

METROPOLITAN TOPEKA PLANNING ORGANIZATION

TOPEKA, KANSAS

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2026-2029

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:

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Approved 10/23/25 Amend: 2/26/2026

**Metropolitan Topeka Planning Organization
Transportation Improvement Program (TIP)
2026 – 2029**

Table of Contents

Introduction	4
Purpose & Definition of the TIP Policy.....	7
TIP Amendment Schedule.....	8
TIP Development.....	8
TIP Approval Process & Fiscal Analysis	10
Project Evaluation and Selection	19
Performance Measures.....	20
Performance Measures (1): Safety	21
Performance Measures (2): Infrastructure-Pavement & Bridge Conditions.....	21
Performance Measures (3): Freight & Economic Vitality	2533
Performance Measures (4): System ReliabilityCongestion Reduction/Active Transportation	2833
Performance Measures (5): System Reliability/Congestion Reduction: (Active Transportation).....	3238
TIP Amendment Process	39
Status of Major Projects from previous TIP.....	40
Title VI Nondiscrimination Law	43
Roadway and Bridge Project Tables	46
Transit and Paratransit Projects.....	70
Funding Summary Table	74
Regionally Significant Defined	75
Functional Classification of Roads	79
Metropolitan Planning Area Map	81
MTPO Self-Certification	83
Appendix 1-Amendment Summaries.....	84

Disclaimer Statement

The preparation of this report was financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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

Metropolitan Topeka Planning Organization **(MTPO)**

Introduction

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

Funding Overview:

Current Transportation Bill: Infrastructure Investment and Jobs Act (IIJA)

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

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

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

IJA Metropolitan Planning Program Funding

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

*Calculated (sum of estimated individual State MPP apportionments)

Infrastructure Investment Jobs Act Law 2022-2026 Transportation Funding Breakdown

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

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

For more information on the Infrastructure Investment Jobs Act Law transportation funding see:

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

The KDOT Eisenhower Legacy (IKE) Transportation Program

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

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

The KDOT Innovative Technology Program

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

- Candidate projects should provide transportation benefits that typically are not eligible for other KDOT programs and may receive additional consideration if they support economic growth, aid in the retention or recruitment of business or add value to a KDOT project.
- For projects that meet an important transportation need such as:
 - Promoting safety,
 - Improving access or mobility, and
 - Advancing transportation technology.
- All transportation system projects are eligible, including:
 - Roadway (on and off the state system)
 - Rail
 - Aviation
 - Unmanned Aircraft Systems (UAS)
 - Alternative fuels
 - Public safety data, bicycle/pedestrian
 - Public transit
- \$3 million awarded annually, no project receives more than \$1 million per cycle. Applications are considered at least once per state fiscal year. Projects will typically be administered by a local unit of government, though non-governmental applications will also be considered. A minimum of 25% non-state cash match is required. Additional consideration will be given to project applications that contribute more than the minimum match required.

The KDOT Cost Share Program

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

- Projects must address an important transportation need such as:
 - Promoting safety.
 - Improving access or mobility.
 - Improving condition; or
 - Relieving congestion.
- All transportation projects are eligible including:
 - Roadway (one and off the state system).
 - Rail.
 - Airport.
 - Bike & pedestrian and
 - Public transit.

- Projects must have the support of local leaders and must be “let” by a local government.
- \$5 million in projects announced for Fall 2020. Applications are considered two times a year. Local governments, often in partnership with a private business, may apply. 15% minimum local match required.

TIP Policy: Purpose & Definition

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

TIP Defined

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

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

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

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

TIP Amendment Schedule

Schedule for Making Changes to TIP Projects

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

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

- November 2025 (Approved by MTPO on Oct. 23rd)
- March 2026 (Approved by MTPO on Feb. 26th)
- May 2026 (Approved by MTPO on April 23rd)
- July 2026 (Approved by MTPO on June 25th)
- September 2026 (Approved by MTPO on August 27th)

TIP Development

Project Funding

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

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

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

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

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

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

TIP Approval Process & Fiscal Analysis

Basic Steps to Development and Approval of the TIP

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



Solicit projects from collaborative partners



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



MTPO sets deadline for completion of project submission forms



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



MTPO Staff and TAC review the draft TIP for Title VI



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 and includes all federal funded transportation projects throughout the state. KDOT sends the STIP to the FHWA and FTA (Also known as OneDot) for approval. Approval of the STIP by FHWA and FTA also serves as the TIP approval.

TIP Fiscal Analysis

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

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

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

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

Sub-allocated Federal Programs

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

Surface Transportation Block Grant Program

The STBG program provides flexible funding that may be used by states and localities for projects on any federal-aid highway, including the National Highway System, bridge projects on any

public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. STBG program funds are divided into three (3) subcategories using a formula based on population. These three subcategories include:

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

Transportation Alternatives Program

The Transportation Alternatives Program (TA) provides for a variety of alternative transportation projects that were previously eligible activities under separately funded programs such as Transportation Enhancements and Safe Routes to School. The program supports projects that expand travel choices and enhance 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 by both General Revenues and Trust Funds.

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

Section 5310 Formula Grant

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

A locally developed, coordinated public transit-human services transportation plan must include projects selected for funding. A competitive selection process, previously required under the New Freedom program, is now optional. At least 55 percent of program funds must be spent on public transportation projects planned, designed and carried out to meet the special needs of seniors and individuals with

disabilities when used for public transportation projects that exceed the requirements of the ADA. Such public transportation projects include those that improve access to fixed-route services and decrease reliance by individuals with disabilities on complementary paratransit or alternatives to public transportation that assist seniors and individuals with disabilities. These funds require a 50 percent local match when used for operating expenses. A 20 percent local match is required when using these funds for capital expenses, including acquisition of public transportation services.

Section 5311 Formula Grant

Section 5311 Formula Grants are designated for rural areas. This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

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

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

Highway Safety Improvement Program (HSIP)

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

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

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

- FHWA is required to establish measures for the States to use in assessing the number and rate of fatalities and serious injuries.

Advance Construction

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

Adequate Operating & Maintenance (O&M) Funds

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

Road and Bridge Budgeted O&M Costs

Given the information provided from the jurisdictions on their assets, it is the assumption of the MTP 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 MTP area and their cost to operate and maintain their system. An inflation factor of 3.5% was used for each subsequent year.

Road and Bridge O&M					
	Fiscal Year	KDOT**	County	City	Total
Base Cost per Lane Mile*		\$ 3,500	\$ 6,459	\$ 5,503	
Lane Miles		560	635	800	
	2026	\$ 1,860,000	\$ 3,310,000	\$ 4,268,336	\$ 9,438,336
	2027	\$ 1,925,100	\$ 3,425,850	\$ 4,320,576	\$ 9,671,526
	2028	\$ 1,992,479	\$ 3,545,755	\$ 4,482,042	\$ 10,020,275
	2029	\$ 2,062,215	\$ 3,669,856	\$ 4,539,593	\$ 10,271,664
Totals		\$ 7,839,794	\$ 13,951,461	\$ 17,610,547	\$ 39,401,802
*The Base cost per mile is derived by deviding the the number of lane miles each entity is responsible for , by the average annual maintenance cost.					

Paratransit

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

TMTA Budgeted O&M Costs

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

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

TIP Project Revenue Sources

TMTA Revenue Funding Sources

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

TMTA Revenue Sources				
	2024	2025	2026	2027
Fares	800,000	800,000	800,000	800,000
Mill Levy	7,000,000	7,000,000	7,000,000	7,000,000
KDOT	700,000	700,000	700,000	700,000
FTA Grants	3,200,000	3,200,000	3,200,000	3,200,000
Other*	1,200,000	1,200,000	1,200,000	1,200,000
Total:	\$12,900,000	\$12,900,000	\$12,900,000	\$12,900,000

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

TMTA also provides Lift Service, which is a paratransit service that provides origin to destination transportation for people whose disability or condition prevents them from using Topeka Metro fixed route buses. Lift Service can take a qualified customer to locations within $\frac{3}{4}$ 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 2024-2033 CIP

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

G.O. Bond 2024-2033 CIP

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

Complete Streets

In September 2012, the MTPO approved a Complete Street Policy in support of the region's vision for a safe, balanced, multi-modal and equitable transportation system that is coordinated with land-use planning and protective of the environment. This policy guides and informs 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; cycling; using transit or other means of mobility.

Bikeways Master Plan Funding

Another sub-category of the CIP's ½-cent sales tax allocation for roadway improvements includes funding to support the implementation of Topeka & Shawnee County Bikeways Master Plan. In 2012 the City of MTPO funded a Bikeways Master Plan that was produced by RDG Consultants and the MTPO partners. This Plan was adopted by the city and the County in 2012 and was most recently updated in 2020. Several phases of this Bikeways Master Plan have been implemented mainly using TA grant awards, which have total more than \$4.5 million as of 2023. The ½-cent sales tax allocates \$500,000 every other year for Bikeways Master Plan implementation. These improvements include on-street bike lanes, 10-foot side paths, roadway markings and signage. Most 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				
	2026	2027	2028	2029
General Obligation (GO) bond*	\$6,004,351	\$5,448,379	\$29,499,454	\$13,351,676
General Obligation Bond (Special)	\$0	\$0	\$0	\$0
Citywide 1/2-Cent sales tax	\$16,750,000	\$16,300,000	\$16,300,000	\$16,300,000
Countywide 1/2-Cent sales tax	\$7,225,396	\$9,425,396	\$12,550,000	\$16,550,050
Non-1/2-Cent sales tax O&M funds	\$6,588,379	\$6,588,379	\$6,998,369	\$6,588,379
Federal Funds	\$725,000	\$2,392,970	\$600,000	\$600,000
Competitive Grants (MTPO)	\$30,000,000	\$1,100,000	\$1,100,000	\$1,100,000
State Motor Fuel Tax (City)	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000
Total:	\$72,793,126	\$46,755,124	\$72,547,823	\$59,990,105
*GO Bonds do not include parking or HVAC or Fire Dept. Fleet Replacement.				

Shawnee County Transportation Revenue Sources					
	2025 (actual)	2026 (est.)	2027	2028	2029
Unobligated Prior Year Funds (1)	\$ 1,887,141	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000
2015-2031 Sales Tax Transfer-Bridges (2)	\$ 2,900,000	\$ 2,900,000	\$ 2,900,000	\$ -	\$ -
2015-2031 Sales Tax Transfer-Road Projects	\$ 6,900,000	\$ 4,800,000	\$ 5,800,000	\$ 5,800,000	\$ 6,000,000
Transfer from Operating Budget	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000
90/10 Federal Exchange Funds	\$ 603,842	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000
USD 437-SW 29th & Auburn School Entrances	\$ -	\$ 750,000	\$ -	\$ -	\$ -
COT-SW 29th & Auburn-Cost Share (Pavement)	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -
KDOT Cost Share Program	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Total:	\$12,940,983	\$13,100,000	\$12,350,000	\$ 9,450,000	\$ 9,650,000

Note (1): The amounts shown is that deposited in the Special Bridge and a Special Highway accounts. The amount deposited in Special Equipment is not included.

Note (2): The amounts shown do not include annual \$850,000 KDOT loan re-payments for the Willard Bridge. The 8th of 10 repayments was made in 2025

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				
	2026	2027	2028	2029
State Highway Funding*	\$61,051,134	\$61,966,901	\$62,896,405	\$63,839,851
Federal Funding	\$5,991,651	\$6,081,526	\$6,172,749	\$6,265,340
Total:	\$67,042,785	\$68,048,427	\$69,069,153	\$70,105,190

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.

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

Funding Available for Road & Bridge Projects after Accounting for All O&M Expenditures					
	2026	2027	2028	2029	Total
Anticipated Funding	\$ 148,118,992	\$ 128,057,128	\$ 154,840,607	\$ 143,288,531	\$ 574,305,258
Anticipated O&M Expenditures	\$ 18,047,040	\$ 18,626,379	\$ 19,335,187	\$ 19,961,102	\$ 75,969,708
(Available Funds) - (Expenditures)	\$ 130,071,952	\$ 109,430,749	\$ 135,505,420	\$ 123,327,429	\$ 498,335,550

Funding Available for TMTA Operations/Capital after Accounting for All O&M Expenditures					
	2026	2027	2028	2029	Total
Anticipated Funding	\$ 12,600,000	\$ 12,600,000	\$ 12,700,000	\$ 12,800,000	\$ 50,700,000
Anticipated O&M Expenditures	\$ 8,968,935	\$ 9,327,692	\$ 9,700,800	\$ 10,088,832	\$ 38,086,260
(Available Funds) - (Expenditures)	\$ 3,631,065	\$ 3,272,308	\$ 2,999,200	\$ 2,711,168	\$ 12,613,740

This TIP document provides realistic cost and funding estimates for improvement projects within the purview of this document (2026-2029). Revenue and cost fluctuations for projects throughout this four-year period are likely, and will be recorded with revenue and costs analysis updates.

Futures 2045 Goals and Objectives

Based on federal goals, public input, and an analysis of other transportation plans in the region, including the last MTP, five general goals emerged to guide decision-making for the Futures 2045 Plan. Generally, the goals match or include all eight federal goal areas and follow the general themes heard throughout the public engagement process. To ensure that these goals are being met, several performance measures were also selected to determine progress. In order of importance, the Future 2045 goals are:

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

Project Evaluation and Selection

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

Performance Measures

The IIJA 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 main Performance Measure categories are Performance Measure 1 (PM1) Safety, PM2, System Condition, & PM3, System Reliability. 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
- Freight movement & Economic vitality
- Congestion reduction/Modes-Active Transportation (Bike-Pedestrian)
- System reliability

To achieve these goals the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with the states, embarked on a lengthy rulemaking process to identify specific measures related to the seven performance goals. The measures established related to highway transportation in 49 USC 625 and 23 CFR 490 and 150 are as follows:

Safety:

- Number of Fatalities (FARS)
- Fatalities per 100 million vehicle miles travelled
- Number of Suspected Serious Injuries
- Suspected Serious Injuries per 100 million vehicle miles travelled
- Non-Motorized Fatalities and Suspected Serious Injuries

Infrastructure:

- Percentage of Interstate Pavements rated as **Good** Condition
- Percentage of Interstate Pavements rated as **Poor** Condition
- Percentage of Non-Interstate NHS Pavements rated as **Good** Condition
- Percentage of Non-Interstate NHS Pavements rated as **Poor** Condition
- Percentage of NHS bridges (by deck area) rated as **Good** Condition
- Percentage of NHS bridges (by deck area) rated as **Poor** Condition

Congestion Reduction:

- Peak Hour Excessive Delay (PHED) Measure: the annual hours of PHED per capita
- Non-Single Occupancy Vehicle (SOV) Travel Measure: Percent of SOV travel
- Emissions Measure: Total emissions reductions
- Percentage Change in Tailpipe CO₂ Emissions on the NHS compared to the Base Year (2017) Levels

Currently, Kansas is not required to participate in the congestion reduction measure as there are no regions in the state that are designated as non-attainment for air quality standards.

