

Thursday, October 17, 2013
4:00–5:30PM
6 East 6th Street
Lawrence City Hall
City Commission Room

POLICY BOARD AGENDA - REGULAR MEETING

1. **Call Meeting to Order**
(Davonna Moore - L-DC MPO Vice Chair)
2. **Election of MPO Chair**
(Davonna Moore - L-DC MPO Vice Chair)
The MPO will be asked to elect a new Chair to replace Bruce Liese who recently had to resign his position on the MPO due to work schedule conflicts.
3. **Action Item: Approval of Minutes from the August 15, 2013 MPO Meeting (see attached minutes)**
(Davonna Moore - L-DC MPO Vice Chair)
4. **Old Business and Correspondence (see attached memo and minutes)**
(Todd Girdler – MPO staff)
 - a. **Project Updates Memo**
 - Multimodal Transportation Studies Project
 - 2013 Bicyclists & Pedestrians Count
 - T2040 Metropolitan Transportation Plan-Amendment #1 Version and Incorporation of T2040 into the Comprehensive Plan
 - Transit Hub Study
 - I-70 Commuter Bus Study
 - Bicycle Advisory Committee- Safety Study
 - b. **Recent TAC meeting minutes**
 - August 6, 2013 – approved
5. **Action Item: 2014 Unified Planning Work Program – (see attached draft UPWP)**
(Todd Girdler – MPO staff)

This new work program for next calendar year describes the work that the MPO staff has planned for 2014 and the budget that will be used to accomplish those tasks. For 2014 the MPO staff plans on working on all of the routine activities that must be done each year like grant tracking and billing as well as activities like the annual bike-ped counting program that has been done by this MPO for several years now. The 2014 program will also feature the major activities listed below.

- Complete a 2014-2017 Transportation Improvement Program (TIP)
- Create a single report for access management related regulations used in Douglas County
- Make adjustments to the MPO documents and processes to address the new MAP-21 requirements for performance measuring and asset management as needed
- Work with KDOT to design and implement a program to inform the state's and the region's freight community (major shippers and carriers) about the transportation planning process and invite them to become involved and share their concerns with the MPO
- Work with MPO planning partners to implement the recommendations from the Multimodal Studies Project (Commuter Park & Ride Study, Fixed Route Transit and Pedestrian Accessibility Study, Countywide Bikeway System Plan)
- Complete the RFP hiring process for a consultant to update the Regional ITS Architecture
- Complete work on a regional Pedestrian Plan that includes strategies for making pedestrian facility investments and for confirming the importance of the walking environment in the multimodal transportation system
- Participate in the implementation of recommendations from the Transit Hub Study and the I-70 Commuter Bus Transit Study as needed

6. Action Item: 2012-2015 Transportation Improvement Program – Amendment #7 (see attached list of TIP changes and the entire draft TIP amendment at <http://www.lawrenceks.org/mpo/tipA7draft>)
 (Jessica Mortinger – MPO staff)

This amendment includes updates to funding for several Lawrence roadway projects listed below:

- 31st Street – Haskell to O'Connell
- 23rd and Iowa Intersection
- 9th and Kentucky Intersection
- 6th and Iowa Intersection

7. Other Business

8. Public Comments

This item is to allow brief public comments on items not listed specifically on the agenda. Comments from each individual or organization will be limited to five minutes.

9. Adjournment

Next Meeting: The MPO Policy Board will meet next for its regularly scheduled meeting on November 21, 2013.

Special Accommodations: Please notify the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) at (785) 832-3150 at least 72 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests.

The L-DC MPO programs do not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see www.lawrenceks.org/mpo/title6 or call (785) 832-3150.

Lawrence-Douglas County Metropolitan Planning Organization (MPO) Policy Board

Meeting Minutes-Thursday, August 15th, 2013

Attendance:

Organization	Name	Present
Voting Members		
Lawrence City Commission	Michael Dever	X
Lawrence City Commission	Bob Schumm	
Douglas County Commission	Nancy Thellman	X
L-DC Metropolitan Planning Commission	Bruce Liese	X
L-DC Metropolitan Planning Commission	Bryan Culver	X
City of Lecompton	Mary Jane Hoffer	
Kansas Department of Transportation	Davonna Moore	X
Non-Voting Members		
Federal Highway Administration	Paul Foundoukis	X
Federal Transit Administration	Joni Roeseler	
University of Kansas	Peg Livingood	X
City of Baldwin City	Ken Wagner	
City of Eudora	John Fiore	
Staff		
Lawrence - Douglas County MPO	Mr. Girdler, AICP	X
Lawrence - Douglas County MPO	Ms. Mortinger	X
City of Lawrence-Douglas County Planning & Development Services Dept.	Scott McCullough	X
Others		
Kansas Department of Transportation	Allison Smith	X
Lawrence Transit	Bob Nugent	X
Vance Brothers	Mike Mitchell	X

1. Call Meeting to Order and Introductions were made

Mr. Liese called the meeting to order at 4:05 PM a quorum was assured, and introductions were made.

2. Action Item: Approval of Minutes from the May 16, 2013 MPO Meeting

Approval of the minutes from the May 16th MPO meeting was moved by Mr. Liese, seconded by Ms. Moore and passed 2-0 with Mr. Culver, Mr. Dever, and Ms. Thellman abstaining.

3. Discussion Item: Old Business and Correspondence:

Mr. Girdler presented the Project Updates Memo & TAC Minutes included in the agenda packet and asked if any members of the Board had additional questions. Mr. Liese asked to explain what the TAC does. Mr. Girdler explained that the TAC provides technical support to assist the MPO staff in preparing the required MPO documents. The committee is composed of state and local government planning, transit and public work staffs.

4. 2013 Unified Planning Work Program – Amendment #1

Mr. Girdler presented the UPWP amendment to the MPO for approval explaining that this is in part a routine mid-year update to adjust the budget for new hourly labor rates, make adjustments to match amounts for federal funding, and adjust staff hour allocations for particular work tasks. In addition to that routine revision this amendment also includes moving all of the funding for the Multimodal Studies Project into 2013 instead of having spent some of that money in 2012 and moving the funds to hire a consultant for the Regional ITS Architecture Update out of 2013 and into 2014. The amendment also includes additional staff hours to Task 3.2-Metropolitan Transportation Plan to reflect the amount of work the MPO staff did during the first quarter leading up to the approval of the new T2040 Plan in March and the current need to revise that new MTP to reflect recently announced changes to major projects in the region including the new design for the K-10/US-40 Interchange. This amendment was posted online for a 15-day public comment period and received no public comments. Mr. Liese asked if there were any questions about the proposed changes to the UPWP. There was none. A motion to approve this UPWP amendment as presented was moved by Ms. Moore, seconded by Mr. Dever and passed unanimously.

5. Action Item: 2012-2015 Transportation Improvement Program – Amendment #6

Ms. Mortinger presented the TIP amendment to the MPO for approval explaining that this TIP amendment was precipitated by the major change in design and funding for improvements at the US-40/K-10 Interchange but that now this amendment also includes other projects including the recently awarded Transportation Enhancement (TE) funds, changes to Lawrence Transit's funding allocations, and adding all the T2040 listed local projects to the TIP because of their regional significance. The following T2040 MTP amendment includes these same project changes. This amendment was posted online for a 15 day public comment period and received no public comment. Mr. Liese asked if there were any questions about the proposed changes to the TIP. There was none. A motion to approve this TIP amendment as presented was moved by Mr. Dever, seconded by Ms. Thellman and passed unanimously.

6. Transportation 2040-Metropolitan Transportation Plan – Amendment #1

Mr. Girdler presented the MTP amendment to the MPO and explained that this amendment is being made to reflect recent changes to some large projects including the planned improvements to the US-40/K-10 Interchange, and to reflect the recent awards of TE funds to projects in Lawrence. This MTP amendment also incorporates the project schedule and funding changes included in TIP Amendment #6. This MTP amendment was posted online for a 30 day public comment period and received no public comment. Mr. Liese asked if there were any questions about the proposed changes to the MTP. There was none. A motion to approve this MTP amendment as presented was moved by Ms. Thellman, seconded by Mr. Dever and passed unanimously.

7. Discussion Item: Special Studies and Programs for Transit in Lawrence

Mr. Nugent informed the MPO that Lawrence Transit began a one year late night service pilot project called Night Line. The service will target residence to employment trips and will be a scheduled demand service. The service is a premium service, bus passes won't be eligible and each ride will cost \$2.00. They will allow subscription rides to be booked and will begin visiting employers in the community with shift workers to advertise the program. This year was also the first year that Lawrence Transit offered a Summer Bus Pass for Students for June, July and August for \$10. The pass was advertised in partnership with the Lawrence Public Library program in schools and as a result around 400 passes were sold. While it's too early to tell the

overall success of these programs there have been early surprises and we are surpassing initial goals with both projects/programs. More information about either of these programs can be found at: lawrencetransit.org

Mr. Nugent informed the MPO that Lawrence Transit also hired a consultant to conduct a Transit Center Location Analysis Study. Historically, 13 years ago with the birth of Lawrence Transit, the community choose to focus the central hub of the system downtown, however since more development has occurred in the downtown, the required 300 feet of curb space required to facilitate the systems' hard transfers downtown has become increasingly difficult to find. The study explores locations in the entire community that could serve the Lawrence Transit and coordinated KU on Wheel service. Mr. Nugent asked if anyone had any questions about these three ongoing efforts.

Mr. Liese asked about the marketing for the two pilot projects. Mr. Nugent indicated that most of the Night Line marketing has been face to face with Transit staff educating local businesses about the opportunities for late night travel. As for the summer passes, the Library shared the materials provided by Lawrence Transit in the schools as part of their summer reading program. Ms. Moore asked why the Night Line didn't accept monthly passes. Mr. Nugent indicated that this time the service is a premium service and possible evaluation and changes to the service in the future might include acceptance of a pass.

8. Discussion Item: Multimodal Studies Project

Mr. Girdler informed the MPO that the multimodal studies is ongoing with the consultant team (URS, Toole Design, and Vireo) working to analyze the information received from the online interactive mapping tool and mobile meetings held recently to prepare for the final round of input and a working draft to present at the next open house. The consultant team will soon have an online survey up for public input, the next open house is being planned for October 9th, and the consultants have started to draft reports for this study now and those reports are available online. Mr. Girdler indicated that this study is being coordinated with the KU Master Planning process, the I-70 Commuter Study and activities by local bicycle and pedestrian advocacy groups. The final report is expected to be ready for approval at the end of the year. The report will be brought the MPO Policy Board and the local governing bodies. These study results will feed into T2040 and the planning work the MPO staff is conducting next year. Mr. Dever asked the MPO staff if they were aware of local efforts of citizens to request dedicated funding for bicycle/pedestrian infrastructure and engineering staff. Mr. Girdler indicated that the MPO was aware of local advocate group requests for dedicated funding.

9. Other Business

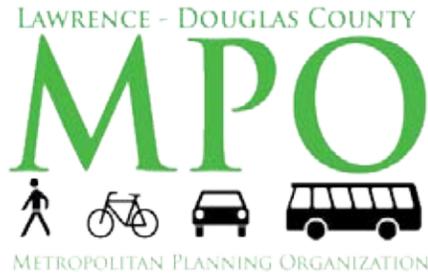
10. There was none.

11. Public Comments

There was none.

12. Adjournment

The MPO staff noted that there may not be a need for a September MPO meeting, and they would let members know soon if it would be canceled. The meeting was adjourned at 4:48 PM.



Memorandum

TO: L-DC MPO Members
FROM: Todd Girdler, Senior Transportation Planner
CC: Scott McCullough, Lawrence-Douglas County Planning and Development Services Director and L-DC MPO Secretary
Date: October 9, 2013
Re: Updates for MPO Projects

Since the last MPO meeting held on August 15, 2013 the MPO staff has been actively working on several projects. Shown below is a list of selected projects and a brief description of recent work on those items.

Multimodal Transportation Studies Project – the MPO staff and the consultant team has worked together to transition this project from the public participation stage to the report writing stage. Several memos and other materials about the issues discussed in this project have been produced and put online for the public to review. The steering committees for the project met on September 18th and on October 9th. Steering Committee meeting notes have also been posted online. An online survey has been created and will be up until October 15th. This project includes three parts - Commuter Park & Ride Study, Fixed Route Transit and Pedestrian Accessibility Study, and Countywide Bikeway System Plan. The draft final report for this study will be drafted in October and early November and be available for public review and comment. The consultant work on this study will end on December 31, 2013 or sooner.

2013 Bicyclists and Pedestrians Count - the MPO staff was busy in September and early October conducting the 5th annual count of bicyclists and pedestrians in the Lawrence-Douglas County Region. This count included new locations in Baldwin City and rural parts of Douglas County. The staff is now preparing the count data for submission to the National Pedestrian-Bicyclist Documentation Project.

T2040 Metropolitan Transportation Plan-Amendment #1 Version and Incorporation of T2040 into the Comprehensive Plan - the MPO staff has been working on completing formatting needed to update this plan document with the amendment and create a final print and online version. MPO staff is producing a very limited quantity of print copies of this plan and assuming that most people will want an electronic version. The MPO staff has also been working with Lawrence and Douglas County officials to complete the formal incorporation of the T2040 Plan into the Lawrence-Douglas County Comprehensive Plan.

Transit Hub Study – the MPO staff has recently discussed this study with the Lawrence T staff and is preparing to modify MPO documents as needed to reflect the recommendations from this study and any City actions to relocate the transit transfer center to a new location. The two locations now under review for this transit hub are at 9th & Iowa and 21st & Iowa.

I-70 Commuter Bus Study – the MPO staff has participated in this KDOT study and is now awaiting a draft report which is scheduled to be out for staff review soon.

Bicycle Advisory Committee-Safety Study - the MPO staff has been working on responding to concerns that have been raised recently by Bicycle Advisory Committee (BAC) members about the safety of cycling in the region and the need for more safety analysis of bicycle crashes. The BAC members are considering a proposal to send a letter to various city and county officials asking them to participate in efforts to improve bike safety and conduct a bike safety analysis.

TECHNICAL ADVISORY COMMITTEE (TAC)
Minutes for Tuesday, August 6, 2013 Meeting

Voting Members

Allison Smith (KDOT)
Barrack Matite (Eudora)
Keith Browning (Douglas County – Public Works Director)
Charles Soules (Lawrence – Public Works Director – TAC Vice Chair)
Collin Bielser (Baldwin city – TAC Chair)
Scott McCullough (Lawrence-Douglas County Planning & Development Services)

Non-Voting Members

None

Staff

Todd Girdler (Senior Transportation Planner)
Jessica Mortinger (Transportation Planner)

Item 1: Call to Order

Collin Bielser called the meeting to order at 1:30 PM. A quorum was present.

Item 2: Welcome and Introductions

Collin Bielser welcomed everyone present to the TAC meeting and introductions were made.

Item 3: Action Item: Approval of Minutes from the July 2, 2013 Regular Meeting

Collin Bielser asked if anyone had any changes to the minutes. There were none. Scott McCullough moved to approve the minutes as presented. That motion was seconded by Charles Soules and passed unanimously.

Item 4: Action Item: 2013 Unified Planning Work Program – Amendment #1

Todd Girdler presented this UPWP amendment to the TAC for approval explaining that this is in part a routine mid-year update to adjust the budget for new hourly labor rates, make adjustments to match amounts for federal funding, and adjust staff hour allocations for particular work tasks. In addition to that routine revision this amendment also includes moving all of the funding for the Multimodal Studies Project into 2013 and moving the funds to hire a consultant for the Regional ITS Architecture Update out of 2013 and into 2014. This amendment was posted online and received no public comments. Allison Smith noted that this amendment also includes a revised amount for KDOT supplied toll credits. A motion to approve this UPWP amendment as presented was moved by Charles Soules, seconded by Barrack Matite and passed unanimously.

Item 5: Action Item: Transportation 2040-Metropolitan Transportation Plan – Amendment #1

Todd Girdler presented this MTP amendment to the TAC for approval noting that its public comment period will close on August 12th but to date no comments have been made. KDOT staff comments have been received and relate to minor revisions to Table 9.9 for transit funding. On this table the entries for Rural and Urban Service Expansion were mislabeled with the wrong dates in some parts of the table. MPO staff corrected that information. On that same transit table the last funding band for 2036-2040 was modified to show \$300,000 and \$1,000,000 respectively for those service expansion projects and to have a higher amount of money from previous carryover funds to balance that funding band. A note explaining that balancing of the 2036-2040 funding band was also added to the table. The other KDOT comment about this MTP amendment involved the wording of the summary page and how it stated that KDOT will spend HSIP dollars in Douglas County. MPO staff changed that wording to state that KDOT may spend those dollars in 2013, 2014, and/or 2015. Todd Girdler explained that he version of this amendment showing those changes suggested by KDOT staff will be sent to the MPO Policy Board later this week. A motion to approve this MTP amendment as presented was moved by Scott McCullough, seconded by Allison Smith and passed unanimously.

Item 6: Action Item: 2012-2015 Transportation Improvement Program – Amendment #6

Jessica Mortinger presented this TIP amendment to the TAC for approval. Allison Smith and Jessica Mortinger explained to the TAC that this TIP amendment was precipitated by the major change in design and funding for improvements at the US-40/K-10 Interchange but that now this amendment also includes other projects. Allison Smith noted that this TIP amendment only programs preliminary design funds for that interchange and not the whole project costs as shown in the MTP amendment. A motion to approve this TIP amendment as presented was moved by Charles Soules, seconded by Keith Browning and passed unanimously.

Item 7: Discussion Item: 2013 Bicyclists and Pedestrians Count

Jessica Mortinger told the TAC that she is working with the Baldwin City and Eudora staffs to select count locations and to solicit volunteers. Jessica Mortinger also told the TAC that because of special events in Lawrence that the Lawrence and small city counts will be held on different days. The Bicycle Advisory Committee has asked the MPO staff to conduct some rural area counts and Jessica asked Keith Browning to meet with her to discuss possible sites. The BAC will meet next on August 20th and discuss the September counting locations and the progress in getting volunteers to count this year. Jessica informed the TAC that the MPO staff may develop an online training tool for bike-ped counting to use in 2014, and she told the TAC members that more count volunteers will be needed if we are to count all the locations requested this year.

Item 8: Discussion Item: Multimodal Studies Project

Todd Girdler informed the TAC that this major MPO project is ongoing with the consultant team working to analyze the information received from the online interactive mapping tool and mobile meetings held recently. Todd Girdler noted that the consultant team will soon have an online survey up for public input, that the next steering committee meetings are being held tomorrow, and that the consultants are starting to draft reports for this study now and will share those drafts with steering committee members soon. Scott McCullough asked how this study is being coordinated with the KU Master Plan project. Todd Girdler told the TAC that the MPO staff has not been asked for very much input into that KU process, but that the MPO staff hopes to work with KU staff to coordinate those studies more as they progress later this year.

Item 9: Discussion Item: DCCF Grant Application

Jessica Mortinger told the TAC that the MPO staff was considering making an application for grant money to the Douglas County Community Foundation to buy bicyclist-pedestrian counters. Allison Smith told the TAC that the MPO should talk to Steve Lackey at MARC in Kansas City to see how their pilot bike-ped counter program is going. Todd Girdler noted that Jessica Mortinger will be traveling to Boulder, CO next month for a bicycle conference where she can learn more about these counters and discuss this hardware with others who have used them. The TAC members discussed this briefly and then agreed that the MPO staff should pursue this grant possibility.

Item 10: Quick Updates

- a. Transit Hub Study – Todd Girdler noted that the Lawrence City Commission has voted to study only one location at 9th & Iowa. Jessica Mortinger and Scott McCullough noted that other groups including KU and the Public Transit Advisory Committee are interested in other sites and may soon send the City Commission a letter to express their concerns.
- b. Regional ITS Architecture Update – Todd Girdler told the TAC that he would draft an RFP for consultant work on this update and process the hiring of this consultant in 2014. He noted that new ITS equipment installed by Lawrence needs to be reviewed and accommodated in the new architecture.

