City Council Committee Meeting Notice

CITY COUNCIL
City Hall, 215 SE 7th Street, Suite 255
Topeka, KS 66603-3914
Tel: (785) 368-3710
www.topeka.org

Committee: Public Infrastructure
Meeting Date: November 19, 2024
Time: 11:00am
Location: 1st Floor Conference Room; Cyrus K. Holliday Building 620 SE Madison *virtual attendance option is available*

Agenda*:*

1. Call to Order
2. Approval of October 15, 2024 Meeting Minutes
3. Action Items:
   a. CIP Funding Source Amendments
   b. FIRM Repair Update
4. Presentation: SW 4th Ave. & SW 5th St. from Topeka to Kansas-Safety Review
5. Other Items:
6. Adjourn

NOTICE: There will be a virtual Special Meeting November 22, 2024 and a regular scheduled meeting December 19th at 11:00am; 1st Floor Conference Room at the Holliday Building

STAFF REQUESTED: Assistant City Manager Braxton Copley, Budget & Finance Division Director Josh McAnarney, Deputy Director Pubic Works Jason Tryon

Members: Sylvia Ortiz (Chair) – District 3
David Banks – District 4
Neil Dobler – District 7

In-person and virtual attendance options are available. Members of the public are asked to contact the City Council office at 785-368-3710 or email councilassist@topeka.org before 5:00pm on day prior of meeting to receive the log-in information. The meeting will be live-streamed on the City of Topeka Facebook and City4 Communications platforms.

Contact: Tonya Bailey, Senior Executive Assistant
Tara Jefferies, Senior Executive Assistant
Council Office councilassist@topeka.org 785-368-3710

CITY OF TOPEKA

CITY COUNCIL COMMITTEE
MEETING MINUTES

PUBLIC
INFRASTRUCTURE
COMMITTEE

CITY COUNCIL
City Hall, 215 SE 7th Street, Suite 255
Topeka, KS 66603-3914
Tel: 785-368-3710
Fax: 785-368-3958
www.topeka.org

Date: October 15, 2024
Time: 11:00 a.m.
Location: 1st Floor Conference Room; Cyrus K. Holliday Building 620 SE Madison (*virtual attendance option also available*)

Committee members present: Council members Sylvia Ortiz (Chair) and David Banks. Neil Dobler absent.

City staff present: City Manager Robert M. Perez, Assistant City Manager Braxton Copley, Senior Attorney Brandy Roy-Bachman, Utilities Director Sylvia Davis, Planning and Development Services Director Rhiannon Friedman, Public Works Deputy Director Jason Tryon, Mark Schreiner, Nicole Malott, Travis Lathrop, Mark Bidwell

Council staff present: Councilmember Marcus Miller and Michelle Hoferer.

Call to Order
Chairwoman Ortiz called the meeting to order at 11:00 am.

Approval of October 4, 2024 Special Meeting Minutes
Committee member Ortiz made a motion to approve the October 4, 2024 Special Meeting minutes. Committee member Banks seconded. Motion approved 2-0-0.

Huntoon Street Project No. 701025.00

Braxton Copley, Assistant City Manager, stated the need to discuss and establish a preliminary design with an overall high-level cost estimate and also get public engagement for the Huntoon Street Project (Gage to Harrison Avenue). Bartlett & West, 1200 SW Executive Drive, in Topeka was contracted as the consultant.

Jeff Lolley, Project Manager, with Bartlett & West provided a presentation for the Huntoon Street Project -Gage to Harrison Avenue.

- (1) Existing pavement conditions report (2) Existing Utility Review (3) Traffic study.
- Utilities Considered: (1) Sanitary; costs $400,000 to $600,000 (2) Water; $2.7 million to $6.3 million (3) Storm; $1.5 million estimated construction costs.

- Safety analysis was conducted and after review of the traffic levels it indicated that a single lane design will improve safety for drivers, pedestrians, and cyclists along SW Huntoon Ave. from SW Topeka Blvd and SW Gage Blvd.
- Public involvement meetings held; June 20, July 23, September 9, 2024 at Topeka & Shawnee County Public Library.

  Public Meeting Survey:
  - 77% of respondents voted for Option 2 – Full Design with Single-Lane Road and Complete Streets Elements
  - 20% of respondents voted for Option 3–Full Design with Two-Lane Road and Complete Streets Elements
  - 3% of respondents voted for Option 1–Street Maintenance Only (No Complete Streets Elements)

- Street Maintenance Only Option; 2024 Estimated $7 million to $9 million for construction-Including replacement of existing utilities and install new utilities, replace and repair pavement, sidewalk infill, overlay of roadway, time line 3 years of construction. It does not include; street elements, lighting, shared use path, pedestrian improvement, or private drives
- Reconstruction Option; New roadway/storm sewer, shared path/sidewalks/ramps/bike lane/on-street parking, street lighting, landscaping, traffic signals, safety improvements to intersections. 2024 estimated at $13.4 million for construction with 2027 estimated at $14.9 million
- City of Topeka CIP construction budget in 2024 is $15.9 million

Committee Chair Ortiz asked Jeff Lolley how many businesses attended the public meetings and how many surveys were collected. He reported 5-6 businesses attended public meetings and there were 60 surveys that responded. She expressed the importance of watching the budget and taking full consideration for ways to make cuts. She also inquired about the current Pavement Condition Index (PCI). Braxton Copley stated he would get that report to Ortiz for Huntoon Street.

Councilmember Hoferer inquired about locations of the cores that were extracted from the pavement. Jeff Lolley confirmed all different locations were reviewed. She also asked about the alley entries. Lolley responded that they are replaced up to the right away of the street. She stated she does not support 8-10 foot shared use paths and spoke to the difficulty that emergency responders or large trucks have with raised islands. Lolley stated that it will be the plan to preserve existing parking and minimize disruption and costs. Hoferer added she does support completing the underground utilities.

Councilmember Marcus Miller stated that he spoke to many citizens from the College Hill area and they were in support of the project.

Committee member David Banks and Councilmember Michelle Hoferer expressed their thoughts about bike trails and that there are already many trails in Topeka.

Braxton Copley, Assistant City Manager, stated that the intent is to take this information to the Governing Body on November 12th to get guidance on what the design contract will entail. Options are (1) Do nothing (2) Maintenance work with mill and overlay (3) Full depth reconstruction.

Lead Service Line replacement and Amendment of the 2025 CIP Project No. 281361.00

Sylvia Davis, Utilities Director, reported the Lead & Copper Rule Revisions (LCRR) announcement was presented at the Governing Body meeting October 1, 2024. She added the City would receive a $74 million State Revolving Fund Loan with a 50% fund match requirement from the City of Topeka. There is a need for Resolution to amend the 2025-2034 and the 2025-2027 CIB for the Lead Service Line Replacement Project. She added the program is set for a ten-year program, and coincides with the compliance schedule.

MOTION: Committee member Ortiz made a motion to approve the request for Resolution amending the 2025-2034 CIP and the 205-2027 CIB for the Lead Service Line Replacement Project. Committee member Banks seconded. Approved 2-0-0.

Other Items

Rhiannon Friedman, Planning and Development Services Director, announced that a $4 million Lead Hazard Reduction Grant was received for U.S. Department of Housing and Urban Development (HUD). The grant will enhance child safety and housing health.

Committee Chair Sylvia Ortiz thanked the Public Works Department staff for their hard work with the storm damage throughout Topeka.

Adjourned 11: 39 a.m.

This meeting can be viewed online at: https://youtu.be/dRwyiN5itSw

City of Topeka
Public
Infrastructure
Committee

214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org

DATE: September 17, 2024

CONTACT PERSON: Josh McAnarney, Budget & Finance Division Director

SUBJECT: CIP Amendments

PROJECT #: 241078, 141036, 601160, 131088

DOCUMENT DESCRIPTION:

CIP funding source changes for some past projects.

