

# FFY 2017 - 2020 Transportation Improvement Program



LAWRENCE - DOUGLAS COUNTY

# MPO



METROPOLITAN PLANNING ORGANIZATION

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## MPO Self-Certification

The Kansas Department of Transportation (KDOT) and the Lawrence - Douglas County Metropolitan Planning Organization (MPO) certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; All core documents are current;
2. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts,
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.



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Bryan Culver, Chair  
Lawrence-Douglas County MPO



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Michael J. Moriarty  
Bureau Chief of Transportation Planning  
Kansas Department of Transportation

## Definitions

ADA	ADA- Americans with Disabilities Act of 1990 (P.L. 101-336) and ADA Amendment Act of 2008 (P.L. 110-325)
BAC	Bicycle Advisory Committee
BNSF	Burlington Northern-Santa Fe Railroad
CAP	Capital
CE	Construction Engineering
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CONST	Construction
CTD	Coordinated Transit District
CTP	Comprehensive Transportation Program
E+C	Existing Plus Committed
EJ	Environmental Justice
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act (P.L. 114-94) (Signed by President Obama on December 4, 2015)
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOV	High-Occupancy Vehicle Lanes
ITS	Intelligent Transportation Systems
KDOT	Kansas Department of Transportation
KLINK	Kansas Connecting Link Program
KTA	Kansas Turnpike Authority
KU	University of Kansas, Lawrence
KUOW	KU on Wheels Transit Service
LMCMS	Liberty Memorial Central Middle School
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (Signed by President Obama on July 6, 2012)
MPO	Metropolitan Planning Organization, such as the Lawrence-Douglas County Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
O & M	Operation and Maintenance
OP	Operating
PE	Preliminary Engineering
PPP	Public Participation Plan
PTAC	Public Transportation Advisory Committee
ROW	Right-of-Way
RRFBs	Rectangular Rapid Flash Beacons
RTAC	Regional Transit Advisory Committee
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
T2040	Transportation 2040 - the Long Range Transportation Plan for the Lawrence-Douglas County region
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TDM	Travel Demand Management
TE	Transportation Enhancements
TIP	Transportation Improvement Program
TSM	Transportation System Management
UGA	Urban Growth Area
UP	Union Pacific
UPWP	Unified Planning Work Program
USC	United States Code
UTIL	Utilities
WES	Woodlawn Elementary School

# INTRODUCTION

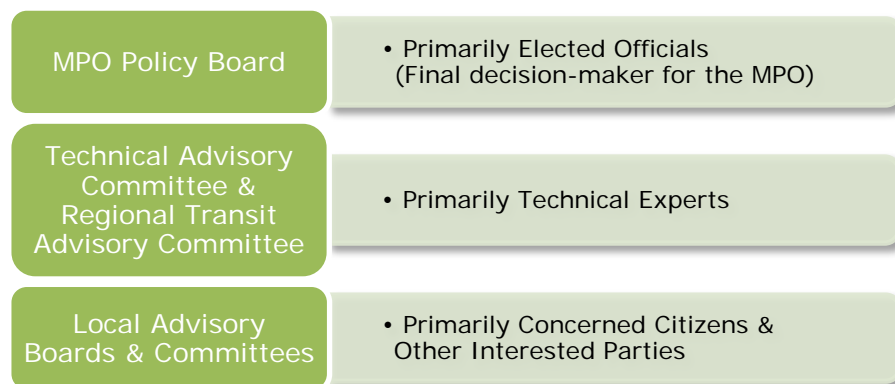
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## What is an MPO?

A Metropolitan Planning Organization (MPO) is a regional decision making body composed primarily of elected officials from a metropolitan area that is charged with creating a transportation plan and related policy and programming documents. The Lawrence-Douglas County MPO is comprised of a Policy Board composed of mostly elected officials, a Technical Advisory Committee (TAC) made up of transportation and engineering professionals, the MPO Staff, and various other advisory groups that the MPO may form. Figure 1 displays the MPO structure. The MPO develops four core documents that create a regional vision for how the multimodal transportation system will function and grow – now and into the future. The MPO's core documents are the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP).

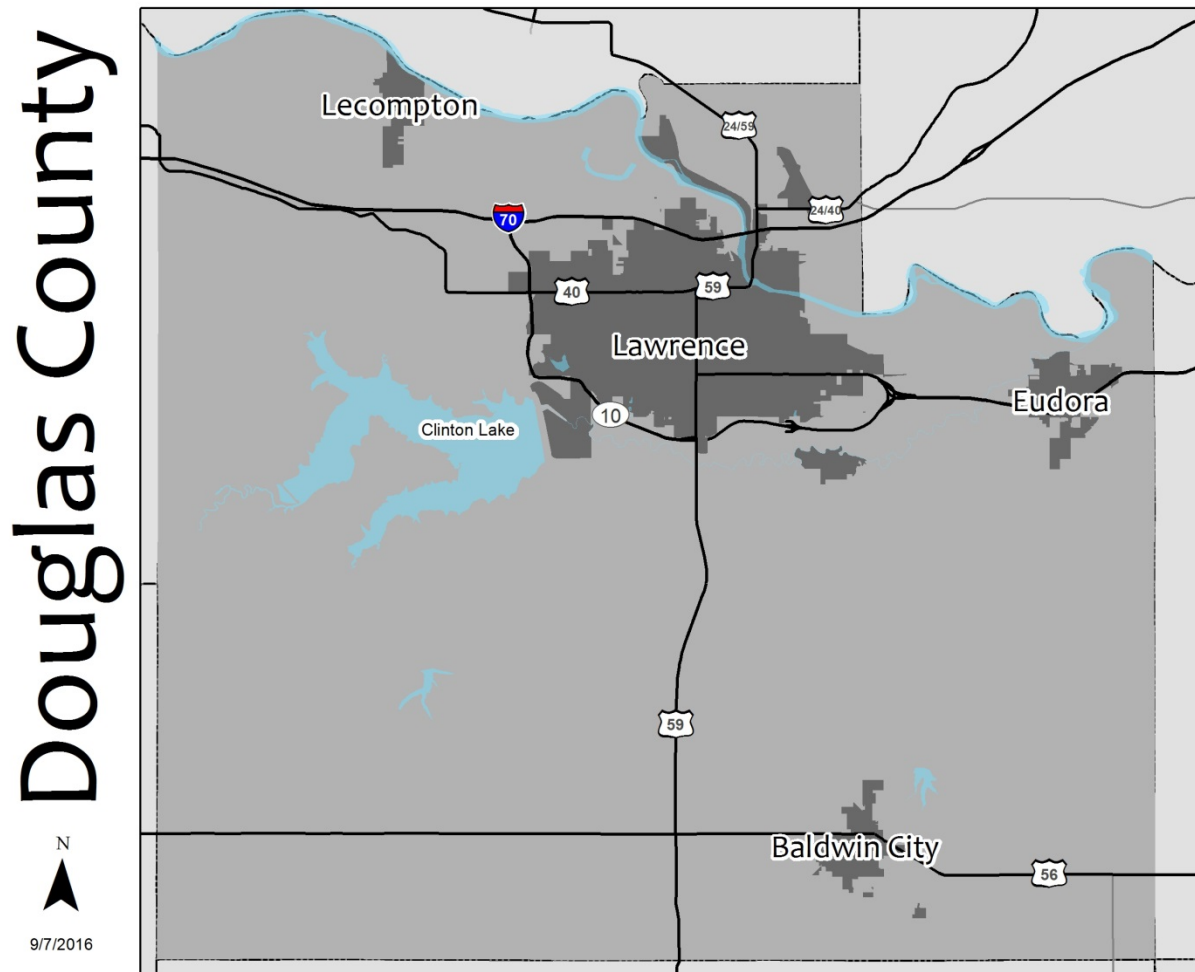
*The MPO is a group that is composed of representatives from many local governments that collectively discusses the transportation issues facing the metro area and then makes decisions about how to address those issues.*

**Figure 1: MPO Structure**



The Lawrence-Douglas County Metropolitan Planning Organization (MPO) serves all of Douglas County, Kansas including Baldwin City, Eudora, Lawrence, and Lecompton (see Figure 2).

Figure 2: Lawrence-Douglas County Metropolitan Planning Area (MPA)



## What is a TIP?

The Transportation Improvement Program (TIP) documents how the region prioritizes the limited transportation resources available among the various needs of the region.

The TIP is a short-range, multi-year listing of federally funded and/or regionally significant improvements to the region's multimodal transportation system. Projects in the TIP are designed to implement the Metropolitan Transportation Plan (MTP). The TIP must be fiscally constrained and include only projects for which funding has been identified using existing or reasonably available revenue sources. The TIP must be updated at least once every four years, on a schedule compatible with the Statewide Transportation Improvement Program (STIP). The Lawrence-Douglas County TIP is updated every two years.

### Statewide Transportation Improvement Program

The STIP is the State's equivalent of an MPO's TIP. It includes all federally funded transportation projects in the state. Projects in the metropolitan areas are included by reference to the relevant STIP.

## The TIP and the MTP

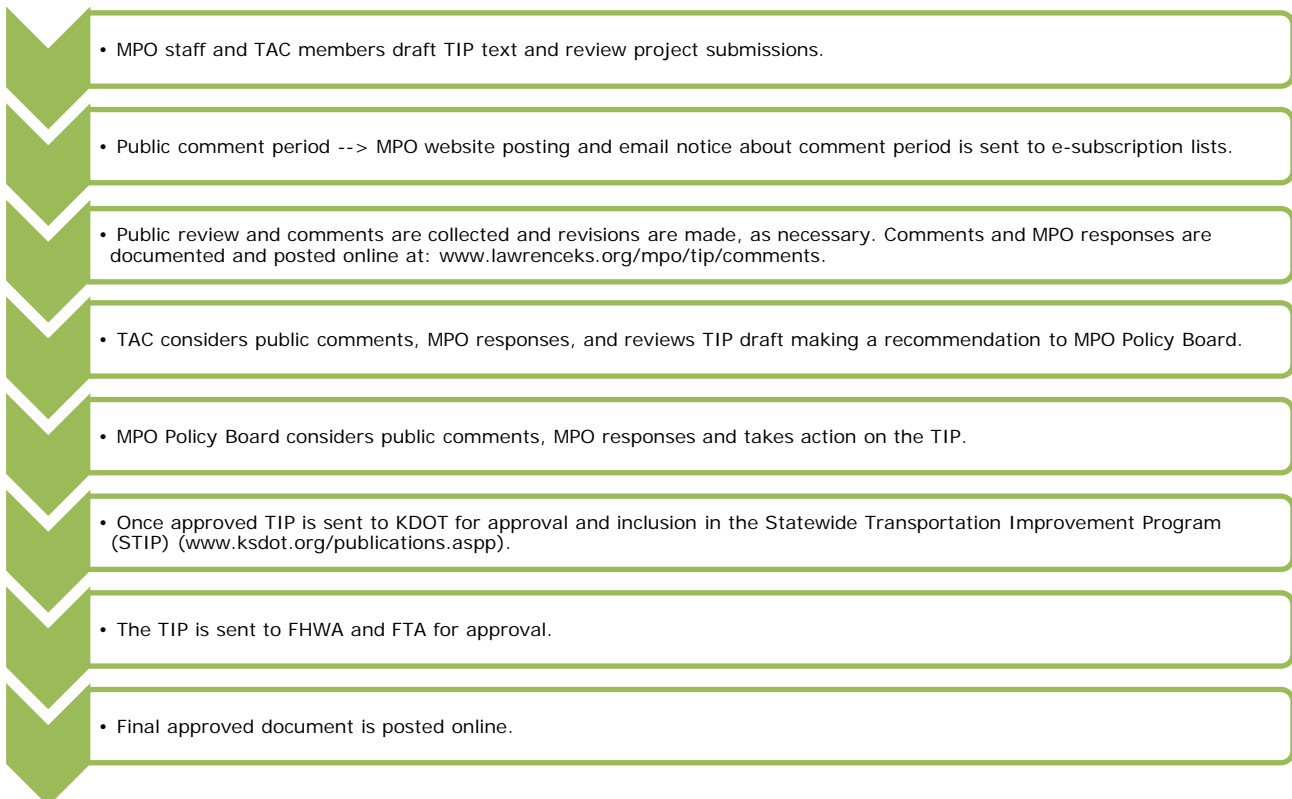
The TIP implements the goals and objectives stated in the Metropolitan Transportation Plan (MTP). These goals include 1) Improve Safety & Security, 2) Focus on System Preservation and Economic Efficiency, 3) Maximize Accessibility and Mobility, and 4) Consider the Environment and Quality of Life. Furthermore, for projects to be included in the TIP, they must be consistent with the MTP. This ensures projects are implementing the MPO's vision for the future.

## TIP Public Involvement Process

The MPO's Public Participation Plan (PPP) requires a new TIP to undergo a 30-day comment period and amendments require a 15-day public comment period.<sup>1</sup> The full draft TIP is available on the MPO website ([www.lawrenceks.org/mpo/tip](http://www.lawrenceks.org/mpo/tip)) and a printed copy is available at Lawrence City Hall, Lawrence Public Library, Eudora Public Library, Baldwin City Public Library, and Lecompton City Hall. The public is notified of the opportunities to review the draft TIP through a local newspaper advertisement, notification by email, and by staff announcements that the draft TIP is available for comment at MPO meetings.

Public comments are reviewed by MPO staff and if found applicable, those public comments are incorporated into the final draft document sent to the MPO Policy Board for approval. Appendix E contains the public involvement process utilized to develop this TIP.

**Figure 3: TIP Public Involvement Process**



<sup>1</sup> Details about the public participation process for the approval and amendment of the TIP can be found at [www.lawrenceks.org/mpo/public\\_participation](http://www.lawrenceks.org/mpo/public_participation).



# PROGRAMMING PROCESS

## Legislative Requirement

The current federal surface transportation legislation is called the Fixing America's Surface Transportation (FAST) Act.<sup>2</sup> It is a five year (FFY 2016-2020) transportation program signed into law by President Obama on December 4, 2015. MPOs are required to develop a TIP that is fiscally constrained and contain all capital and non-capital surface transportation projects within the MPO area that will receive federal funding, as well as other regionally significant transportation projects.<sup>3</sup>

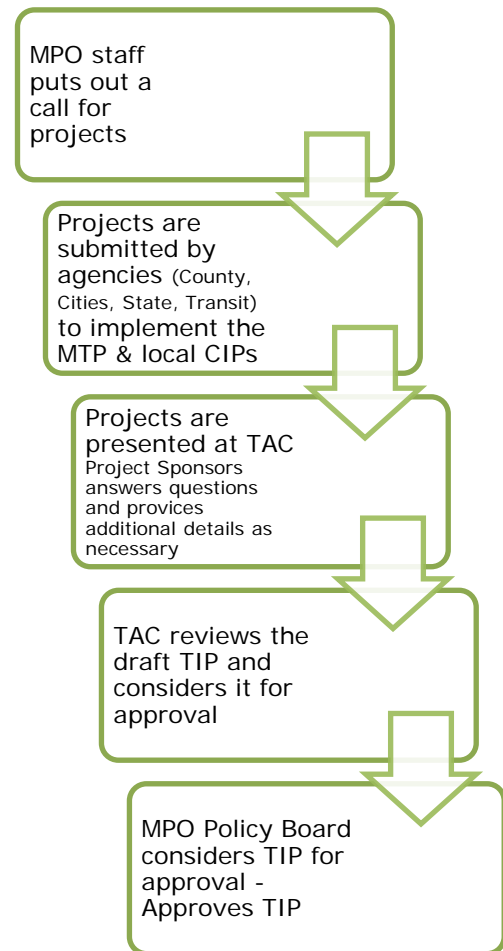
## Process for Including Projects in the TIP

The projects included in the TIP are drawn from the area's Metropolitan Transportation Plan (MTP), County and City governments' Capital Improvement Plans (CIP), as well as the State's Transportation Program known as T-WORKS. The MPO encourages Project Sponsors to use the factors in Appendix A to determine which projects should be prioritized for funding and inclusion in the TIP. Project Sponsors submit projects to the MPO staff for inclusion in the TIP and MPO staff work with TAC members to ensure that the projects are regionally significant and are consistent with the MTP. Figure 4 displays the process for including projects in the TIP.

