line to K-4/I-70 Junc.
State #: KA-6244-01 **Classification:** Freeway **Bikeways:** Yes___ No _X_ **Work:** Mill & Overlay (1R Project) **Length(mi.)**
Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	$ -	$ 1.0	$ -	$ 1.0		
Const/CE	2022	$ -	$ 2,850.8	$ -	$ 2,850.8		
CE	2022	$ -	$ 142.0	$ -	$ 142.0		
Const		$ 2,280.6	$ (2,280.6)	$ -	$ -	STP	2024
CE		$ 114.0	$ (114.0)	$ -	$ -	STP	2024
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 2,394.6**	**$ 599.2**	**$ -**	**$ 2,993.8**		

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

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-21-09-1 **Jurisdiction:** KDOT **Location:** US-24 & N.W. Rochester Rd.
State #: KA-6393-01 **Classification:** Freeway **Work:** Mill & Overlay
Bikeways: Yes___ No _X_ **Status:** Active **Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	$ -	$ 9.0	$ -	$ 9.0		
ROW		$ -	$ -	$ -	$ -		
Util		$ -	$ -	$ -	$ -		
Const	2022	$ -	$ 1,725.0	$ -	$ 1,725.0		
CE	2022	$ -	$ 129.0	$ -	$ 129.0		
Const		$ 1,380.0	$ (1,380.0)		$ -	NHPP	2024
CE		$ 104.0	$ (104.0)		$ -	NHPP	2024
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 1,484.0**	**$ 379.0**	**$ -**	**$ 1,863.0**		

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

Performance: Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-22-01-3 **Jurisdiction:** KDOT **Location:** Bridges #'s 104 & 105 on US-24 Hwy in Shawnee CO.
State #: KA-6480-01 **Classification:** Freeway **Work:** Bridge Replacements
Bikeways: Yes___ No _X_ **Status:** Active **Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	$ -	$ 396.4	$ -	$ 396.4		
PE	2022	$ 317.2	$ (317.2)	$ -	$ -	NHPP	2029
Util		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
PE		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
CE		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 317.2**	**$ 79.2**	**$ -**	**$ 396.4**		

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

Performance: Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-22-02-3 **Jurisdiction:** KDOT **Location:** Bridges #'s 76 & 077 on US-24 Hwy in Shawnee CO.
State #: KA-6481-01 **Classification:** Freeway **Work:** Bridge Replacements
Bikeways: Yes___ No _X_ **Length(mi.)**
Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	$ -	$ 506.4	$ -	$ 506.4		
ROW		$ -	$ -	$ -	$ -		
Util		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
PE		$ 405.1	$ (405.1)	$ -	$ -	NHPP	2027
Const		$ -	$ -	$ -	$ -		
CE		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 405.1**	**$ 101.3**	**$ -**	**$ 506.4**		

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

PE ONLY

Performance: Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-22-04-3 **Jurisdiction:** KDOT **Location:** Multiple Bridges along I-470 in Shawnee CO.
State #: KA-6733-01 **Classification:** Freeway **Work:** Bridge Repairs
Bikeways: Yes___ No _X_ **Length(mi.)**
Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	$ -	$ 212.0	$ -	$ 212.0		
ROW		$ -	$ -	$ -	$ -		
Util		$ -	$ -	$ -	$ -		
Const	2023	$ -	$ 2,111.0	$ -	$ 2,111.0		
CE		$ -	$ 212.0	$ -	$ 212.0		
Const		$ 1,899.9	$ (1,899.9)	$ -	$ -		2027
CE		$ 190.8	$ (190.8)	$ -	$ -		2027
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 2,090.7**	**$ 444.3**	**$ -**	**$ 2,535.0**		

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

Performance: Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-22-06-3 **Jurisdiction:** KDOT **Location:** Bridge #154 (Kansas River, Union Pacific RR) SN.CO.
State #: KA-6740-01 **Classification:** Freeway **Work:** Bridge Repairs
Bikeways: Yes___ No _X_ **Status:** Active **Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	$ -	$ 100.0	$ -	$ 100.0		
ROW		$ -	$ -	$ -	$ -		
Util		$ -	$ -	$ -	$ -		
CE	2024	$ -	$ 100.0	$ -	$ 100.0		
Const	2024	$ -	$ 1,220.0	$ -	$ 1,220.0		
CE		$ 80.0	$ (80.0)	$ -	$ -	NHPP	2027
Const		$ 976.0	$ (976.0)	$ -	$ -	NHPP	2027
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 1,056.0**	**$ 364.0**	**$ -**	**$ 1,420.0**		