ATTACHMENTS:

CIP Funding Source Memo

CITY OF TOPEKA

City of Topeka Finance Department
215 SE 7th St, Rm 355
Topeka, KS 66603

budget@topeka.org
785-368-3970
www.topeka.org

To: Public Works Infrastructure Committee
From: Josh McAnarney, Budget Manager
Date: October 24, 2024
Re: CIP Amendments

Staff is recommending the following changes to the CIP:

- **2023 CIP**: Amend the funding source for project **241078 – 2023 Infill Sidewalk Program** from GO Bonds to Federal Funds Exchange (FFE) for $600,000.
- **2024 CIP**: Amend the funding source for project **141036 – 2024 Traffic Signals Program** from a split of $400,000 FFE and $800,000 GO Bonds to fully Federal Funds Exchange funded for a total of $1,200,000.
- **2024 CIP**: Amend the funding source for project **601160 – Neighborhood Infrastructure (DREAMS 1)** from $1,500,000 of general fund cash to $750,000 of Citywide Half-Cent Sales Tax and $750,000 of Cash. Project total is not changing.
- **2025 CIP**: Amend the funding source for project **131088 – Facilities Improvement, Repair, and Maintenance Program (FIRM)** from Cash to GO Bonds for $2,300,000.

Attached as a supplement are the Federal Funds Exchange guidelines. Lastly, the proposed operating budget for 2025 factors in the amendments above.

March 2018

Kansas
Department of Transportation

FEDERAL FUND EXCHANGE PROGRAM GUIDELINES

Program Description

The federal fund exchange program is a voluntary program that allows a local public agency (LPA) to trade all or a portion of its federal fund allocations in a specific federal fiscal year with the Kansas Department of Transportation (KDOT) in exchange for state transportation dollars or with another LPA in exchange for their local funds.

Eligible Participants

Only LPAs that are eligible to receive a federal funding allocation may participate in the federal fund exchange program. Eligible LPAs include all counties in the state and cities with population greater than 5,000 that are not located in a Transportation Management Area (TMA). Currently the only TMAs in Kansas are the Mid America Regional Council (MARC – Kansas City Region) and the Wichita Area Metropolitan Planning Organization (WAMPO).

Participation in the program is optional. An eligible LPA may choose to exchange its federal funds or it may use the funds to develop a federal-aid project following the established procedures.

Federal Fund Distribution

A portion of the STPBG dollars that are made available to the State of Kansas are shared with LPAs. The funds are distributed to cities and counties based on federal law, state statute, or the policy of KDOT. Following is a summary of the methods of distribution of the federal funds.

Counties

STPBG funds are allocated to each of the counties in the state in accordance with KSA 68-402b, which provides for the distribution to be in the same proportion as the total gross amount of moneys received by each county from the Special City and County Highway Fund and the County Equalization and Adjustment Fund. Factors that determine this distribution are number of vehicle registrations, total miles of roads, and estimated average daily vehicle miles traveled in a county.

Small Urban (Cities not in a TMA with population greater than 5,000)
STPBG funds allocated to small urban cities are distributed to each city in proportion to its population relative to the total population of all eligible cities.

Exchange Rate

The exchange rate will be determined by the Secretary of Transportation on an annual basis.

Available Funds

KDOT will determine the amount of state funds available for exchange annually at the time the federal funding is confirmed for a federal fiscal year. KDOT may conduct more frequent reviews of available funding when necessary as a result of funding or budgetary considerations.

Allowable Uses of State Funds

The LPA is required to use the state funds for specific types of transportation improvement projects. This program allows a wider variety of projects and ranges of scope than the federal-aid program would permit. Acceptable project scopes include but are not limited to the following.

- Roadway construction, reconstruction, or rehabilitation.
- Pavement preservation including overlay, mill/overlay, chip and seal, pavement patching, or crack sealing.
- Purchase of aggregate to be placed exclusively on a specific section(s) of public road by LPA forces.
- Safety improvements including signing, traffic signals, pavement marking, removal of roadside obstacles, installation or upgrade of guardrails, or installation of turn lanes.
- Installation of erosion protection measures in roadside ditches or around drainage structures.
- Construction or reconstruction of sidewalks, ADA ramps, or pedestrian signals.
- Replacement of deteriorated curb and gutter.
- Storm sewer repairs to restore or enhance positive drainage.
- Bridge construction or replacement.
- Bridge rehabilitation or repair.
- Bridge painting.
- Bridge removal.
- Construction of low-water crossings.
- Improvements to transit or other multi-modal systems

The state funds may be used for all phases of a project. These include, but are not limited to: 1) preliminary engineering; 2) right-of-way acquisition; 3) utility relocations; 4) construction; and 5) construction inspection.

When work is performed by the LPA's forces, the cost of labor, equipment, material and supplies are eligible for reimbursement. No reimbursement shall be made for costs of mobilization, depreciation, profit or overhead. The LPA will be required to provide detailed work records documenting the actual costs incurred for labor and equipment provided by the LPA. Reimbursable equipment rates used by the LPA shall not exceed the KDOT equipment rates compiled periodically by KDOT's Bureau of Maintenance unless approved prior to construction.

The LPA may develop the project following its own procedures, criteria, and standards. All work performed shall be consistent with the Kansas Statutes, applicable regulations, and normal engineering practices for the work being done. Any work performed on the state highway or city connecting link will require coordination with the local KDOT Area Office.

All *Request to Exchange* and *Request for Reimbursement* forms must be received by KDOT no later than September 15 of each year. Any funds not requested by September 15 will be lost to the LPA.

Fund Exchange Agreement

Upon approval, KDOT and the LPA will enter into an agreement for the exchange of funds. This agreement will outline the amount of federal obligation authority to be transferred to KDOT, the amount of state funds to be provided to the LPA, the method of payment of the state funds to the LPA, any limitations that may apply to the use of these funds, and the specific responsibilities of each party.

Application

An LPA that wishes to exchange its federal funds will submit to the KDOT Bureau of Local Projects a "Request to Exchange Federal Funds" outlining the amount of federal funds the LPA wants to exchange, and providing the contact information for the person designated to be the main contact for the LPA.

Payment of State Funds

State fund exchange dollars will be paid to the LPA on a reimbursement basis up to the maximum amount specified in the agreement. The LPA will need to submit to BLP a Federal

Fund Exchange Request for Reimbursement (KDOT Form 1318). The Fund Exchange Agreement will set forth the request for reimbursement process. A request for reimbursement may be submitted at the completion of the project or progress payments may be made during the development and construction of the project and as the LPA expends dollars. Project costs that exceed the maximum dollar amount specified in the agreement will be the responsibility of the LPA.

Final Review

Upon completion of the project, the LPA will notify KDOT Bureau of Local Projects. KDOT staff may perform a final review of the project to confirm compliance with the terms of the agreement.

Questions

Any questions regarding the Federal Fund Exchange Program should be directed to the KDOT Bureau of Local Projects at (785) 296-3861 or at KDOT's toll-free number, 1-877-550-5368. As an alternative, you may email us at Lpeplans@ksdot.org.

Capital Improvement Project Summary

Project Name:	Infill Sidewalk/Ped Plan 2023	**Council Priority:**	Developing Neighborhoods
Project Number:	241078.00	**Project Year(s):**	2023 to 2032
Department:	Public Works	**Estimated Useful Life:**	40 Year(s)
Division:	N/A	**Contact:**	Mark Schreiner
Council District(s):	Multiple	**New to CIP?**	No
Type:	Repair/Replace	**If Not New, First Year in CIP:**	2019
Project Status:	Design	**Previously Approved in CIB:**	
Primary Funding Source:	Federal Funds	**New money in CIB:**	
Estimated Operating Cost		**Total Current CIB:**	
CIP Years 4-10:	$0	**Total Project Cost:**	

Project Description:

This program constructs new sidewalks and restores existing sidewalks to provide for continuous compliant pedestrian connectivity that is identified in the Pedestrian Master Plan or through requests from the public. The program will improve connectivity by extending the network of pedestrian routes in the community and adding to the City's multi-modal transportation system. Priority projects will focus on the areas identified in the Pedestrian Master Plan. A detailed list of projects is not available due to constant changes in need, priority, and cost.

Project Justification:

The city has identified over 14,000 linear feet of sidewalks categorized as in poor or very poor condition. Entire city network of sidewalks within city limits have not been assessed, so actual replacement needs will be higher.

History:

For years 2017 through 2021, $3,125,000 was budgeted. A total of $2,482,744 has been spent or encumbered as of 11/01/2021 with $642,257 of spending authority remaining. $214,285 of the remaining is not allocated.