The transit and paratransit projects programmed in the TIP also go through a project selection process. Lawrence Transit staff works with the MPO, FTA, KDOT, and University of Kansas - KU On Wheels (KUOW) staffs to plan and program projects in the TIP that address transit needs and issues identified in the MTP. The KDOT- Office of Public Transportation in consultation with the Urban Corridor Coordinated Transit Council makes the selection of paratransit projects to include in the TIP.

This TIP document contains projects for Lawrence Transit that collectively constitutes the Program of Projects (POP) for Lawrence Transit. This list of transit items is a prioritized list of projects used by the Lawrence Transit staff and reviewed by FTA officials. Approval of the TIP includes the approval of the POP for Lawrence Transit. The public involvement procedures used for TIP development and amendments are used to satisfy the POP requirements for FTA Section 5307 funding.

**Figure 4: TIP Project Listing Submission Process**



<sup>2</sup> The FAST Act was created as Public Law 114-96. The official legislation can be accessed at <https://www.gpo.gov/fdsys/pkg/PLAW-114publ94/pdf/PLAW-114publ94.pdf>.

<sup>3</sup> In accordance with United States Code Titles 23 and 49, the TIP document must outline at least a four-year program of: 1) All federally funded priority transportation projects, and 2) All regionally significant priority projects, regardless of funding source.

## Revisions to the TIP

There are times when information about projects needs to be adjusted. Minor changes to project information are called revisions and are administrative actions with no public involvement required. Major changes are called amendments and require public involvement.

### Amendments

Amendments to the TIP often consist of major changes to project cost and/or funding levels. Those types of fiscal changes may have impacts on the ability of the TIP and/or the MTP to remain fiscally constrained. The following types of project changes are always handled as TIP amendments:

- Addition or deletion of a project within the first four (4) years of the TIP (federal regulations require this part of the TIP to show fiscal constraint)
- Total costs and/or funding amounts for a project listed in the TIP increase by more than 20% of the total project cost
- Change to a funding source, project scope and/or location (such as changing from state funding to federal)
- A change of schedule for a project that exceeds one year (see explanation below and Table 1).

### Administrative Revisions

Administrative revisions include all revisions that are not formal amendments. These revisions usually involve, but are not limited to:

- Obvious minor data entry errors or editing corrections to text, map, and/or other graphics
- Splitting or combining projects (project scopes and costs cannot change)
- Changes or clarifying elements of a project description (with no major changes in scope)
- Change in funding program or category (such as changing from STP to HSIP funding)
- Shifting funds between a singular year
- Minor change of less than 20% of total project cost

In processing administrative revisions MPO staff will:

- Enter the requested revision into the project database.
- Prepare and publish an updated TIP and post it online.
- Notify the Kansas Department of Transportation of the modifications and request their inclusion in the respective Statewide Transportation Improvement Program.
- Prepare a summary of the revision to be presented at the next scheduled MPO Technical Advisory Committee and Policy Board meetings (no formal action required).

Administrative Revisions require no public comment.

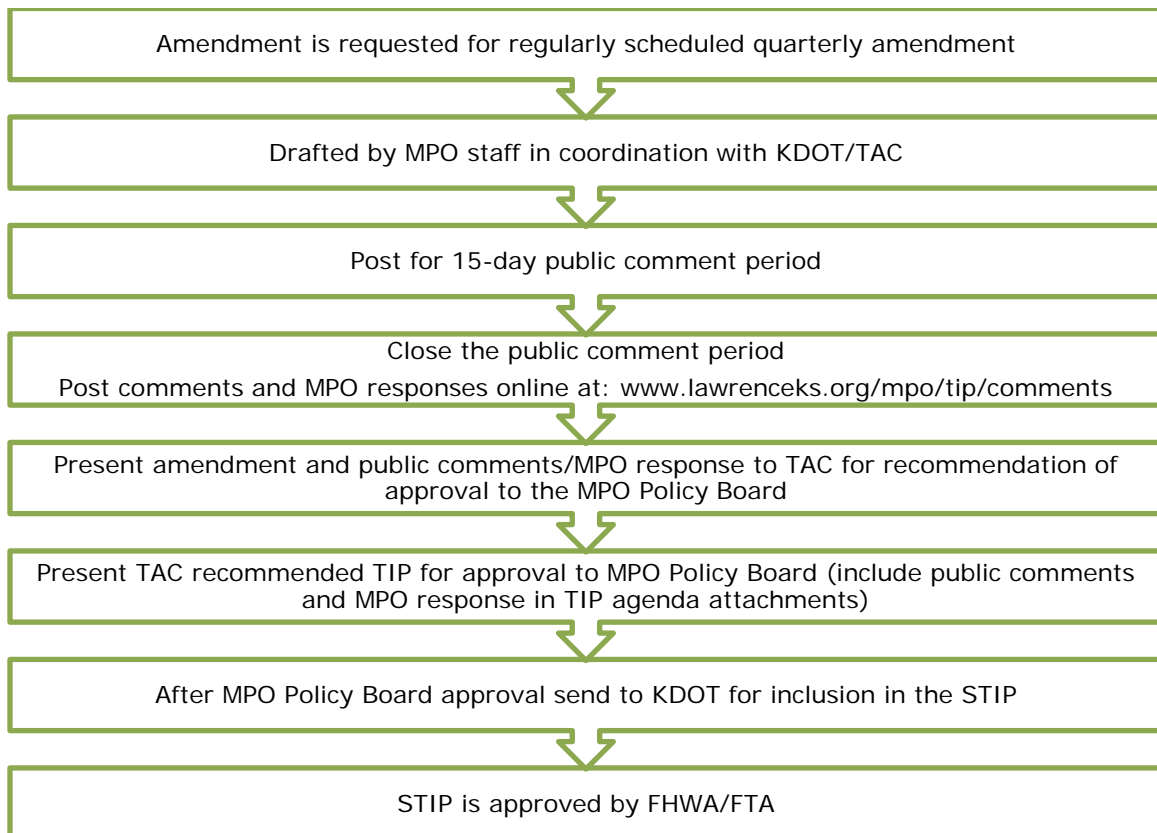
**Table 1: Major Schedule Changes – Revision or Amendment**

From/To	Year			
	1	2	3	4
1		Revision	Amendment	Amendment
2	Revision		Revision	Amendment
3	Amendment	Revision		Revision
4	Amendment	Amendment	Revision	

Figure 5 displays the TIP amendment process. Amendments to the TIP will be drafted by the MPO staff in cooperation with KDOT staff and TAC members as needed and/or scheduled. The draft TIP amendment will be presented to the TAC for review and approval before sending the amendment to the MPO Policy Board for approval.

After the MPO Policy Board approves the amendment the MPO staff will forward the amendment to KDOT for their review and inclusion in the Statewide Transportation Improvement Program (STIP). The TIP is included in the STIP by reference so an amendment to the TIP also becomes an amendment to the STIP. Then the STIP is approved by FHWA/FTA.

**Figure 5: Amendment Process**



## Amendment Public Process

TIP amendments must be posted for public review and comment, the MPO staff must collect and review any public comments and share those comments with the TAC and MPO Policy Board to address and/or incorporate them, as necessary, before TIP approval.<sup>4</sup>

A minimum 15-day public comment period is required and proposed amendments are posted on the MPO web page. The MPO staff also places a paper copy of all TIP amendments in a binder kept at the front counter of the MPO Office for public review and comments. In addition, all TIP amendment announcements, including the printed advertisement in the newspaper, have the phone number, mailing address, and email address of the MPO staff listed on them so that anyone with questions or comments about the amendment can contact the staff to discuss it. Following the required 15-day public comment period, all comments will receive a response, either individually or in a summary form. The comments and responses will be posted at [www.lawrenceks.org/mpo/tip/comments](http://www.lawrenceks.org/mpo/tip/comments) prior to distributing the TAC agenda packet (one week before the TAC meeting). The MPO staff presents these public comments and the staff response to the TAC and the MPO Policy Board before they discuss approving the amendment. There is no requirement for a public hearing.

## Amendment Schedule

In order to facilitate the process of making TIP amendments, the MPO has a TIP amendment item on the TAC and Policy Board meeting agenda once each quarter (Table 2). These dates to consider TIP amendments will be coordinated with the KDOT calendar for making changes to the Statewide Transportation Improvement Program (STIP). A similar schedule will be followed for the other years covered by this TIP.

**Table 2: FFY2017 Quarterly Schedule for TIP Amendments**

<b>TIP Amendment Request Made to MPO Staff</b>	<b>Public Review Period</b>	<b>TAC Approval</b>	<b>MPO Approval</b>	<b>STIP Approval</b>
September-02	9/8/2016 to 9/23/16	October 4, 2016	October 20, 2016	November 2016
January-06	1/12/17 to 1/27/17	February 7, 2017	February 16, 2017	March 2017
March-03	3/9/17 to 3/24/17	April 4, 2017	April 20, 2017	May 2017
June-30	7/6/17 to 7/21/17	August 1, 2017	August 17, 2017	August 2017

These dates are approximate and subject to change following discussions between MPO and KDOT staffs and/or discussions at the Technical Advisory Committee (TAC) meetings.

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<sup>4</sup> An appropriate level of public involvement activities are outlined in the latest MPO-approved Public Participation Plan found online at [www.lawrenceks.org/mpo/public\\_participation](http://www.lawrenceks.org/mpo/public_participation).

# FISCAL CONSTRAINT

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## Project Funding

Projects are funded from several sources. Street and highway projects can be financed entirely by State and/or local funds or by any combination of federal, state, and local funds. The Fixing America's Surface Transportation (FAST) Act provides federal-aid to state and local units of government for surface transportation projects.

The use of Federal Transit Administration (FTA) funds are allocated to transit operators by formulas through the FTA Region 7 Office in Kansas City and through the KDOT Public Transportation Programs Office in Topeka. State transit funds from the T-WORKS Program flows through KDOT. These funds are utilized for the operations of Lawrence Transit and various paratransit operations in the region.

KDOT administers Federal Highway Administration (FHWA) funding to local governments. The Surface Transportation Block Grant (STBG) Program and Highway Safety Improvement Program (HSIP) categories are the main federal categories or programs that cities receive through KDOT. The STBG Program combines the long-standing Surface Transportation Program and the Transportation Alternatives Program, now known as TA Set-Aside. Some of these funds provide annual allocations to cities while others require local governments to apply for project specific funding. The TA Set-Aside funds have helped build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements. They provide funding for former Transportation Alternatives (TA) program and the Safe Routes to Schools (SRTS) programs.

All of the estimated amounts of transportation project funds are included in the Estimated Revenues and Expenditures Tables found in Appendix G. The estimates of reasonably expected funding levels based on recent experience are compared to the levels of federal, state, and local funding for transportation facilities and services that are requested by KDOT and local governments for inclusion in the TIP. Comparing these expected funding levels and funding request levels allows the MPO to determine if the TIP is fiscally constrained.

## Federal Funds

The federal funding for road and bridge projects in the region is generally limited to formula funding levels set by the USDOT and KDOT. Those levels have been relatively steady over the last few years with Douglas County receiving about \$500,000 and the City of Lawrence receiving about \$1 million annually in federal aid for roads and bridges. The three smaller cities in Douglas County (Lecompton, Eudora, and Baldwin City) have small public works departments, thus large road or bridge projects are often managed by Douglas County or KDOT.

Discretionary funding for TA Set-Aside program projects is also available on a more sporadic competitive basis. That funding is not guaranteed in any given year, but our region has received some funding and expects to receive more in the foreseeable future. These funding levels have more uncertainty and therefore, projects must have awarded funding to be included in the TIP and fiscal constraint. If and when local governments in Douglas County are awarded funding from these discretionary programs the MPO will amend the TIP to add that funding and those projects in a timely manner.

## State Funds

State funds used in Douglas County for road and bridge projects are mostly limited to KDOT facilities and projects. The level of KDOT funding expended in the region varies greatly by year

due largely to how much work KDOT does on the area's major highways. Recently KDOT has spent large amounts of funding to build the South Lawrence Trafficway (new K-10 alignment), and to build a new interchange along K-10 at Bob Billings Parkway/N 1500 Road. All of those projects are KDOT administered projects on KDOT routes, which typically do not significantly impact the local governments' budgets for transportation improvements (although the City of Lawrence/Douglas County contributed \$1,000,000 for pedestrian and bicycle facility improvements to the K-10/Bob Billings Parkway interchange). Some other smaller amounts of State funding are used for local projects, such as the occasional purchase of a paratransit van with state money or a state contribution to a local bridge project.

For most local governments in the region the main KDOT funding role has been to provide federal aid to local projects, not to provide large amounts of state aid to local transportation improvements. However, the one example in the region where the state funding of a local project does make a routine and significant difference in the local budget process is state transit operating assistance. Lawrence Transit receives about \$1 million in state operating and capital assistance annually which is an important part of their budget.

KDOT does not program projects in their budget documents or ask for projects to be added to the TIP unless a specific identified and reasonable funding source is identified. Therefore, KDOT requests for TIP actions represent a fiscally constrained condition for state funded and/or managed projects.

## Local Funds

### City of Lawrence

For Lawrence most of that federal funding has come recently in the form of STP and has remained about the same each year at about \$1 million. In 2015, the City of Lawrence received \$.9 million in federal Surface Transportation Program (STP) funds through the KDOT distribution process of sharing federal funds with local governments.

In November 2008, Lawrence voters approved three increases in sales taxes to support the improvement of roads and transit services. A 0.3% increase was dedicated to roads and infrastructure, a 0.2% increase was dedicated to funding transit service, and a 0.05% for overall transit operating and capital improvements (Table 3).

**Table 3: Lawrence Sales Tax for Improvement of Roads and Transit Services (Shown in \$1,000s)**

Source	Tax Percentage	Collected in 2015
Roads/Infrastructure	0.30%	\$ 4,987
Transit Service	0.20%	\$ 3,325
Transit Operating/ Capital Improvements	0.05%	\$ 831
<b>Total</b>		<b>\$ 9,144</b>

These sales taxes will expire in April of 2019; new referendums will need to be approved to ensure this funding is available in the future. With the addition of those taxes the City has a local dedicated funding source for road and transit improvements that has made funding more predictable. The City is utilizing the sales tax revenue to design and program some large road projects that were not financially feasible prior to the tax. Some projects are now funded with this sales tax revenue and some are still funded with a combination of federal aid and local matching funds.