Item 11: Other Business

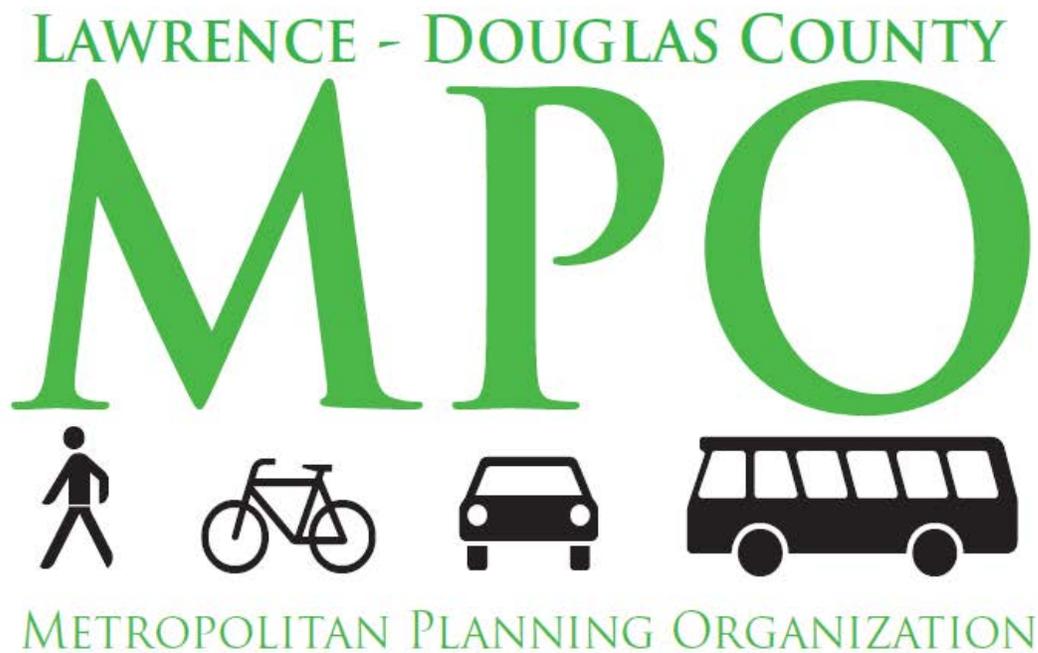
Charles Soules told the TAC members that KDOT is hosting a Transportation Summit on September 5th at Emporia State University and asked if anyone was planning on going.

Item 12: Next Meeting September 3, 2013 or another date set by the TAC

The August 2013 TAC meeting adjourned at 2:11 PM.

2014

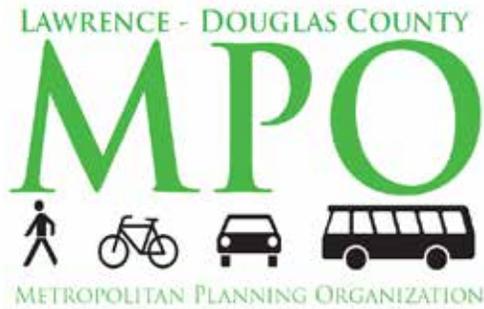
UNIFIED PLANNING WORK PROGRAM



Prepared for the Lawrence-Douglas County Metropolitan Planning Organization

**Prepared by the Lawrence-Douglas County Planning & Development Services
Department**

Approved by the L-DC MPO on October 17, 2013



RESOLUTION

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive (3C) planning program, including transportation planning for the Lawrence-Douglas County Metropolitan Planning Area; and,

WHEREAS, the Unified Planning Work Program (UPWP) of the MPO identifies the major planning activities, planning priorities, objectives, work tasks, and planning products as well as the functional and financial responsibilities of the planning partners in carrying out the MPO work for the region each year; and,

WHEREAS, a UPWP for each MPO must be adopted annually, and amended when necessary, in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) and related laws and regulations.

NOW, THEREFORE BE IT RESOLVED that the Lawrence-Douglas County Metropolitan Planning Organization hereby approves this 2014 Unified Planning Work Program attached to this resolution on this 17th day of October 2013.

Davonna Moore, L-DC MPO Vice Chairperson

A handwritten signature in black ink that reads "Scott McCullough". The signature is written in a cursive style with a large, sweeping "S" and a long, trailing flourish at the end.

Scott McCullough, L-DC MPO Secretary

**2014
Unified Planning Work Program**

Lawrence-Douglas County Metropolitan Planning Organization

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Funding Note:

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

Title VI Note:

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

Lawrence – Douglas County Metropolitan Planning Organization (L-DC MPO)

2014 Unified Planning Work Program

January 1 – December 31, 2014

INTRODUCTION

The purpose of this UPWP is to identify the transportation planning activities that the MPO will work on in the coming year and to describe how the MPO planning partners will assist the MPO staff with that work. This document also identifies the funds to pay for those activities. The UPWP also provides a framework for ensuring that the required MPO documents (Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and Public Participation Plan) are updated in a timely fashion.

Roles of the Cooperative Partners in the MPO Process

The Lawrence-Douglas County Metropolitan Planning Organization (MPO Policy Board) is the lead cooperative partner responsible for undertaking the federally required Continuing, Comprehensive and Cooperative (3-C) transportation planning process within the Lawrence-Douglas County Metropolitan Planning Area (MPA – all of Douglas County – see MPA map and attributes table on the following page). This includes developing the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) which together establish the planning policy and transportation investment priorities for the MPA. The MPO operations are designed to foster cooperation among the local governments in the region in order to plan for and develop a multimodal transportation system that meets the mobility needs of the area's residents and serves the region's economy. The MPO is involved with planning both urban and rural mobility systems, and also with fostering cooperation and coordination between the transportation investments and land use decisions made throughout the MPA. The MPO Policy Board is routinely assisted by MPO staff and as needed by members of the two official MPO advisory committees, the Technical Advisory Committee and the Regional Transit Advisory Committee.

The Kansas Department of Transportation (KDOT) is the liaison between the MPO and federal transportation agencies (Federal Highway Administration/FHWA and Federal Transit Administration/FTA). KDOT performs two distinct roles in metropolitan transportation planning. First, KDOT is one of the cooperative partners and fully participates in the development and implementation of the MTP and the TIP. Second, KDOT performs an oversight role. In that role, KDOT is responsible for approving the TIP and UPWP, and periodically certifying to the FHWA and FTA that the MPO's planning process meets all state and federal requirements.

The City of Lawrence Transit System (the T) is also an important partner in the MPO planning process and fully participates in the development and implementation of the MTP and the TIP. The Lawrence T staff provides comments and makes presentations about important transit related items at Technical Advisory Committee (TAC) and MPO Policy Board (MPO) meetings. The T staff also shares concerns expressed by the transit community with MPO committee members and staff. This helps keep MPO discussions focused on a multimodal regional transportation system.

Required MPO Planning Products and Their Status

Metropolitan Transportation Plan (MTP)

On March 21, 2013 the MPO Policy Board approved a new MTP called Transportation 2040 or T2040. This new plan replaces the previous Transportation 2030 document approved in 2008. The creation of T2040 included travel demand modeling, funding projections, numerous public participation activities, review and input from various advisory committees, stakeholder interviews, coordination with other plans in Douglas County and Northeast Kansas, assistance from KDOT and other planning partners, the use of consultants, and the work of MPO staff and interns which started in mid-2011 and ended in early 2013. A new MTP covering Douglas County must be approved at least once every five years, and the MPO met that schedule with the approval of T2040.

Transportation Improvement Program (TIP)

The TIP is a major implementation tool for the MTP. The TIP is the gatekeeper document for all improvements to regionally significant routes and for the use of federal funds. If a roadway or transit project inside the MPA is regionally significant and/or needs federal funding then it must be listed in the TIP otherwise the project cannot proceed. In October 2011 the MPO approved a new 2012-2015 TIP that included many improvements to the previous TIP. The MPO also changed the TIP amendment process to a quarterly schedule and created a new format and database for TIP project information. A new TIP must be adopted at least once every four years, but the MPO staff plans on reviewing its TIP every two years and updating it more often than required. The current TIP will not expire until October 2015, but the MPO plans on creating a new TIP and approving that TIP update in 2014. More frequent than required updates are used to minimize the number of TIP amendments, to provide more opportunities for public participation in the TIP development process, and to make major TIP changes brought on by the passage of new state or federal funding programs.

The MPO staff also works with KDOT to produce an annual list of surface transportation projects for which federal funds were obligated in the previous federal fiscal year. This list is produced by the MPO staff each year as a memo to the MPO Policy Board, and the latest list is included in each new TIP update or TIP amendment whichever comes first after the memo completion.

Unified Planning Work Program (UPWP)

On October 17, 2013 the MPO approved this 2014 UPWP. The annual UPWP describes the anticipated work of MPO staff and consultants during the 2014 program year (calendar year). This document also contains a budget used to program federal Consolidated Planning Grant (CPG) funds used by the MPO to carry out the 3-C planning process in Douglas County. The MPO routinely makes technical revisions to the UPWP during the 2nd or 3rd Quarter to update staff hourly rates and to make other needed changes. Discussions between the MPO and KDOT staffs about what will be included in the upcoming year's UPWP are undertaken each summer with the draft UPWP for next year sent to the Policy Board for approval in the fall.

Public Participation Plan (PPP)

The PPP covers the review and approval processes for all MPO documents and projects. It also outlines the public involvement process used by the Lawrence Transit staff. As a precursor to public participation events for updating the MTP with the approval of the T2040 Plan in early 2013, the MPO updated its PPP on March 15, 2012.

The MPO staff now plans to complete a major review and update to its PPP after the

new MAP-21 federal transportation planning regulations are completed. That is now planned for late 2014 or 2015. The MPO plans to review and update as needed its PPP after the passage of a new federal transportation act or in advance of a new MTP update. However, some minor revisions to the PPP are being considered as part of revisions to Title VI related documents requested by KDOT and scheduled for completion by the end of 2013.

Title VI Program Manual

The MPO approved a Title VI Program Manual (Title VI Plan) on July 30, 2009. This plan describes how the MPO will discourage discrimination in the 3-C MPO planning process and how the MPO will address any complaints of discrimination that arise from MPO activities. During 2013 KDOT staff has asked the MPO staff to review and update its Title VI Plan to follow the latest FHWA/FTA guidance on Title VI. That review and update of the MPO Title VI documents and related documents were completed in the 4th Quarter 2013 and sent to KDOT for review.

Limited English Proficiency (LEP) Plan

The MPO approved a LEP Plan on June 16, 2011. This plan serves as a guide to identify the extent of LEP individuals in the region and identify ways that the MPO can reduce and/or eliminate the barriers to LEP individuals within the transportation planning process. This plan outlines the MPO's process for addressing the mix of services that will be provided to engage LEP individuals. This plan is being reviewed and may be updated as part of the update for Title VI documents scheduled for completion by the end of 2013.

Regional Intelligent Transportation Systems (ITS) Architecture

The MPO completed its first Regional ITS Architecture in 2008. ITS deployment is the application of advanced technologies in transportation system operations and management. ITS architectures include applications in the areas of traffic control, traveler information, public transportation, and incident management. This architecture shows how the people and agencies involved in transportation planning and operations will relate to each other as well as how all of the technology will be integrated. An update of this regional ITS architecture was discussed by the MPO and KDOT staffs in mid-2013 and an update to it has been scheduled to start in the second half of 2014 with completion during 2015.

Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP)

The MPO in approved its current CPT-HSTP on February 16, 2012. The MPO staff and the regional public transit and human services transportation providers developed the CPT-HSTP for Douglas County. This plan outlines how providers can most efficiently and effectively work together to improve mobility for individuals with special transportation needs. The MPO will continue to work with providers to implement and revise the plan on an as needed basis.

Metropolitan Planning Agreement

The roles and responsibilities of the planning partners can be further clarified in a cooperative metropolitan planning agreement. The MPO approved its latest Cooperative Agreement on May 21, 2009 soon after its re-designation in December 2008. No updates to that agreement are now planned or scheduled.

2013 UPWP Major Accomplishments

During the previous program year the MPO staff worked on many projects, large and small, and continued the work of a high quality small MPO with the items listed below:

- Completed and approved this 2014 UPWP
- Completed one amendment to the 2013 UPWP
- Completed the quarterly amendment cycle for the TIP and completed TIP amendments as needed
- Updated the Functional Classification Maps for Lawrence and Douglas County and obtained KDOT approval of those map changes and incorporated those updated maps into the new T2040 Metropolitan Transportation Plan
- Employed a consultant for travel demand model support and completed the review and update for the model network and traffic analysis zones, used the model to run network/development scenarios, and incorporated that information into T2040
- Worked with the T2040 Advisory Committee, the Technical Advisory Committee, the Regional Transit Advisory Committee, the Bicycle Advisory Committee, various concerned groups and stakeholders, and many concerned citizens to complete T2040
- Attended staff level meetings and worked for the April 2013 completion of the KDOT sponsored 5-County Regional Transportation Study – Phase 2 covering Douglas, Johnson, Wyandotte, Miami and Leavenworth Counties
- Managed the consultant team working on the Multimodal Studies Project (Commuter Park & Ride Study, Fixed Route Transit and Pedestrian Accessibility Study, Countywide Bikeway System Plan) and completed that special study
- Worked with the Bicycle Advisory Committee to distribute Bicycle Rideability Maps, participate in Bike Month activities, successfully complete the 5th annual bicycle and pedestrian count, approve a 2013 BAC Work Plan, do bikeway system planning work countywide
- Engaged in conversations about bicycle and pedestrian planning with other local groups including the KU Bicycle Advisory Committee (KU-BAC), Lawrence Area Neighborhoods (LAN) Community Sidewalk Taskforce (CST), LiveWell Healthy Built Environment Work Group, and the Chamber of Commerce- Senior Council
- Continued discussions with the Lawrence Public Works Department concerning the update of the pedestrian facility inventory and the creation of a new pedestrian facility plan in 2014
- Worked with the Regional Transit Advisory Committee and other groups interested in transit issues and the Lawrence T staff to review the recommendations from the Multimodal Studies Project and to incorporate those recommendations into the region's transit planning efforts, and
- Attended several Coordinated Transit District #1 meetings and worked with paratransit operators in Douglas County to identify issues involved with improving paratransit coordination and to implement the recommendations from the CPT-HSTP.

Planning Priorities for 2014

As noted on the following pages, the MPO staff has many work tasks to complete in 2014. Some of those tasks are ongoing items, such as MPO program administration and completing a new work program for the coming year. Other tasks are things that need to be

Approved by the Lawrence – Douglas County Metropolitan Planning Organization on October 17, 2013

done periodically but not every year, such as reviewing and updating the Regional ITS Architecture.

Starting in 2011 the focus of the MPO staff work shifted from getting the new MPO (re-designated on December 8, 2008) running smoothly to making progress on preparing new required MPO documents that fully meet all federal planning regulations. That continued through early 2013 with the development of the new MTP called Transportation 2040. At this time all of the required MPO documents are in place and meet current USDOT transportation planning regulations. For 2014 the Lawrence-Douglas County MPO is entering its next stage of growth where it can concentrate on doing some projects that it could not spend much time on before while it was busy getting all the required items up to date.

In 2014, the MPO will focus its attention on special studies like the implementation of recommendations from the Multimodal Studies Project, the start of an update of the regional ITS architecture, and the creation of a new pedestrian facilities plan. The MPO will also focus on doing things it has not done before like working with its planning partners to measure the performance of and compiling data for all travel modes (bicycles, sidewalks, transit, and roadways). This will be a change from past practice where the focus of MPO work was on measuring roadway congestion for motor vehicles only. The development of a wider array of performance measures for the transport system will be a priority for the next few years as the MPO and its planning partners adjust to the new planning standards in the MAP-21 federal transportation act. That focus on all travel modes may become more intense if in the next few years the region is classified as non-attainment for ozone. In 2016, the next Bicycle Friendly City application is due to the League of American Bicyclists, and some of the work towards more serious planning and investment in bike-ped facilities may help the region's chances of maintaining that bike friendly status. Needless to say, the MPO staff will be doing additional multimodal planning in 2014 and probably 2015 and 2016 as well.

However, even as the MPO turns in 2014 to focus on many projects that are increasingly multimodal in scope, the region will be having three major road network improvements complete their design stage and move into implementation. Those major projects are the new diverging diamond interchange at the US-40/K-10 junction, the new K-10 interchange with Bob Billings Parkway, and the South Lawrence Trafficway. On top of that the MPO staff, with help from its planning partners, will review all access management related regulations in the county and create a single source document where all of those regulations can be found together. In 2014, the MPO staff will also be engaged in updating the Transportation Improvement Program to a new 2014-2017 version, and MPO staff will continue to make improvements to the more routine MPO processes (grant tracking, billing, staff management, public participation and information, etc.).

Anticipated Major Planning Activities for 2014

Program Support & Administration

- Continue administrative support for the MPO program and related committees served by MPO staff
- Complete and approve a 2015 Unified Planning Work Program
- Continue to provide transportation related training opportunities to the MPO staff
- Continue to offer intern opportunities to students interested in transportation planning

Short Range Transportation Planning

- Complete a Transportation Improvement Program (TIP) update to create a new 2014-2017 TIP

- Continue to quarterly review and amend the Transportation Improvement Program as needed
- Review KDOT and local government roadway access management policies, compile and compare those policies, determine how those policies affect the MPO work to create an efficient and safe multimodal transportation system, and create a single report for all access management related regulations used in Douglas County

Long Range Transportation Planning

- Continue travel demand model training for MPO staff and build basic in-house capabilities to maintain the model (this activity will include staff time spent on self-guided training using TransCAD documents and may include training workshops)
- Work with MPO planning partners to make adjustments to the MPO documents and processes to address the new MAP-21 requirements for performance measuring and asset management
- Work with the MPO planning partners to monitor the progress on constructing new road links and other major roadway improvements
- Work with KDOT to design and implement a program to inform the state's and the region's freight community (major shippers and carriers) about the transportation planning process and invite them to become involved and share their concerns with the MPO and KDOT staffs and become involved in the 3-C planning process
- Manage the close-out of the consultant contract for the Multimodal Studies Project (Commuter Park & Ride Study, Fixed Route Transit and Pedestrian Accessibility Study, Countywide Bikeway System Plan) and work with the TAC and other MPO committees and local officials to approve and implement the MMS Plan and its recommendations
- Complete the RFP hiring process for getting a consultant under contract to update the ITS Architecture and manage that consultant project (this project will begin in the second half of 2014 with partial funding for this ITS update programmed in the 2014 UPWP and the remainder of its funding programmed in the 2015 UPWP)
- Continue to work with the Bicycle Advisory Committee to review and update the Bikeway System Map and Bicycle Work Plan as needed, attend Bike Month activities to provide bikeway system planning information and help increase awareness of cycling as part of the multimodal transport system, discuss the next update of the Bike Rideability Map, conduct the 6th annual MPO bicycle and pedestrian counting program, and participate in other bicycle and pedestrian related planning activities
- Continue previous work and complete work on the creation of a regional Pedestrian Plan that includes strategies for making pedestrian facility investments and for confirming the importance of the walking environment in the multimodal transportation system
- Incorporate Complete Streets principles into MPO documents and processes, and assist local governments with incorporating Complete Street ideas into their development codes and infrastructure standards

Public Transportation Planning

- Continue to participate in Transit Planning Team meetings and assist the City of Lawrence and the University of Kansas staffs with planning for the continued coordination of the Lawrence T and KU On Wheels operations into one highly coordinated citywide transit system meeting the needs of the general public and the KU community; and participate in the Transit Hub Study and its implementation as requested and MPO staff time allows

- Participate in planning efforts by KDOT, MARC and others to study commuter transit feasibility between the Topeka, Lawrence and the Kansas City Metro Areas and participate in the discussions for implementing recommendations from the I-70 Commuter Bus Transit Study
- Discuss paratransit issues and challenges with specialized transit providers in Coordinated Transit District-1 and assist those providers with incorporating paratransit topics into MPO processes and documents
- Continue the ongoing work to carry out the goals and objectives of the CPT-HSTP for Douglas County and work with the Regional Transit Advisory Committee (RTAC) to implement that paratransit plan

1. PROGRAM SUPPORT AND ADMINISTRATION

1.1 MPO Committee Support

This work task includes all of the MPO staff time to provide staffing at MPO committee meetings, to prepare meeting agendas and minutes, and to conduct other activities directly related to supporting the MPO committees and making the MPO committee structure run smoothly. This task also includes staff time needed to develop and/or amend bylaws for MPO committees.