System Reliability- NHS Interstate Performance, Non-NHS Interstate Performance & Freight Movement:

(The System Reliability measures are a combination of performance goals four and five.)

- Interstate Travel Time Reliability Measure (TTRM): the percentage of person-miles traveled on Interstate that are reliable
- Non-Interstate Travel Time Reliability Measure (NTTRM): the percent of person-miles traveled on the Non-Interstate NHS that are reliable
- Interstate Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

Relationship to the Futures 2045 Plan Goals

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

Performance Measures (1): Safety

Goal: Increase Safety for all Modes

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

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

The MTPO has chosen to adopt and support the safety goals set forth KDOT. The process of tracking and recording safety factors 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 through 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:

Federal Safety Performance Measures				
Measure	2024 Actual	2024 FYA*	2025 Targets	2026 Targets
Number of Fatalities	339	397	390	390
Fatalities per 100 million Vehicle Miles Travelled	1.07	1.29	1.25	1.23
Number of Suspected Serious Injuries	1,854	1,793	1,875	1,885
Suspected Serious Injuries per 100 million Vehicle Miles Travelled	5.85	5.80	6.20	5.95
Non-Motorized Fatalities and Serious Injuries	219	203	195	215
*FYA= five-year average. Data is collected on the calendar year so 2025 data will not be completed and available until Summer 2026.				

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

- Number of fatalities on roadways.
- Rate of fatalities on roadways.
- Number of serious injuries on roadways.
- Rate of serious injuries on roadways.
- Number of bicycle fatalities.
- Number of railroad fatalities.
- Number of pedestrian fatalities.
- Number of drivers under the age of 21 involved in fatal crashes.

- Number of drivers over the age of 75 involved in fatal crashes.
- Number of fatalities in crashes involving blood alcohol levels of .08 or higher.

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

Goal- Maintain Existing Infrastructure

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

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

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

State Highways: Highway pavement conditions are monitored in the spring of each year, for both interstate highways and non-interstate highways. Targets have been established by KDOT for the percentage of pavement in good condition: 65% for interstate highways and 55% for non-interstate highways.

The targets established for roadway infrastructure in Kansas for the new performance period (2022-2026) are:

- Targets for the **Percentage of Inter- State Pavements in Good** Condition for State Fiscal Years (SFY) 2022- 2026:

Baseline:	66.5%
Two Year Target:	60.0%
Four Year Target:	61.0%
- Targets for the **Percentage of Inter- State Pavements in Poor** Condition for State Fiscal Years (SFY) 2022- 2026:

Baseline:	0.3%
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Two Year Target: 0.4%
 Four Year Target: 0.4%

- Targets for the **Percentage of Non-Inter- State NHS Pavements in Good** Condition for State Fiscal Years (SFY) 2022- 2026:

Baseline: 56.9%
 Two Year Target: 61.0%
 Four Year Target: 61.0%

* Baseline as calculated by FHWA using HPMS sample data.

- Targets for the **Percentage of Non-Inter- State NHS Pavements rated as Poor** Condition for State Fiscal Years (SFY) 2022- 2026:

Baseline: 1.5%
 Two Year Target: 1.7%
 Four Year Target: 1.7%

* Baseline as calculated by FHWA using HPMS sample data.

Bridge Infrastructure

As with the roadway infrastructure, KDOT had a system for measuring and rating bridge infrastructure before the implementation of performance measures at the federal level. In the prior KDOT rating system, three variables (deck, super- structure, and substructure) were used to assign bridge condition to all bridges counted. The variable data for each bridge was then combined to assign an overall bridge rating to each bridge. From this group of rated bridges, a statewide bridge condition was determined with each bridge counted and weighed equally regardless of bridge size.

NBI Bridge Condition Rating Thresholds for NHS Bridges

NBI Rating Scale <i>(from 0 – 9)</i>		9	8	7	6	5	4	3	2	1	0
		Good			Fair		Poor				
Bridge	Deck <i>(Item 58)</i>	≥ 7			5 or 6		≤ 4				
	Superstructure <i>(Item 59)</i>	≥ 7			5 or 6		≤ 4				
	Substructure <i>(Item 60)</i>	≥ 7			5 or 6		≤ 4				

In 2022, at the conclusion of the first four-year evaluation period, KDOT leadership reviewed progress toward the established targets and set new targets for 2024 and 2026 based on the Transportation Asset Management process. The targets established for NHS Bridge roadway infrastructure for the new performance period (2022-2026) in Kansas were:

- Targets for the **Percentage of NHS Bridges (by deck area) in Good** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline:	70.6%
Two Year Target:	72.0%
Four Year Target:	72.0%

- Targets for the **Percentage of NHS Bridges (by deck area) in Poor** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline:	2.5%
Two Year Target:	3.0%
Four Year Target:	3.0%

-System Reliability- NHS Interstate Performance, Non-Interstate NHS Performance & Freight Movement-

System reliability, specifically performance measures focused on tracking reliability, are relatively new to KDOT. This performance measure was established under the FAST Act. Although the FAST Act concluded in 2020, this requirement is anticipated to continue to be tracked in any future reauthorizations or new programs, including IIJA. System reliability of the federal transportation program is concerned with the consistency in the travel times day-to-day, meaning the travel times across different times of day for a given highway, road, or travel route (multiple roadways). Although travel times do vary from day to day, travelers remember the poor travel experiences and are impacted more by the unexpected delays than the known and anticipated everyday congestion.

Since KDOT had no prior experience or data concerning these measures and the degree of influence that KDOT project and scope selections have on these measures, the agency's selected targets are set very conservatively. Additionally, the FHWA measures only focus on the roads in Kansas that are part of the National Highway System (NHS). However, in Kansas, a significant portion of state roadways are not on the NHS. Thus, data from these non-NHS roadways are not calculated into the achievement of these performance measures.

The measure that FHWA implemented for this performance measure is the Level of Travel Time Reliability (LOTTR) and is defined as the ratio of the 80th percentile travel time of a reporting segment to the travel time of the 50th percentile, which is a comparison of days with high delay to days with average delay. KDOT accessed data from FHWA's free National Performance Management Research Data Set (NPMRDS), or equivalent, where data is collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. The measures are the percentage of person-miles traveled on the relevant NHS areas that are reliable. Person-miles account for the users of the NHS and may include bus, auto, and truck occupancy levels. This measure is being tracked in two segments, one for the interstate portions of the NHS and then a measure for all non-interstate NHS roadways.

The targets established for system reliability in Kansas for the 2022-2026 period are:

- Targets for the **Percentage of Reliable Person-Miles travelled on the Interstate*** for State Fiscal Years (SFY) 2022-2026:

Baseline:	99.3%
Two Year Target:	98.0%
Four Year Target:	99.0%

*All interstates are part of the NHS.

- Targets for the **Percentage of Reliable Person-Miles travelled on Non- Interstate NHS** for State Fiscal Years (SFY) 2022-2026:

Baseline:	97.0%
Two Year Target:	97.0%
Four Year Target:	98.0%

In addition to system reliability measures for Interstate and Non-Interstate NHS, FHWA also required establishment of a performance measure for freight movement. Freight movement is concerned with how well freight moves across the nation's transportation system. The effort to understand how freight moves across the nation and where travel inefficiencies exist will aid in the development of the best policies, plans, and investments at both the state and federal levels to improve freight travel. Consequently, freight travel will yield economic, environmental and safety benefits.

Freight movement is measured using a system reliability measure termed the Truck Travel Time Reliability (TTTR) Index. Data for this index is divided into five reporting periods: morning peak (6am-10am), midday (10am-4pm), and afternoon peak (4pm-8pm) for Monday-Fri- days; weekends are assessed from 6am- 8pm; and overnights for all days are assessed from 8pm-6am. The system reliability measure, the TTTR index is generated by dividing the 95th percentile time (high delay travel time) by the 50th percentile ("normal"

travel time). Data used to determine the index for Kansas was obtained from the FHWA's National Performance Management Research Data Set (NPMRDS).

The target established for freight movement for the initial performance period (2022-2026) in Kansas was:

- Target for the **Index of Truck Travel Time Reliability (TTTR) on the NHS** system in Kansas for State Fiscal Years (SFY) 2022-2026:
 - Baseline: 1.13
 - Two Year Target: 1.10
 - Four Year Target: 1.10

KDOT anticipates that the combination of IKE projects to address congestion and advances in intelligent transportation systems will allow Kansas to reach new levels of reliability

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

Goal: Maintain Existing Infrastructure

Public Transit Use and Efficiency

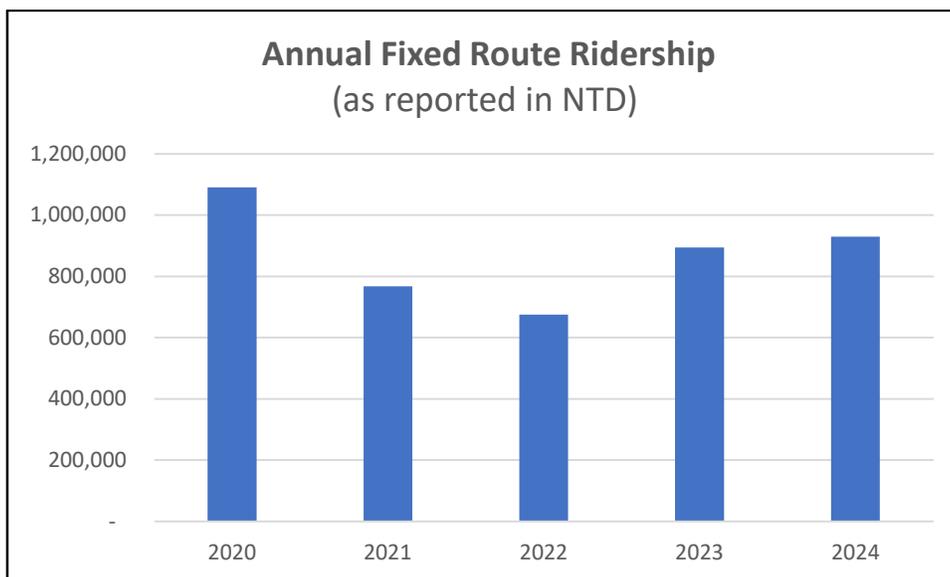
Ridership

Transit ridership is the number of people using a public transportation system within a given period. It is traditionally used to measure the performance of the service. The number of passengers indicates the system's usefulness and efficiency. Ridership helps transit agencies plan services, set fares, and assess the overall success of their operations.

Ridership (unlinked passenger trips) is determined by counting the number of passengers that board a vehicle. These passengers are counted each time they board a vehicle no matter how many vehicles they use to travel from their origin to their destination.

Note: Due to the recent health pandemic Topeka Metro has experienced change in ridership and ridership patterns. After considerable declines in ridership during the pandemic, ridership has been gradually returning.

Fixed Route - Topeka Metro currently operates twelve (12) fixed routes, radially aligned pulsed system through a central transfer facility in downtown Topeka. Eight (8) of these routes operate with 60-minute headways, two (2) operate with 30-minute headways in peak service and two (2) operate with 30-minute headways. Figure 5-1 shows the current bus routes, with ¼-mile buffer. Annually these routes operate approximately 800,000 revenue miles and 50,000 revenue hours of service.

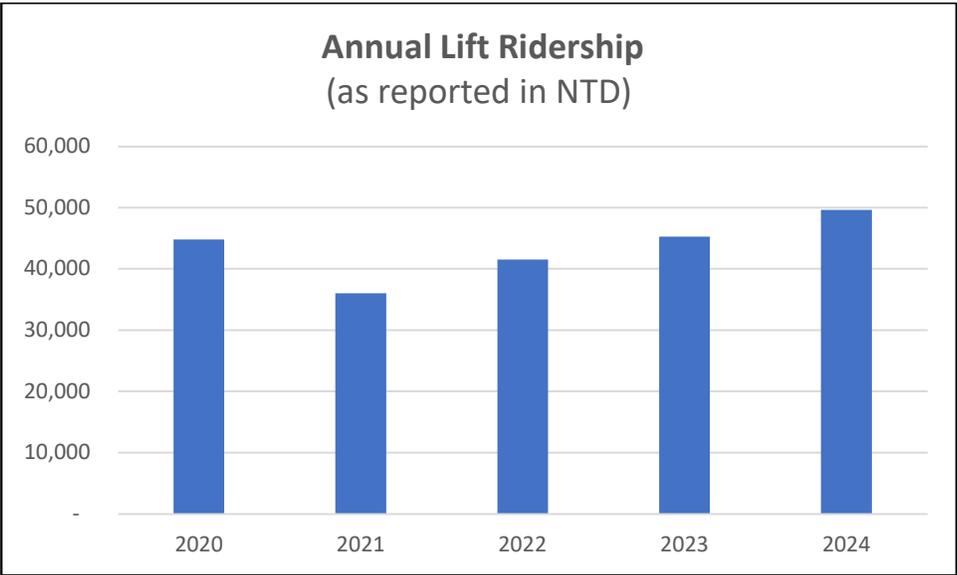


Lift - The Lift is an origin to destination accessible bus service for those persons with disabilities in Topeka who are functionally unable to use the wheelchair accessible fixed route bus system.

Public transit agencies providing fixed-route service must also offer complementary paratransit service to individuals with disabilities. This service is mandated under the American with Disabilities Act (ADA).

To use Lift services, a person must be certified as eligible according to ADA criteria, which is based on a person’s functional inability to use the wheelchair accessible fixed route bus system.

The Lift service is operated by in-house and under an independent contractor. Annually the combined service operates approximately 240,000 revenue miles and 18,000 revenue hours of service.



Overall ridership, which combines both fixed route and Lift, has been gradually increasing since 2022. At that time, it had fallen to approximately 64% of per-pandemic ridership. NTD reporting in 2024 shows ridership has increased to approximately 87% of the pre-pandemic numbers.

