

City Council Committee Meeting Notice

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

Committee: Meeting Date: Time: Location: Public Infrastructure November 19, 2024 11:00am 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 <u>councilassist@topeka.org</u> 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 <u>councilassist@topeka.org</u> 785-368-3710

CITY OF TOPEKA



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.

1 – Public Works Infrastructure Committee Minutes Taken: October 15, 2024 Minutes Approved:

- 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: <u>https://youtu.be/dRwyiN5itSw</u>



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

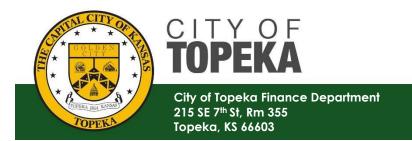
PROJECT #: 241078, 141036, 601160, 131088

DOCUMENT DESCRIPTION:

CIP funding source changes for some past projects.

ATTACHMENTS:

CIP Funding Source Memo



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



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 <u>Lpeplans@ksdot.org</u>.

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: Primary Funding Source: Estimated Operating Cost CIP Years 4-10:	Design Federal Funds \$0	Previously Approved in CIB: New money in CIB: Total Current CIB: 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	2	028-2032	Fotal CIP
Design/Admin Fees	\$ 45,000	\$	-	1							\$ 45,00
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					Ì			Ì		\$ 600,00
Financing Sources	2023		2024		2025		2026	2027	2	028-2032	 Fotal 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	\$	-	\$	-	\$	-	\$ -	\$	-	\$ 600,00
G.O. Bonds - Special	\$ -	s	-	\$	-	\$	-	\$ -	s	-	\$ -