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

Performance: Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-23-02-3 **Jurisdiction:** KDOT **Location:** I-70 bridge #039 On California Ave. Over I-70
State #: KA-6808-01 **Classification:** Various **Work:** Bridge Replacement
Bikeways: Yes___ No _X_ **Status:** Active **Length(mi.)**

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

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

Performance: Measure:
PM2: Pavement and bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-03-7 **Jurisdiction:** KDOT **Location:** Along I-470, & US-24 in Topeka
State #: KA-6864-01 **Classification:** Various **Work:** ITS: Roadside sign and camera improvements
Bikeways: Yes___ No _X_ **Length(mi.)**
Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	$ -	$ 80.0	$ -	$ 80.0		
Const	2024	$ -	$ 873.6	$ -	$ 873.6		
CE	2024	$ -	$ 70.0	$ -	$ 70.0		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ 1,023.6**	**$ -**	**$ 1,023.6**		

Description:
Improvements span 28.4 miles.

Performance: Measure:
PM1: Safety

TIP#: 1-23-05-3 **Jurisdiction:** KDOT **Location:** Bridge #162 on I-70 in Shawnee County
State #: KA-6930-01 **Classification:** Freeway **Work:** Bridge Repairs
Bikeways: Yes___ No _X_ **Length(mi.)**
Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	$ -	$ 238.0	$ -	$ 238.0		
CE	2024	$ -	$ 119.0	$ -	$ 119.0		
Const	2024	$ -	$ 1,190.0	$ -	$ 1,190.0		
PE		$ 190.4	$ (190.4)	$ -	$ -	NHPP	2029
CE		$ 95.2	$ (95.2)	$ -	$ -	NHPP	2029
Const		$ 952.0	$ (952.0)	$ -	$ -	NHPP	2029
Const		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 1,237.6**	**$ 309.4**	**$ -**	**$ 1,547.0**		

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

Performance: Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-06-3 **Jurisdiction:** KDOT **Location:** Bridge #039 on I-70 in Shawnee County
State #: KA-6932-01 **Classification:** Freeway **Work:** Bridge Repairs

Bikeways: Yes___ No _X_ **Length(mi.)** **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	$ -	$ 45.7	$ -	$ 45.7		
CE	2024	$ -	$ 45.7	$ -	$ 45.7		
Const	2024	$ -	$ 457.0	$ -	$ 457.0		
PE		$ 41.1	$ (41.1)	$ -	$ -		2029
CE		$ 41.1	$ (41.1)	$ -	$ -		2029
Const		$ 411.3	$ (411.3)	$ -	$ -		2029
Const		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 493.5**	**$ 54.9**	**$ -**	**$ 548.4**		

Description:

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

Performance: Measure:

PM2: Pavement & Bridge Condition

TIP#: 1-23-07-3 **Jurisdiction:** KDOT **Location:** Bridge #261 & #262 on K-4 in SN CO.
State #: KA-6933-01 **Classification:** Freeway **Work:** Bridge Repairs

Bikeways: Yes___ No _X_ **Length(mi.)** **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	$ -	$ 326.4	$ -	$ 326.4		
CE	2024	$ -	$ 163.2	$ -	$ 163.2		
Const	2024	$ -	$ 1,632.0	$ -	$ 1,632.0		
PE		$ 261.1	$ (261.1)	$ -	$ -		2029
CE		$ 130.6	$ (130.6)	$ -	$ -		2029
Const		$ 1,305.6	$ (1,305.6)	$ -	$ -		2029
Const		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 1,697.3**	**$ 424.3**	**$ -**	**$ 2,121.6**		

Description:

K-4: Bridge #261 and #262 (US-40) located at the East Junction of US-40 and K-4

Berm slope protection repair, drainage improvement

Performance: Measure:

PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-24-02-1 **Jurisdiction:** KDOT **Location:** Bridges along I-470
State #: KA-7039-01 **Classification:** Freeway **Work:** Bridge Replacement
Bikeways: Yes___ No _X_ **Length(mi.)**
Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	$ -	$ 4,894.0	$ -	$ 4,894.0	BRF	
CE		$ 4,404.6	$ (4,404.6)	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
PE		$ -	$ -	$ -	$ -		
CE		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 4,404.6**	**$ 489.4**	**$ -**	**$ 4,894.0**		