On-Time Performance (OTP)

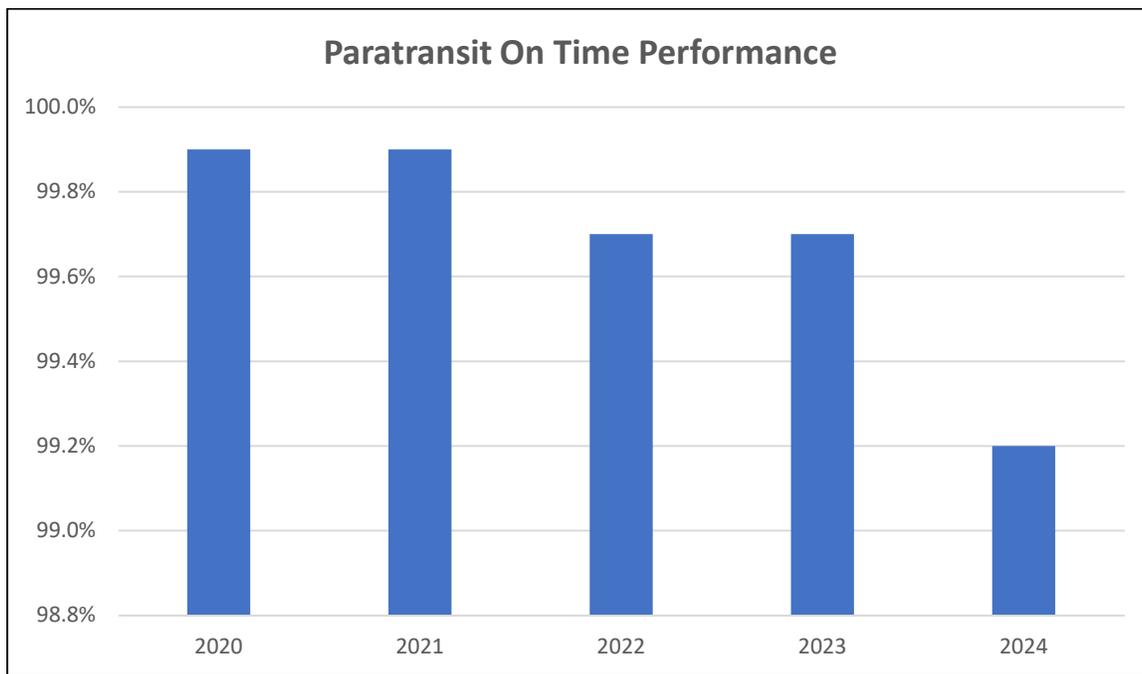
On-time performance measures the percentage of trips which are within a given threshold of scheduled times. It is traditionally used to measure the quality of service provided. It is determined by comparing the number of on-time trips leaving at timing points along a route to the total number of trips for the route.

Topeka Metro has been utilizing Automatic Vehicle Location (AVL) technology to monitor on-time performance of the fixed route service since 2019. This system uses Global

Positioning System (GPS) data to monitor vehicle performance and location. The system also provides data and information that is used for monitoring and managing the service.

Topeka Metro’s on-time performance target for fixed route service is 90% of trips leaving one (1) minute early or five (5) minutes late from scheduled time points. On-time performance over the last five years has remained relatively consistent, typically reaching 95% or better. However considerable roadwork has had an impact on performance when service has not been rerouted to accommodate the construction. TMTA is anticipating numerous issues during the upcoming interstate reconstruction and realignment.

The data to monitor on-time performance for our Lift service is provided by our paratransit and management software system that we have been using since 2017. For Lift service Topeka Metro’s on-time performance target is for 85% of the vehicles arriving before the scheduled 30-minute pickup window ends.



Population Proximity to Fixed Bus Routes

Using 2020 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 City of Topeka as well as for the MPA. The breakdown is shown in figure 5-2.

Figure 5-2:

Percentage of Population Within ¼ and ½ mile of Fixed Bus Routes

	Total Population
Persons Within ¼ mile of bus routes	84,166
Persons Within ½ mile of bus routes	108,527
Total City Population	124,558
Percent of Population within ¼ of Bus Routes	67.6%
Percent of Population within ½ of Bus Routes	87.1%
Total MPA Population	168,351
Percent of MPA Population within ¼ of Bus Routes	50%
Percent of MPA Population within ½ of Bus Routes	64.5%

Source: 2010 Census Block Data

Within the City of Topeka, approximately 67.6% of the population can walk 5 minutes to reach a fixed bus route. When the range is increased to a 10-minute walk, approximately 87% of the City population can reach a bus route.



Target for Transit On-Time Performance: 95% or greater

Target for Transit Service Availability: 70% of all residents of the City of Topeka live within ¼ mile of a fixed route.

Performance Measures (5): System Reliability/Congestion Reduction: Active Transportation-(Pedestrian/Bicycle)

Topeka Pedestrian Master Plan

In 2025 the City/MTPO Updated its Pedestrian Master Plan, a plan that was created in 2016 to make “Topeka...a more walkable city where people of all ages and abilities can safely and comfortably travel on foot.” The plan outlines the future development of the area’s pedestrian network in a uniform and financially feasible process. Facilitating non-motorized transportation alternatives through the development of Pedestrian Plans, Bikeways Plans, and Safe-Routes-to-School Studies, further advances the goal of reducing roadway congestion. This Pedestrian Plan was updated in 2025. The plan is built upon four goals:

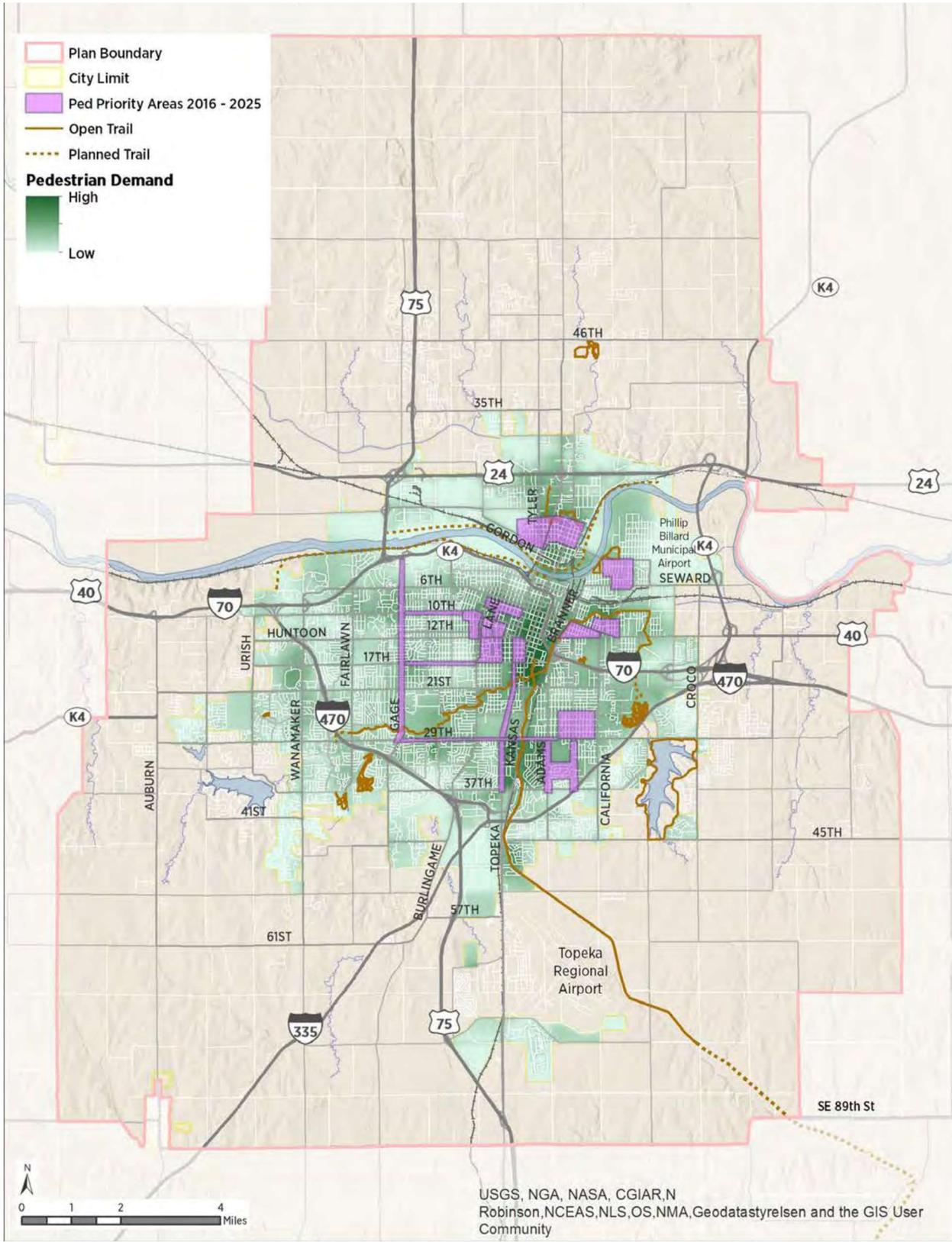
1. ***A Complete Pedestrian Network Connecting All Neighborhoods.*** Sidewalks improve the safety and comfort of Topekans who walk, and a complete pedestrian network connecting all parts of the city will better facilitate the ability of people to travel by foot, especially to schools, bus stops, community 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 support and allows walking, the more walking becomes a part of everyday life.

To focus resources on the most important areas for pedestrians, projects were prioritized based on community input. Eighteen focus areas received field inventories to examine the presence and condition of sidewalks, the quality of corner curb ramps, and the need for crosswalks. Proximity to bus routes, “Intensive Care” neighborhoods, parks and trails, elementary and middle schools, and streets without sidewalks were most important. Factors considered less important included proximity to arterial and collector streets, commercial areas, community and senior centers, high density residential areas, and major destinations. 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. This plan will continue to be utilized as a tool by the city for prioritizing areas for new and in-fill sidewalk construction. The process will now have added flexibility to locate areas of sidewalks in disrepair, according to deterioration type.

The overall pedestrian plan funding goal is 10 years from adoption, and will include the ratings for over 700 miles of sidewalks within the City of Topeka.

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 have 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-Performance Measures

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 68.7% of the population have access to sidewalks on their block.

Bicycle Infrastructure

As of June 2025, the MPA contains a population of 168,351 persons, and approximately 82 miles of bicycle infrastructure (up from 72 mi. in 2023) and 89.2 miles of existing trails (both concrete & nature trails). To determine access to the bicycle system, buffers of ¼ and ½ miles are used to determine proximity to the on-street bicycle system and to trails. For the purposes of this section, trails are considered part of the bicycle system. Within the MPA, approximately 98,255 residents are within ¼ mile or a 3–4-minute bike ride from the bicycle system, up from 71,200 in 2023. This constitutes 58% of the MPA’s population, up from 42.3% in 2023. When the distance is increased to ½ mile or a 6–8-minute bike ride, approximately 126,343 people are within range of bicycle facilities, up from 105,100 in 2023. This amounts to 75% of the MPA’s population, up from 62.5% in 2023.

While sidewalk facilities in historic areas tend to be older, and therefore require more improvements, they do however have better overall coverage. Figures 4-3 and 4-4 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 4-5 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	68.7%

Figure 4-4: Distance from the Bicycle System

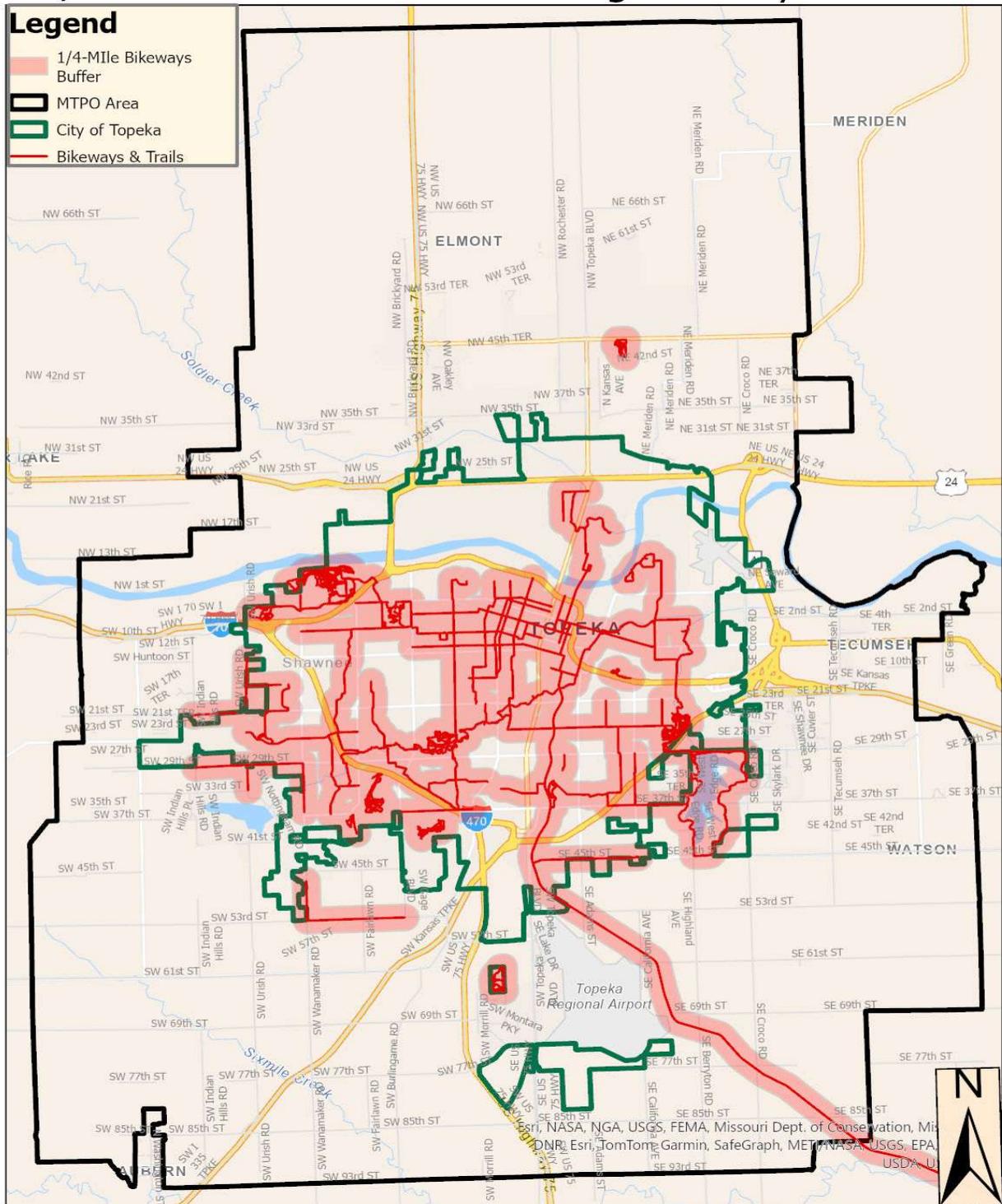
	Total Population	
	No.	Pct.
MPA	168,351	100%
¼ mile of bicycle System	98,255	58%
½ mile of bicycle system	126,343	75%



Target 2028 Bicycle and Pedestrian Infrastructure additions: 5% Increase in Total MPA population have access to sidewalks (from 68.7%-73.7%): 5% Increase in Total MPA population have access (within ¼ -mile) to Bike System (from 58% to 63%)

Figure 4-5: Current Bikeways System Access Map (1/4-mile access area)

1/4-Mile Buffer Around Existing Bikeways & Trails



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 ensure 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 because 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 parties involved, 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 administrative revision will be incorporated with the next TIP Amendment.