Project Estimates	2023	2024	2025	2026	2027	2028-2032	Total CIP
Design/Admin Fees	$ 45,000	$ -					$ 45,000
Right of Way	$ -						$ -
Construction/Service Fees	$ 555,000						$ 555,000
Contingency	$ -						$ -
Technology	$ -						$ -
Financing Costs (Temp Notes)	$						$
Cost of Issuance (Rev/GO Bonds)	$						$
Debt Reserve Fund (Rev Bond)	$ -						$ -
Capitalized Interest	$ -						$ -
Totals	**$ 600,000**						**$ 600,000**

Financing Sources	2023	2024	2025	2026	2027	2028-2032	Total CIP
G.O. Bonds and or ARPA	$ -					$ -	$ -
Revenue Bonds and or ARPA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fix Our Streets Sales Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Countywide JEDO Sales Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund General	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Facilities	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Fleet	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund IT	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Parking	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Stormwater	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Wastewater	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Water	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Federal Funds	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ 600,000
G.O. Bonds - Special	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	**$ 600,000**						**$ 600,000**

Capital Improvement Project Summary

		Project Type:	Traffic
Project Name:	Traffic Signal Replacement Program 2024	**Council Priority:**	Investing in Infrastructure
Project Number:	141036.00	**Project Year(s):**	2024
Department:	Public Works	**Estimated Useful Life:**	30 Year(s)
Division:	Traffic	**Contact:**	Lee Holmes
Council District(s):	Multiple	**New to CIP?**	No
Type:	Repair/Replace	**If Not New, First Year in CIP:**	
Primary Funding Source:	Federal Funds	**2024-2032 $ Approved in previous CIP**	$885,000
Estimated Operating Cost	$0	**New money in 2024-2033 CIP:**	$315,000
Total Project Cost:	$1,200,000	**Total 2024-2033 CIP:**	$1,200,000
Funds Approved Prior to 2024		**Total 2024-2026 3 year CIB:**	$1,200,000

Project Description:

The Traffic Signal Replacement Program provides for the replacement of traffic signals located throughout the City. The City currently has approximately 186 signalized intersections, and at the proposed funding levels, 3 signals can be replaced per year. At this pace, the replacement cycle is approximately 60 years. Signals are selected for replacement based on physical condition, operational deficiencies, and capabilities of electronic components to detect vehicles, bikes, and pedestrians. New systems will incorporate the latest technology and meet the requirements of the Manual on Uniform Traffic Control Devices (MUTCD). With the advances in signal technologies and wear and tear on the system (including wind loading), the replacement cycle pushes the useful life of the signal components. The three (3) signalized intersections tentatively selected for replacement in 2024 are: SW 21st Street & SW Chelsea Street, I-70 eastbound ramps & SE Adams Street, and SE 6th Avenue & SE Golden Avenue. These locations may change due to unforeseen situations that may arise during 2023 or early 2024.

Project Justification:

This program is part of the routine maintenance that is needed for Traffic Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, the City is able to mitigate potential traffic disruptions.

History:

Project Estimates	**2024**	**2025**	**2026**	**2027**	**2028**	**2029-2033**	**Total CIP**
Design/Admin Fees	$ 170,000	$ -	$ -	$ -	$ -	$ -	$ 170,000
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction/Service Fees		$ -	$ -	$ -	$ -	$ -	$ -
Contingency	$ 1,030,000	$ -	$ -	$ -	$ -	$ -	$ 1,030,000
Technology	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Financing Costs (Temp Notes)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Cost of Issuance (Rev/GO Bonds)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Debt Reserve Fund (Rev Bond)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Capitalized Interest	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	**$ 1,200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,200,000**

Financing Sources	**2024**	**2025**	**2026**	**2027**	**2028**	**2029-2033**	**Total CIP**
G.O. Bonds	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Revenue Bonds	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ARPA and/or G.O. Bonds	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fix Our Streets Sales Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Countywide Sales Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund General	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Facilities	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Fleet	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund IT	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Parking	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Stormwater	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Wastewater	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Operating Fund Water	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Federal Funds	$ 1,200,000	$ -	$ -	$ -	$ -	$ -	$ 1,200,000
CDBG	$ -	$ -	$ -	$ -	$ -	$ -	$ -
G.O. Bonds - Special	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	**$ 1,200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,200,000**

Capital Improvement Project Summary

		Project Type:	Neighborhoods
Project Name:	Neighborhood Infrastructure (DREAMS 1) 2024	**Council Priority:**	Developing Neighborhoods
Project Number:	601160.00	**Project Year(s):**	2024
Department:	Public Works	**Estimated Useful Life:**	30 Year(s)
Division:	Street	**Contact:**	Lee Holmes
Council District(s):	Multiple	**New to CIP?**	No
Type:	Repair/Replace	**If Not New, First Year in CIP:**	2019
Primary Funding Source:	Multiple	**2024-2032 $ Approved in previous CIP**	$1,980,000
Estimated Operating Cost	$0	**New money in 2024-2033 CIP:**	$0
Total Project Cost:	$1,980,000	**Total 2024-2033 CIP:**	$1,980,000
Funds Approved Prior to 2024		**Total 2024-2026 3 year CIB:**	$1,980,000

Project Description:

This program is a component of the Topeka DREAMS Neighborhood Improvement Initiatives Program. The City will target a majority of neighborhood infrastructure resources in one redevelopment area or neighborhood every two years for the DREAMS 1 program. Infrastructure funding invested in this program will allow for improvements in areas such as rebuilding deteriorated streets, curb/gutter, alleys, sidewalks, and the replacement of impacted wastewater structures. These funds are leveraged with the Community Development Block Grant (CDBG) and HOME Investment Partnership funds that are utilized for housing rehabilitation ($300,000). The targeted area for 2024 is Holliday Park, where the projects include but are not limited to: housing rehab and demolition, reducing the distribution and density of multi-family dwellings, replacing substandard brick sidewalks with concrete sidewalks, replacing missing/crumbling curbs, and providing residents with resources to maintain their homes according to minimum acceptable standards.

Project Justification:

Infrastructure funding invested in this program will allow for improvements such as rebuilding deteriorated streets, curb/gutter, alleys, and sidewalks. Included is a funding component for the replacement of wastewater structures that are impacted by the improvements.

History:

Project Estimates	**2024**	**2025**	**2026**	**2027**	**2028**	**2029-2033**	**Total CIP**
Design/Admin Fees	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction/Service Fees	$ 1,780,000	$ -	$ -	$ -	$ -	$ -	$ 1,780,000
Contingency	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
Technology	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Financing Costs (Temp Notes)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Cost of Issuance (Rev/GO Bonds)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Debt Reserve Fund (Rev Bond)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Capitalized Interest	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	**$ 1,980,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,980,000**

Financing Sources	**2024**	**2025**	**2026**	**2027**	**2028**	**2029-2033**	**Total CIP**
G.O. Bonds	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
Revenue Bonds	$	-	$ -	$ -	$ -	$ -	$ -
ARPA and/or G.O. Bonds	$	-	$ -	$ -	$ -	$ -	$ -
Fix Our Streets Sales Tax	$ $750,000	-	$ -	$ -	$ -	$ -	$ -
Countywide JEDO Sales Tax	$	-	$ -	$ -	$ -	$ -	$ -
Operating Fund General	$ $750,000	-	$ -	$ -	$ -	$ -	$ -
Operating Fund Facilities	$	-	$ -	$ -	$ -	$ -	$ -
Operating Fund Fleet	$	-	$ -	$ -	$ -	$ -	$ -
Operating Fund IT	$	-	$ -	$ -	$ -	$ -	$ -
Operating Fund Parking	$	-	$ -	$ -	$ -	$ -	$ -
Operating Fund Stormwater	$	-	$ -	$ -	$ -	$ -	$ -
Operating Fund Wastewater	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000
Operating Fund Water	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Federal Funds Exchange	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CDBG	$ 330,000	$ -	$ -	$ -	$ -	$ -	$ 330,000
G.O. Bonds - Special	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	**$ 1,980,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,980,000**