Target Number: 14105.00 No Project Var(s): 2024 Poptratenet: Policy Var(s): 100 Year(s): 100 Year(D • 4 G													
Project Numic Taffic Signal Replacement Program 20/2 Consult Fundry: Instantature Instantature Project Vanice Taffic Signal Replace Constant Sol	Capital Improvement	Project Summa	ry			Project Type:			Troffic						
Papertanes: Puble: Works Distance Used Life: 30 Yor() Small Discript(): Multiple Within: Total Pice Contract: Law Holmas Small Discript(): Multiple Within: Total Pice No No Small Discript(): Multiple Within: Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): With Apprent Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript(): Small Discript()	Project Name:	Traffic Signal Repla	cement Program 20	24						ng in Infrast	ructure				
Name: Tank: Contract: Let lobes: ymail Dirich(c): Mulpip: Net of CIP is not of the sphere in the	Project Number:	141036.00	-			Project Year(s):				2024					
Space Interfaction Multiple Regard Polya Note to CPP Note Note Prime Week Polya Protone Network Piet Variant Operating Polyane, CPP \$885,500 \$885,500 Standard Operating Source \$1200,000 \$1200,000 \$1200,000 Intail Adjace 2013 CPI : \$1200,000 \$1200,000 \$1200,000 Standard Operating Source Trail 2024-2033 CPI : \$1200,000 \$1200,000 Standard Operating Source Trail 2024-2033 CPI : \$1200,000 \$1200,000 Standard Operating Source Trail 2024-2033 CPI : \$1200,000 \$1200,000 Standard Operating Source Advacuum Advacu	Department:	Public Works				Estimated Useful L	ife:			30	Year(s	5)			
The first plane is plane in the plane is plane is plane is plane in the plane is plane is plane is plane in the plane is plane is plane in the plane is plan	Division:	Traffic							1						
Tanuar Journaley Source: I clear I hands: 30/24-2023 C spreared in previow CP S355.000 with Project Corr: 51/200.000 The at 2824-2033 C (F): 51/200.000 With A proved First 2024 The at 2824-2033 C (F): 51/200.000 Triped Decompose: 51/200.000 52/20.5 5 </td <td>Council District(s):</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>No</td> <td></td> <td></td> <td></td> <td></td>	Council District(s):									No					
Stimulated Operating Cost 90 S120000 New money in 2042-2033 CIP: 5120000 Yould Projet Cost Ting D224-2063 Syruer CIP: S120000 S120000 Tub Ryster Cost Signal Reglateomate Program provides for traffic signals leaded facoughout the City. The City currently law approximately 00 server. Statulized increases/ans. and at the proposed and publicities of decisions: composents to deface twickes, base, and polastiman. New yokern will accoparate the lists including on the functional defaciencies, and specific or decisions: composents to deface twickes, base, and polastiman. New yokern will accoparate the lists including and more the requirements of the Manual on Chafform Traffic Cost Dava structure intertubion will have structure in 2024 serve MU Checkes Street, 1-70 easthound ramps & SE to Assess and at the proposed in ange due to utforescen atuations that may arise during 2023 or early 2024. Tripet Configuration Provides for the Traffic Signals. Without it, traffic signal failure is possible which could cause damgenous safety structures. The possible which could cause damgenous safety structures. The having prosactive replacement, ity is able to minigate potential traffic dareptions. S 100 arrow 100	Гуре:	Repair/Replace				If Not New, First Y	ear in CIF	:							
spin Point Point 2024 S1,200,00 S1,200,00 tright Decription: Interview 1000000000000000000000000000000000000	Primary Funding Source:	Federal Funds				2024-2032 \$ Approv	ed in previ	ous CIP		\$885,000					
Spinol Definition Table 22:225 Spinol 2:225 Spinol 2:225 <thspinol 2:225<="" th=""> Spinol 2:</thspinol>	Estimated Operating Cost							:							
Type: Decomplian: Number of the proposent of traffic signals located throughout the CDy. The CDy currently has approximately 186 signal contenses on a space doe physical condition, operational deficiences, and applicies of externation components to deter which, Beiss, and Bestimans. New York will known of the last technology and meet the requirements of the Numal on Lindhow System (including wind known, better dawn) and meet the major components. The the externation technologies and wer and tera on the system (including wind known, better dawn) application of the transmission of the transmission of the system (including wind known, better dawn) application of the transmission of the transmission of the system (including wind known, better dawn) application of the transmission of transmission of the transmission of transmission of the transmission of the transmission of the transmission of transmission of the transmission of transmission of transmission of the transmission of transmissicon of transmission of transmission of transmission of tra		\$1,200,000													
The Traffic Signal Replacement Program provides for the replacement of traffic signals located throughout the City. The City currently has appointed by 05 signal Registrations, and at the proposed of discross, and and another consider and provents to detect vehicles, backs, and polebrinan. New systems will incorporate the later technology and more the requirement of the Manual on Uniform Traffic Control Deer MUTCD). With heat works like a discross instantion that may are during 2023 or early 2024 are: SW 21s Street & SW Chebea Street, 1-70 earlyound ramps & SE Adams Street, and SE 6th Avenue & SE Golden Avenue. These locations maining during 2023 or early 2024 are: SW 21s Street & SW Chebea Street, 1-70 earlyound ramps & SE Adams Street, and SE 6th Avenue & SE Golden Avenue. These locations maining during 2023 or early 2024. The set of the requirement in 2024 are: SW 21s Street & SW Chebea Street, 1-70 earlyound ramps & SE Adams Street, and SE 6th Avenue & SE Golden Avenue. These locations maining during 2023 or early 2024. The set of the requirement in 2024 are: SW 21s Street & SW Chebea Street, 1-70 earlyound ramps & SE Adams Street, and SE 6th Avenue & SE Golden Avenue. These locations maining during 2023 or early 2024. Traffic Signalk. Without it, traffic signal failure is possible which could eause dangerous safety situations. By having proactive replacement, by a sha to omigrate potential fraffic disruptions. The tree (3) and and another situation and another situatis and another situation and another situation another situation a	Funds Approved Prior to 2024					Total 2024-2026 3 y	year CIB:			\$1,200,000					
anding levels, 3 signals can be repliced per year. At this pace, the replicement cycle a approximative of years. Signals are selected for replicement based on physical condition, operational decisionies, and years and wear and lear on the system (including wind leading), the replacement sycle pulses the uter (bite) operation of the Manual on Uniform Triffic Control Devi MUTCD). With the advances in signal redunologies and wear and lear on the system (including wind leading), the replacement sycle masks the useful life of the signal components. The three (3) signalized is replacement in 204 are set you 12 sits street 45 With checkes Street, 1-70 estabound ramps & SE Adams Street, and SE Gth Avenue. A SE Golden Avenue. These locations making the to unforeseen statutions that may arise during 2023 or early 2024. Triped Jostifications: In program is put 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 proserive replacement, it ye addle to unfigure potential traffic daraptions. Triped Jostifications: In program is put 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 proserive replacement, it ye addle to unfigure potential traffic daraptions. Triped Fadmatic Stream Str	Project Description:														
pachilians of electronic components to detere vhicles, blace, and pedetrinies. New systems will incorporate the inter themotogy and meet the requirements of the Manual on Uniform Traffic Control Device Multicular and the signal components. The three (1) signalized thereactions is statured wares in signal tending of an other system of the Manual on Uniform Traffic Control Device Multicular and the signal components. The three (1) signalized thereactions enables that may arise during 2023 or early 2024. The signal failure is possible which could cause dangerous safety situations. By having proactive replacement, in 2024 mer. SN 2014 Street, 1-70 early built in traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, it is is a site of the maintenance that is needed for Traffic Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, it is is a site of the maintenance that is needed for Traffic Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, it is is a site of the could failed disruptions. Traffer Extinates															
MUTCD). With the advances in signal technologies and war and tear on the system (including wind loading), the replacement cycle pusces the useful life of the signal components. These loadins are interestival structure, and SE to the Avenue & SE Golden Avenue. SE Golden Avenue & SE Golden Aven															
Interactions to training vis visual for replacement in 2023 or early 2024. replect Jostification: Topict Jostification: Topict Jostification: Topict Jostification: Topict Jostification: Topict Jostification: Topict Jostification: Topict Jostification: Topict Jostification: <th colsp<="" td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th>	<td></td>														
hange due to unforessen situations that may arise during 2023 or early 2024. Tripet Justification: Implement of the roturn mathemate that is needed for Traffs Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, it is able to mitigate potential traffic disruptions. Source of the roturn mathemate that is needed for Traffs Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, it is able to mitigate potential traffic disruptions. Source of the roturn mathemate that is needed for Traffs Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, if y is able to mitigate potential traffic disruptions. Source of the roturn mathemate that is needed for Traffs Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, if y is able to mitigate potential traffic disruptions. Source of the roturn mathemate that is needed for Traffs Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, if y is able to mitigate potential traffic disruptions. Source of the roturn mathemate that is needed for Traffs Signals. Without it, traffic disruptions. Source of the roturn mathemate that is neared for traffs Signals. Without it, traffic disruptions. Source of the roturn mathemate that is neared for traffs. Signals. Source of the roturn mathematem that is needed for traffs. Sig															