Background:

Since its beginning in the early 1980's the Lawrence MPO has had a Policy Board and a Technical Advisory Committee. Recently, the MPO created a Regional Transit Advisory Committee (RTAC) to add to the MPO committee structure. That RTAC committee focuses its attention on regional coordination of paratransit services. In a typical year the MPO staff supports several committee meetings (approximately nine Policy Board, ten TAC, and four RTAC meetings). The MPO staff also supports other ad-hoc committees like the T2040 Advisory Committee that assisted the MPO staff with drafting the new T2040 Plan. The MPO staff also supports and/or attends other committees (Air Quality Advisory Committee, Bicycle Advisory Committee, etc.) that are not official MPO committees but are related to the 3-C MPO planning process. MPO staff time spent on those other committees is not covered under this task but is covered under other tasks listed later in this document (Bicycle and Pedestrian Planning, Air Quality, etc.).

Objectives:

- To provide staff support services to the MPO Policy Board, TAC, RTAC and other official MPO committees, and encourage communication within and between those groups
- To monitor state and federal funding initiatives and legislative activities, report those activities to the TAC, RTAC and MPO Policy Board as appropriate, and assist with the preparation of responses to those state and federal proposals

Work Products:

- Meeting agendas and supporting documents for MPO, TAC, RTAC, and other official MPO committee meetings (one week before meeting dates)

- Meeting Minutes for MPO, TAC, RTAC, and other MPO committee meetings (two weeks after meeting dates)
- Various other documents supporting the function of MPO committees (as needed)
- Website updates related to committee support

MPO Committee Support - Budget: \$18,185

1.2 Unified Planning Work Program (UPWP) and Grant Management

This work task includes the development of the annual UPWP for the coming year. The MPO staff will confer with MPO Policy Board and TAC members to begin the UPWP development process during the summer each year and produce a UPWP for MPO approval by the end of November. The MPO staff will also prepare any needed UPWP amendments under this work task. During 2014, a UPWP for 2015 will be produced and any needed amendments to the 2014 UPWP will be completed. Time spent on quarterly billing report preparation, other duties associated with documentation needed to track the use of the CPG funding, and the creation of quarterly progress reports will be included in this task. This task includes the administration and tracking of all direct expenses for MPO activities (travel, equipment and supplies, mileage, printing, training fees, etc.) that are not specifically listed under another task.

The City of Lawrence is the host agency for the MPO. The full-time MPO staff consists of two employees housed within the Lawrence-Douglas County Planning & Development Services Department (PDS). In addition to providing that full-time MPO staff, the City also provides MPO staff support for administrative, GIS, and land use planning services. Various City Departments (legal, finance, information systems, city manager, PDS, public works, etc.) also provide support services for MPO operations as needed. Those support services are coordinated through the PDS Director who also serves as the MPO Secretary. Currently the MPO directly bills KDOT for the hours of two full-time MPO staff (Todd Girdler and Jessica Mortinger) as well as for a small percent of staff time on MPO work for selected City staff (PDS Director/MPO Secretary-Scott McCullough and GIS Planner-David Guntert). For 2014 the MPO also plans on using part-time City staff managed through the Communications Director's Office and interns managed by MPO Staff for work on pedestrian planning activities and other activities (improvements to the MPO website, enhancing other public participation activities, etc.).

Background:

The MPO has produced an annual work program to meet federal MPO regulations since its original designation in 1982. During the course of using federal planning funds for the last thirty years the MPO has produced numerous billing and progress reports related to the UPWP. The MPO has also amended UPWP documents as needed. The MPO often makes a mid-year amendment to the UPWP to reflect hourly labor rate changes and to re-allocate staff time among work tasks.

Objectives:

- To create and maintain a work program for the MPO staff and MPO program
- To provide assistance to the MPO for the administration of Consolidated Planning Grant (CPG) funds used for MPO operations
- To focus MPO staff and funding resources along with support services from planning partners and the host agency so that all of the required MPO documents (MTP, TIP, UPWP, PPP, etc.) stay current and the MPO remains in compliance with USDOT

metropolitan planning regulations

Work Products:

- 2015 UPWP(sent to TAC in September or October and approved by the MPO in November or sooner)
- Amendments to the 2014 UPWP (as needed)
- Quarterly Progress and Billing Reports for KDOT (January, April, July, October)
- 2013 MPO Annual Performance & Expenditure Report (used by FHWA/FTA and KDOT in closing out 2013 CPG grant – sent to KDOT in March)
- CPG agreement documents that support MPO operations

Unified Planning Work Program (UPWP) and Grant Management - Budget: \$7,680

1.3 General Administrative Activities

This work task includes many general administrative duties and various other items needed to support the MPO staff as they conduct the 3-C process. This task includes the administrative duties to manage staff and funding resources within the context of the City budget and manage the support from planning partners that are not specified under any other work task in this document.

The administration of MPO staffing activities (hiring, evaluations, etc.) along with the administration of routine general office supply and equipment purchases are part of this work task. The process of hiring consultants for the MPO and administration of their contracts is also handled under this task unless specifically listed under another task.

Background:

Since its inception in 1982 the Lawrence MPO has been staffed and housed by the local governments in the area. Along with that arrangement are certain advantages and disadvantages at times, but most small MPO operations function well because they have a local host partnership. The MPO staff has several duties that keep that partnership healthy and fall into this work task. All of the activities to administer the MPO program through that host agency relationship, and all other administrative duties that do not neatly fit into one of the other work task in this UPWP are covered under this task.

Objectives:

- To provide overall management of the Continuing, Comprehensive and Cooperative (3-C) transportation planning process
- To provide funding and administrative assistance for the MPO procurement and management of approved contracts for professional services and other items not specifically listed under another work task in this UPWP
- To review federal and state policies and guidance regarding metropolitan transportation planning and incorporate changes as necessary into the MPO processes and documents
- To coordinate with and provide support to local governments in the region in developing project proposals for state and federal transportation funding

Work Products:

- MPO section of the 2013 Planning & Development Services Department - Annual Report
- Various correspondence with FHWA, FTA, KDOT, and local city/county officials regarding the administration of the MPO process
- Grant applications for any special funding outside the annual work program and grant writing assistance to other agencies in the region seeking federal or state assistance for transportation projects (as requested and MPO staff time allows)
- Acquisition of equipment and supplies as needed to support transportation planning activities
- Purchase and administration of professional services to provide staff training and/or other professional services

Other Administrative Activities Budget: \$10,341**1.4 Public Participation Plan (PPP)**

This task includes the creation, update, and implementation of a public participation process, the Public Participation Plan (PPP), and related documents and procedures for the MPO.

Background:

Between 2009 and 2011 the MPO produced PPP related documents including the Limited English Proficiency (LEP) Plan and the Title VI Program Manual. In March 2012 the MPO approved a new PPP that was completed to facilitate the 2012 public participation program leading to the 2013 update of the MTP. That 2012 edition of the PPP was used to complete the new T2040 Plan. During the second half of 2013 the MPO made updates to its Title VI related documents (PPP, LEP Plan, and Title VI Program Manual) as needed to address the latest Title VI regulations and program guidance for MPOs from the FHWA and FTA. Those updates were made by MPO staff in consultation with KDOT staff. That set of changes includes a program for the MPO to collect and maintain a demographic profile for the region and a public participation database documenting the public involvement process.

Since 2009, the MPO has significantly improved its online presence, and in efforts supported by the City of Lawrence the MPO staff updates the MPO web content hosted on the City web site. The City provides phone, website hosting, internet support services and technical support for maintenance of the computer hardware and software used by the MPO staff and required for public participation activities.

Objectives:

- To produce and maintain a PPP document for the MPO that meets all federal planning regulations
- To implement a public participation process that gains meaningful public input into the transportation planning process, and provides convenient opportunities for public access and comment on regional transportation planning concerns

Work Products:

- Updates and improvements to the MPO website (ongoing)

- Implementation of the PPP and review of public comments received about the MPO processes and documents (ongoing)
- Reports and/or information related to the effectiveness of the public participation tools used by the MPO
- Assessment of and updates to the PPP document (scheduled for late 2014 if needed)
- Review and update of the Title VI Program Manual and related documents (as needed)
- Processing of any Title VI complaints received in accordance with our Title VI Program Manual (as needed)
- Processing of any requests for translation services from LEP persons in accordance with our LEP Plan (as needed)

Public Participation Plan - Budget: \$7,682

Advertising of MPO Documents and Processes - Budget: \$500

1.5 MPO Education and Staff Training

This task includes staff time spent to provide educational materials and information to MPO committee members, and staff time spent to produce educational materials explaining what the MPO is and what it does. Training time for MPO staff is handled under this task unless specifically noted under another task.

Background:

The MPO staff routinely meets with new members appointed to MPO committees and asks those new members if they have any questions about their new position and/or need any information about the MPO. Staff provides information to new members as requested and directs new members to websites where they can learn more about what the MPO does and how it needs to perform its regional transportation planning functions.

Similar to previous years the MPO staff plans on attending the types of workshops, conferences, and training sessions noted below as staff time and funding allows:

- National American Planning Association (APA) Conference – staff may attend transportation track sessions and earn credits for American Institute of Certified Planners (AICP) certification maintenance
- Kansas APA Chapter conferences, meetings and workshops
- National Transit Institute and National Highway Institute workshops held in Kansas City or other nearby cities that provide training for MPO related topics and/or AICP certification maintenance credits
- Kansas Association of Metropolitan Planning Organizations (KAMPO) meetings
- Other training that the MPO staff requests to attend and that KDOT approves as eligible for CPG reimbursement and that can be afforded within the UPWP budget.

Objectives:

- To provide training opportunities and funding for MPO staff so that they can learn more about transportation planning and the MPO process
- To obtain and/or produce documents and other materials that help educate the MPO members and the public about the MPO process and its role in decision-making for transportation system improvements

Work Products:

- Training for MPO staff (as needed and as UPWP budget allows)
- Education of MPO committee members by MPO staff (ongoing and as requested)
- Training related to new and/or revised issues raised by the passage of the new federal surface transportation act called Moving Ahead for Progress in the 21st Century or MAP-21 (this is a high priority for 2014 and will be ongoing throughout the year)

MPO Education and Staff Training - Budget: \$6,802

This amount represents the staff time used for these activities.

Equipment and Supplies - Budget: \$500

This amount represents the non-staff costs for supplies and equipment for 2014.

Workshops, Conferences and Training – Budget \$2,000

This amount represents the costs of sending MPO staff to training activities during 2014.

2014 Budget for the Program Support & Administration Work Category:

UPWP #	Work Task	Totals
1.1	MPO Committee Support	18,185
1.2	UPWP & Grant Management	7,680
1.3	General Administrative Activities	10,341
1.4	Public Participation Plan	7,682
1.4a	Advertising of MPO Documents and Processes	500
1.5	MPO Education and Staff Training – staff time costs	6,802
1.5a	Equipment and Supplies costs	500
1.5b	Workshops, Conferences and Training costs	2,000
Total		53,690

2. SHORT RANGE TRANSPORTATION PLANNING

This work category includes MPO projects that have a more direct impact on programming funds, supporting others who actually review and design land use and transportation projects, and helping to shape development rules that allow our region to develop land and build transportation systems that add to the region's economy and quality of life. The tasks included under this category typically produce products that are used on a routine basis and are things that you can see the results of in a short time period after adoption. The work done under this category typically has more immediate impacts on people and projects than the work done under the Long Range Transportation Planning category. The work done under this category is often the implementation step to the policies set forth in the Long Range Planning documents. For example, the recommended transportation improvements outlined in the T2040 Metropolitan Transportation Plan are implemented through programming funds in the Transportation Improvement Program.

2.1 Transportation Improvement Program (TIP)

Background:

During 2010 and 2011 the MPO overhauled and improved the TIP document to meet all

federal planning regulations for TIP content and development. The result of that effort was the 2012-2015 TIP approved on October 20, 2011. That document includes an Environmental Justice (EJ) analysis, discussion of the Operations & Maintenance (O&M) funding for the region's transportation system, an improved project table format, standardized project submission form, and several other improvements. It also includes a quarterly TIP amendment schedule that is coordinated with the Statewide Transportation Improvement Program (STIP) amendment schedule produced by KDOT. The 2012-2015 TIP also changed the duration of the TIP from five to four years in order to match the federal requirement.

The MPO staff and TAC expect to make some TIP amendments quarterly as needed and to fully review and consider a full update of the TIP every two years even though federal regulations only require a full update every four years. The MPO staff expects that a TIP update more often than federally required will keep the number of amendments to a manageable size. With all of the TIP updating work done in 2011, the MPO staff did not do much more than routine amendments in 2012 and 2013. For 2014, a full review and update of the TIP document is expected.

Objectives:

- To program, schedule and prioritize all regionally significant and/or federally funded transportation improvement projects that are consistent with T2040 Plan and are within the financial capacity of the community through the development of a TIP
- To develop and maintain (through amendments and revisions) a TIP that implements the T2040 Plan recommendations and addresses mobility issues raised in the plan
- To develop a detailed and financially realistic program of transportation projects drawn from all elements of the community that is consistent with the current MTP (T2040 Plan)
- To ensure opportunities for public input, review, and comments related to the development of the TIP
- To foster an understanding of the TIP process among member jurisdictions, and to effectively communicate information about the approved TIP to the general public
- To establish and maintain an efficient TIP development and amendment process

Work Tasks:

- Work with the TAC and transportation project sponsors to review proposed projects and determine which ones need to be listed in the TIP
- Work with the TAC and other interested groups to draft needed amendments or revisions to the current TIP so that projects are not delayed due to TIP issues
- Work to educate MPO members and local transportation project sponsors about the TIP development process and MPO planning programs
- Complete a list of projects for which federal funding was obligated in Douglas County within the previous federal fiscal year and post that list on the MPO website and/or publish it as part of the next TIP update or amendment
- Create a new TIP to replace the 2012-2015 version during the 2014 program year

Work Products:

- New 2014-2017 Transportation Improvement Program (completed by July 31, 2014)
- TIP updates, amendments and/or revisions (as needed)
- Annual list of transportation projects with obligated federal funds for the last federal fiscal year (compiled in the Fall and due for posting on the website by December 31st)

Transportation Improvement Program (TIP) - Budget: \$ 14,671**2.2 Current Planning - Support and Coordination****Background:**

The MPO staff attends weekly case review meetings with staff from the Planning & Development Services (PDS) Department and other local government departments and utility companies to stay informed about land developments that could have significant impacts on the region's multimodal transportation system. The MPO staff works closely with the Lawrence Traffic Engineer and other local officials to review and comment on proposed land use changes and major projects that will generate large traffic volumes and impact surrounding roads. That activity is useful in forming a connection between the regional MPO planning staff and the land use planners and engineers overseeing various land developments in the region. The MPO staff is often asked to review traffic impact studies for larger developments and provide comments to the case planners.

The MPO staff routinely reviews site plans to make sure that all users of the development, regardless of travel mode choice, are afforded safe and convenient mobility to and around the site. This means that MPO staff looks at development plans to ensure that people arriving by transit and non-motorized means, as well as by car, will be accommodated and that the required provisions for all modes are made a part of the final development plans. Encouraging multi-modal access to new and redeveloped sites in the region is one of the ways the MPO coordinates the goals of the T2040 Plan with the local land use planning process. This multimodal perspective in project reviews will continue through 2014 and beyond.

Objectives:

- To educate MPO staff about the proposed land uses in the region and their impacts on the regional transportation system
- To educate local land use planners about the regional transportation planning activities and provide a regional planning context for a more thorough review of proposed land use changes
- To provide an opportunity to share ideas and concerns between MPO and local land use planning staff in order to strengthen the connections between land use and transportation system planning
- To provide an MPO perspective about transportation issues and provide information on how land use changes impact the regional transportation system and offer comments on proposed land development projects
- To help make the review of land development projects more sensitive to the multimodal mobility concerns addressed by the MPO and discussed in MPO documents

Work Tasks:

- Attend case review meetings and offer comments on proposed land use changes that will impact the regional transportation system, present a regional MPO perspective on proposed projects and their impacts on the transportation system, and learn about land use planning work being done in the region
- Work with local and state government officials to provide comments about land use changes that are capable of having noticeable impacts on the regional transportation system, and to work with public officials and project developers to make project changes, as needed, that minimize the project's impacts on the transportation system

- Work with local and/or state officials to review and scrutinize traffic studies for land development projects in the region
- Work with local and/or state officials to improve staff level working relationships between the MPO staff and other agency staff working on land use and transportation issues, and to foster improved coordination between land use and transportation planners
- Provide comments on various local and state projects that will have impacts on the regional transportation system and present recommended changes that will minimize the project's impacts on the transportation system
- Provide recommendations for development code changes that can assist our region with moving toward developments that are more accommodating of all travel mode choices and reflect Complete Streets principles

Work Products:

- Improved knowledge of land use planning efforts underway in the region and proposed land development projects that will impact the regional transportation system (done routinely as part of the weekly case review meetings)
- Review and comments on the planned land development projects that may significantly impact the regional transportation system (done routinely as part of the weekly case review meetings)
- Review and comments on traffic impact studies for proposed land developments (within two weeks of receiving the TIS)
- Recommended changes to the development codes used in the region (as discussed with and/or requested by the PDS staff)

Current Planning - Support and Coordination - Budget: \$ 5,540**2.3 Access Management – Plans, Guidelines and Standards****Background:**

Over the last few years the MPO staff has, as time allowed, reviewed local land use regulations and plans, and reviewed MPO policies and plans regarding access management and roadway operations. This task is designed to consolidate all of the access management related guidelines and standards used in the region into one place so that access management can be more easily incorporated into the review of land development projects. This task will also help the public and local leaders better understand what access management is and how it is used to help the region's transportation system remain safe and perform efficiently. The MPO staff plans on working on this activity in 2014 and finishing this activity by the end of the year. This task will be completed with the assistance of interns and may be done with assistance of other part-time City staff assigned to help the MPO with this task.

Objectives:

- To review all existing land use and transportation plans and development regulations covering the region and identify all of the access management related items found in those documents
- To work with state and local officials to consolidate access management regulations into one place so that updates of those regulations can be made in a coordinated fashion and/or so they can be understood and maintained more easily

- To work with other local government officials to create a new access management guidelines and standards publication that can be used by government and private-sector professionals to help design and review project plans more efficiently, and use that publication as a tool to educate the public and public officials about the importance of access management policies
- To work with state and local officials to review and create new local codes dealing with access management issues and to coordinate those codes with MPO goals to create a multimodal transportation system that protects the operational integrity of the arterial and collector street systems

Work Tasks:

- The MPO staff will work with local and state officials to review existing land use and transportation plans and development codes, and identify all of the access management related items in those documents (this will include a review of KDOT's recently updated Access Management Policy which would apply to KDOT routes in the region as well as the KDOT connecting links through cities)
- The MPO staff will lead the effort to update and consolidate all of the access management regulations into one document that will display the existing access management codes now scattered throughout several different plans and codes
- The MPO staff will manage interns and/or part-time staff assigned to this work task

Work Products:

- Inventory of access management related guidelines and standards found in plans and development codes used in the region (completion by June 30th)
- New access management guidelines and standards publication that can be used easily by the public and transportation professionals, and that shows the hodgepodge of access management rules now found in various code books and plans (draft ready for local government approvals and use by December 31st)

Access Management – Plans, Guidelines and Standards - Budget: \$ 20,134

2014 Budget for the Short Range Transportation Planning Work Category:

<u>UPWP #</u>	<u>Work Task</u>	<u>Totals</u>
2.1	Transportation Improvement Program	14,671
2.2	Current Planning – Support & Coordination	5,540
2.3	Access Management – Plans, Guidelines & Standards	20,134
Total		40,345

3. LONG RANGE TRANSPORTATION PLANNING

The Long Range Transportation Planning Work category includes: major studies that set the future vision for surface transportation (roadway, transit, bikeway, pedestrian) corridors and areas, regional policy setting documents like the MTP, and other important planning efforts designed to create multimodal system plans to be implemented over many years. These planning activities are related to the short range planning tasks, but unlike those short range

Approved by the Lawrence – Douglas County Metropolitan Planning Organization on October 17, 2013

plans, these long range activities typically have broader scopes (e.g., they look at an entire urban street system rather than just a few intersections) and/or they have longer time horizons (e.g., they look at what needs to happen over the next two decades instead of just what could occur in the next five years). Under this category there are six tasks that provide the framework for the MPO staff and the public to participate in the discussion of how our region's multimodal transportation system is going to look and how it will function now and in the future. These tasks are described below.

