

Build Kansas Fund | Fiscal Year 2024 Application Package | Memo



To: Representative Troy Waymaster, Chair, Build Kansas Advisory Committee
Murl Riedel, Kansas Legislative Research Department
Shauna Wake, Office of the Kansas State Treasurer

From: Matthew A. Volz, PE, Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Application #2024-055-NoEDD

Date: June 17, 2024

Attached, please find an application made to the Build Kansas Fund by the City of Topeka. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 11 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-7. Page 7 provides the table of funding sources.
- Attachments – federal application, pages 8-11.

Project Overview

The City of Topeka seeks funding from the US Department of Transportation for funding available through the Active Transportation Infrastructure Investment Program (ATIIP) to address seven projects outlined in the recent Bikeways Phase V circulation study to create better access in the downtown core.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting \$3,328,030 from the Build Kansas Fund. This request has the potential to unlock \$13,312,123 in federal funds.

The federal deadline was June 17, 2024, and this Build Kansas Fund application was received on June 5, 2024.

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on June 12, 2024, following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

Build Kansas Fund | Fiscal Year 2024 Application Package | Coversheet



Build Kansas Fund Application Number	2024-055-NoEDD
Project Name	Topeka Bikeways: Phase V Project
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	NoEDD
Infrastructure Sector(s)	Transportation
BIL Program	Active Transportation Infrastructure Investment Program (ATIIP)
BIL Program Type	Discretionary
BIL Application Deadline	6/17/2024
Build Kansas Fund Request	\$3,328,030.00
Technical Assistance Received	General Yes
	BIL Application No
	Build Kansas Fund Application Yes
	Other (Brief Description): Provided general and BKF application support
Application Notes	Build Kansas Fund contribution of \$3,328,030 will unlock \$13,312,123 in federal BIL funding.

Steering Committee Funding Recommendation	June 12, 2024 Recommend
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Advisory Committee Funding Recommendation	DATE Recommend or Decline
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Completeness Review Data

Date Build Kansas Application Received:	6/5/2024
Date Of Completeness Check:	6/7/2024
Date Forwarded to Steering Committee:	6/10/2024

Title	City of Topeka, Kansas	06/05/2024
	by Alleigh Weems in Build Kansas Fund Fiscal Year 2024 Application	id. 46707967
	apweems@topeka.org	

Original Submission	06/05/2024
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Score	n/a	
	Part 1: Applicant Information	

The name of the entity applying for the Build Kansas Fund:	City of Topeka, Kansas
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Project Name:	Topeka Bikeways: Phase V
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Entity type:	Local Government
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Applicant Contact Name:	Alleigh Weems
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Applicant Contact Position/Title:	Management Analyst
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Applicant Contact Telephone Number:	+17853683036
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Applicant Contact Email Address:	apweems@topeka.org
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Applicant Contact Address:	620 SE Madison St
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Applicant Contact Address Line 2 (optional):	2nd Floor - Engineering
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Applicant Contact City:	Topeka
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Applicant Contact State:	Kansas
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Applicant Contact Zip Code:	66607
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Is the Project Contact the same as the Applicant Contact? Yes

Part 2: Build Kansas Fund - Eligibility Criteria

Certify that you are pursuing a viable Bipartisan Infrastructure Law (BIL) funding opportunity for which your entity is eligible: Yes

Certify that the Bipartisan Infrastructure Law (BIL) funding opportunity you are pursuing has a required non-federal match component: Yes

What is the primary county that the project will occur in? Shawnee County

The Build Kansas Fund is intended to support Kansas-based infrastructure projects. Please provide a list of all the zip codes this project will be located in, along with an estimated percent [%] of the project located in that zip code. For example, if seeking funding for road infrastructure, provide a rough percent of the roads expected in each zip code:

[Zip Code Percentage.xlsx](#)

Part 3: Bipartisan Infrastructure Law (BIL) - Grant Application Information
Please Note: This information is related to the federal Bipartisan Infrastructure Law (BIL) funding opportunity to which you will apply. This is NOT information for the Build Kansas Match Fund.