Major TIP Amendments

Major amendments to the TIP include the following:

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

The major amendment process consists of the following steps:

- Placing the amendment on the agenda for discussion at the TAC and release for public comment.
- Advertising on the MTPO web site for a 14-day public comment period and utilizing appropriate public participation techniques.
- Following the 14-day required public comment period, all comments will receive a response, either individually or in summary form.

- The amendment is then returned to the TAC and a request is made for the amendment to be sent to the MTPO Policy Board for final approval.
- After final approval is given by the Policy Board the MTPO staff forwards the amendment to KDOT for approval and inclusion in the STIP and ultimately approved by OneDOT.

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

Status of Major Projects from previous TIP

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

Roadway Projects (including intersections and bridges)

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

- Designed to increase roadway capacity and decrease traffic congestion.
- Designed to significantly improve safety.
- Designed to replace aging infrastructure and bring it up to current standards.
- Results 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 services 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 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 MTPD defines significant delay as a project which has been delayed by two years or more from the year it was first programmed in the TIP.

Projects Carried Over from 2024-2027 TIP

Major Roadway & Bridge Improvements:

- N-0819-01 Various Intersections in SW Topeka
- N-0822-01 SW MacVicar Ave. between SW 17th & SW 21st Streets
- N-0826-01 Topeka; Intersection, 21st & Adams traffic signals
- N-0843-01 Multiple Topeka intersections along Madison and Monroe Streets
- 3-25-04-6 SE Quincy St. between SE. 10th & 11th Streets
- T-701018.00 Wanamaker/Huntoon/I-470 Ramps
- T-701028.00 Huntoon (2 Lanes) Gage to SW Harrison
- T-701030.00 SW Urish Rd, SW 21st to SW 29th
- T-701037.00 S. Kansas Ave. from 10th to 17th
- T-701038.00 S. Topeka Blvd. 29th to 38th
- T-701049.00 SW Topeka Blvd. - 21st to 15th (Phase 2)
- TE-0578-01 SW 4th, SW 5th, & SE Adams Streets
- C-5379-01 VIN Inspection Program Modernization
- KA-1266-04 I-70 Polk/Quincy Viaduct & Approach (West Phase)
- KA-3236-01 US-24 Hwy: Topeka east to the County Line
- KA-5766-01 I-470 Bridge #046 on I-470 in SN CO. 0.21 mi NE of 10th St.
- KA-6232-02 Culvert # 512 on I-70 in SN CO. at Kansas River Drainage
- KA-6480-01 Bridges #'s 104 & 105 on US-24 Hwy in Shawnee CO.
- KA-6481-01 Bridges #'s 76 & 077 on US-24 Hwy in Shawnee CO.
- KA-6733-01 Multiple Bridges along I-470 in Shawnee CO.
- KA-6740-01 Bridge #154 (Kansas River, Union Pacific RR) SN.CO.
- KA-6808-01 I-70 bridge #039 On California Ave. Over I-70
- KA-6864-01 ITS: Roadside sign and camera improvements (Along I-470, & US-24)
- KA-6930-01 Bridge #162 on I-70 in Shawnee County
- KA-6932-01 Bridge #039 on I-70 in Shawnee County
- KA-6933-01 Bridge #261 & #262 on K-4 in SN CO.
- KA-7039-01 Several Bridges along I-470
- KA-7198-01 I-70: from .41 mi. W of Urish, E to West Edge of MacVicar
- KA-7199-01 I-470: See Description Below.
- KA-7239-01 I-70: from SW 6th Ave, east to .47 mi. east of Croco Rd.

- KA-7240-01 I-470: in SN CO. from .1 mi. west of Martin Dr. E. to KTA
- KA-7593-01 Repair Bridge #157 on US-75 in Shawnee County
- KA-7594-01 Repair Bridge #195 on US-75 in Shawnee County

Title VI Nondiscrimination Law

Title VI of the Civil Rights Act of 1964 prohibits discrimination by recipients of Federal financial assistance based on 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 based on race, color, and national origin.

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."

TIP Project Tables

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

Agency Fiscal Years

<u>Agency</u>	<u>Fiscal Year</u>	<u>Fiscal Year 2026 Start</u>
Federal Highway Administration	October 1- September 30	October 1, 2025
Federal Transit Administration	October 1- September 30	October 1, 2025
Kansas Department of Transportation	July 1 – June 30	July 1, 2025
Topeka Metropolitan Transit Authority	July 1 – June 30	July 1, 2025
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, 2025
Topeka-Shawnee County Paratransit Council	July 1- June 30	July 1, 2025

(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 2026 through 2029. 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)		
						Bikeways:			Length(mi.) (length of project area)
						(Is project multi-modal?)			
						Yes ___		Status: (current status of project)	
						No ___			
Description:									
(Additional description of project)									
(Project phase)	(Year of Obligation)	(Funding type)	(Funding type)	(Funding type)	(Total cost)	(Source)			
Phase*	Year	Federal	State	Local	Total (x1,000)	Federal Source	AC-Conv.	Yr.	
(CE)		\$ -	\$ -	\$ -	\$ -	(HSIP)			
(Const)		\$ -	\$ -	\$ -	\$ -	(TA)			
(ROW)		\$ -	\$ -	\$ -	\$ -	(NHPP)			
(PE)		\$ -	\$ -	\$ -	\$ -	(Other)			
(Utilily)		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
TOTALS		\$ -	\$ -	\$ -	\$ -				
PERFORMANCE MEASURE: (Identifies which Performance Measure is associated with this project)									

City Roadway and Bridge Projects

TIP#: 3-25-01-2		Juris: Topeka		Location: Various Intersections in SW Topeka			
State #: N-0819-01		Class: Arterial		Work: Upgrade traffic signals w/AI detection. Length(mi.)			
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2025	\$ 76,100	\$ -	\$ 19,000	\$ 95,100	CRP	
				\$ -	\$ -		
				\$ -	\$ -		
				\$ -	\$ -		
				\$ -	\$ -		
				\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 76,100	\$ -	\$ 19,000	\$ 95,100		

Description:

Upgrade traffic signals with AI detection . At Intersections SW 28th St. & SW Fairlawn Rd., SW 29th St. & SW Fairlawn Rd., SW Connect Dr./470 EB & SW Fairlawn Rd., and SW 29th St. & SW McClure St.

Program Addition. New Carbon Reduction Program Project.

Performance Measure:

PM1: Safety (Intersection)

TIP#: 3-25-02-6		Juris: Topeka		Location: SW MacVicar Ave. Btwn. SW 17th & SW 21st Streets			
State #: N-0822-01		Class: Minor Arterial		Work: Sidewalk Additions & Crossing Signals Length(mi.)			
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2025	\$ 51,000	\$ -	\$ 12,700	\$ 63,700	CRP	
CE	2027	\$ 31,900	\$ -	\$ 8,000	\$ 39,900	CRP	
Const	2027	\$ 330,400	\$ -	\$ 82,600	\$ 413,000	CRP	
				\$ -	\$ -		
				\$ -	\$ -		
				\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 413,300	\$ -	\$ 103,300	\$ 516,600		

Description:

Carbon Reduction Program project.

Program Addition. CRP Project.

Performance Measure:

PM1: Safety

Roadway and Bridge Projects

TIP#: 3-25-03-2		Juris: Topeka		Location: Topeka; Intersection, 21st & Adams traffic signals			
State #: N-0826-01		Class: Minor Arterial		Work: Upgrade traffic signals			
				Length(mi.):			
				Bikeways: Yes ___ No <u>X</u>			
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2025	\$ -	\$ 90,000	\$ -	\$ 90,000	CRP	
CE	2028	\$ 121,500	\$ -	\$ 13,500	\$ 135,000	CRP	
Const.	2028	\$ 1,009,400	\$ -	\$ 112,200	\$ 1,121,600	CRP	
				\$ -	\$ -		
				\$ -	\$ -		
				\$ -	\$ -		
				\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,130,900	\$ 90,000	\$ 125,700	\$ 1,346,600		

Description:
 Upgrade Traffic Signals
 Program Addition.

Performance Measure:
 PM1: Safety

TIP#: 1-26-02-7		Juris: Topeka		Location: Multiple Topeka intersections along Madison and Monroe Streets			
State #: N-0843-01		Class: Minor Arterial		Work: Corridor Radar Traffic Detection			
				Length(mi.):			
				Bikeways: Yes ___ No <u>X</u>			
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2026	\$ -	\$ 75,000	\$ 25,000	\$ 100,000		
CE		\$ -	\$ -	\$ -	\$ -		
Const.		\$ -	\$ -	\$ -	\$ -		
				\$ -	\$ -		
				\$ -	\$ -		
				\$ -	\$ -		
				\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 75,000	\$ 25,000	\$ 100,000		

Description:
 Upgrade old/outdated vehicle video detection systems at five intersections on Madison and Monroe corridors in the City of Topeka. Current video detection system has been used for an estimated 12-15 years that is being maintained as best as possible with salvaged parts.

Performance Measure:
 PM1: Safety

Roadway and Bridge Projects

TIP#: 3-25-04-6
State #: #####

Juris: Topeka
Class: Arterial

Location: SE Quincy St. btwn. 10th & 11th Streets
Work: Complete Streets Improvements Length(mi.)

Bikeways:
Yes ___
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2026	\$ 600,000	\$ -	\$ 251,647	\$ 851,647	CRP	
	2026	\$ 91,938		\$ 58,353	\$ 150,291		
				\$ -	\$ -		
				\$ -	\$ -		
				\$ -	\$ -		
				\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 691,938	\$ -	\$ 310,000	\$ 1,001,938		

Description:

Carbon Reduction Program. Various complete streets applications

Performance Measure:

PM1: Safety (Intersection)

TIP#: 3-28-02-1
City #: T-121041.00

Jurisdiction: Topeka
Classification: Arterial

Location: Polk Quincy Viaduct - East
Work: Highway Reconstruction Length(mi.)

Bikeways:
Yes ___
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
Const.	2028	\$ -	\$ -	\$ 18,600,000	\$ 18,600,000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 18,600,000	\$ 18,600,000		

Description:

Complete reconstruction of I-70 from the termination point of the PQV West project to approximately SE Indiana, encompassing the bridges over Adams St. and Shunga Creek. This project constitutes a 10% match towards the total project cost, with the City's share currently estimated at \$18,600,000 exclusive of bonding cost issuances.

Performance Measure:

PM1: Safety, PM4: Congestion Reduction

Roadway and Bridge Projects

TIP#: 3-25-03-1		Jurisdiction: Topeka		Location: SE Sardou Ave. over UP RR.			
City #: T-121999.00		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	Federal Source	AC Conversion Year
PE	2025	\$ -	\$ -	\$ 175,000	\$ 175,000		
PE	2026	\$ -	\$ -	\$ 125,000	\$ 125,000		
Const.	2027	\$ -	\$ -	\$ 1,492,970	\$ 1,492,970		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,792,970	\$ 1,792,970		

Description:
Replace existing concrete deck and add sidewalk to north side, new structural steel, repair concrete riprap on berms. rplace approach slabs and concrete barrier transitions.

Performance Measure:
PM1: Safety, PM4: Congestion Reduction

TIP#: 3-21-09-7		Jurisdiction: Topeka		Location: Wanamaker/Huntoon/I-470 Ramps			
City #: T-701018.00		Classification: Arterial		Work: Intersection Improvements		Length(mi.)	
				Bikeways:		Status: Active	
				Yes <input type="checkbox"/>			
				No <input checked="" type="checkbox"/>			
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 675,000	\$ 675,000		
Const	2028	\$ -	\$ -	\$ 2,661,990	\$ 2,661,990		
Const	2029	\$ -	\$ -	\$ 2,664,958	\$ 2,664,958		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 6,001,948	\$ 6,001,948		

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#: 3-19-03-1		Jurisdiction: Topeka		Location: SW 17th St. MacVicar to Interstate I-470			
City #: T-701025.00		Classification: Arterial		Work: Roadway resurfacing		Length(mi.)	
				Bikeways:		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	2024	\$ -	\$ -	\$ 1,450,000	\$ 1,450,000		
PE	2027	\$ -	\$ -	\$ 600,000	\$ 600,000		
Const	2028	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 6,050,000	\$ 6,050,000		

Description:
Repave and reconstruct road.

Performance Measure:
PM2: Pavement Condition; PM4 Congestion Reduction

TIP#: 3-24-06-1		Jurisdiction: Topeka		Location: Huntoon (2 Lanes) Gage to SW Harrison			
City #: T-701028.00		Classification: Arterial		Work: Roadway Repair/Replace		Length(mi.)	
				Bikeways:		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	2024	\$ -	\$ -	\$ 100,000	\$ 100,000		
PE	2025	\$ -	\$ -	\$ 850,000	\$ 850,000		
PE	2026	\$ -	\$ -	\$ 1,400,000	\$ 1,400,000		
ROW	2026	\$ -	\$ -	\$ 250,000	\$ 250,000		
Const.	2027	\$ -	\$ -	\$ 4,770,000	\$ 4,770,000		
Const.	2028	\$ -	\$ -	\$ 4,770,000	\$ 4,770,000		
Const.	2029	\$ -	\$ -	\$ 4,770,000	\$ 4,770,000		
TOTALS		\$ -	\$ -	\$ 16,910,000	\$ 16,910,000		

Description:
Reconstruct road. A concept phasing plan

Performance Measure:
PM2: Pavement Condition; PM4 Congestion Reduction

Roadway and Bridge Projects

TIP#: 3-23-01-1
City #: T-701030.00

Juris: Topeka
Class: Arterial

Location: SW Urish Rd, SW21st to SW29th
Work: Roadway resurfacing

Length(mi.)

