



Federal Transit Administration
901 Locust Street, Suite 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)

Federal Highway Administration
6111 SW 29th Street, Suite 100
Topeka, KS 66614-4271
785-273-2600
785-273-2620 (fax)

U.S. Department of Transportation

February 2, 2022

Burt Morey, P.E.
Deputy Secretary and State Transportation Engineer
Kansas Department of Transportation
Topeka, KS 66603

Subject: FHWA Approval of Amendment #4 of the
FY 2022-2025 Kansas STIP

Dear Mr. Morey:

As requested by your January 31, 2022 letter, the Federal Highway Administration (FHWA) has reviewed the proposed Amendment #4 to the FY 2022-2025 Kansas Statewide Transportation Improvement Program (STIP), which includes by reference transportation projects within the Kansas City, Manhattan, and Topeka metropolitan areas.

Based on our review, we find that this STIP Amendment is compliant with a statewide transportation planning process that substantially meets the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450. We also find that the referenced revisions to the included Transportation Improvement Programs (TIPs) are both consistent with the metropolitan transportation plans and the 3-C (continuing, cooperative, and comprehensive) planning process carried out by the designated Metropolitan Planning Organizations (MPOs), the Kansas Department of Transportation (KDOT), and the public transportation operators in accordance with 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.

This STIP Amendment is hereby approved. If you have any questions or need additional information, please contact Ms. Eva Steinman of FTA at (816) 329-3931 or Ms. Cecelie Cochran of FHWA at (785) 273-2643.

Sincerely yours,

Mokhtee Ahmad
Regional Administrator
Federal Transit Administration

Richard E. Backlund, AICP
Division Administrator
Federal Highway Administration

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Julie L. Lorenz, Secretary



Phone: 785-296-3461
Fax: 785-368-7415
kdot#publicinfo@ks.gov
<http://www.ksdot.org>
Laura Kelly, Governor

January 31, 2022

Mr. Richard Backlund
Federal Highway Administration
6111 SW 29th St., Suite 100
Topeka, KS 66614-4271

Mr. Mokhtee Ahmad
Federal Transit Administration
901 Locust St., Room 404
Kansas City, MO 64106

RE: Amendment #4 to the 2022-2025 State Transportation Improvement Program (STIP)

Dear Messrs. Ahmad and Backlund,

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2022-2025 STIP which includes projects within the Kansas City, Manhattan, and Topeka metropolitan areas. These items are enclosed for your review.

We are requesting your concurrence and approval of this amendment to the 2022-2025 STIP.

The public involvement activities conducted by the Mid-America Regional Council (MARC), the Flint Hills Metropolitan Planning Organization (FHMPO), and the Metropolitan Topeka Planning Organization (MTPO) for their Transportation Improvement Programs (TIPs) serve to satisfy the requirements of 23 CFR §450.326. Three public comments were received by MARC and are included for your reference.

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

Sincerely,

Burt Morey, P.E.
Deputy Secretary and
State Transportation Engineer

Enclosures: MARC FFY 2022-2026 TIP Amendment Quarter 1 Approval Request Letter & Related Documents
FHMPO FFY 2022-2025 TIP Amendment #1 Approval Request Letter & Related Documents
MTPO FFY 2022-2024 TIP Amendment #6 Approval Request Letter & Related Documents

Messrs. Backlund and Ahmad

Page 2

January 31, 2022

cc: Matt McDonald, FHWA-KS
Cecelie Cochran, FHWA-KS
Cathy Monroe, FTA Region VII
Eva Steinman, FTA Region VII
Cory Davis, KDOT Transportation Planning
Allison Smith, KDOT Transportation Planning
Rene Hart, KDOT Transportation Planning
Matt Messina, KDOT Transportation Planning
Kristi Wilson, KDOT Transportation Planning
Tod Salfrank, KDOT Local Projects
Lisa Roth, KDOT Local Projects
Susie Lovelady, KDOT Program and Project Management
Linda Fritton, KDOT Program and Project Management

600 Broadway, Suite 200
Kansas City, Missouri 64105-1659

816-474-4240
816-421-7758 FAX
marcinfo@marc.org
www.marc.org



January 26, 2022

To: KDOT, MoDOT and Federal Offices

Subject: 2022 1st Quarter Amendment to the *FFY 2022-2026 Transportation Improvement Program (TIP)*

On January 25, 2022 the Mid-America Regional Council amended the *FFY 2022-2026 Transportation Improvement Program* for the Kansas City metropolitan region. This 2022 1st Quarter Amendment consists of 25 projects: 17 Kansas, 7 Missouri, and 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 www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive 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. Three comments were received during the comment period. The comments received and responses from MARC are attached for your reference.

This amendment is financially constrained and maintains the financial feasibility of the *FFY 2022-2026 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.

A handwritten signature in black ink, appearing to be "RA" with a long horizontal stroke extending to the right.

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

Chair
Harold Johnson Jr.
Commissioner
Unified Government
of Wyandotte County/
Kansas City, Kansas

1st Vice Chair
Carson Ross
Mayor
Blue Springs,
Missouri

2nd Vice Chair
Janeé Hanzlick
Commissioner
Johnson County,
Kansas

Treasurer
Eileen Weir
Mayor
Independence,
Missouri

Secretary
Beto Lopez
Mayor Pro Tem
Lee's Summit,
Missouri

Executive Director
David A. Warm

William Wells
imajhawk66048@aol.com

Comment regarding #162007

"I am very much in favor of a roundabout at 4H Road and K7. I live in Leavenworth and drive through that part of Lansing all the time."

Proposed Response

Thank you for your recent comment regarding the proposed 2022 1st Quarter Amendment to the regional Transportation Improvement Program. We shared your comment with the City of Lansing, the Total Transportation Policy Committee and the MARC Board of Directors for the consideration.

Responding to your comment, the City of Lansing expressed appreciation for the positive feedback, but also wanted to clarify that the project location is at 4H Road and Desoto Road, not K-7 as referenced in your comment. There are no plans for a roundabout at the intersection of 4H Road and K-7.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Kurt A. Zahner
kurt.zahner56@gmail.com

Comment regarding #380213

"To whom it may concern,

My name is Kurt Zahner and our family has lived at 17945 S. Moonlight Rd. since 1995. This is north of I-35 about 1/2 mile. I've got to say that I don't see the need to improve the bridge. I guess I'd be curious to know what the "improvement" would consist of. If it means increased traffic count I don't see a positive effect in regards to Moonlight Elementary that is across the street from us. I am curious as to what the improvement would entail.

Sincerely,
Kurt J. Zahner"

Proposed Response

Thank you for your recent comment regarding the proposed 2022 1st Quarter Amendment to the regional Transportation Improvement Program. We shared your comment with the Kansas Department of Transportation (KDOT), the Total Transportation Policy Committee and the MARC Board of Directors for the consideration.

Responding to your comment, KDOT indicated that they are in the very early in the planning stages of this project right now and are programming Preliminary Engineering into the TIP for this future bridge replacement project. They noted that the bridge was built in 1959 and is needing to be replaced due to various accumulations of age-related deterioration that KDOT crews are noticing progressively declining with periodic inspections. The bridge is safe, but there is a tipping point at which maintenance costs cannot keep up and KDOT sees this 63 year old bridge as being a good candidate for replacement in the relatively near future. There are no plans to construct an interchange at this time, but the new bridge will most likely be built to accommodate a future interchange if one is ever warranted.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Ron Smith
ronsmith@att.net

Comment regarding #350237

"Quivira, 179th to 187th is not needed at this time. Funds should be redirected to Switzer, 167th to 175. Much higher population than further south."

Proposed Response

Thank you for your recent comment regarding the proposed 2022 1st Quarter Amendment to the regional Transportation Improvement Program. We shared your comment with the City of Overland Park, the Total Transportation Policy Committee and the MARC Board of Directors for the consideration.

Responding to your comment, the City of Overland Park indicated that the Quivira Road - 179th St. to 187th St. project will provide a needed link over Wolf Creek within the Quivira corridor that doesn't exist today. This new link will allow additional access from southern Overland Park and southern Johnson County to the rapidly developing area at 179th and Quivira. It should be noted that, currently, there are no federal funds associated with the construction of this project.

The city also conveyed that they are planning for improvements to Switzer between 167th and 175th as suggested in your comment. Those improvements are included in the city's 2022-2026 Capital Improvement Program and are scheduled to start in 2026.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

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 #:				
7 Phase	8 Year of Obligation	9 Type	10 Source	Cost (IN THOUSANDS)	12 Description: Smithville Lake Trail (Hwy W to 188th St.)
Construction	2011	Federal	TE-MO	\$202.7	13 Amendment Description: New project
Construction	2011	Non-Federal	LOCAL	\$133.5	
Federal Total: \$202.7		Non-Federal Total: \$133.5		11 Total: \$336.2	
14 <input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

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

KANSAS CITY METROPOLITAN REGION
 TRANSPORTATION IMPROVEMENT PROGRAM
 FISCAL YEARS 2022-2026
2022 1st Quarter Amendment

Kansas

TIP #: 380182		Juris: KDOT		Location/Improvement: US-56 RECONSTRUCTION IN THE CITY OF GARDNER			Length (mi): 0.76
State #: KA-5420-01		Fed #: ACNHP-A542(001)		Co: JOHNSON		Project Type: Reconstruction	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:		
Engineering	2020	Non-Federal	LOCAL	\$414.1	Pavement replacement, curb and gutter, and sidewalks on US-56 from Sycamore Street to Moonlight Road. The CONST phase will utilize AC in the amount of \$3,000 K with conversion to NHPP in 2022.		
Right-of-Way	2020	Non-Federal	LOCAL	\$205.0			
Construction	2021	Non-Federal	STATE-KS	\$350.0	Amendment Description: Revise budget to reflect the latest estimates		
Construction	2021	Non-Federal	STATE-KS (AC)	\$3,000.0			
Construction	2021	Non-Federal	LOCAL	\$2,782.8			
Conversion	2022	Federal	NHPP-KS	\$3,000.0			
Credit	2022	Non-Federal	CREDIT	(\$3,000.0)			
Federal Total: \$3,000.0		Non-Federal Total: \$3,751.9		Total: \$6,751.9			

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TIP #: 380194		Juris: KDOT		Location/Improvement: ALT DELIVERY: US-69 JOHNSON CO-151ST ST NORTH TO 103RD ST			Length (mi): 7	
State #: KA-5700-02		Fed #:		Co: JOHNSON		Project Type: Engineering (Roadway)		
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:			
Engineering	2021	Non-Federal	LOCAL	\$99.0	Project Manager for Alternate Delivery Project for the addition of a thru lane in each direction- and advance acquisition of Right of Way and Utility. The UTIL phase will utilize AC in the amount of \$ 2,600 K with conversion to NHPP in 2025. The PE phase will utilize AC in the amount of \$13,521 K with conversion to NHPP in 2025.			
Engineering	2021	Non-Federal	STATE-KS	\$3,380.0				
Engineering	2021	Non-Federal	STATE-KS (AC)	\$13,521.0		Amendment Description: Revise budget to reflect the latest estimates		
Other	2021	Non-Federal	STATE-KS	\$650.0				
Other	2021	Non-Federal	STATE-KS (AC)	\$2,600.0				
Right-of-Way	2021	Non-Federal	STATE-KS	\$7,500.0				
Conversion	2025	Federal	NHPP-KS	\$16,121.0				
Credit	2025	Non-Federal	CREDIT	(\$16,121.0)				
Federal Total: \$16,121.0		Non-Federal Total: \$11,629.0		Total: \$27,750.0				

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TIP #: 380204		Juris: KDOT		Location/Improvement: KC SCOUT COMMUNICATION NETWORK REPLACEMENT ALONG I-70, I-635, I-35, I-435 IN JOHNSON & WYANDOTTE COUNTIES			Length (mi): 0
State #: KA-5705-01		Fed #:		Co: JOHNSON		Project Type: Traffic Management	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:		
Engineering	2022	Non-Federal	STATE-KS	\$505.0	Replacement of end of life communication switches and signs		
Construction	2022	Non-Federal	STATE-KS	\$3,923.1			
Federal Total:		Non-Federal Total: \$4,428.1		Total: \$4,428.1			

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

Kansas

TIP #: 380211		Juris: KDOT		Location/Improvement: I-635: BEGINNING @AT FOSTER STREET THENCE NORTH TO @THE WYANDOTTE/JOHNSON COUNTY LINE		
State #: KA-5501-02		Fed #:		Co: JOHNSON		Project Type: Safety
						Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	Guardrail Upgrades. The PE phase will utilize AC in the amount of \$ 3.6 K with conversion to HSIP in 2023. The CONST phase will utilize AC in the amount of \$ \$75.6 K with conversion to HSIP in 2023.
Engineering	2022	Non-Federal	STATE-KS (AC)	\$3.6	Amendment Description: New Project	
Construction	2022	Non-Federal	STATE-KS (AC)	\$75.6		
Conversion	2023	Federal	HSIP-KS	\$79.2		
Credit	2023	Non-Federal	CREDIT	(\$79.2)		
Federal Total: \$79.2		Non-Federal Total: \$0.0		Total: \$79.2		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

TIP #: 380212		Juris: KDOT		Location/Improvement: I-435: BEGINNING AT JUNCTION K-10/I-435 THENCE NORTH TO MIDLAND DRIVE		
State #: KA-5500-02		Fed #:		Co: JOHNSON		Project Type: Safety
						Length (mi): 4
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	Guardrail Upgrades. The PE phase will utilize AC in the amount of \$15.0 K with conversion to HSIP in 2023. The CONST phase will utilize AC in the amount of \$ \$315 K with conversion to HSIP in 2023.
Engineering	2022	Non-Federal	STATE-KS (AC)	\$15.0	Amendment Description: New Project	
Construction	2022	Non-Federal	STATE-KS (AC)	\$315.0		
Conversion	2023	Federal	HSIP-KS	\$330.0		
Credit	2023	Non-Federal	CREDIT	(\$330.0)		
Federal Total: \$330.0		Non-Federal Total: \$0.0		Total: \$330.0		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

TIP #: 380213		Juris: KDOT		Location/Improvement: I-35: BRIDGE #011 (OVER I-35, WESTBOUND AND EASTBOUND) AT MOONLIGHT ROAD LOCATED 7.13 MILES NORTHEAST OF THE MIAMI/JOHNSON COUNTY LINE		
State #: KA-6479-01		Fed #:		Co: JOHNSON		Project Type: Engineering(Bridge)
						Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	Replace Bridge #011 on I-35 in Johnson County. This project is authorized for PE Only. Total project cost estimate is \$ 6,160 K and should be used for planning purposes only. The PE phase will utilize AC in the amount of \$534.4 K with conversion to NHPP in 2027.
Engineering	2022	Non-Federal	STATE-KS	\$59.4	Amendment Description: New Project	
Engineering	2022	Non-Federal	STATE-KS (AC)	\$534.4		
Conversion	2027	Federal	NHPP-KS	\$534.4		
Credit	2027	Non-Federal	CREDIT	(\$534.4)		
Federal Total: \$534.4		Non-Federal Total: \$59.4		Total: \$593.8		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope						

Kansas

TIP #: 349249		Juris: OLATHE		Location/Improvement: SIDEWALK MISSING LINK PROJECT		
State #: N-0742-01		Fed #:		Co: JOHNSON		Project Type: Pedestrian and/or Bikeways
						Length (mi): 2.84
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	This project will include the construction of missing link sidewalks on school walking routes. The City of Olathe maintains walking maps for all the elementary schools. Our goal is to have a sidewalk from each house to each school. The city reviewed all the school walking maps and noted the missing links and prioritized based on percent free lunch, number of students, type of roadway and meeting with the school district. Based on need and not taking in to account areas that have already been addressed, the next school to be focused on is Clearwater Creek Elementary. While the main focus is students, the project will also be beneficial to all residents including mobility users and transit riders. It is approximated that 15,000 linear feet of sidewalk and an update to the Old 56 and Robinson Traffic Signal (to add pedestrian access) will be needed.
Engineering	2022	Non-Federal	LOCAL	\$85.0		
Right-of-Way	2022	Non-Federal	LOCAL	\$30.0		
Construction	2022	Non-Federal	LOCAL	\$300.0		
Construction	2022	Federal	TA-KS	\$300.0		
Federal Total: \$300.0		Non-Federal Total: \$415.0		Total: \$715.0		
Amendment Description: Revise budget to reflect the latest estimates						
						<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope

TIP #: 350233		Juris: OVERLAND PARK		Location/Improvement: 91ST STREET BIKE PEDESTRIAN TRAIL IMPROVEMENTS		
State #: N-0702-01		Fed #: TA-N070(201)		Co: JOHNSON		Project Type: Pedestrian and/or Bikeways
						Length (mi): 1.5
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	The project is for a trail to be constructed as 10' wide concrete surface to accommodate a mixed use of bicycles and pedestrians, with an approximate total length of 1.5 miles. This trail will be constructed either in street right-of-way, or land that will be acquired by the City as park land. It will run from Nall & 91st street on the east boundary to Lowell Avenue on the west. At Lowell, it will join the existing trail segment that leads to Cherokee Park. Traffic signals at 91st and Lamar and 91st & Glenwood will be removed as part of the project
Engineering	2019	Non-Federal	LOCAL	\$208.0		
Right-of-Way	2020	Non-Federal	LOCAL	\$265.0		
Other	2021	Non-Federal	LOCAL	\$21.0		
Construction	2021	Federal	ARP-KS	\$407.0		
Construction	2021	Non-Federal	STATE-KS	\$800.0		
Construction	2021	Non-Federal	LOCAL	\$594.0		
Construction	2021	Federal	STBGM-KS	\$475.0		
Federal Total: \$882.0		Non-Federal Total: \$1,888.0		Total: \$2,770.0		
Amendment Description: Revise budget to reflect latest estimates and add ARP-KS funds						
						<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope

TIP #: 350237		Juris: OVERLAND PARK		Location/Improvement: QUIVIRA ROAD, 179TH STREET TO 187TH STREET		
State #:		Fed #:		Co: JOHNSON		Project Type: Reconstruction
						Length (mi): 1.0
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	This project includes reconstruction of existing Quivira Road from 179th Street to 183rd Street and construction of a new roadway segment of Quivira Road from 183rd Street to 187th Street. The new roadway segment will include new bridges over Wolf Creek and Wolf Creek Tributary. The proposed roadway will be a 2-lane concrete thoroughfare with shoulders/bike lane and sidewalks. A roundabout at 179th and Quivira intersection will be constructed along with storm sewers, street lighting, restoration, landscaping and other appurtenances along the one-mile corridor.
Engineering	2020	Non-Federal	LOCAL	\$1,455.0		
Other	2023	Non-Federal	LOCAL	\$720.0		
Right-of-Way	2023	Non-Federal	LOCAL	\$840.0		
Construction	2024	Non-Federal	LOCAL	\$14,725.0		
Federal Total:		Non-Federal Total: \$17,740.0		Total: \$17,740.0		
Amendment Description: New Project						
						<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope

Kansas

TIP #: 180078	Juris: KDOT	Location/Improvement: K-92 IN LEAVENWORTH COUNTY: BEGINNING 0.07 MILES WEST OF K-92/20TH STREET THENCE EAST TO 0.07 MILES EAST OF K-92/20TH STREET			
State #: KA-6060-01	Fed #:	Co: LEAVENWORTH	Project Type: Resurfacing	Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description: Pavement Replacement. The PE phase will utilize AC in the amount of \$ 43.7 K with conversion to STP in 2025. The CONST phase will utilize AC in the amount of \$ \$939.1 K with conversion to STP in 2025.
Engineering	2021	Non-Federal	STATE-KS (AC)	\$43.7	Amendment Description: Add construction phase, revise schedule and budget to reflect the latest estimates
Engineering	2021	Non-Federal	STATE-KS	\$10.9	
Construction	2023	Non-Federal	STATE-KS (AC)	\$939.1	
Construction	2023	Non-Federal	STATE-KS	\$234.8	
Conversion	2025	Federal	STP-KS	\$982.8	
Credit	2025	Non-Federal	CREDIT	(\$982.8)	
Federal Total:	\$982.8	Non-Federal Total:	\$245.7	Total:	\$1,228.5
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input checked="" type="checkbox"/> Scope					

TIP #: 162007	Juris: LANSING	Location/Improvement: 4H & DESOTO ROAD ROUNDABOUT			
State #:	Fed #:	Co: LEAVENWORTH	Project Type: Traffic Management	Length (mi): .15	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description: The replacement of a 4 way stop controlled intersection to a roundabout. This project is in response to increased traffic demand and safety concern with the construction of a new high school in 2016.
Engineering	2018	Non-Federal	LOCAL	\$140.0	Amendment Description: New Project
Right-of-Way	2021	Non-Federal	LOCAL	\$40.0	
Construction	2023	Non-Federal	LOCAL	\$1,400.0	
Federal Total:		Non-Federal Total:	\$1,580.0	Total:	\$1,580.0
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

TIP #: 165018	Juris: LEAVENWORTH COUNTY	Location/Improvement: LEAVENWORTH COUNTY: RS381 FROM TONGANOXIE NORTH CITY LIMIT THENCE NORTH 1.1 MILE			
State #: C-5119-01	Fed #:	Co: LEAVENWORTH	Project Type: Safety	Length (mi): 1.1	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description: Addition of 1' of travel lane and 6' paved shoulders, culvert widening
Engineering	2022	Federal	HSIP-KS	\$165.6	Amendment Description: New Project
Engineering	2022	Non-Federal	LOCAL	\$18.4	
Construction	2023	Federal	HSIP-KS	\$1,320.5	
Construction	2023	Non-Federal	LOCAL	\$146.7	
Federal Total:	\$1,486.1	Non-Federal Total:	\$165.1	Total:	\$1,651.2
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope					

Kansas

TIP #: 880006		Juris: KDOT		Location/Improvement: K-68: FROM US-169, EAST TO US-69 AT LOUISBURG		
State #: KA-2373-03		Fed #: STP-A237(303)		Co: MIAMI		Project Type: Reconstruction Length (mi): 3
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	Amendment Description:
Engineering	2021	Non-Federal	STATE-KS	\$823.2	Construct 4-lane expressway from Spring Valley Rd. east to US-69. Add turn lanes to K-68 and access roads at various locations on K-68. This facility is utilized by freight. There are no known transit routes along the facility. The UTIL phase will utilize AC in the amount of \$1,125.6 K with conversion to STP in 2023. The CONST phase will utilize AC in the amount of \$3,424.9 K with conversion to HPD in 2022. The CONST phase will utilize AC in the amount of \$8,735.1 K with conversion to STP in 2022. The CONST phase will utilize AC in the amount of \$912 K with conversion to STP in 2023.	Revise budget to reflect the latest estimates
Other	2021	Non-Federal	STATE-KS	\$281.4		
Other	2021	Non-Federal	STATE-KS (AC)	\$1,125.6		
Right-of-Way	2021	Non-Federal	STATE-KS	\$4,700.0		
Construction	2022	Non-Federal	STATE-KS	\$3,268.0		
Construction	2022	Non-Federal	STATE-KS (AC)	\$13,072.0		
Conversion	2022	Federal	HPD-KS	\$3,424.9		
Conversion	2022	Federal	STP-KS	\$8,735.1		
Credit	2022	Non-Federal	CREDIT	(\$3,424.9)		
Credit	2022	Non-Federal	CREDIT	(\$8,735.1)		
Conversion	2023	Federal	STP-KS	\$2,037.6		
Credit	2023	Non-Federal	CREDIT	(\$2,037.6)		
Federal Total: \$14,197.6		Non-Federal Total: \$9,072.6		Total: \$23,270.2		

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TIP #: 880012		Juris: KDOT		Location/Improvement: US-69 IN MIAMI COUNTY: BEGINNING 1.3 MILES SOUTH OF 359TH STREET THENCE NORTH TO 0.6 MILES SOUTH OF K-68		
State #: KA-6055-01		Fed #:		Co: MIAMI		Project Type: Resurfacing Length (mi): 11
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	Amendment Description:
Engineering	2021	Non-Federal	STATE-KS	\$507.3	3 Inch Overlay on US-69 in Miami County	Federal funds removed from the project and replaced by state funds
Construction	2022	Non-Federal	STATE-KS	\$10,905.3		
Federal Total:		Non-Federal Total: \$11,412.6		Total: \$11,412.6		

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

TIP #: 867008		Juris: MIAMI COUNTY		Location/Improvement: MIAMI COUNTY: RS 1604 FROM 327TH STREET TO PAOLA SOUTH CITY LIMIT		
State #: C-5123-01		Fed #:		Co: MIAMI		Project Type: Safety Length (mi): 1.9
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	Description:	Amendment Description:
Construction	2022	Federal	HSIP-KS	\$733.6	Roadway widening and addition safety edge, culverts, upgrade curve signage if required	New Project
Construction	2022	Non-Federal	LOCAL	\$81.5		
Federal Total: \$733.6		Non-Federal Total: \$81.5		Total: \$815.1		

New
 Deleted
 Schedule
 Budget
 AirQuality
 Scope

Kansas

TIP #: 280174

Juris: KDOT

Location/Improvement: I-635: FROM THE WYANDOTTE/JOHNSON COUNTY LINE NORTH TO THE SOUTH APPROACH OF THE BNSF RAILROAD BRIDGES AND FROM 750 FEET NORTH OF 43RD STREET NORTH TO THE I-635/K-5 JUNCTION

State #: KA-5502-02

Fed #:

Co: WYANDOTTE

Project Type: Safety

Length (mi): 5

Phase	Year of Obligation	Type	Source	Cost(\$1,000's)
Engineering	2022	Non-Federal	STATE-KS (AC)	\$5.1
Construction	2022	Non-Federal	STATE-KS (AC)	\$107.1
Conversion	2023	Federal	HSIP-KS	\$112.2
Credit	2023	Non-Federal	CREDIT	(\$112.2)

Description: Guardrail Upgrades. The PE phase will utilize AC in the amount of \$ \$5.1 K with conversion to HSIP in 2023. The CONST phase will utilize AC in the amount of \$ \$107.1 K with conversion to HSIP in 2023.

Amendment Description: New Project

Federal Total: \$112.2 Non-Federal Total: \$0.0 Total: \$112.2

New Deleted Schedule Budget AirQuality Scope

TIP #: 259212

Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY

Location/Improvement: REPLACEMENT OF BRIDGE NO. 311 ON THORN DRIVE OVER DAVIS CREEK

State #:

Fed #:

Co: WYANDOTTE

Project Type: Bridge Replacement

Length (mi): 0.1

Phase	Year of Obligation	Type	Source	Cost(\$1,000's)
Engineering	2022	Non-Federal	LOCAL	\$100.0
Right-of-Way	2022	Non-Federal	LOCAL	\$50.0
Construction	2023	Non-Federal	LOCAL	\$158.0
Construction	2023	Federal	STP-KS	\$632.0

Description: Replacement of a 3 span, 131ft long steel girder structure on Thorn Drive over Davis Creek south of the Kansas River near S. 59th Street.

Amendment Description: New Project

Federal Total: \$632.0 Non-Federal Total: \$308.0 Total: \$940.0

New Deleted Schedule Budget AirQuality Scope

2022 1ST QUARTER AMENDMENT MTP REFERENCE

TIP_Num	Proj_Name	Ld_Agency	State	MTP
162007	4H & DeSoto Road Roundabout	Lansing	Kansas	Economic Vitality
165018	Leavenworth County: RS381 from Tonganoxie North City Limit thence north 1.1 mile	Leavenworth County	Kansas	Economic Vitality
180078	K-92 in Leavenworth County: Beginning 0.07 Miles West of K-92/20th Street thence East to 0.07 Miles East of K-92/20th Street	KDOT	Kansas	Economic Vitality
259212	Replacement of Bridge No. 311 on Thorn Drive over Davis Creek	Unified Government of Wyandotte County/Kansas City, KS	Kansas	Economic Vitality
280174	I-635: From the Wyandotte/Johnson county line north to the south approach of the BNSF Railroad Bridges and from 750 feet north of 43rd Street north to the I-635/K-5 junction	KDOT	Kansas	Economic Vitality
349249	Sidewalk Missing Link Project	Olathe	Kansas	Transportation Choices
350233	91st Street Bike Pedestrian Trail Improvements	Overland Park	Kansas	Transportation Choices
350237	Quivira Road, 179th Street to 187th Street	Overland Park	Kansas	Economic Vitality
380182	US-56 Reconstruction in the city of Gardner	KDOT	Kansas	Economic Vitality
380194	Alt Delivery: US-69 Johnson Co-151st St north to 103rd St	KDOT	Kansas	Economic Vitality
380204	KC Scout Communication Network Replacement along I-70, I-635, I-35, I-435 in Johnson & Wyandotte Counties	KDOT	Kansas	Economic Vitality
380211	I-635: Beginning @at Foster Street thence North to @the Wyandotte/Johnson County Line	KDOT	Kansas	Economic Vitality
380212	I-435: Beginning at Junction K-10/I-435 thence North to Midland Drive	KDOT	Kansas	Economic Vitality
380213	I-35: bridge #011 (over I-35, westbound and eastbound) at Moonlight Road located 7.13 miles northeast of the Miami/Johnson county line	KDOT	Kansas	Economic Vitality
410067	Route 152 Trail Segment 2	Kansas City, MO	Missouri	Transportation Choices
510075	Route 152 Trail Segment 12	Kansas City, MO	Missouri	Transportation Choices
510079	Searcy Creek Trail Segment 2	Kansas City, MO	Missouri	Transportation Choices
510083	Vivion Corridor Improvements	Kansas City, MO	Missouri	Transportation Choices
611182	Blue River Trail - Stadium Drive to Truman Road	Kansas City, MO	Missouri	Transportation Choices
611188	Paseo Boulevard Bikeways	Kansas City, MO	Missouri	Transportation Choices
690488	MO 291: Bridge replacement, rebuild pavement, add sidewalks and realign north ramp of interchange from SE 7th Terrace to SE Oldham Parkway.	MoDOT	Missouri	Economic Vitality
867008	Miami County: RS 1604 from 327th Street to Paola South City Limit	Miami County	Kansas	Economic Vitality
880006	K-68: from US-169, East to US-69 at Louisburg	KDOT	Kansas	Economic Vitality
880012	US-69 in Miami County: Beginning 1.3 miles South of 359th Street thence North to 0.6 miles South of K-68	KDOT	Kansas	Economic Vitality
995210	Kansas City Streetcar Riverfront Extension	KCATA	Transit	#1201

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Updates

Approval of the 2022 1st Quarter Amendment to the 2022–2026 Transportation Improvement Program (TIP) will require tables from the financial plan of the 2022–2026 TIP, adopted on October 26, 2021 and amended on January 25, 2022 (scheduled) to be modified as shown in Tables 1 – 4. The tables from the approved 2022–2026 TIP are provided for comparison in Tables 5 – 8.