Triget Justification: This program is part of the routine muniferance that is needed for Traffic Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, ify is able to mingate potential traffic disruptions. Traffic Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, ify is able to mingate potential traffic disruptions. Traffic Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, ify is able to mingate potential traffic disruptions. Interview Colspan="2">Source Colspan= Source Colspan="2">Source Colspan="2">Source Colspan="2"				~ 5 (Shellou Briedt, I-	, o castoound rumps o	e o Di Andalli	street, and	SE our Av	enac de BL	Soldell		1000 100	cations ma	
Traffic Signals. Without it, traffic signal failure is possible which could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Registration of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Registration of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Registration of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Registration of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Registration of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Registration of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Registration of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Registration of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Registration of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Reg	-	,	, . <u> </u>												
Torget Extinutes Subset which could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Note: Selection of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Note: Selection of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Note: Selection of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Note: Selection of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Note: Selection of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Note: Selection of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Note: Selection of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Selection of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. Selection of the could cause dangerous safety situations. By having proactive replacement, ity is able to mitigate potential traffic disruptions. S	roject Justification:														
tistory: roject Estimates 2024 2025 2026 2027 2028 2029-2003 Total CIP Design Admin Fees 5 170,000 5 - 5	'his program is part of the routine	maintenance that is need	ded for Traffic Sign	als. Wi	thout it, traffic sig	gnal failure is possible	which cou	d cause dang	erous safe	ty situation:	s. By ha	ving proact	ive repl	lacement,	
Diget Estimates 2024 2025 2026 2027 2028 209-2003 Total CIP sign/Admin Fees \$ 170,000 \$ -<	ity is able to mitigate potential tra	affic disruptions.													
orject Estimates 2024 2025 2026 2027 2028 2009-2003 Total CIP sign/Admin Fees \$ 170,000 \$ - \$ - \$ - \$ - \$ - \$ 5 - \$ >															
Diget Estimates 2024 2025 2026 2027 2028 209-2003 Total CIP sign/Admin Fees \$ 170,000 \$ -<															
roject Estimates 2024 2025 2026 2027 2028 2029-2003 Total CIP seign/Admin Fees \$ 170,000 \$ - \$ - \$ - \$ - \$ - \$ 170,000 sign of Way \$ - \$ > ><															
roject Estimates 2024 2025 2026 2027 2028 209-2003 Total CIP besign Admin Fees \$ 170,000 \$ - \$ - \$ - \$ - \$ - \$ 170,000 gibt of Way \$ - \$ > ><															
roject Estimates 2024 2025 2026 2027 2028 209-2003 Total CIP besign Admin Fees \$ 170,000 \$ - \$ - \$ - \$ - \$ - \$ 170,000 gibt of Way \$ - \$ > ><															
Diget Estimates 2024 2025 2026 2027 2028 209-2003 Total CIP sign/Admin Fees \$ 170,000 \$ - \$ ><															
besign/Admin Fees S 1 S - S	listowy														
besign/Admin Fees S 1 S - S	listory:														
esign/Admin Fees \$ 170,000 \$ - \$ 10.00.00 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 1.00.00.00.00.00.00.00.00.00.00.00.00.00	listory:														
esign / Admin Fees S 1 S - S	listory:														
beign/Admin Fees S 1 S - S	listory:														
beign/Admin Fees S 1 S - S	listory:														
beign/Admin Fees S 170,000 S - S <th>listory:</th> <th></th>	listory:														
beign/Admin Fees S 1 S - S	listory:														
esign / Admin Fees S 1 S - S	listory:														
sight of Way S <t< td=""><td></td><td></td><td>2024</td><td></td><td>2025</td><td>2026</td><td></td><td>2027</td><td></td><td>2028</td><td>20</td><td>29-2033</td><td></td><td>Γotal CIP</td></t<>			2024		2025	2026		2027		2028	20	29-2033		Γotal CIP	
Sonstruction/Service Fees S I S<	Project Estimates			000			S								
S - S	Project Estimates Design/Admin Fees		\$ 170,		s -	s -			\$		\$		\$	Fotal CIP 170,0	
S - S	Project Estimates Design/Admin Fees Kight of Way		\$ 170,	- 1	\$- \$-	\$ - \$ -	\$		\$ \$		\$ \$		\$ \$	170,0	
inancing Costs (Temp Notes) S -	Project Estimates Design/Admin Fees Right of Way Construction/Service Fees		\$ 170, \$	- 5	\$- \$- \$-	S - S - S -	\$ \$		\$ \$ \$		\$ \$ \$		\$ \$ \$	170,0	
Solution of Issuance (Rev/GO Bonds) S -	roject Estimates osign/Admin Fees tight of Way Construction/Service Fees Contingency		\$ 170, \$ \$ 1,030,	- 5 000 5	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ \$ \$		\$ \$ \$		\$ \$ \$ \$		\$ \$ \$ \$	170,0	
bebt Reserve Fund (Rev Bond) S - <th< td=""><td>Project Estimates Design/Admin Fees Light of Way Construction/Service Fees Jontingency Fechnology</td><td></td><td>\$ 170, \$ \$ 1,030, \$</td><td>- 5 000 5 - 5</td><td>\$ - \$ - \$ - \$ - \$ -</td><td>\$ - \$ - \$ - \$ - \$ - \$ -</td><td>\$ \$ \$ \$</td><td></td><td>\$ \$ \$ \$</td><td></td><td>\$ \$ \$ \$</td><td></td><td>\$ \$ \$ \$</td><td>170,0</td></th<>	Project Estimates Design/Admin Fees Light of Way Construction/Service Fees Jontingency Fechnology		\$ 170, \$ \$ 1,030, \$	- 5 000 5 - 5	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$		\$ \$ \$ \$		\$ \$ \$ \$		\$ \$ \$ \$	170,0	
Sapitalized Interest S	History: Project Estimates Design/Admin Fees Right of Way Construction/Service Fees Contingency Feebnology Pinancing Costs (Temp Notes) Cost of Issuance (Rev/GO Bonds)		\$ 170, \$ \$ 1,030, \$ \$	- 5 000 5 - 5 - 5	S - S - S - S - S - S -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$		\$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$	170,0	
Sources 2024 2025 2026 2027 2028 2029-2033 Total CIP in ancing Sources S -	Project Estimates Design/Admin Fees Right of Way Construction/Service Fees Contingency Fechnology Timancing Costs (Temp Notes) Cost of Issuance (Rev/GO Bonds)		\$ 170, \$ \$ 1,030, \$ \$ \$	- 5 000 5 - 5 - 5	S - S - S - S - S - S - S - S -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$	170,0	
A.O. Bonds S - S	roject Estimates esign/Admin Fees tight of Way 'onstruction/Service Fees 'ontingency 'echnology 'inancing Costs (Temp Notes) 'ost of Issuance (Rev/GO Bonds) Debt Reserve Fund (Rev Bond)		\$ 170, \$ 1,030, \$ 5 \$ 5 \$	- 5 000 5 - 5 - 5 - 5 - 5	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	S - S - S - S - S - S - S - S - S - S -	\$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$	170,0	
KO. Bonds S -	roject Estimates Jesign/Admin Fees Light of Way Jonstruction/Service Fees Jontingency Technology		\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 5 000 5 - 5 - 5 - 5 - 5	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	S - S - S - S - S - S - S - S - S - S -	\$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	-	\$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,0 1,030,0	
keyenue Bonds S - S <	roject Estimates Jesign/Admin Fees Light of Way Jonstruction/Service Fees Jontingency Technology		\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 5 000 5 - 5 - 5 - 5 - 5	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	S - S - S - S - S - S - S - S - S - S -	\$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	-	\$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,0 1,030,0	
ARPA and/or G.O. Bonds S - S <td>roject Estimates Design/Admin Fees Light of Way Onstruction/Service Fees Sontingency echnology Tinancing Costs (Temp Notes) Ost of Issuance (Rev/GO Bonds) Debt Reserve Fund (Rev Bond) 'apitalized Interest Totals</td> <td></td> <td>\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ \$ \$ 1,200,</td> <td>- 5 000 5 - 5 - 5 - 5 - 5</td> <td>S - S - S - S - S - S - S - S - S - S -</td> <td>S - S - S - S - S - S - S - S - S - S -</td> <td>\$ \$ \$ \$ \$ \$</td> <td></td> <td>* * * * * * * * *</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td>170,0 1,030,0</td>	roject Estimates Design/Admin Fees Light of Way Onstruction/Service Fees Sontingency echnology Tinancing Costs (Temp Notes) Ost of Issuance (Rev/GO Bonds) Debt Reserve Fund (Rev Bond) 'apitalized Interest Totals		\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ \$ \$ 1,200,	- 5 000 5 - 5 - 5 - 5 - 5	S - S - S - S - S - S - S - S - S - S -	S - S - S - S - S - S - S - S - S - S -	\$ \$ \$ \$ \$ \$		* * * * * * * * *		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,0 1,030,0	
S Our Streets Sales Tax S - S <td>roject Estimates esign/Admin Fees tight of Way 'onstruction/Service Fees 'ontingency 'echnology 'inancing Costs (Temp Notes) 'ost of Issuance (Rev/GO Bonds) Debt Reserve Fund (Rev Bond) 'apitalized Interest 'otals</td> <td></td> <td>\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ \$ \$ 1,200, 2024</td> <td>- 5 000 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -</td> <td>5 - 5 5 - 7 5 - 7</td> <td>S - S - S - S - S - S - S - S - S - S - S - S - S - S - 2026</td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td>170,(1,030,(1,200,(</td>	roject Estimates esign/Admin Fees tight of Way 'onstruction/Service Fees 'ontingency 'echnology 'inancing Costs (Temp Notes) 'ost of Issuance (Rev/GO Bonds) Debt Reserve Fund (Rev Bond) 'apitalized Interest 'otals		\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ \$ \$ 1,200, 2024	- 5 000 5 -	5 - 5 5 - 7 5 - 7	S - S - S - S - S - S - S - S - S - S - S - S - S - S - 2026	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,(1,030,(1,200,(
Soundwide Sales TaxS-S<	roject Estimates Design/Admin Fees Light of Way Construction/Service Fees Contingency Technology Technology Technology Cost of Issuance (Rev/GO Bonds) Debt Reserve Fund (Rev Bond) Capitalized Interest Totals Totals Tenneing Sources G.O. Bonds		\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ 1,200, 2024 \$ \$	- \$ 0000 \$ - \$ - \$ - \$ - \$ 0000 \$	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	S - S - S - S - S - S - S - S -	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,(1,030,(1,200,(
bperating Fund General S - S <td>Project Estimates Design/Admin Fees Light of Way Onstruction/Service Fees Contingency Technology Vinancing Costs (Temp Notes)</td> <td></td> <td>\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ 1,200, 2024 \$ \$</td> <td>- \$ 0000 \$ - \$ - \$ - \$ - \$ 0000 \$</td> <td>\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -</td> <td>S - S - S - S - S - S - S - S -</td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td>170,(1,030,(1,200,(</td>	Project Estimates Design/Admin Fees Light of Way Onstruction/Service Fees Contingency Technology Vinancing Costs (Temp Notes)		\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ 1,200, 2024 \$ \$	- \$ 0000 \$ - \$ - \$ - \$ - \$ 0000 \$	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	S - S - S - S - S - S - S - S -	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,(1,030,(1,200,(