Please enter the Bipartisan Infrastructure Law (BIL) funding opportunity title that the entity is applying for: Active Transportation Infrastructure Investment Program (ATIIP)

What is the funding agency for this Bipartisan Infrastructure Law (BIL) funding opportunity? U.S. Department of Transportation

What is the Assistance Listing Number (ALN) for this Bipartisan Infrastructure Law (BIL) funding opportunity? 20.205 -- Highway Planning and Construction

What is the application due date for this Bipartisan Infrastructure Law (BIL) funding opportunity? 6/17/2024

What is the federal fiscal year for this Bipartisan Infrastructure Law (BIL) funding opportunity? 2024

Enter the amount of funding being applied for, from the Bipartisan Infrastructure Law (BIL) funding opportunity: \$13,312,123.00

Enter the total project cost: \$16,640,153.00

Enter the required non-federal match percentage: 20.0

Part 4: Build Kansas Fund - Match Application Information

Enter the non-federal match amount being requested from the Build Kansas Fund: \$3,328,030.00

Is the project able to move forward with a lesser match amount than requested? No

If you are awarded 0.0 less match than the amount requested, at what amount would your project NOT be able to move forward?

Expected breakdown of funding sources to support the project: Enter the funding source and projected amount from each source to support this project:

[Kansas+DOT+table.xlsx](#)

Part 5: Build Kansas Fund - Means Test

Confirm that there are no available funding sources currently planned to go unused by your entity that could be leveraged for this project: Yes

Confirm there are no available American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies that could be used for this match: No

Confirm that you have explored other readily available funding sources (federal or non-federal) to be used for this match: Yes

Briefly describe your efforts to find other available funding sources for this project: Three of the projects taken from the Phase V circulation study have been applied for to the KDOT Transportation Alternatives Program. Construction costs for the remaining seven, which are being proposed through this opportunity, exceed any programmatic funding currently available to the City.

Part 6: Additional Information

Please upload a copy of the Bipartisan Infrastructure Law (BIL) program application associated with this request OR a 2-page executive summary providing an overview of the project:

[City_of_Topeka_ATIIP_Narrative-Map-Budget_DRAFT.pdf](#)

Provide any additional information about this project (optional):

Part 7: Terms and Conditions

Understanding of Fund Release Requirements: checked

Understanding of Use of Funds: checked

Understanding of Reporting Requirements: checked

Authority to Make Grant Application: checked

Persons and Titles: Alleigh Weems
The following persons are responsible for making this Build Kansas Fund application.

Position/Title: Management Analyst

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:

Internal Form

Score n/a

Pre-Award Information:

Post-Award Information:

Deviation Report:

Source	Amount	Zip Code	% of project in zip code
BIL Federal Funds (applied for)	\$ 13,312,123.00	66616	33%
Build Kansas Funds (non-federal match)	\$ 3,328,030.00	66607	34%
Additional Project Contribution (if applicable)		66603	33%
			<hr/> 100 % in Kansas
TOTAL PROJECT COST	\$ 16,640,153.00		

Topeka Bikeways Phase V

City of Topeka, Kansas

Project Description

The City of Topeka, Kansas is seeking an Active Transportation Infrastructure Investment (ATIIIP) grant to address seven projects outlined in the recent Bikeways Phase V circulation study. These would specifically create better access in our downtown core. The construction of this new infrastructure will provide connectivity to workforce opportunities, transit routes, errands to basic needs like food, school, and green spaces.