Table 1 - Revenue

State	Source	2022	2023	2024	2025	2026
Kansas	CMAQ-KS	\$1,710.44	\$1,170.00	\$994.00	\$2,930.90	\$2,930.90
	CREDIT	(\$58,416.00)	(\$45,517.11)	(\$118,200.30)	(\$104,014.90)	(\$84,235.00)
	CRRSAA-KS	\$0.00	\$4,314.03	\$1,002.64	\$0.00	\$0.00
	HIP-KS	\$856.16	\$0.00	\$0.00	\$0.00	\$0.00
	HPD-KS	\$3,424.90	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$2,342.19	\$13,323.96	\$750.00	\$750.00	\$750.00
	LOCAL	\$133,841.24	\$52,158.74	\$62,054.59	\$38,776.39	\$39,358.04
	NHPP-KS	\$42,641.60	\$29,525.00	\$114,702.30	\$96,682.10	\$83,485.00
	OTHER	\$0.00	\$450.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$79,999.70	\$7,910.44	\$5,777.54	\$5,875.76	\$5,976.64
	STATE-KS (AC)	\$360,857.80	\$17,760.00	\$750.00	\$750.00	\$750.00
	STBGM-KS	\$14,296.84	\$7,980.00	\$15,132.41	\$13,276.84	\$13,276.84
	STP-KS	\$9,646.50	\$4,620.60	\$2,748.00	\$6,582.80	\$0.00
	TA-KS	\$1,704.00	\$1,020.00	\$850.00	\$1,020.00	\$1,020.00
Missouri	BRO-MO	\$2,815.08	\$1,265.00	\$412.00	\$0.00	\$0.00
	CMAQ-MO	\$1,906.06	\$170.00	\$1,969.09	\$3,067.84	\$3,067.84
	CREDIT	(\$20,074.40)	(\$17,849.80)	(\$18,494.40)	(\$2,727.00)	(\$5,418.60)
	CRRSAA-MO	\$0.00	\$8,393.33	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$8,679.40	\$12,744.40	\$3,349.40	\$12.50	\$12.50
	LOCAL	\$103,470.49	\$52,827.47	\$51,131.06	\$38,571.30	\$39,149.87
	NHFP-MO	\$1,536.00	\$13,627.90	\$42,146.00	\$0.00	\$0.00
	NHPP-MO	\$56,003.50	\$78,164.00	\$86,674.00	\$18,689.10	\$13,443.00
	OTHER	\$0.00	\$0.00	\$60.00	\$0.00	\$0.00
	STATE-KS	\$2,470.00	\$2,470.00	\$2,496.00	\$0.00	\$0.00
	STATE-MO	\$49,461.85	\$42,977.01	\$53,401.95	\$22,499.73	\$22,003.40
	STATE-MO (AC)	\$18,760.60	\$18,077.60	\$18,376.80	\$2,834.80	\$5,057.00
	STBGM-MO	\$25,500.00	\$12,093.00	\$15,765.60	\$21,159.67	\$21,159.67
	STBG-MO	\$20,107.40	\$17,849.80	\$413.00	\$2,727.00	\$5,418.60
TA-MO	\$9,250.00	\$3,299.77	\$1,573.66	\$1,623.63	\$1,623.63	
Regional	CMAQ-KS	\$411.00	\$766.19	\$463.50	\$0.00	\$0.00
	CMAQ-MO	\$411.00	\$818.19	\$463.50	\$0.00	\$0.00

Transit	LOCAL	\$743.00	\$1,471.75	\$856.75	\$0.00	\$0.00
	STBGM-KS	\$180.00	\$910.00	\$210.00	\$0.00	\$0.00
	STPBGM-MO	\$420.00	\$1,592.62	\$490.00	\$0.00	\$0.00
	5307	\$27,147.46	\$25,576.99	\$24,982.18	\$22,985.32	\$28,730.34
	5309	\$23,259.27	\$0.00	\$0.00	\$0.00	\$0.00
	5311	\$129.92	\$133.82	\$137.83	\$0.00	\$0.00
	5337	\$1,241.25	\$2,761.11	\$1,316.85	\$0.00	\$0.00
	5339	\$2,118.16	\$2,181.71	\$2,247.16	\$2,314.57	\$2,350.00
	ARP-MO	\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00
	BUILD-MO	\$14,200.00	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$1,295.00	\$542.51	\$1,669.80	\$0.00	\$0.00
	CMAQ-MO	\$787.50	\$1,319.51	\$523.72	\$0.00	\$0.00
	CRRSAA-MO	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$317,290.83	\$168,448.55	\$170,975.28	\$175,539.91	\$176,413.00
	STATE-KS	\$27.41	\$28.23	\$29.08	\$0.00	\$0.00
	STBGM-KS	\$0.00	\$800.00	\$800.00	\$0.00	\$0.00
	STBGM-MO	\$0.00	\$1,600.00	\$0.00	\$0.00	\$0.00
	TA-MO	\$0.00	\$400.00	\$0.00	\$0.00	\$0.00

	Kansas Subtotal	\$592,905.37	\$94,715.66	\$86,561.18	\$62,629.89	\$63,312.42
	Missouri Subtotal	\$279,885.98	\$246,109.48	\$259,274.16	\$108,458.56	\$105,516.90
	Regional Subtotal	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
	Transit	\$398,996.80	\$203,792.43	\$202,681.90	\$200,839.80	\$207,493.34

	Subtotal by Year	\$1,273,953.16	\$550,176.31	\$551,000.98	\$371,928.24	\$376,322.67
	Total	\$3,123,381.36				

Table 2 – Expenditure

State	Source	2022	2023	2024	2025	2026
Kansas	CMAQ-KS	\$1,710.44	\$1,170.00	\$994.00	\$0.00	\$0.00
	CRRSAA-KS	\$0.00	\$4,314.03	\$1,002.64	\$0.00	\$0.00
	HIP-KS	\$856.16	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$1,592.19	\$1,320.46	\$0.00	\$0.00	\$0.00
	LOCAL	\$102,807.30	\$25,154.44	\$40,025.19	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	OTHER	\$0.00	\$450.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$74,413.70	\$2,132.90	\$0.00	\$0.00	\$1.00
	STATE-KS (AC)	\$360,857.80	\$17,760.00	\$750.00	\$750.00	\$750.00

	STBGM-KS	\$12,343.84	\$7,980.00	\$15,132.41	\$0.00	\$0.00	
	STP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	TA-KS	\$1,704.00	\$1,020.00	\$850.00	\$0.00	\$0.00	
Missouri	BRO-MO	\$1,531.50	\$1,265.00	\$412.00	\$0.00	\$0.00	
	CMAQ-MO	\$1,906.06	\$170.00	\$1,969.09	\$0.00	\$0.00	
	CRRSAA-MO	\$0.00	\$8,393.33	\$0.00	\$0.00	\$0.00	
	HSIP-MO	\$8,679.40	\$12,744.40	\$3,349.40	\$12.50	\$12.50	
	LOCAL	\$86,692.22	\$24,293.42	\$16,465.76	\$0.00	\$0.00	
	NHFP-MO	\$1,536.00	\$13,627.90	\$42,146.00	\$0.00	\$0.00	
	NHPP-MO	\$56,003.50	\$78,164.00	\$86,674.00	\$18,689.10	\$13,443.00	
	OTHER	\$0.00	\$0.00	\$60.00	\$0.00	\$0.00	
	STATE-KS	\$2,470.00	\$2,470.00	\$2,496.00	\$0.00	\$0.00	
	STATE-MO	\$33,091.50	\$26,361.10	\$36,536.80	\$5,381.60	\$4,628.50	
	STATE-MO (AC)	\$18,760.60	\$18,077.60	\$18,376.80	\$2,834.80	\$5,057.00	
	STBGM-MO	\$25,500.00	\$12,093.00	\$15,765.60	\$0.00	\$0.00	
	STBG-MO	\$33.00	\$0.00	\$0.00	\$0.00	\$0.00	
	TA-MO	\$9,250.49	\$3,299.77	\$1,573.66	\$0.00	\$0.00	
	Regional	CMAQ-KS	\$411.00	\$766.19	\$463.50	\$0.00	\$0.00
		CMAQ-MO	\$411.00	\$818.19	\$463.50	\$0.00	\$0.00
LOCAL		\$743.00	\$1,471.75	\$856.75	\$0.00	\$0.00	
STBGM-KS		\$180.00	\$910.00	\$210.00	\$0.00	\$0.00	
STBGM-MO		\$420.00	\$1,592.62	\$490.00	\$0.00	\$0.00	
Transit	5307	\$27,147.46	\$25,576.99	\$24,982.18	\$22,985.32	\$28,730.34	
	5309	\$23,259.27	\$0.00	\$0.00	\$0.00	\$0.00	
	5311	\$129.92	\$133.82	\$137.83	\$0.00	\$0.00	
	5337	\$1,241.25	\$2,761.11	\$1,316.85	\$0.00	\$0.00	
	5339	\$2,118.16	\$2,181.71	\$2,247.16	\$2,314.57	\$2,350.00	
	ARP-MO	\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00	
	BUILD-MO	\$14,200.00	\$0.00	\$0.00	\$0.00	\$0.00	
	CMAQ-KS	\$1,295.00	\$542.51	\$1,669.80	\$0.00	\$0.00	
	CMAQ-MO	\$787.50	\$1,319.51	\$523.72	\$0.00	\$0.00	
	CRRSAA-MO	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
	LOCAL	\$241,084.85	\$114,975.09	\$118,867.24	\$122,578.88	\$118,846.75	
	STATE-KS	\$27.41	\$28.23	\$29.08	\$0.00	\$0.00	
	STBGM-KS	\$0.00	\$800.00	\$800.00	\$0.00	\$0.00	
	STBGM-MO	\$0.00	\$1,600.00	\$0.00	\$0.00	\$0.00	
	TA-MO	\$0.00	\$400.00	\$0.00	\$0.00	\$0.00	
	Kansas Subtotal	\$556,285.43	\$61,301.83	\$58,754.24	\$750.00	\$751.00	

Missouri Subtotal	\$245,454.27	\$200,959.52	\$225,825.11	\$26,918.00	\$23,141.00
Regional Subtotal	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
Transit	\$322,790.82	\$150,318.97	\$150,573.86	\$147,878.77	\$149,927.09

Subtotal by Year	\$1,126,695.52	\$418,139.07	\$437,636.96	\$175,546.77	\$173,819.09
Total	\$2,331,837.41				

Table 3 – Summary

Highway Revenues vs. Expenditures					
	2022	2023	2024	2025	2026
Kansas Revenue	\$592,905.37	\$94,715.66	\$86,561.18	\$62,629.89	\$63,312.42
Kansas O&M Expenditure	\$25,124.67	\$25,512.72	\$25,906.65	\$26,306.89	\$26,713.18
Kansas Project Expenditure	\$556,285.43	\$61,301.83	\$58,754.24	\$750.00	\$751.00
Difference	\$11,495.27	\$7,901.11	\$1,900.29	\$35,573.00	\$35,848.24
Missouri Revenue	\$279,885.98	\$246,109.48	\$259,274.16	\$108,458.56	\$105,516.90
Missouri O&M Expenditure	\$28,345.14	\$28,770.31	\$29,201.87	\$29,639.90	\$30,084.49
Missouri Project Expenditure	\$245,454.27	\$200,959.52	\$225,825.11	\$26,918.00	\$23,141.00
Difference	\$6,086.58	\$16,379.64	\$4,247.18	\$51,900.66	\$52,291.41
Regional Revenue	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
Regional Expenditure	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$874,956.36	\$346,383.88	\$348,319.08	\$171,088.45	\$168,829.33
Total Expenditure	\$857,374.51	\$322,103.14	\$342,171.61	\$83,614.78	\$80,689.67
Difference	\$17,581.85	\$24,280.75	\$6,147.47	\$87,473.66	\$88,139.65

Table 4 – Transit Summary

Transit Revenue versus Expenditures					
	2022	2023	2024	2025	2026
Transit Revenue	\$ 398,997	\$ 203,792	\$ 202,682	\$ 200,840	\$ 207,493
Transit O&M Expenditure	\$ 126,082	\$ 127,973	\$ 129,892	\$ 131,841	\$ 133,818
Transit O&M Programmed in TIP	\$ 126,720	\$ 122,219	\$ 124,807	\$ 123,535	\$ 124,423
Remaining Transit O&M	\$ -	\$ 5,753	\$ 5,085	\$ 8,305	\$ 9,395
Transit Revenue Remaining for Non O&M Expenditures	\$ 272,915	\$ 75,820	\$ 72,790	\$ 68,999	\$ 73,675
Transit Project Expenditure (Non-O&M)	\$ 195,571	\$ 28,100	\$ 25,767	\$ 24,343	\$ 25,004
Difference	\$ 77,344	\$ 47,720	\$ 47,023	\$ 44,656	\$ 48,671

Table 5 - Revenue

State	Source	2022	2023	2024	2025	2026
Kansas	CMAQ-KS	\$1,710.44	\$1,170.00	\$994.00	\$2,930.90	\$2,930.90
	CREDIT	(\$55,386.60)	(\$57,155.71)	(\$114,042.70)	(\$106,154.80)	(\$84,235.00)
	CRRSAA-KS	\$0.00	\$4,314.03	\$1,002.64	\$0.00	\$0.00
	HIP-KS	\$856.16	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$1,443.00	\$11,482.10	\$750.00	\$750.00	\$750.00
	LOCAL	\$131,561.07	\$47,549.23	\$46,538.20	\$36,890.74	\$37,444.10
	NHPP-KS	\$51,772.20	\$29,525.00	\$110,908.80	\$99,761.10	\$83,485.00
	OTHER	\$0.00	\$450.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$68,977.80	\$7,579.06	\$5,777.54	\$5,875.76	\$5,976.64
	STATE-KS (AC)	\$365,480.60	\$16,820.90	\$750.00	\$750.00	\$750.00
	STBGM-KS	\$14,296.84	\$7,980.00	\$15,132.41	\$13,276.84	\$13,276.84
	STP-KS	\$911.40	\$16,148.60	\$2,383.90	\$5,643.70	\$0.00
	TA-KS	\$1,704.00	\$1,020.00	\$850.00	\$1,020.00	\$1,020.00
	Missouri	BRO-MO	\$2,815.08	\$1,265.00	\$412.00	\$0.00
CMAQ-MO		\$1,906.06	\$170.00	\$1,969.09	\$3,067.84	\$3,067.84
CREDIT		(\$20,074.40)	(\$17,849.80)	(\$18,494.40)	(\$2,727.00)	(\$5,418.60)
CRRSAA-MO		\$0.00	\$8,393.33	\$0.00	\$0.00	\$0.00
HSIP-MO		\$8,679.40	\$12,744.40	\$3,349.40	\$12.50	\$12.50
LOCAL		\$102,524.87	\$38,175.45	\$41,325.87	\$38,571.30	\$39,149.87
NHFP-MO		\$1,536.00	\$13,627.90	\$42,146.00	\$0.00	\$0.00
NHPP-MO		\$55,521.50	\$78,722.00	\$76,303.00	\$18,689.10	\$13,443.00
OTHER		\$0.00	\$0.00	\$60.00	\$0.00	\$0.00
STATE-KS		\$2,470.00	\$2,470.00	\$2,496.00	\$0.00	\$0.00
STATE-MO		\$49,407.85	\$43,050.01	\$50,809.95	\$22,499.73	\$22,003.40
STATE-MO (AC)		\$18,760.60	\$18,077.60	\$18,376.80	\$2,834.80	\$5,057.00
STBGM-MO		\$25,500.00	\$12,093.00	\$15,765.60	\$21,159.67	\$21,159.67
STBG-MO		\$20,107.40	\$17,849.80	\$18,494.40	\$2,727.00	\$5,418.60
TA-MO		\$10,408.29	\$1,166.97	\$1,573.66	\$1,623.63	\$1,623.63
Regional	CMAQ-KS	\$411.00	\$766.19	\$463.50	\$0.00	\$0.00
	CMAQ-MO	\$411.00	\$818.19	\$463.50	\$0.00	\$0.00
	LOCAL	\$743.00	\$1,471.75	\$856.75	\$0.00	\$0.00
	STBGM-KS	\$180.00	\$910.00	\$210.00	\$0.00	\$0.00
	STPBGM-MO	\$420.00	\$1,592.62	\$490.00	\$0.00	\$0.00
Transit	5307	\$27,147.46	\$25,576.99	\$24,982.18	\$22,985.32	\$28,730.34
	5309	\$23,259.27	\$0.00	\$0.00	\$0.00	\$0.00
	5311	\$129.92	\$133.82	\$137.83	\$0.00	\$0.00
	5337	\$1,241.25	\$2,761.11	\$1,316.85	\$0.00	\$0.00
	5339	\$2,118.16	\$2,181.71	\$2,247.16	\$2,314.57	\$2,350.00
	ARP-MO	\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00

BUILD-MO	\$14,200.00	\$0.00	\$0.00	\$0.00	\$0.00
CMAQ-KS	\$1,295.00	\$542.51	\$1,669.80	\$0.00	\$0.00
CMAQ-MO	\$787.50	\$1,319.51	\$523.72	\$0.00	\$0.00
CRRSAA-MO	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00
LOCAL	\$317,290.83	\$168,448.55	\$170,975.28	\$175,539.91	\$176,413.00
STATE-KS	\$27.41	\$28.23	\$29.08	\$0.00	\$0.00
STBGM-KS	\$0.00	\$800.00	\$800.00	\$0.00	\$0.00
STBGM-MO	\$0.00	\$1,600.00	\$0.00	\$0.00	\$0.00
TA-MO	\$0.00	\$400.00	\$0.00	\$0.00	\$0.00

Kansas Subtotal	\$583,326.91	\$86,883.21	\$71,044.79	\$60,744.24	\$61,398.49
Missouri Subtotal	\$279,562.66	\$229,955.66	\$254,587.36	\$108,458.56	\$105,516.90
Regional Subtotal	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
Transit	\$398,996.80	\$203,792.43	\$202,681.90	\$200,839.80	\$207,493.34

Subtotal by Year	\$1,264,051.36	\$526,190.04	\$530,797.80	\$370,042.59	\$374,408.73
Total	\$3,065,490.53				

Table 6 – Expenditure

State	Source	2022	2023	2024	2025	2026
Kansas	CMAQ-KS	\$1,710.44	\$1,170.00	\$994.00	\$0.00	\$0.00
	CRRSAA-KS	\$0.00	\$4,314.03	\$1,002.64	\$0.00	\$0.00
	HIP-KS	\$856.16	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$693.00	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$102,237.39	\$21,889.72	\$25,275.19	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	OTHER	\$0.00	\$450.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$63,391.80	\$1,898.10	\$0.00	\$0.00	\$1.00
	STATE-KS (AC)	\$365,480.60	\$16,820.90	\$750.00	\$750.00	\$750.00
	STBGM-KS	\$12,343.84	\$7,980.00	\$15,132.41	\$0.00	\$0.00
	STP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TA-KS	\$1,704.00	\$1,020.00	\$850.00	\$0.00	\$0.00	
Missouri	BRO-MO	\$1,531.50	\$1,265.00	\$412.00	\$0.00	\$0.00
	CMAQ-MO	\$1,906.06	\$170.00	\$1,969.09	\$0.00	\$0.00
	CRRSAA-MO	\$0.00	\$8,393.33	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$8,679.40	\$12,744.40	\$3,349.40	\$12.50	\$12.50
	LOCAL	\$85,465.19	\$23,295.44	\$11,165.76	\$0.00	\$0.00
	NHFP-MO	\$1,536.00	\$13,627.90	\$42,146.00	\$0.00	\$0.00

	NHPP-MO	\$55,521.50	\$78,722.00	\$76,303.00	\$18,689.10	\$13,443.00
	OTHER	\$0.00	\$0.00	\$60.00	\$0.00	\$0.00
	STATE-KS	\$2,470.00	\$2,470.00	\$2,496.00	\$0.00	\$0.00
	STATE-MO	\$33,037.50	\$26,434.10	\$33,944.80	\$5,381.60	\$4,628.50
	STATE-MO (AC)	\$18,760.60	\$18,077.60	\$18,376.80	\$2,834.80	\$5,057.00
	STBGM-MO	\$25,500.00	\$12,093.00	\$15,765.60	\$0.00	\$0.00
	STBG-MO	\$33.00	\$0.00	\$0.00	\$0.00	\$0.00
	TA-MO	\$10,408.29	\$1,166.97	\$1,573.66	\$0.00	\$0.00
Regional	CMAQ-KS	\$411.00	\$766.19	\$463.50	\$0.00	\$0.00
	CMAQ-MO	\$411.00	\$818.19	\$463.50	\$0.00	\$0.00
	LOCAL	\$743.00	\$1,471.75	\$856.75	\$0.00	\$0.00
	STBGM-KS	\$180.00	\$910.00	\$210.00	\$0.00	\$0.00
	STBGM-MO	\$420.00	\$1,592.62	\$490.00	\$0.00	\$0.00
Transit	5307	\$27,147.46	\$25,576.99	\$24,982.18	\$22,985.32	\$28,730.34
	5309	\$23,259.27	\$0.00	\$0.00	\$0.00	\$0.00
	5311	\$129.92	\$133.82	\$137.83	\$0.00	\$0.00
	5337	\$1,241.25	\$2,761.11	\$1,316.85	\$0.00	\$0.00
	5339	\$2,118.16	\$2,181.71	\$2,247.16	\$2,314.57	\$2,350.00
	ARP-MO	\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00
	BUILD-MO	\$14,200.00	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$1,295.00	\$542.51	\$1,669.80	\$0.00	\$0.00
	CMAQ-MO	\$787.50	\$1,319.51	\$523.72	\$0.00	\$0.00
	CRRSAA-MO	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$235,584.85	\$114,975.09	\$118,867.24	\$122,578.88	\$118,846.75
	STATE-KS	\$27.41	\$28.23	\$29.08	\$0.00	\$0.00
	STBGM-KS	\$0.00	\$800.00	\$800.00	\$0.00	\$0.00
	STBGM-MO	\$0.00	\$1,600.00	\$0.00	\$0.00	\$0.00
	TA-MO	\$0.00	\$400.00	\$0.00	\$0.00	\$0.00

	Kansas Subtotal	\$548,417.23	\$55,542.75	\$44,004.24	\$750.00	\$751.00
	Missouri Subtotal	\$244,849.04	\$198,459.74	\$207,562.11	\$26,918.00	\$23,141.00
	Regional Subtotal	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
	Transit	\$317,290.82	\$150,318.97	\$150,573.86	\$147,878.77	\$149,927.09

	Subtotal by Year	\$1,112,722.09	\$409,880.21	\$404,623.96	\$175,546.77	\$173,819.09
	Total	\$2,276,592.12				

Table 7 – Summary

Highway Revenues vs. Expenditures					
	2022	2023	2024	2025	2026
Kansas Revenue	\$583,326.91	\$86,883.21	\$71,044.79	\$60,744.24	\$61,398.49
Kansas O&M Expenditure	\$22,917.15	\$23,272.08	\$23,632.53	\$23,998.57	\$24,370.30
Kansas Project Expenditure	\$548,417.23	\$55,542.75	\$44,004.24	\$750.00	\$751.00
Difference	\$11,992.52	\$8,068.37	\$3,408.02	\$35,995.67	\$36,277.19
Missouri Revenue	\$279,562.66	\$229,955.66	\$254,587.36	\$108,458.56	\$105,516.90
Missouri O&M Expenditure	\$28,345.14	\$28,770.31	\$29,201.87	\$29,639.90	\$30,084.49
Missouri Project Expenditure	\$244,849.04	\$198,459.74	\$207,562.11	\$26,918.00	\$23,141.00
Difference	\$6,368.48	\$2,725.61	\$17,823.39	\$51,900.66	\$52,291.41
Regional Revenue	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
Regional Expenditure	\$2,165.00	\$5,558.75	\$2,483.75	\$0.00	\$0.00
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$865,054.56	\$322,397.62	\$328,115.90	\$169,202.80	\$166,915.39
Total Expenditure	\$846,693.56	\$311,603.64	\$306,884.49	\$81,306.46	\$78,346.79
Difference	\$18,361.00	\$10,793.98	\$21,231.41	\$87,896.33	\$88,568.60

Table 8 – Transit Summary

Transit Revenue versus Expenditures					
	2022	2023	2024	2025	2026
Transit Revenue	\$ 398,997	\$ 203,792	\$ 202,682	\$ 200,840	\$ 207,493
Transit O&M Expenditure	\$ 126,082	\$ 127,973	\$ 129,892	\$ 131,841	\$ 133,818
Transit O&M Programmed in TIP	\$ 126,720	\$ 122,219	\$ 124,807	\$ 123,535	\$ 124,423
Remaining Transit O&M	\$ -	\$ 5,753	\$ 5,085	\$ 8,305	\$ 9,395
Transit Revenue Remaining for Non O&M Expenditures	\$ 272,915	\$ 75,820	\$ 72,790	\$ 68,999	\$ 73,675
Transit Project Expenditure (Non-O&M)	\$ 190,571	\$ 28,100	\$ 25,767	\$ 24,343	\$ 25,004
Difference	\$ 82,344	\$ 47,720	\$ 47,023	\$ 44,656	\$ 48,671



Flint Hills Metropolitan Planning Organization

206 Southwind Place, Suite 2B | Manhattan, KS | 66503
785.620.3070 | FHMPO@FlintHillsMPO.org
www.FlintHillsMPO.org

January 20, 2022

Kristi Wilson
KDOT Transportation Planning
700 SW Harrison St.
Topeka, KS 66603

Re: 2022-2025 Transportation Improvement Program Amendment #1

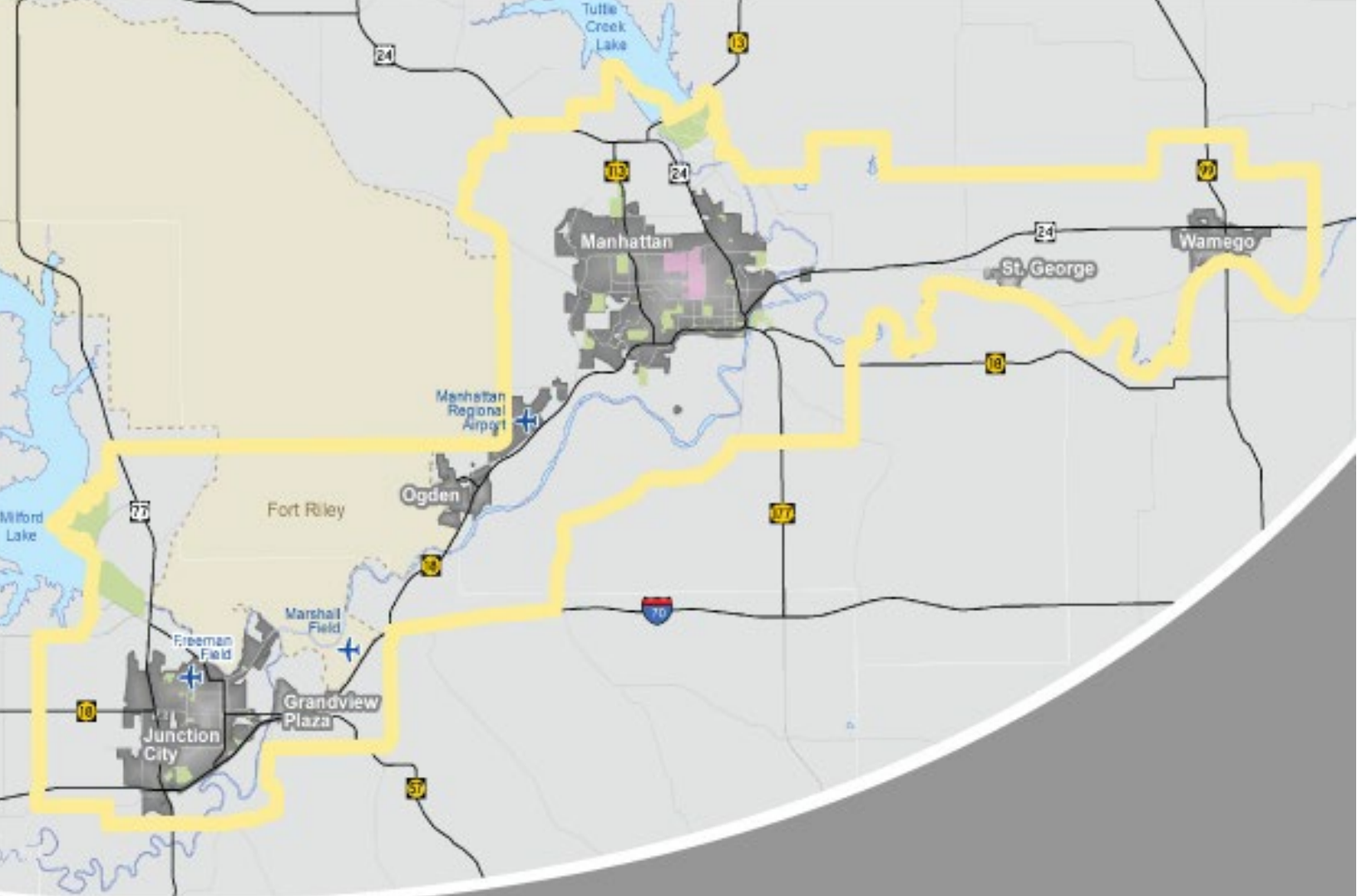
Dear Ms. Wilson:

The Flint Hills Metropolitan Planning Organization (MPO) Policy Board approved Amendment #1 to the 2022-2025 Transportation Improvement Program (TIP) on January 19, 2022. The MPO is requesting KDOT's approval and its inclusion by reference into the Statewide Transportation Improvement Program.

A fifteen-day public comment period was held for the Amendment and no public comments were received. A copy of the TIP can be found on the MPO website at www.FlintHillsMPO.org.

Sincerely,

Stephanie Peterson, AICP
Executive Director



Transportation Improvement Program FFY 2022-2025

Amendment #1



**Flint Hills Metropolitan
Planning Organization**

206 Southwind Pl, Suite 2B | Manhattan, KS | 66503
785.620.3070 | FHMPO@FlintHillsMPO.org
www.FlintHillsMPO.org

Policy Board Approved
January 19, 2022

Title VI Note

The Flint Hills Metropolitan Planning Organization (MPO) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the MPO. Any such complaint must be in writing and filed with the MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at www.FlintHillsMPO.org.

Disclaimer

The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Table of Contents

Introduction	1
WHAT IS THE TIP?.....	1
WHAT IS THE MPO?.....	1
TIP Procedures	2
PROCESS FOR INCLUDING PROJECTS IN THE TIP.....	2
TIP AMENDMENTS.....	2
ADMINISTRATIVE MODIFICATIONS.....	2
Fiscal Analysis	3
PROJECT FUNDING.....	3
<i>Federal Funding Sources</i>	3
<i>State Funds</i>	3
<i>Local Funds</i>	3
<i>Advance Construction</i>	4
<i>Operations and Maintenance (O&M)</i>	4
DEMONSTRATION OF FISCAL CONSTRAINT.....	4
Major Projects	5
<i>Roadways Projects (including intersections and bridges)</i>	5
<i>Bikeway and Pedestrian Projects</i>	5
<i>Transit Facilities and Service Projects</i>	5
<i>Significant Delay</i>	5
MAJOR PROJECTS IMPLEMENTED.....	6
PROJECTS SIGNIFICANTLY DELAYED.....	7
Breakdown of Funding by Project Type	8
MISSION AND GOALS.....	8
Performance Management and Targets	9
Environmental Justice	10
2022-2025 TIP EJ ANALYSIS METHODOLOGY.....	11
<i>Identifying EJ tracts</i>	11
EJ ANALYSIS RESULTS.....	12
Appendix A: Funding Summary Table	A-1
Appendix B: TIP Project Listing Information	B-1
Appendix C: Summary of Changes	C-1
Appendix D: Project Maps	D-2
Appendix E: Project Listing	E-1
Appendix F: MPO Self-Certification	F-1
Appendix G: Public Comment Period Summary	G-1

List of Figures

Figure 1: Flint Hills MPO Planning Boundary.....	1
Figure 2: Flint Hills MPO EJ Block Groups.....	12

List of Tables

Table 1: Local Revenue Sources	4
Table 2: Funding Amount by Project Type	8
Table 3: Projects and related Performance Measure.....	9
Table 4: Department of Agriculture Free and Reduced Meals Income Thresholds	11
Table 5: Projects in EJ Tracts	13

Introduction

What is the TIP?

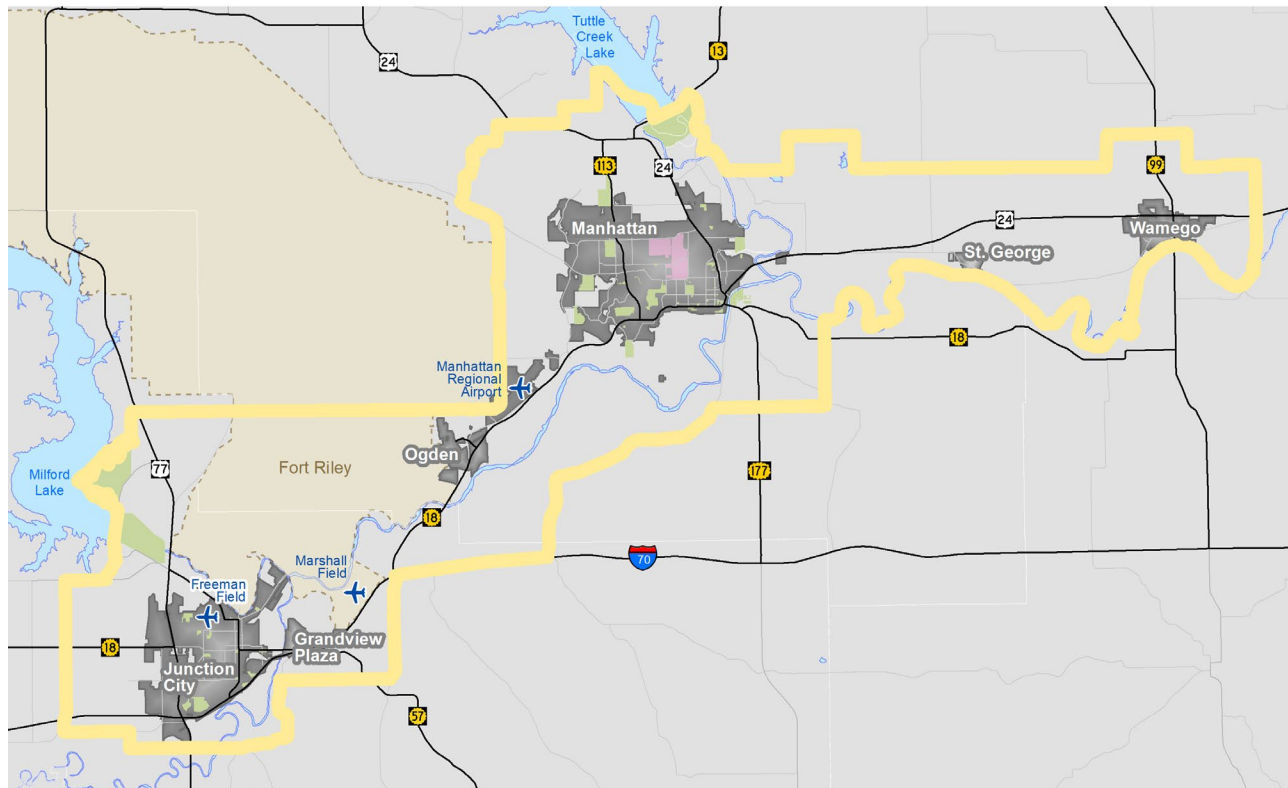
The Transportation Improvement Program (TIP) is a federally required document and one of many tools used to implement the vision and goals of the long-range transportation plan. The TIP contains all federally funded and/or regionally significant, multimodal, surface transportation projects that are to be implemented in the MPO area during the next four years. The TIP can only contain projects with a committed funding source.

What is the MPO?

The Flint Hills Metropolitan Planning Organization (MPO) is the designated MPO for the Manhattan, Kansas Urbanized Area. The MPO serves a three-county area; consisting of six cities (the Cities of Manhattan, Junction City, Wamego, Ogden, St. George, and Grandview Plaza), portions of three counties (Riley, Pottawatomie, and Geary Counties), and the southern portion of Fort Riley Military Installation.

The MPO is governed by a Policy Board, comprised of local elected officials, and representatives from the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Figure 1: Flint Hills MPO Planning Boundary



TIP Procedures

Process for Including Projects in the TIP

MPO staff will notify project sponsors of opportunities to make additions or changes to the TIP every couple of months. If a project sponsor needs a project added or changed prior to the scheduled TIP amendment, the project sponsor should contact MPO staff.

After MPO staff updates the TIP to include all changes, the document is released for public comment, per the requirements outlined in the [Public Participation Plan](#). If public comments are submitted, MPO staff will present the comments to the Technical Advisory Committee (TAC) for consideration. If changes are made to the draft document, the TIP may have to be advertised for public comment again.