S S	roject Estimates Design/Admin Fees Light of Way Sonstruction/Service Fees Jontingency Technology Tancing Costs (Temp Notes) Technology Technolo		\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ \$ \$ 1,200, 2024 \$ \$ \$ \$ \$	- \$ 0000 \$ - \$ - \$ - \$ 0000 \$ - \$ - \$ - \$ - \$ - \$ - \$	5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	S - S - S - S - S - S - S - S -	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,(1,030,(1,200,(
S - S	roject Estimates esign/Admin Fees iight of Way 'onstruction/Service Fees 'ontingency echnology inancing Costs (Temp Notes) 'ost of Issuance (Rev/GO Bonds) Debt Reserve Fund (Rev Bond) 'apitalized Interest 'otals inancing Sources i.O. Bonds tevenue Bonds RPA and/or G.O. Bonds ix Our Streets Sales Tax		\$ 170, \$ 1,030, \$ 1,030, \$ 5 \$ 5 \$ 1,200, 2024 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 1,200, \$ 2024	- \$ 0000 \$ - \$ - \$ - \$ 000 \$ -	5 - 5 -	S - S -	S S S S S S S S S S S S S S S S S		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,(1,030,(1,200,(
S - S	roject Estimates esign/Admin Fees tight of Way 'onstruction/Service Fees 'ontingency 'echnology inancing Costs (Temp Notes) 'ost of Issuance (Rev/GO Bonds) bebt Reserve Fund (Rev Bond) 'apitalized Interest otals inancing Sources i.O. Bonds levenue Bonds .RPA and/or G.O. Bonds ix Our Streets Sales Tax 'ountywide Sales Tax		\$ 170, \$ 1,030, \$ \$ \$ \$ \$ 1,200, 2024 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$ 5 - \$ 5 5 - \$ 5 5 5 5 5 5 5 5 5 5 5 5 5	5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	S - S -	S S S S S S S S S S S S S S S S		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,(1,030,(1,200,(
S - S	roject Estimates esign/Admin Fees ight of Way construction/Service Fees contingency echnology inancing Costs (Temp Notes) ost of Issuance (Rev/GO Bonds) bebt Reserve Fund (Rev Bond) apitalized Interest iotals inancing Sources i.O. Bonds ievenue Bonds RPA and/or G.O. Bonds ix Our Streets Sales Tax operating Fund General operating Fund Facilities		\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ 1,200, 2024 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	\$ - \$ -	S - S - S - S - S - S - S - S -	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,(1,030,(1,200,(
perating Fund Stormwater S - S <td>roject Estimates esign/Admin Fees ight of Way onstruction/Service Fees 'ontingency echnology inancing Costs (Temp Notes) ost of Issuance (Rev/GO Bonds) lebt Reserve Fund (Rev Bond) apitalized Interest otals inancing Sources i.O. Bonds evenue Bonds RPA and/or G.O. Bonds ix Our Streets Sales Tax 'operating Fund General perating Fund Facilities</td> <td></td> <td>\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ 1,200, 2024 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td>- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$</td> <td>S - S -</td> <td>S - S -</td> <td>S S S S S S S S S S S S S S S S S S S</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td>170,(1,030,(1,200,(</td>	roject Estimates esign/Admin Fees ight of Way onstruction/Service Fees 'ontingency echnology inancing Costs (Temp Notes) ost of Issuance (Rev/GO Bonds) lebt Reserve Fund (Rev Bond) apitalized Interest otals inancing Sources i.O. Bonds evenue Bonds RPA and/or G.O. Bonds ix Our Streets Sales Tax 'operating Fund General perating Fund Facilities		\$ 170, \$ 1,030, \$ \$ \$ \$ \$ \$ \$ 1,200, 2024 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	S - S -	S - S -	S S S S S S S S S S S S S S S S S S S		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,(1,030,(1,200, (
perating Fund Wastewater S - S </td <td>roject Estimates esign/Admin Fees iight of Way 'onstruction/Service Fees 'ontingency echnology inancing Costs (Temp Notes) 'ost of Issuance (Rev/GO Bonds) Debt Reserve Fund (Rev Bond) 'apitalized Interest 'otals inancing Sources i.O. Bonds (evenue Bonds RPA and/or G.O. Bonds ix Our Streets Sales Tax 'ountywide Sales Tax Diperating Fund General 'operating Fund Facilities 'perating Fund Facilities</td> <td></td> <td>\$ 170, \$ 1,030, \$ 5 \$ 5 \$ 1,200, 2024 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5</td> <td>- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$</td> <td>S - S -</td> <td>S - S -</td> <td>S S S S S S S S S S S S S S S S S S S</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td>170,(1,030,(1,200,(</td>	roject Estimates esign/Admin Fees iight of Way 'onstruction/Service Fees 'ontingency echnology inancing Costs (Temp Notes) 'ost of Issuance (Rev/GO Bonds) Debt Reserve Fund (Rev Bond) 'apitalized Interest 'otals inancing Sources i.O. Bonds (evenue Bonds RPA and/or G.O. Bonds ix Our Streets Sales Tax 'ountywide Sales Tax Diperating Fund General 'operating Fund Facilities 'perating Fund Facilities		\$ 170, \$ 1,030, \$ 5 \$ 5 \$ 1,200, 2024 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	S - S -	S - S -	S S S S S S S S S S S S S S S S S S S		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,(1,030,(1,200,(
S - S	roject Estimates besign/Admin Fees tight of Way 'onstruction/Service Fees 'onstruction/Service Fees 'onstruction/Service Fees 'onstruction/Service Fees 'onstruction/Service Fees 'otals ios of Issuance (Rev/GO Bonds) 'apitalized Interest 'otals inancing Sources i.O. Bonds levenue Bonds IRPA and/or G.O. Bonds ix Our Streets Sales Tax 'ountywide Sales Tax 'perating Fund General 'perating Fund General 'perating Fund Fleet 'perating Fund Fleet 'perating Fund Fleet		\$ 170, \$ 1,030, \$ \$ \$ \$ \$ 1,200, 2024 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	S - S <td>S - S -</td> <td>S S S S S S S S S S S S S S S S S S S</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td> <td></td> <td>5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5</td> <td>170,(1,030,(1,200,(</td>	S - S -	S S S S S S S S S S S S S S S S S S S		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	170,(1,030,(1,200, (
prating Fund Water S - S	roject Estimates lesign/Admin Fees ight of Way 'onstruction/Service Fees ontingency echnology inancing Costs (Temp Notes) 'ost of Issuance (Rev/GO Bonds) lebt Reserve Fund (Rev Bond) 'apitalized Interest otals inancing Sources i.O. Bonds evenue Bonds RPA and/or G.O. Bonds ix Our Streets Sales Tax operating Fund General perating Fund General perating Fund Fleet perating Fund IT operating Fund IT operating Fund Parking		\$ 170, \$ 1,030, \$ 5 \$ 5 \$ 1,200, 2024 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	- \$ 50000 \$ - \$ 5 \$ - \$ 5 \$ 5 \$ 0000 \$ 5 \$ - \$ 5 \$ - \$ 5 \$ - \$ 5 \$ - \$ 5 \$ - \$ 5 \$ - \$ 5 \$ 5 \$ - \$ 5	\$ - <	S - S -	S S S S S S S S S S S S S S S S S S S		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		S S S S S S S S S S S S S S S S S S S		S S S S S S S S S S S S S S S S S S S	170,(1,030,(1,200, (
deral Funds \$ 1,200,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 1,200,00 DBG \$ - \$ - \$ - \$ - \$ - \$ - \$ 1,200,00	roject Estimates esign/Admin Fees ight of Way "onstruction/Service Fees "ontingency echnology inancing Costs (Temp Notes) "ost of Issuance (Rev/GO Bonds) bebt Reserve Fund (Rev Bond) apitalized Interest "otals inancing Sources i.O. Bonds ievenue Bonds .RPA and/or G.O. Bonds ix Our Streets Sales Tax "ountywide Sales Tax "perating Fund General "perating Fund Facilities "perating Fund Fleet "perating Fund Packing "perating Fund Parking "perating Fund Parking		\$ 170, \$ 1,030, \$ 5 \$ 5 \$ 1,200, 2024 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	- \$ 0000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - <	S - S -	S S S S S S S S S S S S S S S S S S S		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		S S S S S S S S S S S S S S S S S S S		S S S S S S S S S S S S S S S S S S S	170,(1,030,(1,200, (
2DBG \$ - \$ - \$ - \$ - \$ - \$ - \$	roject Estimates besign/Admin Fees tight of Way 'onstruction/Service Fees contingency 'echnology "inancing Costs (Temp Notes) 'ost of Issuance (Rev/GO Bonds) bebt Reserve Fund (Rev Bond) apitalized Interest 'otals Tinancing Sources i.O. Bonds Revenue Bonds RPA and/or G.O. Bonds Tix Our Streets Sales Tax 'ountywide Sales Tax Diperating Fund General Diperating Fund Facilities piperating Fund Fleet Diperating Fund Fleet Diperating Fund Stormwater Diperating Fund Stormwater Diperating Fund Stormwater Diperating Fund Wastewater		\$ 170, \$ 1,030, \$ 5 \$ 5 \$ 1,200, 2024 \$ 5 \$ 	- \$ 50000 \$ - \$ - \$ - \$ - \$ 5 - \$ 5 -\$ 5 -	S - S	S - S -	S S S S S S S S S S S S S S S S S S S		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		S S S S S S S S S S S S S S S S S S S		5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	170,(1,030,(1,200, (
	roject Estimates esign/Admin Fees ight of Way onstruction/Service Fees of ontingency echnology inancing Costs (Temp Notes) iost of Issuance (Rev/GO Bonds) ebt Reserve Fund (Rev Bond) apitalized Interest otals inancing Sources i.O. Bonds evenue Bonds RPA and/or G.O. Bonds ix Our Streets Sales Tax 'ountywide Sales Tax 'ountywide Sales Tax 'ountywide Sales Tax 'ountywide Sales Tax 'perating Fund Fleet toperating Fund Fleet toperating Fund Fleet toperating Fund Fleet toperating Fund Fleet toperating Fund Fleet toperating Fund Stormwater 'perating Fund Waster		\$ 170, \$ 1,030, \$ \$ \$ 1,200, 2024 \$ 2024 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- \$ 0000 \$ - \$ - \$ - \$ 0000 \$ - \$ - \$ 0000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - <	S - S -	S S S S S S S S S S S S S S S S S S S		S S S S S S S S S S S S S S S S S S S		S S S S S S S S S S S S S S S S S S S		5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	170,0 1,030,0 1,200, 0 Fotal CIP	
	roject Estimates esign/Admin Fees ight of Way onstruction/Service Fees ontingency echnology inancing Costs (Temp Notes) ost of Issuance (Rev/GO Bonds) ebt Reserve Fund (Rev Bond) apitalized Interest otals inancing Sources .O. Bonds evenue Bonds RPA and/or G.O. Bonds ix Our Streets Sales Tax ountywide Sales Tax ountywide Sales Tax iounty Fund General perating Fund General perating Fund Fleet perating Fund Fleet perating Fund Pleet perating Fund Pleet perating Fund Pleet perating Fund Pleet perating Fund Parking perating Fund Stormwater perating Fund Water ederal Funds		\$ 170, \$ 1,030, \$ 1,030, \$ 5 \$ 1,200, 2024 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	- \$ 0000 \$ - \$ - \$ - \$ - \$ 0000 \$ - \$ - \$ 0000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - <	S - S	S S S S S S S S S S S S S S S S S S S		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		S S S S S S S S S S S S S S S S S S S		S S S S S S S S S S S S S S S S S S S	170,0 1,030,0 1,200, 0 Fotal CIP	