History of Bikeways Investment

2012 Topeka Bikeways Plan Proposed Network

The development of the Topeka Bikeways Master Plan set the stage for greater bicycling in Topeka. Adopted by the Metropolitan Topeka Planning Organization (MTPO) in 2012, the Plan included eight trails and a 122-mile on-street bike network to be built in five phases over a 15-year period. In addition, it included recommendations to support this infrastructure with policies and programs including engineering, education, encouragement, enforcement, and evaluation. Topeka has since expanded the total mileage that will be built as part of the Bikeways Network to 167 miles and continues to look for opportunities to increase the mileage of bike facilities through Complete Streets projects and other opportunities on city and county projects.

Purpose of the 2020 Bike Plan Update

Topeka is at an important crossroads where it is critical to ensure that the next phase of bicycle infrastructure spending takes bicycling to a higher level in both quality and appeal to potential riders. The Topeka Fast-Track Bike Plan does not replace the 2012 Plan, rather it serves as an action plan and supplement to that plan as it responds to evolving community priorities and current best practices. It provides an assessment of how far Topeka has come since the initial plan and takes stock of what is working and what needs to be strengthened. As a plan update, the Fast-Track Bike Plan achieves the following purposes, it:

- Refreshes the bike plan goals and prioritization criteria to guide future project selection;
- Establishes a priority “low-stress/high quality” network that will appeal to potential users of all ages and abilities and can realistically be built within the next ten years;
- Recommends a short list of grant-ready “ultimate design” projects to complete by 2030 using committed sales tax funds. These recommendations include both upgrades to previously implemented facilities as well as new routes and trails.
- Illustrates high level design concepts to help jump-start the priority projects and leverage grant funding.
- Updates existing routes and design guidance to better achieve the community’s updated bicycling goals and current state of engineering best practices.

- Acknowledges that the process for implementing the full “Vision” network must be an iterative one. The long-term Vision Network should be revisited every 7-8 years with a bike plan update process that allows for a fresh look at prioritizing projects based on current state of the practice and shifts in development and public desires

Fast-Track Bike Plan: Guiding Principles for Bicycling in Topeka

Equity and Access for All

- Improve access for all members of the community to key destinations, trails, and neighborhoods along a safe, connected, and well-maintained bicycle network.
- Plan and design for bicyclists of all ages and abilities recognizing the diverse needs of low-income users, youth, women, people of color, seniors and other underrepresented groups.

Health, Wellness and Safety

- Provide opportunities for active transportation choices through the planning, design and promotion of the bicycle system.
- Increase roadway safety for bicyclists.

Sustainability and Economic Development

- Reduce the environmental impacts and infrastructure costs of the community’s transportation system through greater opportunities for active transportation.
- Capitalize on the potential of an all ages and all abilities bicycle network to attract tourists, residents, and businesses.

Livability

- Support bicycling and active transportation as critical components in providing a high quality of life for people living, working, recreating, and visiting Topeka.

Land Use and Transportation Connections

- Prioritize a destination-based bicycle network with end-of-trip facilities to support active transportation.

Accomplishments to Date

We are extremely proud of the progress we have made in Topeka over the past ten years to support bicycling as a key component of our transportation system. Our community has taken several important steps, including:

- Developed and adopted our first Bikeways Master Plan in 2012;
- Voted for a countywide half cent sales tax with up to \$3.5 million for bike projects through 2031;
- Developed Design Guidelines to strengthen the city and county Complete Streets policies;

- Built approximately 85 miles of on-street bike facilities including bike lanes (10%), multiuse side-paths (31%), and share the road signage or sharrows (54%);
- Received approximately \$4.4 million in grants for bicycling improvements;
- Received designation as a Bronze-Level Bicycle Friendly Community by the League of American Bicyclists;
- Adopted a new Land Use Growth Management Plan with Transportation choices as one of the major pillars; and
- Adopted the Futures 2045 Regional Transportation Plan that includes an increased emphasis on active transportation.

Phase V Implementation - 2024

The Topeka Bikeways Circulation Study aims to advance the network recommendations of the 2012 Bikeways Master Plan and 2020 Fast-Track Bike Plan by developing high-level concept designs for ten roadway corridors identified for the next phase of implementation (Phase V). The concepts show how each roadway could be reconfigured to accommodate safe and comfortable bicycle travel. The concepts are intended to help jump-start these priority bikeway projects and leverage potential grant funding.