After the public comment period, and any comments are addressed, the draft TIP is reviewed by the TAC and a recommended action is submitted to the Policy Board. The Policy Board then has an opportunity to review the document. After Policy Board approval, the TIP is sent to the Kansas Department of Transportation (KDOT) for approval by the Secretary. Projects in the metropolitan areas' TIPs are included by reference in the Statewide Transportation Improvement Program (STIP), which is the State's equivalent of a state-wide TIP. KDOT sends the STIP to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval. Approval of the STIP by FHWA and FTA also serves as TIP approval.

TIP Amendments

Amendments to the TIP are processed once every quarter, if needed. Prior to each quarterly amendment, a notice will be sent out to all project sponsors notifying them of the upcoming amendment. The project sponsors will have the opportunity to add, remove, or change a project. The amendment approval process will then follow the same procedures as described in the section above.

Whenever there is an amendment to the TIP, a summary of changes will be provided to highlight the modifications made to the project listing. Detailed procedures for the TIP amendment process and the associated public involvement process for the TIP amendments are outlined in the Public Participation Plan (PPP).

Administrative Modifications

Administrative Modifications are minor revisions to the TIP that do not require public review and comment, or approval from KDOT, FHWA, nor FTA. Revisions that meet any of the following criteria are considered Administrative Modifications:

- Revise a project description without changing the project scope;
- Revise the funding amount listed for projects or project phases at or below the Amendment threshold. Additional funding not requiring an Amendment is limited up to 25% of the total project cost or \$5 million (whichever is less), based on the amount programmed in the original approved TIP;
- Decrease project cost;
- Change in source of federal funds;

- Conversion of state funds to federal funds for projects programmed previously as Advanced Construction;
- Change program year of project within the four-year TIP; or
- Split or combine individually listed projects, provided the cost, schedule, and scope remain unchanged.

Fiscal Analysis

Project Funding

Projects in the TIP are funded through various sources of Federal, State, and local funds. Regardless of the funding source, the TIP must be able to demonstrate fiscal constraint. This means there must be adequate local, State, and Federal funds available, or can reasonably be expected to become available, to pay for all projects listed in the TIP.

Fiscal constraint:

Project costs do not exceed anticipated revenues and the region can fund all projects identified in the TIP.

Federal Funding Sources

The Surface Transportation Program (STP) funds are distributed to every county in Kansas, as well as to cities with more than 50,000 people in the Census defined Urbanized Area. It should be noted that not all STP funds received by the counties are attributable to projects within the MPO boundary. All three counties have areas outside of the MPO and may elect to use STP funds on projects in those locations.

In addition to STP, there are also several opportunities to apply for other Federal funds; including, Transportation Alternatives (TA), Highway Safety Improvement Program (HSIP), and National Highway Performance Program (NHPP) funds.

Federal funding for transit and paratransit operations will generally be derived from transit urban and rural formula programs from FTA, such as; 5307, 5310 and 5311 funds. These funds are used for capital and operational expenses.

State Funds

The Kansas Department of Transportation (KDOT) is by far the largest financial investor in the MPO region's transportation system. The level of KDOT funding expended in the region varies greatly from year-to-year based on the number of projects, the scope of projects, and award of competitive funding (i.e. Geometric Improvement, City Connecting Link Improvement Program (CCLIP), High Risk Rural Road, etc.). More recently, the State passed a new transportation program, The Eisenhower Legacy Transportation Program, called IKE. The IKE Program introduced several new funding opportunities available to the local jurisdictions.

Local Funds

Transportation investments are typically identified in the City or County's Capital Improvements Program (CIP) for the upcoming fiscal year (except for Geary County, which does not have a formal CIP). The following sources are dedicated to transportation investments for each jurisdiction.

Table 1: Local Revenue Sources

Jurisdiction	Source of Revenue	Average Amount/Year
City of Manhattan	*1/2 cent Sales Tax (City's share is 65%, but only 1/3 can be used for transportation)	\$200,000
	1/4 cent Sales Tax for roadway preservation and SRTS	\$2-\$3 million/year \$100,000 for SRTS
Geary County	**Mill Levy (1 mill is typically set aside for transportation each year, but not a guarantee)	\$220,000
Riley County	*1/2 cent Sales Tax (County's share is 35%, earmarked for Roads and Bridges)	\$1,600,000
Pottawatomie County	***Special Highway Fund (Any remaining balance from Road & Bridge Fund at end of year is transferred to Special Highway Fund)	\$500,000

*The 1/2 cent sales tax is split between the City and County (average between 2014-2018)

**Average between 2014-2018

***Average between 2014-2018

Advance Construction

The State uses a practice known as Advance Construction (AC) to maximize the State's ability to utilize Federal funds while still completing projects in a timely manner. AC allows the State to begin a project in one Federal Fiscal Year (FFY) using State funds, and then be reimbursed for eligible project costs with Federal funds in a later FFY. Once Federal funds are available, the State can be reimbursed with Federal funds. The fiscal year that the State is reimbursed with Federal funds is referred to as the "conversion year". Projects using AC must be identified as doing so, along with the anticipated year of conversion.

Operations and Maintenance (O&M)

Operation and maintenance (O&M) activities are necessary to ensure the safety and efficiency of the existing transportation system. This consists of routine activities such as pothole patching, minor repairs to pavement and curbs, snow removal, striping and marking, mowing, signal repairs, sign replacement, and other minor work tasks. The expense related to this type of work is usually paid for by the local entities that own and operate the roadway. KDOT is responsible for maintaining the major highways running throughout the region.

Demonstration of Fiscal Constraint

Federal regulation requires that the first four years of the TIP be financially constrained. The Funding Summary Table, in **Appendix A**, provides realistic costs and funding estimates for TIP projects.

KDOT projects are considered financially constrained when submitted to the MPO staff for inclusion in the TIP, given the process the state undertakes when identifying statewide projects. The locals are asked to document fiscal constraint when submitting a new project for inclusion in the TIP or increasing the cost of an existing project if it exceeds the revenue estimate outlined in *Connect 2040*, the long-range transportation plan.

Major Projects

As per federal regulation, MPOs must list any major projects implemented from the previous TIP and identify any projects that experienced significant delays. The following provides a definition of each of the terms:

Roadways Projects (including intersections and bridges)

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

- Increased roadway capacity or decreased traffic congestion
- Significantly improved safety
- Replaced aging infrastructure or improved to current standards
- Resulted in significant delay and/or detour

Bikeway and Pedestrian Projects

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

- 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

Transit Facilities and Service Projects

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

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

Significant Delay

The MPO defines significant delay as a project that has experienced a delay by two or more years from the year it was initially programmed in the TIP for construction.

Major Projects Implemented

Using the definitions listed above, the following is a list of major projects that were implemented from the 2018-2021 TIP. This includes roadway, bikeway and pedestrian, and transit service projects.

Project #	Project Name	Scope	Initial Construction Year	Total Cost (in 1000s)	Comments
x-B4-2018	Eisenhower Trail - Junction City	Construct bike/ped connections to existing facilities along W 8th Street and Eisenhower Dr.	2019	\$ 639.0	Under Construction
x-05-2020	Miller Parkway and Amherst Roundabout	Construct roundabout at the intersection of Miller Parkway and Amherst Ave.	2020	\$ 2,000.0	Constructed
x-06-2018	Kimball & College Intersection Improvements (NCC Phase I)	Double left turn lanes, new traffic signal at intersection with ADA improvements.	2020	\$ 9,990.0	Constructed
x-08-2018	N. Manhattan Ave Reconstruction: Research to Bakers Way	Expansion of the roadway to include new turn lanes and through lanes, pedestrian crossing at Bakers Way.	2019	\$ 2,063.0	Constructed
x-08-2020	N. Manhattan Ave Reconstruction: Bakers Way to Claflin	Expansion of the roadway to include new turn lanes and through lanes.	2020	\$ 2,900.0	Constructed
x-09-2018	GI: US-24 & Kimball Ave Intersection	Double right turn lanes for EB to SB and construction of pedestrian crossings on the north leg.	2019	\$ 1,238.4	Constructed
x-12-2018	Industrial Commerce Route: Valley to Balderson	Expansion of roadways to accommodate oversized freight vehicles, including the replacement of a bridge from K-99 to Caterpillar and Industrial Park	2020	\$ 8,097.0	Under Construction
x-17-2014	K-18 Bridge Replacement over Wildcat Creek	Replacement of bridges #028 and #029 (Wildcat Creek) on K-18 in Riley County, located 0.56 and .057 miles east of the K-18/K-113 junction	2017	\$ 10,816.0	Under Construction
x-17a-2016	Intersection: US-24 & Green Valley Rd & Frontage Road	Construct dual left turn lanes for EB US-24 turning NB onto Green Valley Rd. Construct dual right SB for Green Valley to WB US-24. Widen Green Valley. Construct frontage road from GVR to Powers Ln.	2019	\$ 3,985.4	Under Construction
x-21-2018	K-18 & Karns Dr. Roundabout	Convert T-intersection to a roundabout, to include .16 miles of new multiuse path.	2020	\$ 2,121.8	Under Construction
x-23-2018	Kirkwood Drive Extension from Walters Dr. to Marlatt Ave	Connect Kirkwood Dr with Marlatt Ave with a 37-foot three lane roadway across Marlatt Waterway Channel. Sidewalk and multiuse path.	2019	\$ 2,100.0	Constructed
x-T5-2020	FHATA Urban Bus Capital Program	Purchase of 5 20-passenger buses	2020	\$ 926.6	Purchased
x-T7-2018	FHATA Rural Bus Capital Program	Purchase of 6 20-passenger buses	2020	\$ 407.9	Purchased
x-T13-2018	K-18 Connector Ogden Service	Fixed-route service through Manhattan to Ogden	2019	\$ 354.9	Implemented

Projects Significantly Delayed

Project #	Project Name	Scope	Initial Construction Cost (in 1000s)	Current Construction Cost (in 1000s)	Original FFY for Construction	Updated FFY for Construction	Comments
x-04-2014	US-77 Reconstruction from S of Old Milford Rd to N Jct K-57	Reconstruct US-77 to a 2-lane on 4-lane ROW. Realign Old Milford Rd, Quarry Rd, and Rifle Range	\$ 13,166.0	\$ 11,002.1	2017	2021	Programmed in 2022 TIP
x-32-2014	US-40 Bridge Replacement (UP Railroad and Monroe St)	Bridge Replacement	\$ 8,477.6	\$ 12,346.7	2020	2021	Programmed in 2022 TIP
x-T10-2018	FHATA Bus Stop Amenities	Bus stop amenities to include bus shelters, benches, and concrete pads.	\$ 647.4	\$ 647.4	2019	2021	Programmed in 2022 TIP
x-T12-2018	FHATA Capital Improvements	Purchase of admin vehicle, maintenance vehicle, 4-post lift	\$ 214.6	\$ 214.6	2019	2021	Programmed in 2022 TIP

Breakdown of Funding by Project Type

The projects included in the TIP are grouped into one of eight categories based on project type. Below are the categories as well as a brief description of each.

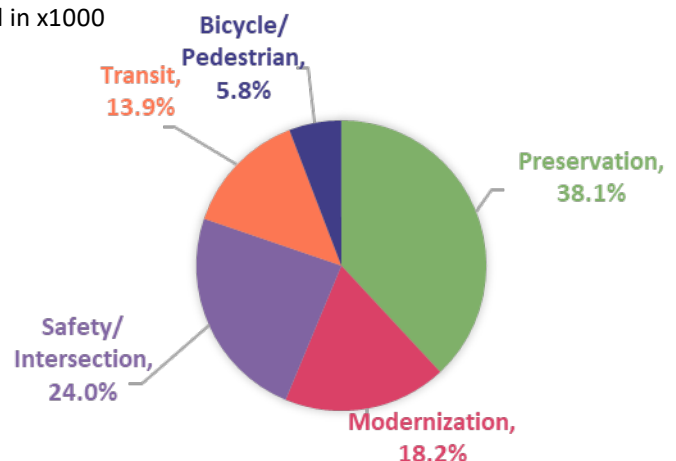
- **Roadway Expansion:** Increasing capacity of the roadway by adding travel lanes;
- **Roadway Preservation:** Maintaining the existing roadways and bridges (mill and overlay, brick street rehabilitation, resurfacing, etc);
- **Modernization:** Improving an existing roadway to make it more functional or accommodate other modes of transportation
- **Safety/Intersection:** Projects that improve the safety of intersections and roadways, including geometric improvement projects, restriping, rumble strips, adding turn lanes or shoulders, etc.;
- **Bicycle/Pedestrian:** Projects adding or improving bicycle or pedestrian infrastructure and accommodations, including multi-use paths, bike lanes, pedestrian signals, etc.;
- **Transit:** Paratransit and transit activities (operating and capital purchases); and
- **Planning/PE:** Studies or professional engineering programmed for a project.

The "Funding Amount" shown in **Table 2** takes into account the total project cost from all years and phases of the projects included in **Appendix E** even those outside of the TIP timeframe.

Table 2: Funding Amount by Project Type

Project Type	Funding Amount*	Percentage of Total
Roadway Expansion	\$ -	0.0%
Preservation	\$ 44,245	38.1%
Modernization	\$ 21,183	18.2%
Safety/ Intersection	\$ 27,848	24.0%
Transit	\$ 16,198	13.9%
Bicycle/ Pedestrian	\$ 6,751	5.8%
Planning/PE	\$ 25	0.0%
Total	\$ 116,250	100.0%

Note: Includes all years and phases of projects, reflected in x1000



Mission and Goals

The mission of the Flint Hills MPO is to “Provide a regional forum to coordinate, encourage, and promote a safe, efficient, affordable, and integrated transportation system for all users; in support of livable communities and economic competitiveness.” To accomplish this, the MPO established four goals within the long-range plan, which serve as the foundation for the transportation planning process and project selection.



SAFETY

Provide a safe and secure multi-modal transportation system.



MOBILITY

Maintain system performance and enhance modal choice for the efficient movement of people, goods, and freight.



PRESERVATION

Invest in the preservation and maintenance of our existing transportation infrastructure and assets.



PROSPERITY

Create an equitable, affordable, sustainable, and integrated transportation system for all users.

Performance Management and Targets

To track the progress being made on achieving the goals outlined above, performance measures (PMs) and targets have been developed. The PMs and targets are housed in the [Metrics for Progress](#) document. The tables below identify the projects contained within the TIP that will help to maintain or meet our target for various performance measures.

Table 3: Projects and related Performance Measure

TIP Project #	C2040 ID	Project	Goal	PM#
x-04-2014	M22	US-77 Reconstruction: Old Milford to N Jct K-57	Safety Preservation	PM3, PM4 PM3
x-08-2022	E69	Intersection of Kimball and Denison	Safety Mobility	PM1, PM2 PM4
x-09-2022	E08	Casement Road Improvements: Brookmont to Allen/Knox	Safety Mobility	PM3, PM4 PM4
x-10-2022	M40	N. Manhattan Ave Traffic Signals and two-way Bike Lane	Safety Mobility Prosperity	PM5, PM6 PM4, PM6 PM4, PM5
x-14a-2020	M20	US-24 & K-13 Roundabout	Safety Preservation	PM3, PM4 PM3
x-14b-2020	M21	US-24 & K-113 Roundabout	Safety Preservation	PM1, PM2 PM3
x-14-2022		US-24 & Levee Drive Intersection Improvements	Safety	PM1, PM2
x-20-2020	P05	Bridge Replacement on US-24 over Blackjack Creek	Preservation	PM5
x-25-2020	M15	I-70 & K-18 Interchange	Safety Preservation Mobility	PM3, PM4 PM3 PM1, PM2, PM3
x-26-2020	P09	Repair Bridge #026 on I-70 in Geary County	Preservation	PM5
x-27-2020	P11	I-70 Pavement Replacement	Preservation	PM1, PM2
x-32-2014	P07	US-40B Bridge Replacement (UP Railroad & Monroe St)	Preservation	PM5

Safety

- PM 1: # of vehicular fatalities
- PM 2: Rate of vehicular fatalities per 100 million vehicle
- PM 3: # of serious injuries
- PM 4: Rate of serious injuries per 100 million vehicle
- PM 5: Non-Motorized Fatalities & Serious Injuries
- PM 6: % of serious injuries & fatality crashes involving bicycles & pedestrians

Mobility

- PM 1: % of person-miles traveled on Interstate with reliable travel time
- PM 2: % of person-miles traveled on the NHS with a reliable travel time
- PM 3: Truck Travel Time Reliability (TTTR) Index on our Interstate system
- PM 4: % of Intelligent Transportation System traffic signals on key corridors
- PM 6: % of planned bicycle infrastructure projects implemented

Preservation

- PM 1: % of Interstate pavement in good condition
- PM 2: % of Interstate pavement in poor condition
- PM 3: % of non-Interstate pavement in good condition
- PM 4: % of non-Interstate pavement in poor condition
- PM 5: % of NHS bridges in good condition
- PM 6: % of NHS bridges in poor condition
- PM 7: % of non-NHS bridges in good condition
- PM 8: % of non-NHS bridges in poor condition

Prosperity

- PM 4: % of bicycle infrastructure located in EJ areas
- PM 5: Maintain or reduce the number of roadway feet per person

Environmental Justice

Environmental Justice (EJ) is defined as the fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation, and enforcement of laws, regulations, and policies. The U.S. Department of Transportation requires the MPO to make EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority and/or low-income populations (collectively, “EJ populations”). The legal backbone of the federal EJ requirement is Title VI of the Civil Rights Act of 1964, which prohibits discrimination “on the basis of race, color, or national origin” in any “program or activity receiving federal financial assistance.” **Three core EJ principles** defined by the U.S. Department of Transportation spell out the EJ goals for transportation planning and projects. The MPO and project sponsors work together to assure the TIP process and the projects included within the TIP address these core principles.

Three core EJ principles:

- 1) Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on EJ populations.
- 2) Prevent the denial, reduction, or delay in the receipt of benefits to EJ populations.
- 3) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

2022-2025 TIP EJ Analysis Methodology

Identifying EJ tracts

The first step in the EJ analysis process is to identify where low-income and minority populations reside in the MPO area. Census block groups are used to understand the demographics of this geographically large area. Individual block groups are defined as EJ areas if they meet certain **EJ criteria** regarding race, ethnicity, household income, and/or access to a vehicle. To identify these block groups, a regional average is calculated for race/ethnicity and zero-car households (a different methodology is used for income, which is explained below). Any individual block group that is 20% or greater than the regional average is identified as an EJ block group. The table to the right provides the regional averages and thresholds used. The data used to identify EJ block groups came from the 2018 American Community Survey (ACS).

EJ Thresholds

1. **Minority Block Groups**
Region average: **29.7%**
Threshold: **35.6%**
2. **Low-Income Block Groups**
Free or Reduced Lunch in
Table 4
3. **Zero-car Households**
Region average: **6.8%**
Threshold: **8.2%**

To identify the low-income areas in the MPO region, the average household size and average household income were gathered for all block groups within the MPO boundary. This block group data was then compared to the thresholds identified in **Table 4**, which the Department of Agriculture uses to qualify households for free or reduced school meals. If a block group's median household income was at or below the numbers in Table 4, the block group was determined to be an EJ area.

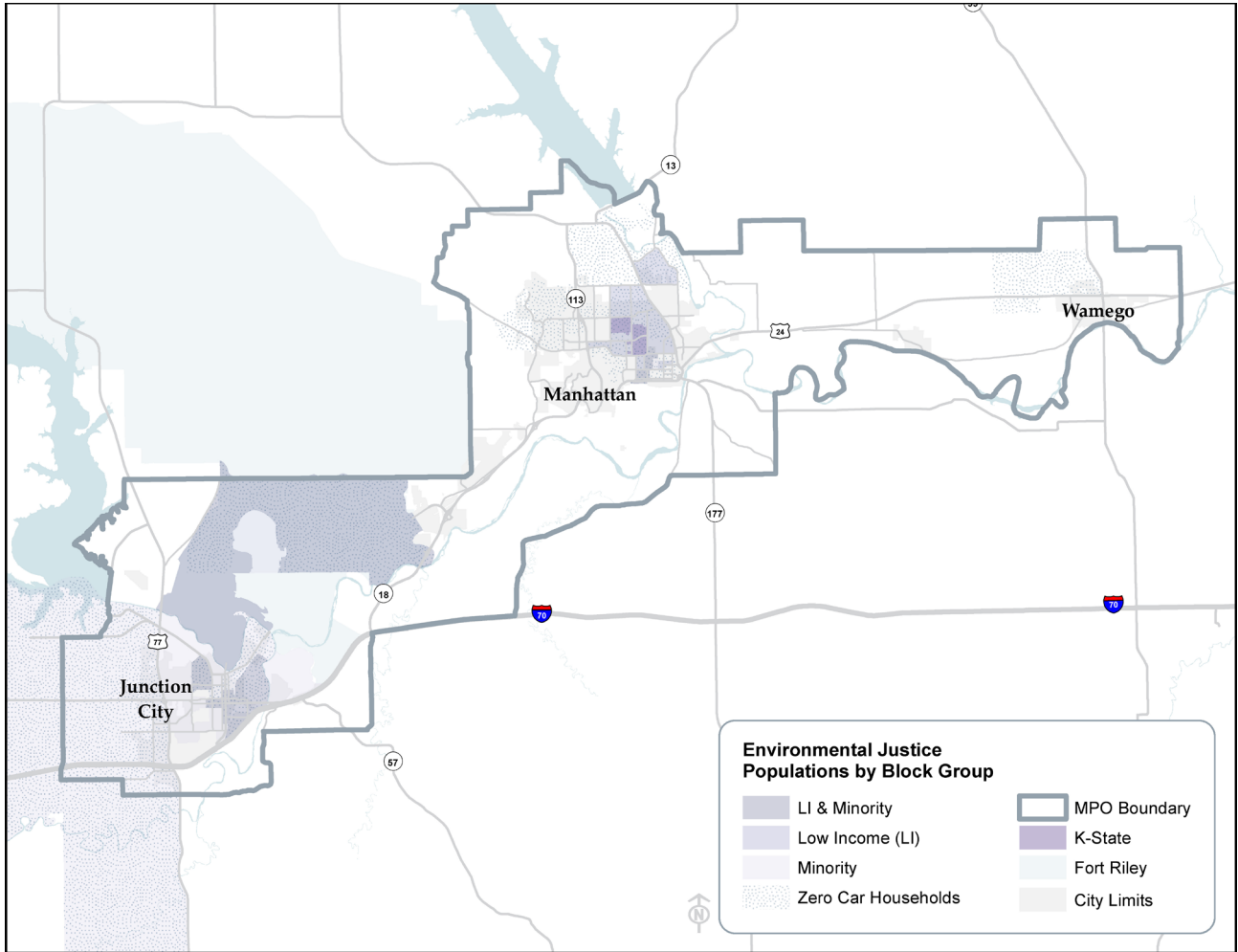
Zero-car households were also included in the EJ analysis to identify the areas of our communities where multimodal investments may be of higher importance. Since some block groups are less populated, it was determined that using both a percentage and number of households without a vehicle was most appropriate. The regional average for zero-car households was 6.8% or 32 households. The threshold was set at 8.2% or 39 households.

Table 4: Department of Agriculture Free and Reduced Meals Income Thresholds

Household Size	Annual Income	
	Reduced Price Meals	Free Meals
1	\$23,107	\$16,237
1.5	\$27,196	\$19,110
2	\$31,284	\$21,983
2.5	\$35,372	\$24,856
3	\$39,461	\$27,729
3.5	\$43,550	\$30,602

Effective July 1, 2019 to June 30, 2020

Figure 2: Flint Hills MPO EJ Block Groups



EJ Analysis Results

Of the 72 block groups in the MPO area 15 block groups have a minority population that exceed the regional average and 10 block groups are at or below the threshold used to identify households qualifying for free or reduced school meals. Ten block groups are both minority and low-income block groups.

Of the projects contained in the TIP, six (6) are within, or adjacent to, the EJ areas (shown in **Table 5**). Approximately \$27.8 million dollars, or 44%, of the total funding in the region will be invested in the EJ identified tracts.

Table 5: Projects in EJ Tracts

Project #	Project Name	Total Cost (in 1000s)	Project Type
x-01-2022	Blue Jay Trail	\$ 963.5	Bike/Ped
x-08-2022	Intersection of Kimball and Denison (NCC Phase 11)	\$ 9,000.0	Safety
x-10-2022	N. Manhattan Ave Traffic Signals and two-way Bike Lane	\$ 2,750.0	Modernization
x-11-2022	Hayes Dr Trail	\$ 1,150.0	Bike/Ped
x-32-2014	US-40 Bridge Replacement (UP Railroad and Monroe St)	\$ 13,883.7	Preservation
x-T7-2020	600 Block of Poyntz Bus Stop Improvements	\$ 654.1	Transit
x-T10-2020	Fremont Roadway and Bus Stop Improvements	\$ 426.0	Transit

Approximately 59% of all preservation projects programmed in the TIP are located in EJ areas. Over 60% of all safety projects are in EJ areas. While two projects have been programmed to upgrade existing bus stop locations in EJ areas, these comprise only seven percent of all transit expenditures, as reflected in **Table 6**. The operating costs for transit will provide service to EJ identified areas, however, those are not reflected as part of the projects in the table below since they benefit both EJ and non-EJ areas.

Table 6: % of Project Type in EJ Areas

Project Type	Total Project Costs	Total \$ in EJ Areas	% Spent in EJ vs non-EJ
Preservation	\$ 44,245	\$ 13,883.7	31.4%
Modernization	\$ 21,183	\$ 2,750.0	13.0%
Safety/ Intersection	\$ 27,848	\$ 9,000.0	32.3%
Transit	\$ 16,198	\$ 1,080.1	6.7%
Bicycle/ Pedestrian	\$ 6,751	\$ 2,113.5	31.3%
Total	\$ 116,224.9	\$28,827.3	

*project costs reflected in 1,000s

Based on the project type and the apportion of funding invested in EJ areas, there does not appear to be any disproportionate impacts when comparing the projects located within EJ versus non-EJ areas. **Table 5** shows the percentage of projects by project type found in the EJ areas. A map of all projects contained within the TIP, including the EJ block groups, are included in **Appendix D**.

Appendix A: Funding Summary Table

Funding Source of Programmed Projects (in thousands)						
Funding Source	FFY 2022	FFY 2023	FFY 2024	FFY 2025	Total	
Federal	NHPP	\$ 2,043.6	\$ 3,223.5	\$ 3,278.5	\$ 15,739.4	\$ 24,285.0
	STP	\$ 10,384.2	\$ 11,278.0	\$ 722.9	\$ -	\$ 22,385.1
	TA	\$ 1,296.8	\$ -	\$ -	\$ -	\$ 1,296.8
	HSIP	\$ -	\$ -	\$ -	\$ 9,730.0	\$ 9,730.0
	FTA 5307	\$ 5,594.4	\$ -	\$ -	\$ -	\$ 5,594.4
	5307 CARES	\$ 647.1	\$ -	\$ -	\$ -	\$ 647.1
	FTA 5310	\$ 372.3	\$ -	\$ -	\$ -	\$ 372.3
	FTA 5311	\$ 246.7	\$ 73.9	\$ -	\$ -	\$ 320.6
	FTA 5339	\$ 304.0	\$ -	\$ -	\$ -	\$ 304.0
	TOTAL	\$ 21,590.8	\$ 15,386.5	\$ 4,001.4	\$ 25,469.4	\$ 66,448.1
State	\$ (2,414.9)	\$ 3,745.6	\$ 13,366.6	\$ (25,469.4)	\$ (10,772.1)	
Local	\$ 10,089.8	\$ 13,005.8	\$ -	\$ -	\$ 23,095.6	
Total	\$ 29,265.7	\$ 32,137.9	\$ 17,368.0	\$ -	\$ 78,771.6	

HSIP-Highway Safety Improvement Program

STP-Surface Transportation Program

NHPP-National Highway Performance Program

TA-Transportation Alternatives

5307 ARA - American Recovery Act

Note: FTA transit funds in the MPO region are typically only programmed for the current year of the TIP due to unknown funding amounts in future years (except for 5307 funds).

Note: Any negative balance shown for state funding is due to state funds being credited back once a project was converted to federal funds.

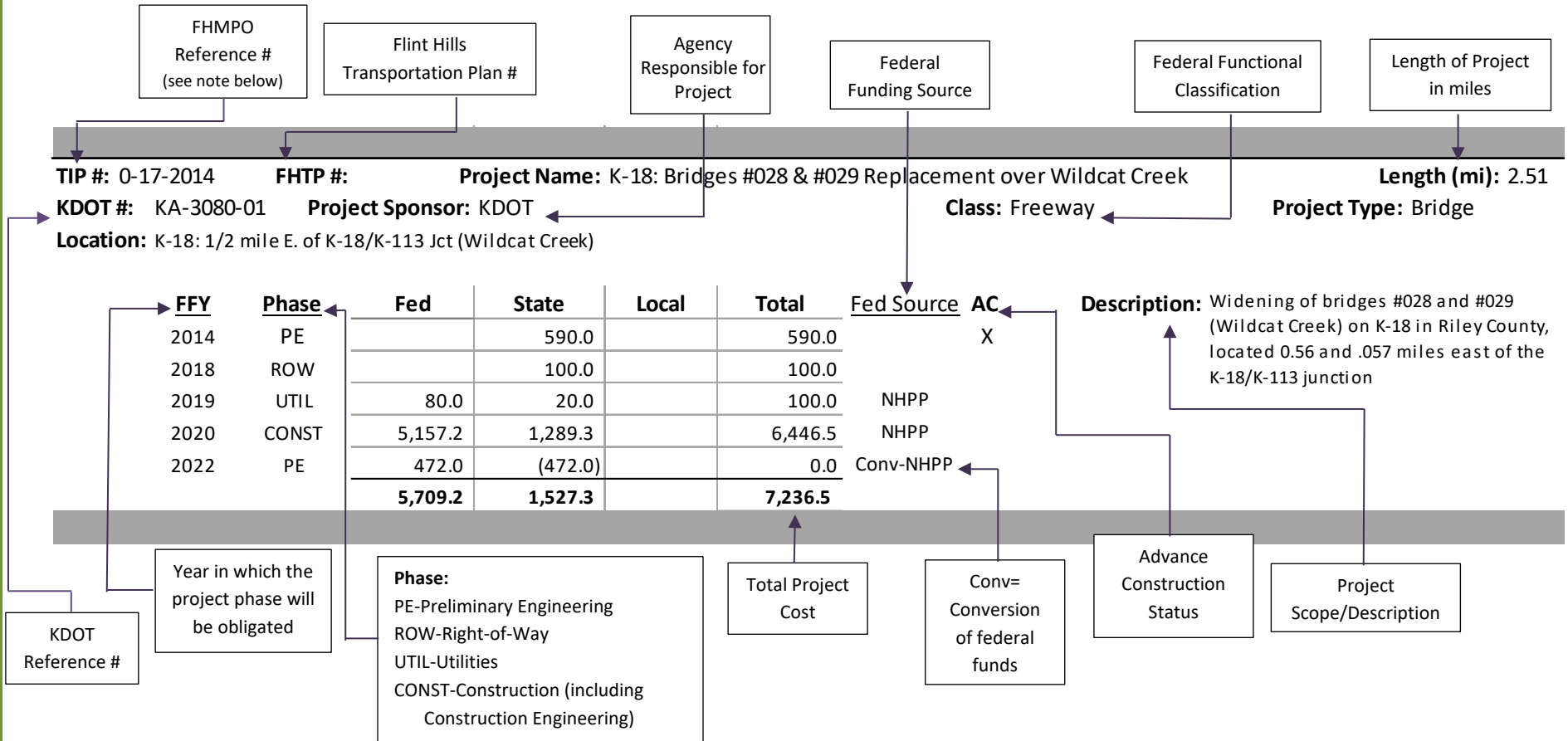
Anticipated Funding (in thousands)					
Funding Source	FFY 2022	FFY 2023	FFY 2024	FFY 2025	Total
Federal	\$ 21,590.8	\$ 15,386.5	\$ 6,490.4	\$ 6,490.4	\$ 49,958.1
State	\$ 6,529.3	\$ 6,529.3	\$ 6,529.3	\$ 6,529.3	\$ 26,117.3
Local*	\$ 16,190.2	\$ 7,590.2	\$ 7,590.2	\$ 7,590.2	\$ 38,960.7
Total	\$ 44,310.3	\$ 29,506.0	\$ 20,609.9	\$ 20,609.9	\$ 115,036.0

* Anticipated Funding is calculated using the estimates from the Flint Hills Transportation Plan. The amount of funding available in the 2020-2025 time band was used and then a yearly average was calculated.

Manhattan has programmed \$8.6 million in additional local sources like K-State Athletics, City-University Fund, K-State General Fund, and bonding.

Appendix B: TIP Project Listing Information

The projects listed in the TIP are broken down into four categories: Road and Bridge; Bicycle and Pedestrian; Transit and Paratransit; and Railroad. Below is a sample project from the TIP to aid in explaining each field of the form.



Decoding the TIP

X-XX-201X The first digit identifies the most recent amendment to make changes to the project. A "0" means the project has not been modified since the original TIP document.

X-XX-201X The second set of numbers is the project number. This number never changes for a project.

X-XX-201X The last set of numbers indicates the year the project was first programmed in the TIP. The TIP is updated in even years (i.e. 2014, 2016, 2018).