Description:
bridges #056,#057,#184,#185,#186,#187,#062, and Rehab. (#184,#185,#186,#187)

Autherized for PE Phase Only

Performance: Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-23-09-1 **Jurisdiction:** KDOT **Location:** I-70: from.41 mi. W of Urish, E to West Edge of MacVicarl
State #: KA-7198-01 **Classification:** Freeway **Work:** Resurfacing I-70
Bikeways: Yes___ No _X_ **Length(mi.)**
Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	$ -	$ 28.0	$ -	$ 28.0		
CE	2024	$ -	$ 210.0	$ -	$ 210.0		
Const	2024	$ -	$ 2,800.0	$ -	$ 2,800.0		
CE		$ 189.0	$ (189.0)	$ -	$ -	NHPP	2028
Const		$ 2,520.0	$ (2,520.0)	$ -	$ -	NHPP	2028
Const		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 2,709.0**	**$ 329.0**	**$ -**	**$ 3,038.0**		

Description:
1.5 inch mill & Overlay. Split out portion of project into KA-7239. Revised location and cost estimate to reflect change.

Performance: Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-11-1 **Jurisdiction:** KDOT **Location:** I-470: See Description Below.
State #: KA-7199-01 **Classification:** Freeway **Work:** Resurfacing I-470
Bikeways: Yes___ No _X_ **Length(mi.)**
Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2023	$ -	$ 41.5	$ -	$ 41.5		
CE	2024	$ -	$ 311.2	$ -	$ 311.2		
Const	2024	$ -	$ 4,150.0	$ -	$ 4,150.0		
CE		$ 280.1	$ (280.1)	$ -	$ -	NHPP	2028
Const		$ 3,735.0	$ (3,735.0)	$ -	$ -	NHPP	2028
Const		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 4,015.1**	**$ 487.6**	**$ -**	**$ 4,502.7**		

Description:
I-470 from west I-70/I-470 junction, east to west edge wearing surface of 37th St. bridge & .1 mi. west of Martin Dr. east to KTA.

Performance: Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-23-10-1 **Jurisdiction:** KDOT **Location:** I-70: from SW 6th Ave, east to .47 mi. east of Croco Rd.
State #: KA-7239-01 **Classification:** Freeway **Work:** Resurfacing I-70
Bikeways: Yes___ No _X_ **Length(mi.)**
Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	$ -	$ 26.0	$ -	$ 26.0		
CE	2024	$ -	$ 195.0	$ -	$ 195.0		
Const	2024	$ -	$ 2,600.0	$ -	$ 2,600.0		
CE		$ 175.5	$ (175.5)	$ -	$ -	NHPP	2028
Const		$ 2,340.0	$ (2,340.0)	$ -	$ -	NHPP	2028
Const		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 2,515.5**	**$ 305.5**	**$ -**	**$ 2,821.0**		

Description:
1.5 inch Mill & Overlay. Project has been split out of KA-7198-01, projects will now be tied.

Performance: Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-12-1 **Jurisdiction:** KDOT **Location:** I-470: in SN CO. from .1 mi. west of Martin Dr. east to KTA
State #: KA-7240-01 **Classification:** Freeway **Work:** Resurfacing I-470
Bikeways: Yes___ No _X_ **Status:** Active **Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	$ -	$ 10.0	$ -	$ 10.0		
CE	2024	$ -	$ 75.0	$ -	$ 75.0		
Const	2024	$ -	$ 1,000.0	$ -	$ 1,000.0		
CE		$ 67.5	$ (67.5)	$ -	$ -	NHPP	2028
Const		$ 900.0	$ (900.0)	$ -	$ -	NHPP	2028
Const		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ 967.5**	**$ 117.5**	**$ -**	**$ 1,085.0**		

Description:
3-inch Mill & Overlay, patching and add ramp to Topeka Blvd. This Project has been split out of KA-7199-01, projects will now be tied.