3.1 Regional Travel Demand Model & Data Development

Background:

The travel demand model for the Lawrence-Douglas County Metropolitan Planning Area was created by KDOT staff with assistance from the MPO staff and is used in the development of the Metropolitan MTP. The current 2013 model used for the T2040 Plan is in the TransCAD format and is housed in the MPO office. Copies of this model are housed in the Lawrence computer network and with the MPO's latest modeling consultant. KDOT and MPO staffs discussed moving this model and some basic model maintenance capabilities from KDOT to MPO responsibility for the last three years. In preparation for that model move, the MPO approved a consultant modeling contract in 2010 and used its consultant through early 2013 to upgrade the model and provide some limited training to the MPO staff on the model software. MPO staff training for the basic maintenance of the model was conducted in 2012 and early 2013. On March 31, 2013 the MPO contract with its modeling consultant expired. At this point, the MPO does not plan on hiring another modeling consultant until late 2016 or 2017 when new modeling work for the next MTP update will need to get started.

The MPO modeling consultant was also used over the last three years to coordinate the Lawrence-Douglas County MPO model with the model developed for the 5-County Regional Transportation Study. During the development of the 5-County model the Lawrence model was expanded to cover all of Douglas County. The 5-County model covers Douglas, Wyandotte, Johnson, Leavenworth and Miami Counties.

The MPO staff plans to use staff time to train on its TransCAD model in 2014-2015 and to become more proficient at handling routine requests for model output information and in making routine changes to the model (e.g., adding a new collector street link, changing link attributes, splitting a TAZ to reflect land use developments, etc.). The MPO staff also plans on attending a TransCAD workshop in the foreseeable future in order to improve their modeling knowledge. All of that staff training time will be useful in creating a new model for the next MTP update, however, the MPO still plans on hiring a modeling consultant during the MTP update cycle. The reasons for needing to train on TransCAD enough to become comfortable with it and to handle routine model revisions but still hire a modeling consultant to work on the model during MTP updates are simple. During those MTP update periods the MPO staff will be busy running the public participation program, drafting the text for the new MTP, working with planning partners to obtain and analyze updated data (land use, employment, traffic accident, fiscal, etc.) , and working on everything else related to developing a new MTP. Our small MPO staff will not be able to do all of that MTP work along with all of the modeling work at the same time. Contracting out the modeling part of an MTP update will allow the MPO to work more scenarios and work them faster so that the model can be discussed more often and earlier in the MTP update cycle. That contract modeling expertise will also allow the MPO to have its model updated and have an expert troubleshoot its model on a five-year cycle and have desired improvements installed (e.g., more user-friendly interface screens for data input and revision).

In order to keep the regional travel demand model relevant the MPO staff must create and maintain a network map showing all of the roadways to include in the model and the traffic analysis zones that are used to bring land use and socioeconomic data into the model. Although the model results are only used extensively every few years to run scenarios in preparation of a new MTP, the socioeconomic database for the model needs to be kept up to date on a routine and ongoing basis. The maintenance of the database includes things like adding new road segments as they are built and updating Census data used in the model as new data is published. Having a regional travel demand model provides an objective tool to use in transportation planning and investment decisions.

The MPO must develop, obtain and maintain accurate and reliable data for the metropolitan region. This work includes coordination with local governing bodies on land use policies and plans, mapping, maintenance of census data, and policy analysis. Besides the model data use by local government officials in road designs, the MPO also receives requests for model information from consultants working on land development projects. These requests are for things like existing and projected future traffic counts at intersections. Maintaining the model and database helps the MPO provide up to date information in response to these requests.

Objectives:

- To maintain the travel demand model and associated data files
- To maintain a geographic information system (GIS) capable of addressing transportation planning analysis needs
- To use modeling and its data to facilitate community dialogue concerning regional development and transportation goals
- To use models and data to evaluate land use and transportation system scenarios
- To use models and data to communicate development changes and their projected impacts on the transportation system to elected officials, business leaders, civic groups, community organizations, land developers, and local governments
- To collect, update and analyze data necessary to support the metropolitan transportation planning process and the creation of a regional travel demand model
- To utilize the regional travel demand model in the creation and maintenance of the MTP

Work Tasks:

- Respond to transportation model inquiries and data requests from citizens, public agencies, consultants, elected and appointed officials, MPO members, and the media (as staff time permits and staff capabilities allow)
- Utilize data to develop and maintain layers in the GIS which may include land use information, population characteristics, employment figures, environmentally sensitive area descriptions, and transportation facility and services data which are useful input and background data for TDM inputs and other MPO projects
- Prepare necessary graphics, analyses, and/or presentations using transportation data
- Maintain and update existing economic, demographic, land development, and other geographic databases useful in transportation planning
- Monitor and report on land use and development trends for informed decision-making and evaluation of long-range travel demand forecasts
- Coordinate with state and local government staffs and private consultants to ensure consistent interpretation of data and use of acceptable best practice methodologies

- Update and maintain the regional TDM so that it can be used to update the MTP every five-years in a timely manner
- Discuss land use forecast scenarios and related dwelling unit and employment estimates for TAZ geography and use that input data in the regional TDM (for 2014-2016 this task will likely be limited to updates related to the completion of new land use plans using updated 2010 Census data and related projections)
- Review and utilize demographic data as part of the metropolitan transportation planning process and use Census data (updated as needed) as inputs to the regional travel demand model
- Work with City, County and KDOT officials to compile transportation safety data and decide how to use that data in MPO documents and processes
- Review and possibly revise the regional travel demand model road network and traffic analysis zone structure (for 2014-2016 this task is likely to be limited to updates to add new road segments and split TAZ boundaries as needed to reflect recently changed land development intensities and/or patterns)
- Discuss new land use/transportation network scenarios to model for the next MTP update due in early 2018 with modeling work to start in late 2016 (for 2014 this task will be limited to discussions of new scenarios reflecting changes in transportation network operations related to the SLT completion and other major road projects along with their related changes in land use; changes to local land use plans related to major developments like Rock Chalk Park will also be discussed)
- MPO staff training time needed to gain proficiency in basic travel demand forecasting methods and in basic TransCAD operations sufficient to allow the MPO staff to update the model road network and retrieve model results for particular locations (this task will be ongoing throughout 2014 as MPO staff trains on the TransCAD software and the Lawrence model – this activity will include MPO staff time and may include training workshops)

Work Products:

- Model analysis of regional roadways, areas, and/or developments in response to data requests (ongoing)
- Transportation infrastructure, land use and density, and socioeconomic information, and other data acquired from outside sources and/or produced by MPO staff and used in the regional travel demand model (ongoing)
- Updated GIS mapping that reflects the latest regional travel demand model outputs and travel demand levels used in the latest MTP update (periodic as the MTP is updated)
- Monitoring and updates of employment and dwelling unit projections for TAZ level input into the model (periodic as the MTP is updated)
- Travel Demand Model training and experience for the MPO staff (ongoing activity)
- Updated regional TDM for Douglas County that is used in MTP updates and other studies that need future traffic projections for major routes in Douglas County (at least once every five years as part of the MTP update process or more often as desired to reflect major land use developments and/or roadway network changes)

Regional Travel Demand Model & Data Development - Budget: \$ 13,603

Travel Demand Model – MPO staff training costs - Budget: \$ 7,500

TransCAD Software Maintenance Fee - Budget: \$ 1,200

3.2 Metropolitan Transportation Plan

Background:

In 2011, the MPO staff and Lawrence Communications Manager agreed that they would hire an intern to assist with MPO work tasks, and an amendment to the 2011 UPWP was approved to pay for that intern. That intern created a new graphic format for the MTP and compiled a transportation photo inventory used in stylizing the T2040 Plan. In 2012, the MPO budgeted for and hired two interns to assist with the public participation process and drafting of the T2040 document. The current T2040 Plan was a collaboration of MPO staff and interns working along with a travel demand modeling consultant and through a public participation process with input from various groups and stakeholders. One of those groups was the T2040 Advisory Committee which included a variety of officials representing and having expertise about different parts of the region's multimodal transport system and land use issues in the region. That group along with other MPO and local committees with a transport focus helped the MPO staff draft the Transportation 2040 – Metropolitan Transportation Plan. The development of the T2040 Plan primarily used in-house existing local staff and volunteer resources with the consultant budget for modeling equal to about one-fifth of what the previous plan cost in consultant fees. The T2040 Plan replaced the previous Transportation 2030 document that was produced by consultants and approved in March 2008.

It is important that the MTP be updated on-time and that the MTP development process includes a meaningful public participation process of sufficient length to give the public ample opportunities to comment on the MTP draft. For the T2040 development effort that public engagement process spanned most of 2012. As public comments were received and staff met with advisory committees the draft T2040 Plan was drafted. By the end of 2012 the MPO staff, standing committees, and the T2040 Advisory Committee were reviewing drafts of some chapters and some chapters were fully drafted and going through a final formatting process. The early part of 2013 was spent taking in final comments from the public and committees, and making final edits to the T2040 draft, and preparing it for the required formal 30-day public review period before MPO approval.

As part of the latest MTP update cycle from mid-2011 to early 2013 the MPO staff also worked with the TAC, KDOT staff and other local officials to review and update the Roadway Functional Classification Maps for Lawrence and Douglas County. That effort also involved changes to some routes crossing into adjacent counties, and that necessitated MPO staff coordination with Shawnee and Jefferson County officials. Major reviews and updates to those functional classification maps had not been done for many years and were not done in 2007-2008 with the creation of the Transportation 2030 Plan so it was imperative that the map updates be made with the new T2040 Plan. The process of developing the T2040 Plan also included a review and update of the locally derived Major Thoroughfares Map (road functional classification map used by land use planners). The T2040 Plan clarified the difference between that local map and the MPO-KDOT-FHWA recognized Functional Classification Map.

Objectives:

- Update and maintain a MTP that is multimodal and meets all federal regulations for MTP content and development process
- Assist in integrating the MTP with the KDOT statewide long range plan
- Coordinate the recommendations found in the MTP with the transportation system recommendations found in other transportation plans produced by other agencies (KDOT, cities, Douglas County, etc.)

- Maintain a Functional Classification Map for all public roadways in Douglas County that is approved by KDOT for MPO use, and coordinate the MPO road functional classifications with any locally produced road classifications that are used for land use and/or transportation planning in Douglas County
- Create and maintain a project selection procedure for including projects as recommended transportation system improvements in the MTP
- Continue discussions of ongoing transportation issues in the region and incorporate those issues into the MTP
- Continue the process of coordinating the development of the MTP with local land use, growth management, economic development, and other comprehensive plan elements

Work Tasks:

With the March 21, 2013 approval of the new Transportation 2040 MTP and a new Functional Classification Map, the MPO staff expects to make only needed amendments to the MTP in 2014. Consequently, MPO staff time spent in 2014 on most of the MTP work task listed below will be minimal.

- Process any needed MTP amendments and ensure those MTP changes maintain a fiscally constrained MTP
- Update and maintain the MTP document so that it stays up to date and reflects the current status of the transportation system in the MPO area and stays in compliance with federal planning regulations
- Review statewide and national plans for transportation networks and confer with TAC members and KDOT staff to determine how the MTP can continue to be consistent with statewide and national plans
- Review and comment on transportation plans produced by other agencies covering Kansas and /or Douglas County and discuss with officials from those agencies how their plans and the MTP can be coordinated to have consistent recommendations for the transportation system in Douglas County
- Maintain and distribute the MPO/FHWA approved Roadway Functional Classification Map for Lawrence and Douglas County
- Review and note differences between the MPO/FHWA approved functional classification map and local functional classification maps used by local governments in the region
- Review the local government capital improvement plans in order to recommend needed transportation related projects for inclusion in the MTP, and work to coordinate the local CIP priorities for transportation system improvements with those system improvements recommended in the MTP
- Review public comments and comments from planning partners about the current MTP and comments about transportation planning issues in the region, and document those comments so that they can be reviewed and incorporated into the next MTP amendment or update
- Review the MTP and other MPO documents to ensure that the regional economic development goals and transportation system development goals are coordinated
- Review freight services and issues in the region and the KDOT Statewide Freight Study to determine how freight issues can be addressed in the MTP development process

Work Products:

- Comments on corridor studies, area plans, and other documents that discuss impacts to the region's transportation system and/or the MTP (as requested by PDS staff or other MPO planning partners)
- Amendments to the current MTP (as needed)
- Discussions among the MPO planning partners about MTP funding assumptions (as needed)
- Review of public comments received about the current MTP and transportation planning issues in the region and strategies for addressing those concerns (ongoing)
- Comments about the relationships between various comprehensive plan elements produced by the region's local governments and the MTP, and strategies for improving the coordination between those local comprehensive plans and the MTP (ongoing)
- Comments about transportation issues related to major land development proposals in the region and strategies for incorporating those concerns into the MTP (ongoing)
- Plans for engaging the freight community in the MPO process and strategies for obtaining their involvement in the development of the next MTP and other pertinent MPO reports (ongoing)

Metropolitan Transportation Plan - Budget: \$ 12,437

3.3 Special Studies

Background:

The MPO staff in the past has participated in corridor studies involving more than one county like the US-56 Corridor Management Plan which was jointly sponsored by KDOT and local governments and two MPOs (L-DC MPO and MARC) covering Douglas and Johnson Counties. That plan studied a 22-mile stretch of US-56 between I-35 near Gardner and US-59 south of Lawrence. That study is now complete, but the MPO staff still serves on the Corridor Advisory Committee. The MPO staff has also been involved with smaller scale local studies like the US-40/K-10 Interchange Area Transportation Plan covering a stretch of US-40/6th Street from George Williams Way in Lawrence to E 800 Road in Douglas County. The MPO has also been involved in large multi-county regional studies, most recently the 5-County Regional Transportation Study which covers transportation corridors in Douglas, Johnson, Wyandotte, Leavenworth, and Miami Counties. That large multimodal transportation study consisted of two phases and was recently completed in April 2013. The MPO staff will continue to review those studies and others related to transportation planning in Douglas County and incorporate the information from those studies into the Lawrence-Douglas County MPO documents, policies and processes as appropriate.

An ongoing special study that the MPO has scheduled for completion at the end of 2013 is the Multimodal Studies Project. That project consists of three parts: Commuter Park & Ride Study, Fixed Route Transit and Pedestrian Accessibility Study, and the Countywide Bikeway System Plan. In 2014 the MPO staff and committees will review recommendations from this project and coordinate this study's results with other MPO documents and policies. The review of the recommendations from the Multimodal Studies Project and discussions about how to implement those recommendations will constitute the bulk of special study work in the first half of 2014.

For the second half of 2014 the MPO will begin the process of hiring a consultant to update the Regional ITS Architecture, and that process of updating the ITS plan will continue

into 2015. The MPO will need to use funding from both 2014 and 2015 to fund that project. The MPO completed its first ever Regional Intelligent Transportation Systems (ITS) Architecture in 2008 and that document is now ready for a review and update. The MPO staff will work on refining a scope of work for this project and hiring a consultant to complete the ITS Architecture update during the second -half of 2014 and have the architecture updated by the end of 2015.

In addition to the follow up from the Multimodal Studies Project and the start of the ITS Architecture update, the MPO staff may also participate in work on other special studies during 2014. That may include discussions about how to implement the recommendations from the I-70 Commuter Bus Study sponsored by KDOT and finished in late 2013 or other special study efforts impacting the transport system in Douglas County.

Objectives:

- To prepare plans for the development or redevelopment of specific areas or corridors located within the Lawrence-Douglas County Metropolitan Planning Area and to study the transportation needs in those areas
- To undertake and complete special studies and plans that are needed to produce high quality planning documents which: more accurately ascertain public needs or preferences; produce special studies that can complement the Metropolitan Transportation Plan as well as MPO policies and/or processes; and/or produce specialized information designed to address particular transportation planning related issues that are not addressed in other work tasks
- To update other MPO documents like the ITS Architecture that are not specifically addressed in other UPWP work task and ensure that those special plans are updated in a timely manner
- To use information from previously completed special study projects to improve the MPO program and the region's multimodal transportation system
- To take advantage of additional funding to best utilize local match dollars for special studies and work tasks

Work Tasks:

- MPO staff review of recently completed special studies (e.g., 5-County Regional Transportation Study, Multimodal Studies Project, etc.) and incorporate issues and recommendations from those studies into appropriate MPO documents including the Metropolitan Transportation Plan and the Transportation Improvement Program
- MPO staff work related to the hiring of a consultant to update the 2008 Regional ITS Architecture and management activities for the completion of that project
- The MPO staff will identify special studies that are needed to address special concerns or issues raised by the MPO Policy Board and/or Technical Advisory Committee or other advisory committees during the course of the year. The MPO staff will then determine if staff time and/or funding is available to study those issues, and if so, the MPO staff will discuss possible UPWP changes with the TAC and MPO. With ample resources and MPO Policy Board approval the MPO staff will work on new special studies.
- The timely completion of special studies may be accomplished through the use of consultants and/or interns to assist the MPO staff. If the MPO decides to sponsor a special study and use consultant help then the MPO staff will administer the consultant contract through the City of Lawrence PDS Department.
- Complete all reporting required for the administration of any local or other non-federal grants awarded to the MPO for work on Special Studies

Work Products:

- Meetings and documentation of the MPO staff work on incorporating information from recently completed special studies affecting Douglas County into MPO documents including the MTP (ongoing activity)
- Meetings and documentation showing MPO staff participation in ongoing special studies (notes following study meetings and notes on the review of draft reports)
- Meetings and documentation showing the MPO hiring of and MPO staff management of the consultants for the ITS Architecture Update and any other new special studies funded for work in 2014 (ongoing activity during the contract period for the consultant)
- Documentation of work accomplished for other special studies that address issues raised in the Metropolitan Transportation Plan and/or through the MPO process and authorized by the MPO (as work is accomplished)

Special Studies - Budget: \$ 18,265**ITS Regional Architecture Update - Budget: \$ 15,000**

The ITS Architecture Update will span two years (2014 and 2015) with \$15,000 budgeted for this project in 2014 and another \$35,000 budgeted for it in 2015 for a total project budget of \$50,000.

3.4 Bicycle and Pedestrian Planning

Background:

The MPO has provided input and assistance to a number of on-road and off-road bicycle planning initiatives in Douglas County, and the MPO staff provides support for the Lawrence-Douglas County Bicycle Advisory Committee (BAC). MPO staff also reviews road construction projects and development plans for bicycle and pedestrian facilities, maintains a regional bikeway system map, and updates the Bicycle Plan as needed. During 2009, the MPO staff completed an extensive review and update of the bikeways shown on the Bicycle Facilities Map and renamed that map to the Bikeway System Map.

During late 2009, the MPO staff worked with the BAC to expand its membership to be more regional in scope so that the BAC could serve as an advisory group to both the Lawrence City Commission and the Douglas County Commission. That was accomplished through the approval of new BAC Bylaws by Lawrence and Douglas County in early 2010. During 2010 the BAC transitioned to its new countywide membership and in early 2011 started to function as a countywide advisory group. The new expanded countywide BAC was also considered for designation as an official advisory committee to the MPO, but instead the MPO decided to keep bicycle issues in their process by coordinating with this committee through MPO staff support of the BAC and by having the BAC Chair sit on the TAC as a non-voting member.

During the third quarter of 2009, the MPO staff received training and organized the first ever bicycle and pedestrian count for Lawrence as part of the National Bicycle and Pedestrian Documentation Project (NBPD). This human powered travel data has since been submitted to the NBPD Project on an annual basis. Subsequent rounds of bike-pedestrian counting were completed in 2010-2013 with counts in Eudora added in 2011 and counts in Baldwin City added in 2013.

During 2013, the MPO staff also discussed the acquisition of automatic bike-pedestrian counters, and after conferring with other planners and engineers that have used those counters, the MPO staff made plans to order bike-pedestrian counters in late 2013. Acquisition of

automatic counters will allow the MPO staff to collect 24-hour counts and conduct counts at remote locations where placing a lone person to take manual counts may not be desirable. Future comparisons of the manual counts to the automatic counts will allow the MPO to analyze the data and determine the peak hours for bike-pedestrian activity and to see if those times match the times predicted by the NBPD methodology. MPO staff will be able to use those counters to verify the manual counts and refine the counting methodology for Douglas County. MPO staff will also be able to use those counters to compare 24-hour counts of motorized and non-motorized traffic at selected locations. To date Lawrence, Douglas County, and Eudora officials as well as some local groups have expressed interest in using these counters. The MPO staff does plan to lend these counters out to its planning partners (city and county officials) after the MPO staff tests this equipment and gauges its performance.