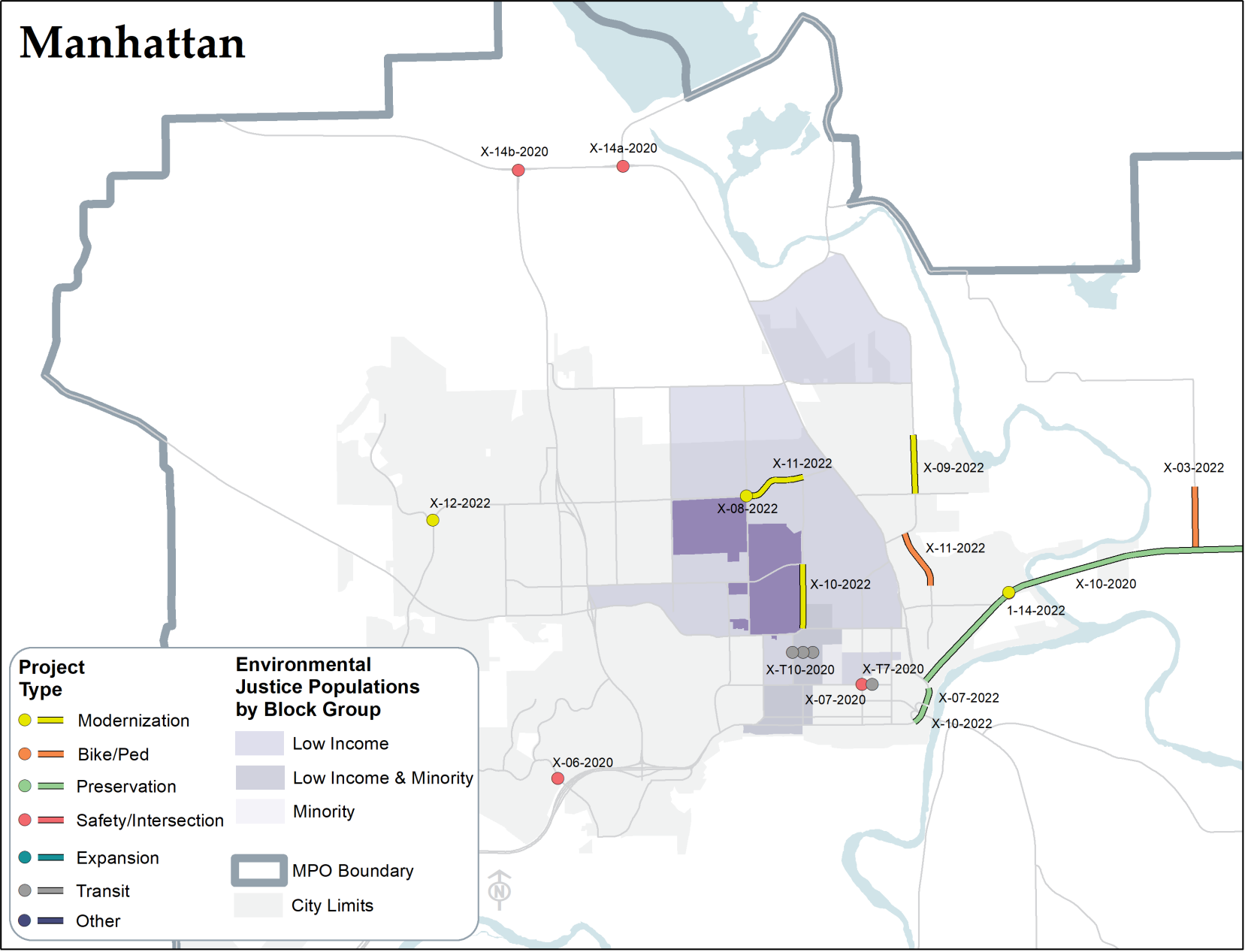
Appendix C: Summary of Changes

TIP Amendment #1

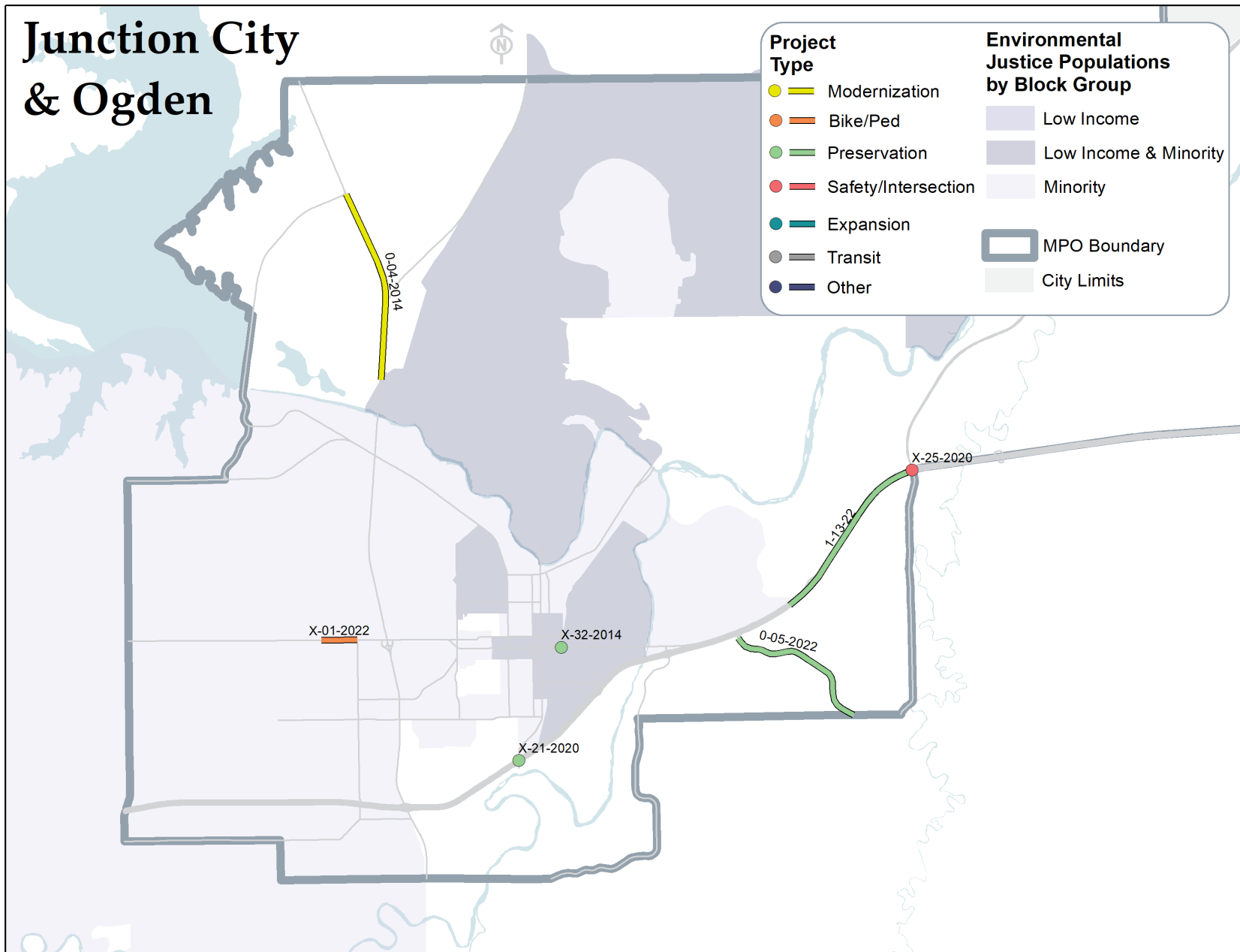
Project #	KDOT #	Project Name	Year	Phase	Phase Cost (in 1000s)	Total Cost (in 1000s)	Funding Source	Description of Change
1-01-2022	TE-0498-01	Blue Jay Trail	2022	CONST	\$ 1,309.0	\$ 1,309.0	TA & Local	Increase in Cost
1-03-2022	TE-03-2022	Green Valley Trail	2022	CONST	\$ 792.6	\$ 792.6	TA & Local	Increase in Cost
1-04-2014	KA-2367-05	US-77 Reconstruction from S of Old Milford Rd to N Jct K-57	2021	CONST	\$ 11,015.3	\$ 15,032.8	STP & State	Increase in Cost
1-06-2022	KA-6202.01	US-24 IR Project in Pottawatomie County	2022	CONST	\$ 1,372.1	\$ 1,373.1	NHPP & State	Increase in Cost
1-13-2022	KA-6278-01	Patching on I-70 east of K-57	2022	CONST	\$ 3,642.8	\$ 3,643.8	NHPP & State	Project Addition
1-14a-2020	KA-5565-01	Roundabout at US-24 & K-13	2024	CONST	\$ 5,405.5	\$ 6,388.3	HSIP & State	CONST Authorized
1-14b-2020	KA-5564-01	Roundabout at US-24 & K-113	2024	CONST	\$ 5,405.5	\$ 6,388.3	HSIP & State	CONST Authorized
1-14-2022	KA-6497-01	US-24 & Levee Drive Intersection Improvements	2022	CONST	\$ 606.5	\$ 606.5	State	Project Addition
1-16-2020	N/A	Junction City 7th Street Bicycle Boulevard	2021	CONST	\$ 595.9	\$ 595.9	TA & Local	Increase in Cost
1-25-2020	KA-6018-01	I-70 and K-18 Interchange	2026	PE	\$ 3,115.0	\$ 3,115.0	NHPP & State	Change in Conversion Year
1-27-2020	KA-6062-01	I-70 Pavement Replacement	2023	CONST	\$ 16,710.9	\$ 17,488.1	State & NHPP	CONST Authorized
1-T2-2022	N/A	FHATA Rural Services	2023	ADMIN/OPR	\$ 1,479.4	\$ 2,947.4	5311, State, & Local	Add FFY 2023
1-T5-2022	N/A	Big Lakes Developmental Center Operating & Capital	2023	OPR	\$ 14.0	\$ 243.0	State & Local	Additional Years Added
			2023	CAP	\$ 88.6	\$ 243.0	5310 & Local	

Appendix D: Project Maps

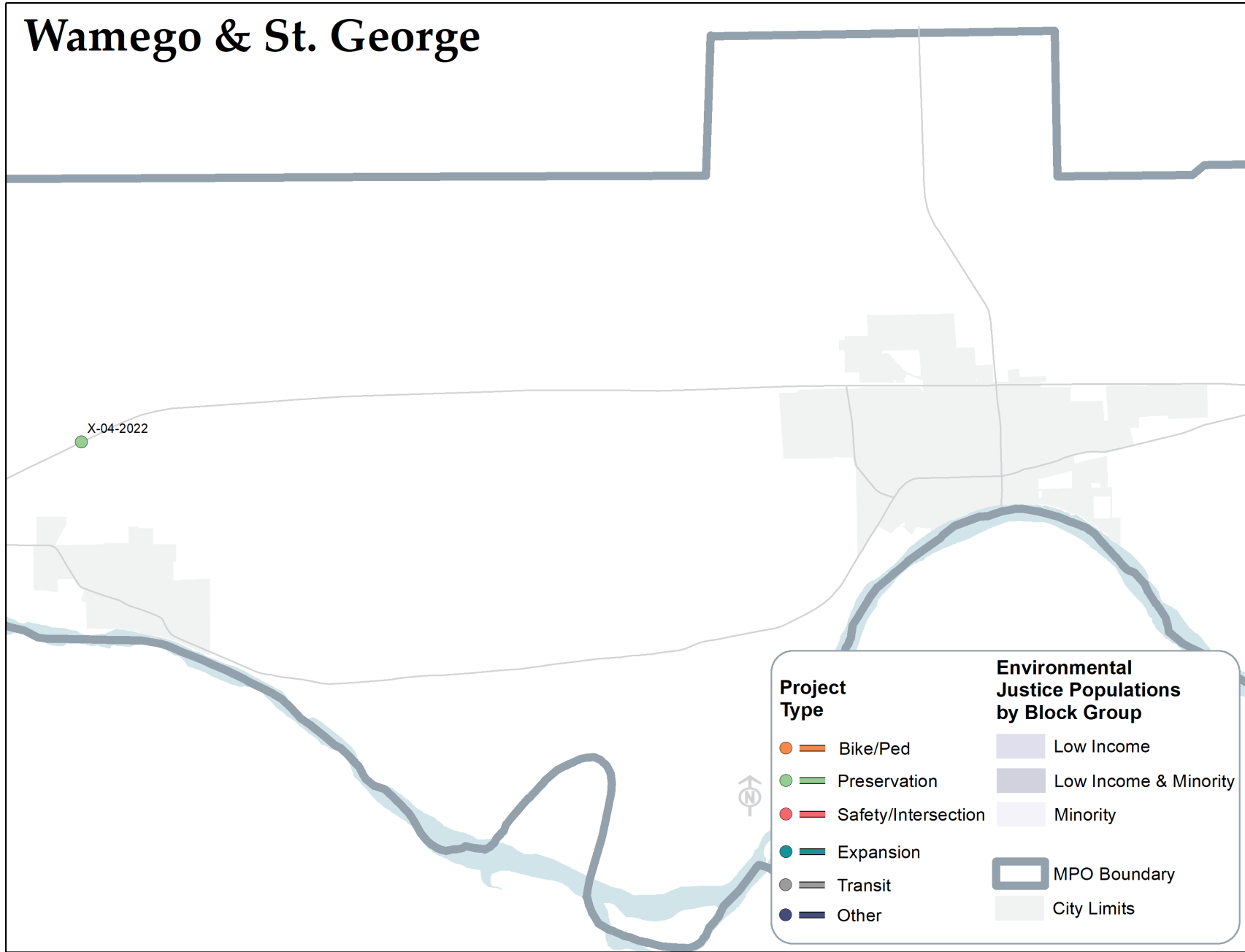
Manhattan



Junction City & Ogden



Wamego & St. George



Appendix E: Project Listing

Roadway Projects

TIP #: 1-01-2022	C2040 #: BP01	Project Name: Blue Jay Trail					Length (mi):
KDOT #: TE-0498-01	Project Sponsor: Junction City					Class:	Project Type: Bike/Ped
Location: K-18: Karns Drive to Spring Valley Rd.						Bike/Ped? Yes	ITS? No
	FFY	Phase	Fed	State	Local	Total	Description: 10' multiuse path on the north side of K-18 from Karns Dr to Spring Valley Rd.
	2022	CONST	737.6		571.4	1,309.0	
0-2022 (C23)			737.6		571.4	1,309.0	0-01-2022 (22TIP)

TIP #: 0-02-2022	C2040 #: MP01	Project Name: Manhattan SRTS PE Consultant					Length (mi):
KDOT #: U-2405-01	Project Sponsor: City of Manhattan					Class:	Project Type: Planning
Location: Manhattan						Bike/Ped? Yes	ITS? No
	FFY	Phase	Fed	State	Local	Total	Description: Phase 1 Study to update SRTS Plan
	2022	PE	20.0		5.0	25.0	
0-2022 (C23)			20.0		5.0	25.0	0-01-2022 (22TIP)

TIP #: 1-03-2022	C2040 #: BP01	Project Name: Green Valley Road Trail					Length (mi): 0.50
KDOT #: TE-0501-01	Project Sponsor: Pottawatomie County					Class: Minor Arterial	Project Type: Bike/Ped
Location: Green Valley Road: US-24 to Eagles Landing						Bike/Ped? Yes	ITS? No
	FFY	Phase	Fed	State	Local	Total	Description: 10' multiuse path along Green Valley Road, including bike/ped accommodations along bridge
	2022	CONST	539.2		253.4	792.6	
0-2022 (C23)			539.2		253.4	792.6	1-01-2022 (22TIP)

TIP #: 1-04-2014	C2040 #: M22	Project Name: US-77 Reconstruction from S of Old Milford Rd to N Jct K-57					Length (mi): 2.50
KDOT #: KA-2367-05	Project Sponsor: KDOT					Class: Freeway	Project Type: Modernization
Location: US-77: .3 mi S of US-77/Old Milford Rd to N Jct US-77/K-57						Bike/Ped? No	ITS? No
	FFY	Phase	Fed	State	Local	Total	Description: Reconstruct US-77 to a 2-Lane on 4-Lane ROW. Realignment of Old Milford Rd, Quarry Rd, Rifle Range Rd, and the connection with Old US-77.
	2012	PE		1,344.5		1,344.5	
	2021	ROW		1,987.1		1,987.1	
	2021	UTIL		685.9		685.9	
	2021	CONST		11,015.3		11,015.3	
	2022	PE	1,053.9	(1,053.9)		-	Conv-STP
	2022	UTIL	548.3	(548.3)		-	Conv-STP
	2022	CONST	8,782.0	(8,782.0)		-	Conv-STP
0-2014 (C17)			10,384.2	4,648.6		15,032.8	6-04-2014 (18TIP)

TIP #: 0-05-2022	C2040 #: P09	Project Name: K-57 IR Project in Geary County					Length (mi): 17.60
KDOT #: KA-6201-01	Project Sponsor: KDOT					Class: Principal Arterial	Project Type: Preservation
Location: K-57: Geary/Morris County Line to I-70/K-57						Bike/Ped? No	ITS? No
	FFY	Phase	Fed	State	Local	Total	Description: 2 inch recycling and seal
	2021	PE		1.0		1.0	
	2021	CONST		1,750.8		1,750.8	
	2023	CONST	1,400.7	(1,400.7)		-	Conv-STP
0-2022 (C21)			1,400.7	351.1		1,751.8	0-01-2022 (22TIP)

TIP #: 0-06-2020	C2040 #: M26	Project Name: Miller Parkway and Arbor Drive Intersection					Length (mi): 0.25
KDOT #:	Project Sponsor: City of Manhattan					Class: Collector	Project Type: Intersection
Location: Intersection of Miller Parkway and Arbor Drive						Bike/Ped? Yes	ITS? No
	FFY	Phase	Fed	State	Local	Total	Description: Construct roundabout at the intersection of Miller Parkway and Arbor Drive.
	2022	PE			150.0	150.0	
	2023	CONST			1,350.0	1,350.0	
0-2020 (C20)					1,500.0	1,500.0	3-06-2020 (20TIP)

TIP #: 1-06-2022 **C2040 #:** P09 **Project Name:** US-24 IR Project in Pottawatomie County **Length (mi):** 3.90
KDOT #: KA-6202-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Preservation
Location: US-24: Riley/PT County line east 3.9 miles **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2021	PE		1.0		1.0			Mill and overlay
2022	CONST		1,372.1		1,372.1		X	
2023	CONST	1,097.7	(1,097.7)		-	Conv-NHPP		
0-2022 (C21)		1,097.7	275.4		1,373.1			0-01-2022 (22TIP)

TIP #: 0-07-2020 **C2040 #:** BP01 **Project Name:** Poyntz Ave and Juliette Ave Intersection **Length (mi):** 0.20
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Collector **Project Type:** Intersection
Location: Intersection of Poyntz Ave and Juliette Ave **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	CONST			850.0	850.0			Replace traffic signal poles, install ADA ramps, install stamped concrete crosswalks with curb extensions, and count down pedestrian signals
0-2020 (C20)				850.0	850.0			

TIP #: 0-08-2022 **C2040 #:** E69 **Project Name:** Intersection of Kimball and Denison (NCC Phase 11) **Length (mi):** 0.45
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Intersection
Location: Intersection of Kimball and Denison **Bike/Ped?** Yes **ITS?** Yes

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	PE			900.0	900.0			Roadway expansion & intersection improvements. Previous TIP# 0-25-2014
2023	CONST			8,100.0	8,100.0			
0-2022 (C23)				9,000.0	9,000.0			Notes: GO Bonds 3-11-2018

TIP #: 0-09-2022 **C2040 #:** E08 **Project Name:** Casement Road Improvements: Brookmont to Allen/Knox **Length (mi):** 0.69
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Major Collector **Project Type:** Modernization
Location: Casement Rd: Brookmont Dr to Allen Rd/Knox Ln **Bike/Ped?** Yes **ITS?** Yes

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2022	PE			100.0	100.0			Expand roadway to include 3-lane roadway and multi-use path
0-2022 (C?)				100.0	100.0			

TIP #: 0-10-2020 **C2040 #:** P09 **Project Name:** K-18 heavy preservation near K-177 **Length (mi):** 0.10
KDOT #: KA-5469-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Preservation
Location: K-18: West Junction K-18/K-177 east to the East Junction K-18/K-177 **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2019	PE		1.0		1.0			Heavy Preservation
2022	CONST		1,575.0		1,575.0		X	
2023	CONST	1,260.0	(1,260.0)		-	Conv-NHPP		
1-2020 (C20)		1,260.0	316.0		1,576.0			1-10-2020

TIP #: 0-10-2022 **C2040 #:** M40 **Project Name:** N. Manhattan Ave Traffic Signals and two-way Bike Lane **Length (mi):** 0.58
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Major Collector **Project Type:** Modernization
Location: N. Manhattan: Clafin to Bluemont **Bike/Ped?** Yes **ITS?** Yes

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2021	PE			250.0	250.0			Upgrade flashing yellow beacons to full traffic signals for pedestrians. Construct two-way bike lane on west side with barrier.
2022	CONST			2,500.0	2,500.0			
0-2022 (C22)				2,750.0	2,750.0			Notes:

TIP #: 0-11-2022 **C2040 #:** BP01 **Project Name:** Hayes Dr Trail **Length (mi):** 0.71
KDOT #: **Project Sponsor:** City of Manhattan **Class:** Major Collector **Project Type:** Bike/Ped
Location: Hayes: McCall to Casement **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2021	PE			150.0	150.0			10 feet or 8 feet wide Trail from Casement to McCall Road along Hayes Dr.
2022	CONST			1,000.0	1,000.0			
0-2022 (C22)				1,150.0	1,150.0			Notes:

TIP #: 0-12-2022	C2040 #: M26	Project Name: Kimball Ave Roundabout Replacement	Length (mi): 0.33					
KDOT #:	Project Sponsor: City of Manhattan	Class: Minor Arterial	Project Type: Modernization					
Location: Kimball Ave: Berkshire to Vanesta Drive		Bike/Ped? Yes	ITS? No					
FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Replace Roundabout, sidewalk improvements, pavement rehab
2021	PE			300.0	300.0			
2023	CONST			3,000.0	3,000.0			Notes:
0-2022 (C23)				3,300.0	3,300.0			

TIP #: 1-13-2022	C2040 #: P09	Project Name: Patching on I-70 east of K-57	Length (mi): 15.50					
KDOT #: KA-6278-01	Project Sponsor: KDOT	Class: Interstate	Project Type: Preservation					
Location: I-70: .64 miles east of I-70/K-57 to Geary/Riley County Line		Bike/Ped? No	ITS? No					
FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Patching and resealing joints
2021	PE		1.0		1.0			
2022	CONST		3,642.8		3,642.8		X	
2024	CONST	3,278.5	(3,278.5)		-	Conv-NHPP		
0-2014 (C17)		3,278.5	365.3		3,643.8			6-04-2014 (18TIP)

TIP #: 1-14a-2020	C2040 #: M20	Project Name: Roundabout at US-24 & K-13	Length (mi):					
KDOT #: KA-5565-01	Project Sponsor: KDOT	Class: Other Principal Arterial	Project Type: Safety					
Location: Intersection of K-13 and US-24 in Riley County		Bike/Ped? No	ITS? No					
FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Construct single-lane roundabout at intersection to improve safety.
2021	PE		491.4		491.4			
2022	ROW		245.7		245.7			
2023	UTIL		245.7		245.7			
2024	CONST		5,405.5		5,405.5			
2025	CONST	4,865.0	(4,865.0)		-	Conv-HSIP		
3-2020 (C21)		4,865.0	1,523.3	-	6,388.3			3-14a-2020 (20TIP)

TIP #: 1-14b-2020	C2040 #: M21	Project Name: Roundabout at US-24 & K-113	Length (mi):					
KDOT #: KA-5564-01	Project Sponsor: KDOT	Class: Other Principal Arterial	Project Type: Safety					
Location: Intersection of K-113 and US-24 in Riley County		Bike/Ped? No	ITS? No					
FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Construct roundabout at intersection to improve safety.
2021	PE		491.4		491.4			
2022	ROW		245.7		245.7			
2023	UTIL		245.7		245.7			
2024	CONST		5,405.5		5,405.5			
2025	CONST	4,865.0	(4,865.0)		-	Conv-HSIP		
3-2020 (C21)		4,865.0	1,523.3	-	6,388.3			3-14b-2020 (20TIP)

TIP #: 1-14-2022	C2040 #:	Project Name: US-24 & Levee Drive Intersection Improvements	Length (mi): 0.28					
KDOT #: KA-6497-01	Project Sponsor: City of Manhattan	Class: Other Principal Arterial	Project Type: Safety					
Location: US-24 & Levee Drive Intersection		Bike/Ped? No	ITS? Yes					
FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Intersection improvements to include addition of turn lanes, new traffic signal, and traffic signal coordination
2022	CONST		606.5		606.5			
1-2022 (C22)			606.5		606.5			

TIP #: 0-16-2020	C2040 #: BP01	Project Name: Junction City 7th Street Bicycle Boulevard	Length (mi): 0.53					
KDOT #: TE-0495-01	Project Sponsor: City of Junction City	Class: Local	Project Type: Bike/Ped					
Location: 8th St. from Eisenhower to Garfield; Garfield from 7th to 8th; and 7th St from Garfield to K-57		Bike/Ped? Yes	ITS? No					
FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Pedestrian Improvements
2021	CONST	476.7		119.2	595.9	TA		
3-2020 (C21)		476.7		119.2	595.9			

TIP #: 0-20-2020 **C2040 #:** P05 **Project Name:** Bridge Replacement on US-24 over Blackjack Creek **Length (mi):** 0.00
KDOT #: KA-3921-01 **Project Sponsor:** KDOT **Class:** Other Principal Arterial **Project Type:** Preservation
Location: US-24: Bridge #006 located 7.57 miles east of PT/RL County Line **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Replace bridge
2015	PE		377.6		377.6		X	Notes:
2020	UTIL		60.4		60.4		X	
2021	CONST		2,137.0		2,137.0		X	
2022	PE	296.0	(296.0)		-	Conv-NHPP		
2022	UTIL	48.3	(48.3)		-	Conv-NHPP		
2022	CONST	1,699.3	(1,699.3)		-	Conv-NHPP		
4-2020 (C21)		2,043.6	531.4		2,575.0			

TIP #: 0-21-2020 **C2040 #:** P09 **Project Name:** US-40B and Washington Roundabout Preservation **Length (mi):** 0.14
KDOT #: KA-5996-01 **Project Sponsor:** KDOT **Class:** **Project Type:** Preservation
Location: US-40B and Washington Roundabout **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Surfacing Project
2023	CONST		813.2	90.4	903.6		X	
2024	CONST	722.9	(722.9)		-	Conv-STP		
5-2020 (C23)		722.9	90.3	90.4	903.6			

TIP #: 1-25-2020 **C2040 #:** M15 **Project Name:** I-70 and K-18 Interchange **Length (mi):**
KDOT #: KA-6018-01 **Project Sponsor:** KDOT **Class:** **Project Type:** Safety
Location: I-70 & K-18 Interchange **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Project Authorized for PE Only
2021	PE		3,115.0		3,115.0		X	
2026	PE	2,803.5	(2,803.5)		-	Conv-NHPP		
5-2020 (C24)			3,115.0		3,115.0			

TIP #: 0-26-2020 **C2040 #:** P09 **Project Name:** Repair Bridge #026 on I-70 in Geary County **Length (mi):** 0.00
KDOT #: KA-6083-01 **Project Sponsor:** KDOT **Class:** Interstate **Project Type:** Preservation
Location: Bridge #026 on I-70 at McDowell Creek **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Replace deck and rails on a bridge located at McDowell Creek Road and I-70
2021	PE		88.0		88.0			
2022	CONST		962.0		962.0		X	
2023	CONST	865.8	(865.8)		-	Conv-NHPP		
5-2020 (C22)		865.8	184.2		1,050.0			

TIP #: 1-27-2020 **C2040 #:** P11 **Project Name:** I-70 Pavement Replacement **Length (mi):** 4.75
KDOT #: KA-6062-01 **Project Sponsor:** KDOT **Class:** Interstate **Project Type:** Preservation
Location: I-70: 1 mile east of US-77 interchange, east to east Grandview Plaza City Limits **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Pavement Replacement beginning 1 mile east of US-77/I-70 then East to East City Limits of Grandview Plaza.
2021	PE		777.2		777.2		X	
2023	CONST		16,710.9		16,710.9		X	
2025	PE	699.6	(699.6)		-	NHPP		
2025	CONST	15,039.8	(15,039.8)		-	NHPP		
5-2020 (C22)		15,739.4	1,748.7		17,488.1			

TIP #: 0-32-2014 **C2040 #:** P07 **Project Name:** US-40 Bridge Replacement (UP Railroad and Monroe St) **Length (mi):** N/A
KDOT #: KA-3952-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Preservation
Location: US-40: 2.3 miles east of US-77 Junction **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description: Bridge Replacement
2021	PE		1,182.0		1,182.0			Notes:
2021	ROW		237.0		237.0			
2021	UTIL		118.0		118.0			
2021	CONST		12,346.7		12,346.7		X	
2023	CONST	9,877.3	(9,877.3)		-	Conv-STP		
5-2014 (C20)		9,877.3	4,006.4		13,883.7			

Transit and Paratransit Projects

TIP #: 0-T1-2022 **C2040 #:** **Project Name:** FHATA Urban Transit Service Operating Expenses **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Board) **Location:** Manhattan Urbanized Area

FFY	Phase	Fed	State	Local	Total	Source	Description:
2022	OPR/ADMIN	622.2			622.2	5307 CARES	The transit services provided in the Manhattan UZA. Includes operations, administration, and preventative maintenance.
2022	OPR/ADMIN	95.0			95.0	5307 ARA	
2022	OPR/ADMIN	4,337.4	722.1	3,251.50	8,311.0	5307	
		5,054.6	722.1	3,251.5	9,028.2		

TIP #: 1-T2-2022 **C2040 #:** **Project Name:** FHATA Rural Services **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Inc) **Location:** FHMPO Region

FFY	Phase	Fed	State	Local	Total	Source	Description:
2022	OPR	471.5	188.6	282.9	943.0	5311	Operating assistance and admin for areas outside of the Manhattan Urbanized Area, including Junction City and Fort Riley
2022	ADMIN	230.2		119.8	350.0	5311	
2022	OPR/ADMIN	140.0	17.5	17.5	175.0	5311/5310	
2023	OPR	554.1	221.6	382.4	1,158.1	5311	
2023	ADMIN	257.0		64.3	321.3	5311	
		1,652.8	427.7	866.9	2,947.4		

TIP #: 0-T3-2022 **C2040 #:** **Project Name:** FHATA Urban Bus Capital Program **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Board) **Location:** Manhattan Urbanized Area

FFY	Phase	Fed	State	Local	Total	Source	Description:
2022	CAP	656.3	24.0	24.0	704.3	5307	Purchase of 5, 20-passenger buses and two low-floor buses
2022	CAP	24.9	116.1		141.0	5307 CARES	
		681.2	140.1	24.0	845.3		

TIP #: 1-T5-2022 **C2040 #:** **Project Name:** Big Lakes Developmental Center Operating & Capital **Project Type:** Transit/Paratransit
Project Sponsor: Big Lakes Development Center **Location:** Riley, Geary and Pottawatomie Counties

FFY	Phase	Fed	State	Local	Total	Source	Description:
2022	OPR		10.0	4.0	14.0	5310	Operating Assistance and Capital Purchases. Local match source, county mill
2022	CAP	106.7		26.7	133.4	5310	
2023	OPR		10.0	4.0	14.0	5310	
2023	CAP	73.9		14.7	88.6	5310	
		180.6	20.0	49.4	250.0		

TIP #: 0-T6-2020 **C2040 #:** **Project Name:** FHATA Safety and Security Capital **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency Board **Location:** FHMPO Region

FFY	Phase	Fed	State	Local	Total	Source	Description:
2020	CAP	48.5	12.1		60.6	5307	Installation of electronic gate opener for perimeter fences around facility
2020	CAP	50.0			50.0	5307 CARES	
2022	CAP	80.0	20.0		100.0	5307 ARA	
		178.5	32.1		210.6		

3-T10-2018

TIP #: 0-T6-2022 **C2040 #:** **Project Name:** FHATA Parking Lot Expansion and Technology for Shelters **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency Board **Location:** FHMPO Region

FFY	Phase	Fed	State	Local	Total	Source	Description:
2022	CAP	197.3			197.3	5307 ARA	Parking lot expansion at ATA facility and real-time passenger information devices for bus shelter projects
2022	CAP	600.7	108.0		708.7	5307	
		798.0	108.0		906.0		

TIP #: 0-T7-2020 **C2040 #:** **Project Name:** 600 Block of Poyntz Bus Stop Improvements **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA, Inc.) **Location:** Manhattan

FFY	Phase	Fed	State	Local	Total	Source	Description:
2020	CAP	588.7		65.4	654.1	5339	ADA upgrades and bus stop improvements on the 600 Block of Poyntz. Part of KDOT's Access, Innovation, and Collaboration grant
		588.7		65.4	654.1		

TIP #: 0-T7-2022 **C2040 #:** **Project Name:** K-18 Connector Expansion **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA, Inc.) **Location:** MPO Region

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2022	OPR	176.0	140.8	17.6	334.4	5339/5309	PENDING GRANT AWARD - Pilot program to expand the K-18 Connector and purchase two buses for the expansion
2022	CAP	128.0	16.0	16.0	160.0	5339/5310	
		304.0	156.8	33.6	494.4		

TIP #: 0-T10-2018 **C2040 #:** **Project Name:** FHATA Bus Stop Amenities **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Inc) **Location:** FHMPPO Region

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2019	CAP	177.1		35.4	221.4	5339	Bus stop amenities to include (as needed) bus shelters, benches, and concrete pads.
		177.1		35.4	221.4		

3-T10-2018

TIP #: 0-T10-2020 **C2040 #:** **Project Name:** Fremont Roadway and Bus Stop Improvements **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA Inc) **Location:** Manhattan

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2020	CAP	340.8		85.2	426.0	5339	Improve bus stop accessibility by adding curb extensions and improved crosswalks at Fremont and 14th, N. Manhattan, and 12th. Improvements to bus stop, including bus shelter.
		340.8		85.2	426.0		

TIP #: 0-T12-2018 **FHTP #:** **Project Name:** FHATA Misc. Capital Improvements **Project Type:** Transit/Paratransit
Project Sponsor: Flint Hills Area Transportation Agency (FHATA, Inc.) **Location:** FHMPPO Region