## City of Eudora, Baldwin City, and City of Lecompton

The City of Eudora became a second class city under Kansas statutes in 2010. With the designation, Eudora now receives an annual distribution of STP funding through KDOT. This amount of federal funding is expected to be small (less than \$100,000).

Baldwin City, Eudora and Lecompton have used federal funding sporadically and worked with Douglas County staff to administer major road and bridge projects using federal aid. This cooperation between the small cities and the County for the use of federal aid is expected to continue through the life of this TIP.

## Douglas County

Douglas County receives obligation authority for STP funds from KDOT. Douglas County has elected to exchange their available obligation authority of federal funds for state funds at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority, per KDOT policy. Alternatively, jurisdictions have “banked” the federal obligation authority for a later project. In 2015, the County received approximately \$685,789 in federal STP funds obligation authority through KDOT. The County exchanged the federal obligation authority for \$617,210 in state dollars through KDOT’s federal funds exchange program.

The County can also apply for TA Set-Aside funds if it chooses to do so. The County does not operate transit service and does not receive federal or state transit funding.

Douglas County has a CIP that is updated on a regular basis. The annual CIP allocation in Douglas County in recent years has been approximately \$4 million. This allocation is reviewed and adjusted annually by the Board of County Commissioners. The Board of County Commissions approved the 2016-2020 CIP on August 24, 2016. Table 4 displays the 2017 budgeted and 2018-2020 anticipated funding amounts for facilities, roads, and bridges.

**Table 4: Douglas County Approved CIP (Shown in \$1,000s)**

Year	Facilities, Roads, Bridges
2017	\$ 4,883
2018	\$ 4,675
2019	\$ 4,341
2020	\$ 4,200
Total	\$ 18,098

The County programs its projects in their CIP and as needed the County staff coordinates its capital planning with the MPO staff for TIP development and changes.

## Transit and Paratransit Funds

The public transit operations in Lawrence are composed of a mix of services operated by the Lawrence Transit and the University of Kansas service called KU On Wheels (KUOW). KUOW transit operations are primarily supported by student fees. The City transit service uses state operating assistance, state capital assistance, federal capital assistance, and federal operating assistance to keep buses running. Lawrence also uses local sales taxes to pay for transit. In recent years, Lawrence has used about \$2 million annually in flexible federal formula Section 5307 subsidies to provide transit services. This annually allocated funding can be used for capital projects (e.g., buying new buses), but most of it has been used for operations.

Capital assistance levels are typically much more unpredictable than operating assistance, but when the transit capital funding will be needed is fairly predictable because it is based on the life span of buses. That creates a dilemma for transit operators who in the past relied heavily on large discretionary grants from the FTA for bus fleet replacements. Now those large grants



are gone and our transit operators are adjusting to buying only a few new buses at a time when funding is available instead of buying many buses on one large grant funded order.

Lawrence Transit uses a relatively constant mix of federal and local funds for operations. Under the State T-WORKS Program some state operating assistance is received each year.

The paratransit providers in the region provide all or most of their own funds to operate their services, and in some cases they use FTA grants for vehicle purchases. KDOT also funds paratransit vehicles in the region. As part of these vehicle purchases the agency requesting the federal funds is required to provide a local match, and those vehicles are programmed in the TIP.

## Operation and Maintenance (O&M) Funding

The fiscal constraint analysis looks primarily at capital projects (e.g., building roads and bridges, buying buses, etc.), however, that is not a complete picture of funding for the region's multimodal transportation system. The funds needed for operating and maintaining transport facilities and services also has to be reviewed. An adequate level of Operations & Maintenance (O&M) funding needs to be budgeted to maintain the federal-aid highways in the region. Shortchanging the O&M budgets to make the road improvement projects fiscally feasible is not appropriate. This funding is divided into Roads/Bridges and Transit.

### Road and Bridge Operations and Maintenance Funding Estimates

The expenses for O&M work items are usually paid for by the local government that owns and operates the road and the utility providers that use the road rights-of-ways.

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*O&M consists of routine things such as pothole patching, minor repairs to pavements and curbs, snow removal, striping and marking, utility work and patching, electrical repairs, tree trimming, mowing, signal repairs, sign replacement, bridge maintenance, and other minor work tasks.*

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In the case of major highways, KDOT is the owner of the road and maintains those facilities. The major exception to this is the Kansas Turnpike/I-70 which is owned and operated by the Kansas Turnpike Authority. Some of the state highway mileage in Lawrence is provided on City streets through a connecting link agreement between KDOT and the City. That agreement includes annual payments from KDOT to the City to pay a share of the maintenance costs for those route segments carrying a state highway. KDOT plays a role in the maintenance of some major roads in the region (approximately \$0.555 million per year), but major highway mileage comprises a small percentage of total roadway mileage. Most of the road mileage in Douglas County is owned by the County, City or Township Governments that levy local property taxes and sometimes other taxes to pay for road maintenance and operations.

The cities and county also receive a portion of the state gas tax collected in Douglas County. This amount of funding is anticipated to continue during the years covered by this TIP. The state supplied pass through gas tax funding is supplemented by local government funds to make up the bulk of Lawrence and Douglas County roadway O&M budgets.

For 2015, the City of Lawrence had an O&M budget for its road system of approximately \$3.5 million. Those costs were paid for with \$2.5 million of state gas tax funds and \$1.0 million of local tax sources including the 2008 approved sales tax increase dedicated to infrastructure improvements. For 2015, the roadway O&M budget for Douglas County was approximately \$6 million with approximately \$2.1 million of that total coming from the state gas tax funds and the other \$3.9 million from County tax sources. It is expected that the local governments in the region will continue to fund their O&M budgets in order to adequately maintain their transportation infrastructure during this TIP period. Table 5 shows the KDOT, Douglas County, and the City of Lawrence O&M expected cost per lane mile.



**Table 5: Road and Bridge O&M (Shown in \$1,000s)**

	KDOT	County*	Lawrence	Total
<b>Cost Per Lane Mile</b>	\$ 2.466	\$ 11.472	\$ 4.424	
<b>Lane Miles</b>	225	523	791	<b>1539</b>
<b>2017</b>	\$ 555	\$ 6,000	\$ 3,500	<b>\$ 10,055</b>
<b>2018</b>	\$ 555	\$ 6,000	\$ 3,500	<b>\$ 10,055</b>
<b>2019</b>	\$ 555	\$ 6,000	\$ 3,500	<b>\$ 10,055</b>
<b>2020</b>	\$ 555	\$ 6,000	\$ 3,500	<b>\$ 10,055</b>
<b>Total Per Lane Mile for 4 Years</b>	<b>\$ 2,219</b>	<b>\$ 24,000</b>	<b>\$ 14,000</b>	<b>\$ 40,219</b>

\*Does not include Township roads or road maintenance funds, but County maintenance costs does include bridges and large culverts on township roads that are maintained by the County.

## Transit Operations and Maintenance Funding Estimates

Transit operations are funded with a mix of local, state, and federal funds. The transit system in Douglas County is a coordination of services owned and operated by the City of Lawrence, the University of Kansas, social service agencies that run paratransit vehicles, and Johnson County Transit that operates a commuter bus service called the K-10 Connector, which traverses between Lawrence and locations in Johnson County. K-10 Connector funding is programmed in the TIP produced by the Mid-America Regional Council (MARC), which is the MPO for the Kansas City Area.

### Lawrence Transit

Lawrence Transit service uses federal, state, and local funds for operating and routine maintenance expenses for their fixed-route and complementary paratransit services. Lawrence Transit needs to pay for its services when they are rendered (i.e., when the buses are rolling, burning fuel and labor costs are incurred) by maintaining a cash flow to pay for its vendors and staff as they work. Unlike a road or a bridge that can be bonded for twenty years and paid for over time, transit operations are typically not paid for with debt service. For 2015, Lawrence Transit had an O&M budget of approximately \$5.2 million which was funded with \$2 million of federal aid, \$0.5 million of state aid, \$0.4 million of farebox revenue and \$2.3 million of local funds. Those levels of O&M expenses and revenues are anticipated to continue through the four-year fiscally constrained period (2017-2020), as shown in Table 6.

**Table 6: Lawrence Transit O&M (Shown in \$1,000s)**

FFY	2017	2018	2019	2020	Total
<b>Total O&amp;M</b>	<b>\$ 5,200</b>	<b>\$ 5,200</b>	<b>\$ 5,200</b>	<b>\$ 5,200</b>	<b>\$ 20,800</b>

However, the transit tax's ten year horizon will sunset in April of 2019. If funding decisions are not made, the overall transit budget including O&M will be greatly impacted. Operations and maintenance funding for Lawrence Transit is shown in the Estimated Revenues and Expenditures Tables founding Appendix G.

The O&M costs are deducted from the estimated revenues; therefore, funding for O&M projects are not available other projects and the TIP is fiscally constrained.

### Paratransit

The paratransit providers in the region mostly provide their own funds to operate their services, but in some cases receive a small amount of state operating subsidy from KDOT. Typically, this state operating assistance is only a few thousand dollars per year for each operator. Most of the federal and state aid to paratransit is for vehicle purchases. The MPO staff works closely with the KDOT transit staff, the Regional Transit Advisory Committee (RTAC), and the Urban Corridor Coordinated Transit Council members to keep informed about the status of paratransit operations and funding issues. Those paratransit issues are discussed

in more detail in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP).<sup>5</sup>

### University of Kansas (KU on Wheels) Transit Funding

The University of Kansas also provides transit services that are available to the general population as well as KU students and staff. Funding for the KU On Wheels system includes a considerable amount of funding that supports fixed route transit in Lawrence. The KU transit funding information listed in Table 7 gives a more complete and realistic account of the size and costs of the transit system in Lawrence.

The KU On Wheels (KUOW) and the Lawrence Transit services are integrated into one route and schedule system and both of these operations accept each other's bus passes. Even though these two services are coordinated into one route map and schedule book, only Lawrence Transit receives FTA funding. The KUOW operations are expected to maintain the KUOW transit service at current levels through the years covered by this TIP. The KUOW part of the public transit system in Lawrence is fiscally constrained by the revenues provided by fees that support it.

**Table 7: KU on Wheels (KUOW) – University of Kansas Transit System Funding Estimates in \$1,000s**

Funding Programmed in the KU Parking & Transit Budget				
Year	KU Parking Funds	KU Student Fee Funds	Other Funds	Total Funds
2017	\$ 1,220	\$ 3,285	\$ 133	\$ 4,638
2018	\$ 1,239	\$ 3,285	\$ 133	\$ 4,657
2019	\$ 1,239	\$ 3,285	\$ 133	\$ 4,657
2020	\$ 1,196	\$ 3,285	\$ 133	\$ 4,614
<b>4-Year Totals</b>	<b>\$ 4,894</b>	<b>\$ 13,140</b>	<b>\$ 532</b>	<b>\$ 18,566</b>

### Year of Expenditure (YOE) Inflation Factor

In addition to having a clearly identified source of funding for each roadway, bridge, transit, and enhancement project listed in the TIP, the project sponsor must also present their project costs in year of expenditure (YOE) dollars. This allows the project estimates to take into account inflation and should make them more realistic than using constant dollars. This fiscal analysis uses an annual inflation factor of 1.5% (which matches the T2040 Inflation Factor) for all TIP projects to determine the estimated costs in the year of expenditure. This inflation factor was developed by KDOT in 2012 for use with federal aid projects. TAC and MPO Policy Board members agreed to the YOE inflation rate.

### Demonstration of Fiscal Constraint

TIPs are required to have a four year fiscally constrained program of projects. Fiscally constrained means enough financial resources are available to fund projects listed in the TIP. Fiscal constraint also makes good sense.

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2017 and 2018). Predicting the revenues that will be available and costs for projects in the second half of that period (2019 and 2020) are a

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<sup>5</sup> Access this plan at <https://www.lawrenceks.org/mpo/transit>.

more speculative exercise, especially as the current tax referendum will sunset in April of 2019. Decisions will need to be made regarding future funding. Thus revenues for 2019 and 2020 are based on rough estimates of available funds and costs, which are helpful in showing the four years of fiscally constrained project tables. The MPO has assumed that 2015 levels for federal funding will remain in place for funding through 2020. The Estimated Revenues and Expenditures Tables in Appendix G show that the level of projected funding from reasonable sources and the total level of project funding programmed in this TIP is balanced and this TIP is fiscally constrained.

# ENVIRONMENTAL JUSTICE REVIEW

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The Environmental Protection Agency (EPA) defines Environmental Justice as the "fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies." Environmental Justice (EJ) is a federal requirement that projects using federal funds be selected and distributed fairly to all people regardless of income or race and that all people have equal access to the benefits afforded by federally funded projects as well as equal access to the decision-making process for the selection of those federal projects.<sup>6</sup> This concept is conveyed in the three Environmental Justice Principles shown in Figure 6.

**Figure 6: U.S. DOT Environmental Justice Principles**



Read about how the MPO is providing access to the transportation planning process at [www.lawrenceks.org/mpo/public\\_participation](http://www.lawrenceks.org/mpo/public_participation).<sup>7</sup>

## Methodology

In response to EJ regulations the MPO developed a process to assess the impact of transportation planning processes regarding the TIP on the target populations. The results of the analysis in this EJ review provide insight to the MPO's commitment to achieve the US DOT EJ Principles.

## Define Target Populations and Thresholds

Low-income and minority populations were identified in the MPO area. This is done by utilizing Census tracts and 2010-2014 American Community Survey (ACS) 5-year estimate data. Tracts are determined to meet the EJ threshold if they meet either of the criteria listed below.

### Low/Moderate Household Income Population, by 2010 Census Tracts

The threshold for low/moderate household income was 50 percent or more of the population residing in households earning less than 80 percent of the area's median income. The City of Lawrence Neighborhood Resources Division of the Planning and Development Services Department currently uses this information to identify areas within the community that have higher concentrations of low and moderate income residents. Various housing rehabilitation program funds and Community Development Block Grant (CDBG) funds are targeted toward these areas.

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<sup>6</sup> This policy is defined in Executive Order 12898 that was signed by President Clinton on February 11, 1994.

<sup>7</sup> Title VI Civil Rights and Environmental Justice Non-Discrimination issues can be found in the MPO's Title VI Program Manual and the Public Participation Plan. More Environmental Justice information related to programs, including MPO operations which are funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), can be found at the following website: [www.fhwa.dot.gov/environment/environmental\\_justice/overview](http://www.fhwa.dot.gov/environment/environmental_justice/overview).

### 99% Confidence Interval for the Mean Minority Population, by 2010 Census Tracts

The US Census Bureau collects demographic data for one race and a combination of races. For this review, only one race data attribute was used to depict areas within Douglas County that have a minority population within the 99% Confidence Interval average population residing in Lawrence and Douglas County. Essentially, a confidence interval indicates a range of values that's likely to encompass the true value in our community. With a 99% mean confidence interval we are 99% sure that the interval contains all of the values. The mean minority population is 18.71%. The 99% confidence interval is  $\pm 5.24\%$ . Therefore,  $18.71\% + 5.24\%$  equals 23.95%. So we are 99% sure that the minority population is under 23.95%.