Bikeways:
Yes ___
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2027	\$ -	\$ -	\$ 600,000	\$ 600,000		
ROW	2028	\$ -	\$ -	\$ 250,000	\$ 250,000		
Const	2029	\$ -	\$ -	\$ 4,455,000	\$ 4,455,000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 5,305,000	\$ 5,305,000		

Description:

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

Performance Measure:

PM2: Pavement Conditions

TIP#: 3-24-03-1
City #: T-701037.00

Juris: Topeka
Class: Arterial

Location: S. Kansas Ave. from 10th to 17th
Work: Roadway Reconstruction

Length(mi.)

Bikeways:
Yes ___
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2026	\$ -	\$ -	\$ 106,000	\$ 106,000		
PE	2027	\$ -	\$ -	\$ 279,500	\$ 279,500		
Const.	2028	\$ -	\$ -	\$ 2,800,000	\$ 2,800,000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 3,185,500	\$ 3,185,500		

Description:

Mill & Overlay:
Mill ovrlly, median work & reconstruction of intersections

Performance Measure:

PM2: Pavement Condition

Roadway and Bridge Projects

TIP#: 3-24-04-1
City #: T-701038.00

Juris: Topeka
Class: Arterial

Location: S. Topeka Blvd. 29th to 38th
Work: Roadway resurfacing

Length(mi.)

Bikeways:
Yes _____
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2025	\$ -	\$ -	\$ 760,000	\$ 760,000		
ROW	2026	\$ -	\$ -	\$ 100,000	\$ 100,000		
Const.	2026	\$ -	\$ -	\$ 3,232,520	\$ 3,232,520		
Const.	2027	\$ -	\$ -	\$ 668,963	\$ 668,963		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 4,761,483	\$ 4,761,483		

Description:

Mill & Overlay:
Mill/Ovrly, patch work curb & gutter replace

Performance Measure:

PM 2: PavementCondition

TIP#: 3-24-08-1
City #: T-701049.00

Juris: Topeka
Class: Arterial

Location: SWTopeka Blvd. - 21st to 15th (Phase 2)
Work: Roadway Reconstruction

Length(mi.)

Bikeways:
Yes _____
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ -	\$ 1,584,200	\$ 1,584,200		
ROW	2024	\$ -	\$ -	\$ 463,000	\$ 463,000		
Const	2025	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000		
Const	2026	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 8,047,200	\$ 8,047,200		

Description:

Pavementreconsturction Phase II.

Performance Measure:

PM2: Pavement/Safety

Roadway and Bridge Projects

TIP#: 3-xx-xx-x		Juris: Topeka		Location: NW Lyman Rd.- Vail to Tyler	
City #: T-701050.00		Class: Arterial		Work: Roadway Reconstruction	
				Length(mi.):	
				Status: Active	
				Description:	
				Performance Measure:	

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year	Bikeways:
								Yes
								Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
PE	2024	\$ -	\$ -	\$ 1,584,200	\$ 1,584,200			
PE	2025	\$ -	\$ -	\$ 60,500	\$ 60,500			
ROW	2025	\$ -	\$ -	\$ 75,000	\$ 75,000			
Const	2026	\$ -	\$ -	\$ 539,972	\$ 539,972			
Const		\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -			
TOTALS		\$ -	\$ -	\$ 2,259,672	\$ 2,259,672			

Pavementreconsturction

PM2: Pavement/Safety

TIP#: 3-27-01-1		Juris: Topeka		Location: SE Adams St.-37th to 45th St.	
City #: T-701051.00		Class: Arterial		Work: Roadway Reconstruction	
				Length(mi.):	
				Status: Active	
				Description:	
				Performance Measure:	

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year	Bikeways:
								Yes
								Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
PE	2027	\$ -	\$ -	\$ 850,000	\$ 850,000			
ROW	2028	\$ -	\$ -	\$ 256,508	\$ 256,508			
Const	2029	\$ -	\$ -	\$ 2,679,030	\$ 2,679,030			
		\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -			
TOTALS		\$ -	\$ -	\$ 3,785,538	\$ 3,785,538			

Reconstruction involves converting the existiong 2-lane rural section wioth open ditches into a 3-lane urban confiruration, featuring an enclosed storm darinage system. Final design scheduled for completion in 2027 will determine whether a 3-lane roadway for the entire stretch is feasible.

PM2: Pavement/Safety

Roadway and Bridge Projects

TIP#: 3-26-02-1
City #: T-701055.00

Juris: Topeka
Class: Arterial

Location: SW 37th St.-Burlingame to Scapa Pl.
Work: Roadway Reconstruction Length(mi.)

Bikeways:
Yes
No

Status: Active

Description:

Pavementreconsturction.

Performance Measure:

PM2: Pavement/Safety

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2026	\$ -	\$ -	\$ 450,000	\$ 450,000		
Const	2027	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000		
Const	2028	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 4,050,000	\$ 4,050,000		

TIP#: 3-27-02-1
City #: T-701057.00

Juris: Topeka
Class: Arterial

Location: NE Seward Ave. Sumner St. to Forest Ave.
Work: Roadway Reconstruction Length(mi.)

Bikeways:
Yes
No

Status: Active

Description:

Infrastructure Improvement. Extension of 3-lane pavement section on NE Seward. Scope range from mill and overlay with full depth base patching to comprehensive reconstruction of the street.

Performance Measure:

PM2: Pavement/Safety

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2027	\$ -	\$ -	\$ 300,000	\$ 300,000		
ROW	2028	\$ -	\$ -	\$ 100,000	\$ 100,000		
Const	2029	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,400,000	\$ 1,400,000		

Roadway and Bridge Projects

TIP#: 3-27-03-7
City #: xxxxx

Juris: Topeka
Class: various

Location: Various throughout the city of Topeka
Work: sidewalks construction & rehabilitation Length(mi.)

Bikeways:
Yes
No

Status: Active

Description:

RAISE Grant awarded

Performance Measure:

PM2: Pavement/Safety

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2027-29	\$ 4,500,000	\$ -	\$ -	\$ 4,500,000	RAISE	
ROW	2027	\$ 250,000	\$ -	\$ -	\$ 250,000	RAISE	
Util	2027-28	\$ 250,000	\$ -	\$ -	\$ 250,000	RAISE	
Const	2028-31	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000	RAISE	
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 25,000,000	\$ -	\$ -	\$ 25,000,000		

TIP#: 3-xx-xx-x
City #: T-701058.00

Juris: Topeka
Class: Arterial

Location: SE 37th St. Kansas Ave. to Adams St.
Work: Roadway Reconstruction Length(mi.)

Bikeways:
Yes
No

Status: Active

Description:

JEDO project. Infrastructure enhancement & quality-of-life initiative.

Performance Measure:

PM2: Pavement/Safety

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2029	\$ -	\$ -	\$ 525,000	\$ 525,000		
ROW		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 525,000	\$ 525,000		

Roadway and Bridge Projects

TIP#: 3-28-01-1
City #: T-701066.00

Juris: Topeka
Class: collector

Location: NW Lyman Rd.-Vail Ave. to Tyler St.
Work: Roadway Reconstruction Length(mi.)

Bikeways:
Yes _____
No X

Status: Active

Description:

Pavement reconstruction. Include curb/gutter installations and an enclosed storm sewer system. No pavement improvements are foreseen.

Performance Measure:

PM2: Pavement/Safety

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2028	\$ -	\$ -	\$ 250,000	\$ 250,000		
ROW	2028	\$ -	\$ -	\$ 75,000	\$ 75,000		
Const	2029	\$ -	\$ -	\$ 1,850,455	\$ 1,850,455		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 2,175,455	\$ 2,175,455		

TIP#: 3-26-01-1
City #: T-741084.00

Juris: Topeka
Class: Arterial

Location: SW Topeka Blvd. - 38th to 49th
Work: Roadway Reconstruction Length(mi.)

Bikeways:
Yes _____
No X

Status: Active

Description:

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

Performance Measure:

PM2: Pavement/Safety

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2026	\$ -	\$ -	\$ 652,500	\$ 652,500		
ROW	2027	\$ -	\$ -	\$ 225,000	\$ 225,000		
Const	2028	\$ -	\$ -	\$ 2,700,000	\$ 2,700,000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 3,577,500	\$ 3,577,500		

Roadway and Bridge Projects

TIP#: 3-24-11-1
City #: T-841095.00

Juris: Topeka
Class: Arterial

Location: S.Kansas Ave. (4th-6th)
Work: Roadway Reconstruction

Length(mi.)

Bikeways:
Yes ___
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2028	\$ -	\$ -	\$ 125,000	\$ 125,000		
Const	2029	\$ -	\$ -	\$ 800,000	\$ 800,000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 925,000	\$ 925,000		

Description:

Mill/Ovrly, removal of median planters, Reconstruction

Performance Measure:

PM2: Pavement

TIP#: 3-21-11-6
State #: TE-0505-02

Jurisdiction: Topeka
Classification: Various

Location: (Various): Excluding Kansas Ave. Brdge & Lyman Rd.
Work: Bikeways Phase IV (pt.2)

Length(mi.)

Bikeways:
Yes ___
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total (x1,000)	Federal Source	AC Conversion Year
PE		-	-	\$ -	\$ -		
Const	2024	\$ 343,000	\$ -	\$ 256,000	\$ 599,000		
CE	2024	\$ 98,000	\$ 2,000	\$ 71,000	\$ 171,000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 441,000	\$ 2,000	\$ 327,000	\$ 770,000		

Description:

Construct 10' paths and separated bike lanes; install signage and sharrows.
This portion includes all other phases excluding Kansas Ave. and Tyler St.

Includes bike lanes/signage/pavement markings.

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

Performance Measure:

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

Roadway and Bridge Projects

TIP#: 3-26-01-6
 State #: TE-0578-01

Jurisdiction: Topeka
 Classification: Various

Location: SW 4th, SW 5th, & SE Adams Streets
 Work: Bikeways Phase V (pt.1)

Length(mi.)

Bikeways:
 Yes
 No

Status: Active

Description:

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2025	\$ 360,000	\$ -	\$ 40,000	\$ 400,000	TA	
CE	2027	\$ 138,700	\$ -	\$ 15,400	\$ 154,100	TA	
Const.	2027	\$ 1,336,800	\$ -	\$ 148,500	\$ 1,485,300	TA	
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,835,500	\$ -	\$ 203,900	\$ 2,039,400		

Topeka: southwest 5th Street from Washburn to southeast Quincy Street, southwest 4th Street/Willow Avenue from Washburn to Kansas Avenue, southeast Adams Street from southeast 10th Avenue to southeast 1st Street

Performance Measure:

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

County Roadway and Bridge Projects

Roadway and Bridge Projects

TIP#: 2-28-01-1 Juris: County Location: SE 45th St: California to Berryton Rd.
 State #: 2026-2030 CIP Class: Arterial Work: Roadway resurfacing Length(mi.)

Bikeways:
 Yes ___
 No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2028	\$ -	\$ -	\$ 100,000	\$ 100,000		
ROW	2028	\$ -	\$ -	\$ 15,000	\$ 15,000		
Util	2028	\$ -	\$ -	\$ 100,000	\$ 100,000		
Const	2029	\$ -	\$ -	\$ 4,300,000	\$ 4,300,000		
CE	2029	\$ -	\$ -	\$ 350,000	\$ 350,000		
Conting	2029	\$ -	\$ -	\$ 338,000	\$ 338,000		
TOTALS		\$ -	\$ -	\$ 5,203,000	\$ 5,203,000		

Description:

Roadway Resurfacing

Performance Measure:

PM1: Safety

TIP#: 2-29-01-1 Juris: County Location: SE 45th St: SE Edge Rd. to SE Croco Rd.
 State #: 2026-2030 CIP Class: Arterial Work: Roadway resurfacing Length(mi.)