The City of Lawrence is currently a Bronze Level rated Bicycle Friendly City (BFC) designated by the League of American Bicyclists. That status was last granted in 2012. As part of efforts to maintain and improve that BFC rating the MPO staff reviews project development plans to ensure adherence to requirements for bikeways, bicycle parking, and sidewalks. The MPO staff is also working to incorporate Complete Streets principles into MPO documents as well as local development codes and infrastructure standards in order to benefit all roadway users (pedestrians, cyclists, transit users, motorists). The 2013 Countywide Bicycle Plan addresses many elements that will be fundamental to improving bicycle friendliness throughout Douglas County. In early 2016 the City will need to re-apply for its BFC designation with the League, and it is hoped that those efforts and other recent activities like the ones listed here under this work task will help Lawrence maintain or improve its bike-friendly rating.

Over the last five years the MPO staff and other local officials have sporadically worked on a Sidewalk Plan to inventory pedestrian facilities in the region and identify gaps in the sidewalk system. Work on pedestrian system planning has been spotty with sidewalk needs and conditions mostly being studied as part of larger corridor or project plans. A holistic system wide plan for pedestrian mobility around the region has not been successfully completed yet. However, several pedestrian issues have since been discussed recently as part of the growing Complete Streets discussions in and around Lawrence and as part of the Multimodal Studies Project. Active transport has become a discussion topic both locally in the Lawrence Area and on the national level as the relationships between public health and transportation choices are talked about more often by more people and more elected officials. A complete assessment of the pedestrian/sidewalk environment in Douglas County still needs to be done, and with such sidewalk related discussion going on it looks like 2014 will be a good year for some serious effort to complete a Pedestrian Plan for the region. During 2014 the MPO staff plans to devote a significant amount of their time on this work task to inventory the pedestrian facilities in Douglas County and draft a regional Pedestrian Plan.

Objectives:

- Create and maintain data for bikeways, bicycling activity, pedestrian facilities, and pedestrian activity for use in various transportation studies and reports
- Encourage integration of bicycle and pedestrian transportation needs in land development projects, roadway design, local comprehensive plans, and capital improvement projects
- Encourage and promote increased levels of bicycle and pedestrian travel
- Provide public education materials about safe cycling and pedestrian activity to complement the development of the regional bikeway system and the regional multimodal transport system (this task is advocacy work that will be led by BAC members and other local cycling enthusiasts; this work cannot be CPG funded so if the

MPO staff spends any time on this task it will be locally funded and those hours will not be noted on billing timesheets used for quarterly billings sent to KDOT)

- Encourage and support the development of a regional bikeway system that will encourage cycling for utilitarian trips and promote bikeways as a vital part of the region's multimodal transportation system
- Maintain, update and implement the Bicycle and Pedestrian portions of the T2040 Plan, local comprehensive plans, and the Countywide Bicycle Plan

Work Tasks:

These tasks may be conducted with a combination of MPO staff, interns, and part-time city staff assigned to MPO duties.

- Coordinate roadway design concepts and standards to ensure that the needs of non-motorized travelers are addressed
- Review site plans for land development projects to ensure adherence to requirements for bikeways, bicycle parking, and pedestrian facilities in new and redevelopment projects
- Develop priorities for listing bicycle facilities in local capital improvement plans and other documents that budget funding for bicycle facilities and programs
- Update the Bicycle Plan and Bikeway System Map as needed (for 2014 this activity will be part of the follow-up after the Multimodal Studies Project is completed in late 2013 under the Special Studies work category)
- Assist and/or support, as appropriate, local governments and other eligible groups in the region with creating funding applications for bicycle and pedestrian projects and programs
- Participate in Bike Month and Bike to Work Week and other bicycle awareness and safety promotional activities (if the MPO staff does any of this activity it will be limited to staff assistance with drafting proclamations, posters, flyers and other Bike Month publications – this activity is advocacy and not planning, and is not eligible for CPG funding and will not be included in time logs sent to KDOT in quarterly billing reports)
- Promote the inclusion of policies and projects for non-motorized transportation in the local planning processes throughout Douglas County and work to coordinate those local plans for bike-pedestrian facilities with the regional transportation planning expressed in the MTP and other MPO documents and policies
- Address pedestrian and/or bicycling issues raised by the BAC, TAC or other groups and work with those groups to determine how those issues can be incorporated into studies, MTP updates, TIP updates, or other MPO products and/or processes
- Work with TAC members and local governments in the region to update and/or create a countywide inventory of bicycle parking and support facilities/services for bicyclists and map that information
- Work with TAC members and local governments in the region to update and/or create a countywide inventory of sidewalks and sidewalk conditions and map that information
- Work with TAC members and local governments to develop an online interactive mapping tool for continuous public input about multimodal transportation planning infrastructures and issues
- Work with TAC, BAC members and other groups to review and update the Bicycle Rideability Map as needed
- Plan, organize, and administer the 2014 Bicycle and Pedestrian Counting Program

- Work with various groups to improve bicycle facilities and programs and to incorporate those improvements into the region's next Bicycle Friendly Community application submitted to the League of American Bicyclists
- Review local planning documents (area land use plans, zoning/subdivision regulations, etc.) to determine if those documents and/or recent changes to them can assist the City of Lawrence in its efforts to maintain and improve its Bicycle Friendly City designation from the League of American Bicyclists
- Work with local school district officials, BAC members, TAC members, law enforcement officials, and other groups to encourage the development of Safe Routes To School projects and programs throughout Douglas County
- Design and/or obtain materials to hand out to MPO members and the public to encourage safe cycling and walking (this task is advocacy work that cannot be CPG funded so if this work is done it will be locally funded – MPO staff time related to this activity will be limited to discussions held at BAC meetings)
- Purchase automatic bicycle and pedestrian counters (separate counters for roadway and trail counts) to be used to verify the annual manual counts and collect 24-hour counts. The MPO will purchase this equipment and allow it to be checked out and used by local government staffs (this activity to purchase counters may be accomplished in late 2013 or early 2014)
- Prepare and distribute meeting agendas, minutes, and supporting documents for the Bicycle Advisory Committee (BAC) meetings
- Coordinate the activities and actions of the BAC with related activities of the MPO committees, staff and processes.
- Take a lead role and with the assistance of the MPO planning partners to complete a new Pedestrian Facilities Plan for the region

Work Products:

- Reviews of roadway projects, development plans, and plats that note the needs for pedestrian facilities, bicycle facilities and/or bicycle parking (ongoing)
- Bikeway System Map updates (as needed)
- Bicycle Rideability Map updates (as needed)
- Assist the BAC in making updates to the Bicycle Work Plan (this is a short report showing the priority task recommended by the BAC each year to improve the bicycling environment in Douglas County – it includes activities conducted by local governments, the MPO and other groups in Douglas County)
- Updates to transportation design guidelines and standards that incorporate bikeway planning and design guidelines and encourage the construction of bicycle-friendly transportation improvements (as needed and MPO staff time allows)
- Pedestrian Facilities Plan showing the condition of pedestrian facilities and plans for pedestrian environment improvements – this will be similar to the bicycle plan and coordinated with the Multimodal Studies Project and the Transportation 2040 Plan.
- Bicycle and Pedestrian Count data and reports (counts completed and submitted to the national database by November)
- Meetings and documentation to show what bicycle and pedestrian issues are discussed as part of the MPO process and how those issues are included in the MTP and other MPO documents (ongoing)

- Design of promotional materials for safe cycling and safe walking activities (this work product is advocacy and will be paid for with local funds only – MPO staff time related to this activity will be limited to discussions held at BAC meetings)
- Priority list of bicycle facilities for inclusion in local government capital improvement plans and roadway maintenance plans (ongoing with reviews of local plans typically taking place in the second half of the year for the next year's construction schedule)
- Inventory of bikeways, bicycle parking facilities, and support services for bicyclists in Douglas County (this is an ongoing activity as new developments and new bike facilities are built or installed – some of this inventory will have been completed as part of the Multimodal Studies Project completed in late 2013)
- Inventory of pedestrian facilities and their conditions throughout Douglas County (this is an ongoing activity as new developments and new pedestrian facilities are built or installed – much of this inventory work will be completed as part of the Pedestrian Plan scheduled for completion by the end of 2014)
- Meetings and/or documentation to show that the MPO has encouraged local school districts to create their Safe Routes To School (SRTS) Plan (as needed and MPO staff time allows)
- Meeting agendas and supporting documents for the Bicycle Advisory Committee (BAC) meetings (one week before meeting dates)
- Preliminary work on the next Bicycle Friendly Community application for the League of American Bicyclists (most of the work will be in 2015 with the application due in early 2016)

Bicycle and Pedestrian Planning - Budget: \$ 27,613

Bicyclists & Pedestrians – Counting Equipment - Budget: \$ 6,500

3.5 Air Quality Planning

Background:

The MPO staff has attended meetings with Kansas Department of Health and Environment (KDHE) officials and learned that Douglas County is on the borderline for non-attainment status and could be designated as non-attainment for ozone in the near future if the standards change. MPO staff has discussed this issue with TAC members, KDOT officials, and Douglas County Health Department staff. As of the approval date for this UPWP the enactment of new ozone standards by the EPA and the KDHE response to that have both been put on-hold. For now, Douglas County is in attainment, and the MPO staff will proceed with its work this year under that attainment designation. A change in the air quality designation for Douglas County is not expected to occur in 2014. The KDOT has advised the MPO that the EPA will not make re-designations in 2013, but the EPA is expected to complete its review of the National Ambient Air Quality (NAAQS) standard for ozone and make changes to that standard within the next year or two. Once the standard is changed the designation process will still take a year or two after that to officially change the air quality status of Douglas County (assuming the new standard is in the expected range), and until that re-designation is complete our region will remain in the attainment category.

The MPO staff has monitored the progress, or lack of progress, on setting new ozone standards throughout the last four years, and attended several meetings of the Douglas County Air Quality Committee. MPO staff will continue to participate in that committee. For 2014, the MPO staff expects to keep informed about federal and state actions that could impact the air

quality status and MPO operations in Douglas County.

Objectives:

- Monitor the air quality designation of Douglas County and inform the MPO and TAC members about changes in the region's regulatory air quality status and how those changes will impact MPO operations
- Incorporate air quality standards into the MPO planning process and documents as required by federal and state laws and regulations
- Conduct a regional transportation planning program that considers the air quality impacts of transportation improvements and encourages development and travel patterns that reduce air pollution while maintaining a safe and efficient transportation network
- Coordinate the MPO program with local efforts to improve air quality in Douglas County

Work Tasks:

- Monitor the ongoing discussions about possible non-attainment status for Douglas County and inform the MPO about what impacts that would cause to MPO operations
- Work with KDHE, EPA, KDOT, FHWA, FTA and other agencies to revise MPO processes and documents so that our area is in compliance with air quality regulations
- Continue to support efforts by local groups that are encouraging actions which lead to reductions in air pollutant emissions

Work Products:

- Meetings and documentation about the possible designation of Douglas County as a non-attainment area for national ambient air quality standards (ongoing)
- Plans, reports, and other documents related to the MPO efforts to comply with air quality and planning regulations (ongoing)

Air Quality Planning - Budget: \$ 3,401

3.6 Long Range Planning – Support & Coordination

Background:

The MPO staff has provided input and comments on a number of long range land use plans. These include area plans like the Farmer's Turnpike Area Plan and the West of K-10 Area Plan. These long range plans, that are not directly transportation system plans but influence how land is developed, are important to the MPO planning efforts. Support and coordination of land use and transportation planning efforts has taken place for many years in Douglas County. Within the last two years the MPO staff has reviewed and offered comments on unique projects like the Rock Chalk Park and City Recreation Center being planned near the US-40/K-10 Interchange and assessed how those plans relate to existing MPO plans for roads and bikeways in the area. This is simply good comprehensive planning. It will continue in 2014. For this year the MPO staff will be directly involved in reviewing all major land use planning documents that have a potential to produce significant impacts on the regional transportation system.

In order to make this land use-transportation planning relationship more formal, the MPO staff drafted a new Chapter 8-Transportation for the Lawrence-Douglas County Comprehensive Plan in 2010. That new chapter approved in early 2011 references the latest MPO-approved

Metropolitan Transportation Plan to be the transportation chapter for the city-county comprehensive plan. In 2013, the MPO staff prepared a similar revision to Chapter 8 of the Comprehensive Plan that updated that chapter with the goals from the newly approved T2040 Metropolitan Transportation Plan. That latest Chapter 8 update was approved by the City-County Planning Commission, Lawrence City Commission, and the Douglas County Board of Commissioners during 2013. With that formal tie between the MPO transportation planning program and the Lawrence-Douglas County comprehensive planning program completed, the MPO staff expects to have less work to do under this task in 2014 and 2015.

The one item under this work task that the MPO staff may spend some significant amounts of time on in 2014 is its continuing support of incorporating Complete Streets Principles into local development standards and processes at the same time as the MPO works to incorporate Complete Streets ideas into its processes and documents. The MPO Policy Board approved a Complete Streets Resolution in September 2011 that directs the MPO to support and encourage the creation of local Complete Streets Policies by local governments in Douglas County. In 2012, the City of Lawrence approved a Complete Streets Policy after a lengthy review and discussion which involved MPO staff.

The MPO staff is working to incorporate Complete Streets principles into MPO documents as well as local development codes and infrastructure standards in order to benefit all roadway users (pedestrians, cyclists, transit users, motorists). In early 2016, Lawrence will need to re-apply for its Bicycle Friendly City designation with the League of American Bicyclists, and it is hoped that these efforts will help the City maintain or improve its bike-friendly rating. During 2014, the MPO staff will continue efforts to make the region's development codes more bicycle-friendly and more consistent with the Complete Streets principles.

Objectives:

- Provide a forum and working relationships between the MPO and land use planning agencies so that information can be exchanged and coordination can be enhanced between transportation and land use planning activities
- Provide a process for transportation planners to review and comment on land use plans and for land use planners to review and comment on transportation plans at the earliest stages of plan development in order to avoid conflicts between land use and transportation planning activities in the region
- Provide accessibility for transportation planners to obtain data on land use and economic activity that is helpful in creating and updating the MPO's regional travel demand model, the MTP, and other MPO products
- Provide input on local development code issues, such as complete streets policies and access management regulations, that affect the ways in which the region's transportation system is built and operated

Work Tasks:

- MPO staff will receive, review and comment on land use plan drafts and indicate how those land use plans are consistent with and how they are not consistent with MPO-approved planning documents, and MPO staff will offer suggestions for how those documents can be changed to make them more consistent
- MPO staff will meet regularly with other local and state planners working on land use plans and other system plans in the region
- MPO staff will study the existing land use and other pertinent long range plans in the region and use that knowledge of local land use policies in updating the Metropolitan Transportation Plan and other MPO documents

- MPO staff will meet with local staffs that regulate land uses and learn about issues being faced by those planners
- MPO staff will study local land use regulations and determine how those rules impact the use of land near major transportation facilities and impact the transportation system
- MPO staff will review local transportation related development codes and standards and work with local officials to incorporate Complete Streets principles into those local codes
- MPO staff will review its documents to determine what changes need to be made to reflect the enactment of local Complete Streets policies and/or changes to other transportation related local codes (access management standards, minimum lot sizes, etc.)
- MPO staff will review land use planning documents to determine if they can assist the City of Lawrence in its efforts to maintain and improve its Bicycle Friendly City designation from the League of American Bicyclists

Work Products:

- Comments from MPO staff on draft long range plans for areas and systems (as requested by PDS staff)
- MPO staff improvements in their understanding of local land use issues and regulations (ongoing activity)
- Updates to MPO planning documents that reflect improved coordination between land use and transportation system planning in the region (as major land developments are planned or as requested by PDS staff)
- Correspondence and materials related to the use of the new Comprehensive Plan – Chapter 8 and how that formalizes and strengthens the coordination the region has between its land use planning and transportation planning staffs. (MPO staff will amend the portions of Chapter 8 of the Lawrence-Douglas County Comprehensive Plan as updates are made to the MTP)
- Revisions to local development regulations and standards to incorporate Complete Streets Principles (as local governments in the region adopt or update CS policies)

Long Range Planning – Support & Coordination - Budget: \$ 7,680

2014 Budget for the Long Range Transportation Planning Work Category:

UPWP #	Work Task	Totals
3.1	Regional Travel Demand Model (TDM) and Data Development	13,603
3.1a	TDM training for MPO staff	7,500
3.1b	TransCAD fee	1,200
3.2	Metropolitan Transportation Plan	12,437
3.3	Special Studies	18,265
3.3a	ITS Regional Architecture – update 2014 portion	15,000
3.4	Bicycle and Pedestrian Planning	27,613
3.4a	Bicyclist & Pedestrian – Counting Equipment	6,500
3.5	Air Quality Planning	3,401
3.6	Long Range Planning – Support & Coordination	7,680
Total		113,198

4. PUBLIC TRANSPORTATION PLANNING

This work category includes two major types of transit planning activities: Public Transit Planning & Coordination, and Paratransit Planning & Coordination. The transit planning done by the MPO staff focuses on coordination and the impacts of services on the regional transportation systems.

Between 2009 and 2012, the MPO staff participated in fixed route transit planning primarily through its involvement in the City-KU Transit Planning Team which is a group composed of Lawrence, University of Kansas, and MPO staff members working on improving the coordination of the Lawrence T and the KU On Wheels transit systems. The MPO staff also attended Public Transit Advisory Committee (PTAC) meetings and participated in discussions with that group, and had many discussions with the Lawrence Transit staff during that period. Those activities continued in 2013, but for that year the MPO staff also participated in the I-70 Commuter Bus Study sponsored by KDOT and conferred with Lawrence Transit staff on the progress of the Transit Hub Study sponsored by the City of Lawrence.

In 2011 and 2012 the MPO staff drafted and the MPO approved a new Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) with the help of a new MPO advisory committee called the Regional Transit Advisory Committee (RTAC). Paratransit planning involves specialized transit services that are designed to transport certain groups that need curb to curb services (i.e., transport of persons with various forms of physical and/or mental disabilities, frail elderly, etc.).

For 2014, the MPO staff expects to spend about the same amount of time on both types of transit planning, but overall the MPO staff will probably spend less time on this work category in 2014 than it did between 2009 and 2013. That is because now the T and KUOW operations are highly coordinated into one route and schedule system, and the region's paratransit providers are organized through the Regional Transit Advisory Committee to address their common concerns and paratransit needs. Transit issues will be discussed frequently by MPO staff in 2014, but much of that discussion will take place as part of the follow-up discussion about the Multimodal Studies Project completed in late 2013. That multimodal discussion will be held under the Special Studies work task.

4.1 Public Transit Planning & Coordination

Background:

The MPO staff has assisted the City of Lawrence with the development of public transportation services and provides ongoing transit planning support to City staff. The fixed-route bus service in Lawrence is operated by the City and is funded through federal and state aid programmed in the TIP as well as local funding sources. In November 2008 the voters of Lawrence approved a ten-year sales tax increase that included dedicated funding for transit operations. The Lawrence T fixed route system is discussed in the T2040 Plan and is an integral part of the multimodal transportation system serving the Lawrence Urbanized Area.

The University of Kansas operates a separate fixed route transit system (KU On Wheels – KUOW) that provides service on campus and to several off-campus residential and shopping areas. Between 2009 and 2012 the City and KU representatives discussed ways to better coordinate their services and ways to offer a joint transit service to the general public and the KU community. The MPO staff has been active in City-KU coordination discussions and will continue to do so as requested by the T and/or KUOW staffs. In 2009 the City and KU began

service on a new joint route (Route 11) that replaced one T and two KUOW routes. Since then the two systems have continued to closely coordinate their services with route and schedule changes to such a degree that it seems like they are one service. They are legally still two systems, but their routes are highly coordinated with some jointly operated routes. The two services also share a maintenance/operations center, produce a joint route/schedule guidebook, and use the same contract provider. All of this coordination leads to benefits for both KU and the City.