The majority race in this region is White/Caucasian and the other races collectively are considered as the minority group population for this EJ analysis. The 2010-2014 American Community Survey 5 Year Estimates indicates the minority population within Douglas County represents 10.9% of the total population. In Lawrence, the minority population is slightly higher representing 12.8% percent of the total population.

The EJ zones consist of areas where census tracts are either Low/Moderate household income and/or at the minority 99% confidence interval. The EJ zones are mapped in Figure 7 & 8. Approximately 46,502 people or 42% of the total Douglas County population resides within EJ zones. No EJ zones are identified outside of the City of Lawrence. The EJ zones within Lawrence are located generally to the east of Iowa Street.

## **Assess and Analyze Investments in the TIP**

This assessment and analysis compares the EJ zones with TIP projects locations and fixed route transit services. EJ zones were also evaluated by EJ population within the ¼ mile buffer of transit routes and EJ population with zero vehicle households.

### **TIP Projects: Roadway, Bridge, Intersection, Enhancement, Access Management**

TIP projects were mapped to see where the projects intersect with EJ zones. Not all TIP projects could be mapped for the EJ analysis. This analysis does not include transit allocations, planning studies, SRTS allocations and projects that are not limited to a specific point on a map. Table 8 shows the total 2017-2020 TIP projects, the TIP projects that were able to be mapped, and the mapped TIP projects that are within the EJ zones.

**Table 8: TIP Projects (Shown in \$1,000s)**

	Number of Projects	Total Project Cost
TIP Projects (2017-2020)	37	\$ 94,063
TIP Projects Mapped	28	\$ 67,012
TIP Projects Mapped in EJ Zones	11	\$ 28,372

\*Total project cost includes project phases outside of the TIP years (2017-2020)

Twenty-eight (28) projects were able to be mapped in this TIP, for a combined total of \$67 million. (There are some projects that do not have specific locations or transit areas that cover the entire region – these projects are not mapped). These projects are completely or partially, on a road that is in an EJ zone or along an EJ zone border. Of the 28 mapped projects in the 2017-2020 TIP, 11 are considered EJ projects for the purpose of this analysis for a total improvement cost of \$28.3 million (as shown in Table 9). Approximately 42% of the total funding for the 28 mapped projects will be invested in EJ zones.

**Table 9: EJ Zone Projects (Shown in \$1,000s)**

Project Number	Project Name	Project Type	Total Project Cost	Multimodal Elements Included
107	Kasold Reconstruction: Clinton Pkwy to HyVee	Reconstruction	\$ 1,100	X
203	19th Street: Naismith Dr to Iowa St Reconstruction	Grading & Surfacing	\$ 2,000	X
204	Kasold Drive Reconstruction	Grading & Surfacing	\$ 5,920	X
205	K-10 Access Point Consolidation	Access Management	\$ 421	
212	9th Street Reconstruction: Massachusetts St to Delaware St	Grading & Surfacing	\$ 3,600	X
229	19th Street Reconstruction: O'Connell Rd to Harper St	Reconstruction	\$ 3,000	X
232	W 23rd St & Ousdahl Rd Intersection/Storm Sewer Improvements	Intersection Improvements	\$ 3,600	
234	23rd Street Reconstruction: Haskell Ave to East City Limits	Reconstruction	\$ 7,200	X
242	Access Consolidation on K10 West of Ousdahl Road	Access Management	\$ 80	
500	Santa Fe Depot Restoration	Special Work	\$ 1,442	
603	W 23rd St Access Management: 2246 Ohio St Driveway Removal	Access Management	\$ 9	
			<b>Total</b>	<b>\$ 28,372</b>

\*Total project cost includes project phases outside of the TIP years (2017-2020)

A majority of the projects that are within EJ zones are reconstruction projects, where the only expected impact is during the actual reconstruction, e.g. road closures, delays. Furthermore, a many of the projects include installing infill of missing sidewalks, additional Shared Use Paths or improvements to existing multimodal facilities, thereby improving connectivity and mobility for all populations.

However, EJ analysis is more than just the location of the projects and how many are (or aren't) in EJ areas. All of the projects in this TIP have impacts and benefits both during construction and long term after they are built as part of the network. Of the projects included in this TIP, there are no anticipated impacts to significant property displacement.

A review of the MPO's urban area indicates that all residents in the urban portion of the region regardless of race or income experience the impacts of the urban transport system in similar fashion. The benefits and impacts of that urban transportation network are not concentrated in any particular EJ zones.

The region's transportation projects are selected based on the merit of the project and the need for improvements to the transport system without any intended bias towards impacting EJ areas any more than any other area in the region.

There are busy congested intersections all around the urban area in both high and low income areas. Regardless of your racial group or where you live you are likely to encounter one of those intersections near your home. The impacts from the transportation system (congestion, noise, pollutant emissions, etc.) appear to be more related to whether you live in the Lawrence Urbanized Area or not; more than related to whether you live in a minority or low income area or not. Disproportionate impacts from federally funded transportation projects on low income or minority population clusters were not observed in this EJ analysis.

Figure 7: MPO Programmed Roadway Projects in Relation to EJ Zones (Douglas County)

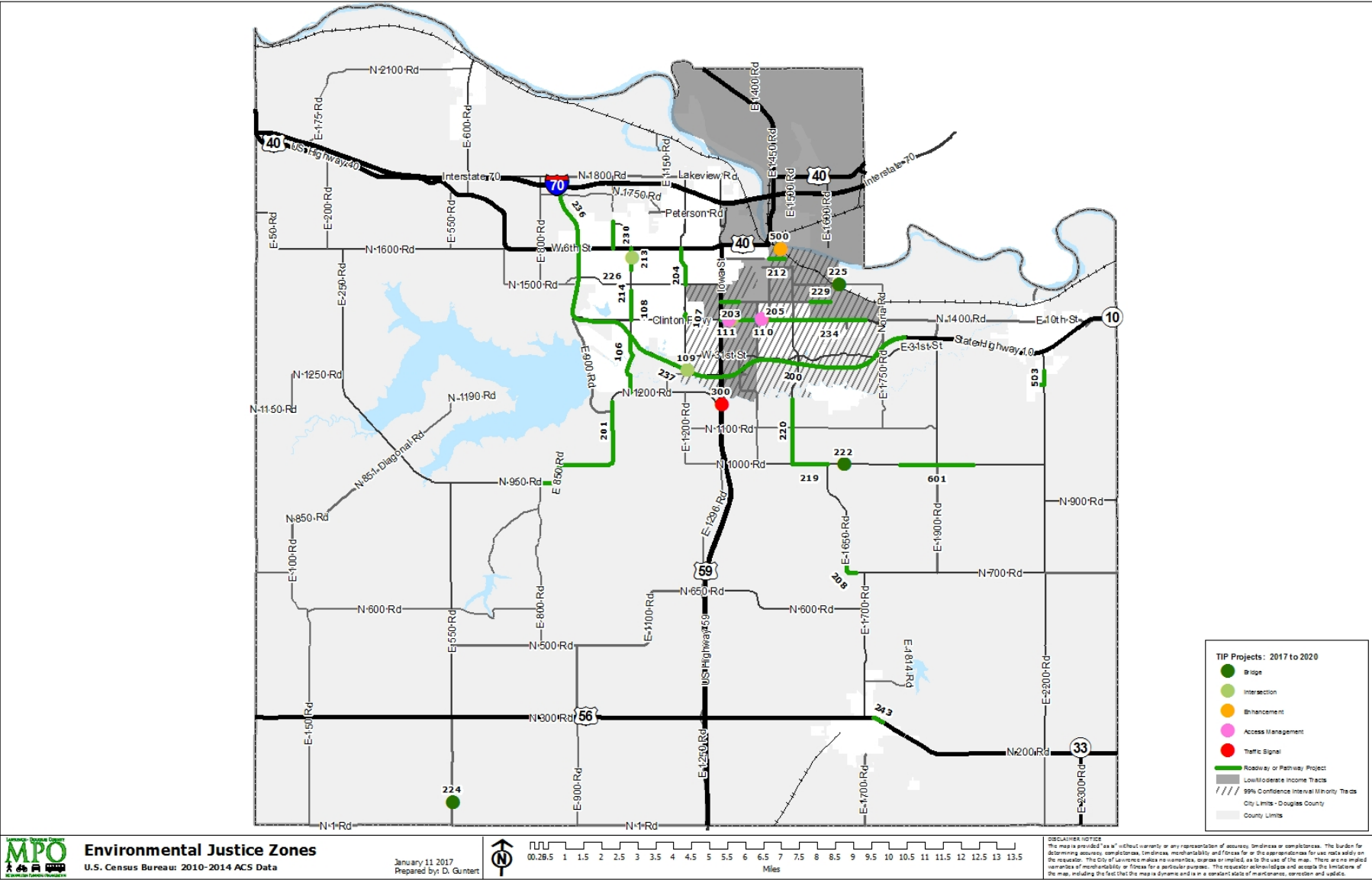
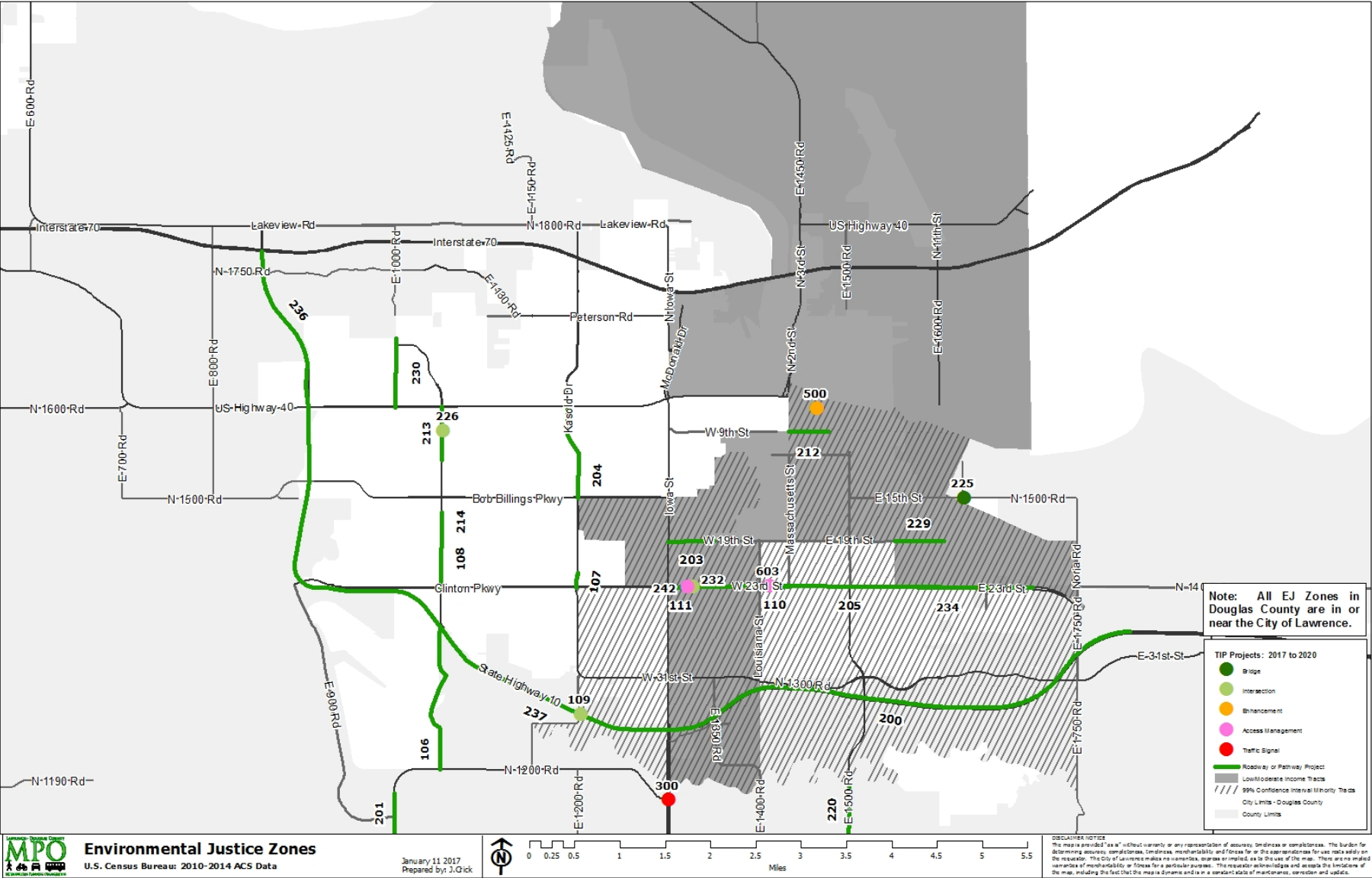




Figure 8: MPO Programmed Roadway Projects in Relation to EJ Zones (Lawrence)





## TIP Projects: Fixed Route Transit

Lawrence Transit & KU on Wheels 2016-2017 fixed routes are shown on Figure 9. Sixteen (16) or 88% of the current routes have 30 minute or less service during peak times. Lawrence Transit & KU on Wheels is transitioning all routes to 30 minute or less service during peak times. This transition is occurring as resources become available. Route information can be accessed at [www.lawrencetransit.org/routes](http://www.lawrencetransit.org/routes). None of Lawrence Transit projects were mapped because the transit service occurs throughout the community and is not located on one fixed point. Lawrence Transit projects include operating costs for fixed route and paratransit services, as well as the capital costs associated with vehicle acquisition.

For the case of federally supported transit services, both the fixed route system and paratransit service areas, cover parts of Douglas County with low-income and/or minority populations. Therefore, the TIP projects associated with these transit and paratransit services are all considered to serve EJ populations and to be located in EJ zones for the purpose of this analysis. If there is any difference with EJ zones it seems to be that some EJ zones receive greater choice and frequency of transit services due to the fact that those areas coincide with the parts of the region with population densities high enough to support frequent fixed route transit.

Additional review was performed to provide further mobility analysis in determining if there are any disparate or adverse impacts resulting from transit services included in the TIP. Projects were evaluated to determine the percentage of people who live within the EJ zones that are within a ¼ mile buffer of transit routes and the people who live within the EJ zones that are zero vehicle households. Zero vehicle households also access transit to gain mobility, but again stops must be within walking distance to be easily used.

As shown in Figure 10, approximately 41,675 people or 90% of people who live within the EJ zones are within ¼ mile of a transit fixed route. A ¼ mile is generally the distance people are comfortable walking. Thus, 90% of people who live within EJ zones have easy access to transit service, thereby expanding their mobility.

The darker red color within the zero vehicle households map (Figure 11) indicates a high concentration of zero vehicle households. The high concentration of zero vehicle households is served by transit.