Performance: Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-24-03-1 **Jurisdiction:** KDOT **Location:** K-4: North End Kansas River Br., N and NE to SN/JF Co Line
State #: KA-7316-03 **Classification:** Freeway **Work:** Grading & resurfacing
Bikeways: Yes___ No _X_ **Status:** Active **Length(mi.)**

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2024	$ -	$ 2,400.0	$ -	$ 2,400.0		
ROW	2024	$ -	$ 1,040.0	$ -	$ 1,040.0		
Const		$ -	$ -	$ -	$ -		
CE		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
Const		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
		$ -	$ -	$ -	$ -		
TOTALS		**$ -**	**$ 3,440.0**	**$ -**	**$ 3,440.0**		

Description:
Preliminary Engineering for grading, bridges and surfacing to construct 2-Lanes on a 4-Lane freeway section, including the addition of 2 loop ramps at US-24 and a future proposed interchange at 35th St. This project includes re-evaluation of the Environmental Assessment (EA), ROW acquisition and Public Involvement. **PE & ROW phases active**

Performance: Measure:
PM2: Pavement & Bridge Condition

TIP Transit and Paratransit Projects

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

Grant	Year of Obligation	Mill Levy	FTA (5307	KDOT	Other	Fares	Total (x1,000
FTA (5307)	2021	5100.000	2500.000	800.000	400.000	1300.000	10100.000
FTA (5307)	2022	5500.000	3200.000	900.000	400.000	800.000	10800.000
FTA (5307)	2023	6000.000	3600.000	900.000	400.000	800.000	11700.000
FTA (5307)	2024	6500.000	4000.000	900.000	400.000	800.000	12600.000
TOTAL COST:		**$23,100.000**	**$13,300.000**	**$3,500.000**	**$1,600.000**	**$3,700.000**	**$45,200.000**

Descrip.

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

Status:

TIP#: 7-19-04-4 **Location:** TMTA **Location/Improv:** Purchase 3 Electric Buses & charging stations
State #: **Federal #:** **County:** SN **Type:** Capital

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
FTA Low-No	2022-2023	1,873.9	1,737.8	-	-	3,611.7
						-
						-
						-
						-
						-
						-
						-
TOTAL COST:		**1,873.9**	**1,737.8**	**-**	**-**	**3,611.7**

Descrip.

2019 Low or No-Emission (Low-No) Grant Bus Program project. For purchase of three Electric Buses and charging stations. Will replace three diesel buses.

Three electric buses have been ord3ered estimated delivery in late 2022 or 2023.

Status: Active

Transit and Paratransit Projects

TIP#: 7-20-01-4 **Location:** TMTA **Location/Improv:** TA Grant for Expansion of bikeshare
State #: **Federal #:** **County:** SN **Type:** Various Improvements

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
5307	2022-2023	31.3	125.3	-	-	156.6
						-
						-
						-
						-
						-
						-
						-
TOTAL COST:		**31.3**	**125.3**	**-**	**-**	**156.6**

Descrip. Includes construction of bikeshare stations at various high-traffic bicycle locations throughout the City, mostly in front of commercial and retail locations which are short on bike parking.

Total Cost increase from $61,902 to $156,612 .

FTA Transfer.

Status: Active

TIP#: 7-20-02-4 **Location:** TMTA **Location/Improvement:** Various
State #: **Federal #:** **County:** SN **Type:** Capital

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
5339	2020-2023	$ 326.2	$ 1,304.8	$ -	$ -	$ 1,631.1
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
TOTAL COST:			**$ 1,304.8**	**$ -**	**$ -**	**$ 1,631.1**

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

Status: Active

Transit and Paratransit Projects

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

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

Descrip. ADA Improvements - work in conjunction with the city of Topeka to improve bus stops and install sidewalks at high-traffic stops. Electric Vehicle Fleet Study - evaluate electric bus applications and provide operational, planning and fleet recommendations for partial or full electric fleet implementation.

Status: Active

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

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
FTA 5339	2022-2024	$ 1,487.5	$ 4,987.5	$ -	$ -	$ 6,475.0
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
TOTAL COST:			**$ 4,987.5**	**$ -**	**$ -**	**$ 6,475.0**

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

Status: Active

Transit and Paratransit Projects

TIP#:	7-24-01-4	**Location:**	TMTA	**Location/Improvement:**	
State #:		**Federal #:**		**County:** SN	**Type:**

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000
FTAA Low-No FY23	2025-2026	$1,316.0	$7,305.5	$0.0	$0.0	$8,621.5
						$0.0
						$0.0
						$0.0
						$0.0
						$0.0
						$0.0
TOTAL COST:			**$7,305.5**	**$0.0**	**$0.0**	**$8,621.5**

Descrip. 2023 Low or No-Emission (Low-No) Grant Program. Topeka Metro will replace four diesel fixed route buses with four electric buses, replace three gasoline paratransit buses with three electric vans, and add four additional electric vans to operate microtransit service. Topeka Metro will also be adding the charging infrastructure to support these eleven new vehicles.