Capital Improvement Project Summary

Project Name:	**2025 FIRM**	**Department:**	Public Works
Project Number:	131088.00	**Division:**	Facilities
Primary Funding Source:	Operating Fund General	**Contact:**	Jason Tryon
Multiple Funds:	No	**New Project?**	No
Council District(s):	Multiple	**1st CIP Year:**	
Total Budget	$ 2,346,000	**Type:**	Program

Project Description & Justification:

This project involves planning, designing, repairing, and constructing administrative, operations, fire, and other facilities. Infrastructure improvements cover mechanical, electrical, and plumbing projects, including engineering. Additionally, it may address building envelopes, roofs, interior renovations, and other necessary items to maintain City facilities in a serviceable condition and in compliance with City codes.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Construction/Service Fees	$ -	$ 2,300,000	$ -	$ -	$ -	$ -	$ -	$ 2,300,000
Cost of Issuance (Rev/GO Bonds)	$ -	$ 46,000	$ -	$ -	$ -	$ -	$ -	$ 46,000
Totals	**$ -**	**$ 2,346,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,346,000**

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	$ -	$ 2,346,000	$ -	$ -	$ -	$ -	$ -	$ 2,346,000
Totals	**$ -**	**$ 2,346,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,346,000**

City of Topeka
Public
Infrastructure
Committee

214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org

DATE: November 19, 2024

CONTACT PERSON: Jason Tryon, Deputy Director of Public Works

SUBJECT: Facilities Improvements, Repair & Maintenance Program

PROJECT #:

DOCUMENT DESCRIPTION:

The attached projects are anticipated for use of the 2025 FIRM Funds; if approved projects will bid and then any contract awards will be brought before the Infrastructure Committee for recommendation to the full Governing Body for approval.

ATTACHMENTS:

2025 FIRM Funds - Memo

CITY OF TOPEKA
Department of Public Works
620 SE Madison Street
Topeka, KS 66607

Date: November 19th, 2024

To: Dr. Robert Perez City Manager
From: Jason Tryon, Deputy Director of Public Works

Re: Facilities Improvements, Repair and Maintenance Program

The following projects are anticipated for use of the 2025 FIRM funds, we have also included additional projects in years 2026, 2027 and 2028 forward, in the event those funds are approved in future CIP years. These projects were identified in previous assessments conducted on all city buildings, and in coordination with the facilities division to identify the most urgent needs.

Costs are only estimates and will be refined. If approved we will take the appropriate projects to bid, any contract awards will be brought before the infrastructure committee for recommendation to the full governing body for approval.

YEAR	BUILDING	PROJECT NAME	DESCRIPTION	COST EST.
2025	LEC	FREIGHT ELEVATOR REPLACE BOTTLE JACK AND MOD	Replace outdated and noncompliant freight elevator equipment.	$279,360
		GARAGE STRUCTURAL	Structural and waterproofing repairs at underground LEC garage, expansion joints, drainage systems and sealing concrete.	$534,000
		VARIABLE AIR VOLUME CONTROLS, MINISPLIT AND EXHAUST REPLACEMENTS	Replace minisplit systems in IT closets and dispatch, failing vav's and exhaust fans to improve fresh air circulation.	$191,960
	TPAC	EXTERIOR LIGHTING	Reroute existing wiring to central control panel.	$78,000
		TPAC RAMP	ADA ramp on East side of TPAC including handrail, ADA parking spaces and regrading of sidewalk and LED lighting.	$218,000

YEAR	BUILDING	PROJECT NAME	DESCRIPTION	COST EST.
2025	TPAC	TPAC STEPS, SOUTH SIDEWALK	Remove landing, replace concrete, handrail and south entry sidewalk panels	$252,000
	FIRE STATIONS 4, 6	WINDOWS	Replace windows for improved energy efficiency and historic stations	$250,000
	STREET/FACILITIES	HVAC	HVAC replacements at both buildings to replace aging systems	$109,000
	CH/HOLL	CITY HALL/HOLLIDAY SECURITY UPGRADES	Installation of monitored security alarms (panic buttons)	$68,000
	IMPOUND LOT	FENCE (NORTH)	Replace security fence barrier between impound storage and levee.	$18,000
	CODE COMPLIANCE BUILDING	PLUMBING UPGRADES	Replace outdated plumbing and domestic water heater.	$7,200
	POLICE RANGE	DOMESTIC WATER HEATER	Install domestic water heater.	$4,200

YEAR	BUILDING	PROJECT NAME	DESCRIPTION	COST EST.
2026	HOLLIDAY	HVAC BALANCING AND REFRESH	Internal HVAC, replace Variable air volume controls (VAV), replace pneumatic controls, test and balance system, 1st floor refresh, paint, carpet, private meetings spaces, replace exterior window tinting.	$1,008,000
	LEC	GARAGE STRUCTURAL	Structural and waterproofing repairs at underground LEC garage, expansion joints, drainage systems and sealing concrete.	$533,000
		LEC Police Side MOD	Replace outdated and noncompliant elevator equipment.	$126,473
	FIRE STATIONS 1,2,4,5,6,7,8,12	REFRESH	Replace cabinetry, countertops, bathroom fixtures and appliances as necessary for upgraded longevity and durability.	$450,000
	FIRE STATIONS 10	REFRESH	Renovation phased over 2 years, remodel, upgraded privacy to sleeping quarters, women's locker room, kitchen renovation.	$300,000

YEAR	BUILDING	PROJECT NAME	DESCRIPTION	COST EST.
2027	FIRE STATION 11	REFRESH	Renovation, upgraded privacy to sleeping quarters, women's locker room, kitchen renovation.	$850,000
	FIRE STATION 10	REFRESH PHASE 2	Renovation phased over 2 years, upgraded privacy to sleeping quarters, women's locker room, kitchen renovation.	$550,000
	LEC	GARAGE STRUCTURAL	Structural and waterproofing repairs at underground LEC garage, expansion joints, drainage systems and sealing concrete.	$533,000
	STREET	MISCELLANEOUS MECHANICAL UPGRADES	Replace aging electrical panels and associated equipment, lighting, wiring, overhead door controls, vehicle exhaust and plumbing.	$146,400
	FIRE FLEET	ELECTRICAL/PLUMBING REPLACEMENTS	Replace aging electrical panels and water supply return.	$117,840
	TRAFFIC	MISCELLANEOUS MECHNICAL REPLACEMENTS	Replace aging HVAC, upgrade lighting and replace domestic water heater.	$79,800

YEAR	BUILDING	PROJECT NAME	DESCRIPTION	COST EST.
2028+	ALL FIRE STATION	BACKUP POWER SUPPLY	Emergency backup power supplies at all Fire stations including generators, electrical service separation and transfer switches as needed.	$1,560,000
	CITY HALL	INTERIOR PIPING/DRAINS	Flush and replace domestic waste plumbing and drains as needed.	$1,284,000
	8TH AND MADISON	REPAVE	Repair and replace failing asphalt/concrete and curb and gutter.	$400,000
	LEC	FIRE PROTECTION	Repair and replace fire protection piping and sprinkler heads as needed.	$200,400
		LEC Sheriff Side MOD	Replace outdated and noncompliant elevator equipment.	$126,472
	IMPOUND STORAGE	HVAC	Replace HVAC for storage facility used by impact avenues.	$12,000
	TPAC	RE-KEY CITY HALL	Consolidate key system across City buildings	$UNK

City of Topeka
Public
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Committee

214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org

DATE: November 19, 2024

CONTACT PERSON: Braxton Copley

SUBJECT: SW 4th & SW 5th St.- Safety Review

PROJECT #:

DOCUMENT DESCRIPTION:

Presentation on SW 4th Ave. and SW 5th St. from Topeka to Kansas-Providing a One-Way Streets Safety Review.