<u>FFY</u>	<u>Phase</u>	<u>Fed</u>	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Source</u>	<u>Description:</u>
2019	CAP*	47.5		11.9	59.4	5339	*5339 4-post lift/Beams **5339 Maintenance Utility Vehicle ***5339 Administrative Vehicle ****5310 Remix Software (FY22 - Year 3 of 3)
2019	CAP**	58.1		14.5	72.6	5339	
2020	CAP***	30.4		7.6	38.0	5339	
2020	CAP****	35.7		8.9	44.6	5339	
		171.7	-	42.9	214.6		

Obligated or Completed Projects

TIP #: 0-09-2020 **C2040 #:** P09 **Project Name:** Repair on Bridge #014 on I-70 over Smokey Hill River **Length (mi):** 0.00
KDOT #: KA-5527-01 **Project Sponsor:** KDOT **Class:** Interstate **Project Type:** Preservation
Location: Bridge #041 (Smokey Hill River) on I:70 Located 2.05 miles east of I-70/US-40 Junction **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2020	PE		69.8		69.8			Bridge Repair
2020	CONST		800.4		800.4		X	
2021	CONST	771.8	(771.8)		0.0	Conv-NHPP		
1-2020 (C20)		771.8	98.4		870.2			

TIP #: 5-10-2018 **C2040 #:** E67 **Project Name:** Kimball Avenue: N. MHK to Denison (NCC Phase X) **Length (mi):** 0.50
KDOT #: KA-4845-01 **Project Sponsor:** City of Manhattan **Class:** Principal Arterial **Project Type:** Expansion
Location: Kimball Ave: N. Manhattan to NBFA Entrance near Denison **Bike/Ped?** Yes **ITS?** Yes

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2020	PE			300.0	300.0			Widening from 4-lane to 5-lane with paved median, new traffic signal at Kimball/Grain Science entrance
2021	CONST		4,200.0	225.0	4,425.0	ED		
2-2018 (C21)			4,200.0	525.0	4,725.0			

Notes: Eco Devo State Funds, Bond and Interest Fund, Sales Tax, City University

TIP #: 2-11-2020 **C2040 #:** P04 **Project Name:** US-24 Surfacing from K-13 to US-77 **Length (mi):** 9.60
KDOT #: KA-5474-01 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Preservation
Location: US-24: K-13 to US-77 **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2020	PE		1.0		1.0			Surfacing
2020	CONST		1,315.3		1,315.3		X	
2021	CONST	1,049.7	(1,049.7)		0.0	Conv-NHPP		
1-2020 (C20)		1,049.7	266.6		1,316.3			

TIP #: 0-15-2020 **C2040 #:** BP01 **Project Name:** Manhattan Safe Routes to School Phase 2c **Length (mi):** 0.34
KDOT #: U-2373-01 **Project Sponsor:** City of Manhattan **Class:** N/A **Project Type:** Bike/Ped
Location: Marlatt and Northview Elementary Schools **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2021	CONST	238.4		145.9	384.3	TA		Pedestrian Improvements
3-2020 (C21)		238.4		145.9	384.3			

Notes: Special Street Maintenance Fund Sales Tax

TIP #: 3-17-2014 **C2040 #:** P1 **Project Name:** K-18 Bridge Replacement over Wildcat Creek **Length (mi):** 0.10
KDOT #: KA-3080-01 **Project Sponsor:** KDOT **Class:** Freeway **Project Type:** Preservation
Location: K-18: 1/2 mile E. of K-18/K-113 Jct (Wildcat Creek) **Bike/Ped?** Yes **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2014	PE		1,079.0		1,079.0		X	Replacement of bridges #028 and #029 (Wildcat Creek) on K-18 in Riley County, located 0.56 and .057 miles east of the K-18/K-113 junction
2018	ROW		258.1		258.1			
2019	UTIL		100.0		100.0		X	
2020	CONST		9,505.7	69.0	9,574.7		X	Notes:
2021	PE	857.4	(857.4)		0.0	Conv-NHPP		
2021	UTIL	80.0	(80.0)		0.0	Conv-NHPP		
2021	CONST	7,651.1	(7,651.1)		0.0	Conv-NHPP		
0-2014 (C17)		8,588.5	2,354.3	69.0	11,011.8			

TIP #: 2-19-2018 **C2040 #:** P09 **Project Name:** US-77 Geary County 1R Guardrail Upgrades **Length (mi):** 12.90
KDOT #: KA-4638-02 **Project Sponsor:** KDOT **Class:** Principal Arterial **Project Type:** Safety
Location: .33 miles N Rucker Rd to GE/RL County Line **Bike/Ped?** No **ITS?** No

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2019	PE	80.8			80.8	NHPP		Guardrail updates. Tied to KA-2367-05
2021	CONST	1,696.7			1,696.7	HSIP		
4-2018 (C19)		1,777.5			1,777.5			

TIP #: 4-24-2020 **C2040 #:** E37 **Project Name:** Kimball Ave: College to Denison (NCC Phase IX) Cost Share **Length (mi):** 0.80
KDOT #: KA-5899-01 **Project Sponsor:** City of Manhattan **Class:** Minor Arterial **Project Type:** Expansion
Location: Kimball Ave: College Ave to Denison Ave **Bike/Ped?** Yes **ITS?** Yes

FFY	Phase	Fed	State	Local	Total	Source	AC	Description:
2021	CONST	-	2,897.8	5,001.0	7,898.8			Widening the existing 4-lane to 5-lane with paved median for access control and dedicated left turn lane. New traffic signal installed at Kimball/Grain Science entrance. 1/2 mile of new bikeway
4-2020 (C21)		-	2,897.8	5,001.0	7,898.8			


Appendix F: MPO Self-Certification

Concurrent with the submittal of the proposed TIP to the FHWA and the FTA, the Flint Hills Metropolitan Planning Organization (MPO) certifies that the metropolitan transportation planning process is 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 1101(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 the title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



John Ford, Policy Board Chairperson



Michael Moriarty, Bureau Chief, Transportation Planning

Sep. 1st 2021

Date

SEPT. 7, 2021

Date

Appendix G: Public Comment Period Summary

A 30-day public comment period was held prior to Policy Board approval. No public comments were received.

The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 Program.

	Public Comment Period Opens	Public Comment Period Closes	TAC Recommendation	Policy Board Approval	STIP Due Date
2022 TIP	July 2	August 3	August 4	August 18	September 2021
Amendment #1	December 20	January 4	January 5	January 19	February 1, 2021
Amendment #2	March 21	April 5	April 6	April 20	May 6, 2021
Amendment #3	August 22	September 6	September 7	September 21	?

	TIP Number	Project Name	C2040 #	
Roadway	1-01-2022	Blue Jay Trail	BP01	
	0-02-2022	Manhattan SRTS PE Consultant	BP01	
	1-03-2022	Green Valley Road Trail	BP01	
	1-04-2014	US-77 Reconstruction from S of Old Milford Rd to N Jct K-57	M22	
	0-05-2022	K-57 IR Project in Geary County	P09	
	0-06-2020	Miller Parkway and Arbor Drive Intersection	M26	
	1-06-2022	US-24 IR Project in Pottawatomie County	P09	
	0-07-2020	Poyntz Ave and Juliette Ave Intersection	M17	
	0-08-2022	Intersection of Kimball and Denison (NCC Phase 11)	E69	
	0-09-2022	Casement Road Improvements: Brookmont to Allen/Knox	E08	
	0-10-2020	K-18 Patching near K-177	P09	
	0-10-2022	N. Manhattan Ave Traffic Signals and two-way Bike Lane	M40	
	0-11-2022	Hayes Dr Trail	BP01	
	0-12-2022	Kimball Ave Roundabout Replacement	M26	
	1-13-2022	Patching on I-70 east of K-57	P09	
	1-14a-2020	Roundabout at US-24 & K-13	M20	
	1-14b-2020	Roundabout at US-24 & K-113	M21	
	1-14-2022	US-24 & Levee Drive Intersection Improvements		
	0-16-2020	Junction City 7th Street Bicycle Boulevard	BP01	
	0-20-2020	Bridge Replacement on US-24 over Blackjack Creek	P05	
	1-25-2020	I-70 and K-18 Interchange	M15	
	0-26-2020	Repair Bridge #026 on I-70 in Geary County	P09	
	1-27-2020	I-70 Pavement Replacement	P11	
	0-32-2014	US-40 Bridge Replacement (UP Railroad and Monroe St)	P07	
	Transit	0-T1-2022	FHATA Urban Transit Service Operating Expenses	
		1-T2-2022	FHATA Rural Services	
		0-T3-2022	FHATA Urban Bus Capital Program	
		1-T5-2022	Big Lakes Developmental Center Operating & Capital	
		0-T6-2020	FHATA Safety and Security Capital	
		0-T6-2022	FHATA Parking Lot Expansion and Technology for Shelters	
		0-T7-2020	600 Block of Poyntz Bus Stop Improvements	M25
		0-T7-2022	K-18 Connector Expansion	T01
0-T10-2018		FHATA Bus Stop Amenities		
0-T10-2020		Fremont Roadway and Bus Stop Improvements		
0-T12-2018	FHATA Misc. Capital Improvements			

Page # Notes

3.20

3.20

3.20

6.13

5.10

5.16

5.10

6.19

6.19

6.19

5.10

6.13

3.20

5.07

5.10

6.13

6.13

5.07

3.20

6.13

6.13

5.10

6.13

6.13

3.21

3.21

5.12

3.21

5.08

3.21

6.13

6.25

5.18

5.18

3.21

MTPO

Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11
Topeka, Kansas 66607-1118
Tel.: (785) 368-3728
Fax: (785) 368-2535
www.topeka.org

January 27th, 2022

Matt Messina
Comprehensive Transportation Planning Manager
Bureau of Transportation Planning
Kansas Department of Transportation
700 SW Harrison Street
Topeka, KS 66603

Dear Mr. Messina:

This letter is to inform you that on January 27, 2022 the Metropolitan Topeka Planning Organization (MTPO) approved the enclosed Amendment #6 to the 2021-2024 Transportation Improvement Plan (TIP). Following approval by the Technical Advisory Committee (TAC), and a 14-day public review period, the MTPO Policy Board recommended this updated TIP for approval. Enclosed with this letter are the Resolution and approved TIP amendment details.

I am submitting this amendment to the 2021-2024 TIP for OneDot approval. Please forward a copy of this amendment to the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) for approval and inclusion into the STIP. If you have any questions concerning this amendment, please contact me at (785) 368-3728. I appreciate your assistance with this matter.

Sincerely,



Bill Fiander
MTPO Secretary

Enclosure: Amendment #6 of the 2021-2024 Transportation Improvement Plan and accompanying Resolution.

cc: Matt Messina, – MTPO Chairman

MTPO

Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11

Topeka, Kansas 66607-1118

Tel.: (785) 368-3728

Fax: (785) 368-2535

www.topeka.org

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,

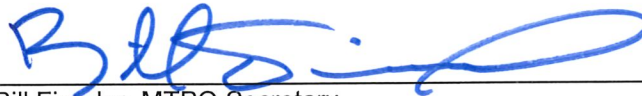
WHEREAS, a Transportation Improvement Program for the Topeka Area is required to be adopted at least once every four years, and must be amended when necessary, in accordance with the Fixing America's Surface Transportation Act (FAST Act) and related laws and regulations as well as MTPO adopted policies.

NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.212(b), the Kansas Department of Transportation and the Metropolitan Topeka Planning Organization hereby agree that the public involvement activities carried out in response to the metropolitan planning requirements in 23 CFR 450.322(c) or 23 CFR 450.324(c) satisfy the public involvement requirements to add the projects in this Amendment #5 to the 2021-2024 TIP into the Statewide Transportation Improvement Program (STIP).

Enclosures: Amendment #6 to the MTPO 2021-2024 TIP. Amendment includes two (1) amended project, four (4) new projects, and three (3) project revisions. The updated budget summary table is also included.



Matt Messina, MTPO Policy Board Chairperson



Bill Fiander, MTPO Secretary

Amendment #6 2021-2024

Policy Board Date: 1/27/22

Projects Included:

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



PROJECT DATA SHEET

New Project **2021-2024 TIP**
 TIP #: 2-23-01-3 KDOT#: C-5147-01

Project Type: Roads & Bridges
Jurisdiction: Shawnee County
Project: Shawnee County: 2.0 mi east of Elmont
Fiscal Year(s): 2023
Location: Shawnee County: 2.0 miles E of Elmont over Indian Creek
Total Project Cost: \$764,564.00

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

PROJECT Description and Justification: Bridge Replacement

REASON FOR CHANGE: New project selected for the FFY 2023 Off-System Bridge Program.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE		\$ -	\$ -		\$ -	\$ -		
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT	2023	\$ 538.6	\$ -		\$ 134.7	\$ 673.3	STP	
CE	2023	\$ 73.0	\$ -		\$ 18.3	\$ 91.3	STP	
TOTAL		\$ 611.6	\$ -		\$ 153.0	\$ 764.6		

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



NW 66th Street

N Topeka Blvd

KDOT C-5417-01

OSN-206





PROJECT DATA SHEET

Amendment **2021-2024 TIP**
TIP #: 1-21-05-3 KDOT#: KA-6127-01

Project Type: Roads & Bridges
Jurisdiction: KDOT
Project: Bridge #231 on K-4 in Shawnee County
Fiscal Year(s): 2021-2023
Location: K-4: Bridge #231 over the BNSF Railroad and the Shunganunga Creek located north of the U.S. 40/K-4 junction
Total Project Cost: \$728,000.00

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

PROJECT Description and Justification: Replace joints, Patch deck as needed, Replace approaches, Silane Treatment, Concrete surface repair.
REASON FOR CHANGE: Cost increase of 39%.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

PE	2021	\$ -	\$ 112.0	x	\$ -	\$ 112.0		
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT	2022	\$ -	\$ 560.0	x	\$ -	\$ 560.0		
CE	2022	\$ -	\$ 56.0	x	\$ -	\$ 56.0		
PE		\$ 89.6	\$ (89.6)			\$ -	NHPP	2023
CONST		\$ 448.0	\$ (448.0)		\$ -	\$ -	NHPP	2023
CE		\$ 44.8	\$ (44.8)		\$ -	\$ -	NHPP	2023
TOTAL		\$ 582.4	\$ 145.6		\$ -	\$ 728.0		

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



PROJECT DATA SHEET

**Administrative
Modification**

2021-2024 TIP

TIP #: 1-21-06-3 **KDOT#:** KA-6128-01

Project Type: Roads & Bridges

Jurisdiction: KDOT

Project: Bridges #206 & #207 on U.S. 75 in Shawnee County

Fiscal Year(s): 2021-2023

Location: U.S. 75 Bridges #206 and #207 over Topeka Boulevard (Old Highway 75) located 2.53 miles and 2.54 miles respectively, north of the OS/SN county line.

Total Project Cost: \$2,705,800.00

**PROJECT
TYPES:**

Transportation
Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Bridge Repair.

REASON FOR CHANGE: Revised scope, project letting date (February 2022 to March 2022) and 21% increase in total project cost.

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	2021	\$ -	\$ 343.0	x	\$ -	\$ 343.0		
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT	2022	\$ -	\$ 2,148.0	x	\$ -	\$2,148.0		
CE	2022	\$ -	\$ 214.8	x	\$ -	\$ 214.8		
PE		\$ 274.4	\$ (274.4)		\$ -	\$ -	NHPP	2023
CONST		\$1,718.4	\$ (1,718.4)		\$ -	\$ -	NHPP	2023
CE		\$ 171.8	\$ (171.8)		\$ -	\$ -	NHPP	2023
TOTAL		\$2,164.6	\$ 541.2		\$ -	\$2,705.8		

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



PROJECT DATA SHEET

Administrative Modification **2021-2024 TIP**

TIP #: 1-21-08-1 **KDOT#:** KA-6244-01

Project Type: Roads & Bridges

Jurisdiction: KDOT

Project: Mill & Overlay K-4 in Shawnee County (1R Project)

Fiscal Year(s): 2021-2024

Location: K-4 in Shawnee County beginning at the Wabaunsee/Shawnee County Line to Junction K-4/I-70

Total Project Cost: \$2,205,093.00

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

PROJECT Description and Justification: Mill, Overlay and Edge Wedge on Shoulders.

REASON FOR CHANGE: Increase in project cost by 20% (administrative modification).

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	2021	\$ -	\$ 1.0		\$ -	\$ 1.0		
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT	2022	\$ -	\$ 2,099.1	x	\$ -	\$2,099.1		
CE	2022	\$ -	\$ 105.0	x	\$ -	\$ 105.0		
CONST		\$1,679.3	\$ (1,679.3)		\$ -	\$ -	STP	2024
CE		\$ 84.0	\$ (84.0)		\$ -	\$ -	STP	2024
TOTAL		\$1,763.3	\$ 441.8		\$ -	\$2,205.1		

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



PROJECT DATA SHEET

Administrative Modification **2021-2024 TIP**

TIP #: 1-21-09-1 **KDOT#:** KA-6393-01

Project Type: Roads & Bridges

Jurisdiction: KDOT

Project: US-24 and N.W. Rochester Rd- Mill & Overlay in Topeka

Fiscal Year(s): 2022-2024

Location: US-24: From 550 feet west of N.W. Rochester Road east to 1,130 feet east of N.W. Rochester Road in Topeka

Total Project Cost: \$1,240,272.00

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

PROJECT Description and Justification: Mill, Overlay and Edge Wedge on Shoulders.

REASON FOR CHANGE: Increase in project cost by 20% (administrative modification).

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	\$ -	\$ 5.7		\$ -	\$ 5.7		
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT	2022	\$ -	\$1,148.4	x	\$ -	\$1,148.4		
CE	2022	\$ -	\$ 86.1	x	\$ -	\$ 86.1		
PE						\$ -		
ROW						\$ -		
UTIL						\$ -		
CONST		\$ 918.7	\$ (918.7)		\$ -	\$ -	NHPP	2024
CE		\$ 68.9	\$ (68.9)		\$ -	\$ -	NHPP	2024
TOTAL		\$ 987.6	\$ 252.6		\$ -	\$1,240.2		

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



PROJECT DATA SHEET

New Project **2021-2024 TIP**
 TIP #: 1-22-01-3 KDOT#: KA-6480-01

Project Type: Roads & Bridges
Jurisdiction: KDOT
Project: Bridges #104 and #105 on U.S. 24 in Shawnee County
Fiscal Year(s): 2022-2027
Location: 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)
Total Project Cost: \$3,766,534.00

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

PROJECT Description and Justification: Bridge Replacements

REASON FOR CHANGE: Program Addition. Project is an FY 2026 Priority Bridge selection. **PROJECT IS AUTHORIZED FOR PE ONLY.**

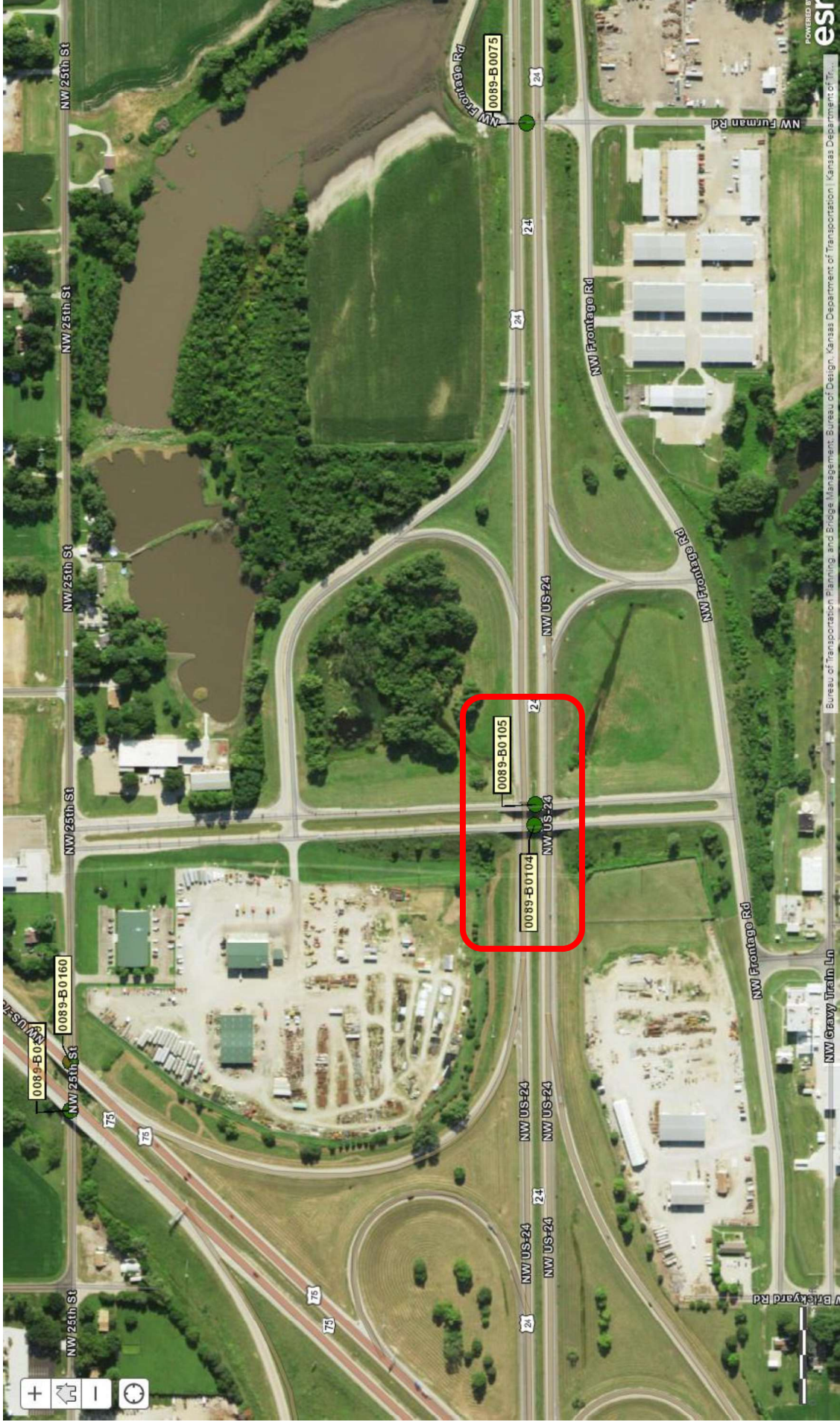
Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2022	\$ -	\$ 363.0	x	\$ -	\$ 363.0		
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT		\$ -	\$ -		\$ -	\$ -		
CE		\$ -	\$ -		\$ -	\$ -		
PE		\$ 290.4	\$ (290.4)		\$ -	\$ -	NHPP	2027
TOTAL		\$ 290.4	\$ 72.6		\$ -	\$ 363.0		

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

KA-6480-01: Bridges #104 and #105 on U.S. 24 in Shawnee County





PROJECT DATA SHEET

New Project	2021-2024 TIP	
	TIP #: 1-22-02-3	KDOT#: KA-6481-01
Project Type:	Roads & Bridges	
Jurisdiction:	KDOT	
Project:	Bridges #76 and #077 on U.S. 24 in Shawnee County	
Fiscal Year(s):	2022-2027	
Location:	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	
Total Project Cost:	\$2,626,727.00	

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

PROJECT Description and Justification: Bridge Replacements

REASON FOR CHANGE: Program Addition. **PROJECT IS AUTHORIZED FOR PE ONLY.**

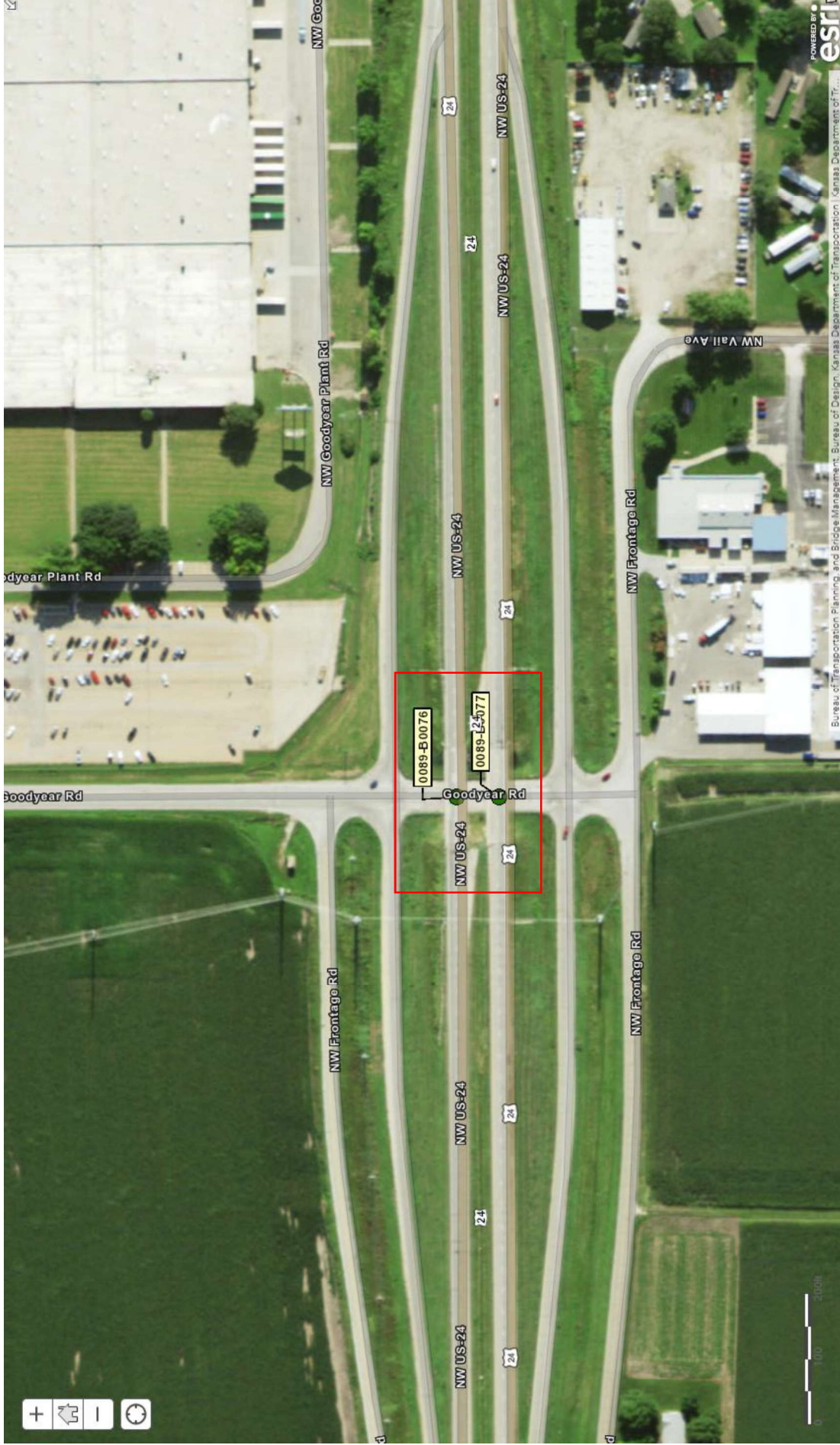
Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2022	\$ -	\$ 506.4	x	\$ -	\$ 506.4		
ROW		\$ -	\$ -			\$ -		
UTIL		\$ -	\$ -			\$ -		
CONT		\$ -	\$ -			\$ -		
CE		\$ -	\$ -			\$ -		
PE		\$ 405.1	\$ (405.1)		\$ -	\$ -	NHPP	2027
TOTAL		\$ 405.1	\$ 101.3		\$ -	\$ 506.4		

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

KA-6481-01: Bridges #76 and #077 on U.S. 24 in Shawnee County





PROJECT DATA SHEET

New Project **2021-2024 TIP**
TIP #: 3-22-01-6 KDOT#: U-2433-01

Project Type: Roads & Bridges
Jurisdiction: City of Topeka
Project: City of Topeka-S.W. 8th Avenue Bikeways Connections
Fiscal Year(s): 2022
Location: S.W. 8th Avenue from S.W. Topeka Boulevard east to S.E. Madison Street in Topeka
Total Project Cost: \$955,057.00

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

PROJECT Description and Justification: Bridge Replacements

REASON FOR CHANGE: Program Addition. State and local funds only (no federal) but regionally significant.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC?	Local(\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE		\$ -	\$ -		\$ -	\$ -		
ROW		\$ -	\$ -		\$ -	\$ -		
UTIL		\$ -	\$ -		\$ -	\$ -		
CONT	2022	\$ -	\$ 763.3		\$ 190.8	\$ 954.1		
CE	2022	\$ -	\$ -		\$ 1.0	\$ 1.0		
TOTAL		\$ -	\$ 763.3		\$ 191.8	\$ 955.1		

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

Funding Summary Table 2021 through 2024							Amendment #	6
Metropolitan Topeka Planning Organization								
MTPO Metropolitan Planning Area								
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority								
	2021	2022	2023	2024	Totals	Anticipated Minus Programmed		
Anticipated Funding								
Road and Bridge								
Local	\$ 57,171,025	\$ 50,728,054	\$ 49,602,018	\$ 37,862,322	\$ 195,363,418	\$	141,249,118	
State	\$ 11,921,500	\$ 46,579,700	\$ 47,278,396	\$ 240,800,000	\$ 346,579,596	\$	11,519,496	
Federal	\$ 5,815,866	\$ 5,903,104	\$ 38,700,300	\$ 6,081,525	\$ 56,500,795	\$	1,568,795	
Sub-Totals	\$ 74,908,391	\$ 103,210,858	\$ 135,580,713	\$ 284,743,847	\$ 598,443,809	\$	154,337,409	
Transit								
Local	\$ 6,800,000	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 27,800,000	\$	26,863,300	
State	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 3,200,000	\$	3,200,000	
Federal	\$ 2,500,000	\$ 2,600,000	\$ 2,700,000	\$ 2,800,000	\$ 10,600,000	\$	8,694,500	
Sub-Totals	\$ 10,100,000	\$ 10,300,000	\$ 10,500,000	\$ 10,700,000	\$ 41,600,000	\$	38,757,800	
Totals	\$ 85,008,391	\$ 113,510,858	\$ 146,080,713	\$ 295,443,847	\$ 640,043,809			
Programmed Expenditures								
Road and Bridge								
Local	\$ 23,761,000	\$ 14,577,800	\$ 8,483,000	\$ 7,292,500	\$ 54,114,300	\$		
State	\$ 11,888,600	\$ 46,579,700	\$ 35,791,800	\$ 240,800,000	\$ 335,060,100	\$		
Federal	\$ 7,077,100	\$ 6,859,200	\$ 38,244,800	\$ 2,750,900	\$ 54,932,000	\$		
Sub-Totals	\$ 42,726,700	\$ 68,016,700	\$ 82,519,600	\$ 250,843,400	\$ 444,106,400			
Transit								
Local	\$ 42,000	\$ 894,700	\$ -	\$ -	\$ 936,700	\$		
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$		
Federal	\$ 167,700	\$ 1,737,800	\$ -	\$ -	\$ 1,905,500	\$		
Sub-Totals	\$ 209,700	\$ 2,632,500	\$ -	\$ -	\$ 2,842,200			
Totals	\$ 42,936,400	\$ 70,649,200	\$ 82,519,600	\$ 250,843,400	\$ 446,948,600			
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								

Amendment #6 Projects (New) Relationship to Futures 2040 Plan

Project Num.	TIP#	Project	MTP page #
C-5147-01	2-23-01-3	MTP Ref.# "KDOT-8" System Preservation Projects	p. 185
KA-6480-01	1-22-01-3	MTP Ref.# "KDOT-8" System Preservation Projects	p. 185
KA-6481-01	1-22-02-3	MTP Ref.# "KDOT-8" System Preservation Projects	p. 185
U-2433-01	3-22-01-6	MTP Recommendation: Expanding Multi-modal Infrastructure. Cost Share Grant	p. 194

METROPOLITAN TOPEKA PLANNING ORGANIZATION

TOPEKA, KANSAS

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2021-2024

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
Topeka, KS 66607
(785) 368-3728

Approved 10/29/20; Amend. 1/28/21; Amend. 4/22/21; Amend. 6/24/21; Amend. 8/26/21; Amend. 10/28/21; Revised 12/14/21; Amend. 1-27-22

**Metropolitan Topeka Planning Organization
Transportation Improvement Program (TIP)
2021 – 2024**

Table of Contents

Introduction.....	3
Purpose & Definition of the TIP Policy	5
TIP Amendment Schedule	6
TIP Development	6
TIP Approval Process & Fiscal Analysis.....	8
Project Evaluation and Selection.....	17
Performance Management & Measures.....	17
Performance Measures (1): Safety.....	18
Performance Measures (2): Infrastructure-Pavement & Bridge Conditions.....	20
Performance Measures (3): Freight & Economic Vitality	26
Performance Measures (4): Congestion Reduction/Modes-Active Transportation (Bike-Pedestrian).....	29
Performance Measures (5): System Reliability/Congestion Reduction: Transit-.....	38
TIP Amendment Process.....	42
Status of Major Projects from previous TIP	43
Environmental Justice Review	44
TIP Project Explanation and Tables	49
Roadway and Bridge Projects.....	52
Transit and Paratransit Projects	72
Funding Summary Table	78
“Regionally Significant” – Definition for MTPO.....	79
Functional Classification of Roads	82
MTPO Self-Certification.....	85

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

Introduction

The Transportation Improvement Program (TIP) is a short-range program that identifies transportation projects to be implemented in the Topeka Metropolitan Area during the next four years. It is developed in accordance with the Continuing, Cooperative and Comprehensive (3-C) Process and includes all projects that use federal funds and/or are regionally significant. The TIP is one of many tools used to implement the goals and objectives of the Metropolitan Transportation Plan (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.

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

In December 2015, the President signed the Fixing America’s Surface Transportation (FAST) Act into law. This transportation bill kept intact many of the planning provisions of the previous transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) with emphasis placed on performance management in both statewide planning and metropolitan planning. This bill included five years of long-term funding from 2016 through 2020, totaling over \$305 billion dollars. As of the publishing of this TIP, the FAST Act legislation remains the current Transportation Bill.