Figure 9: Fixed Route Transit Routes 2016-2017 in Relation to EJ Zones

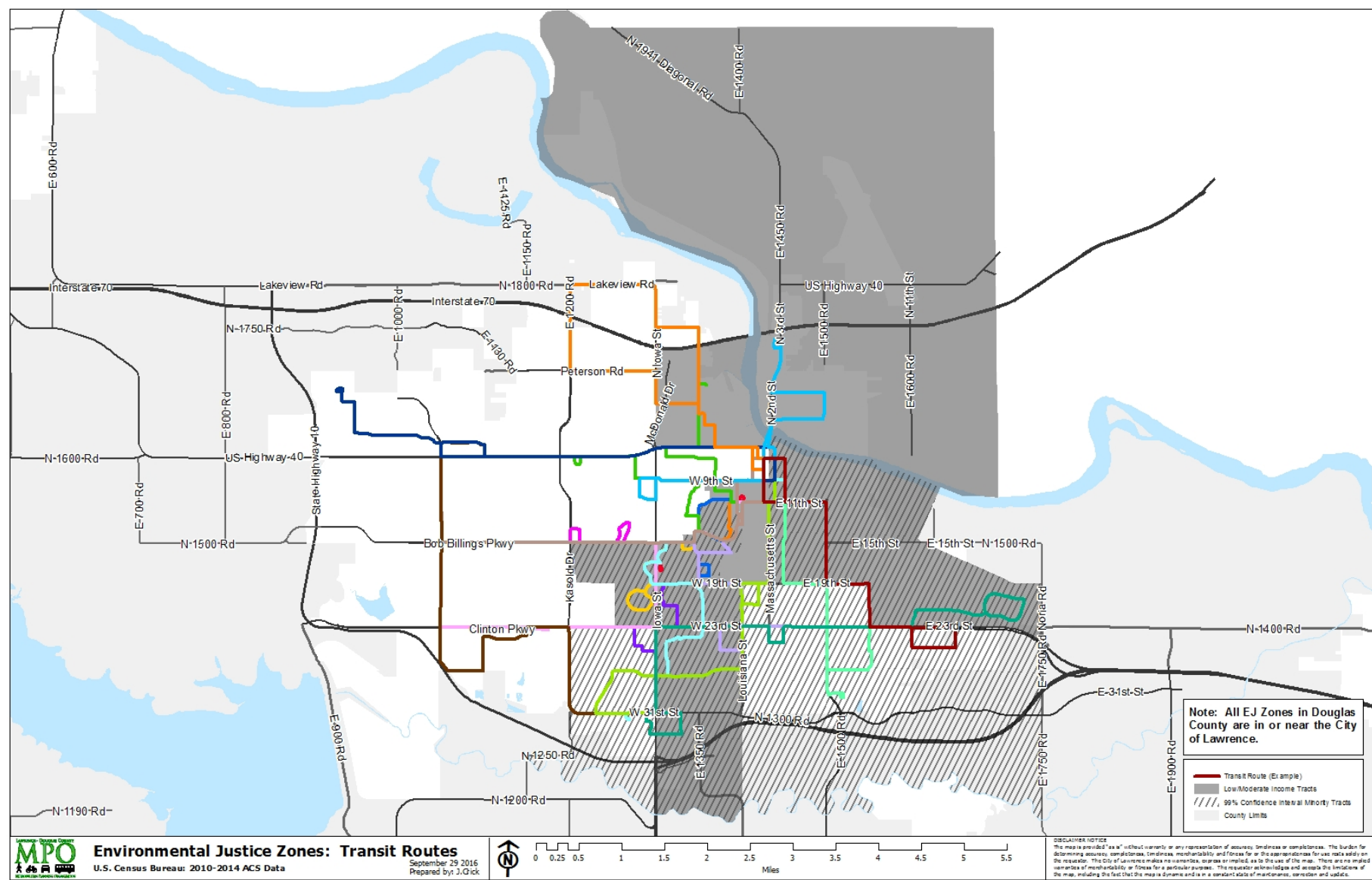


Figure 10: ¼ Mile Fixed Route Transit Sheds in Relation to EJ Zones

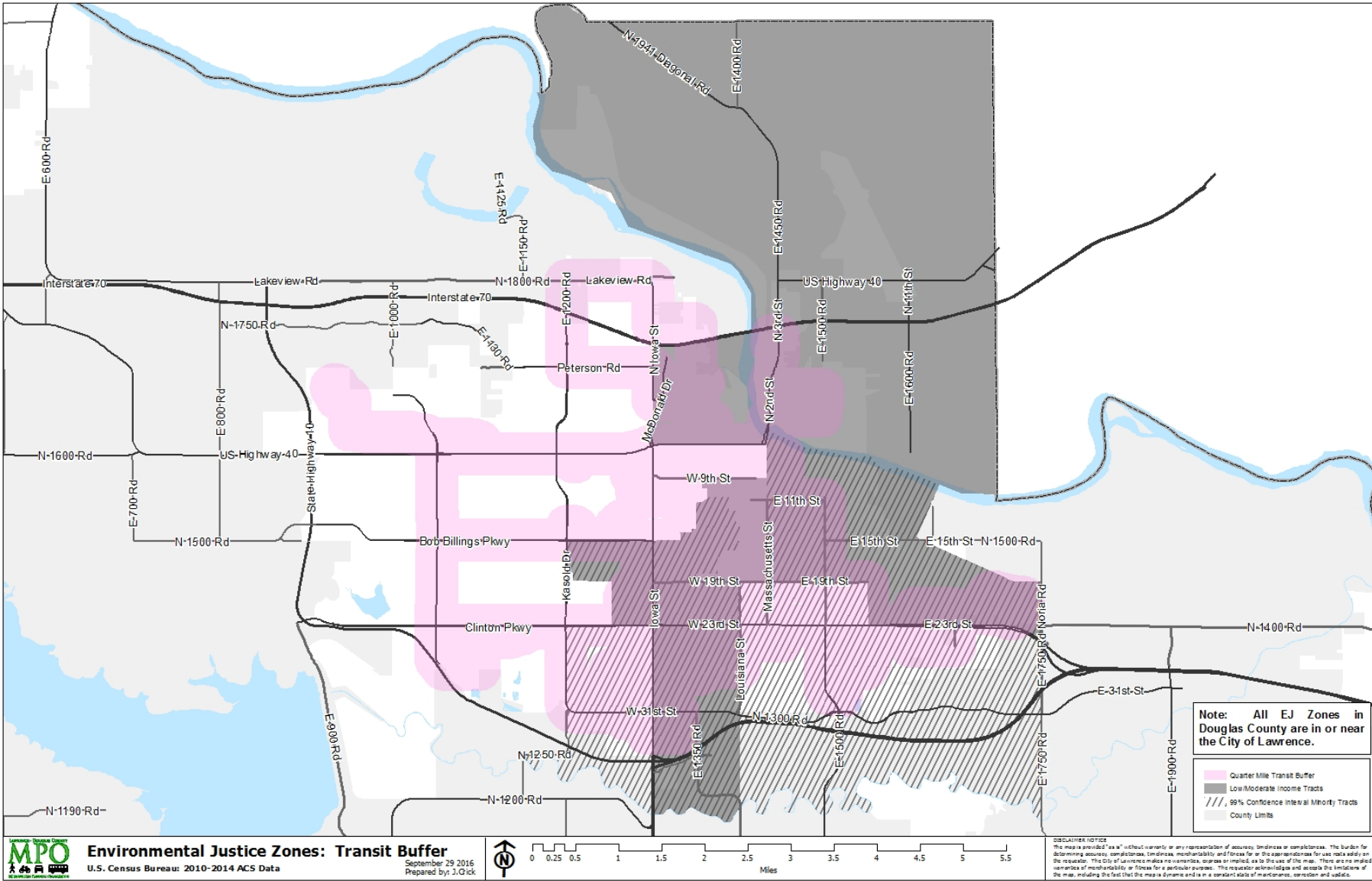
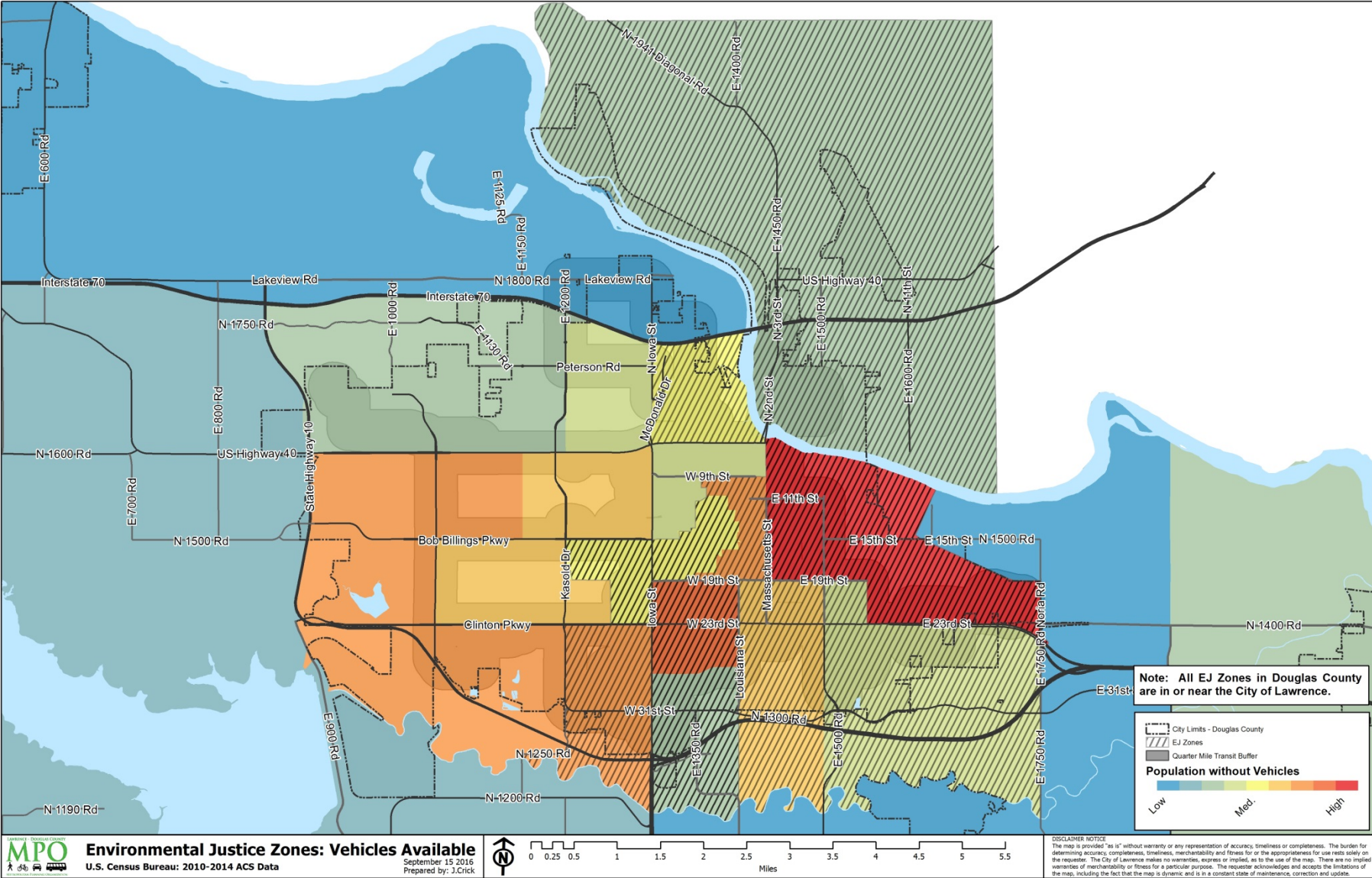




Figure 11: Zero Vehicle Households in Relation to EJ Zones



## Conclusion

Reviewing the assessment and analysis in this chapter the MPO believes there are no significant EJ issues with the selection of roadway, bridge, transportation enhancement, or transit projects in Douglas County. This TIP includes projects inside and outside of EJ zones, and projects for this TIP are selected based on objective planning and engineering criteria (e.g., bridge deterioration, pavement condition, transit demand, etc.).

# APPENDICES

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## Appendix A – Planning and Engineering Factors for Project Selection

### Planning Factors

- Is the project consistent with the goals and objectives found in the Metropolitan Transportation Plan (MTP)?
- Is the project listed as a recommended transportation system improvement in the MTP?
- Is the project regionally significant as defined by federal regulations and the latest Regionally Significant Policy approved by the MPO?
- Is the project consistent with the latest MPO/FHWA approved Functional Classification Map?
- Is the project consistent with the latest locally approved comprehensive plan (including the land use plan, area plans, Safe Routes to School, and other comprehensive plan elements/chapters) covering the project location?
- Does the project include provisions for transit, bicycle, and pedestrian movements (including students and ADA accessibility) as needed to provide a regional multimodal transportation system?
- Has the project sponsor considered Title VI and Environmental Justice (EJ) impacts in the planning for this project, and if the project is in a minority and/or low-income area has the project sponsor considered and addressed the Title VI and EJ issues related to the project?
- Has the project sponsor received public comments about this project and if received considered those public comments in the planning and design of the project?
- Is the project eligible for the type of federal and/or state funding being proposed for it, and is there adequate funding available for the project in the year it is proposed?

### Engineering Factors

- Does the Project address a facility that has (existing or projected) a high volume to capacity ratio indicating it or will experience significant congestion and lower levels of service?
- Does the project location have a traffic accident history marked by a higher than expected accident rate which, along with other accident attributes, indicates that an engineering change could reduce the number and/or severity of crashes?
- Does the project location have pavement conditions noting a deteriorated state showing that the facility is in need of improvements to maintain its function and/or that those improvements can be made economically now before more costly reconstruction is needed?
- Does the project site include geometric design that is inadequate by current standards and does the project sponsor have documentation that this design is hampering the facility's ability to handle the traffic loads and/or vehicle sizes using the facility in a safe and efficient manner, and does the project sponsor plan to address those geometric deficiencies as part of this project?
- Does the project site or facility have structural deficiencies indicating that the facility is near the end of its projected lifespan and that it will need frequent maintenance to function adequately, and does the project sponsor plan to address these structural deficiencies as part of this project?
- Have safety concerns involving motorists, bicyclists, pedestrians and/or transit users and transit operations been identified at the project location and does the project sponsor plan to address those concerns as part of this project?
- Has the project location met minimum engineering standards set by the project sponsor that indicate the facility is in need of improvement, rehabilitation or replacement?

\*This list is not exhaustive. It is used at the discretion of local governments and project sponsors and may be changed in the future.

## Appendix B – Definitions of Major Projects and Significant Delay

### Roadways (including intersections and bridges)

The major roadway projects include projects located on a roadway classified by the MPO as a Major Collector or higher, with construction costs of at least \$2.0 million and that have at least one of the following attributes:

- Designed to increase roadway capacity and/or decrease traffic congestion
- Designed to improve safety
- Designed to replace aging infrastructure and bring it up to current standards
- Results in significant delay and/or detours during construction

Major projects do not include the following types of projects that are considered to be routine maintenance projects: mill & overlay, micro-abrasion, micro-surfacing, crack sealing, concrete rehabilitation, curb repairs, sweeping, mowing, spot repairs, and interim measures on detour routes.