Capital Improvement Project Summary Project Type: Neighborhoods **Council Priority:** Neighborhood Infrastructure (DREAMS 1) 2024 Project Name: Developing Neighborhoods 601160.00 Project Year(s): Project Number: 2024 Department: Public Works Estimated Useful Life: 30 Year(s) Division: Street Contact: Lee Holmes Council District(s): New to CIP? Multiple No Repair/Replace If Not New, First Year in CIP: 2019 Туре: Primary Funding Source: Multiple 2024-2032 \$ Approved in previous CIP \$1,980,000 **Estimated Operating Cost** \$0 New money in 2024-2033 CIP: \$0 \$1,980,000 Total Project Cost: \$1,980,000 Total 2024-2033 CIP: 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 multifamily 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: Total CIP **Project Estimates** 2029-2033 Design/Admin Fees 100,000 100,000 Right of Way \$ \$ \$ \$ Construction/Service Fees 1,780,000 \$ \$ \$ 1,780,000 \$ \$ \$ \$ Contingency \$ 100,000 \$ \$ \$ \$ _ S -S 100,000 Technology \$ \$ \$ \$ \$ \$ \$ _ Financing Costs (Temp Notes) S \$ S \$ \$ S \$ _ Cost of Issuance (Rev/GO Bonds) s \$ \$ \$ \$ \$ S s Debt Reserve Fund (Rev Bond) \$ \$ \$ \$ S S _ _ Capitalized Interest S \$ Totals 1,980,000 S 1.980.000 \$ S S S **Financing Sources** 2029-2033 2024 otal CIP G.O. Bonds 1,500,000 \$ Revenue Bonds \$ \$ \$ \$ \$ \$ ARPA and/or G.O. Bonds \$ \$ \$ \$ \$ \$ \$750.000 \$ Fix Our Streets Sales Tax \$ \$ \$ \$ \$ -Countywide JEDO Sales Tax s \$ \$ \$ \$ \$ \$ \$ \$750,000 \$ \$ Operating Fund General \$ \$ -_ S -\$ _ Operating Fund Facilities \$ -\$ --S s -Operating Fund Fleet \$ \$ \$ S \$ --S --\$ Operating Fund IT \$ \$ _ \$ _ \$ \$ Operating Fund Parking \$ \$ _ \$ \$ \$ \$ Operating Fund Stormwater \$ \$ \$ \$ \$ \$ -Operating Fund Wastewater \$ \$ \$ 150,000 150,000 \$ \$ \$ -Operating Fund Water \$ \$ \$ \$ \$ \$ S Federal Funds Exchange \$ \$ \$ \$ \$ \$ \$ _ -\$ CDBG \$ s \$ \$ \$ _ \$ 330,000 330,000 G.O. Bonds - Special S ¢ S S \$ ¢ S 1,980,000 Totals 1.980.000 \$ S S S \$