The programs covered under this bill include:

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

Funding breakdowns by category and changes:

Public Transit

- \$72 Billion nationally over 5 years
- \$35 million in Kansas over 5 years (\$7m annually)
- Re-established a Bus Discretionary Program
- \$55 million has been designated for Low- or No- Emission Bus Deployment projects.

MPO Planning

- PL funding will increase 2% annually
- Program Changes
 - TIPs should consider intercity bus operations
- MPOs are encouraged to include or consult on the following issues:

- Natural disaster risk reduction
- Reduction or mitigation of storm water impacts
- Enhanced travel and tourism

Transportation Alternatives

- Included as part of the Surface Transportation Block Grant (STBG) Program
- Program Changes
 - MPOs with >200,000 population may flex 50%
 - MPOs must distribute funds “in consultation with state”
 - Non-Profit Organizations are not eligible sponsors
(cannot apply themselves but can be a partner)

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 at least \$8 million to be invested in each county across Kansas will include investments in 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 also will 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.

Purpose & Definition of the TIP Policy

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 financially constrained and include only those projects for which funding has been identified, using current or reasonably available revenue sources.

The MTPO is responsible for developing the TIP in cooperation with local governments, transit operators, the State Department of Transportation, and federal partners, each of whom cooperatively determine their responsibilities in the planning process. The TIP must be approved by the MTPO and 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. The MTPO has set a schedule to update the entire TIP every two years.

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

- January 2021 (Approved by MPO on Jan. 28th: to KDOT by Feb. 1st)
- April 2021 (Approved by MPO on April 22nd: to KDOT by May 6th)
- July 2021 (Approved by MPO on June 24th:to KDOT by July 8th)
- *Sept. 2021 (Approved by MPO on August 26th: to KDOT by Sept.9th)
*Sept. Amendment will be the last STIP Amendment for the 2021 STIP

TIP Development

Project Funding

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

The primary federal funding sources for this region include Surface Transportation Block Grant Program funds (STBG). The FAST Act converts the long-standing Surface Transportation Program (STP) into STBG Program, 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 administered it.

The STBG program promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

The FAST Act continues all prior STP eligibilities. It also adds new eligibilities for states to create and operate offices to help design, implement and oversee public-private partnerships. The FAST Act also adds 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

The MTPO TIP update is performed every two years. The TIP update procedure is as follows:

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 for approval. Approval of the STIP by FHWA and FTA also serves as the TIP approval.

TIP Fiscal Analysis

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

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

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

Fiscal constraint ensures that funds are available or can reasonably be expected to become available for the projects submitted for inclusion into the TIP. Projects listed for the City and County are submitted by their respective Public Works Departments. Anticipated federal funding for the next four years for roads, bridges and enhancement projects will primarily be supplied by 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 metropolitan planning area. The table below explains current FAST Act programs.

STBG Program

The STBG program provides flexible funding that may be used by states and localities for projects on any federally-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 accommodation, 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 Clear 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 service and decrease reliance by individuals with disabilities on complementary paratransit or alternatives to public transportation that assist seniors and individuals with disabilities. These funds require a 50 percent local match when used for operating expenses. A 20 percent local match is required when using these funds for capital expenses, including acquisition of public transportation services.

Section 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, after consultation with intercity bus service providers, 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*		\$ 2,435	\$ 14,072	\$ 10,000	
Lane Miles		560	635	800	
	2021	\$ 1,363,600	\$ 8,935,920	\$ 8,000,000	\$ 18,299,520
	2022	\$ 1,411,326	\$ 9,248,677	\$ 8,280,000	\$ 18,940,003
	2023	\$ 1,460,722	\$ 9,572,381	\$ 8,569,800	\$ 19,602,903
	2024	\$ 1,511,848	\$ 9,907,414	\$ 8,869,743	\$ 20,289,005
Totals		\$5,747,496	\$37,664,392	\$33,719,543	\$77,131,431
*The Base cost per mile is derived by dividing the the number of lane miles each entity is responsible for , by the average annual maintenance cost.					

State O&M Funds Breakdown

In the case of major highways, KDOT is the owner of the road and maintains those facilities. The major exception to this is the Kansas Turnpike/I-70 which is owned and operated by the Kansas Turnpike

Authority. Some of the state highway mileage in Topeka is provided on City streets through a city connecting link agreement between KDOT and the City. That agreement includes quarterly payments from KDOT to the City to pay a share of the maintenance costs for those route segments carrying a state highway. Most of the road mileage in Shawnee County is owned by the County, City or township Governments that levy local property taxes and sometimes other taxes to pay for road maintenance and operations. The table below shows the breakdown of the state’s O&M expenditures average over a three-year period.

Shawnee Co (560 lane miles)				
156 Bridges in SN Co.	FY18	FY19	FY20	3 Year Average
Travelway	\$157,908.66	\$195,419.77	\$260,983.45	\$204,770.63
Shoulders	\$38,395.63	\$25,785.76	\$166,036.78	\$76,739.39
Drainage	\$21,513.31	\$27,421.03	\$32,144.84	\$27,026.39
Roadside	\$445,877.25	\$311,020.71	\$375,177.53	\$377,358.50
Bridge	\$20,833.54	\$5,620.16	\$87,925.11	\$38,126.27
SNICE	\$381,764.11	\$581,331.66	\$400,366.33	\$454,487.37
Traffic Guidance	\$221,973.57	\$146,346.20	\$186,920.37	\$185,080.05
			Total	\$1,363,588.59
Avg. Cost Per lane mile:				\$2,434.98

KDOT performs its O & M activities on a sub area basis and as such there may be multiple sub areas within the metropolitan planning area. The sub areas may contain portions of multiple counties such as Douglas and Jefferson.

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				
	2021	2022	2023	2024
Operating	\$5,809,529	\$5,954,767	\$6,103,636	\$6,256,227
Maintenance	\$1,733,962	\$1,777,311	\$182,744	\$1,867,287
Totals	\$7,543,491	\$7,732,078	\$6,286,380	\$8,123,514

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				
	2021	2022	2023	2024
Fares*	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
Mill Levy	\$5,100,000	\$5,200,000	\$5,300,000	\$5,400,000
KDOT	\$800,000	\$800,000	\$800,000	\$800,000
FTA Grants	\$2,500,000	\$2,600,000	\$2,700,000	\$2,800,000
Other**	\$400,000	\$400,000	\$400,000	\$400,000
Total:	\$10,100,000	\$10,300,000	\$10,500,000	\$10,700,000

*2021 Fares will be suspended for portion of 2021 and ridership will most likely be down due to the COVID-19 Pandemic therefore this estimate will be adjusted to a more accurate figure when more normalized figures can be obtained.

** "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 $\frac{3}{4}$ 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 2021-2025 CIP

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

G.O. Bond 2021-2025 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 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 2017. Several phases of implementation 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 2021. 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				
	2021	2022	2023	2024
General Obligation (GO) bond	\$7,710,100	\$5,832,313	\$4,208,500	\$5,267,250
General Obligation Bond (Special)	\$7,000,000	\$7,000,000	\$6,000,000	\$0
Citywide 1/2-Cent sales tax	\$13,870,000	\$13,626,032	\$11,875,000	\$14,082,500
Countywide 1/2-Cent sales tax	\$5,350,000	\$10,500,000	\$8,330,000	\$5,350,000
Federal Funds	\$2,717,667	\$1,667,667	\$1,380,000	\$530,000
Competitive Grants*	\$800,000	\$800,000	\$800,000	\$800,000
State Motor Fuel Tax (City)	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000
Total:	\$40,747,767	\$42,726,012	\$35,893,500	\$29,329,750

Shawnee County Transportation Revenue Sources				
	2021	2022	2023	2024
Shawnee Co. General Fund*	\$6,912,000	\$2,493,625	\$8,130,850	\$2,884,650
KDOT Federal Aid to Shawnee Co.(CIP)	\$4,981,596	\$1,339,000	\$1,359,085	\$1,379,471
Unobligated Prior Year Funds (1)	\$1,839,412	\$1,458,000	\$1,479,870	\$1,502,068
2015-2031 Sales Tax Transfer - Bridges (2)	\$1,316,667	\$1,336,417	\$1,356,463	\$1,376,810
Shawnee Co. Gen. Fund (Match Fed. Aid)	\$650,000	\$650,000	\$650,000	\$650,000
90/10 Federal Exchange Funds	\$723,584	\$725,000	\$732,250	\$739,573
2021 CRRSAA Special Funds (3)	\$302,623	\$0	\$0	\$0
Total:	\$16,423,258	\$8,002,042	\$13,708,518	\$8,532,572
*Average based on years 2021 to 2025	Source Shawnee County CIP			

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				
	2021	2022	2023	2024
State Highway Funding	\$10,618,100	\$10,777,372	\$10,939,032	\$11,103,118
Federal Funding	\$5,815,866	\$5,903,104	\$5,991,651	\$6,081,525
Total:	\$16,433,966	\$16,680,475	\$16,930,683	\$17,184,643
Recommend use of 1.5% inflation factor for future revenue assumptions				

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. Fiscal constraint also makes good sense.

The MPO 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 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					
	2021	2022	2023	2024	Total
Anticipated Funding	\$ 83,704,991	\$ 77,708,529	\$ 77,032,701	\$ 65,746,965	\$ 304,193,185
Anticipated O&M Expenditures	\$ 25,843,011	\$ 26,672,081	\$ 25,889,283	\$ 28,412,519	\$ 106,816,894
Funding Available for Projects	\$ 57,861,980	\$ 51,036,448	\$ 51,143,417	\$ 37,334,446	\$ 197,376,291

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2021 and 2022). Predicting the revenues which will be available and costs for projects in the second half of that period (2023 and 2024) are a more speculative exercise.

Project Evaluation and Selection

As part of the project selection process, the 2040 Metropolitan Transportation Plan (MTP), also referred to as Futures 2040, is referenced below to assure projects conform to the established goals set therein:

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

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

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

Performance Management & Measures

The FAST Act 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 2040 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. The MTPO’s MTP, Futures 2040, addresses performance measures and goals in the required emphasis areas described above. Targets set forth in this TIP will serve as the gauge for measuring the MTPO’s progress toward fulfilling those goals.

-

Futures 2040 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. Improve Mobility and Access
3. Increase Safety for All Modes of Transportation
4. Enhance Quality of Life
5. Promote Economic Development

Performance Measures (1): Safety

Goal: Increase Safety for all Modes

The FAST Act requires states to have a safety data system for analyses that support the Strategic Highway Safety Plan and the Highway Safety Improvement Program. States must use the safety data systems to identify fatalities and serious injuries on all public roads by location and identify location and roadway elements that pose dangers to all road users, including vehicle occupants and non-occupant roadway users (e.g. pedestrians and bicyclists) [23 U.S.C. 148 (c) (2)(B)(i) and (iii)]. Each MPO is required to establish performance targets for each of the federally required performance measures to use in tracking progress toward attainment of critical outcomes for the MPO region. [23CFR 450.306(d)(2)(i).

It is the long-range goal of the MTPO to reduce traffic fatalities within the MPO area. The MTPO will be researching safety strategies which will encompass education, enforcement, engineering and emergency response. Our actions will include targeted intersection safety improvements and varied education and enforcement efforts. The MTPO will also explore avenues to coordinate with its MPO planning partners to incorporate methods of improving safety for bicyclists, pedestrians, and motorcyclists, through a combination of education, engineering and enforcement. While the MTPO adopted a Transportation Safety Plan in 2019, which suggest Safety PM's, provisions for tracking those measures had to be put on hold due to complications of COVID-19, which prevented the hiring of consultants to assist in this endeavor.


Therefore, the MTPO will continue 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:

Measure	2018 Projection	Initial % below Projection	2022 HSP/HSIP Target 
Number of Fatalities (FARS)	364	0%	364
Number of Serious Injuries (KCARS)	1202	1%	1190
Serious Injury Rate (KCARS/FHWA)	3.851	2%	3.774
Fatalities/VMT (FARS/FHWA)	1.17	1%	1.16
Non-Motorized (FARS/KCARS)	139	1%	138

The MTPO will plan and program projects to assist in achieving these State numeric targets, coordinating with both the State and public transportation providers to ensure that the targets set are consistent as much as is practical. The information contained in the above table represents 5-year averages. **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 2040 Plan (MTP) supports maintaining the good condition of the region's transportation infrastructure to improve performance and avoid higher maintenance costs associated with deterioration.

In 2017, the MTPO adopted the 2040 MTP which continued the long-standing practice of identifying roadways needing additional mainline capacity and new major thoroughfares needing to be built. 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-item 58), superstructure (supports immediately beneath the driving surface- item 59), substructure (foundation and supporting posts and piers-item 60) and culvert (item 62). 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; there is no related performance measure.

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

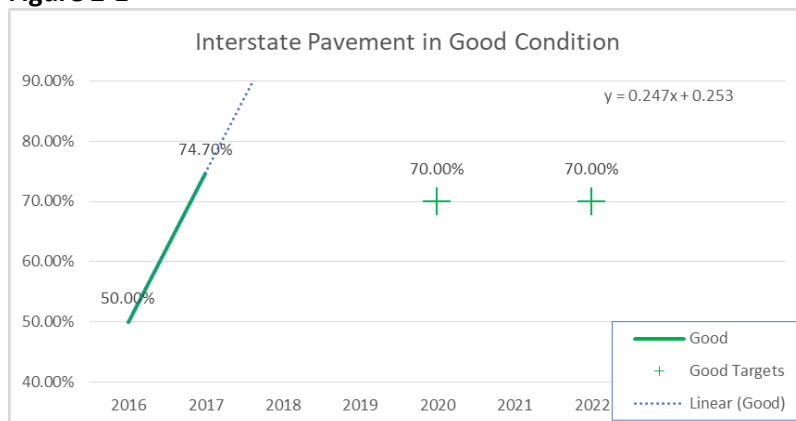


Figure 2-2

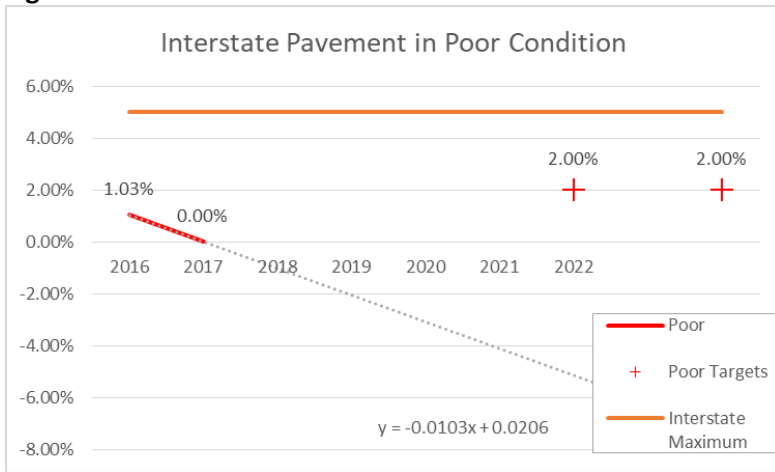


Figure 2-3

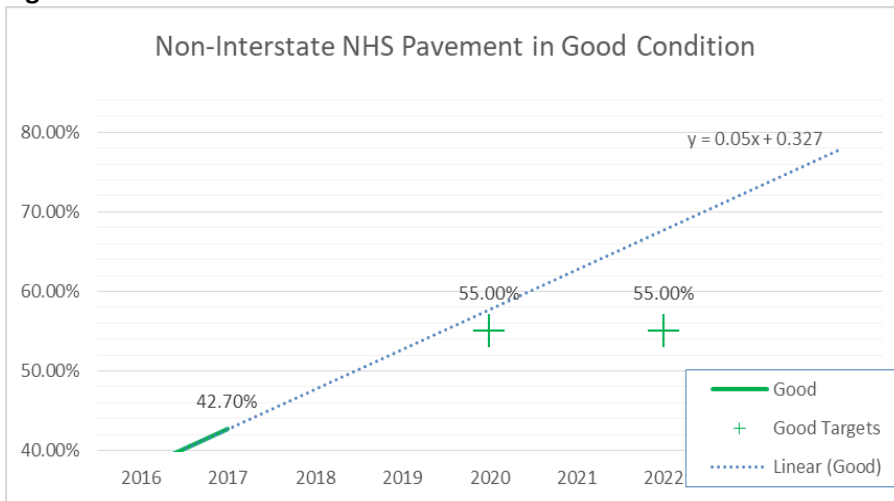
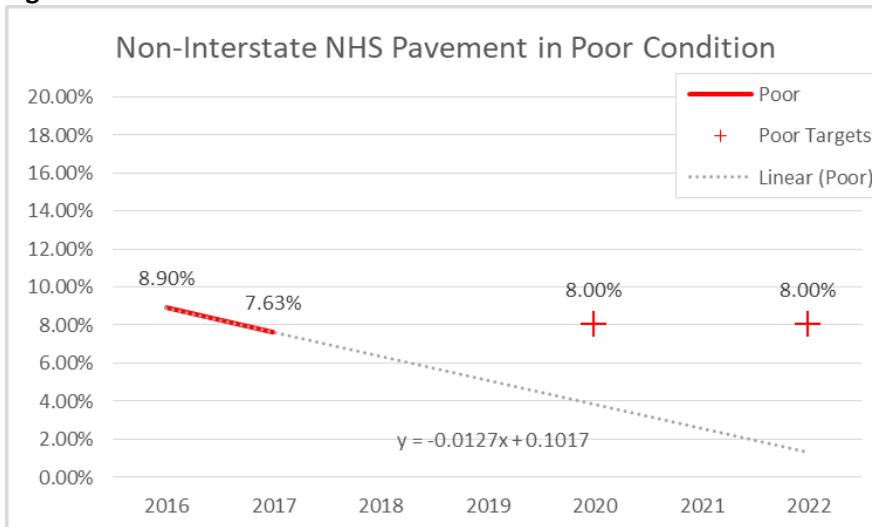


Figure 2-4



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 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 and other factors, much the same as 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.

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	Lane Miles	% of FC Street Network	Weighted Avg. PCI
Principal Arterials	65.5	38.8	6.7%	4.38
Minor Arterials	62.7	368.2	63.4%	39.75
Collectors	51.5	<u>173.8</u>	29.9%	<u>15.41</u>
Total:		570.8		59.54

As of 2021, the average PCI for all City Streets is 64.1, up from a rating of 57.7 in 2018.

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)

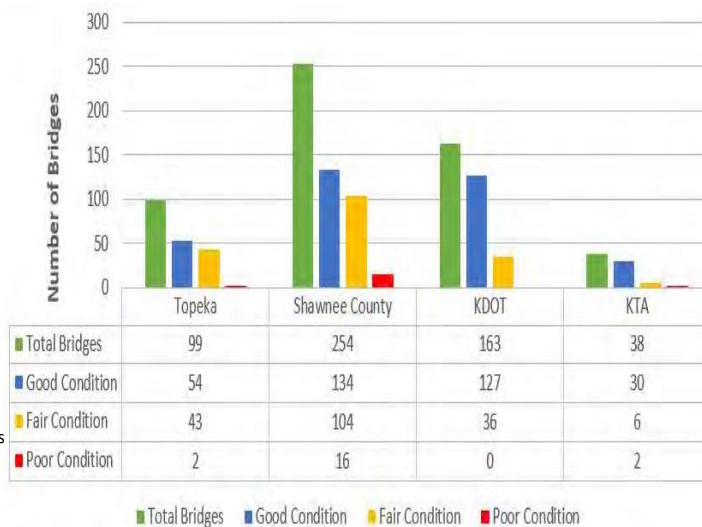
2022 City Streets Target: Average PCI Target for all roads: 60

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.

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: Kans

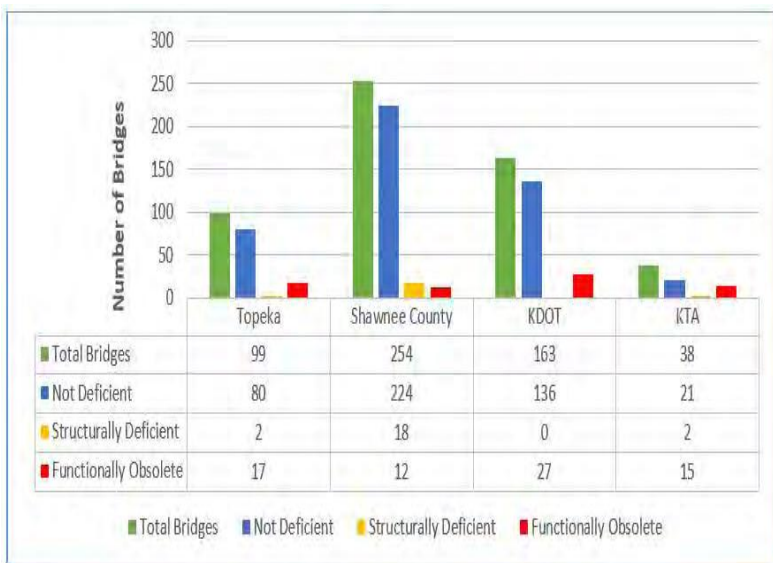
Overall, 62.3% of the total bridges are in Good Condition, 34.1% are in Fair Condition, and 3.6% are in poor condition. Shawnee County has the lowest percentage of bridges in good condition (52.8%), followed by Topeka (54.5%). Meanwhile, KDOT and KTA have 77.9% and 78.9% bridges in good condition, respectively.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

Figure 2-8 shows the number of Structurally Deficient, Functionally Obsolete, and Not Deficient bridges in Topeka, Shawnee County (outside Topeka), on state highways (KDOT), and on the KTA. Definitions for these are as follows:

- **Structurally Deficient:** Means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is “structurally deficient” does not imply that it is likely to collapse or that it is unsafe. A “deficient” bridge typically requires maintenance and repair and eventual rehabilitation or replacement to address deficiencies.
- **Functionally Obsolete:** Means a bridge was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not meet current standards for lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may be occasionally flooded.
- **Not Deficient:** Means that a bridge meets current safety standards.

For the Futures 2040 Metropolitan Transportation Plan update, ratings were available for state highway and non-state bridges. Of the 554 bridges, 71 (12.8%) were functionally obsolete and 22 (4.0%) were structurally deficient. Progress is being made to improve the overall condition of bridges in the region, as 44 bridges were noted as structurally deficient the previous plan.

Figure 2-8: Bridge Deficiency



Source: Kansas Dept. of Transportation

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.

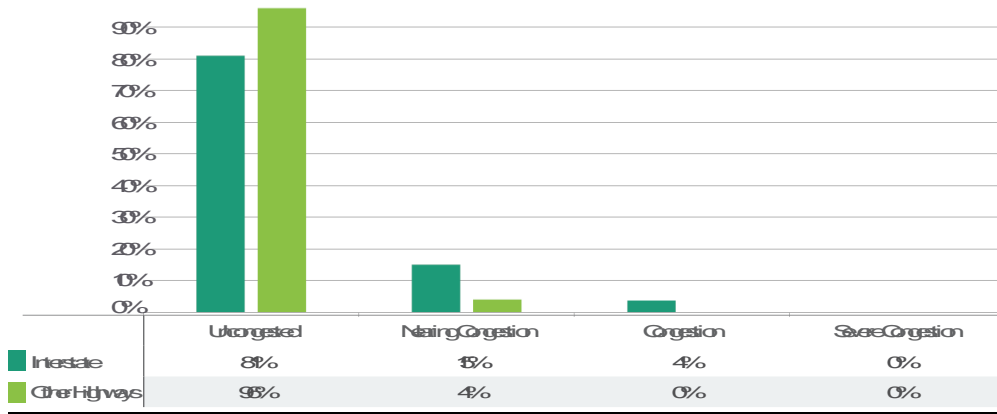
Truck Flows: I-70 is the major freight highway in the Metropolitan Topeka Region. The FHWA Freight Performance Measurement, Travel Time in Freight-Significant Corridors report, notes that I-70 runs a total of 2,153 miles connecting ten states through the midsection of the continental United States from 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; and 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.

The MTP 2040 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 (TTTR): Freight movement will be assessed by the Travel Time Reliability Index (TTTR). 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 TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index 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 TTTRI 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

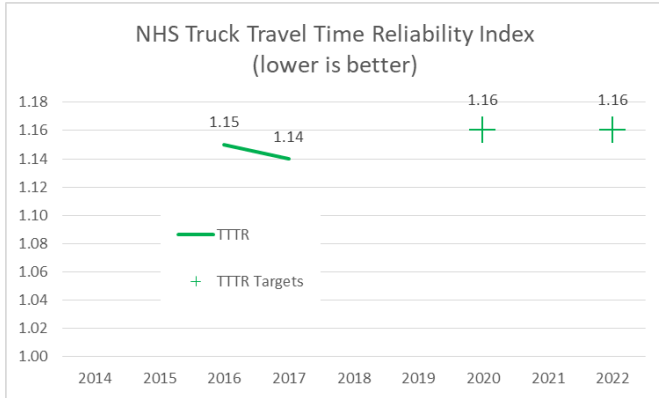


Figure 3-3 Interstate Percentage of Person-Miles that are Reliable

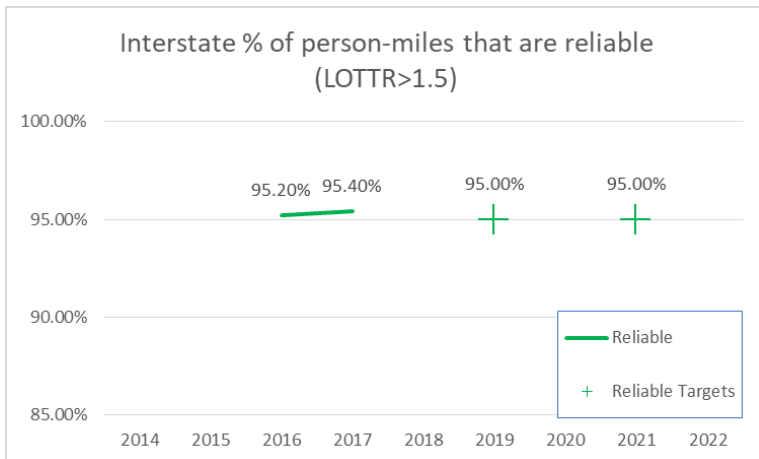
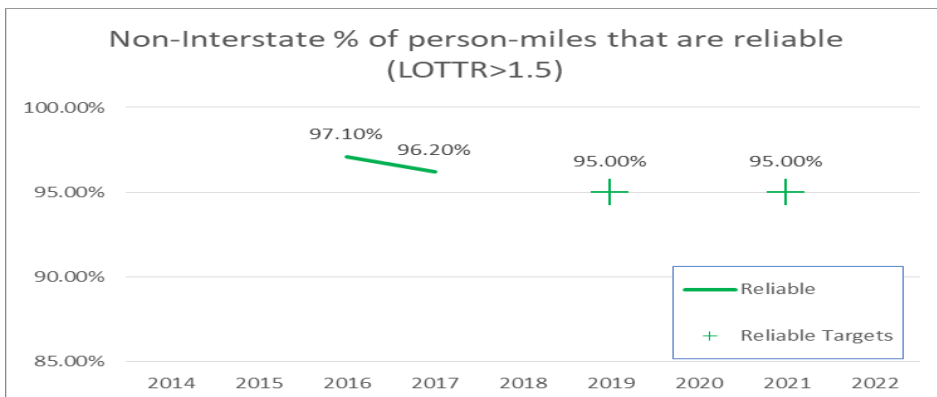


Figure 3-4 Non-Interstate Percentage of Person-Miles that are Reliable



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: TTTRI 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:**

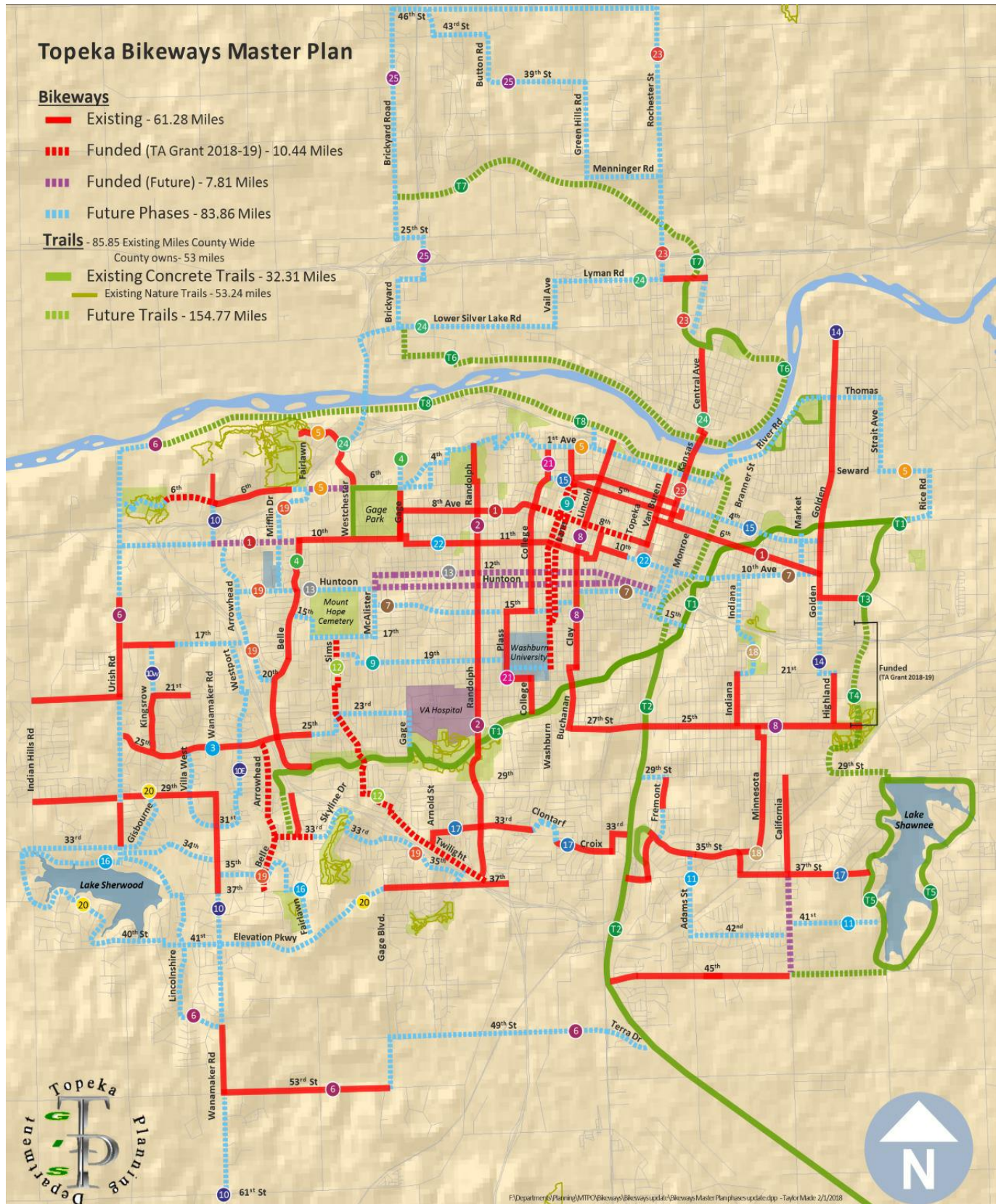
1. ***Increase the number of people who use the bicycle for transportation as well as recreation.*** Topeka’s multi-use trails are well-utilized and provide transportation, but they are largely used for recreation. Increasing the percentage of trips for other purposes would indicate success.
2. ***Improve 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 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.

A phased plan was developed to ensure that it could be carried out as funding became available. A pilot system comprised of approximately 30 miles of adapted streets, 2.7 miles of route-related pathways, and 1.8 miles of trails could be developed for \$2.5 million. Phase I and Phase II of this plan are now complete and Phase III is in the process of being completed. These phases were funded from the Countywide ½ Cent Sales Tax (allocated every other year) three Transportation Alternative Grants, and locally raised funds. Together, these three phases have produced approximately 71.7 miles of bicycle infrastructure. Funding is programmed at \$500,000 in FY 2021 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. Figure 4-1 is a map of the current bicycle 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 that was not planned consistently despite being part of the City 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, public and private 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.