### Transit Facilities and Services

The major transit projects include projects that need to be listed in the TIP because they use federal funding and/or are regionally significant, have a total cost of at least \$1.0 million, and meet at least one of the following criteria:

- Acquisition of three or more new transit vehicles
- Addition or expansion operations and/or maintenance buildings
- Initiation of new transit service or expansion of transit services into territory not previously served

Major transit projects do not include the following types of projects that are considered to be routine: preventive maintenance on transit vehicles; purchase of spare parts, shop supplies and fuel; annually received formula based operating assistance; purchase of bus stop signs, shelters and related items; scheduled purchases of one or two transit vehicles; staff training and recruitment; and other routine operational activities.

### Bikeway and Pedestrian Facilities

The major bikeway and pedestrian projects includes projects that need to be listed in the TIP because of federal funding and/or regional significance, and meet at least one of the following criteria:

- Total project cost of at least \$ 500,000
- Construction of bikeway or pedestrian facility (or extension of existing facility) into a location where a bicycle/pedestrian facility did not exist before

Major bikeway/pedestrian projects do not include the following types of projects that are considered to be routine maintenance projects: patching, crack sealing, curb repairs, sweeping, mowing, spot repairs, landscaping maintenance, sign replacements, and other routine operational activities.

### Significant Delay

The term significant delay will be defined as two years or more from the year first listed for the project in the previous TIP.

## Appendix C – Progress on Previous TIP Projects

### Major Projects from the Previous 2015-2019 TIP

Using the definitions listed above the following major projects from the previous 2015-2019 TIP were implemented between the start of 2015 and the approval date for this new 2017-2020 TIP. This current TIP covers 2017 to 2020 so some 2017 projects could be listed in both the previous and current TIP documents.

**Table C-1: Completed Major Projects**

TIP #	Project Type	Project Name	Project Sponsor	Location	Scope	Year	Cost (In 1,000s)
202	Road	Route 1055 from Route 12 to Vinland	Douglas County	Route 1055 from Route 12 (N 400 Rd.) to Route 460 (N 700 Rd.)	Roadside Safety Improvements: Culvert replacements/extensions, tree removal in ROW	2014-2015	\$ 565
206	Interchange	K-10/15th St./Bob Billings Pkwy Interchange	KDOT	K-10/15th Street/Bob Billings Pkwy	Construct interchange	2016	\$ 6,432
210	Intersection	Bob Billings Pkwy & George Williams Way Intersection	Lawrence	Bob Billings Pkwy & George Williams Way Intersection	New traffic signal	2015	\$ 500
211	Road	Bob Billings Pkwy: Wakarusa to Foxfire Dr Reconstruction	Lawrence	Wakarusa to Foxfire Road	Reconstruction	2015	\$ 2,000
215	Road	Lawrence KLINK: Selected portions of US-59	Lawrence	US-59 from 6th St to Harvard Rd and from Irving Hill Rd to 21st St	Mill and Overlay	2016	\$ 617
216	Road	Route 1055 3-R Improvements North of Wakarusa	Douglas County	Rte 1055 from Waka. R. Bridge to Relocated Haskell construction	Extend typical section and concrete pavement from south end of relocated Haskell to north end of Wakarusa River bridge	2015	\$ 342
217	Road	Route 1055 Pavement Rehabilitation, Rte 12 to N700	Douglas County	Rte 1055 from Rte 12 to N 700	Reconstruction from N 500 Rd north .55 mi; remaining pavement rehabilitated	2015	\$ 1,009
218	Bridge	Bridge 0507-1700 Replacement	Douglas County	Rte 1055 .07 mi north of N500 Rd	Replace bridge, stabilize channel	2015	\$ 804
223	Bridge	Bridge 1189-1500 Rehabilitation	Douglas County	Rte 1055 at Wakarusa river	Modify South abutment; reset bearing devices; repair deteriorated concrete; polymer concrete overlay	2015	\$ 330
228	Road	Bob Billings Parkway Improvements, Kasold to Wakarusa	Lawrence	Kasold to Wakarusa	Major resurfacing, traffic control & sidewalks.	2015-2016	\$ 2,400
231	Intersection	US 40/6th St & Champion Lane Signalization	Lawrence	US 40/6th St & Champion Lane Intersection	Construct traffic signal	2016	\$ 440
235	Road	KLINK US 59 (Iowa St)	Lawrence	US-59 (31st to 23rd St)	Mill & overlay of Iowa Street between 31st and 23rd St with full depth patching and new pavement markings.	2016	\$ 870
238	Road	K-10: Approximately 500ft W of Harper St	KDOT		Consolidation of access points (Orschlen's) & construction of right turn lane	2016	\$ 113
239	Road	Improvements on K-10 West of Naismith Dr	KDOT	K-10 improvements to median	Median treatment to allow right out only near Natural Grocers	2016	\$ 51
240	Road	Access Consolidation on K-10 West of Alabama St (Jiffy Lube)	KDOT	K-10 W of Alabama St	Access improvements	2016	\$ 31
241	Road	Access Consolidation on K-10 West of Alabama St (Chipotle)	KDOT	K-10 W of Alabama St	Access improvements	2016	\$ 31
300	ITS	23rd St Traffic Signal Coordination	KDOT	Lawrence	Install fiber optic cables & video detection systems	2016	\$ 180
301	ITS	West Lawrence Traffic Signal Timing	KDOT/Lawrence	6th St, Wakarusa, Clinton Pkwy	Adaptive traffic signal system - new controllers, PTZ cameras & cabinet modifications	2016	\$ 529
404	Transit/Paratransit	JARC Small Urban Funds	Lawrence Transit	Lawrence	FFY 2009 small Urban JARC funds passed thru from KDOT. 80/20 split.	2015	\$ 310
405	Transit/Paratransit	Transit 5309 Funds	Lawrence Transit	Lawrence	FFY 2008 Capital 83% Fixed Route Bus Replacement	2015	\$ 631
406	Transit/Paratransit	Transit 5309 Funds	Lawrence Transit	Lawrence	FFY 2008 Capital - Bus & Bus Facilities -- Fleet Replacement 83%	2015	\$ 177
407	Transit/Paratransit	Transit 5309 Funds	Lawrence Transit	Lawrence	FFY 2009 Capital 83% Fixed Route Bus Replacement	2015	\$ 30
501	Enhancement	Baldwin City Depot Railscape	Baldwin City		Extend the length of the brick boarding platform, cover the platform and install lighting, install native prairie landscaping and three additional ADA parking spaces to complete the Depot Railscape	2016	\$ 260
700	Other	South Lawrence Trafficway Widening Study	KDOT	K-10 West Leg in Douglas County US 59/K10/Iowa to I70/KTA/K10 Junction	Study to provide a 4-lane freeway section, review area issues, current transportation needs, impacts on current projects, interchange configurations, reevaluate the evm docs for preferred improvements, traffic analysis, field survey & public involvement	2015	\$ 175
702	Other	US-59 Seeding Project	KDOT	Douglas Co Line N to 21/4L divided	Permanent seeding	2015	\$ 498



## Major Projects from the 2015-2019 TIP That Were Significantly Delayed

**Table C-2: Significantly Delayed Major Projects**

TIP #	Project Type	Project Name	Project Sponsor	Location	Scope	Original Year	Currently Programmed Year in the TIP	Cost (In 1,000s)
204	Road	Kasold Reconstruction	Lawrence	Kasold Drive: Harvard Road to Bob Billings Pkwy	Reconstruction of street will include subgrade treatment, concrete pavement and multi-modal facilities	2015-2016	2015-2017	\$ 5,920
212	Road	9th Street Reconstruction	Lawrence	Massachusetts St to Delaware St	Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.	2015-2016	2015-2018	\$ 3,600
229	Road	19th Street Reconstruction, O'Connell to Harper	Lawrence	O'Connell to Harper	Reconstruct S tie into venture park, roundabout at 19th & Harper, construct sidewalk & bike lanes	2016-2017	2018	\$ 3,000

## Appendix D – Latest Federal Fiscal Year - List of Obligated Projects

The purpose of this listing is to illustrate the progress of federal aid transportation projects in the region as they move through the years in the TIP projects table and onto the recently obligated projects list. Projects are listed based on the year the federal funds were obligated, not necessarily the year the construction of the project began. The federal amount represents the federal funds spent on the project.

The table below describes projects listed in the TIP that were obligated in the previous Federal Fiscal Year (FFY). A listing of projects with federal aid obligated in the previous FFY are presented to the MPO each year for review either as part of a TIP approval or amendment or as a separate memo.

The listing will be made available on the MPO website and sent to the Kansas Department of Transportation who will then distribute the listing to the FHWA and the FTA for informational purposes.

Lawrence-Douglas County MPO Area - List of Project for Which Federal Funds Were Obligated to in FFY 2016 (Cost in \$1,000's)													
MPO #	KDOT #	Project Name	Responsible Party	Route or Service Area / Project Location	Project Description	Work Description	Federal Funding Source	Federal Funds Received in FY 2016	Federal Funds Obligated in FFY 2016	Federal Funds Obligated To Date	Federal Funds Remaining	Base &/or Fed Elements	Project Status
402 and 412	5307-KS-99	Operating Funds Independence Inc.: FTA 5310 Capital Funds	Lawrence Transit	Lawrence	Transit/Paratransit	Operating	5307	8,790	1,935	1,935	6,855	No	Active
411			Independence, Inc.		Transit/Paratransit	Capital - Full Size Van Procurement	5310	47	47	47	(0)	No	Active
244	K-7888-01	Franklin-Douglas County Line, North To 2L/4L Divided	KDOT	Franklin-Douglas County Line N to 2L/4L Div	Franklin-Douglas County Line, North To 2L/4L Divided	Gr & Br For 4-L Freeway (Offset Alignment) Construction	STP	66,856	12,361	68,856	0	No	Completed
STHWY-75	K-7888-06	Franklin-Douglas County Line, North To 2L/4L Divided	KDOT	Franklin-Douglas County Line N to 4-lane divided section	7.3 Miles No Of FR-DG County Line, No To 2L/4L Divided	Asph Surf For 4-Lane Freeway Const, Gr, Lt, Pm & Sign	STP	18,689	86	12,289	6,400	No	Close
200	K-8392-04	South Lawrence Trafficway	KDOT	SO Junt US 59/K10 E to K10	K-10 Connection, from South Junction US-59/K-10 East to K-10, South Lawrence Trafficway (SLT)	Construct a 4-Lane Freeway Section with interchanges at US-59, Haskell Avenue and K-10.	STP/ NHPP	171,939	18,607	175,178	(3,239)	Yes	Active
104	KA-0032-01	East Fork Tasy Creek Bridge Replacement (Bridge # 014)	KDOT	US 56 Tasy Creek Drainage Bridge 1.95 miles east of US-59 & Tasy Creek Bridge 2.7 miles east of US-59	East Fork Tasy Creek Bridge (014); 4.15 Miles East of US-59	Bridge Replacement	BR	2,687	34	1,642	1,045	No	Active
STHWY-82	KA-2059-01	West Fork Tasy Creek Bridge Replacement (Bridge # 015)	KDOT	US 59 over West Fork of Tasy Creek .14m N of DG/FR County Line	Bridge #015, 0.14 Miles North of the Douglas/Franklin County Line	Bridge Replacement based on a 36 ft roadway	STP	831	0	618	213	No	Close
509	TE-0372-01	Santa Fe Depot Restoration	Lawrence	413 East 7th Street, Lawrence, KS	Preservation of historic features, improvements to the exterior (doors, roof, chimney and windows), interior improvements (doors, walls, ADA compliance, restoration of original finishes and furnishings), and mechanical/electrical systems (heating and cooling systems, light fixtures, fire suppression system, intercomms, signage)	Preservation of Santa Fe Station located at 413 E 7th Street, Lawrence	TE	1,152	(1,108)	0	1,152	No	Active
501	TE-0434-01	Baldwin City Depot Railscap	Baldwin City	1601 High Street, Baldwin City, KS	Improvements to depot platform including extending the length of the brick train boarding platform, covering the boarding platform, platform lighting, landscaping, and addition of three ADA parking spaces	Baldwin City Depot located at 1601 High Street	TE	174	175	175	(1)	No	Active
502	U-0464-01	City of Lawrence (Safe Routes to School)	Lawrence	Lawrence	City of Lawrence	Preliminary Engineering to develop Safe Routes to School Master Plan	TE	15	(15)	0	15	Yes	Active
	X-2892-01	BNSF & E 1900 Road east of Lawrence	KDOT	BNSF & E 1900 Road east of Lawrence	BNSF & E 1900 Road east of Lawrence	Rail-Highway Signals Flashing Light Straight Post Type w/Gates	HSIP	2,000	561	561	1,439	No	Active

### Legend

5307 - FTA Section 5307 - Operating Assistance, Preventive Maintenance, Program Administration, & Security and Capital  
5309 - FTA Section 5309 - Capital Bus and Bus Facilities  
5310 - FTA Section 5310 - Elderly and Disabled  
5317 - FTA Section 5317 - New Freedom  
5339 - FTA Section 5339 - Bus and Bus Facilities  
BR - Bridge Replacement Funds  
HSIP - Highway Safety Improvement Program  
NHPP - National Highway Performance Program  
STP - Surface Transportation Program  
SRFS - Safe Routes to School  
TE - Transportation Enhancement

## Appendix E – TIP Public Participation

Task	Date	July	August	September	October	November
Discuss TIP Development with TAC and MPO Policy Board	TAC - 7/5/16 MPO - 7/21/16					
TIP Project Submission Deadline to MPO Staff	7/22/16					
Send draft to KDOT, FHWA, and FTA for review	8/1/16 - 8/8/16					
Incorporate KDOT, FHWA, and FTA comments	8/8/16 - 8/18/16					
Draft for 30 day public comment period*	8/19/16 - 9/18/16					
Send draft plan to TAC/Policy Board for Review as a part of the public comment period	8/19/16 - 9/18/16					
Incorporate public comments and other KDOT, FHWA, and FTA comments	9/19/16 - 9/20/16					
Send revised draft back to KDOT, FHWA, and FTA	9/20/16 - 9/23/16					
TAC/MPO Policy Board consideration of incorporating public comments into final TIP	TAC - 10/4/16 MPO - 10/5/16					
Pending Policy Board approval post online and send to KDOT, FHWA, and FTA	10/5/16					
Inclusion in Kansas STIP	November					

\* Public participation process includes: Newspaper advertisement, email to subscription list, place document online and at public locations - Baldwin City Public Library, Eudora Public Library, Lawrence Public Library, Lecompton City Hall, and MPO Office.

TIP public comments can be viewed at [www.lawrenceks.org/mpo/tip/comments](http://www.lawrenceks.org/mpo/tip/comments).

## Appendix F – TIP Project Submission Form

Project Sponsor: \_\_\_\_\_

Project Name: \_\_\_\_\_

Location (to/from location): \_\_\_\_\_

Length (mi): \_\_\_\_\_ KDOT #: \_\_\_\_\_

Project Type (choose from available options on TIP Appendix I): \_\_\_\_\_

Work Type (choose from available options on TIP Appendix I): \_\_\_\_\_

Description:

Comments:

Does this project use Advanced Construction? Yes No

Will the project occur in more than one year? Yes No

Is the project in the Current MTP's Fiscally Constrained List of Recommended Projects? Yes No

Is the project listed in the MTP as an Illustrative Project? Yes No

Does the project address a transport system issue discussed or noted in the MTP? Yes No

If so, please list the issue(s): \_\_\_\_\_

Is the project regionally significant as defined by the L-DC MPO? Yes No

Is the project identified as a TCM in the SIP? Yes No

Does this project have any ITS elements? Yes No

If yes, are the elements consistent with the approved ITS Plan? Yes No

Is the project listed and/or described in other documents or plans? Yes No

If so, list the documents:

Total Project Cost (all years, all phases in \$1,000s): \_\_\_\_\_

Local funding sources: Sales Tax, Bond, General Fund, CIP, Storm Water, etc

## Appendix G – Funding Summary Table

The table below displays the fiscal breakdown by funding source for all roadway and transit projects listed in the 2017-2020 TIP. The projects are shown by year and funding source.