In mid-2012, the T staff received a notice from the City Commission that a budget of \$40,000 was approved for Lawrence Transit (the T) to study the need and possible locations for a transit hub in Lawrence. The MPO staff, as part of its ongoing coordination with the T staff, discussed this study and monitored its progress. This hub study is due for completion at about the time this UPWP is approved. The MPO and T staffs will discuss the study's recommendations and City decisions related to this study, and how that will impact the function of the region's multimodal transportation system.

Objectives:

- Provide a transportation planning program for the region that results in a multimodal plan for mobility in the region that has a significant transit component
- Improve the public perception, convenience, utility, and service of urban transit operations in the Lawrence Area so that transit becomes more attractive to choice riders as well as transit dependent persons, and so that transit operations in the area can help improve the quality of life and help support economic growth in the region
- Provide a forum for ongoing discussions about intercity transit services in Northeast Kansas that can provide viable alternatives for commuters

Work Tasks:

- Continue to assist in the planning and further development of the fixed-route bus service for Lawrence and its coordination with KU On Wheels transit operations
- Participate in discussions about improving coordination of transit services between the City of Lawrence and the University of Kansas and participate in the work of the City-KU Transit Planning Team
- Monitor the changes to transit services in the Lawrence Area and make any modifications to the T2040 Plan and/or the TIP document that are needed
- Participate in planning studies and/or discussions concerning the provision of commuter transit services between the Lawrence, Topeka, Kansas City, and Johnson County areas (in 2014 this is expected to include discussions about the recommendations from the I-70 Commuter Bus Study completed in late 2013)
- Work with the MPO committees to discuss the needs and possibilities for transit services to rural and small town areas in the region
- Provide technical and planning assistance to the City Commission and City Public Transit Administrator (as requested and staff time allows)
- Assist City staff as appropriate with the grant application process for use of FTA and KDOT funds for urban transit services
- Discuss the results of the Lawrence Transit Hub Study with various City officials and other MPO partners to assess the impacts of that study's recommendations on the region's multimodal transport network.

Work Products:

- Amendments to the TIP to reflect changes to transit programs and funding (as requested by the Lawrence T staff, KDOT staff or FTA staff)
- Amendments to the T2040 Plan to reflect changes to transit services in the region (as requested by TAC members and/or as major transit changes occur in the region)
- Various letters, reports and other documentation related to the coordination of the Lawrence T and KU On Wheels transit services (ongoing activity)
- Various letters, reports and other documentation related to the discussions of intercity commuter and rural transit services in Northeast Kansas (ongoing activity)
- Documentation of MPO participation in planning studies and/or discussions concerning the provision of commuter transit services between the Lawrence, Topeka, Kansas City, and Johnson County areas (participation in discussions concerning the implementation of the I-70 Commuter Study recommendations is expected throughout 2014)
- Documentation of MPO participation in discussions concerning the recommendations from the Lawrence Transit Hub Study (study completion is expected in late 2013 with MPO staff participation in discussions about that study expected throughout 2014)

Public Transit Planning & Coordination - Budget: \$10,202**4.2 Paratransit Planning and Coordination****Background:**

The MPO staff has worked with the local specialized transit providers and KDOT staff to program funds in the TIP for Section 5310 providers and to create a new Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) that was approved in early 2012. That assistance with programming funds and planning specialty transit services will continue in 2014 as the MPO staff works with local paratransit providers to implement the recommendations from the CPT-HSTP. Issues and concerns raised in that paratransit plan are also incorporated into the T2040 Plan approved in March of 2013.

Objectives:

- To identify the needs for specialized transit services in the region and to incorporate paratransit issues into the MPO processes and documents
- To provide assistance to local agencies that are supported with funding for the transportation of elderly and disabled persons (e.g., FTA 5310 funds) and to program those funds in the TIP as needed
- To produce and maintain a CPT-HSTP for Douglas County

Work Tasks:

- MPO staff will meet with paratransit providers from Coordinated Transit District (CTD) #1 and work with those providers and KDOT staff to incorporate paratransit issues into the Metropolitan Transportation Plan
- MPO staff will work with CTD #1 paratransit providers and KDOT staff to discuss the design of and operations of paratransit services in other parts of Northeast Kansas and compare those paratransit services with the ones existing in Douglas County. That effort will be used to identify best practices that can then be applied to the paratransit

operations in the Lawrence-Douglas County Region and incorporated into future updates of the CPT-HSTP.

- MPO staff will work with KDOT staff and the CTD-1 agencies to program FTA Section 5310 funding for paratransit vehicles and the required local match amounts in the Transportation Improvement Program
- MPO staff will work with local paratransit providers to implement the recommendations from the CPT-HSTP and to update that plan as needed

Work Products:

- Updates to the T2040 Metropolitan Transportation Plan (MTP) to reflect changes to paratransit services in the region (as needed)
- Updates to the Transportation Improvement Program (TIP) to reflect changes in funding for paratransit services in the region (as needed)
- Meetings and documentation of efforts to implement the recommendations from the CPT-HSTP for Douglas County (ongoing activity)
- Documentation to show the coordination of the CPT-HSTP with the T2040 Plan (ongoing activity)

Paratransit Planning and Coordination - Budget: \$ 10,202

Coordinated Transit District #1 – Annual Membership Fee - Budget: \$ 50

2014 Budget for the Public Transportation Planning Work Category:

UPWP #	Work Task	Totals
4.1	Public Transit Planning & Coordination	10,202
4.2	Paratransit Planning & Coordination	10,202
4.2a	Coordinated Transit District #1 fee	50
Total		20,454

Note about the KDOT Match for the UPWP Budget

The Kansas Department of Transportation (KDOT) provides toll credits that are used as non-cash match for this work program. Those credits are not allocated to any particular work task but are used to match the work program as a whole. For 2014 the MPO is using 22,570 toll credits from KDOT in its UPWP budget.

2014 UPWP Schedule

2014 UPWP Work Task Schedule		UPWP #	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Details
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Program Support & Administration - 1	MPO Committee Support	1.1	O	O	O	O	This activity includes ongoing work to staff MPO committee meetings and produce meeting documentation (agenda, minutes, etc.). This activity includes staff support for the MPO Policy Board (MPO), MPO Technical Advisory Committee (TAC), Regional Transit Advisory Committee (RTAC), and any other committees formed by the MPO.
	Unified Planning Work Program & Grant Management	1.2	O	O	X	X	During the first and second quarters routine work program amendments and/or revisions are approved as needed to update labor rates and make other small changes. A new UPWP for the upcoming year is routinely drafted in the 3rd and approved in the 4th quarter. Each quarter a billing report is prepared and sent to KDOT.
	Other Administrative Activities	1.3	O	O	O	O	This activity includes the management of contracts, purchase orders, staff reviews and evaluations, and other various administrative tasks not specified under any other work category.
	Public Participation Plan	1.4	O	O	O	O	The PPP was thoroughly reviewed and updated in 2011-2012. The MPO does not plan on conducting another major update of this required document until after new MAP-21 regulations are produced and/or work begins on the next MTP update in 2017. Work to implement the PPP and engage the public in the MPO processes is an ongoing activity that is coordinated with all other work tasks.
	MPO Education & Staff Training	1.5	O	O	O	O	Education about the MPO process is an ongoing activity involving all planning partners. Staff training will occur as time and funds allow.

Short Range Transportation Planning - 2	Transportation Improvement Program	2.1	X	X	X	O	A new 2012-2015 TIP was approved and a new TIP project submission process was implemented in late 2011. That TIP update represented a major change from the previous version. Now a half-dozen or more amendments have been made to that 2012 TIP. For 2014 the MPO staff plans on reviewing the TIP and updating it by the end of the 3rd Quarter.
	Current Planning Support and Coordination	2.2	O	O	O	O	The MPO staff will continue its ongoing activities with local land use planning staffs, and the MPO staff will continue to comment on development proposals that may significantly impact the region's transportation system.
	Access Management - Plans, Guidelines and Standards	2.3	X	X	X	X	MPO staff will continue to review and assess local access management policies, incorporate those local policies into the MPO process as appropriate, and work with local officials to encourage access management along regionally significant routes. The MPO staff will complete work on the report for this task by the end of 2014.

Long Range Transportation Planning - 3	Regional Travel Demand Model & Data Development	3.1	O	X	X	O	During the 2nd and 3rd Quarters the MPO staff will train on the TransCAD software and learn how to make minor updates to the model.
	Metropolitan Transportation Plan	3.2	O	O	O	O	The MPO staff completed the T2040-MTP and had it approved on March 21, 2013. Soon after that the MPO staff completed Amendment #1 to that MTP and had it approved on August 15, 2013. For 2014 the MPO staff plans on working toward incorporating the recommendations from the T2040 Plan into MPO processes and local plans and budget documents. During 2014 the MPO staff will complete amendments to this MTP as requested and needed.
	Special Studies (corridor, regional, statewide, feasibility, modal, etc.)	3.3	X	X	X	X	The MPO staff will manage the close-out of the Multimodal Studies Project contract which will have its last consultant charges no later than December 31, 2013. That project is comprised of the Commuter Park & Ride Study, Fixed Route Transit and Pedestrian Accessibility Study, and the Countywide Bikeway System Plan. During 2014 the MPO staff will work to incorporate the recommendations from this Multimodal Studies Project into the MPO program and documents including budget documents programming funds for roadway, transit, pedestrian facilities, and bikeway improvements. The MPO staff will also work during the last part of 2014 on hiring a consultant to complete a review and update of the Regional ITS Architecture. MPO staff will manage this ITS consultant contract.
	Bicycle and Pedestrian Planning	3.4	X	X	X	X	The MPO staff will continue its bicycle-pedestrian planning activities and its coordination with and support of the Bicycle Advisory Committee. MPO staff will also organize the 6th annual bicycle and pedestrian count to be held in September. The MPO staff will work with the BAC and other groups to incorporate the recommendations from the Multimodal Studies Project into bikeway planning documents for the region. The MPO staff will also take the lead in creating a Pedestrian Plan for the region and solicit support on that project from TAC members and other local officials and groups.
	Air Quality Planning	3.5	O	O	O	O	The MPO staff will continue to monitor KDHE recommendations and EPA discussions/decisions about the Douglas County air quality designation and its impacts on the MPO. The MPO staff will begin work on adjusting MPO processes and documents if the attainment status changes. The MPO staff will continue to attend the Douglas County Air Quality Committee and other regional air quality group meetings as staff time allows.
	Long Range Planning - Support & Coordination	3.6	O	O	O	O	The MPO staff will continue its coordination work in reviewing land use plans with local government planners and other local officials. The MPO staff will work on implementing the 2013 changes to the Transportation Chapter of the Lawrence-Douglas County Comprehensive Plan (Horizon 2020) which recognized the MPO-approved MTP as the City-County Transportation Plan and updated that Comprehensive Plan-Chapter 8 language to include the goals from the T2040 version of the MTP.

Public Transportation Planning - 4	Public Transit Planning & Coordination	4.1	X	X	O	O	The MPO staff will continue to serve on the City-KU Transit Planning Team and provide support for urban fixed route transit planning as requested by TAC members and as MPO staff time allows. During primarily the first half of 2014 the MPO staff will participate in efforts designed to implement the 2013 completed I-70 Commuter Bus Study funded by KDOT and the 2013 Transit Hub Study funded by the City of Lawrence as requested and MPO staff time allows.
	Paratransit Planning & Coordination	4.2	X	X	O	O	The MPO staff will work with the Regional Transit Advisory Committee to incorporate issues raised in the Coordinated Public Transit - Human Services Transportation Plan for Douglas County into the MPO processes and documents. The MPO staff will work with the RTAC and other transit groups during the first half of the year to review the recommendations from the Multimodal Studies Project and to begin the implementation of its transit related recommendations.

Notes:

X denotes a major focus of staff resources on that work task during that quarter

O denotes an ongoing activity that staff routinely conducts as needed throughout the year

This schedule is subject to change and may change in 2014 as the: USDOT, KDOT and other agencies discuss the MPO impacts of new federal transportation planning regulations related to MAP-21 that may be developed in 2014; Lawrence and University of Kansas transit systems make further adjustments and continue to coordinate operations; MPO funding level is revised; region's air quality attainment status changes; major KDOT sponsored corridor and area studies impacting Douglas County are drafted or completed; or other significant changes to MPO duties or funding occur.

2014 UPWP Budget		Funding Sources		
		UPWP #	Total Cash Outlay by Work Task	Consolidated Planning Grant - Federal Share (cash)
Program Support & Administration	1	53,690	50,261	3,429
MPO Committee Support	1.1	18,185	18,185	0
Unified Planning Work Program & Grant Management	1.2	7,680	7,680	0
Other Administrative Activities	1.3	10,341	8,273	2,068
Public Participation Plan	1.4	7,682	7,682	0
Advertising of MPO Documents and Processes (newspaper ads, etc.)	1.4a	500	500	0
MPO Education and Staff Training	1.5	6,802	5,441	1,360
Equipment and Supplies Cost (excludes TDM software fees)	1.5a	500	500	0
Workshops, Conferences and Training Costs (excludes TDM training)	1.5b	2,000	2,000	0
Short Range Transportation Planning	2	40,345	35,210	5,135
Transportation Improvement Program	2.1	14,671	14,671	0
Current Planning - Support and Coordination	2.2	5,540	4,432	1,108
Access Management - Plans, Guidelines and Standards	2.3	20,134	16,107	4,027
Long Range Transportation Planning	3	113,198	102,487	10,712
Regional Travel Demand Model & Data Development	3.1	13,603	13,603	0
Travel Demand Model - regular CPG funds (MPO staff training costs)	3.1a	7,500	7,500	0
TransCAD software - fees	3.1b	1,200	1,200	0
Metropolitan Transportation Plan	3.2	12,437	12,437	0
Special Studies (corridor, regional, statewide, feasibility, modal, etc.)	3.3	18,265	14,612	3,653
ITS Regional Architecture	3.3b	15,000	15,000	0
Bicycle and Pedestrian Planning	3.4	27,613	22,090	5,523
Bicyclists and Pedestrians - Counting Equipment	3.4a	6,500	6,500	0
Air Quality Planning	3.5	3,401	3,401	0
Long Range Planning - Support & Coordination	3.6	7,680	6,144	1,536
Public Transportation Planning	4	20,455	16,374	4,081
Public Transit Planning & Coordination	4.1	10,202	8,162	2,040
Paratransit Planning & Coordination	4.2	10,202	8,162	2,040
CTD # 1 - fee	4.2a	50	50	0
Totals		227,688	204,332	23,356
Toll Credits from KDOT used to match the 2014 MPO program		22,182		

FEDERAL MPO FUNDING ESTIMATES	
Estimates of available Federal Consolidated Planning Grant (CPG) funds	
Estimated 2013 to 2014 carryover	8,161
Estimated 2014 CPG sub-allocation to L-DC MPO	196,732
2014 estimated CPG funds available for L-DC MPO use	204,893
2014 CPG funds programmed	204,332
2014 Estimated CPG End of Year Balance	561
CPG carryover from 2014 to 2015	561

Funding Summary

Federal Funds Used	204,332
Local Funds Used	23,356
Total Cash Outlays	227,688
Federal Share	204,332
Toll Credits Needed	22,182

Consultant, Training, Equipment & Supply Cost Estimates for 2013	
Advertising of MPO Documents and Processes (newspaper ads, etc.)	500
Equipment and Supplies Cost (excludes TDM software fees)	500
Workshops, Conferences and Training Costs (excludes TDM training)	2,000
Travel Demand Model - regular CPG funds (MPO staff training costs)	7,500
TransCAD fee	1,200
ITS Regional Architecture - update of 2008 edition	15,000
Bike - Ped Counters	6,500
CTD #1 annual fee	50
TOTAL DIRECT NON-STAFF EXPENSES	33,250

MPO Staff (fully loaded rate with benefits)	Rate	Hours	Total
Senior Transportation Planner	53.49	2,080	111,259
Transportation Planner	31.53	2,080	65,582
GIS Planner (map and graphics work for tasks 2.1, 2.3, 3.2 and 3.4)	48.65	180	8,757
Planning Director/MPO Secretary (management & administrative work for tasks 1.1 and 1.3)	69.99	80	5,599
Interns (work on tasks 1.4, 2.3, and 3.4)	10.00	180	1,800
Part-Time Tech Staff (work on tasks 1.4 and 3.4)	12.00	120	1,440
Total MPO Full-Time Staff Costs - Budgeted		4,720	194,438

2012-2015 TIP Project Changes List – TIP Amendment #7

Project Additions - None

Project Changes/Revisions

o MPO#: 214 KDOT#: 23 U-2117-01

Decrease local construction funding from \$5,281,000 to \$3,913,000. Decrease local CE funding from \$792,000 to \$300,000. Add Federal PE funding for \$550,000. Add Local ROW funding for \$397,000 and Federal ROW funding for \$250,000. Decrease total project costs from \$6,873,000 to \$6,210,000.

o MPO#: 221

Remove all 2013 funding. In 2014 add HSIP construction funding for \$200,000, local construction funding for \$33,000 and local CE funding for \$11,000. Increase total project costs from \$224,000 to \$244,000.

o MPO#: 222 KDOT#: KA-2611-01

Remove local PE funding in 2012. Add local PE funding for \$118,000. Increase local CE funding from \$196,000 to \$366,000. Increase state Construction from \$500,000 to \$1,500,000. Increase local construction funding from \$561,000 to \$742,000. Increase total project costs from \$1,574,000 to \$2,925,000.

o MPO#: 223

Remove 2013 local funding for Construction. In 2013, add local PE funding for \$111,000. In 2014, add State Construction funding for \$1,389,000, local CE funding for \$100,000 and \$111,000 state AC funding for PE. Increase total project cost from \$900,000 to \$2,509,000. Add Comment: In 2014, State funding will reimburse \$111,000 local funding spent in 2013 for PE as part of a payback agreement.

Amendment #6

TIP 2012 - 2015 Total Funds Programmed in 1000's						
Programmed Dollars in the TIP						
FY	Federal (STP, BR & NHPP)	* KDOT Funds	**Local Funds	***Federal Transit Funds	****Other Federal Funds	Total
2012	13,374	22,367	7,000	3,613	4,151	50,505
2013	8,511	167,142	22,957	2,480	1,875	202,965
2014	84,114	(56,139)	10,787	3,071	1,945	43,778
2015	82,644	(82,644)	8,069	2,069	500	10,638
4-year Total	188,643	50,726	48,813	11,233	8,471	307,886

* During Advanced Construction years KDOT totals reflect funds in which KDOT initially pays for project costs using state funds. During Advanced Construction conversion years, project funding becomes federal funds and KDOT state funds are credited back. Negative values represent a balance where AC conversion outweighs KDOT total financial commitment in the region.

** Includes regionally significant locally funded projects, match funding for federal aid road and bridge projects, and local match for federal transit funds.

*** Includes Sections 5307, 5309, 5310, 5311, 5316-JARC, and all other FTA funds allocated to all transit operators based in Douglas County.

**** Includes Transportation Alternative-TA, Transportation Enhancement-TE, Safe Routes to Schools-SRTS, High Risk Rural Roads-HRRR, Highway Safety Improvement Program-HSIP and funds from any federal economic stimulus act passed during this TIP period.

Proposed

TIP 2012 - 2015 Total Funds Programmed in 1000's						
Programmed Dollars in the TIP						
FY	Federal (STP, BR & NHPP)	* KDOT Funds	**Local Funds	***Federal Transit Funds	****Other Federal Funds	Total
2012	13,374	22,367	7,000	3,613	4,151	50,505
2013	8,511	167,142	20,716	2,480	2,700	201,549
2014	84,114	(53,639)	11,116	3,071	2,145	46,807
2015	82,644	(82,644)	8,069	2,069	500	10,638
4-year Total	188,643	53,226	46,901	11,233	9,496	309,499

* During Advanced Construction years KDOT totals reflect funds in which KDOT initially pays for project costs using state funds. During Advanced Construction conversion years, project funding becomes federal funds and KDOT state funds are credited back. Negative values represent a balance where AC conversion outweighs KDOT total financial commitment in the region.

** Includes regionally significant locally funded projects, match funding for federal aid road and bridge projects, and local match for federal transit funds.