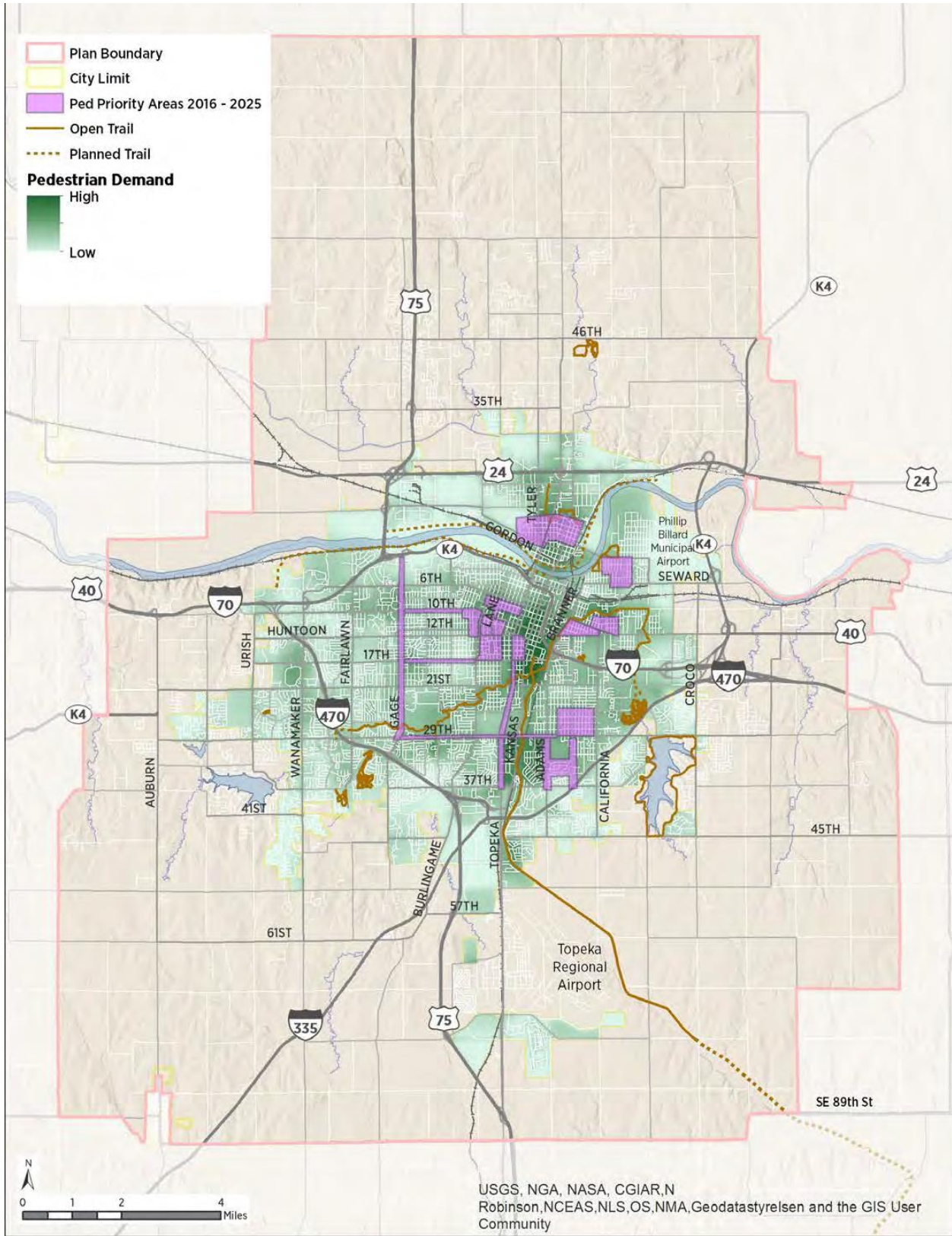
The overall pedestrian plan funding goal is 10 years from adoption, or 2025, including approximately 47 miles of sidewalks, 1,800 curb ramps, and 350 crossings. Funding for pedestrian improvements is expected to come from \$7.7 million in the Capital Improvement Program funds, \$9 million in ½ Cent Sales 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.

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 can reach sidewalks.

Bicycle Infrastructure

The MPA contains approximately 62.7 miles of bicycle infrastructure and 49.3 miles of 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%

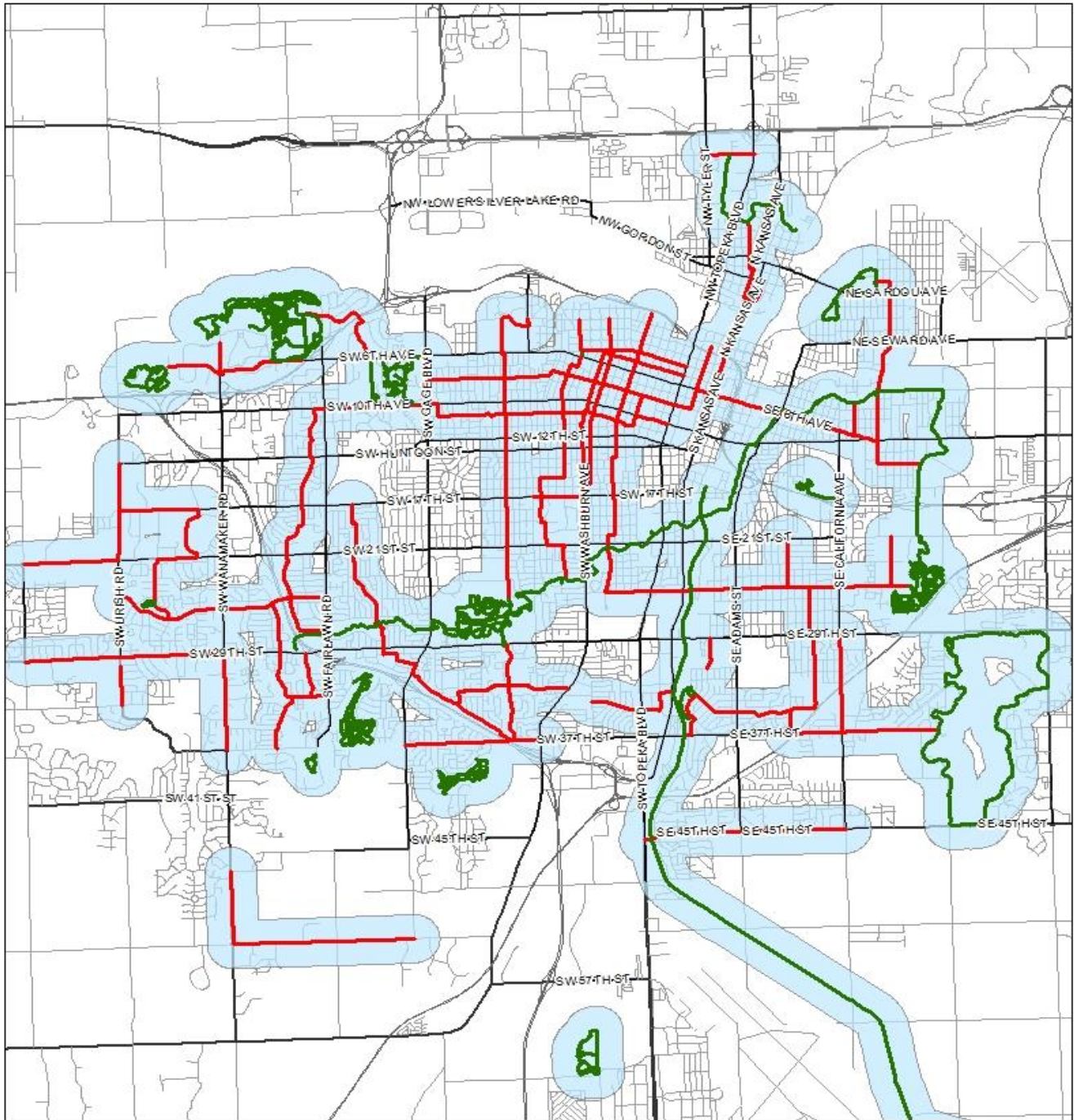
Figure 4-5: Distance from Trails

	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)

1/4 Mile Buffer around Existing Bikeways & Trails



Legend

- 1/4 mile buffer
- Existing Bikeways
- Existing Trails





Target 2022 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

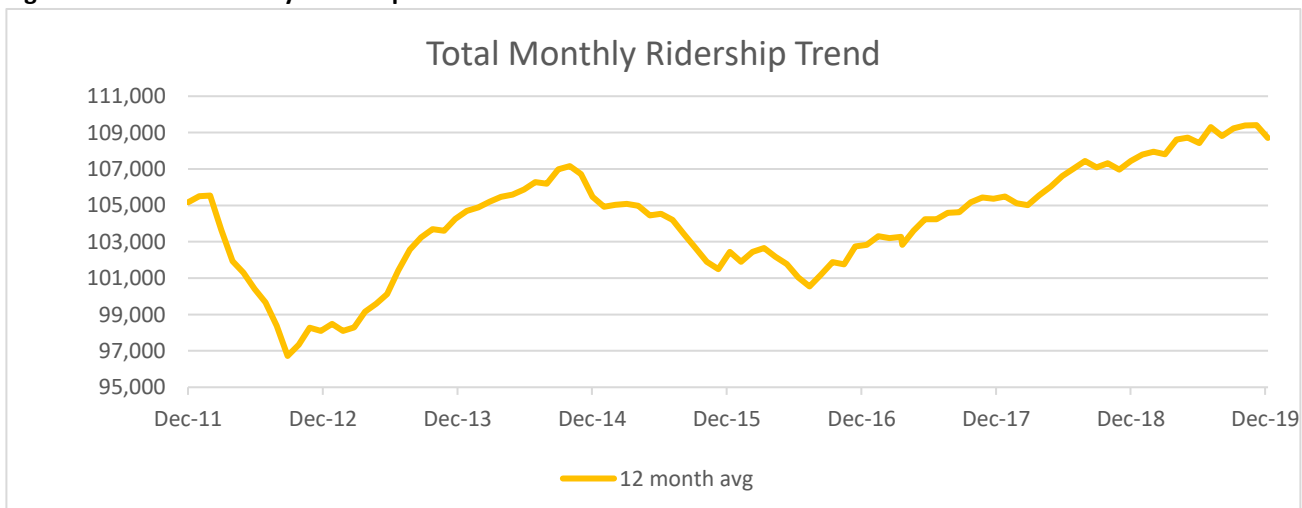
After the record ridership of 1.8 million annual trips in 2008, the TMTA (dba Topeka Metro) ridership dropped off to around 1.12 million annually by 2012. Ridership had gradually increased until it reach 1.3 million annually in 2019. Due to travel restrictions associated with the COVID-19 pandemic, 2020 ridership will be significantly lower.

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 continues with the partnerships with USD 501, with Washburn University, and with the City of Topeka to provide bulk passes to their students and employees.

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 ¼ 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.

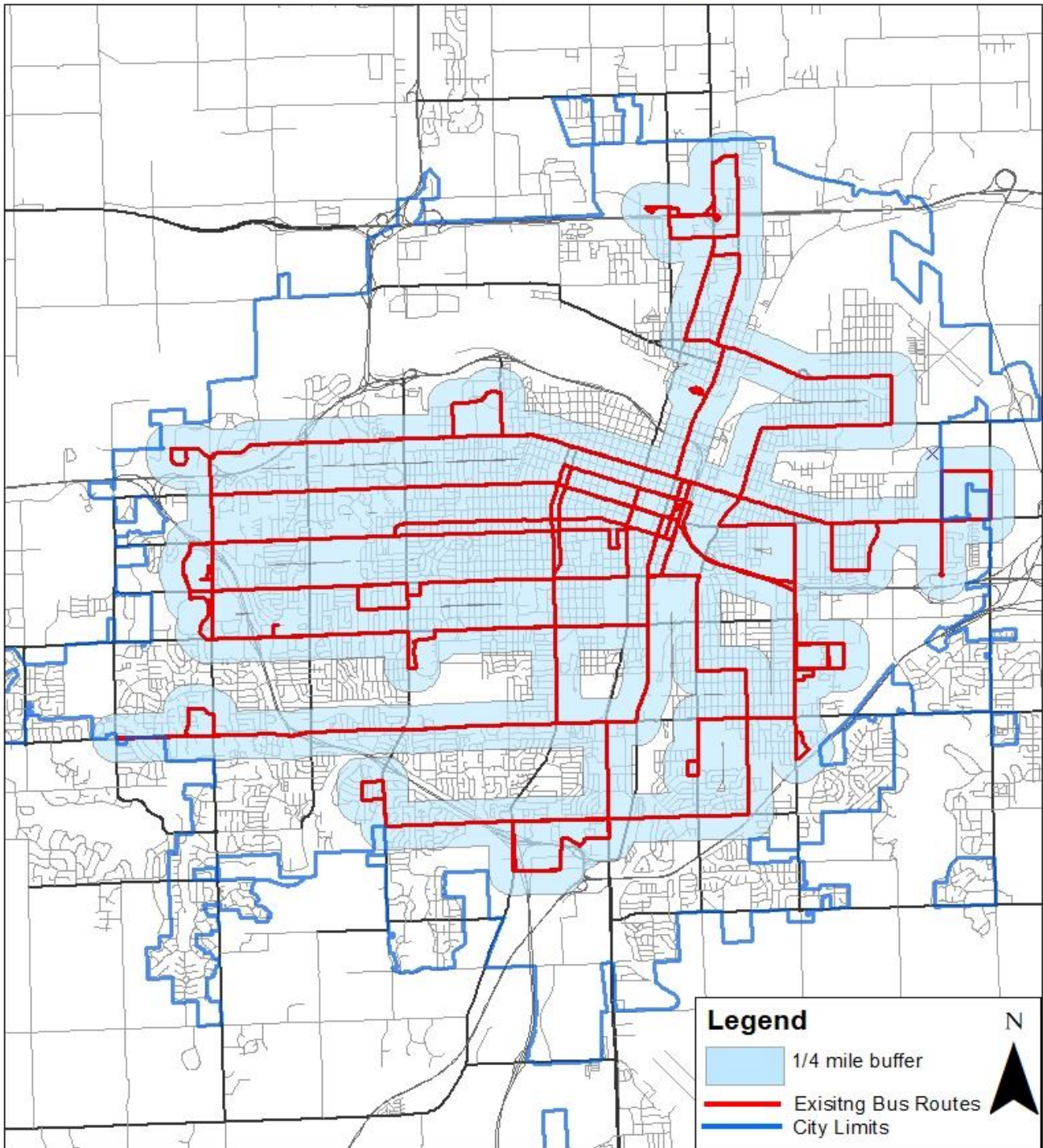
Service Coverage

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. This means that TMTA's current fixed route transit network's ½ mile transit-shed includes about 85.3% of Topeka's population.

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

1/4 Mile Buffer around Existing Bus Routes



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 do not have access to fixed-route bus service within a 10-minute walk 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 the 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 notification to 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.

Status of Projects from Previous 2017-2021 TIP

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

Transportation Enhancement Projects: **C.O. = Carryover/Under Const.**

- Deer Creek Trail Extension **(C.O.)**

Major Roadway & Bridge Improvements:

- SE California Ave: 37th to 45th Streets: Roadway widening **(C.O.)**
- 12th St.: Gage to Kansas: Roadway repair and replace **(C.O.)**
- NW Tyler St.: Lyman to Beverly: Roadway widening **(C.O.)**
- SE 29th Bridge over Deer Creek: Bridge replacement **(C.O.)**
- US-24 Hwy.: Topeka E. to the County Line: Pavement replacement **(C.O.)**
- I-70/Polk/Quincy Viaduct Approach & Roadway/I-70 over BNSFRR Spur Turntable **(C.O.)**
- I-470 from I-70 to KTA Roadway Widening **(C.O.)**
- US-75 Begin. 7mi. S. of NW 62nd St. Thence N. to SN./JA Co. line: Resurfacing **(C.O.)**
- Bridge Repair: #275 **(C.O.)**
- US-24 from E. City Lim. Of Silver Lake to 400ft. E. of US24/Countryside Rd Int. Mill & Ovrly. **(C.O.)**
- S. Kansas Ave. 1st to 6th St. **(C.O.)**
- 17th St. MacVicar to I-470 Interchange **(C.O.)**
- I-70/Polk/Quincy Viaduct Approach & Roadway (CO) Project selected as an IKE project in 2020.

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)

Environmental Justice Review

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

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

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.

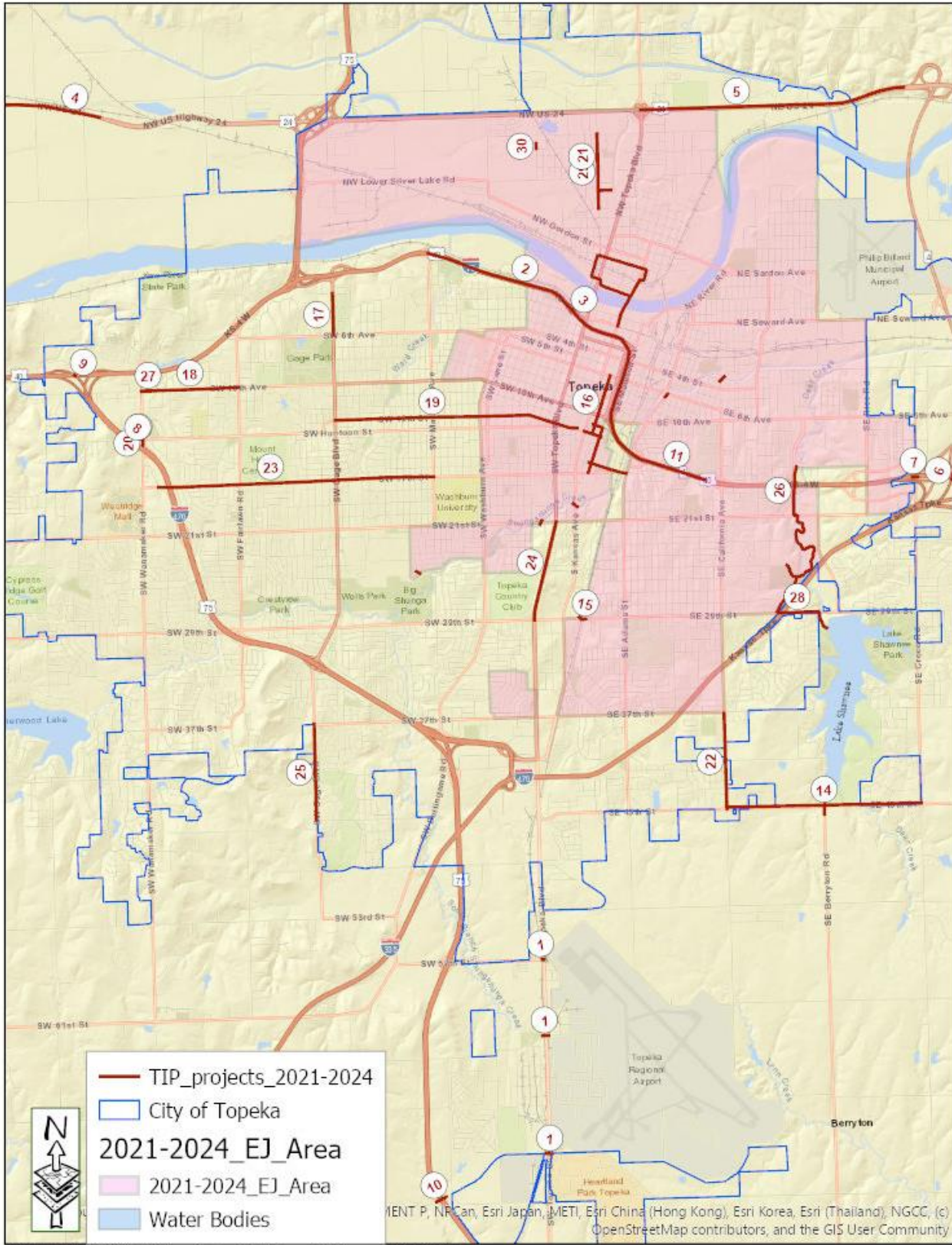
MTPO EJ Analysis Process

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 Explanation and Tables

TIP Project Tables

A set of tables showing a Fiscal Year 2021 Annual Element and a 2021-2024 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

<u>Agency</u>	<u>Fiscal Year</u>	<u>Fiscal Year 2021 Start</u>
Federal Highway Administration	October 1- September 30	October 1, 2020
Federal Transit Administration	October 1- September 30	October 1, 2020
Kansas Department of Transportation	July 1 – June 30	July 1, 2020
Topeka Metropolitan Transit Authority	July 1 – June 30	July 1, 2020
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, 2020
Topeka-Shawnee County Paratransit Council	July 1- June 30	July 1, 2020
(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 ___		Status: (current status of project)			
				No ___					
<i>(Project phase)</i> Phase*	<i>(Year of Obligation)</i> Year	<i>(Funding type)</i>		<i>(Funding type)</i>		<i>(Total cost)</i> Total		<i>(Source)</i> Federal AC-Conv.	
		Federal	State	Local	(x1,000)	Source	Yr.		
(CE)		\$ -	\$ -	\$ -	\$ -	(HSIP)			
(Const)		\$ -	\$ -	\$ -	\$ -	(TA)			
(ROW)		\$ -	\$ -	\$ -	\$ -	(NHPP)			
(PE)		\$ -	\$ -	\$ -	\$ -	(Other)			
(Utilily)		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
TOTALS		\$ -	\$ -	\$ -	\$ -				

(Additional description of project)

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

TIP Roadway and Bridge Projects

Roadway and Bridge Projects

TIP#: 3-22-02-3		Jurisdiction: Topeka		Location: SE 29th Bridge over Butcher Creek			Work: Bridge Replacement and Grading		Length(mi.)	
City #: T-121005.00		Classification: Arterial		Status: Active						
				Bikeways:						
				Yes <input checked="" type="checkbox"/>						
				No <input type="checkbox"/>						
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year	Description:		
PE	2022	\$ 150.0	\$ -	\$ 200.0	\$ 350.0	STP		Replace bridge structure (double boxculvert) on SE 29th St. over Butcher Creek..		
Const	2023	\$ 800.0	\$ -	\$ -	\$ 800.0	STP				
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
TOTALS		\$ 950.0	\$ -	\$ 200.0	\$ 1,150.0			Performance Measure:		
								PM2: Pavement & Bridge; PM5: System Reliability		

TIP#: 3-22-01-1		Juris: Topeka		Location: SE Quincy St. from 8th to 10th			Work: Mill & Overlay		Length(mi.)	
City #: T-601098.00		Class: Minor Arterial		Status: Active						
				Bikeways:						
				Yes <input checked="" type="checkbox"/>						
				No <input type="checkbox"/>						
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year	Description:		
PE	2022	\$ -	\$ -	\$ 125.0	\$ 125.0			Mill and Overlay		
Const.	2024	\$ -	\$ -	\$ 1,092.5	\$ 1,092.5					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
TOTALS		\$ -	\$ -	\$ 1,217.5	\$ 1,217.5			Performance Measure:		
								PM2: Pavement Condition		

Roadway and Bridge Projects

TIP#: 3-21-06-1		Juris: Topeka		Location: SW Gage Blvd. from Emland Dr. to 6th			
City #: T-601100.00		Class: Arterial		Work: Mill & Overlay		Length(mi.)	
				Bikeways:		Status: Active	
				Yes <input checked="" type="checkbox"/>			
				No <input type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ -	\$ 60.0	\$ 60.0		
Const	2022	\$ -	\$ -	\$ 690.0	\$ 690.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 750.0	\$ 750.0		

Description:
Mill and Overlay

Performance Measure:
PM2: Pavement Condition

TIP#: 3-17-06-1		Jurisdiction: Topeka		Location: SW 10th Ave: SW Fairlawn to SW Wanamaker Rd.			
City #: T-701015.00		Classification: Arterial		Work: Roadway/Repair/Replace		Length(mi.) 1.0	
				Bikeways:		Status: Active	
				Yes <input checked="" type="checkbox"/>			
				No <input type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv. Yr.
PE	2017	\$ -	\$ -	\$ 495.0	\$ 495.0		
ROW	2018	\$ -	\$ -	\$ 200.0	\$ 200.0		
Const/Ce	2020	\$ -	\$ -	\$ 994.0	\$ 994.0		
Service	2021	\$ -	\$ -	\$ 2,717.0	\$ 2,717.0		
Contncy.	2022	\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 4,406.0	\$ 4,406.0		

Description:
Basis for cost estimate and funding source: operating costs include pavement markings and crack sealing. the primary funding source is Motor Fuel Tax. Roadway widening.

Performance Measure:
PM2; PM4: Pavmentent Condition, Congestion Reduction

Roadway and Bridge Projects

TIP#: 3-19-02-1		Jurisdiction: Topeka		Location: 12th Street; Gage to Kansas			
City #: T-701016.00		Classification: Arterial		Work: Roadway/Repair/Replace		Length(mi.)	
				Bikeways:		Status: Active	
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2019	\$ -	\$ -	\$ 450.0	\$ 450.0		
ROW	2020	\$ -	\$ -	\$ 200.0	\$ 200.0		
Const	2020	\$ -	\$ -	\$ 650.0	\$ 650.0		
Const	2021	\$ -	\$ -	\$ 4,250.0	\$ 4,250.0		
Const	2022	\$ -	\$ -	\$ 4,250.0	\$ 4,250.0		
Const	2023	\$ -	\$ -	\$ 3,780.0	\$ 3,780.0		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 13,580.0	\$ 13,580.0		

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

Performance Measure:
PM2: Pavement Condition; PM5: System Reliability

TIP#: 3-21-09-7		Jurisdiction: Topeka		Location: Wanamaker/Huntoon/I-470			
City #: T-701018.00		Classification: Arterial		Work: Intersection Improvements		Length(mi.)	
				Bikeways:		Status: Active	
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
Const	2021	987.7	-	1,000.0	1,987.7	STP	
Const	2022	987.7	-	1,000.0	1,987.7	STP	
		-	-	-	-		
		-	-	-	-		
		-	-	-	-		
		-	-	-	-		
TOTALS		1,975.4	-	2,000.0	3,975.4		

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#: 3-20-01-1		Jurisdiction: Topeka		Location: NW Tyler St.; Lyman to Beverly			
City #: T-701019.00		Classification: Arterial		Work: Roadway widening		Length(mi.)	
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
ROW	2021	\$ -	\$ -	\$ 160.0	\$ 160.0		
Const	2022	\$ -	\$ -	\$ 1,946.4	\$ 1,946.4		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 2,106.4	\$ 2,106.4		

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

Performance Measure:
 PM2: Pavement Condition; PM4 Congestion Reduction

TIP#: 3-18-03-1		Jurisdiction: Topeka		Location: SE California Ave.; 37th to 45th			
City #: T-701021.00		Classification: Arterial		Work: Roadway widening		Length(mi.) 1.0	
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
Const	2022	\$ -	\$ -	\$ 5,000.0	\$ 5,000.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 5,000.0	\$ 5,000.0		

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

Performance Measure:
 PM2: Pavement Condition; PM4: Congestion Reduction

Roadway and Bridge Projects

TIP#: 3-19-03-1 **Jurisdiction:** Topeka **Location:** SW 17th St. MacVicar to Interstate I-470
City #: T-701025.00 **Classification:** Arterial **Work:** Roadway resurfacing **Length(mi.)**

Bikeways:
 Yes
 No

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ -	\$ 850.0	\$ 850.0		
ROW	2022	\$ -	\$ -	\$ 500.0	\$ 500.0		
Const.	2023	\$ -	\$ -	\$ 4,450.0	\$ 4,450.0		
Const.	2024	\$ -	\$ -	\$ 4,450.0	\$ 4,450.0		
Const.	2025	\$ -	\$ -	\$ 4,250.0	\$ 4,250.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 14,500.0	\$ 14,500.0		

Description:
 Repave and reconstruct road.

Performance Measure:
 PM2: Pavement Condition; PM4 Congestion Reduction

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

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	\$ -	\$ -	\$ 1,750.0	\$ 1,750.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,850.0	\$ 1,850.0		

Description:
 Mill & Overlay

Performance Measure:
 PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-21-02-1		Juris: Topeka		Location: SW Gage Blvd., from 37th to 45th St.			
City #: T-701041.00		Class: Arterial		Work: Construct a new Road		Length(mi.)	
				Bikeways: Yes ___ No <u>X</u>			
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
Const	2021	\$ -	\$ -	\$ 2,504.7	\$ 2,504.7		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 2,504.7	\$ 2,504.7		

Description:
Construct new road

Performance Measure:
PM5: System Reliability

TIP#: 3-21-03-6		Jurisdiction: Topeka		Location: N. side of 10th from Wanamaker Rd. to Robinson			
State #: TE-0494-01		Classification: Arterial		Work: Construct a 10ft Concrete shared use		Length (mi.)	
				Bikeways: Yes <u>X</u> No ___			
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		\$ -	\$ -	\$ -	\$ -		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const	2021	\$ 233.5	\$ -	\$ 60.8	\$ 294.3		
CE	2021	\$ 12.3	\$ -	\$ 26.8	\$ 39.1		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 245.8	\$ -	\$ 87.6	\$ 333.4		

Description:
Construct a 10 ft. Concrete shared use path and pedestrian bridge

Performance Measure:
PM1: Safety; PM4: Bike/Ped.

Roadway and Bridge Projects

TIP#: 3-21-10-6		Jurisdiction: Topeka		Location: (Various): Kansa Ave. Bridge portion			
State #: TE-0505-01		Classification: Various		Work: Bikeways Phase IV (pt.1)		Length(mi.)	
				Bikeways:			
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		\$ -	\$ -	\$ -	\$ -		
Const	2022	\$ 133.7	\$ -	\$ 34.2	\$ 167.9		
CE	2022	\$ -	\$ -	\$ 6.7	\$ 6.7		
Const		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 133.7	\$ -	\$ 40.9	\$ 174.6		

Description:

This portion is for Bike/Ped lanes across the Kansas Ave. Bridge.

Includes protected bike lanes/signage/pavement markings.

This is one of three sections of this 2021 TA grant Award. The total project cost is \$1,447,368.

Performance Measure:

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

TIP#: 3-21-11-6		Jurisdiction: Topeka		Location: (Various): Excluding Kansas Ave. Bridge & Lyman Rd.			
State #: TE-0505-02		Classification: Various		Work: Bikeways Phase IV (pt.2)		Length(mi.)	
				Bikeways:			
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		\$ -	\$ -	\$ -	\$ -		
Const	2022	\$ 440.6	\$ -	\$ 112.7	\$ 553.3		
CE	2022	\$ -	\$ -	\$ 22.3	\$ 22.3		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 440.6	\$ -	\$ 135.0	\$ 575.6		

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. The total project cost is \$1,447,368.

Performance Measure:

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

Roadway and Bridge Projects

TIP#: 3-21-12-6		Jurisdiction: Topeka		Location: Along Tyler between Lyman and Paramore			
State #: TE-0505-03		Classification: Various		Work: Bikeways Phase IV (pt.3)		Length(mi.)	
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		\$ -	\$ -	\$ -	\$ -		
Const	2022	\$ 583.6	\$ -	\$ 146.5	\$ 730.1		
CE	2022	\$ -	\$ -	\$ 32.2	\$ 32.2		
Const		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 583.6	\$ -	\$ 178.7	\$ 762.3		

Description:
 This project includes a 10-ft. side path along Tyler with a connection to the Soldier Creek Trail.

This is one of three sections of this TA grant. The total project grant portion is \$1,447,368

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

TIP#: 3-22-01-6		Jurisdiction: Topeka		Location: SW 8th Ave. from SW Topeka Blvd. E. to Madison St.			
KDOT#: U-2433-01		Classification: Arterial		Work: Bikeways modifications			
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		\$ -	\$ -	\$ -	\$ -		
ROW		\$ -	\$ -	\$ -	\$ -		
UTIL		\$ -	\$ -	\$ -	\$ -		
Const	2022	\$ -	\$ 763.3	\$ 190.8	\$ 954.1		
CE	2022	\$ -	\$ -	\$ 1.0	\$ 1.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 763.3	\$ 191.8	\$ 955.1		

Description:
 Add a buffered bike lane, reduce vehicle lane, mill and overlay, signal modifications. No federal funds utilized but project is regionally significant as continuation of a larger on-street bikeways route.

Performance Measure:
 PM1: Safety (Intersection); PM2: Pavement & Bridge; PM5: System Reliability

Roadway and Bridge Projects

TIP#: 2-19-02-2		Juris: County		Location: Topeka Blvd. at 57th , University & GaryOrmsby	
State #: C-5033-01		Class: Arterial		Work: Upgrade traffic signals	
				Length(mi.):	
				Status: Active	
				Bikeways: Yes ___ No <u>X</u>	

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2020	\$ 87.3	\$ -	\$ 9.7	\$ 97.0	HSIP	
Const	2022	\$ 873.0	\$ -	\$ 97.0	\$ 970.0	HSIP	
CE	2022	\$ 87.3	\$ -	\$ 9.7	\$ 97.0	HSIP	
Const	-	\$ -	\$ -	\$ -	\$ -		
CE	-	\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,047.6	\$ -	\$ 116.4	\$ 1,164.0		

Description:
Upgra de tra ffic signals with protected lefts for RR crossings. Program Addition.

Performance Measure:
PM1: Safety (Intersection)

TIP#: 2-23-01-3		Juris: County		Location: Shawnee County: 2.0 mi. E. of Elmont over Indian Crk.	
State #: C-5147-01		Class: Arterial		Work: Bridge Replacement	
				Length(mi.):	
				Status: Active	
				Bikeways: Yes ___ No <u>X</u>	

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		\$ -	\$ -	\$ -	\$ -		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const	2023	\$ 538.6	\$ -	\$ 134.7	\$ 673.3		
CE	2023	\$ 73.0	\$ -	\$ 18.3	\$ 91.3		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 611.6	\$ -	\$ 153.0	\$ 764.6		

Description:
New project selected for the FFY 2023 Off-System Bridge Program.

Performance Measure:
PM1: Safety (Intersection)

Roadway and Bridge Projects

TIP#: 2-18-01-2		Jurisdiction: County		Location: SE 45th St @ Berryton Rd.			
City #: S-701006.00		Classification: Arterial		Work: Intsec. imporvement/Rnd-a-bout/Bridge Length(mi.) 1.7			
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2018-19	\$ -	\$ -	\$ 292.0	\$ 292.0		
ROW	2020	\$ -	\$ -	\$ 150.0	\$ 150.0		
UTIL	2020	\$ -	\$ -	\$ 50.0	\$ 50.0		
Const	2021	\$ -	\$ -	\$ 10,682.0	\$ 10,682.0		
CE	2021	\$ -	\$ -	\$ 854.0	\$ 854.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 12,028.0	\$ 12,028.0		

Description:
 Improve SE 45th St. to a 3-lane Urban Arterial from Croco west to California, adding a singl lane roundabout at the intersection of SE 45th & Berryton Rd. Constructing a new bridge over Deer Creek, and one bridge replacement. PE only. Other phases TBD.