Bikeways:
 Yes ___
 No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2029	\$ -	\$ -	\$ 50,000	\$ 50,000		
ROW	2029	\$ -	\$ -	\$ 15,000	\$ 15,000		
Util	2029	\$ -	\$ -	\$ 2,700,000	\$ 2,700,000		
Const	2030	\$ -	\$ -	\$ 2,700,000	\$ 2,700,000		
CE	2030	\$ -	\$ -	\$ 350,000	\$ 350,000		
Conting	2030	\$ -	\$ -	\$ 400,000	\$ 400,000		
TOTALS		\$ -	\$ -	\$ 6,215,000	\$ 6,215,000		

Description:

Roadway Resurfacing

Performance Measure:

PM1: Safety

Roadway and Bridge Projects

TIP#: 2-23-01-1 **Juris:** County **Location:** NW46th St.: NWButton Rd. to NWRochester Rd.
State #: 2026-2029 CIP **Class:** Arterial **Work:** Roadway reconstruction **Length(mi.):**

Bikeways:
 Yes ___
 No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2029	\$ -	\$ -	\$ 50,000	\$ 50,000		
ROW	2029	\$ -	\$ -	\$ 15,000	\$ 15,000		
Util	2029	\$ -	\$ -	\$ 50,000	\$ 50,000		
Const	2030	\$ -	\$ -	\$ 2,700,000	\$ 2,700,000		
CE	2030	\$ -	\$ -	\$ 350,000	\$ 350,000		
Conting	2030	\$ -	\$ -	\$ 400,000	\$ 400,000		
TOTALS		\$ -	\$ -	\$ 3,565,000	\$ 3,565,000		

Description:

Roadway reconstruction

Performance Measure:

PM1: Safety

TIP#: 2-26-01-3 **Juris:** County **Location:** NW78th Bridge over Halfday/OSN 182
State #: 2026-2029 CIP **Class:** Arterial **Work:** Bridge Re-decking **Length(mi.):**

Bikeways:
 Yes ___
 No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2026	\$ -	\$ -	\$ 175,000	\$ 175,000		
Const.	2027	\$ -	\$ -	\$ 2,650,000	\$ 2,650,000		
CE	2027	\$ -	\$ -	\$ 150,000	\$ 150,000		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 2,975,000	\$ 2,975,000		

Description:

Bridge Re-decking

Performance Measure:

PM1: Safety

Roadway and Bridge Projects

TIP#: 2-29-02-3		Juris: County		Location: NE 35th Bridge over Trib. To Soldier/OSN 221			
State #: 2026-2029 CIP		Class: Arterial		Work: Bridge Re-decking			
				Length(mi.):			
				Status: Active			
				Bikeways: Yes ___ No <u>X</u>			
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2029	\$ -	\$ -	\$ 67,500	\$ 67,500		
Const.	2030	\$ -	\$ -	\$ 850,000	\$ 850,000		
CE	2029	\$ -	\$ -	\$ 75,000	\$ 75,000		
ROW	2029	\$ -	\$ -	\$ 7,000	\$ 7,000		
Util.		\$ -	\$ -	\$ 10,000	\$ 10,000		
Conting.		\$ -	\$ -	\$ 70,000	\$ 70,000		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ -	\$ 1,079,500	\$ 1,079,500		

Description:

Bridge Re-decking

Performance Measure:

PM1: Safety

TIP#: 2-25-01-1		Juris: County		Location: NW Rochester Rd.: Shunga Crk Brdg. To NW 50th Rd.			
State #: 2026-2029 CIP		Class: Arterial		Work: Roadway reconstruction			
				Length(mi.):			
				Status: Active			
				Bikeways: Yes ___ No <u>X</u>			
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2025	\$ -	\$ -	\$ 200,000	\$ 200,000		
PE	2026	\$ -	\$ -	\$ 300,000	\$ 300,000		
PE	2027	\$ -	\$ -	\$ 800,000	\$ 800,000		
PE	2028	\$ -	\$ -	\$ 100,000	\$ 100,000		
ROW	2027	\$ -	\$ -	\$ 500,000	\$ 500,000		
ROW	2028	\$ -	\$ -	\$ 300,000	\$ 300,000		
Util.	2028			\$ 400,000	\$ 400,000		
Util.	2029			\$ 200,000	\$ 200,000		
Const.	2029			\$ 6,000,000	\$ 6,000,000		
Const.	2030	\$ -	\$ -	\$ 6,000,000	\$ 6,000,000		
Const.	2031			\$ 8,600,000	\$ 8,600,000		
CE	2029			\$ 600,000	\$ 600,000		
CE	2030			\$ 600,000	\$ 600,000		
CE	2031			\$ 600,000	\$ 600,000		
Conting.	2029			\$ 500,000	\$ 500,000		
Conting.	2030			\$ 500,000	\$ 500,000		
Conting.	2031			\$ 500,000	\$ 500,000		
TOTALS		\$ -	\$ -	\$ 26,700,000	\$ 26,700,000		

Description:

Roadway reconstruction

Performance Measure:

PM1: Safety

KDOT Roadway and Bridge Projects

TIP#: 1-26-01-7
State #: C-5379-01

Juris: KDOT
Class

Location: N/A
Work: VIN Inspection Program Modernization Length(mi.)

Bikeways:
Yes ___
No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2026	\$ -	\$ 60,000	\$ 20,000	\$ 80,000		
Const.		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 60,000	\$ 20,000	\$ 80,000		

Description:

The Kansas Highway Patrol (KHP) seeks funding to support modernization for the agency's vehicle Identification Number (VIN) Inspection Program.

Performance Measure:

PM1: Safety

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	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ 10,000,000	\$ -	\$ -		
ROW	2022	\$ -	\$ 15,000,000	\$ -	\$ -		
Util	2022	\$ -	\$ 25,000,000	\$ -	\$ -		
Const	2024	\$ -	\$ 235,000,000	\$ -	\$ -		
CE	2024	\$ -	\$ 17,625,000	\$ -	\$ -		
PE		\$ 9,000,000	\$ (9,000,000)	\$ -	\$ -	NHPP	2026
ROW		\$ 13,500,000	\$ (13,500,000)	\$ -	\$ -	NHPP	2026
Util		\$ 22,500,000	\$ (22,500,000)	\$ -	\$ -	NHPP	2026-28
CE		\$ 15,862,500	\$ (15,862,500)	\$ -	\$ -	NHPP	2026-28
Const		\$ 211,500,000	\$ (181,500,000)	\$ -	\$ -	NHPP	2026-28
Const		\$ -	\$ (30,000,000)	\$ -	\$ -	STP	2026-28
TOTALS		\$ 272,362,500	\$ 30,262,500	\$ -	\$ 302,625,000		

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 acpuiision 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

Roadway and Bridge Projects

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

Jurisdiction: KDOT
Classification: Freeway

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

Bikeways:
 Yes ___
 No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2018	\$ -	\$ 2,200,000	\$ -	\$ 2,200,000		
ROW	2022	\$ -	\$ 100,000	\$ -	\$ 100,000		
Util	2022	\$ -	\$ 25,000	\$ -	\$ 25,000		
Const.	2023	\$ -	\$ 46,000,000	\$ -	\$ 46,000,000		
CE	2023	\$ -	\$ 3,450,000	\$ -	\$ 3,450,000		
PE		\$ 1,760,000	\$ (1,760,000)	\$ -	\$ -	NHPP	2025
Util		\$ 20,000	\$ (20,000)	\$ -	\$ -	NHPP	2025
Const.		\$ 36,800,000	\$ (36,800,000)	\$ -	\$ -	NHPP	2025
CE		\$ 2,760,000	\$ (2,760,000)	\$ -	\$ -	NHPP	2025
TOTALS		\$ 41,340,000	\$ 10,435,000	\$ -	\$ 51,775,000		

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.

Performance Measure:

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

TIP#: 1-20-04-3
State #: KA-5766-01

Jurisdiction: KDOT
Classification: Freeway

Location: I-470 Bridge #046 on I-470 in SN CO. 0.21 mi NE of 10th St.
Work: Bridge Replacement Auth. For PE only **Length(mi.)**

Bikeways:
 Yes ___
 No X

Status: Active

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2021	\$ -	\$ 540,000	\$ -	\$ 540,000		
ROW	2022	\$ -	\$ 218,300	\$ -	\$ 218,300		
Util.	2023	\$ -	\$ 109,100	\$ -	\$ 109,100		
CE	2023	\$ -	\$ 545,700	\$ -	\$ 545,700		
Const.	2023	\$ -	\$ 7,276,200	\$ -	\$ 7,276,200		
PE		\$ 486,000	\$ (486,000)	\$ -	\$ -	NHPP	2023
Util.		\$ 98,200	\$ (98,200)	\$ -	\$ -	FRP	2023
CE		\$ 491,100	\$ (491,100)	\$ -	\$ -	FRP	2023
Const.		\$ 6,548,500	\$ (6,548,500)	\$ -	\$ -	FRP	2023
TOTALS		\$ 7,623,800	\$ 1,065,500	\$ -	\$ 8,689,300		

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#: 1-23-01-7		Jurisdiction: KDOT		Location: Culvert # 512 on I-70 in SN CO. at Kansas River Drainage			
State #: KA-6232-02		Classification: Freeway		Work: Culvert Repair		Length(mi.)	
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ 88,300	\$ -	\$ 88,300		
ROW	2024	\$ -	\$ 25,900	\$ -	\$ 25,900		
CONST	2025	\$ -	\$ 106,300	\$ -	\$ 106,300		
		\$ 95,700	\$ (95,700)	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
CONST		\$ -	\$ 1,061,200	\$ -	\$ 1,061,200	ACNHPP	2027
		\$ 955,000	\$ (955,000)	\$ -	\$ -	ACNHPP	2027
TOTALS		\$ 1,050,700	\$ 231,000	\$ -	\$ 1,281,700		

Description:
Construction Phase for KA-6232-01.

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-22-01-3		Jurisdiction: KDOT		Location: Bridges #'s 104 & 105 on US-24 Hwy in Shawnee CO.			
State #: KA-6480-01		Classification: Freeway		Work: Bridge Replacements		Length(mi.)	
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 396.400	\$ -	\$ 396.400		
PE	2022	\$ 317.200	\$ (317.200)	\$ -	\$ -	NHPP	2029
Util		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
PE		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 317.200	\$ 79.200	\$ -	\$ 396.400		

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

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-22-02-3		Jurisdiction: KDOT		Location: Bridges #'s 76 & 077 on US-24 Hwy in Shawnee CO.			
State #: KA-6481-01		Classification: Freeway		Work: Bridge Replacements			
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 1,112,600	\$ -	\$ 1,112,600		
ROW		\$ 890,100	\$ (890,100)	\$ -	\$ -	NHPP	2029
Util	2023	\$ -	\$ 92,700	\$ -	\$ 92,700		
Const		\$ -	\$ -	\$ -	\$ -		
PE	2027	\$ -	\$ 46,400	\$ -	\$ 46,400	NHPP	2029
Util		\$ 37,100	\$ (37,100)	\$ -	\$ -	NHPP	2029
CE		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 927,200	\$ 324,500	\$ -	\$ 1,251,700		

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

PE ONLY

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-22-04-3		Jurisdiction: KDOT		Location: Multiple Bridges along I-470 in Shawnee CO.			
State #: KA-6733-01		Classification: Freeway		Work: Bridge Repairs			
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2022	\$ -	\$ 212,000	\$ -	\$ 212,000		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
Const	2023	\$ -	\$ 2,111,000	\$ -	\$ 2,111,000		
CE		\$ -	\$ 212,000	\$ -	\$ 212,000		
Const		\$ 1,899,900	\$ (1,899,900)	\$ -	\$ -		2027
CE		\$ 190,800	\$ (190,800)	\$ -	\$ -		2027
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 2,090,700	\$ 444,300	\$ -	\$ 2,535,000		

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

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-22-06-3
State #: KA-6740-01

Jurisdiction: KDOT
Classification: Freeway

Location: Bridge #154 (Kansas River, Union Pacific RR) SN.CO.
Work: Bridge Repairs

Bikeways:
Yes ___
No X

Status: Active

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 100,000	\$ -	\$ 100,000		
ROW		\$ -	\$ -	\$ -	\$ -		
Util		\$ -	\$ -	\$ -	\$ -		
CE	2024	\$ -	\$ 100,000	\$ -	\$ 100,000		
Const	2024	\$ -	\$ 1,220,000	\$ -	\$ 1,220,000		
CE		\$ 80,000	\$ (80,000)	\$ -	\$ -	NHPP	2027
Const		\$ 976,000	\$ (976,000)	\$ -	\$ -	NHPP	2027
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,056,000	\$ 364,000	\$ -	\$ 1,420,000		

Description:

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

Performance Measure:

PM2: Pavement & Bridge Condition

TIP#: 1-23-02-3
State #: KA-6808-01

Jurisdiction: KDOT
Classification: Various

Location: I-70 bridge #039 On California Ave. Over I-70
Work: Bridge Replacement

Bikeways:
Yes ___
No X

Status: Active

Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 1,014,100	\$ -	\$ 1,014,100		
		\$ 912,700	\$ (912,700)	\$ -	\$ -	BRF	2030
ROW	2025	\$ -	\$ 67,600	\$ -	\$ 67,600		
Util.	2026	\$ -	\$ 33,800	\$ -	\$ 33,800		
		\$ 30,400	\$ (30,400)	\$ -	\$ -	BRF	2030
CE	2026	\$ -	\$ 1,014,100	\$ -	\$ 1,014,100		
		\$ 912,700	\$ (912,700)	\$ -	\$ -	BRF	2030
Const.	2026	\$ -	\$ 6,760,800	\$ -	\$ 6,760,800		
		\$ 6,084,700	\$ (6,084,700)	\$ -	\$ -	BRF	2030
TOTALS		\$ 7,940,500	\$ 949,900	\$ -	\$ 8,890,400		

Description:

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

Performance Measure:

PM2: Pavement and bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-03-7 **Jurisdiction:** KDOT **Location:** Along I-470, & US-24 in Topeka
State #: KA-6864-01 **Classification:** Various **Work:** ITS: Roadside sign and camera improvements
Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total	Status: Active	
						Federal Source	AC Conversion Year
PE	2025	\$ -	\$ 175,000	\$ -	\$ 175,000		
Const	2025	\$ -	\$ 202,500	\$ -	\$ 202,500		
CE	2025	\$ -	\$ 1,474,200	\$ -	\$ 1,474,200		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 1,851,700	\$ -	\$ 1,851,700		

Description:
Improvements span 28.4 miles.

Performance: Measure:
PM1: Safety

TIP#: 1-23-05-3 **Jurisdiction:** KDOT **Location:** Bridge #162 on I-70 in Shawnee County
State #: KA-6930-01 **Classification:** Freeway **Work:** Bridge Repairs
Length(mi.)