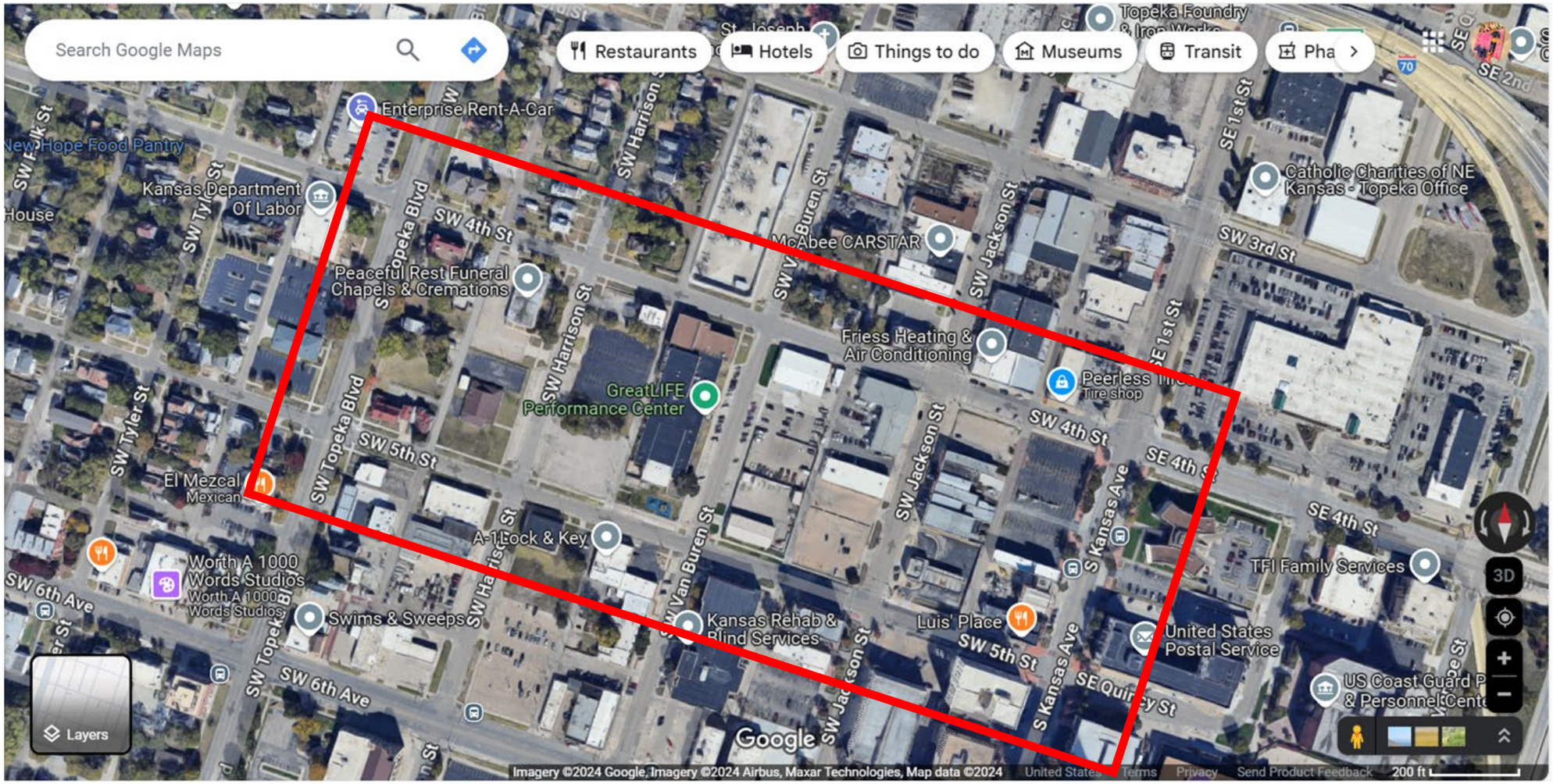
ATTACHMENTS:

Presentation

SW 4th Ave. And SW 5th St. From Topeka to Kansas

One Way Streets Safety Review

Study Area: Quick Stats



Study Area: Quick Stats

- Analysis period: 2019 - July 2024 (5.6 years)
- Length of each corridor: 0.34 miles
- Roadway types: Two/Three lane One-Way Major Collectors

- SW 4th Ave.: One-way westbound
- 61 (+/-) crashes – 2 head-on collisions resulting in 2 injuries
- ADT: 1,900 vpd (Replica data) - Street is way over capacity

- SW 5th St.: One-way eastbound
- 37 (+/-) crashes – 1 head-on collision (PDO)
- ADT: 1,200 vpd (Replica data) - Street is way over capacity

Crash Analysis: Quick Stats

- Crash Analysis:
  - *Statewide Average 192.524 crashes per 100 MVM*

- 4th Avenue
  - *Critical Crash Rate: 215.70 crashes per 100 MVM*
  - *Calculated Crash Rate: 3,029.33 crashes per 100 MVM*
  - *The crash rate is 14.04 times higher than the critical crash rate.*

- 5th Street
  - *Critical Crash Rate: 221.71 crashes per 100 MVM*
  - *Calculated Crash Rate: 3,837.15 crashes per 100 MVM*
  - *The crash rate is 17.31 times higher than the critical crash rate.*

Existing Conditions

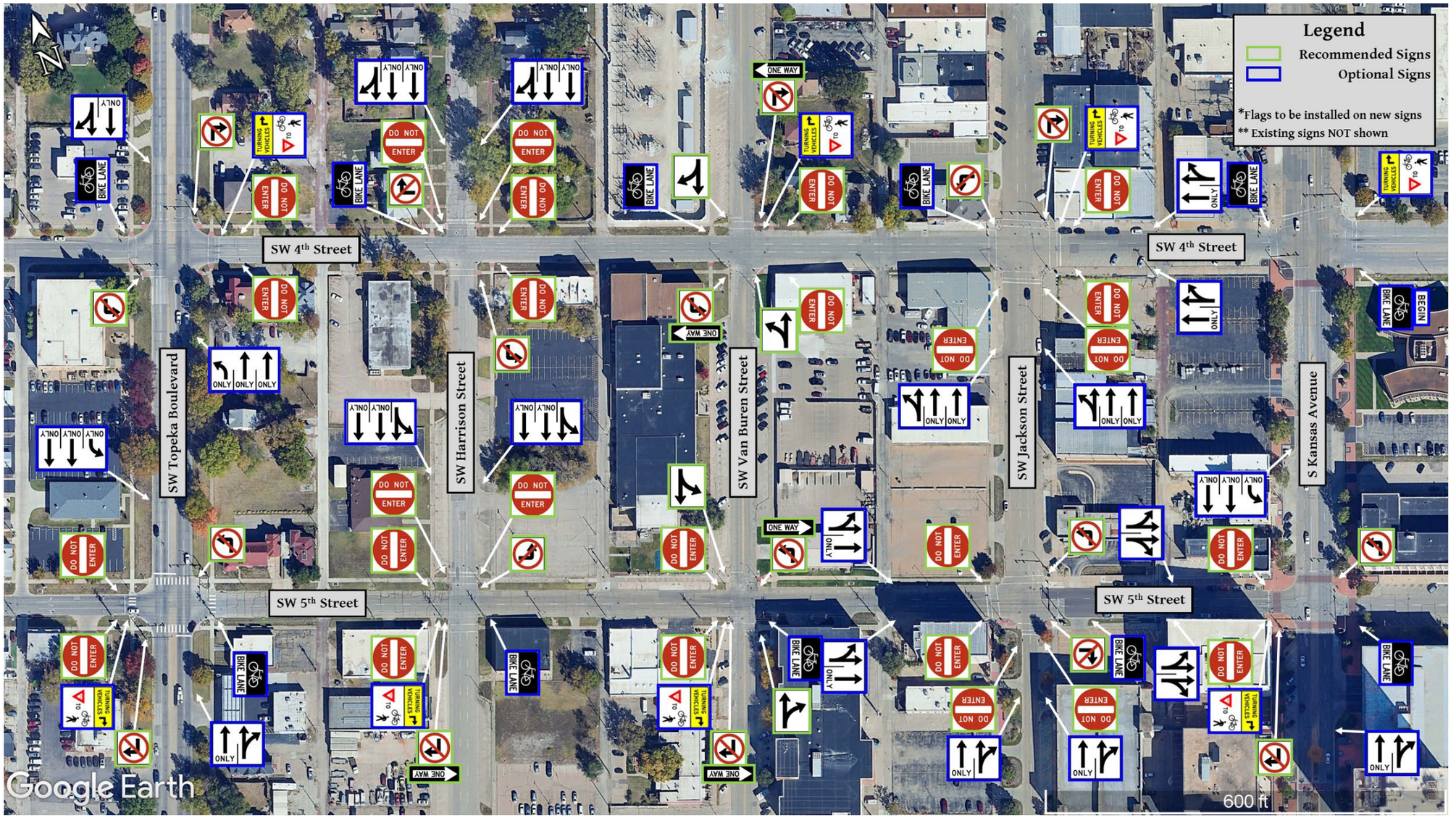
SW 4th St. & SW Van Buren (NB)