*** Includes Sections 5307, 5309, 5310, 5311, 5316-JARC, and all other FTA funds allocated to all transit operators based in Douglas County.

**** Includes Transportation Alternative-TA, Transportation Enhancement-TE, Safe Routes to Schools-SRTS, High Risk Rural Roads-HRRR, Highway Safety Improvement Program-HSIP and funds from any federal economic stimulus act passed during this TIP period.

2012-2015 TIP Project Changes List – TIP Amendment #7

Amendment #6

City of Lawrence - Funding Estimates and Funds Programmed In the TIP in 1,000's								
Year	Funding Estimates				Programmed Funds in TIP			
	Federal Funds *	KDOT Funds **	Local Funds ***	Total Estimated Funds	Federal	KDOT	Local	Total Programmed Funds
2012	1,300	5	1,118	2,423	-	5	1,118	1,123
2013	1,000	3,200	19,372	23,572	1,375	3,200	19,372	23,947
2014	2,445	1,000	6,680	10,125	1,445	1,000	6,680	9,125
2015	1,000	-	4,458	5,458	200	-	4,458	4,658
4 Year Totals	5,745	4,205	31,628	41,578	3,020	4,205	31,628	38,853

* Includes Surface Transportation Program-STP, Highway Bridge Program-BR, and Highway Safety Improvement Program-HSIP.

** Includes geometric improvement funds.

*** Includes regionally significant locally funded projects and local match for federal funds.

Proposed

City of Lawrence - Funding Estimates and Funds Programmed In the TIP in 1,000's								
Year	Funding Estimates				Programmed Funds in TIP			
	Federal Funds *	KDOT Funds **	Local Funds ***	Total Estimated Funds	Federal	KDOT	Local	Total Programmed Funds
2012	1,300	5	1,000	2,305	-	5	1,000	1,005
2013	1,000	3,200	17,205	21,405	2,000	3,200	17,205	22,405
2014	2,445	3,500	7,053	12,998	1,845	3,500	7,053	12,398
2015	1,000	-	4,458	5,458	-	-	4,458	4,458
4 Year Totals	5,745	6,705	29,716	42,166	3,845	6,705	29,716	40,266

* Includes Surface Transportation Program-STP, Highway Bridge Program-BR, and Highway Safety Improvement Program-HSIP.

** Includes geometric improvement funds.

*** Includes regionally significant locally funded projects and local match for federal funds.

Amendment #6

Environmental Justice Review Table for TIP Projects (roadways, bridges, and transportation enhancements)

Year	Number of Projects	Total Cost of Projects in 1000's	Number of Projects in EJ Zones	Percent of Projects in EJ Zones	Total Cost of Projects in EJ Zones in 1000's	Percent of Cost in EJ Zones
2012	24	\$ 61,098	6	25.0%	\$ 33,129	54.2%
2013	24	\$ 194,242	9	37.5%	\$ 173,739	89.4%
2014	14	\$ 31,582	6	42.9%	\$ 6,634	21.0%
2015	4	\$ 6,498	0	0.0%	\$ -	0.0%

*2013 includes South Lawrence Trafficway Funds

**This table does not include projects not mapped for environmental justice analysis. This table does not include transit allocations, SRTS allocations and projects that are not limited to a specific point on a map.

***Advanced Construction Conversion funds are not calculated in the total project costs.

Proposed

Environmental Justice Review Table for TIP Projects (roadways, bridges, and transportation enhancements)

Year	Number of Projects	Total Cost of Projects in 1000's	Number of Projects in EJ Zones	Percent of Projects in EJ Zones	Total Cost of Projects in EJ Zones in 1000's	Percent of Cost in EJ Zones
2012	23	\$ 60,980	5	21.7%	\$ 33,011	54.1%
2013	25	\$ 194,389	10	40.0%	\$ 173,520	89.3%
2014	15	\$ 33,766	7	46.7%	\$ 8,818	26.1%
2015	4	\$ 6,498	0	0.0%	\$ -	0.0%

*2013 includes South Lawrence Trafficway Funds

**This table does not include projects not mapped for environmental justice analysis. This table does not include transit allocations, SRTS allocations and projects that are not limited to a specific point on a map.

***Advanced Construction Conversion funds are not calculated in the total project costs.

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT
 MPO#: 100
 KDOT#: KA-0685-01
 Length: .001
 Total Project Cost: \$6,719
 Advanced Construction

Project Name: K-10 Highway/ 23rd Street Bridge Project

Project Scope: Bridge Replacement for K-10 highway over BNSF line near Haskell University.

Route (to/from location): K-10 Highway/ 23rd Street Bridge (023) over BNSF Railroad

Project Type: Bridge

Work Type: Bridge Replacement

Comments: PE in 2008, ROW in 2010, Utilities in 2011.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$357	
STP	Const	\$400	
State	Const	\$4,260	
Local	Const	\$100	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
BR	PE		\$1,019
BR	ROW		\$392
BR	Utilities		\$1
BR	CE/Const		\$4,176

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT
 MPO#: 101
 KDOT#: K-6813-01
 Length: .001
 Total Project Cost: \$659
 Advanced Construction

Project Name: Bridge Replacement on US-59

Project Scope: Bridge Replacement based on 44 feet roadway.

Route (to/from location): US 59 BR 017, Wakarusa Rv. 6.1 miles n/o US 56

Project Type: Bridge

Work Type: Bridge Replacement

Comments: PE in 1997, UTIL in 2007.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
BR	CE		\$46
State	CE		\$12
BR	Const	\$334	
State	Const	\$84	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 102 **KDOT#:** K-7888-04 **Length:** 11 **Total Project Cost:** \$2,485 Advanced Construction

Project Name: Road Improvements on US-59

Project Scope: Turnback work for prj #K-7888-01 surface recycle, overlay.

Route (to/from location): US 59 Franklin-Douglas County Line, North to 2L/4L Divided

Project Type: Bridge **Work Type:** Surfacing, Overlay, Pavement

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$102	
State	Const	\$2,363	
State	PE	\$20	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT **MPO#:** 103 **KDOT#:** KA-0033-01 **Length:** .001 **Total Project Cost:** \$3,324 Advanced Construction

Project Name: US 56 Tauy Creek Drainage Bridge

Project Scope: Bridge Replacement.

Route (to/from location): US 56 Tauy Creek Drainage Bridge 1.95 miles east of US 59 & Tauy Creek Bridge 2.7 miles east of US-59

Project Type: Bridge **Work Type:** Bridge Replacement

Comments: PE in 2010, ROW in 2011.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Utilities	\$240	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$188	
State	Const	\$2,500	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
STP	PE		\$280
STP	Utilities		\$192
STP	CE		\$150
STP	Const		\$2,000

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 104 **KDOT#:** KA-0032-01 **Length:** .001 **Total Project Cost:** \$2,169 Advanced Construction

Project Name: Tauy Creek Bridge Replacement

Project Scope: One bridge replacement on US 56 over East Fork Tauy Creek.

Route (to/from location): US 56 Tauy Creek Drainage Bridge 1.95 miles east of US-59 & Tauy Creek Bridge 2.7 miles east of US-59

Project Type: Bridge **Work Type:** Bridge Replacement

Comments: PE in 2010. State CE=\$24,000, State Construction=\$313,000, BR CE=\$94,000, BR Construction=\$1,250,000.

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
State	Utilities	\$29	

FY 2013			
Fund Source	Phase	Obligation	AC Conversion
State	CE/Const	\$336	
State	ROW	\$29	
BR	Utilities		\$24
BR	PE		\$344
BR	CE/Const	\$1,343	

FY 2014			
Fund Source	Phase	Obligation	AC Conversion

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Douglas County **MPO#:** 105 **KDOT#:** C-4123-01 **Length:** .2 **Total Project Cost:** \$3,150 Advanced Construction

Project Name: Route 1057 Bridge over Wakarusa River Bridge Replacement

Project Scope: Total bridge replacement. On DG Co 5 - Year Plan.

Route (to/from location): Route 1057 Bridge over Wakarusa River at 1300 E 1900 Road

Project Type: Bridge **Work Type:** Bridge Replacement

Comments:

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
Fed	CE	\$145	
Local	CE	\$36	
Fed	Const	\$2,190	
Local	Const	\$563	

FY 2013			
Fund Source	Phase	Obligation	AC Conversion

FY 2014			
Fund Source	Phase	Obligation	AC Conversion

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 200 **KDOT#:** K-8392-04 **Length:** 5.96 **Total Project Cost:** \$186,100 Advanced Construction

Project Name: South Lawrence Trafficway

Project Scope: Linked to Project L-8392-01.

Route (to/from location): SO Junct US 59/K10 E to K10

Project Type: Road **Work Type:** Special Work, Right of Way

Comments: PE in 2009. State funds to be converted to NHPP funds in 2014 & 2015.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Utilities	\$15,800	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$11,250	
State	CONST	\$150,000	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
NHPP	Utilities		\$12,640
NHPP	Const		\$60,000
NHPP	CE		\$2,000
NHPP	PE		\$6,852

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
NHPP	Const		\$60,000
NHPP	CE		\$7,000

Project Sponsor: KDOT **MPO#:** 201 **KDOT#:** KA-2059-01 **Length:** .001 **Total Project Cost:** \$1,040 Advanced Construction

Project Name: Bridge Replacement on US-59

Project Scope: Bridge Replacement.

Route (to/from location): US 59 over West Fork of Taury Creek .14 mile N of DG/FR County Line

Project Type: Road **Work Type:** Bridge Replacement

Comments: PE in 2011.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Utilities	\$34	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$13	
State	Const	\$170	
NHPP	CE	\$51	
NHPP	Const	\$681	
NHPP	PE/Util		\$72/\$27

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 202 **KDOT#:** K-7888-06 **Length:** 4.2 **Total Project Cost:** \$23,666 Advanced Construction

Project Name: Road Improvements on US-59

Project Scope: Project will include asphalt surfacing for 4-lane freeway, guardrails, lighting, signs and pavement markings. K-7888-05 related to this project.

Route (to/from location): US 59 Franklin-Douglas County Line N to 4-lane divided section

Project Type: Road

Work Type: Surfacing

Comments: PE in 2009, CE and Const in 2011.

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
STP	PE		\$551
STP	CE		\$753
STP	Const		\$11,500

FY 2013			
Fund Source	Phase	Obligation	AC Conversion

FY 2014			
Fund Source	Phase	Obligation	AC Conversion

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Douglas Co/KDOT **MPO#:** 203 **KDOT#:** C-0059-01 **Length:** .9 **Total Project Cost:** \$414 Advanced Construction

Project Name: Route 6 Curve Reconstruction

Project Scope: Work to reconstruct curve in the road.

Route (to/from location): Route 6: N 1150 to E 550

Project Type: Road

Work Type: Seeding, Grading, Safety, Surfacing

Comments: High Risk Rural Roads Program

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
Local	CE		\$4
HRRR	CE		\$39
Local	Const		\$35
HRRR	Const		\$316

FY 2013			
Fund Source	Phase	Obligation	AC Conversion

FY 2014			
Fund Source	Phase	Obligation	AC Conversion

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Douglas County **MPO#:** 204 **KDOT#:** **Length:** 1.0 **Total Project Cost:** \$4,305 Advanced Construction

Project Name: Route 1055 (6th St.) Reconstruction, DG Co Project #: 2010-20

Project Scope: Reconstruct 2-land, rural section to urban section with curbs & gutter, storm sewers & sidewalks.

Route (to/from location): Route 1055 (6th St.) from US 56 to Route 12

Project Type: Road **Work Type:** Grading, Surfacing

Comments: Baldwin City and DG Co sharing costs for portion north of US 56 intersection, US 56/Route 1055 construction funded by KDOT Corridor Management funding.

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$3,434	
State	Const	\$432	

FY 2013			
Fund Source	Phase	Obligation	AC Conversion

FY 2014			
Fund Source	Phase	Obligation	AC Conversion

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Douglas County **MPO#:** 205 **KDOT#:** **Length:** 3.0 **Total Project Cost:** \$1,400 Advanced Construction

Project Name: DGCO Project No 2011-9 Route 442 pavement rehab & safety improvements

Project Scope: Extend/replace narrow culverts; pavement widening at horizontal curves; full depth patch and overlay pavement; install guardrail at bridge

Route (to/from location): Route 442 from E 1 Rd. (SN Co line) to Route 1023 (E 250 Rd)

Project Type: Road **Work Type:** Grading, Surfacing

Comments:

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$30	
Local	Utilities	\$20	
Local	PE	\$100	

FY 2013			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,250	

FY 2014			
Fund Source	Phase	Obligation	AC Conversion

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Douglas County **MPO#:** 206 **KDOT#:** **Length:** 2.5 **Total Project Cost:** \$1,750 Advanced Construction

Project Name: Route 458 Overlay & Paved Shoulders

Project Scope: Construct 6' paved shoulders, 3" overlay, 8' ditches.

Route (to/from location): Route 458 (N1200 Rd) US 59 to E 1050

Project Type: Road **Work Type:** Grading, Surfacing

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$55	
Local	Utilities	\$20	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,675	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Douglas County **MPO#:** 208 **KDOT#:** **Length:** 4.3 **Total Project Cost:** \$5,020 Advanced Construction

Project Name: Route 458 3-R Improvements

Project Scope: 3-R Improvements (restoration, resurfacing, reconstruction).

Route (to/from location): Route 458 between E 800 Rd & N 1175 Rd Douglas County

Project Type: Road **Work Type:** Surfacing, Reconstruction

Comments: Const in 2017.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$445	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$300	
Local	Utilities	\$200	

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Douglas County **MPO#:** 209 **KDOT#:** **Length:** 3.0 **Total Project Cost:** \$1,600 Advanced Construction

Project Name: Route 1055 from Route 12 to Vinland

Project Scope: Culvert replacements/extensions, pavement rehabilitation

Route (to/from location): Route 1055 from Route 12 (N 400 Rd.) to Route 460 (N 700 Rd.)

Project Type: Road

Work Type: Reconstruction

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$100	
Local	Utilities	\$100	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,400	

Project Sponsor: Lawrence **MPO#:** 210 **KDOT#:** 23 U-0015-01 **Length:** 1 **Total Project Cost:** \$7,237 Advanced Construction

Project Name: Iowa Street Reconstruction

Project Scope: Reconstruction of Iowa from Yale to Irving Hill: surfacing, grading, ctg, storm sewer, sidewalks, including intersetction at 15th/Bob Billings Pkwy and Iowa.

Route (to/from location): Iowa (US 59): Yale to Irving Hill Rd

Project Type: Road

Work Type: Grading, Surfacing

Comments: PE in 2011. Westar will incur significant utility relocation cost.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
HSIP	Const	\$1,200	
State	Const	\$3,000	
Local	Const	\$2,093	
Local	CE	\$944	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 211 **KDOT#:** **Length:** .5 **Total Project Cost:** \$3,885 Advanced Construction

Project Name: 19th Street: Naismith to Iowa Reconstruction

Project Scope: Reconstructed street will include center turn lane, sidewalks and bike lanes.

Route (to/from location): 19th Street: Naismith to Iowa (US 59)

Project Type: Road **Work Type:** Surfacing, Pedestrian & Bicycle Paths

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$375	
Local	ROW	\$50	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Utilities	\$260	
Local	Const	\$3,200	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 212 **KDOT#:** **Length:** .5 **Total Project Cost:** \$5,000 Advanced Construction

Project Name: Kasold Reconstruction

Project Scope: Reconstruction of street will include subgrade treatment, concrete pavement and multi-modal facilities.

Route (to/from location): Kasold Drive: Harvard Road to Bob Billings Pkwy

Project Type: Road **Work Type:** Grading, Surfacing

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$500	
Local	ROW	\$42	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Utilities	\$300	
Local	Const	\$4,158	

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 213 **KDOT#:** **Length:** .5 **Total Project Cost:** \$1,500 Advanced Construction

Project Name: Wakarusa Reconstruction

Project Scope: Reconstructed road will include turn lane, curbs and gutters, storm sewers and sidewalks.

Route (to/from location): Wakarusa Drive: Legends to Oread West

Project Type: Road **Work Type:** Grading, Surfacing

Comments: PE costs incurred in-house.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,500	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 214 **KDOT#:** 23 U-2117-01 **Length:** 1 **Total Project Cost:** \$6,210 Advanced Construction

Project Name: 31st Street

Project Scope: Grading, surfacing, storm water, multimodal facilities. Includes 31st Street and Louisiana intersection improvements with signals and turn lanes.

Route (to/from location): 31st Street: Haskell to O'Connell

Project Type: Road **Work Type:** Grading, Surfacing

Comments: Federal earmark in 2006 for design(\$550K) and ROW(\$250K). ROW in 2011. Bid with SLT.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$3,913	
Local	CE	\$300	
Local	ROW	\$397	
Fed	ROW	\$250	
Fed	PE	\$550	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 216 **KDOT#:** KA-2341-01 **Length:** **Total Project Cost:** \$433 Advanced Construction

Project Name: Construct Left Turn Lane on 6th Street at US-56 in Baldwin City

Project Scope: Construct Left Turn Lane

Route (to/from location): Intersection of US-56 and 6th Street in Baldwin City

Project Type: Road

Work Type:

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Const	\$433	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT **MPO#:** 217 **KDOT#:** KA-2450-01 **Length:** 8.43 **Total Project Cost:** \$1,062 Advanced Construction

Project Name: Road Work on K-10 in Douglas County

Project Scope: Resurfacing and centerline rumble stripes

Route (to/from location): K-10 in Douglas County from Junction 1-70/KTA to South Junction US-59

Project Type: Road

Work Type:

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$51	
State	Const	\$1,012	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Douglas Co/KDOT **MPO#:** 218 **KDOT#:** 56-23-KA-2294-01 **Length:** .56 **Total Project Cost:** \$1,047 Advanced Construction

Project Name: US-56 Center Turn Lane Improvement

Project Scope: Extend existing 3-lane section of US-56 near Bullpup Dr. in Baldwin City westward through the E 1600 Rd. intersection.

Route (to/from location): US-56 at Baldwin City from Bull Pup Drive to E 1600 Road

Project Type: Road

Work Type: Grading, Surfacing

Comments: KDOT Corridor Management Project

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$72	
Local	ROW	\$30	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Utilities	\$80	
State	Const	\$840	
State	CE	\$25	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT **MPO#:** 219 **KDOT#:** K-9667-01 **Length:** 3 **Total Project Cost:** \$1,063 Advanced Construction

Project Name: K-10 Access Point Consolidation

Project Scope: Consolidation of Access Points

Route (to/from location): K-10 from US 59 (Iowa St.) E. to O'Connell Rd.

Project Type: Road

Work Type:

Comments: \$67,000 Local funds for PE in 2012 & \$123,000 Local funds for ROW in 2012.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Utilities	\$25	
Local	CE	\$101	
State	Const	\$367	
Local	Const	\$380	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 220 **KDOT#:** KA-1826-01 **Length:** .5 **Total Project Cost:** \$19,835 Advanced Construction

Project Name: K-10/15th St./Bob Billings Pkwy Interchange

Project Scope: Construct Interchange

Route (to/from location): K-10/15th Street/Bob Billings Pwky

Project Type: Interchange

Work Type: Interchange

Comments: PE in 2010, \$800,000 AC \$200,000 State

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
State	ROW	\$280	

FY 2013			
Fund Source	Phase	Obligation	AC Conversion
State	Utilities	\$280	

FY 2014			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$1,275	
State	Const	\$17,000	

FY 2015			
Fund Source	Phase	Obligation	AC Conversion
NHPP	Utilities		\$224
NHPP	CE		\$1,020
NHPP	Const		\$13,600
NHPP	PE		\$800

Project Sponsor: Lawrence **MPO#:** 221 **KDOT#:** **Length:** **Total Project Cost:** \$244 Advanced Construction

Project Name: 9th & Kentucky Intersection Improvements

Project Scope: Replace existing traffic signal pole 2 mast arm. Widen roadway to add turn lanes.