Performance Measure:
 PM1: Safety (Intersection); PM2: Pavement & Bridge; PM5: System Reliability

TIP#: 2-18-01-6		Jurisdiction: County		Location: Begin. @ SE 10th continuing S. to 2500 SE Highland/Dornwood			
State #: TE-0464-01		Classification: N/A		Work: Deer Creek Trail Extension Length(mi.) 1.7			
				Bikeways: Yes <u>X</u> No ___		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2018	\$ -	\$ -	\$ 238.0	\$ 238.0		
Const	2021	\$ 1,746.0	\$ -	\$ 535.7	\$ 2,281.7		
CE	2021	\$ 240.0	\$ -	\$ 60.0	\$ 300.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,986.0	\$ -	\$ 833.7	\$ 2,819.7		

Description:
 Extension of current Deer Creek Trail. Awarded TA Grant in 2017. Revised the let date from 03/20 to 09/20, moving the project out of SFY 2020 and into SFY 2021. Any changes in cost estimate reflect the change in State Fiscal Year. (4% increase). Added language: "Authorized for PE/ROW & Utl only. Estimates shown for other work phases are for planning purposes only."

Performance Measure:
 PM4: Multi-modes, Active Trans., CommunityHealth

Roadway and Bridge Projects

TIP#: 2-21-01-6		Jurisdiction: County		Location: Robinson Trail Extension (Deer Creek Trail Final Phase)			
State #: TE-0503-01		Classification: Various		Work: Trail paving		Length(mi.)	
				Bikeways:		Status: Active	
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		\$ -	\$ -	\$ -	\$ -		
Const	2022	\$ 632.7	\$ -	\$ 158.2	\$ 790.9		
CE	2022	\$ 63.6	\$ -	\$ 55.1	\$ 118.7		
Const		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 696.3	\$ -	\$ 213.3	\$ 909.6		

Description:
2021 TA Grant Award. Completes the southern portion of the Deer Creek Trail.

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

Roadway and Bridge Projects

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

Jurisdiction: KDOT
Classification: Interstate

Location: I-70 Polk/Quincy Viaduct & Approach (West Phase)
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	\$ -	\$ 10,000.0		
ROW	2022	\$ -	\$ 15,000.0	\$ -	\$ 15,000.0		
Util	2022	\$ -	\$ 25,000.0	\$ -	\$ 25,000.0		
Const	2024	\$ -	\$ 224,000.0	\$ -	\$ 224,000.0		
CE	2024	\$ -	\$ 16,800.0	\$ -	\$ 16,800.0		
PE		\$ 9,000.0	\$ (9,000.0)		\$ -	NHPP	2025
ROW		\$ 13,500.0	\$ (13,500.0)		\$ -	NHPP	2025
Util		\$ 22,500.0	\$ (22,500.0)		\$ -	NHPP	2025
Const		\$ 201,600.0	\$ (201,600.0)		\$ -	NHPP	2025
CE		\$ 15,120.0	\$ (15,120.0)	\$ -	\$ -	NHPP	2025
TOTALS		\$ 261,720.0	\$ 29,080.0	\$ -	\$ 290,800.0		

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 acpquisition 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

TIP#: 1-21-01-1
State #: KA-1266-06

Jurisdiction: KDOT
Classification: Freeway

Location: I-70 Polk/Quincy Viaduct: Topeka Blvd. to 4th St.
Work: ROW/Blgd.Demollition 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	\$ -	\$ 240.0	\$ -	\$ 240.0		
ROW	2022	\$ -	\$ 22,500.0	\$ -	\$ 22,500.0		
Util	2022	\$ -	\$ 100.0	\$ -	\$ 100.0		
Const	2022	\$ -	\$ 3,000.0	\$ -	\$ 3,000.0		
CE	2022	\$ -	\$ 240.0	\$ -	\$ 240.0		
PE		\$ 216.0	\$ (216.0)		\$ -	NHPP	2023
ROW		\$ 20,250.0	\$ (20,250.0)		\$ -	NHPP	2023
Util		\$ 90.0	\$ (90.0)		\$ -	NHPP	2023
Const		\$ 2,700.0	\$ (2,700.0)		\$ -	NHPP	2023
CE		\$ 216.0	\$ (216.0)		\$ -	NHPP	2023
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 23,472.0	\$ 2,608.0	\$ -	\$ 26,080.0		

Description:

Program addition (projectsplit out of 70-89-KA-1266-04) as authorized by concurrence of the State Transportation Engineer, Burt Morey, the Program Review Committee, Road Design, and the Division of Program and Project Management in the Oct. 2020 PRC as cited in the Oct. PRC minutes dated Oct. 20,2020. Project is part of the 2020 IKE Pipeline Development Initiative.

Total Project cost = \$15,580,000

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

Roadway and Bridge Projects

TIP#: 1-19-08-1		Jurisdiction: KDOT		Location: US-24: Silver Lake east to Countryside			
State #: KA-3235-01		Classification: Freeway		Work: Reconstruction		Length(mi.) 4.5	
				Bikeways: Yes ___ No <u>X</u>			
						Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ 70.0	\$ -	\$ 70.0		
Const	2021	\$ -	\$ 1,542.6	\$ -	\$ 1,542.6		
CE	2021	\$ -	\$ 115.7	\$ -	\$ 115.7		
Const		\$ 1,234.1	\$ (1,234.1)	\$ -	\$ -		2021
CE		\$ 92.6	\$ (92.6)	\$ -	\$ -		2021
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,326.7	\$ 401.6	\$ -	\$ 1,728.3		

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

Performance Measure:
 PM2 Pavement Condition; PM3: Freight & Economic Vitality

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 <u>X</u>			
						Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2017	\$ -	\$ 2,200.0	\$ -	\$ 2,200.0		
ROW	2021	\$ -	\$ 100.0	\$ -	\$ 100.0		
Util	2022	\$ -	\$ 25.0	\$ -	\$ 25.0		
Const.	2023	\$ -	\$ 33,294.7	\$ -	\$ 33,294.7		
CE	2023	\$ -	\$ 2,497.1	\$ -	\$ 2,497.1		
PE		\$ 1,760.0	\$ (1,760.0)	\$ -	\$ -	NHPP	2025
Util		\$ 20.0	\$ (20.0)	\$ -	\$ -	NHPP	2025
Const.		\$ 26,635.8	\$ (26,635.8)	\$ -	\$ -	NHPP	2025
CE		\$ 1,997.7	\$ (1,997.7)	\$ -	\$ -	NHPP	2025
TOTALS		\$ 30,413.5	\$ 7,703.3	\$ -	\$ 38,116.8		

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: Freight & Economic Vitality; PM5: System Reliability

Roadway and Bridge Projects

TIP#: 1-19-05-1 **Jurisdiction:** KDOT **Location:** K-4 Begin. @ E. junction I-70/K-4 E to .271 miles N. of JuncUS40/K4
State #: KA-5483-01 **Classification:** freeway **Work:** Guardrail Upgrades **Length(mi.)**

Bikeways:
 Yes ___
 No X **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2019	\$ -	\$ 1.0	\$ -	\$ 1.0		
Const.	2020	\$ -	\$ 1,799.1	\$ -	\$ 1,799.1		
CE	2020	\$ -	\$ 89.0	\$ -	\$ 89.0		
Const.		\$ 1,439.3	\$ (1,439.3)	\$ -	\$ -	NHPP	2021
CE		\$ 72.0	\$ (72.0)	\$ -	\$ -	NHPP	2021
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,511.3	\$ 377.8	\$ -	\$ 1,889.1		

Description:
Guardrail Upgrades.

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-22-01-1 **Jurisdiction:** KDOT **Location:** K-4 Begin. @ E. junction I-70/K-4 E to .271 miles N. of JuncUS40/K4
State #: KA-5483-02 **Classification:** freeway **Work:** Guardrail Upgrades **Length(mi.)**

Bikeways:
 Yes ___
 No X **Status:** Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 12.5	\$ -	\$ 12.5		
Const.	2022	\$ -	\$ 250.0	\$ -	\$ 250.0		
CE	2022	\$ -	\$ 12.5	\$ -	\$ 12.5		
PE		\$ 12.5	\$ (12.5)	\$ -	\$ -	HSIP	2023
Const.		\$ 250.0	\$ (250.0)	\$ -	\$ -	HSIP	2023
CE		\$ 12.5	\$ (12.5)	\$ -	\$ -	HSIP	2023
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 275.0	\$ -	\$ -	\$ 275.0		

Description:
Guardrail Upgrades.

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-20-01-3		Jurisdiction: KDOT		Location: I-70 Bridge #250 @ Junction of Croco Rd/I-70			
State #: KA-5526-01		Classification: Freeway		Work: Strip seal/Compression joint replace		Length(mi.)	
				Bikeways: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2020	\$ -	\$ 58.000	\$ -	\$ 58.000		
Const.	2020	\$ -	\$ 290.000	\$ -	\$ 290.000		
CE	2020	\$ -	\$ 29.000	\$ -	\$ 29.000		
Const.		\$ 261.000	\$ (261.000)	\$ -	\$ -	NHPP	2021
CE		\$ 26.000	\$ (26.000)	\$ -	\$ -	NHPP	2021
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 287.000	\$ 90.000	\$ -	\$ 377.000		

Description:
Bridge Repair
Program Addition requested by Debra Briant.

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-20-02-3		Jurisdiction: KDOT		Location: I-470/Junc. Huntoon St Bridge # 198 & 199			
State #: KA-5530-01		Classification: Freeway		Work: Bridge Repair		Length(mi.)	
				Bikeways: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2020	\$ -	\$ 148.0	\$ -	\$ 148.0		
Const.	2020	\$ -	\$ 740.0	\$ -	\$ 740.0		
CE	2020	\$ -	\$ 74.0	\$ -	\$ 74.0		
Const.		\$ 666.0	\$ (666.0)	\$ -	\$ -	NHPP	2021
CE		\$ 66.6	\$ (66.6)	\$ -	\$ -	NHPP	2021
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 732.6	\$ 229.4	\$ -	\$ 962.0		

Description:
Program Addition. Moving Let Date to June 2020

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-20-03-3		Jurisdiction: KDOT		Location: 10 Bridges along I-70		Length(mi.)				
State #: KA-5616-01		Classification: Freeway		Work: PE Bridge deck investigation						
				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Bikeways:</td></tr> <tr><td>Yes <input type="checkbox"/></td></tr> <tr><td>No <input checked="" type="checkbox"/></td></tr> </table>		Bikeways:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Status: Active	
Bikeways:										
Yes <input type="checkbox"/>										
No <input checked="" type="checkbox"/>										
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year			
PE	2020	\$ -	\$ 250.0	\$ -	\$ 250.0					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
TOTALS		\$ -	\$ 250.0	\$ -	\$ 250.0					

Description:
Program Addition. State Funds only, but regionally significant. Located between 0.14 mi. east of Topeka Ave. & 0.42 mi. SE of SE 10th Ave.

PE Only

Performance Measure:

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.		Length(mi.)				
State #: KA-5766-01		Classification: Freeway		Work: Bridge Replacement Auth. For PE only						
				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Bikeways:</td></tr> <tr><td>Yes <input type="checkbox"/></td></tr> <tr><td>No <input checked="" type="checkbox"/></td></tr> </table>		Bikeways:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Status: Active	
Bikeways:										
Yes <input type="checkbox"/>										
No <input checked="" type="checkbox"/>										
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year			
PE	2021	\$ -	\$ 321.0	\$ -	\$ 321.0					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
PE		\$ 288.9	\$ (288.9)		\$ -	ACNHPP	2025			
		\$ -	\$ -		\$ -					
		\$ -	\$ -		\$ -					
		\$ -	\$ -		\$ -					
TOTALS		\$ 288.9	\$ 32.1	\$ -	\$ 321.0					

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

Roadway and Bridge Projects

TIP#: 1-21-02-3 **Jurisdiction:** KDOT **Location:** US75,Bridge over 77th St. 4.47 mi. N. of OS Co. Line
State #: KA-6006-02 **Classification:** Freeway **Work:** Replace pre-stress beam **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	\$ -	\$ 66.0	\$ -	\$ 66.0		
Const.	2021	\$ -	\$ 328.0	\$ -	\$ 328.0		
CE	2021	\$ -	\$ 33.0	\$ -	\$ 33.0		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 427.0	\$ -	\$ 427.0		

Description:

Program Addition: Bridge Replacement.

Performance Measure:

PM2: Pavement & Bridge Condition

TIP#: 1-21-03-1 **Jurisdiction:** KDOT **Location:** junc.I-70/MacVicar thence E. to P/Qviaduct Bridge #26
State #: KA-6073-01 **Classification:** Freeway **Work:** 3-inch Overlay, Spray Paver **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	\$ -	\$ 5.0	\$ -	\$ 5.0		
Const	2021	\$ -	\$ 3,000.0	\$ -	\$ 3,000.0		
CE	2021	\$ -	\$ 225.0	\$ -	\$ 225.0		
PE		\$ 4.5	\$ (4.5)	\$ -	\$ -	ACNHPP	2022
Const		\$ 2,700.0	\$ (2,700.0)	\$ -	\$ -	ACNHPP	2022
CE		\$ 202.5	\$ (202.5)	\$ -	\$ -	ACNHPP	2022
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 2,907.0	\$ 323.0	\$ -	\$ 3,230.0		

Description:

Program Addition. Authorized for PE, CE and Const. work phases.

Performance Measure:

PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-21-04-3		Jurisdiction: KDOT		Location: 7 Bridges Along I-70 in SN CO.						
State #: KA-6122-01		Classification: Freeway		Work: Bridge Repairs		Length(mi.)				
				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Bikeways:</td></tr> <tr><td>Yes <input type="checkbox"/></td></tr> <tr><td>No <input checked="" type="checkbox"/></td></tr> </table>		Bikeways:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Status: Active	
Bikeways:										
Yes <input type="checkbox"/>										
No <input checked="" type="checkbox"/>										
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year			
PE	2021	\$ -	\$ 1,000.0	\$ -	\$ 1,000.0					
Const	2022	\$ -	\$ 9,441.0	\$ -	\$ 9,441.0					
CE	2022	\$ -	\$ 1,047.0	\$ -	\$ 1,047.0					
PE		\$ 900.0	\$ (900.0)	\$ -	\$ -	NHPP	2023			
Const		\$ 8,496.9	\$ (8,496.9)	\$ -	\$ -	NHPP	2023			
CE		\$ 942.3	\$ (942.3)	\$ -	\$ -	NHPP	2023			
		\$ -	\$ -	\$ -	\$ -					
TOTALS		\$ 10,339.2	\$ 1,148.8	\$ -	\$ 11,488.0					

Description:
Bridge #s: 026, 027 028 032 033 034 & 035

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-21-05-3		Jurisdiction: KDOT		Location: Bridge # 231 on K-4 over BNSF RR & Shunganunga Crk.						
State #: KA-6127-01		Classification: Freeway		Work: Bridge Repairs		Length(mi.)				
				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Bikeways:</td></tr> <tr><td>Yes <input type="checkbox"/></td></tr> <tr><td>No <input checked="" type="checkbox"/></td></tr> </table>		Bikeways:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Status: Active	
Bikeways:										
Yes <input type="checkbox"/>										
No <input checked="" type="checkbox"/>										
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year			
PE	2021	\$ -	\$ 112.0	\$ -	\$ 112.0					
Const	2022	\$ -	\$ 560.0	\$ -	\$ 560.0					
CE	2022	\$ -	\$ 56.0	\$ -	\$ 56.0					
PE		\$ 89.6	\$ (89.6)	\$ -	\$ -	ACNHPP	2023			
Const		\$ 448.0	\$ (448.0)	\$ -	\$ -	ACNHPP	2023			
CE		\$ 44.8	\$ (44.8)	\$ -	\$ -	ACNHPP	2023			
		\$ -	\$ -	\$ -	\$ -					
TOTALS		\$ 582.4	\$ 145.6	\$ -	\$ 728.0					

Description:
Replace joints, patch deck, replace approaches, silane treatment, concrete surface repair.

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-21-06-3		Jurisdiction: KDOT		Location: Bridge # 206 & 207 on US-75 overTopeka Blvd.			
State #: KA-6128-01		Classification: Freeway		Work: Bridge Repairs		Length(mi.)	
				Bikeways:			
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ 343.0	\$ -	\$ 343.0		
Const	2022	\$ -	\$ 2,148.0	\$ -	\$ 2,148.0		
CE	2022	\$ -	\$ 214.8	\$ -	\$ 214.8		
PE		\$ 274.4	\$ (274.4)	\$ -	\$ -	ACNHPP	2023
Const		\$ 1,718.4	\$ (1,718.4)	\$ -	\$ -	ACNHPP	2023
CE		\$ 171.8	\$ (171.8)	\$ -	\$ -	ACNHPP	2023
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 2,164.6	\$ 541.2	\$ -	\$ 2,705.8		

Description:
Located 2.53 mi. and 2.54 mi. respectively, N. of the OS/SN CO. line. Replace finger joints, patch deck, polymer overlay.

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 <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
				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#: 1-21-08-1		Jurisdiction: KDOT		Location: K-4 Beginning at the Wabaunsee/SN CO. line to K-4/I-70 Junc.						
State #: KA-6244-01		Classification: Freeway		Work: Mill & Overlay (1R Project)		Length(mi.)				
				<table border="1" style="border-collapse: collapse;"> <tr><td>Bikeways:</td></tr> <tr><td>Yes <input type="checkbox"/></td></tr> <tr><td>No <input checked="" type="checkbox"/></td></tr> </table>		Bikeways:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Status: Active	
Bikeways:										
Yes <input type="checkbox"/>										
No <input checked="" type="checkbox"/>										
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year			
PE	2021	\$ -	\$ 1.0	\$ -	\$ 1.0					
Const/CE	2022	\$ -	\$ 2,099.1	\$ -	\$ 2,099.1					
CE	2022	\$ -	\$ 105.0	\$ -	\$ 105.0					
Const		\$ 1,679.3	\$ (1,679.3)	\$ -	\$ -	STP	2024			
CE		\$ 84.0	\$ (84.0)	\$ -	\$ -	STP	2024			
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
TOTALS		\$ 1,763.3	\$ 441.8	\$ -	\$ 2,205.1					

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

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-21-09-1		Jurisdiction: KDOT		Location: US-24 & N.W. Rochester Rd.						
State #: KA-6393-01		Classification: Freeway		Work: Mill & Overlay		Length(mi.)				
				<table border="1" style="border-collapse: collapse;"> <tr><td>Bikeways:</td></tr> <tr><td>Yes <input type="checkbox"/></td></tr> <tr><td>No <input checked="" type="checkbox"/></td></tr> </table>		Bikeways:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Status: Active	
Bikeways:										
Yes <input type="checkbox"/>										
No <input checked="" type="checkbox"/>										
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year			
PE	2022	\$ -	\$ 5.7	\$ -	\$ 5.7					
ROW		\$ -	\$ -	\$ -	\$ -					
Util		\$ -	\$ -	\$ -	\$ -					
Const	2022	\$ -	\$ 1,148.4	\$ -	\$ 1,148.4					
CE	2022	\$ -	\$ 86.1	\$ -	\$ 86.1					
Const		\$ 918.7	\$ (918.7)	\$ -	\$ -	NHPP	2024			
CE		\$ 68.9	\$ (68.9)	\$ -	\$ -	NHPP	2024			
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
TOTALS		\$ 987.6	\$ 252.6	\$ -	\$ 1,240.2					

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

Roadway and Bridge Projects

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:		Status: Active	
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 363.0	\$ -	\$ 363.0		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
PE		\$ 290.4	\$ (290.4)	\$ -	\$ -	NHPP	2027
Const		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 290.4	\$ 72.6	\$ -	\$ 363.0		

Length(mi.)

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

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

Length(mi.)

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 Transit and Paratransit Projects

Transit and Paratransit Projects

TIP#:	7-16-01-4	Location:	TMTA	Location/Improvement:	Various/ Copnstruction of 100 bus stop.
State #:		Federal #:		County:	SN
				Type:	Construction of Bus Stops

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
TA	2016	\$ 62.4	\$ 249.7	\$ -	\$ -	\$ 312.2
	2017	\$ 62.4	\$ 249.7			\$ 312.2
	2018	\$ 53.5	\$ 214.1			\$ 267.6
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
TOTAL		\$ 713.5	\$ -	\$ -	\$ -	\$ 891.9

Descrip.	Bus stop integration project, to be completed in several phases. The first three phases of the project are complete, in which 37 new bus stelters which are all ADA-accessible were placed. This phase of the project will continue to place bus stops throughout the fixed route designated stop system. Some stops will have shelters; others will have benches or standing surfaces. All bus stops will meet
Status:	Active

TIP#:	7-18-02-6	Location:	TMTA	Location/Improv:	Various/ Bus Stop Integration.
State #:	TE-0467-01	Federal #:	TA-T046(701)	County:	SN
				Type:	Phase II of Bus stop integration project.

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
TA	2018	\$ 265.9	\$ 614.3	\$ -	\$ -	\$ 880.3
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
TOTAL COST:		\$ 614.3	\$ -	\$ -	\$ -	\$ 880.3

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

Transit and Paratransit Projects

TIP#: 7-19-02-4 **Location:** TMTA **Location/Improv:** Various Improvements
State #: **Federal #:** **County:** SN **Type:** Various Improvements

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
5339	2019	\$ 280.4	\$ -	\$ 1,121.6	\$ -	\$ 1,402.0
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
TOTAL						
COST:		\$ 280.4	\$ -	\$ 1,121.6	\$ -	\$ 1,402.0

Descrip. Paratransit Vehicles-\$610,716; Boiler Replacement - \$124,000; Security Projects - \$140118; Service Vehicles - \$118,406.

Status: ACTIVE

TIP#: 7-19-03-4 **Location:** TMTA **Location/Improv:** Various Improvements
State #: **Federal #:** **County:** SN **Type:** Various Improvements

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
5339	2019-2021	\$ 125.8	\$ 503.1	\$ -	\$ -	\$ 628.9
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
TOTAL						
COST:		\$ 125.8	\$ 503.1	\$ -	\$ -	\$ 628.9

Descrip. Replace Bus Wash, New Mini-Transfer Station, New Bus Technology

Status: Active

Transit and Paratransit Projects

TIP#: 7-19-04-4 **Location:** TMTA **Location/Improv:** Purchas 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	894.7	1,737.8	-	-	2,632.5
						-
						-
						-
						-
						-
						-
						-
						-
						-
TOTAL COST:		894.7	1,737.8	-	-	2,632.5

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

Status:

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	2020	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:

Transit and Paratransit Projects

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	\$ 326.2	\$ 1,304.8	\$ -	\$ -	\$ 1,631.1
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -

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

TOTAL COST: \$ 1,304.8 \$ - \$ - \$ 1,631.1

Status: Active

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	2020	\$ 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.

TOTAL COST: \$ 74.4 \$ - \$ 297.7 \$ 372.2

Status:

Transit and Paratransit Projects

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

Grant	Year of Obligation	Mill Levy	FTA	KDOT	Fares	Total (x1,000)
FTA 5339	2020	\$ 937.5	\$ 4,987.5	\$ -	\$ -	\$ 5,925.0
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
TOTAL						
COST:		\$ 4,987.5	\$ -	\$ -	\$ -	\$ 5,925.0

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:

TIP#: 8-18-01-4 **Location:** Para Trans. **Location/Improvement:** Presbyterian Manor/ Purchase Full Size Van/Operating Expenses
State #: **Federal #:** **County:** SN **Type:**

Grant	Year of Obligation	Local	FTA	KDOT	Fares	Total (x1,000)
CFDA 20.513	2018	\$ 12.1	\$ 48.6	\$ -	\$ -	\$ 60.7
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
TOTAL						
COST:		\$ 48.6	\$ -	\$ -	\$ -	\$ 60.7

Descrip. Purchase Full size Van/Oper.

Status:

Funding Summary Table

Metropolitan Topeka Planning Organization							
MTPO Metropolitan Planning Area							
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority							
		2021	2022	2023	2024	Totals	Anticipated Minus Programmed
Anticipated Funding							
Road and Bridge							
Local		\$ 57,171,025	\$ 50,728,054	\$ 49,602,018	\$ 37,862,322	\$ 195,363,418	\$ 141,249,118
State		\$ 11,921,500	\$ 46,579,700	\$ 47,278,396	\$ 240,800,000	\$ 346,579,596	\$ 11,519,496
Federal		\$ 5,815,866	\$ 5,903,104	\$ 38,700,300	\$ 6,081,525	\$ 56,500,795	\$ 1,568,795
Sub-Totals		\$ 74,908,391	\$ 103,210,858	\$ 135,580,713	\$ 284,743,847	\$ 598,443,809	\$ 154,337,409
Transit							
Local		\$ 6,800,000	\$ 6,900,000	\$ 7,000,000	\$ 7,100,000	\$ 27,800,000	\$ 26,863,300
State		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 3,200,000	\$ 3,200,000
Federal		\$ 2,500,000	\$ 2,600,000	\$ 2,700,000	\$ 2,800,000	\$ 10,600,000	\$ 8,694,500
Sub-Totals		\$ 10,100,000	\$ 10,300,000	\$ 10,500,000	\$ 10,700,000	\$ 41,600,000	\$ 38,757,800
Totals		\$ 85,008,391	\$ 113,510,858	\$ 146,080,713	\$ 295,443,847	\$ 640,043,809	
		2021	2022	2023	2024	Totals	
Programmed Expenditures							
Road and Bridge							
Local		\$ 23,761,000	\$ 14,577,800	\$ 8,483,000	\$ 7,292,500	\$ 54,114,300	
State		\$ 11,888,600	\$ 46,579,700	\$ 35,791,800	\$ 240,800,000	\$ 335,060,100	
Federal		\$ 7,077,100	\$ 6,859,200	\$ 38,244,800	\$ 2,750,900	\$ 54,932,000	
Sub-Totals		\$ 42,726,700	\$ 68,016,700	\$ 82,519,600	\$ 250,843,400	\$ 444,106,400	
Transit							
Local		\$ 42,000	\$ 894,700	\$ -	\$ -	\$ 936,700	
State		\$ -	\$ -	\$ -	\$ -	\$ -	
Federal		\$ 167,700	\$ 1,737,800	\$ -	\$ -	\$ 1,905,500	
Sub-Totals		\$ 209,700	\$ 2,632,500	\$ -	\$ -	\$ 2,842,200	
Totals		\$ 42,936,400	\$ 70,649,200	\$ 82,519,600	\$ 250,843,400	\$ 446,948,600	
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.

What the 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.

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

Glossary

Major Traffic Thoroughfares

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

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

Metropolitan Area

Regionally Significant Roadways

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

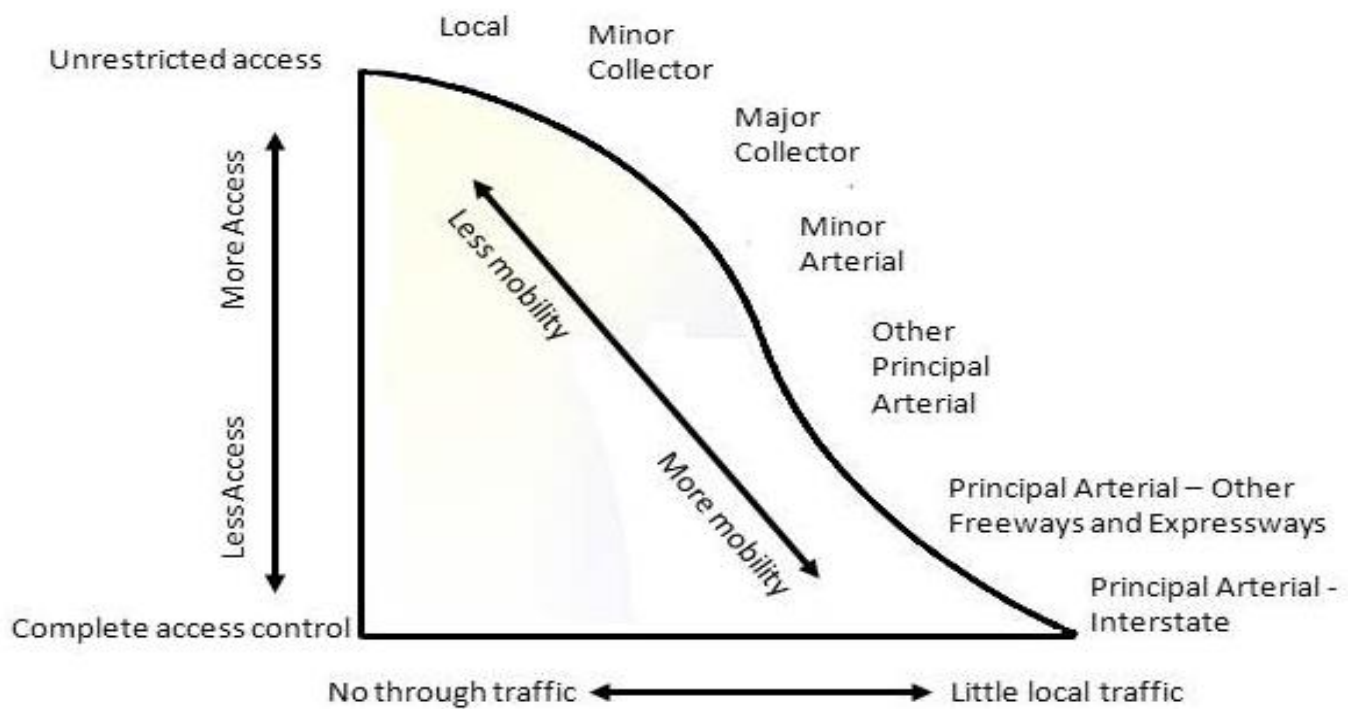
Functional Classification of Roads

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 3-2 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.

Figure 3-1:



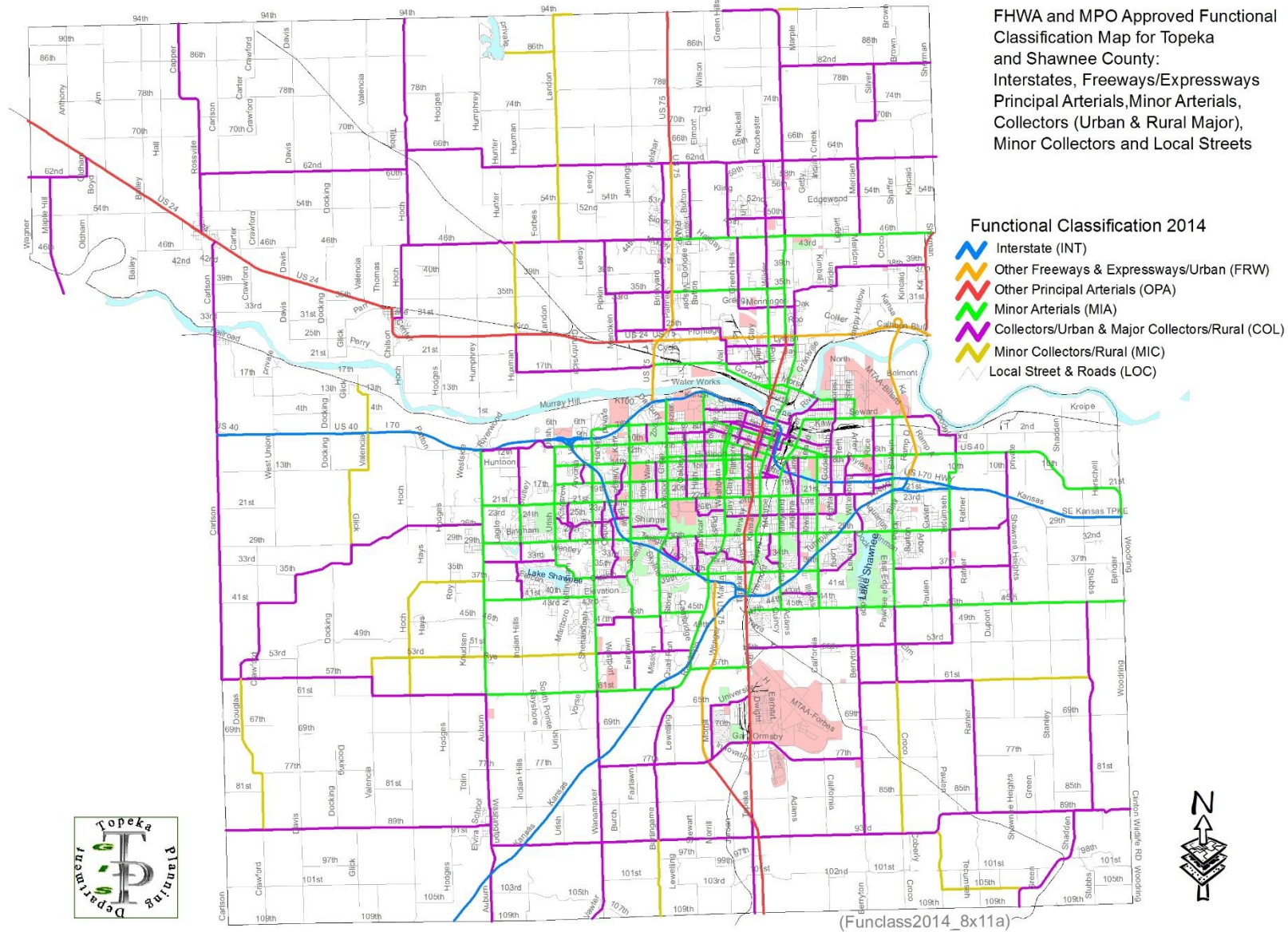
While most roadways offer both “access to property” and “travel mobility” services, it is the roadway’s primary purpose that defines the classification category to which a given roadway belongs.²

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

Figure 3

Functional Classification of Roads 2014

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



MTPO

Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11 | Topeka, Kansas 66607-1118

Tel.: (785) 368-3728 | www.topekampo.org

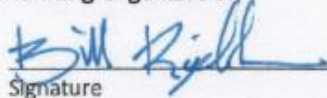
MTPO Self-Certification

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 1101(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;
6. 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.

ATTEST:

Metropolitan Topeka
Planning Organization

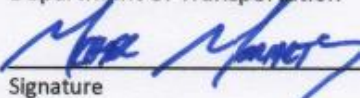

Signature

BILL RIPAHN
Printed Name

MTPO Chair
Title

12/30/2020
Date

Kansas
Department of Transportation


Signature

MICHAEL MORIARTY
Printed Name

Bureau Chief of Transportation Planning
Title

4/18/21
Date