Existing Conditions

SW 5th St. & SW Van Buren (NB)

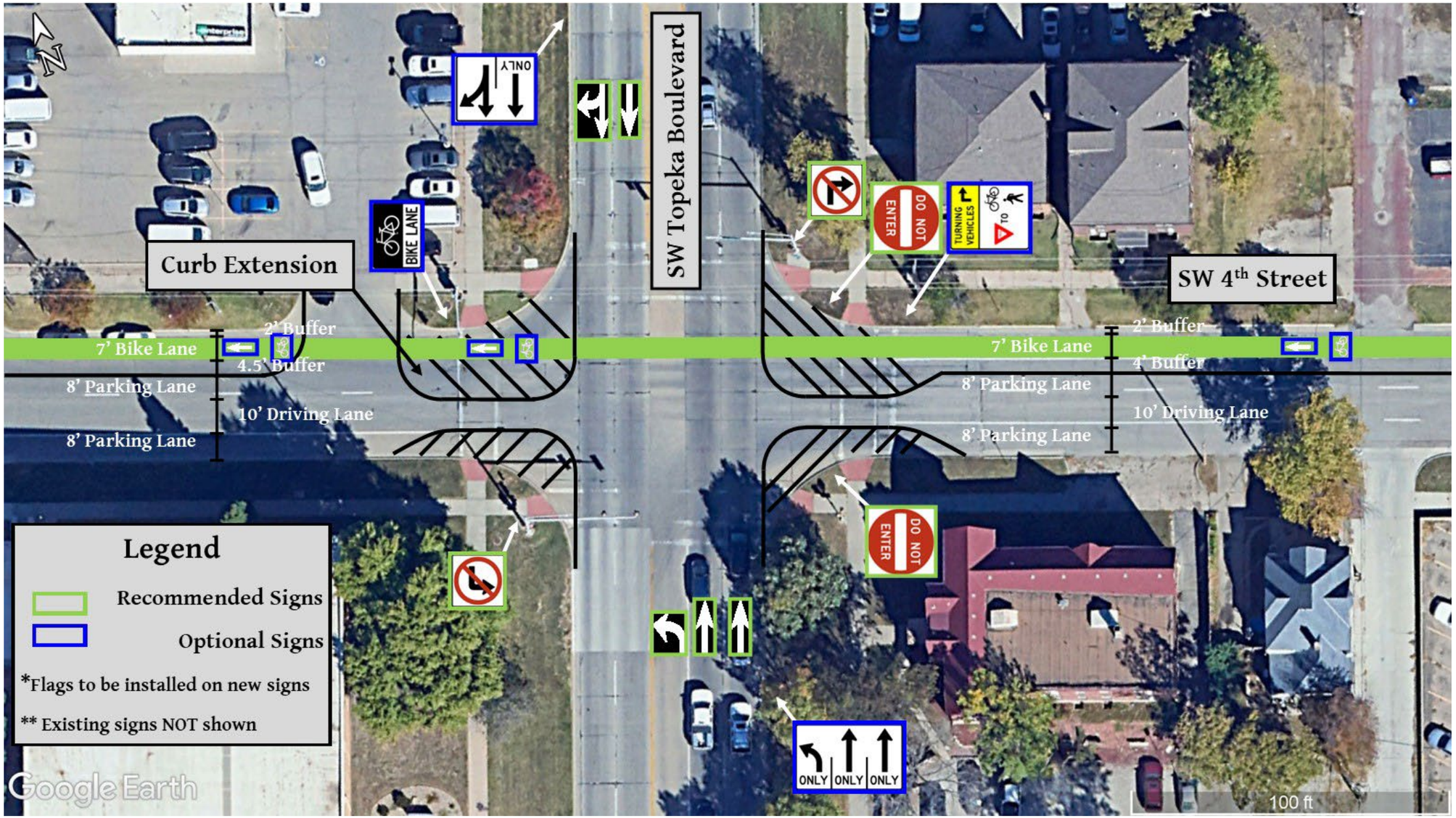
Signage Plan

Study Area



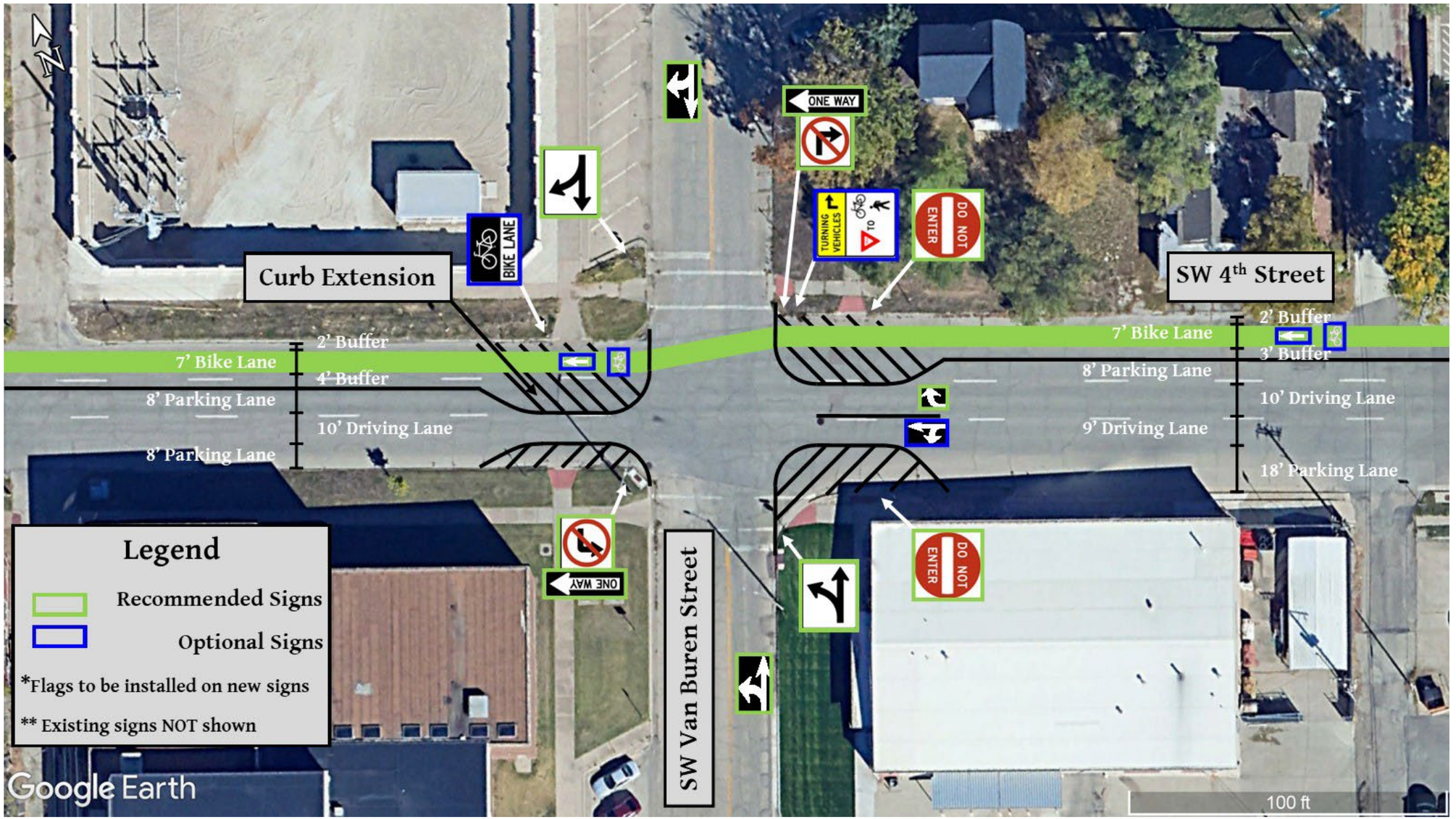
Signage Plan

SW Topeka Blvd. & SW 4th St.