Capital Improvement Project Summary

Project Name:
Project Number:
Primary Funding Source:
Multiple Funds:
Council District(s):
Total Budget

2025 FIRM 131088.00 Operating Fund General No Multiple \$ 2,346,000 Department:Public WorksDivision:FacilitiesContact:Jason TryonNew Project?No1st CIP Year:Yrogram

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	203	0 & Beyond	,	Fotal 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	203	0 & Beyond	,	Fotal 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



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
	ТРАС	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



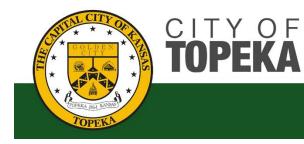


YEAR	BUILDING	PROJECT NAME	DESCRIPTION	COST EST.
2025	ТРАС	TPAC STEPS, SOUTH SIDEWALK	Remove landing, replace concrete, handrail and south entry sidewalk panels	\$252,000
	FIRE STATIONS 4, 6	WINDOWS	Replace windows for improved energy efficiency and historic stations	\$250,000
	STREET/FACILITIES	HVAC	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



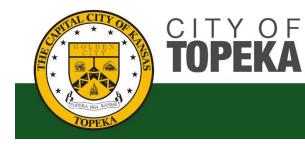


YEAR	BUILDING	PROJECT NAME	DESCRIPTION	COST EST.
2026	HOLLIDAY	HVAC BALANCING AND REFRESH	Internal HVAC, replace Variable air volume controls (VAV), replace pneumatic controls, test and balance system, 1st floor refresh, paint, carpet, private meetings spaces, replace exterior window tinting.	\$1,008,000
	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
	ТРАС	RE-KEY CITY HALL	Consolidate key system across City buildings	\$UNK



City of Topeka Public Infrastructure 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.

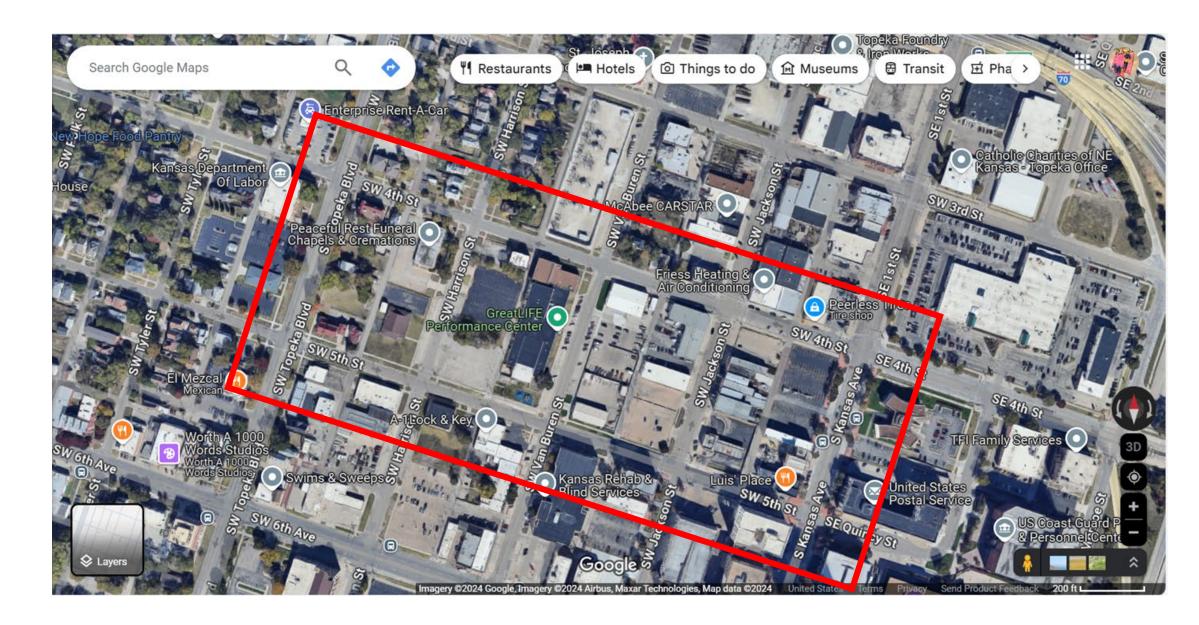
ATTACHMENTS:

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)

X Search Google Maps Q **9** : 381 SW Van Buren St Topeka, Kansas Google Street View May 2024 See more dates Law Enforcement Center SW 5th St Google