Route (to/from location): 9th & Tennessee St. Intersection

Project Type: Intersection

Work Type: Signal, Intersection Improvement

Comments:

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
State	PE	\$5	

FY 2013			
Fund Source	Phase	Obligation	AC Conversion

FY 2014			
Fund Source	Phase	Obligation	AC Conversion
HSIP	Const	\$200	
Local	Const	\$33	
Local	CE	\$11	

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 222 **KDOT#:** KA-2611-01 **Length:** .5 **Total Project Cost:** \$2,925 Advanced Construction

Project Name: 23rd & Iowa Geometric Improvements

Project Scope: Widen roadway to add dual left lanes for east and westbound traffic. 10" concrete pavement + 2" overlay

Route (to/from location): 23rd & Iowa St. Intersection

Project Type: Intersection **Work Type:** Geometric/Intersection Improvements

Comments: HSIP funds to remove freeflow right turn lane on NE & SE quadrants of the intersection.

FY 2012			
Fund Source	Phase	Obligation	AC Conversion

FY 2013			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$118	

FY 2014			
Fund Source	Phase	Obligation	AC Conversion
Local	CE	\$366	
State	Const	\$1,500	
Local	Const	\$742	
HSIP	Const	\$200	

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 223 **KDOT#:** **Length:** **Total Project Cost:** \$2,509 Advanced Construction

Project Name: 6th & Iowa Geometric Improvements

Project Scope: Widen roadway to add west bound left turn lane.

Route (to/from location): 6th & Iowa St. Intersection

Project Type: Intersection **Work Type:** Geometric/Intersection Improvements

Comments: In 2014, State funding will reimburse \$111,000 local funding spent in 2013 for PE as part of a payback agreement.

FY 2012			
Fund Source	Phase	Obligation	AC Conversion

FY 2013			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$111	

FY 2014			
Fund Source	Phase	Obligation	AC Conversion
State	PE		\$111
State	Const	\$1,389	
Local	CE	\$100	

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 224 **KDOT#:** **Length:** .15 **Total Project Cost:** \$1,000 Advanced Construction

Project Name: Wakarusa Reconstruction

Project Scope: Reconstruction of Wakarusa from Oread West Drive to Research Parkway

Route (to/from location): Wakarusa: Oread West to Research Park

Project Type: Road

Work Type: Grading, Surfacing

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,000	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT **MPO#:** 225 **KDOT#:** KA-2174-01 **Length:** .002 **Total Project Cost:** \$504 Advanced Construction

Project Name: US-40/K-10 Interchange

Project Scope: Develop plans to improve ramps, widen bridge, close frontage road and address bicycle/pedestrian needs across bridge. Add traffic signals at both ramp terminals, update signing and pavement markings.

Route (to/from location): US-40/K-10 Interchange

Project Type: Interchange

Work Type: Interchange

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	PE	\$300	
State	Utilities	\$4	
State	CE	\$6	
State	Const	\$194	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT/Douglas Co **MPO#:** 226 **KDOT#:** KA-2817-01 **Length:** .25 **Total Project Cost:** \$773 Advanced Construction

Project Name: Baldwin City: Us56 & High Street Realignment

Project Scope: Realign High Street in intersect at 90 degrees with US 56 and add left turn lanes.

Route (to/from location): High Street and US 56 Intersection

Project Type: Road **Work Type:** Geometric/Intersection Improvements

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Const	\$773	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 227 **KDOT#:** U-0122-01 **Length:** **Total Project Cost:** \$655 Advanced Construction

Project Name: US- 59 South Iowa Street Mill & Overlay

Project Scope: Mill & Overlay, Curb repair, Patching, Pavement Markings.

Route (to/from location): South of 29th Street to South City Limits

Project Type: Road **Work Type:** Overlay, Pavement Marking

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Const	\$200	
Local	Const	\$351	
Local	CE	\$86	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 228 **KDOT#:** U-0162-01 **Length:** **Total Project Cost:** \$538 Advanced Construction

Project Name: 9th Street: Emery to Michigan

Project Scope: Widen 9th Street to provide two way left turn lane, traffic signal modifications for the signal at Emery, and sidewalk.

Route (to/from location): Emery Road to Michigan Street

Project Type: Intersection **Work Type:** Signal, Intersection Improvement, Sidewalk

Comments:

FY 2012			
Fund Source	Phase	Obligation	AC Conversion

FY 2013			
Fund Source	Phase	Obligation	AC Conversion

FY 2014			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$5	
HSIP	Const	\$500	
Local	Const	\$8	
Local	CE	\$25	

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Douglas County **MPO#:** 229 **KDOT#:** **Length:** .5 **Total Project Cost:** \$1,350 Advanced Construction

Project Name: Route 1055 at North 700 Curve

Project Scope: Reconstruct curve, replace two bridges and one culvert

Route (to/from location): Route 1055 from 725 North to 1675 East

Project Type: Road **Work Type:** GeometricImprovement, Bridge Replacement

Comments: Construction in 2017, ROW & Utilities in 2016, PE 2015

FY 2012			
Fund Source	Phase	Obligation	AC Conversion

FY 2013			
Fund Source	Phase	Obligation	AC Conversion

FY 2014			
Fund Source	Phase	Obligation	AC Conversion

FY 2015			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$140	

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 230 **KDOT#:** KA-2841-02 **Length:** .55 **Total Project Cost:** \$600 Advanced Construction

Project Name: US-40/K-10 Junction

Project Scope: Construction of a Diverging Diamond Interchange (DDI)

Route (to/from location): US-40/K-10 Junction

Project Type: Interchange

Work Type: Interchange

Comments: Project authorized for PE ONLY. The total project cost, including all work phases is estimated at \$9,339,000. This estimate should be used for planning purposes only.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	PE	\$600	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 231 **KDOT#:** **Length:** **Total Project Cost:** \$400 Advanced Construction

Project Name: Overland Dr: George Williams Way to Queens Road Construction

Project Scope: Construct road with sidewalk, shared use path, storm sewers, and curb/gutter.

Route (to/from location): George Williams Way to Queens Road

Project Type: Road

Work Type: Construction

Comments: Project funded through a benefit district.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$400	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 232 **KDOT#:** **Length:** **Total Project Cost:** \$250 Advanced Construction

Project Name: 6th St/US 40 & George Williams Way Intersection Signal

Project Scope:

New Traffic Signal

Route (to/from location): 6th St/US 40 & George Williams Way Intersection

Project Type: Intersection

Work Type: Signal

Comments:

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<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$250	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 233 **KDOT#:** **Length:** **Total Project Cost:** \$300 Advanced Construction

Project Name: Bob Billings Pkwy & George Williams Way Intersection Signal

Project Scope:

New Traffic Signal

Route (to/from location): Bob Billings Pkwy & George Williams Way Intersection

Project Type: Intersection

Work Type: Signal

Comments:

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<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$300	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 234 **KDOT#:** **Length:** **Total Project Cost:** \$1,500 Advanced Construction

Project Name: O'Connell Road 23rd to 19th Street Road Construction

Project Scope: Construct road with sidewalk, storm sewers, and curb/gutter.

Route (to/from location): O'Connell Road 23rd to 19th Street

Project Type: Road

Work Type: Construction

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,500	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 235 **KDOT#:** **Length:** **Total Project Cost:** \$3,500 Advanced Construction

Project Name: Bob Billings Pkwy: Wakarusa to Foxfire Road Reconstruction

Project Scope:

Route (to/from location): Wakarusa to Foxfire Road

Project Type: Road

Work Type: Reconstruction

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$3,500	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 236 **KDOT#:** **Length:** **Total Project Cost:** \$1,100 Advanced Construction

Project Name: George Williams & Rock Chalk Drive Road Construction

Project Scope: Construct road with sidewalk, shared use path, storm sewers, and curb/gutter.

Route (to/from location): George Williams Way extension to Rock Chalk Park & Rock Chalk Drive Road Construction

Project Type: Road **Work Type:** Construction

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,100	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 237 **KDOT#:** **Length:** **Total Project Cost:** \$1,400 Advanced Construction

Project Name: Bob Billings Pkwy: Kasold to Crestline Road Reconstruction

Project Scope:

Route (to/from location): Bob Billings Pkwy: Kasold to Crestline

Project Type: Road **Work Type:** Reconstruction

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,400	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 300 **KDOT#:** KA-2394-01 **Length:** **Total Project Cost:** \$180 Advanced Construction

Project Name: 23rd Street Traffic Signal Coordination

Project Scope: Install fiber optic cables & video detection systems

Route (to/from location): Iowa Street to East City limits

Project Type: ITS **Work Type:** Other

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	PE	\$150	
Local	PE	\$30	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: DCSS Inc. **MPO#:** 400 **KDOT#:** **Length:** **Total Project Cost:** \$147 Advanced Construction

Project Name: Douglas County Senior Services Inc: FTA 5317 Operating

Project Scope: 5317 Reimbursement (50%):\$25,914(2012), 5317 Administrative (10% of local match):\$2,591

Route (to/from location): Lawrence

Project Type: Transit/Paratransit **Work Type:** Operating

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	OPRT	\$26	
FTA:5317	OPRT	\$29	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
FTA:5317	OPRT	\$26	
Local	OPRT	\$26	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
FTA:5317	OPRT	\$32	
Local	OPRT	\$8	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Indepence Inc. **MPO#:** 401 **KDOT#:** **Length:** **Total Project Cost:** \$299 Advanced Construction

Project Name: Independence Inc: FTA 5311 Operating & Capital

Project Scope: 5311 Reimbursement Operating(50%):\$41,321 Vehicle replacement: Ramp Accessible MiniVan

Route (to/from location): Lawrence

Project Type: Transit/Paratransit **Work Type:** Operating & Vehicle Replacement

Comments: 2012: Federal Administration :\$4,132, Local Administration: \$1,033. 2013: Federal Administration: \$4,339; Local Administration: \$1,085. 2014- 5311: Federal Operating: \$43,387 Federal Administration \$4,338.70

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
Local	OPRT	\$28	
State	OPRT	\$15	
FTA:5311	OPRT	\$45	

FY 2013			
Fund Source	Phase	Obligation	AC Conversion
FTA:5311	OPRT	\$48	
Local	OPRT	\$32	
State	OPRT	\$13	
FTA:5311	CAP	\$33	
Local	CAP	\$8	

FY 2014			
Fund Source	Phase	Obligation	AC Conversion
FTA:5311	OPRT	\$48	
State	OPRT	\$17	
Local	OPRT	\$12	

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence Transit **MPO#:** 402 **KDOT#:** 5307-KS-90 **Length:** **Total Project Cost:** \$13,618 Advanced Construction

Project Name: Operating Funds

Project Scope: Operating and Preventative Maintenance activities.

Route (to/from location): Lawrence

Project Type: Transit/Paratransit **Work Type:** Operating

Comments: Federal Transit 5307 Funds. 2013-2015 amounts based on 2011 levels projected.

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
Fed	OPRT	\$1,589	
Local	OPRT	\$1,109	

FY 2013			
Fund Source	Phase	Obligation	AC Conversion
Fed	OPRT	\$2,069	
Local	OPRT	\$1,571	

FY 2014			
Fund Source	Phase	Obligation	AC Conversion
Fed	OPRT	\$2,069	
Local	OPRT	\$1,571	

FY 2015			
Fund Source	Phase	Obligation	AC Conversion
Fed	OPRT	\$2,069	
Local	OPRT	\$1,571	

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence Transit **MPO#:** 403 **KDOT#:** PT-0701 **Length:** **Total Project Cost:** \$1,489 Advanced Construction

Project Name: Transit Capital Assitance

Project Scope: Comprehensive Transportation Program. Purchase of replacement paratransit vehicles.

Route (to/from location): Lawrence

Project Type: Transit/Paratransit

Work Type: Special Work

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CAP	\$180	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CAP	\$180	
State	OPRT	\$71	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CAP	\$500	
State	OPRT	\$558	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence Transit **MPO#:** 404 **KDOT#:** KS-90-X139 **Length:** **Total Project Cost:** \$310 Advanced Construction

Project Name: JARC Small Urban Funds

Project Scope: FFY 2009 Small Urban JARC funds passed thru from KDOT. 80/20 split.

Route (to/from location): Lawrence

Project Type: Transit/Paratransit

Work Type: Special Work

Comments: Purchase vehicles.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$248	
Local	CAP	\$62	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence Transit **MPO#:** 405 **KDOT#:** KS-03-0044 **Length:** **Total Project Cost:** \$631 Advanced Construction

Project Name: Transit 5309 Funds

Project Scope: FFY 2008 Capital 83% Fixed Route Bus Replacement

Route (to/from location): Lawrence

Project Type: Transit/Paratransit

Work Type: Special Work

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$527	
Local	CAP	\$104	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence Transit **MPO#:** 406 **KDOT#:** KS-04-0010 **Length:** **Total Project Cost:** \$107 Advanced Construction

Project Name: Transit 5309 Funds

Project Scope: FFY 2008 Capital- Bus & Bus Facilities -- Fleet Replacement 83%

Route (to/from location): Lawrence

Project Type: Transit/Paratransit

Work Type: Special Work

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$147	
Local	CAP	\$30	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence Transit **MPO#:** 407 **KDOT#:** KS-04-0044 **Length:** **Total Project Cost:** \$1,145 Advanced Construction

Project Name: Transit 5309 Funds

Project Scope: FFY 2009 Capital 83% Fixed Route Bus Replacement

Route (to/from location): Lawrence

Project Type: Transit/Paratransit

Work Type: Special Work

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$950	
Local	CAP	\$195	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence Transit **MPO#:** 408 **KDOT#:** KS-96-X005 **Length:** **Total Project Cost:** \$1,000 Advanced Construction

Project Name: ARRA Capital Funds

Project Scope: FFY 2009 Capital 100% Bus Replacement and/or Bus Facilities

Route (to/from location): Lawrence

Project Type: Transit/Paratransit

Work Type: Special Work

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$1,000	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence Transit **MPO#:** 409 **KDOT#:** KS-32-0022 **Length:** **Total Project Cost:** \$246 Advanced Construction

Project Name: Bus Shelters and Amenities-5309

Project Scope: Bus Shelters and Amenities. 80/20 split.

Route (to/from location): Lawrence

Project Type: Transit/Paratransit **Work Type:** Special Work

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$192	
Local	CAP	\$54	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Cottonwood Inc. **MPO#:** 410 **KDOT#:** **Length:** **Total Project Cost:** \$41 Advanced Construction

Project Name: Cottonwood Inc: FTA 5310 Capital

Project Scope: Ramp Accessible MiniVan

Route (to/from location): Lawrence

Project Type: Transit/Paratransit **Work Type:** Vehicle Replacement

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
FTA: 5310	CAP	\$33	
Local	CAP	\$8	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Bert Nash **MPO#:** 411 **KDOT#:** **Length:** **Total Project Cost:** \$41 Advanced Construction

Project Name: Bert Nash: FTA 5310 Capital

Project Scope: Ramp Accessible MiniVan

Route (to/from location): Lawrence

Project Type: Transit/Paratransit **Work Type:** Vehicle Replacement

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
FTA:5310	CAP	\$33	
Local	CAP	\$8	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Indepence Inc. **MPO#:** 412 **KDOT#:** **Length:** **Total Project Cost:** \$58 Advanced Construction

Project Name: Independence Inc: FTA 5310 Capital

Project Scope: 13 passenger vehicle with lift

Route (to/from location): Lawrence

Project Type: Transit/Paratransit **Work Type:** Vehicle Replacement

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
FTA:5310	CAP	\$46	
Local	CAP	\$12	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: CHIP **MPO#:** 501 **KDOT#:** 23-U-0075-01 **Length:** **Total Project Cost:** \$10 Advanced Construction

Project Name: Lawrence Safe Routes to Schools Education

Project Scope: SRTS – Phase 1 Planning Grant. Douglas County Community Health Improvement Partnership Pedestrian Safety Education Project

Route (to/from location):

Project Type: SRTS

Work Type: Special Work

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
SRTS		\$10	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 502 **KDOT#:** 23 TE-0390-01 **Length:** .8 **Total Project Cost:** \$219 Advanced Construction

Project Name: Haskell Rail Trail

Project Scope: Pave existing Haskell Rail Trail from 23rd Street to 29th Street

Route (to/from location): E23rd Street & E23rd Street Frontage Rd to E29th Street

Project Type: Enhancement

Work Type: Pedestrian & Bicycle

Comments: TE funding to pay for 80% of eligible cost.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
TE		\$175	
Local		\$44	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 503 **KDOT#:** 23 TE-0372-01 **Length:** **Total Project Cost:** \$60 Advanced Construction

Project Name: Breezedale Monument Restoration

Project Scope: Restoration of the historic Breezedale monuments

Route (to/from location): South of the intersection of K-10 and 23rd Street

Project Type: Enhancement **Work Type:** Special Work

Comments: TE funding to pay for 80% of eligible cost.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$5	
TE	Const	\$44	
Local	Const	\$11	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 504 **KDOT#:** 23 TE-0373-01 **Length:** **Total Project Cost:** \$1,556 Advanced Construction

Project Name: Santa Fe Depot Restoration

Project Scope: Revitalize the Santa Fe Depot site and building.

Route (to/from location): 413 East 7th Street, Lawrence, Kansas

Project Type: Enhancement **Work Type:** Special Work

Comments: TE funding to pay for 80% of eligible cost.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$17	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
TE	Const	\$1,226	
Local	Const	\$307	
Local		\$5	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 600 **KDOT#:** 23 RF-0026-01 **Length:** **Total Project Cost:** \$113 Advanced Construction

Project Name: Amtrak Station

Project Scope:

Route (to/from location): 413 East 7th Street, Lawrence, KS 66044

Project Type: Other

Work Type: Special Work

Comments: Highway Safety Improvement Program funding

Highway Safety Improvement Program funding

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
HSIP	PE	\$88	
Local	PE	\$25	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT **MPO#:** 601 **KDOT#:** K-7888-07 **Length:** 4.2 **Total Project Cost:** \$212 Advanced Construction

Project Name: US-59 Seeding Project

Project Scope:

Permanent Seeding

Route (to/from location): US-59 Franklin-Douglas County Line, N to 2L/4L divided.

Project Type: Other

Work Type: Seeding

Comments: Tied to project K-7888-01

Tied to project K-7888-01

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
STP	CE	\$12	
State	CE	\$3	
STP	Const	\$158	
State	Const	\$39	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 602 **KDOT#:** K-8392-05 **Length:** **Total Project Cost:** \$12,000 Advanced Construction

Project Name: South Lawrence Trafficway - Environmental Mitigation

Project Scope: Environmental Mitigation associated with SLT.

Route (to/from location): K-10 Connection from S Jct US 59 / K-10; East to K-10

Project Type: Other

Work Type: Other

Comments: Linked to K-8392-04

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
State	PE	\$12,000	

FY 2013			
Fund Source	Phase	Obligation	AC Conversion

FY 2014			
Fund Source	Phase	Obligation	AC Conversion

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT **MPO#:** 603 **KDOT#:** KA-2624-01 **Length:** 2 **Total Project Cost:** \$1,366 Advanced Construction

Project Name: Cable Median Barrier: K-10 Douglas Co. near Eudora & Johnson Co. at K-7

Project Scope: Installation of cable median barrier at 2 locations. K-10 in DG Co from 5 miles W of K-10/Church St. Interchange, east for approx. 2 miles. K-10 in JO Co. from 1 mile west of K-10/K-7 Junction east for 2 miles.

Route (to/from location): K-10 Douglas Co. near Eudora & Johnson Co. at K-7

Project Type: Safety

Work Type: Safety

Comments: This project will occur in 2 locations along the K-10 Corridor in JO & DG counties. It will be reflected in both TIPS. The improvement will be considered as one project and the total project cost reflects the cost for both locations.

FY 2012			
Fund Source	Phase	Obligation	AC Conversion
HSIP	PE	\$250	
State	Utilities	\$1	
HSIP	Const	\$1,035	
HSIP	CE	\$78	

FY 2013			
Fund Source	Phase	Obligation	AC Conversion

FY 2014			
Fund Source	Phase	Obligation	AC Conversion

FY 2015			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT

MPO#: 604 **KDOT#:**

Length:

Total Project Cost: \$1,500

Advanced Construction

Project Name: Various Railroad Safety Projects in the Region

Project Scope:

Safety improvements along railroads in region as identified by KDOT. These funds may be used to benefit the region by working to correct or improve identified safety hazards at public railway-highway crossing in a proactive manner.

Route (to/from location):

Project Type: Safety

Work Type:

Comments:

This is a master project that would include any safety projects selected in region.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
HSIP	Const	\$500	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
HSIP	Const	\$500	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
HSIP	Const	\$500	

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