Status: Active

Funding Summary Table

	Funding Summary Table 2024 through 2027						
	Metropolitan Topeka Planning Organization						
	MTPO Metropolitan Planning Area						
	Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority						
		2024	**2025**	**2026**	**2027**	**Totals**	**Anticipated Minus Programmed**
	Anticipated Funding						
Road and Bridge							
	Local	$ 15,250,000	$ 26,458,000	$ 15,250,000	$ 15,250,000	$ 72,208,000	$ 9,970,000
	State	$ 59,260,000	$ 60,148,900	$ 61,051,134	$ 61,966,901	$ 242,426,934	$ 237,004,834
	Federal	$ 9,781,200	$ 41,430,000	$ 272,362,500	$ 368,456,600	$ 692,030,300	$ 365,699,200
	Sub-Totals	**$ 84,291,200**	**$ 128,036,900**	**$ 348,663,634**	**$ 445,673,501**	**$ 1,006,665,234**	**$ 612,674,034**
Transit							
	Local	$ 7,300,000	$ 7,400,000	$ 7,500,000	$ 7,600,000	$ 29,800,000	$ 8,304,167
	State	900,000	900,000	900,000	900,000	$ 3,600,000	$ 1,200,000
	Federal	4,400,000	4,600,000	4,700,000	4,800,000	$ 18,500,000	$ 7,794,200
	Sub-Totals	**$ 12,600,000**	**$ 12,900,000**	**$ 13,100,000**	**$ 13,300,000**	**$ 51,900,000**	**$ 17,298,367**
	Totals	**$ 96,891,200**	**$ 140,936,900**	**$ 361,763,634**	**$ 458,973,501**	**$ 1,058,565,234**	
		2024	**2025**	**2026**	**2027**	**Totals**	
	Programmed Expenditures						
Road and Bridge							
	Local	$ 16,865,000	$ 26,458,000	$ 9,267,000	$ 9,648,000	$ 62,238,000	
	State	$ 5,422,100	$ -	$ -	$ -	$ 5,422,100	
	Federal	$ 8,644,800	$ 41,430,000	$ 272,362,500	$ 3,893,800	$ 326,331,100	
	Sub-Totals	**$ 30,931,900**	**$ 67,888,000**	**$ 281,629,500**	**$ 13,541,800**	**$ 393,991,200**	
Transit							
	Local	$ 495,833	$ 6,900,000	$ 7,000,000	$ 7,100,000	$ 21,495,833	
	State	$ -	$ 800,000	$ 800,000	$ 800,000	$ 2,400,000	
	Federal	$ 1,662,500	$ 9,043,300	$ -	$ -	$ 10,705,800	
	Sub-Totals	$ 2,158,333	$ 16,743,300	$ 7,800,000	$ 7,900,000	$ 34,601,633	
	Totals	**$ 33,090,233**	**$ 84,631,300**	**$ 289,429,500**	**$ 21,441,800**	**$ 428,592,833**	
Notes for Funding Programmed in the TIP							
[1] 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.							
[2] 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.							
[3] State Funding includes funds anticipated to be converted to Federal Funds at a later date.							
[4] This table includes Active Project Work Phases ONLY							

"Regionally Significant" – Definition for MTPO

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

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

Our goal is to define the MTPO's definition of regionally significant that works for our region and our MTPO's activities. This definition will be used by the MTPO staff and the various organizations that submit projects for the TIP.

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

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

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

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

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

Appendix 1 – Glossary

Major Traffic Thoroughfares

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

Major Activity Centers

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

MTPO's working definition of "Regionally Significant" for planning transportation infrastructure and services in the Topeka Metropolitan Area

Regionally Significant Roadways

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

At a minimum these roadways are defined as Urban Area and Rural Area roads with a functional classification of Minor Arterial or higher. The functional classification of roadways in the region

is determined by the designation of roadway classifications shown in the MTPO approved MTP, and on the Functional Classification Map approved by the MTPO and the FHWA in conjunction with the KDOT.
Additional roadway segments classified as Collectors may also be added by MTPO approval to the list of roads defined as "regionally significant" if one or more of the following criteria are met:

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

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

Regionally Significant Transit Facilities and Services Facilities

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

Services

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

Regionally significant public transit facilities and services must be included in the Regional Transportation Plan and related public transit system planning documents. All projects designed to add capacity to public transit routes and services that are designated as regionally significant

must be listed in the TIP. All projects using USDOT funding in the region must also be listed in the TIP.