Phase*	Year of Obligation	Federal	State	Local	Total	Status: Active	
						Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 238,000	\$ -	\$ 238,000		
CE	2024	\$ -	\$ 119,000	\$ -	\$ 119,000		
Const	2024	\$ -	\$ 1,190,000	\$ -	\$ 1,190,000		
PE		\$ 190,400	\$ (190,400)	\$ -	\$ -	NHPP	2029
CE		\$ 95,200	\$ (95,200)	\$ -	\$ -	NHPP	2029
Const		\$ 952,000	\$ (952,000)	\$ -	\$ -	NHPP	2029
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,237,600	\$ 309,400	\$ -	\$ 1,547,000		

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

Performance: Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-06-3		Jurisdiction: KDOT		Location: Bridge #039 on I-70 in Shawnee County			
State #: KA-6932-01		Classification: Freeway		Work: Bridge Repairs			
				Bikeways: Yes ___ No <u>X</u>		Length(mi.)	
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 45.700	\$ -	\$ 45.700		
CE	2024	\$ -	\$ 45.700	\$ -	\$ 45.700		
Const	2024	\$ -	\$ 457.000	\$ -	\$ 457.000		
PE		\$ 41.100	\$ (41.100)	\$ -	\$ -		2029
CE		\$ 41.100	\$ (41.100)	\$ -	\$ -		2029
Const		\$ 411.300	\$ (411.300)	\$ -	\$ -		2029
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 493.500	\$ 54.900	\$ -	\$ 548.400		

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

Performance: Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-23-07-3		Jurisdiction: KDOT		Location: Bridge #261 & #262 on K-4 in SN CO.			
State #: KA-6933-01		Classification: Freeway		Work: Bridge Repairs			
				Bikeways: Yes ___ No <u>X</u>		Length(mi.)	
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 326,400	\$ -	\$ 326,400		
CE	2024	\$ -	\$ 163,200	\$ -	\$ 163,200		
Const	2024	\$ -	\$ 1,632,000	\$ -	\$ 1,632,000		
PE		\$ 261,100	\$ (261,100)	\$ -	\$ -		2029
CE		\$ 130,600	\$ (130,600)	\$ -	\$ -		2029
Const		\$ 1,305,600	\$ (1,305,600)	\$ -	\$ -		2029
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 1,697,300	\$ 424,300	\$ -	\$ 2,121,600		

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

Berm slope protection repair, drainage improvement

Performance: Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-24-02-1
State #: KA-7039-01

Jurisdiction: KDOT
Classification: Freeway

Location: Several Bridges along I-470
Work: Bridge Replacement

Phase*	Year of Obligation	Federal	State	Local	Bikeways:		Federal Source	AC Conversion Year	Length(mi.)
					Yes	No			
PE	2024	\$ -	\$ 4,894,000	\$ -	\$ 4,894,000		BRF		
CE		\$ 4,404,600	\$ (4,404,600)	\$ -	\$ -				
Const		\$ -	\$ -	\$ -	\$ -				
PE		\$ -	\$ -	\$ -	\$ -				
CE		\$ -	\$ -	\$ -	\$ -				
Const		\$ -	\$ -	\$ -	\$ -				
Const		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
TOTALS		\$ 4,404,600	\$ 489,400	\$ -	\$ 4,894,000				

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

Authorized for PE Phase Only

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-23-09-1
State #: KA-7198-01

Jurisdiction: KDOT
Classification: Freeway

Location: I-70: from.41 mi. W of Urish, E to West Edge of MacVicar
Work: Resurfacing I-70

Phase*	Year of Obligation	Federal	State	Local	Bikeways:		Federal Source	AC Conversion Year	Length(mi.)
					Yes	No			
PE	2024	\$ -	\$ 47,500	\$ -	\$ 47,500				
CE	2024	\$ -	\$ 356,300	\$ -	\$ 356,300				
Const	2024	\$ -	\$ 4,750,000	\$ -	\$ 4,750,000				
CE		\$ 320,600	\$ (320,600)	\$ -	\$ -	NHPP	2028		
Const		\$ 4,275,000	\$ (4,275,000)	\$ -	\$ -	NHPP	2028		
Const		\$ -	\$ -	\$ -	\$ -				
Const		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
		\$ -	\$ -	\$ -	\$ -				
TOTALS		\$ 4,595,600	\$ 558,200	\$ -	\$ 5,153,800				

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

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-11-1		Jurisdiction: KDOT		Location: I-470: See Description Below.			
State #: KA-7199-01		Classification: Freeway		Work: Resurfacing I-470			
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
						Length(mi.)	
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2023	\$ -	\$ 41,500	\$ -	\$ 41,500		
CE	2024	\$ -	\$ 311,200	\$ -	\$ 311,200		
Const	2024	\$ -	\$ 4,150,000	\$ -	\$ 4,150,000		
CE		\$ 280,100	\$ (280,100)	\$ -	\$ -	NHPP	2028
Const		\$ 3,735,000	\$ (3,735,000)	\$ -	\$ -	NHPP	2028
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 4,015,100	\$ 487,600	\$ -	\$ 4,502,700		

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

Performance Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-23-10-1		Jurisdiction: KDOT		Location: I-70: from SW 6th Ave, east to .47 mi. east of Croco Rd.			
State #: KA-7239-01		Classification: Freeway		Work: Resurfacing I-70			
				Bikeways: Yes ___ No <u>X</u>		Status: Active	
						Length(mi.)	
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ 45,000	\$ -	\$ 45,000		
CE	2024	\$ -	\$ 337,500	\$ -	\$ 337,500		
Const	2024	\$ -	\$ 4,500,000	\$ -	\$ 4,500,000		
CE		\$ 303,800	\$ (303,800)	\$ -	\$ -	NHPP	2028
Const		\$ 4,050,000	\$ (4,050,000)	\$ -	\$ -	NHPP	2028
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 4,353,800	\$ 528,700	\$ -	\$ 4,882,500		

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

Performance Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-23-12-1		Jurisdiction: KDOT		Location: I-470: in SN CO. from .1 mi. west of Martin Dr. east to KTA			
State #: KA-7240-01		Classification: Freeway		Work: Resurfacing I-470		Length(mi.)	
				Bikeways: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2024	\$ -	\$ 45,000	\$ -	\$ 45,000		
CE	2024	\$ -	\$ 337,800	\$ -	\$ 337,800		
Const	2024	\$ -	\$ 4,500,000	\$ -	\$ 4,500,000		
CE		\$ 303,800	\$ (303,800)	\$ -	\$ -	NHPP	2028
Const		\$ 4,050,000	\$ (4,050,000)	\$ -	\$ -	NHPP	2028
Const		\$ -	\$ -	\$ -	\$ -		
Const		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 4,353,800	\$ 529,000	\$ -	\$ 4,882,800		

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

Performance Measure:
 PM2: Pavement & Bridge Condition

TIP#: 1-24-07-3		Jurisdiction: KDOT		Location: Repair Bridge #157 on US-75 in Shawnee County			
State #: KA-7593-01		Classification: Freeway		Work: Mill, patch, concrete overlay, repair damaged east rail		Length(mi.)	
				Bikeways: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Status: Active	
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
PE	2025	\$ 315,900	\$ 79,000	\$ -	\$ 394,900		
CE	2028	\$ -	\$ 197,400	\$ -	\$ 197,400		
Const	2028	\$ -	\$ 1,974,200	\$ -	\$ 1,974,200		
CE		\$ 157,900	\$ (157,900)	\$ -	\$ -	NHPP	2035
Const		\$ 1,579,400	\$ (1,579,400)	\$ -	\$ -	NHPP	2035
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ 2,053,200	\$ 513,300	\$ -	\$ 2,566,500		

Description:
 US-75: Bridge #157 carrying US-75 southbound lanes over US-24 located at the US-75/US-24 junction

Performance Measure:
 PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-24-08-3		Jurisdiction: KDOT		Location: Repair Bridge #195 on US-75 in Shawnee County						
State #: KA-7594-01		Classification: Freeway		Work: Mill, patch, concrete overlay, repair damaged east rail		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	Federal Source	AC Conversion Year			
PE	2025	\$ 531.100	\$ 132.800	\$ -	\$ 663.900					
CE	2028	\$ -	\$ 332.000	\$ -	\$ 332.000					
Const	2028	\$ -	\$ 3,319.600	\$ -	\$ 3,319.600					
CE		\$ 265.600	\$ (265.600)	\$ -	\$ -	NHPP	2035			
Const		\$ 2,655.700	\$ (2,655.700)	\$ -	\$ -	NHPP	2035			
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
TOTALS		\$ 3,452.400	\$ 863.100	\$ -	\$ 4,315.500					

Description:
US-75: Bridge #195 carrying US-75/I-70 westbound ramp to I-470 southbound over I-70 and W 10th Street in the City of Topeka

Performance: Measure:
PM2: Pavement & Bridge Condition

TIP#: 1-27-01-3		Jurisdiction: KDOT		Location: Topeka: on SW 57th St, 0.2mi. E of US-75						
State #: U-2601-01		Classification: Arterial		Work: Mill, patch, concrete 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	Federal Source	AC Conversion Year			
CE	2027	\$ -	\$ 83,000	\$ 20,700	\$ 103,700					
Const	2027	\$ -	\$ 974,500	\$ 243,600	\$ 1,218,100					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
		\$ -	\$ -	\$ -	\$ -					
TOTALS		\$ -	\$ 1,057,500	\$ 264,300	\$ 1,321,800					

Description:
Selected for the KS Local Bridge Improvement Program. City is responsible for 10% any non-construction costs.

Performance: Measure:
PM2: Pavement & Bridge Condition

Roadway and Bridge Projects

TIP#: 1-26-01-2		Jurisdiction: KDOT		Location: Various intersections within the city of Topeka			
State #: U-2624-01		Classification: Arterial		Work: Intersection safety improvements			
				Bikeways: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Length(mi.)	
				Status: Active			
Phase*	Year of Obligation	Federal	State	Local	Total	Federal Source	AC Conversion Year
Const	2027	\$ -	\$ 71,900	\$ -	\$ 71,900		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -		
TOTALS		\$ -	\$ 71,900	\$ -	\$ 71,900		

Description:
Low-cost signing and pavement marking materials package

Performance Measure:
PM1: Safety

TIP Transit and Paratransit Projects

TIP#: 7-26-01-5

Location: TMTA

Location/Improvement:

State #:

Federal #:

County: SN

Type:

Operating and Preventive Maintenance

Grant	Year of		Mill Levy	FTA (5307)	KDOT	Other	Fares	Total
	Obligation							
FTA (5307)	2026	\$ 7,100,000	\$ 3,000,000	\$ 700,000	\$ 1,000,000	\$ 800,000	\$ 12,600,000	
FTA (5307)	2027	\$ 7,300,000	\$ 3,000,000	\$ 700,000	\$ 800,000	\$ 800,000	\$ 12,600,000	
FTA (5307)	2028	\$ 7,500,000	\$ 3,000,000	\$ 700,000	\$ 700,000	\$ 800,000	\$ 12,700,000	
FTA (5307)	2029	\$ 7,700,000	\$ 3,000,000	\$ 700,000	\$ 600,000	\$ 800,000	\$ 12,800,000	

TOTAL COST: \$ 29,600,000 \$ 12,000,000 \$2,800,000 \$ 3,100,000 \$ 3,200,000 \$ 50,700,000

Status:

Active

Descrip.
2021-2026 Estimated Revenues. FTA (5307) funding will be used for reimbursement of operating and preventive maintenance expenses in Topeka, KS.

TIP#: 7-19-04-4

Location: TMTA

Location/Improv: Purchase 3 Electric Buses.

State #:

Federal #:

County: SN

Type: Capital

Grant	Year of		Mill Levy	FTA	KDOT	Fares	Total
	Obligation						
FTA Low-No	2025-2026	\$ 2,025,093	\$ 1,737,825	\$ -	\$ -	\$ -	\$ 3,762,918
						\$ -	
						\$ -	
						\$ -	
						\$ -	
						\$ -	
						\$ -	
						\$ -	

TOTAL COST: \$ 2,025,093 \$ 1,737,825 \$ - \$ - \$ 3,762,918

Status:

Active

Descrip.
2019 Low or No-Emission (Low-No) Grant Bus Program project for purchase of three Electric Buses to replace three diesel buses.

Three electric buses have been ordered. Estimated delivery, February 2026.

Transit and Paratransit Projects

TIP#: 7-20-01-4
State #:

Location: TMTA
Federal #:

County: SN

Location/Improv: TA Grant for Expansion of bikeshare
Type: Various Improvements

Grant	Year of		Mill Levy	FTA	KDOT	Fares		Total
	Obligation							
5307	2022-2026		\$ 31,300	\$ 125,300	\$ -	\$ -	\$ -	\$ 156,600
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
TOTAL			\$ 31,300	\$ 125,300	\$ -	\$ -	\$ -	\$ 156,600
COST:			\$ 31,300	\$ 125,300	\$ -	\$ -	\$ -	\$ 156,600

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: Completed

TIP#: 7-20-02-4
State #:

Location: TMTA
Federal #:

Location/Improvement: Various
County: SN Type: Capital

Grant	Year of		Mill Levy	FTA	KDOT	Fares		Total
	Obligation							
5339	2020-2026		\$ 326,200	\$ 1,304,800	\$ -	\$ -	\$ -	\$ 1,631,000
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
TOTAL			\$ 326,200	\$ 1,304,800	\$ -	\$ -	\$ -	\$ 1,631,000
COST:			\$ 326,200	\$ 1,304,800	\$ -	\$ -	\$ -	\$ 1,631,000

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

Status: Active

Transit and Paratransit Projects

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

Grant	Year of		FTA	KDOT	Fares	Total
	Obligation	Mill Levy				
KDOT AIC	2022-2026	\$ 74,400	\$ -	\$ 297,700	\$ -	\$ 372,100
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
TOTAL						\$ 372,100
COST:		\$ 74,400	\$ -	\$ 297,700	\$ -	\$ 372,100

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

Status: Active

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

Grant	Year of		FTA	KDOT	Fares	Total
	Obligation	Mill Levy				
FTAA Low- No FY23	2025-2026	\$ 1,316,000	\$ 7,305,500	\$ -	\$ -	\$ 8,621,500
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
TOTAL						\$ 8,621,500
COST:						\$ 8,621,500

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

Status: Active

Funding Summary Table 2026-2029

		2026	2027	2028	2029	Totals	Anticipated Minus Programmed
	Anticipated Funding						
Road and Bridge							
	Local	\$ 80,893,126	\$ 59,105,124	\$ 81,997,823	\$ 69,640,105	\$ 291,636,178	\$ 190,996,112
	State	\$ 61,051,134	\$ 61,966,901	\$ 62,896,405	\$ 63,839,851	\$ 249,754,290	\$ 248,561,790
	Federal	\$ 5,991,651	\$ 7,992,600	\$ 303,805,800	\$ 11,172,800	\$ 328,962,851	\$ (17,275,883)
	Sub-Totals	\$ 147,935,911	\$ 129,064,625	\$ 448,700,028	\$ 144,652,756	\$ 870,353,319	\$ 422,282,019
Transit							
	Local	\$ 8,900,000	\$ 8,900,000	\$ 9,000,000	\$ 9,100,000	\$ 35,900,000	\$ 31,938,307
	State	700,000	700,000	700,000	700,000	\$ 2,800,000	\$ 2,502,300
	Federal	\$ 11,228,125	3,000,000	3,000,000	3,000,000	\$ 20,228,125	\$ 9,000,000
	Sub-Totals	\$ 20,828,125	\$ 12,600,000	\$ 12,700,000	\$ 12,800,000	\$ 58,928,125	\$ 43,440,607
	Totals	\$ 168,764,036	\$ 141,664,625	\$ 461,400,028	\$ 157,452,756	\$ 929,281,444	
		2026	2027	2028	2029	Totals	
	Programmed Expenditures						
Road and Bridge							
	Local	\$ 10,843,692	\$ 16,205,233	\$ 39,529,198	\$ 34,061,943	\$ 100,640,066	
	State	\$ 135,000	\$ 1,057,500	\$ -	\$ -	\$ 1,192,500	
	Federal	\$ 23,267,534	\$ 7,992,600	\$ 303,805,800	\$ 11,172,800	\$ 346,238,734	
	Sub-Totals	\$ 34,246,226	\$ 25,255,333	\$ 343,334,998	\$ 45,234,743	\$ 448,071,300	
Transit							
	Local	\$ 3,961,693	\$ -	\$ -	\$ -	\$ 3,961,693	
	State	\$ 297,700	\$ -	\$ -	\$ -	\$ 297,700	
	Federal	\$ 11,228,125	\$ -	\$ -	\$ -	\$ 11,228,125	
	Sub-Totals	\$ 15,487,518	\$ -	\$ -	\$ -	\$ 15,487,518	
	Totals	\$ 49,733,744	\$ 25,255,333	\$ 343,334,998	\$ 45,234,743	\$ 463,558,818	

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.