Signage Plan

SW Van Buren St. & SW 4th St.



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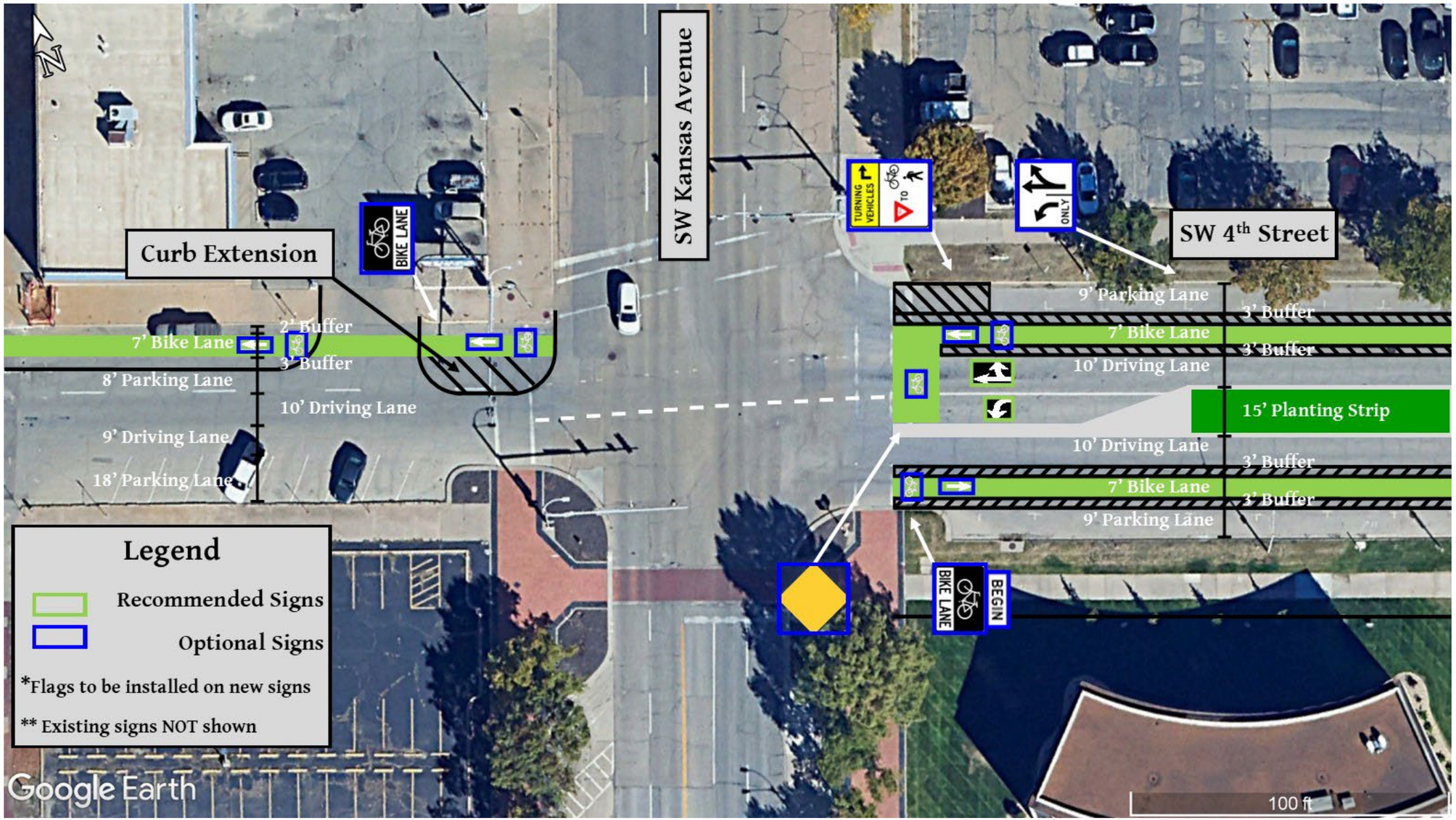
SW Kansas Ave. & SW 4th St.



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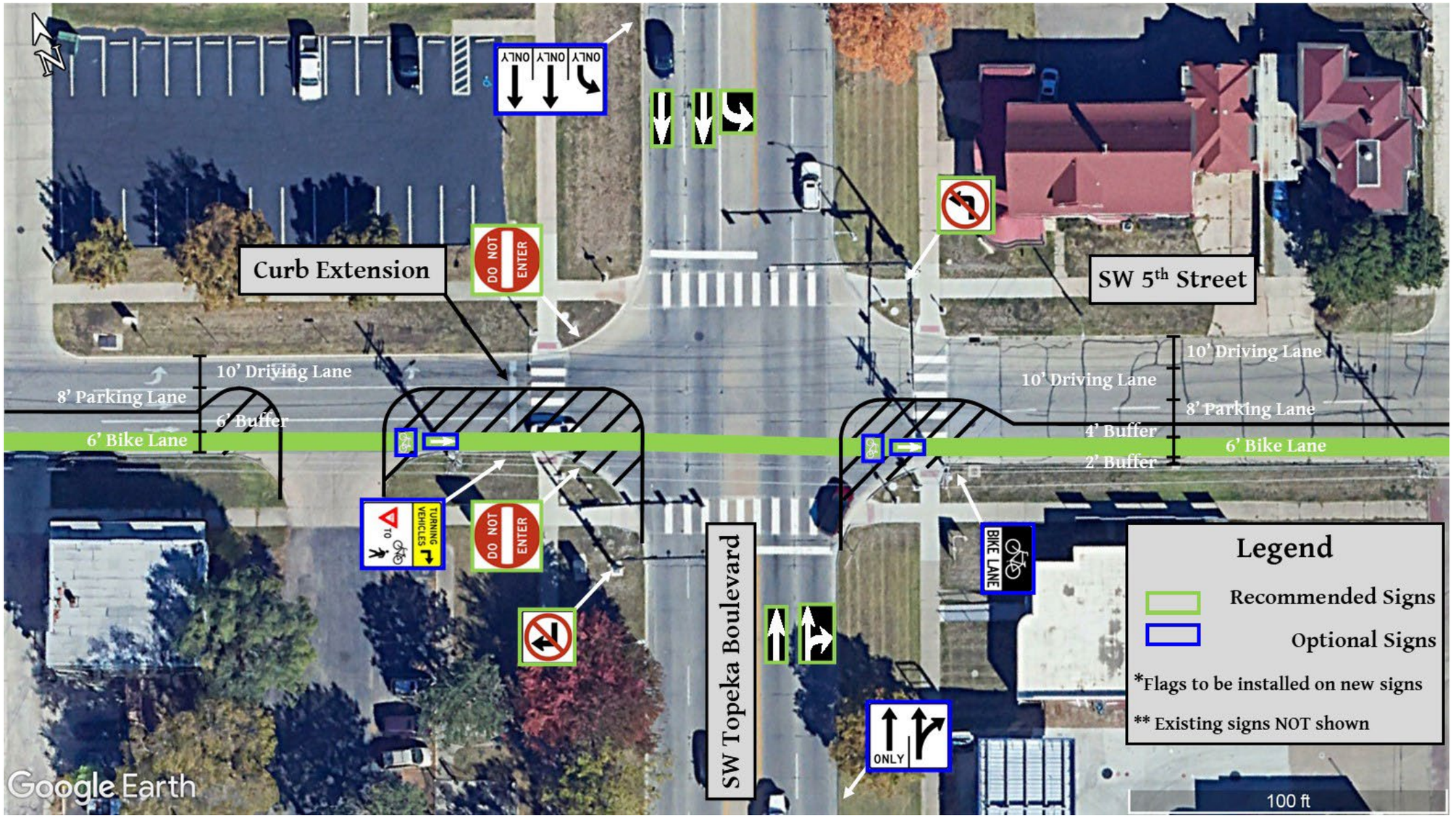
SW Topeka Blvd. & SW 5th St.