5

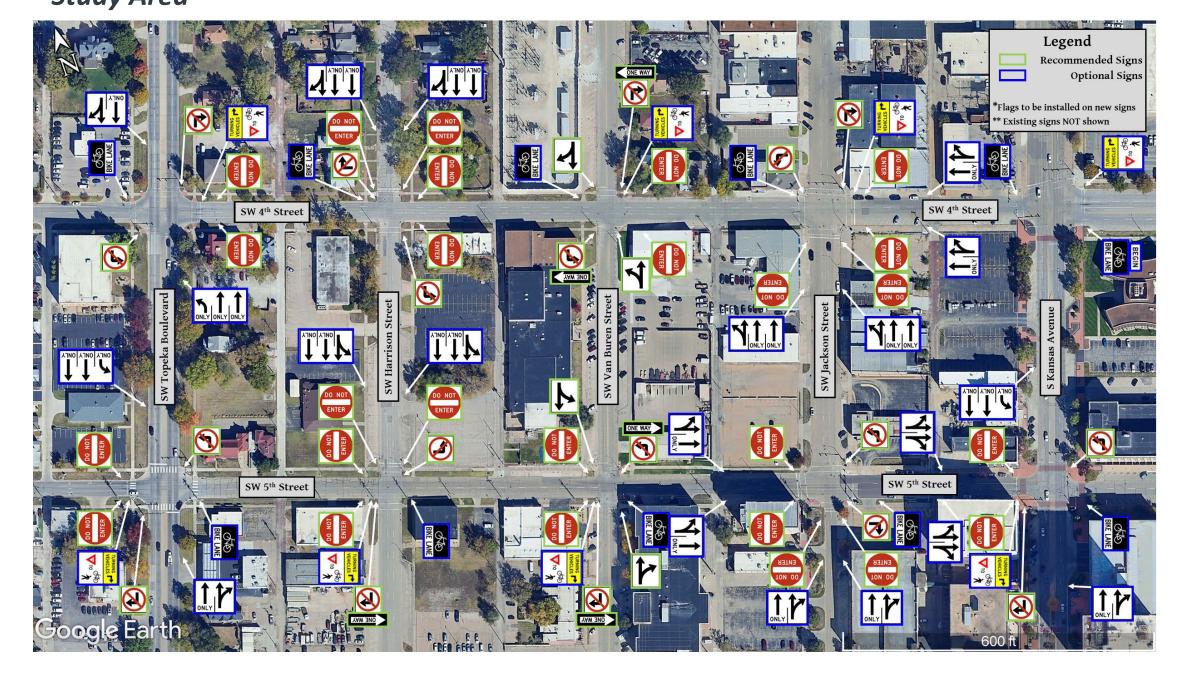
0

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



1

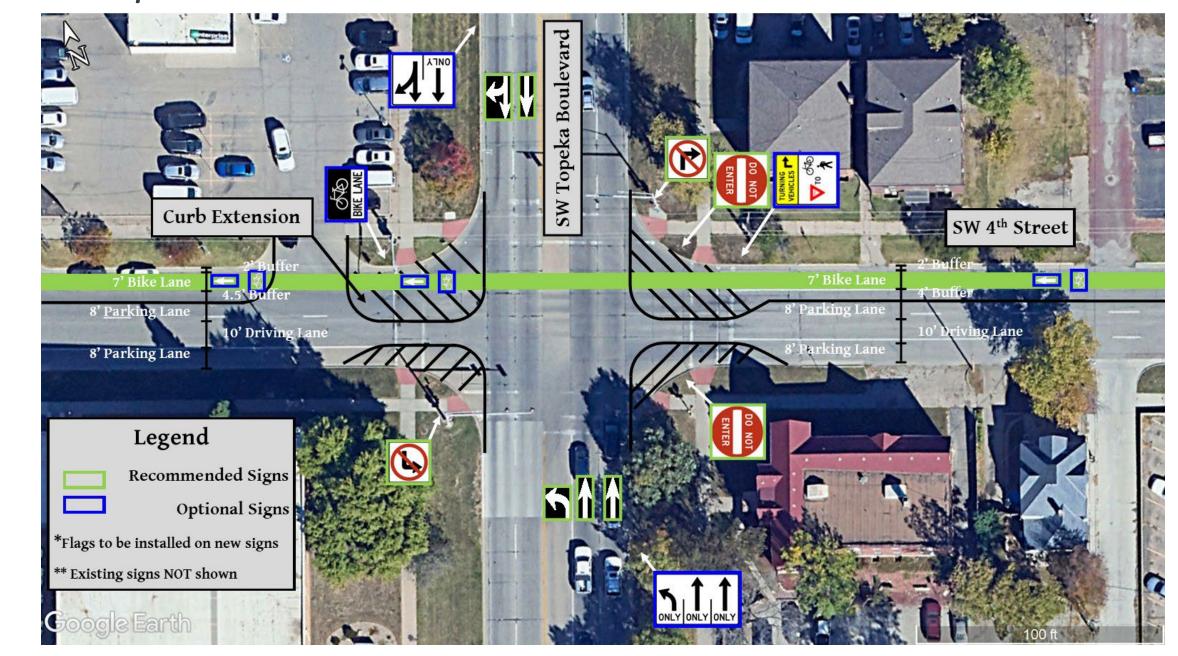
Signage Plan Study Area



<u>م</u> ۱۱۶

E 🏟

Signage Plan SW Topeka Blvd. & SW 4th St.



8

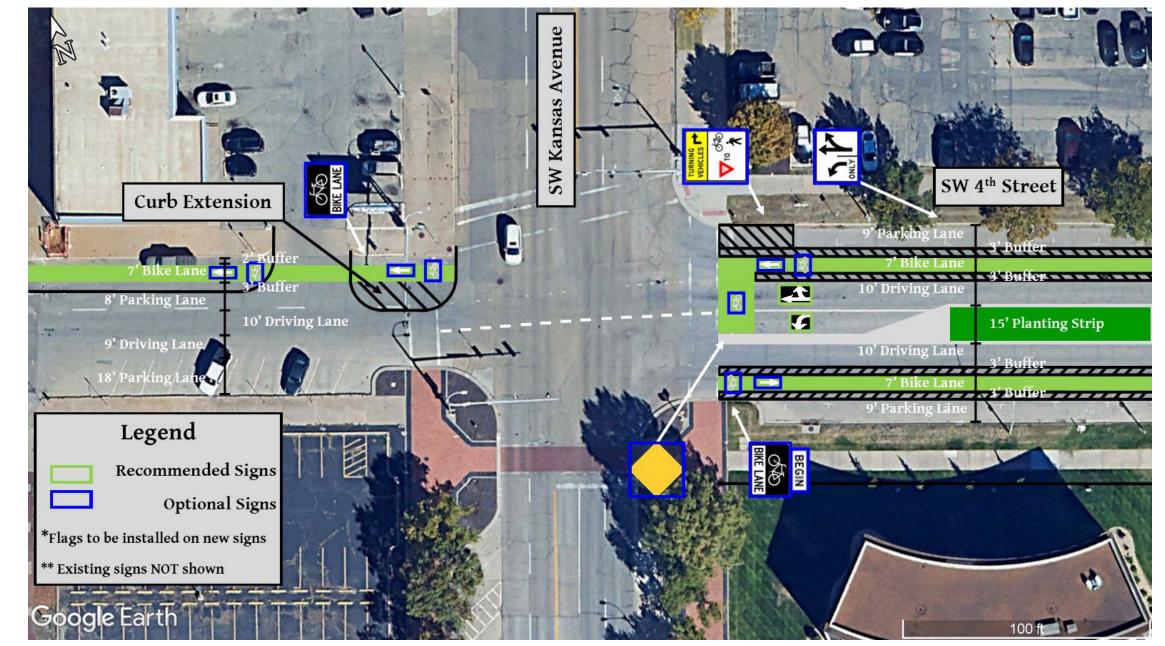
E 🏟

Signage Plan SW Van Buren St. & SW 4th St.