“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 ***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 on 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 purpose of providing access to adjacent land. These streets often connect to house lot driveways and alleys in predominantly residential areas. They are not regionally significant. The difficult thing for a region to decide is exactly where in the collector category the line between being and not being regionally significant is drawn.

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

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

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

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

- utility installations along or across a transportation facility;
- construction of certain bicycle and pedestrian facilities;
- activities in the State’s highway safety plan;
- landscaping;
- installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur;
- emergency repairs;
- improvements to rest areas and weigh stations; and
- bus and rail car rehabilitation alterations to facilities and vehicles to make them accessible to persons with disabilities and elderly persons.

Appendix 1 – Glossary

Major Traffic Thoroughfares

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

Major Activity Centers

These locations are places that have significant amounts of economic and/or social activity and generate large volumes of traffic on an hourly or daily basis. These locations include major employment centers, such as the Downtown Topeka Central Business District and large factories. Major shopping areas, such as the Wanamaker Corridor, that attract many shoppers as well as workers are also included. Business parks and industrial parks are included along with individual businesses that employ a hundred or more workers. Employers with one hundred or more employees are typically easy to identify from commercially available databases, and businesses with this many employees typically have some noticeable impact on adjacent streets assuming most of their employees arrive or leave work at about the same time. Generally, if a location has one hundred or more employees or traffic generation traits that trigger a traffic impact analysis to be done, it is a major activity center. Other commercial sites that are smaller

and have fewer employees (e.g., convenience store, gas station, etc.) may have some noticeable traffic impacts, but these locations by themselves are not major activity centers. Major social and recreation areas, such as stadiums and large parks, are also major activity centers with regional impacts.

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

Regionally Significant Roadways

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

At a minimum these roadways are defined as Urban Area and Rural Area roads with a functional classification of Minor Arterial or higher. The functional classification of roadways in the region is determined by the designation of roadway classifications shown in the MTPO approved MTP, and on the Functional Classification Map approved by the MTPO and the FHWA in conjunction with the KDOT.

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

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

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

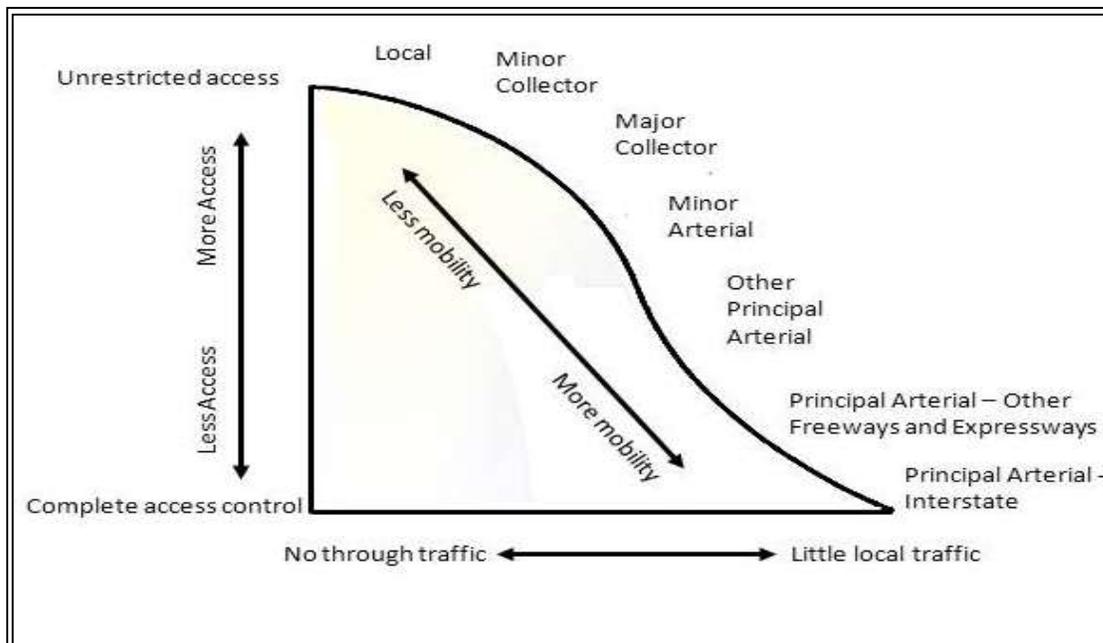
In September 2012, the MTPo approved a Complete Street Policy in support of the region’s vision for a safe, balanced, multi-modal and equitable transportation system that is coordinated with land-use planning and protective of the environment. This policy guides and informs the MTPo’s planning and programming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

Functional Classification of Roads

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

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

Figure 3-1:



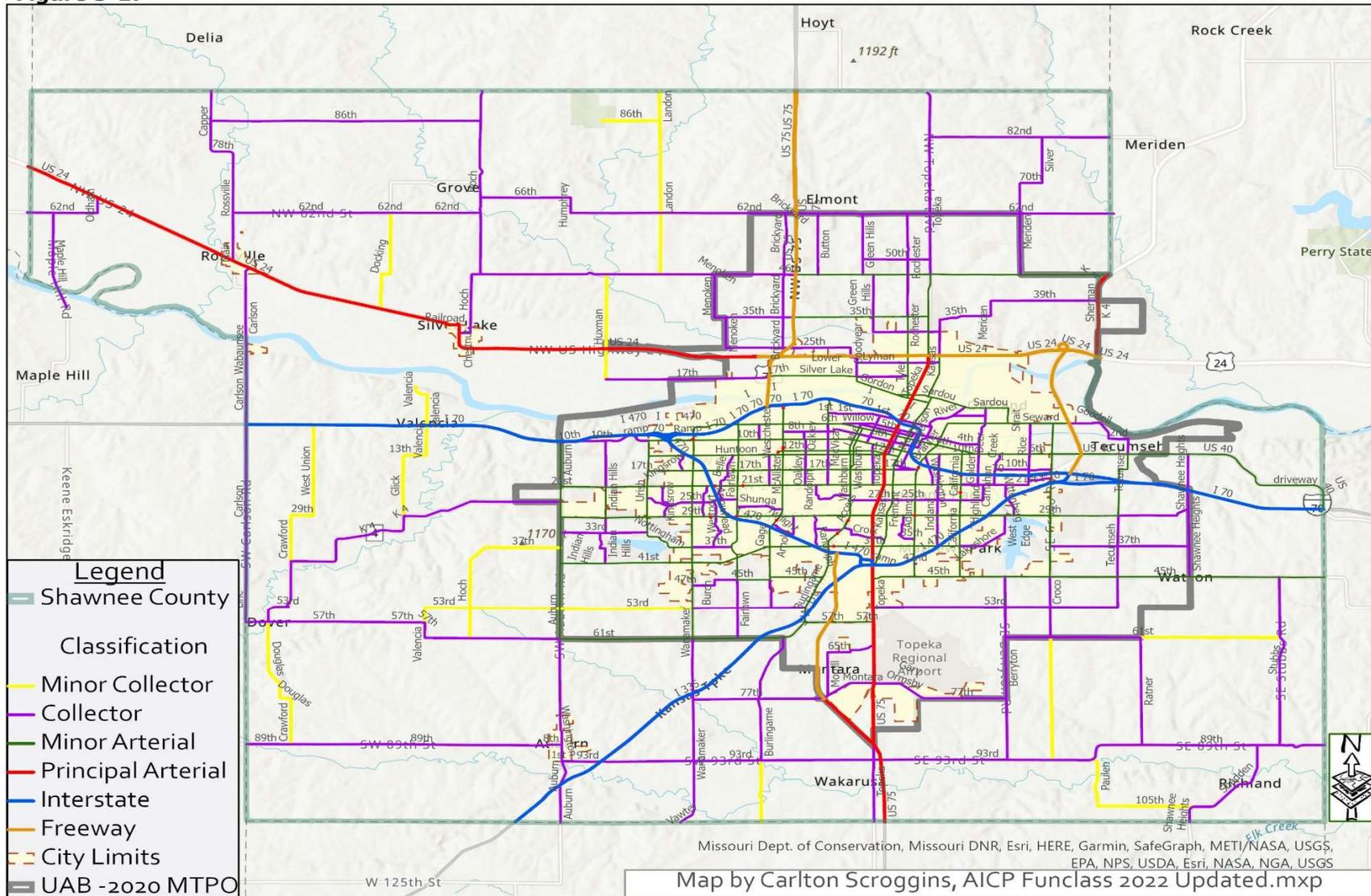
While most roadways offer both “access to property” and “travel mobility” services, it is the roadway’s primary purpose that defines the classification category to which a given roadway belongs.²

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

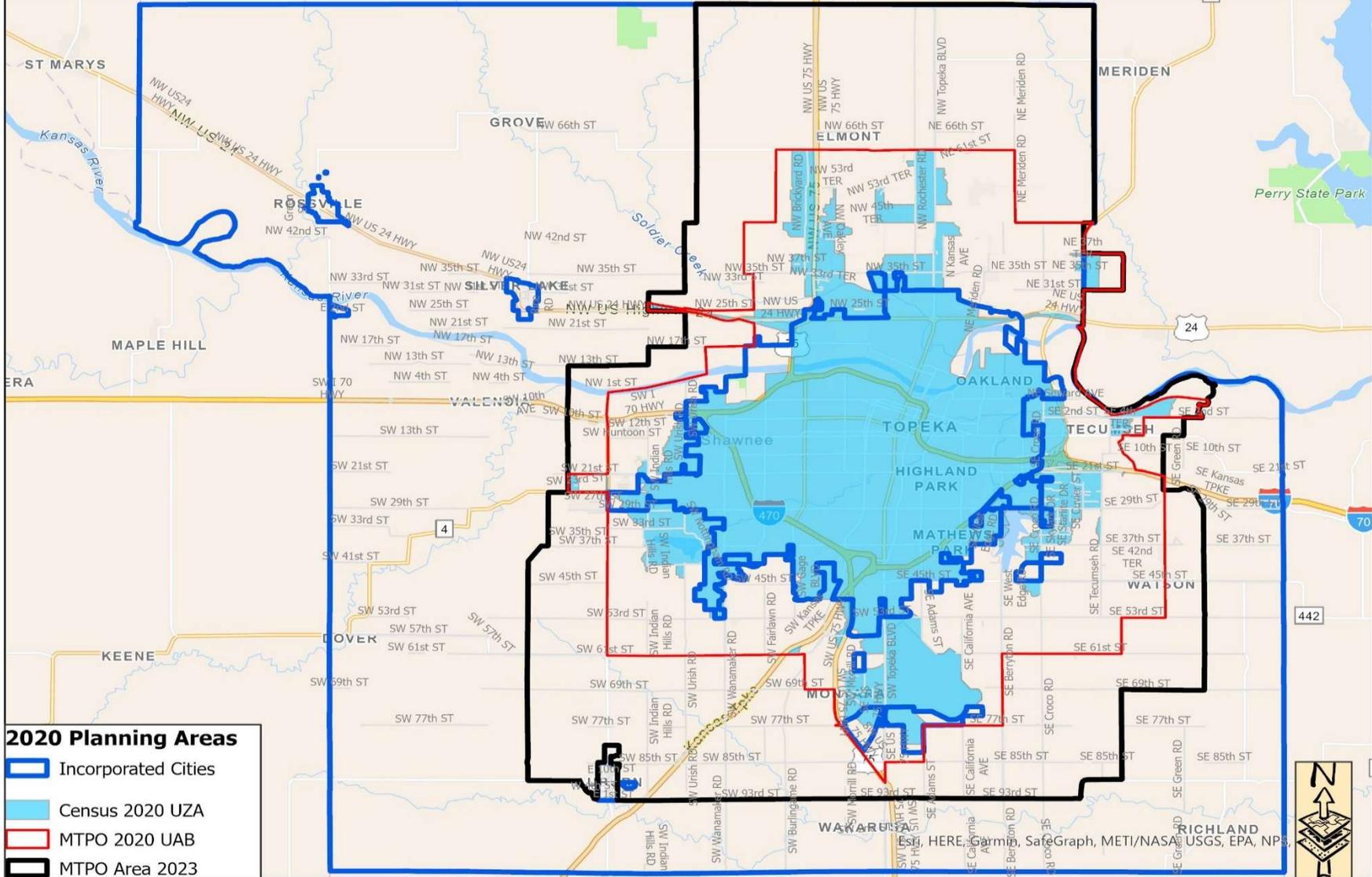
² The use of the term “Local” roadway in the context of functional classification is separate from the use of the term in a jurisdictional context. While it is true that roadways functionally classified as “Local” are often under the jurisdiction of a “local” entity (i.e., incorporated city), Local Roads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

Functional Classification 2022 (Topeka)

Figure 3-1:



MTPO 2020 Planning Area/Census Urbanized Area/Urban Area Boundary



2020 Planning Areas

- █ Incorporated Cities
- █ Census 2020 UZA
- █ MTPO 2020 UAB
- █ MTPO Area 2023



MTPO

Metropolitan Topeka Planning Organization

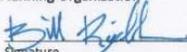
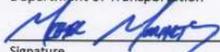
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MTPO Self-Certification

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 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 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	Kansas Department of Transportation
 Signature	 Signature
<u>Bill Riphahn</u> Printed Name	<u>MICHAEL MORIARTY</u> Printed Name
MTPO Chair Title	Bureau Chief of Transportation Planning Title
<u>12/30/2020</u> Date	<u>4/18/21</u> Date

Appendix 1 Summary of Amendments