Estimated Expenditures by Year and Funding Source (in thousands)						
Funding Source		FFY 2017	FFY 2018	FFY 2019	FFY 2020	Total
Federal Funds	FTA 5307	\$ 2,135	\$ 2,135	\$ 2,135	\$ -	\$ 6,405
	FTA 5310	\$ 47	\$ -	\$ -	\$ -	\$ 47
	FTA 5311	\$ 54	\$ -	\$ -	\$ -	\$ 54
	HSIP	\$ 1,100	\$ 1,245	\$ 500	\$ 500	\$ 3,345
	STP	\$ -	\$ -	\$ -	\$ -	\$ -
	TE/TA	\$ 1,415	\$ 186	\$ -	\$ -	\$ 1,601
	HRRR	\$ 36	\$ -	\$ -	\$ -	\$ 36
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
State		\$ 4,414	\$ 2,665	\$ 6,165	\$ 500	\$ 13,744
State AC Conversion*		\$ (500)	\$ (500)	\$ (500)	\$ (500)	\$ (2,000)
Local		\$ 24,162	\$ 24,075	\$ 7,474	\$ 1,470	\$ 57,181
<b>Total</b>		<b>\$ 32,863</b>	<b>\$ 29,806</b>	<b>\$ 15,774</b>	<b>\$ 1,970</b>	<b>\$ 80,413</b>

\*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

Anticipated Funding (in thousands)					
Funding Source	FFY 2017	FFY 2018	FFY 2019	FFY 2020	Total
Federal: FTA	\$ 2,698	\$ 2,739	\$ 2,780	\$ 2,822	\$ 11,038
Federal: FHWA	\$ 10,650	\$ 10,810	\$ 10,972	\$ 11,137	\$ 43,570
State	\$ 2,604	\$ 3,343	\$ 7,183	\$ 2,723	\$ 15,854
Local	\$ 22,576	\$ 27,831	\$ 13,699	\$ 13,905	\$ 78,010
<b>Total</b>	<b>\$ 38,529</b>	<b>\$ 44,723</b>	<b>\$ 34,634</b>	<b>\$ 30,587</b>	<b>\$ 148,473</b>

Anticipated funding is based on historical TIP programs averages from FFY2012-2015 that can be reasonably expected for FFY2017-2020. Local anticipated funding also includes known bonds and other sources of local funds for FFY2017 and FFY2018. Federal and State Funding as well as FFY2019 and FFY2020 Local funds includes 1.5% inflation.

The 2008 Lawrence sales tax referendum which funds 1) Roads/Infrastructure, 2) Transit Service, and 3) Transit Operating/Capital Improvements will be sunseting in April of 2019. Decisions regarding future funding will need to be made. For the purposes of this fiscal constraint, it is assumed this funding will be available in the future.

# Appendix H - Summary of TIP Changes

Costs in 1,000s



## FFY 2017 - 2020 L-DC MPO Transportation Improvement Program (TIP) Revision Summary: Amendment 1

TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
110	KA-4473-04	23rd St 2 Way Left Turn Lane	KDOT	New Project	Adding project to construct 2 way left turn lane on 23rd St from Louisiana St to Massachusetts St. Includes \$500 of 2019 State CONST funding.	\$500
111	KA-4473-03	23rd St Resurfacing: Iowa St to Ousdahl Rd	KDOT	New Project	Adding project to resurface 23rd St from Iowa St to Ousdahl St. Includes \$300 of 2018 State CONST funding.	\$300
103	KA-0033-01	US 56 Taub Creek Drainage Bridge	KDOT	Project Change	Revising source of local match to the use of Toll Credits. The Federal amount of STP reflects the change to Toll Credits. The State amount reflects the non-participating amount of the project.	\$3,035
106		Wakarusa Drive Extension	Douglas County	Project Change	Revising project TIP # from 100 to 106. No changes to funding or scope.	\$8,870
107		Kasold Reconstruction: Clinton Parkway to HyVee	Lawrence	Project Change	Revising project TIP # from 101 to 107. No changes to funding or scope.	\$1,100
108		Wakarusa Reconstruction: 18th to 23rd St	Lawrence	Project Change	Revising project TIP # from 102 to 108. No changes to funding or scope.	\$2,750
109	KA-3634-04	South Lawrence Trafficway/K-10 West Leg in DG Co.	KDOT	Project Change	Revising project TIP # from 103 to 109. No changes to funding or scope.	\$304
204		Kasold Reconstruction: 6th St to Bob Billings Pkwy	Lawrence	Project Change	The Kasold & Harvard traffic signal is being incorporated into this project, as the former roundabout project (TIP #227) was cancelled by the City. Revising 2017 Local CONST funding from \$5,420 to \$6,000.	\$6,500
226	U-0561-01	Harvard & Wakarusa Roundabout	Lawrence	Project Change	Revising 2017 Local CONST funding from \$63 to \$1,400	\$2,134
227	U-0544-01	Kasold & Harvard Roundabout	Lawrence	Project Change	This roundabout project has been cancelled by the City. The City has decided to pursue a traffic signal instead of the proposed roundabout and have declined the HSIP funding. The traffic signal aspect of the project has been incorporated into TIP #204.	
232	KA-4473-02	23rd & Ousdahl Storm Sewer Improvements	Lawrence	Project Change	Revising 2018 State CONST funding from \$300 to \$700	\$3,000
234	KA-4473-01	23rd Street Reconstruction, Haskell to East City Limits	Lawrence	Project Change	Adding \$4,000 of 2019 State CONST funding	\$7,200
504	U-2305-01	Lawrence Safe Routes to School TA	Lawrence	Project Change	Adding \$24 of 2017 Local CE funding. Shifting TA & Local CONST funding from 2017 to 2018. Revising TA funding from \$189 to \$186. Revising Local funding from \$47 to \$67.	\$278
601	C-4857-01	Rte 458 HRRR	Douglas County	Project Change	Revising 2018 HSIP CONST funding from \$570 to \$745 and Local 2018 CONST from \$63 to \$83	\$1,070

## Appendix I – TIP Project Listings

<div>1</div> <b>Project Sponsor:</b> KDOT		<div>7</div> <b>Project Name:</b> Access Consolidation on K-10 West of Ousdahl Rd		<div>13</div> <b>FFY</b>		<div>14</div> <b>Fund Source</b>	<div>15</div> <b>Phase</b>	<div>16</div> <b>Federal</b>		<b>State</b>	<b>Local</b>
<div>2</div> <b>TIP #:</b> 242		<div>8</div> <b>KDOT #:</b> K-9667-10		2017		State	CONST	\$0		\$60	\$0
<div>3</div> <b>Length (mi):</b> 0.50		<div>9</div> <b>Location:</b> K-10 W of Ousdahl Rd.		2017		Local	CONST	\$0		\$0	\$20
<div>4</div> <b>Project Type:</b> Road		<div>10</div> <b>Work Type:</b> Access Management									
<div>5</div> <b>Date Added:</b> 1/2016		<div>11</div> <b>Last Revised:</b> 10/2016									
<div>6</div> <b>Description:</b> Access Improvements		<div>12</div> <b>Comments:</b>									
				<div>17</div> <b>Federal Total:</b>		<div>18</div> <b>Non-Federal Total:</b>		<div>19</div> <b>Grand Total:</b>			
				\$0		\$80		\$80			

<div>1</div> <b>Project Sponsor:</b> Agency responsible for project	<div>10</div> <b>Work Type:</b> Classified into categories:	<div>15</div> <b>Phase:</b>
<div>2</div> <b>TIP #:</b> MPO assigned number based on project type: <ul style="list-style-type: none"><li>100 – Roadway/Intersection</li><li>200 – Bridges</li><li>300 – ITS</li><li>400 – Transit/Paratransit</li><li>500 – Enhancement</li><li>600 – Safety</li><li>700 – Other – studies</li></ul>	<ul style="list-style-type: none"><li>Access Management</li><li>Bridge Rehabilitation</li><li>Bridge Replacement</li><li>Capital</li><li>Geometric Improvement</li><li>Grading</li><li>Mill/Overlay</li><li>Operating</li><li>Other</li><li>Pedestrian &amp; Bicycle Work</li><li>Planning</li><li>Reconstruction</li><li>Redeck Bridge</li><li>Safety</li><li>Seeding</li><li>Signage</li><li>Signal</li><li>Special Work</li><li>Surfacing</li><li>Vehicle Replacement</li></ul>	<ul style="list-style-type: none"><li>Urban Area Formula Grants (5307)</li><li>Rural Area Formula Grants (5311)</li><li>Enhanced Mobility of Seniors and Individuals with Disabilities (5310)</li><li>Bus and Bus Facilities (5339) Program</li><li>State of Kansas Funding (State)</li><li>Local Government Funding (Local) - County and City funds from local property and sales taxes</li><li>PE – Preliminary Engineering</li><li>ROW – Right of Way</li><li>CE – Construction Engineering</li><li>CONST – Construction</li><li>CAP – Capital</li><li>OP – Operating</li><li>UTIL - Utilities</li></ul>
<div>3</div> <b>Length (mi):</b> Measures the length or distance of the project	<div>11</div> <b>Last Revised:</b> Date of most recent project adjustment and amendment/revision number	<div>16</div> <b>Funding:</b> Federal, State, or Local funding shown in 1,000s
<div>4</div> <b>Project Type:</b> Classified into categories: <ul style="list-style-type: none"><li>Bridge</li><li>Enhancement</li><li>Interchange</li><li>Intersection</li><li>ITS</li><li>Road</li><li>Safe Routes To Schools (SRTS)</li><li>Safety</li><li>Traffic Signal</li><li>Transit/Paratransit</li></ul>	<div>12</div> <b>Comments:</b> Include notes or observations about the project, not included in the other categories.	<div>17</div> <b>Federal Total:</b> Total federal funding
<div>5</div> <b>Date Added:</b> Date incorporated into the TIP	<div>13</div> <b>FFY:</b> Federal Fiscal Year – October 1 – September 30	<div>18</div> <b>Non-Federal Total:</b> Total non-federal (state and local) funding
<div>6</div> <b>Description:</b> Brief definition of the range of the project's work and tasks included	<div>14</div> <b>Fund Source:</b> <ul style="list-style-type: none"><li>National Highway Performance Program (NHPP)</li><li>Surface Transportation Program (STP)</li><li>Highway Safety Improvement Program (HSIP)</li><li>Railway-Highway Crossings (set-aside from HSIP)</li><li>Transportation Alternatives (TA) –includes Safe Routes To School funding</li></ul>	<div>19</div> <b>Grand Total:</b> Total amount of funding for the project
<div>7</div> <b>Project Name:</b> General project name to identify the project		
<div>8</div> <b>KDOT #:</b> Assigned by KDOT for each state administered and/or funded project (including projects for which KDOT provides federal money to the local government)		
<div>9</div> <b>Location:</b> Identifies the starting and ending point of project		



**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
 (Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** KDOT

**TIP #:** 103

**Length (mi):** 0.00

**Project Type:** Bridge

**Date Added:** 2/2017

**Description:**

Bridge Replacement

**Project Name:** US 56 Taury Creek Drainage Bridge

**KDOT #:** KA-0033-01

**Location:** Bridge 1.95 miles east of US 59 & Taury Creek Bridge 2.7 miles east of US-59

**Work Type:** Bridge Replacement

**Last Revised:**

**Comments:**

Amendment to revise the source of local match to the use of Toll Credits. The Federal amount of STP reflects the change to Toll Credits. The State amount reflects the non-participating amount of the project.

FFY	Fund Source	Phase	Federal	State	Local
2010	STP	PE	\$362	\$0	\$0
2010	State	PE	\$0	\$26	\$0
2012	STP	UTIL	\$206	\$0	\$0
2013	STP	CE	\$98	\$0	\$0
2013	State	CE	\$0	\$6	\$0
2013	STP	CONST	\$2,092	\$0	\$0
2013	State	CONST	\$0	\$23	\$0
2013	State	ROW	\$0	\$223	\$0

<b>Federal Total:</b>	\$2,758	<b>Non-Federal Total:</b>	\$278	<b>Grand Total:</b>	\$3,036
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**Project Sponsor:** Douglas County

**TIP #:** 106

**Length (mi):** 1.70

**Project Type:** Road

**Date Added:** 10/2016

**Description:**

New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River.  
 \*Alignment not finalized

**Project Name:** Wakarusa Drive Extension

**KDOT #:**

**Location:** Rte 458 to planned K-10 interchange at Wakarusa Drive

**Work Type:** Grading, Bridge, Surfacing

**Last Revised:** 2/2017

**Comments:**

Construction contingent on KDOT construction of K-10 interchange at Wakarusa Drive. Changed TIP # from 100 to 106 in 2/2017 - this amendment makes no changes to scope or funding.

FFY	Fund Source	Phase	Federal	State	Local
2018	Local	PE	\$0	\$0	\$300
2019	Local	PE	\$0	\$0	\$300
2020	Local	ROW	\$0	\$0	\$250
2020	Local	UTIL	\$0	\$0	\$20
2021	Local	CONST	\$0	\$0	\$8,000

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$8,870	<b>Grand Total:</b>	\$8,870
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
 (Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Lawrence

**Project Name:** Kasold Reconstruction:  
Clinton Parkway to HyVee

**TIP #:** 107

**KDOT #:**

**Length (mi):** 0.20

**Location:** Kasold from 22nd Street to  
Clinton Parkway

**Project Type:** Road

**Work Type:** Reconstruction

**Date Added:** 10/2016

**Last Revised:** 2/2017

**Description:**

Reconstruction of street including  
pavement, storm sewer, sidewalks,  
bicycle facilities, and median.

**Comments:**

Included in 2018 CIP. Changed TIP # from  
101 to 107 in 2/2017 - this amendment  
makes no changes to scope or funding.

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	PE	\$0	\$0	\$100
2018	Local	CONST	\$0	\$0	\$1,000

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$1,100	<b>Grand Total:</b>	\$1,100
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**Project Sponsor:** Lawrence

**Project Name:** Wakarusa Reconstruction:  
18th to 23rd St

**TIP #:** 108

**KDOT #:**

**Length (mi):** 0.60

**Location:** Wakarusa - 18th to 23rd St

**Project Type:** Road

**Work Type:** Reconstruction

**Date Added:** 10/2016

**Last Revised:** 2/2017

**Description:**

Reconstruction of street including  
pavement, storm sewer, sidewalks,  
bicycle facilities, and median

**Comments:**

Included in CIP. Changed TIP # from 102 to  
108 in 2/2017 - this amendment makes no  
changes to scope or funding.