The ten Phase V corridors are located within and adjacent to Downtown Topeka and are listed in Table 1 and shown in Figure 1. The City’s application to ATIP includes all Study Corridors except #2, 5, and 6, as those have been proposed for KDOT’s Transportation Alternatives Program and are pending decision at this time.

Figure 1. Study Corridors

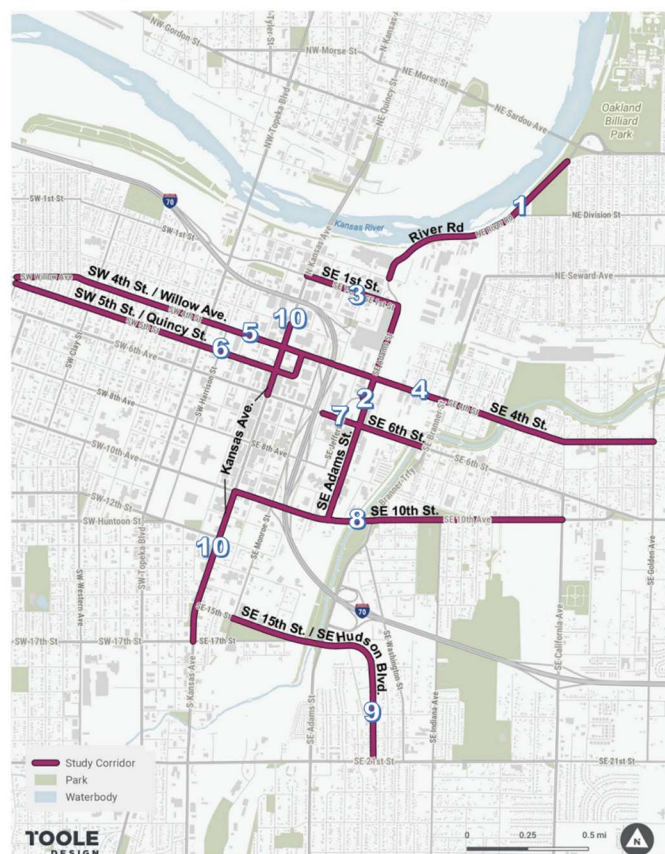


Table 1. Study Corridors

Corridor	Extents
1 - NE River Rd	NE Crane St to NE Emmett St
2 - SE Adams St	SE 10 th Ave to SE 1 st St
3 - SE 1st St	Kansas Ave to Jefferson Trfy
4 - SE 4th St	NE Golden Ave to Kansas Ave
5 - SW 4th St	Washburn Ave to Kansas Ave
6 - SW 5th St	Washburn Ave to SE 4 th St
7 - SE 6th St	SE Madison St to SE Branner St
8 - SE 10th St	S Kansas Ave to SE California Ave
9 - SE 15th St / SE Hudson Blvd	SE Monroe St to Maryland Ave to SE 21 st St
10 - Kansas Ave	3 rd St to 6 th St and 10 th Ave to 17 th St

Project Budget

Corridor Segment	Estimated Cost
NE River Rd: NE Crane St to NE Emmett St	\$4,458,789
SE 1st St: Kansas Ave to Jefferson Tfwy	\$917,917
SE 4th St: NE Golden Ave to Kansas Ave	\$2,948,348
SE 6th St: SE Madison St to SE Branner St	\$177,450
SE 10th St: S Kansas Ave to SE California Ave	\$3,151,759
SE 15th St/SE Hudson Blvd: SE Monroe St to Maryland Ave to SE 21st St	\$1,820,676
Kansas Ave: 3rd St to 6th St and 10th Ave to 17th St	\$3,165,214
Total	\$16,640,153