Regionally Significant Transportation Facilities: Non-Motorized Modes

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

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

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

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

Complete Streets

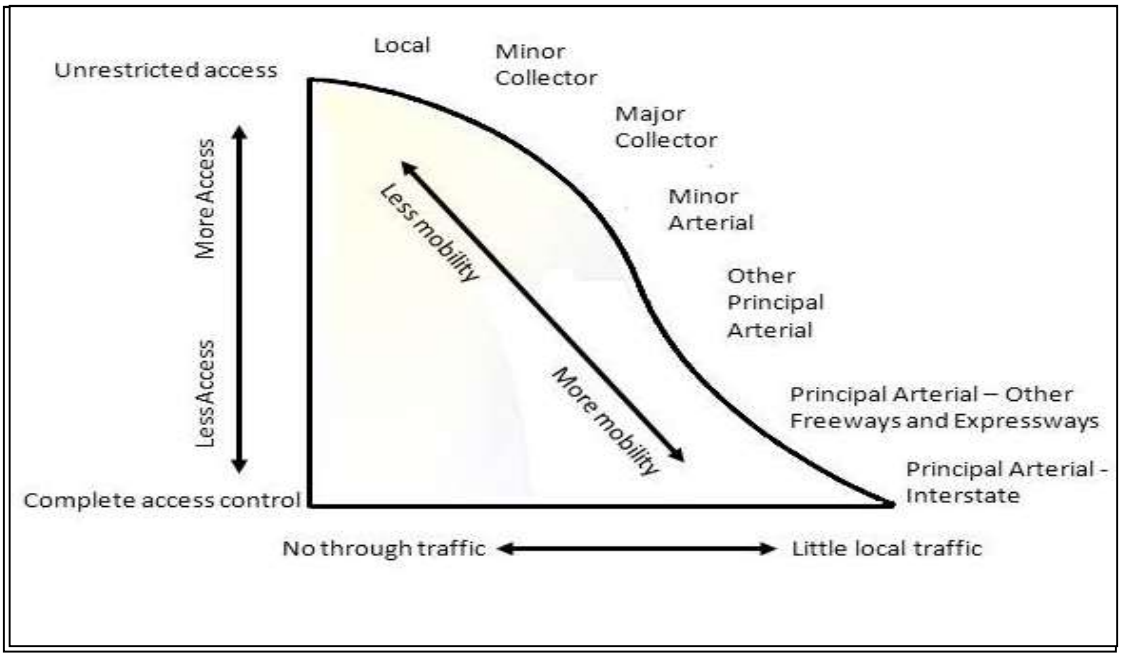
In September 2012, the MTPO approved a Complete Street Policy in support of the region's vision for a safe, balanced, multi-modal and equitable transportation system that is coordinated with land-use planning and protective of the environment. This policy guides and informs the MTPOs planning and programming work. Complete streets are streets, highways and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right-of-way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or mobility aids and freight shippers. In 2019 the MTPO adopted a Complete Streets Guideline manual, which supports the ideologies of the Complete Streets Policy, and illustrates a variety of implementation strategies for different streetscapes.

Functional Classification of Roads

For nomenclature purposes, roadways that provide a high level of mobility are called "Arterials"; those that provide a high level of accessibility are called "Locals"; and those that provide a more balanced blend of mobility and access are called "Collectors."

This relationship between mobility and land access, as well as how Principal Arterials, Collectors and Local Roads proportionally serve these two functions, is illustrated in Figure 3-1. Arterials provide mostly mobility; Locals provide mostly land access; and Collectors strike a balance between mobility and land access.