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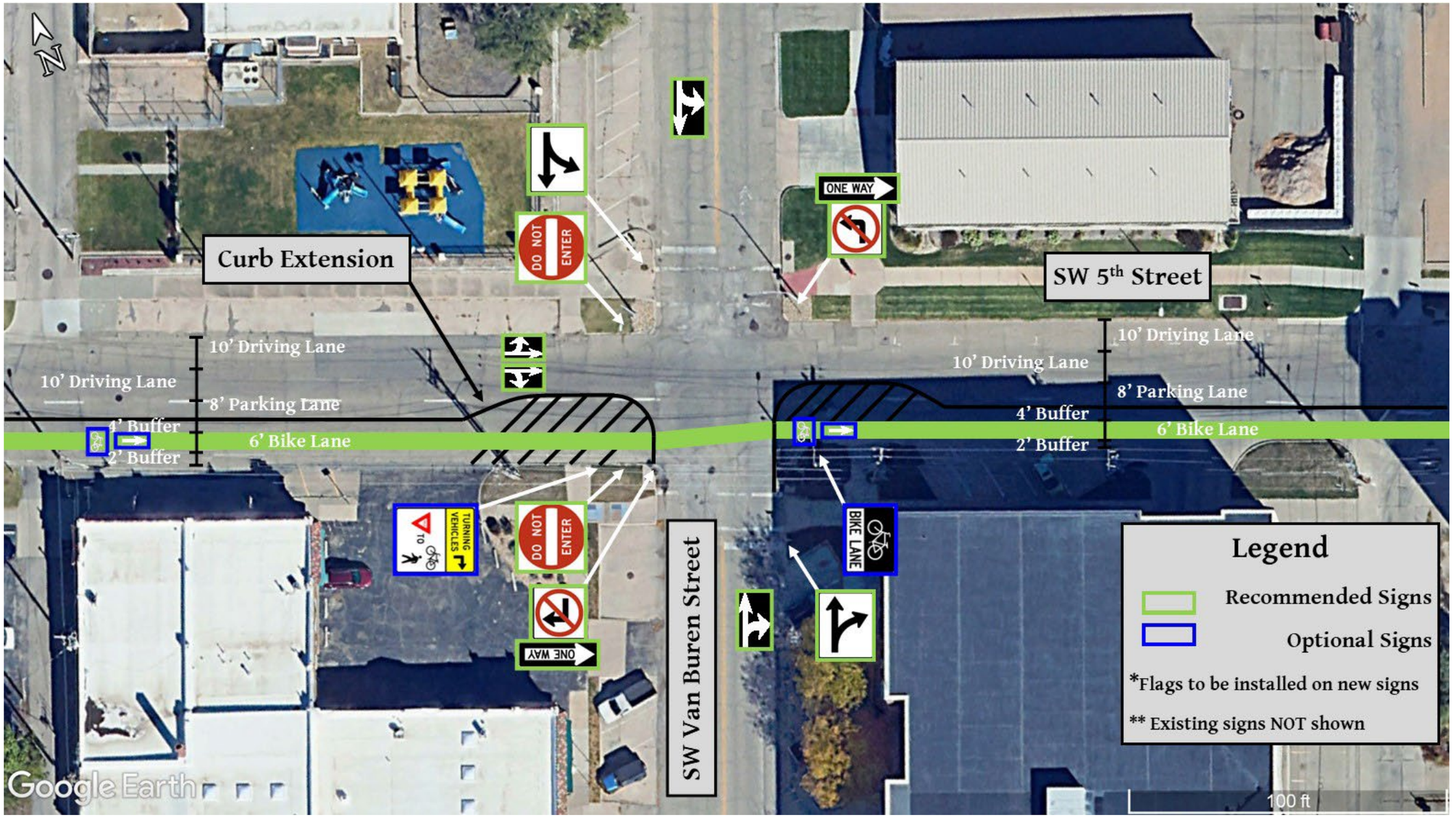
SW Van Buren St. & SW 5th St.



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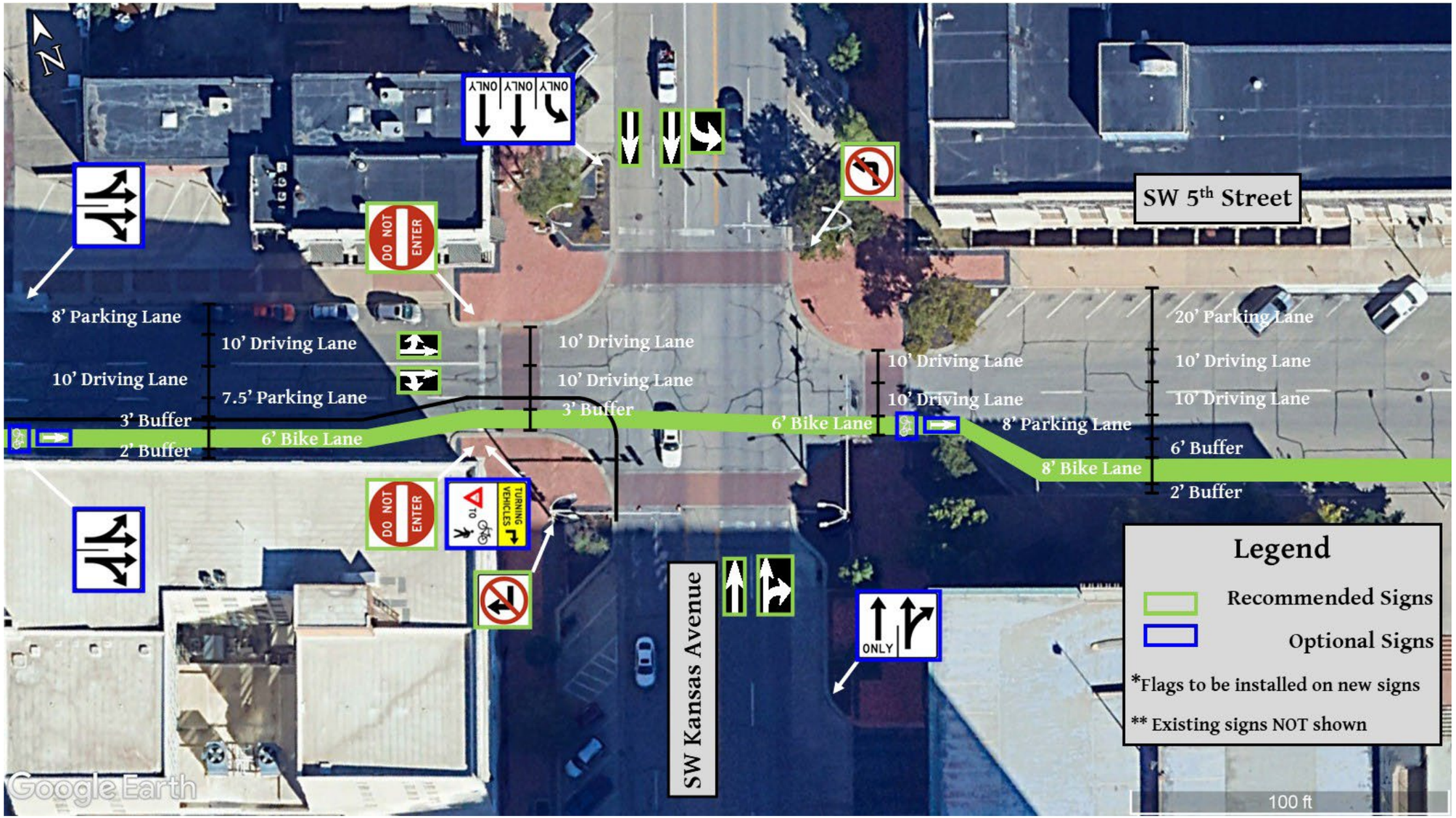

Proposed Complete Street Projects in Area

4th/5th Street Road Diets:

- Reduce number of travel lanes
- Recommend protected cycle lane
  - *Listed in Topeka Bikeways Master Plan and a part of the Topeka Bikeway Fast Track Plan*

Signage and Pavement Markings

Engineers' Estimate of Probable Costs (Excluding Bike Lanes)

One-Way Related Signage and Pavement Markings Cost: $27,690

Note: An additional estimated cost of $14,105 for Bike Lane Signage and Pavement Marking would be included in the SW 4th Ave. and SW 5th St. Bikeways Project.

Thank you!

Questions?