E 🥡

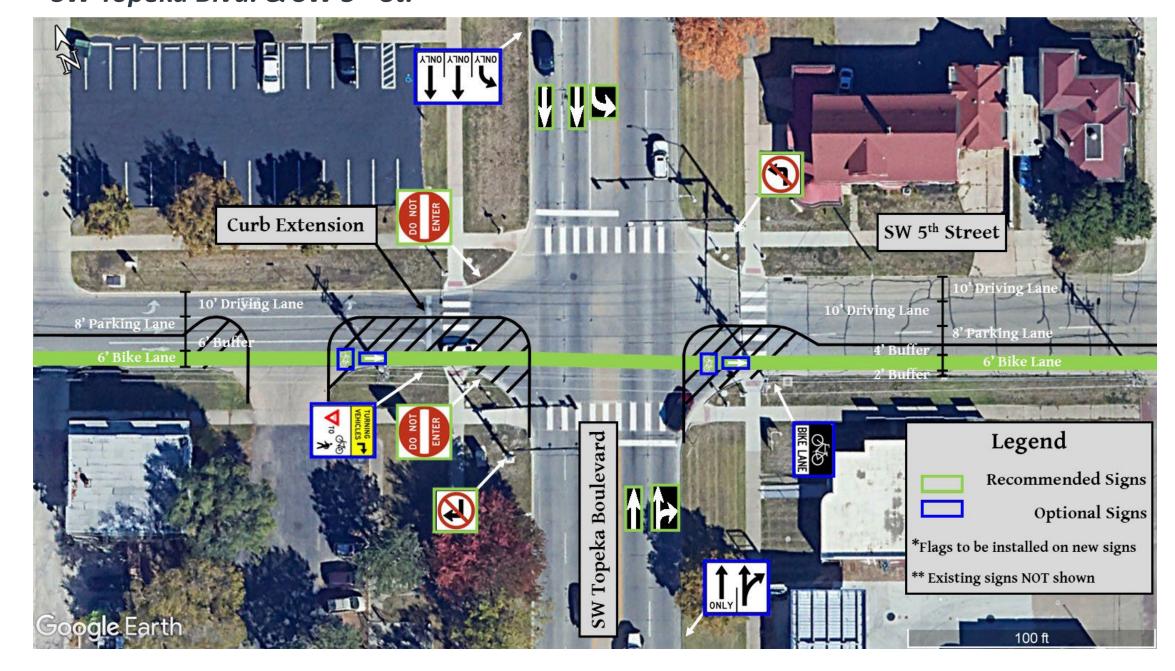
Signage Plan SW Kansas Ave. & SW 4th St.



10

E 🥡

Signage Plan SW Topeka Blvd. & SW 5th St.



E 🏟

(

Signage Plan SW Van Buren St. & SW 5th St.

> 111 Bra Br B. B. . . . Curb Extension 100 V V V V V SW 5th Street 10' Driving La 10' Driving Lane 1A 10' Driving Lane V 10' Driving Lane 8' Parking Lane 8' Parking Lane 4' Buffer Buffe 2 6' Bike Lane 6' Bike Lane 2' Buffer Legend Van Buren Street Recommended Signs **Optional Signs** VAW BNO *Flags to be installed on new signs ** Existing signs NOT shown -N 8 SW F Earth F

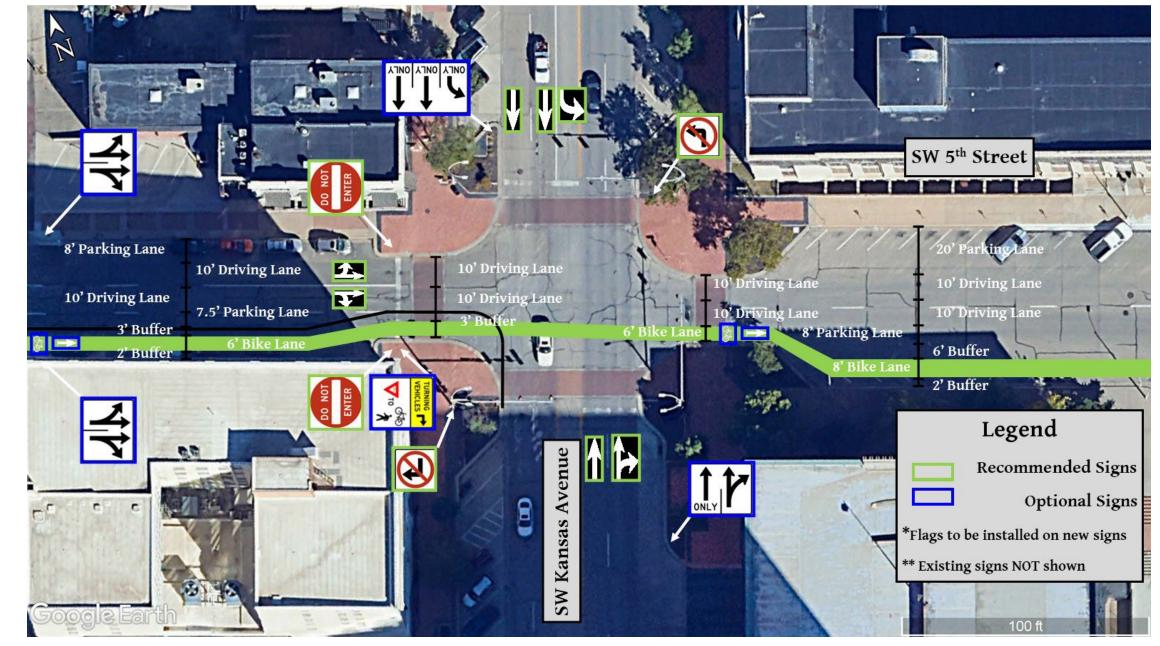
12

1

ي 🗖

Signage Plan

SW Kansas Ave. & SW 5th St.



13

ي 🗖

M

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

ø

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?

vsp

Ţ