Figure 3-1:



While most roadways offer both "access to property" and "travel mobility" services, it is the roadway's primary purpose that defines the classification category to which a given roadway belongs.[2]

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

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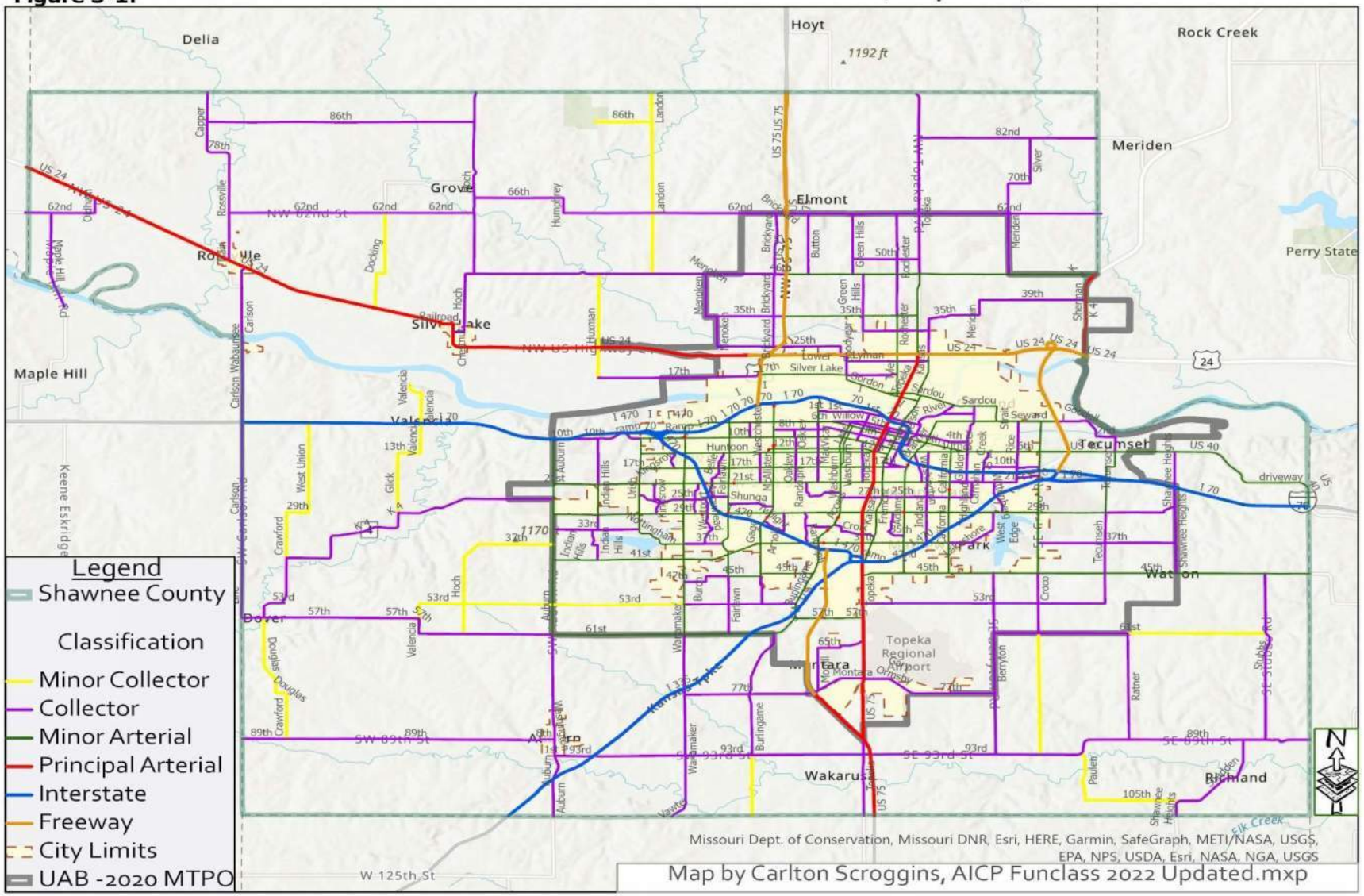
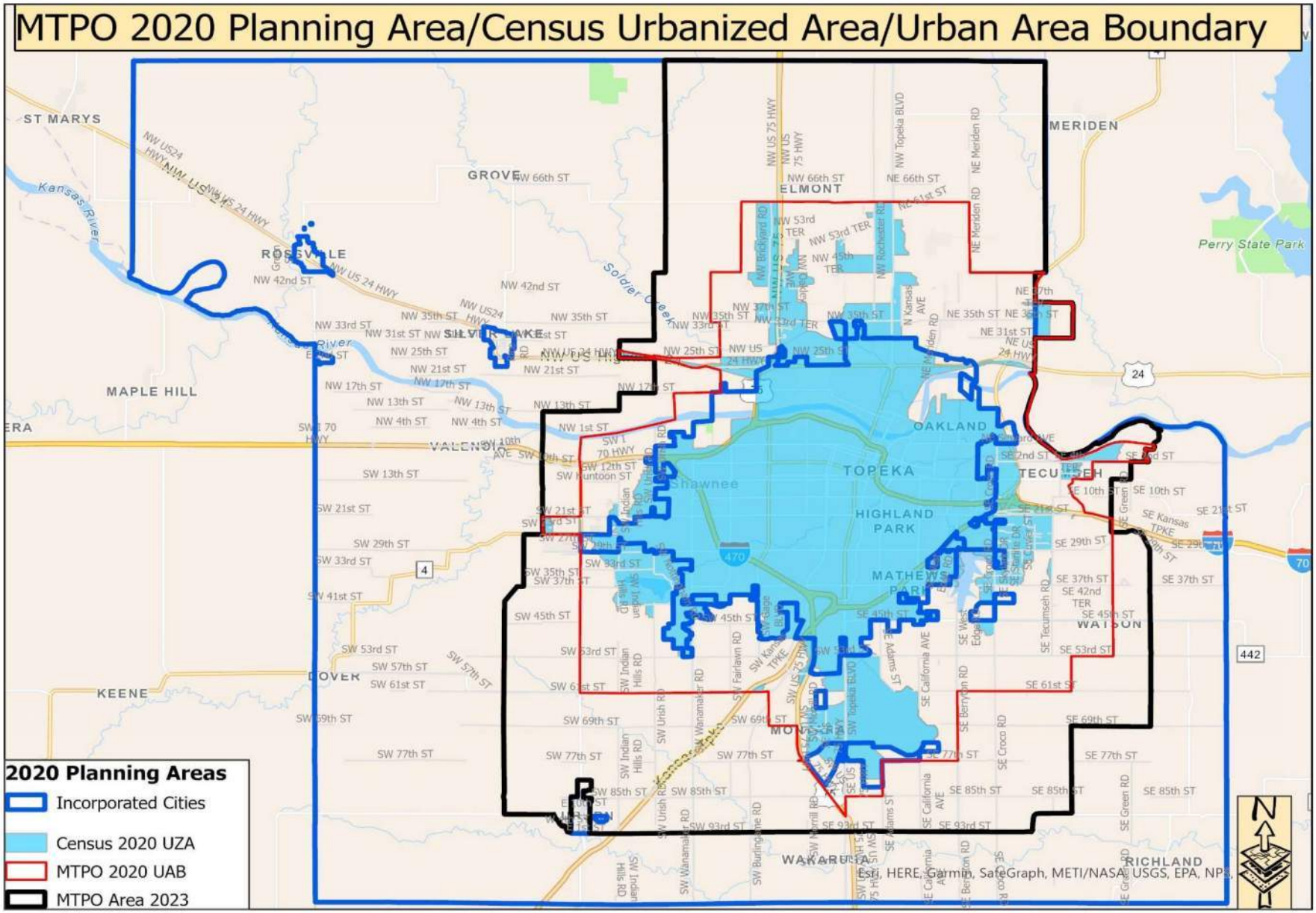
2 The use of the term "Local" roadway in the context of functional classification is separate from the use of the term in a jurisdictional context. While it is true that roadways functionally classified as "Local" are often under the jurisdiction of a "local" entity (i.e., incorporated city), Local Roads are not always under local jurisdiction. Other roadway classifications, including Arterials, may also be under the jurisdiction of a local entity.

Figure 3-1:

Functional Classification 2022 (Topeka)




MTPO 2020 Planning Area/Census Urbanized Area/Urban Area Boundary
2020 Planning Areas
Incorporated Cities
Census 2020 UZA
MTPO 2020 UAB
MTPO Area 2023
ST MARYS
MERIDEN
GROVE
ELMONT
ROSSVILLE
SILVER LAKE
MAPLE HILL
VALENCIA
OAKLAND
TOPEKA
TECUMSEH
Shawnee
HIGHLAND PARK
MATHEWS PARK
WATSON
DOVER
KEENE
WAKARUSA
RICHLAND
Perry State Park
Kansas River
Soldier Creek
Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS,

MTPO

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MTPO Self-Certification

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

5. Section ll0l(b) of the Fixing America's Surface Transportation Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.