FFY	Fund Source	Phase	Federal	State	Local
2020	Local	PE	\$0	\$0	\$250
2021	Local	CONST	\$0	\$0	\$2,500

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$2,750	<b>Grand Total:</b>	\$2,750
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
 (Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** KDOT  
**TIP #:** 109  
**Length (mi):** 0.00  
**Project Type:** Intersection  
**Date Added:** 10/2016  
**Description:**  
 Conversion of Standard Stop Controlled intersection to Right In - Right Out configuration

**Project Name:** South Lawrence Trafficway/K-10 West Leg in DG Co.  
**KDOT #:** KA-3634-04  
**Location:** K-10: 2000 ft W of Junction K-10/E 1200 Rd to 1500 ft E of Junction of K-10/E 1200 Rd  
**Work Type:** Reconstruction  
**Last Revised:** 2/2017  
**Comments:**  
 Project lets in Sept '17. Changed TIP # from 103 to 109 in 2/2017 - this amendment makes no changes to scope or funding.

FFY	Fund Source	Phase	Federal	State	Local
2016	State	CE	\$0	\$4	\$0
2016	State	CONST	\$0	\$69	\$0
2016	State	PE	\$0	\$231	\$0
<b>Federal Total:</b>			\$0	<b>Non-Federal Total:</b> \$304	<b>Grand Total:</b> \$304

**Project Sponsor:** KDOT  
**TIP #:** 110  
**Length (mi):** 0.32  
**Project Type:** Road  
**Date Added:** 2/2017  
**Description:**  
 Construction of a 2 way left turn lane on 23rd St from Louisiana St to Massachusetts St

**Project Name:** 23rd St 2 Way Left Turn Lane  
**KDOT #:** KA-4473-04  
**Location:** 23rd St: Louisiana St to Massachusetts St  
**Work Type:** Special Work  
**Last Revised:**  
**Comments:**  
 This project is part of the 23rd St KDOT/City turn back agreement. This agreement, including final project(s) cost share, has not been finalized to date.

FFY	Fund Source	Phase	Federal	State	Local
2019	State	CONST	\$0	\$500	\$0
<b>Federal Total:</b>			\$0	<b>Non-Federal Total:</b> \$500	<b>Grand Total:</b> \$500



**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** KDOT

**Project Name:** 23rd St Resurfacing: Iowa St  
to Ousdahl Rd

**TIP #:** 111

**KDOT #:** KA-4473-03

**Length (mi):** 0.25

**Location:** 23rd St: Iowa St to Ousdahl Rd

**Project Type:** Road

**Work Type:** Surfacing

**Date Added:** 2/2017

**Last Revised:**

**Description:**

Resurfacing 23rd St from Iowa St  
to Ousdahl St

**Comments:**

This project is part of the 23rd St KDOT/City  
turn back agreement. This agreement,  
including final project(s) cost share, has not  
been finalized to date.

FFY	Fund Source	Phase	Federal	State	Local
2018	State	CONST	\$0	\$300	\$0

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$300	<b>Grand Total:</b>	\$300
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**Project Sponsor:** KDOT

**Project Name:** South Lawrence Trafficway

**TIP #:** 200

**KDOT #:** K-8392-04

**Length (mi):** 5.96

**Location:** SO Junct US 59/K10 E to K10

**Project Type:** Road

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

**Date Added:** 10/2014

**Last Revised:** 7/2016

**Description:**

Linked to Project L-8392-01.

**Comments:**

Revise the source of local match for the use  
of toll credits- Fed amount of NHPP/STP  
reflect change to toll credits. State \$ reflects  
non-participating amount of project.

FFY	Fund Source	Phase	Federal	State	Local
2016	STP/NHPP	CONST/CE	\$143,662	\$0	\$0
2016	STP/NHPP	PE	\$9,049	\$0	\$0
2016	State	PE/R/U/C/CE	\$0	\$4,030	\$0
2016	STP/NHPP	UTIL	\$18,743	\$0	\$0

<b>Federal Total:</b>	\$171,454	<b>Non-Federal Total:</b>	\$4,030	<b>Grand Total:</b>	\$175,484
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Douglas County **Project Name:** Route 458 3-R Improvements

**TIP #:** 201 **KDOT #:**  
**Length (mi):** 4.30 **Location:** Route 458 between E 800 Rd & N  
1175 Rd Douglas County

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

**Date Added:** 10/2014 **Last Revised:**

**Description:** 3-R Improvements (restoration, resurfacing, reconstruction).  
**Comments:** Const in 2017.

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	PE	\$0	\$0	\$480
2016	Local	ROW	\$0	\$0	\$300
2016	Local	UTIL	\$0	\$0	\$200
2017	Local	CONST	\$0	\$0	\$5,000

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$5,980	<b>Grand Total:</b>	\$5,980
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**Project Sponsor:** Lawrence **Project Name:** 19th Street: Naismith to Iowa Reconstruction

**TIP #:** 203 **KDOT #:**  
**Length (mi):** 0.50 **Location:** 19th St from Iowa to Naismith

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

**Date Added:** 10/2014 **Last Revised:** 10/2016

**Description:** Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.  
**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	PE	\$0	\$0	\$200
2018	Local	CONST	\$0	\$0	\$1,800

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$2,000	<b>Grand Total:</b>	\$2,000
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Lawrence

**Project Name:** Kasold Reconstruction: 6th St to Bob Billings Pkwy

**TIP #:** 204

**KDOT #:**

**Length (mi):** 1.00

**Location:** Kasold Drive: 6th St to Bob Billings Pkwy

**Project Type:** Road

**Work Type:** Grading, Surfacing

**Date Added:** 10/2014

**Last Revised:** 02/2017

**Description:**

Reconstruction of street will include subgrade treatment, concrete pavement, traffic signal at Kasold and Harvard, and multi-modal facilities.

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	UTIL	\$0	\$0	\$500
2017	Local	CONST	\$0	\$0	\$6,000

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$6,500	<b>Grand Total:</b>	\$6,500
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**Project Sponsor:** KDOT

**Project Name:** K-10 Access Point Consolidation

**TIP #:** 205

**KDOT #:** K-9667-01

**Length (mi):** 3.00

**Location:** K-10 from US 59 (Iowa St.) E to O'Connell Rd.

**Project Type:** Road

**Work Type:** Access Management

**Date Added:** 10/2014

**Last Revised:** 10/2016

**Description:**

Consolidation of Access Points

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$67
2016	Local	ROW	\$0	\$0	\$123
2016	Local	UTIL	\$0	\$0	\$25
2017	State	CE	\$0	\$26	\$0
2017	Local	CE	\$0	\$0	\$76
2017	State	CONST	\$0	\$78	\$0
2017	Local	CONST	\$0	\$0	\$26

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$421	<b>Grand Total:</b>	\$421
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Douglas County    **Project Name:** Route 1055 at North 700 Curve

**TIP #:** 208    **KDOT #:**

**Length (mi):** 0.50    **Location:** Route 1055 from 725 North to 1675 East

**Project Type:** Road    **Work Type:** Geometric Improvement, Bridge Replacement

**Date Added:** 10/2014    **Last Revised:** 10/2016

**Description:**  
Reconstruct curve, replace two bridges and one culvert

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	ROW	\$0	\$0	\$250
2018	Local	PE	\$0	\$0	\$120
2018	Local	ROW	\$0	\$0	\$10
2019	Local	UTIL	\$0	\$0	\$20
2020	Local	CONST	\$0	\$0	\$950
<b>Federal Total:</b>			\$0	<b>Non-Federal Total:</b> \$1,350	<b>Grand Total:</b> \$1,350

**Project Sponsor:** Lawrence    **Project Name:** 9th Street Reconstruction

**TIP #:** 212    **KDOT #:**

**Length (mi):** 0.45    **Location:** Massachusetts St to Delaware St

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

**Date Added:** 10/2014    **Last Revised:** 7/2016

**Description:**  
Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	PE	\$0	\$0	\$300
2018	Local	CONST	\$0	\$0	\$3,000
2018	Local	UTIL	\$0	\$0	\$300
<b>Federal Total:</b>			\$0	<b>Non-Federal Total:</b> \$3,600	<b>Grand Total:</b> \$3,600





**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Lawrence

**Project Name:** Wakarusa Reconstruction  
(North)

**TIP #:** 213

**KDOT #:**

**Length (mi):** 0.50

**Location:** North of Inverness/Legends to  
6th St

**Project Type:** Road

**Work Type:** Grading, Surfacing

**Date Added:** 10/2014

**Last Revised:**

**Description:**

Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.

**Comments:**

Linked to project #226.

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$150
2017	Local	CONST	\$0	\$0	\$3,500

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$3,650	<b>Grand Total:</b>	\$3,650
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**Project Sponsor:** Lawrence

**Project Name:** Wakarusa Reconstruction  
(South)

**TIP #:** 214

**KDOT #:**

**Length (mi):** 0.22

**Location:** Research Parkway to 18th Street

**Project Type:** Road

**Work Type:** Grading, Surfacing

**Date Added:** 10/2014

**Last Revised:**

**Description:**

Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	PE	\$0	\$0	\$100
2019	Local	CONST	\$0	\$0	\$2,500

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$2,600	<b>Grand Total:</b>	\$2,600
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Douglas County **Project Name:** Route 458 Improvements,  
E1500 to E1600

**TIP #:** 219

**KDOT #:**

**Length (mi):** 1.00

**Location:** E1500 to E1600

**Project Type:** Road

**Work Type:** Grading, Surfacing

**Date Added:** 8/2015

**Last Revised:**

**Description:**

Construct paved shoulders; replace narrow culvert; flatten roadside slope

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	ROW	\$0	\$0	\$30
2018	Local	UTIL	\$0	\$0	\$40
2019	Local	CONST	\$0	\$0	\$1,130

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$1,200	<b>Grand Total:</b>	\$1,200
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**Project Sponsor:** Douglas County **Project Name:** Route 1055 Improvements,  
N1000 to N1180

**TIP #:** 220

**KDOT #:**

**Length (mi):** 1.80

**Location:** N1000 to N1180

**Project Type:** Road

**Work Type:** Grading, Surfacing

**Date Added:** 8/2015

**Last Revised:**

**Description:**

Construct paved shoulders; replace narrow culvert; flatten roadside slope

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	ROW	\$0	\$0	\$45
2017	Local	UTIL	\$0	\$0	\$70
2018	Local	CONST	\$0	\$0	\$1,885

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$2,000	<b>Grand Total:</b>	\$2,000
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
 (Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Douglas County    **Project Name:** Bridge 1000-1638 Replacement

**TIP #:** 222    **KDOT #:**

**Length (mi):** 0.17    **Location:** Rte 458 .38 mi east of Rte 1055

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

**Date Added:** 8/2015    **Last Revised:**

**Description:** Replace Rte 458 bridge over Coal Creek  
**Comments:** Includes replacing Br No. 1001-1649; PE completed 2014' ROW/Utilities completed 2015

FFY	Fund Source	Phase	Federal	State	Local
2013	Local	PE	\$0	\$0	\$69
2014	Local	PE	\$0	\$0	\$67
2015	Local	PE	\$0	\$0	\$4
2015	Local	ROW	\$0	\$0	\$3
2016	Local	CONST	\$0	\$0	\$795
<b>Federal Total:</b>			\$0	<b>Non-Federal Total:</b> \$938	<b>Grand Total:</b> \$938

**Project Sponsor:** Douglas County    **Project Name:** Bridge 0064-0550 Replacement

**TIP #:** 224    **KDOT #:**

**Length (mi):** 0.10    **Location:** Rte 1029 .6 mi North of N1 Rd

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

**Date Added:** 8/2015    **Last Revised:**

**Description:** Replace Bridge  
**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$41
2016	Local	ROW	\$0	\$0	\$10
2016	Local	UTIL	\$0	\$0	\$10
2017	Local	CONST	\$0	\$0	\$625
<b>Federal Total:</b>			\$0	<b>Non-Federal Total:</b> \$686	<b>Grand Total:</b> \$686

## Lawrence-Douglas County MPO

### FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Douglas County    **Project Name:** Culvert 1500-1624 Replacement

**TIP #:** 225    **KDOT #:**

**Length (mi):** 0.10    **Location:** N 1500 Rd/E 15th St. at E 1625 Rd Intersection

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

**Date Added:** 8/2015    **Last Revised:**

**Description:** Replace narrow culverts, channel improvements    **Comments:** South half N1500 Rd in City Limits

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	ROW	\$0	\$0	\$20
2016	Local	UTIL	\$0	\$0	\$20
2017	Local	CONST	\$0	\$0	\$460
<b>Federal Total:</b>			\$0	<b>Non-Federal Total:</b> \$500	<b>Grand Total:</b> \$500

**Project Sponsor:** Lawrence    **Project Name:** Harvard & Wakarusa Roundabout

**TIP #:** 226    **KDOT #:** U-0561-01

**Length (mi):** 0.24    **Location:** Harvard & Wakarusa Intersection

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

**Date Added:** 8/2015    **Last Revised:** 02/2017

**Description:** Convert All Way Stop controlled intersection to two lane roundabout    **Comments:** PE/ROW are each estimated at 10% of Construction Costs. Linked to project #213.

FFY	Fund Source	Phase	Federal	State	Local
2015	State	PE	\$0	\$6	\$0
2016	Local	ROW	\$0	\$0	\$62
2017	Local	CE	\$0	\$0	\$4
2017	HSIP	CE	\$36	\$0	\$0
2017	Local	CONST	\$0	\$0	\$1,400
2017	HSIP	CONST	\$564	\$0	\$0
2017	Local	PE	\$0	\$0	\$62
<b>Federal Total:</b>			\$600	<b>Non-Federal Total:</b> \$1,534	<b>Grand Total:</b> \$2,134



## Lawrence-Douglas County MPO

### FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

<b>Project Sponsor:</b> Lawrence	<b>Project Name:</b> Kasold & Harvard Roundabout						
<b>TIP #:</b> 227	<b>KDOT #:</b> U-0544-01	<b>FFY</b>	<b>Fund Source</b>	<b>Phase</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>Length (mi):</b>	<b>Location:</b> Kasold & Harvard Intersection				\$0	\$0	\$0
<b>Project Type:</b> Intersection	<b>Work Type:</b> Geometric/Intersection Improvements						
<b>Date Added:</b> 8/2015	<b>Last Revised:</b> 02/2017						
<b>Description:</b> Convert All Way Stop controlled intersection to single lane roundabout	<b>Comments:</b> Linked to project #204. - PROJECT CANCELLED - AMENDMENT 1 - Traffic signal project incorporated into TIP #204						
		<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$0	<b>Grand Total:</b>	\$0
<b>Project Sponsor:</b> Lawrence	<b>Project Name:</b> 19th Street Reconstruction, O'Connell to Harper	<b>FFY</b>	<b>Fund Source</b>	<b>Phase</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>TIP #:</b> 229	<b>KDOT #:</b>	2018	Local	CONST	\$0	\$0	\$2,500
<b>Length (mi):</b> 0.54	<b>Location:</b> O'Connell to Harper	2018	Local	PE	\$0	\$0	\$250
		2018	Local	ROW	\$0	\$0	\$250
<b>Project Type:</b> Road	<b>Work Type:</b> Reconstruction						
<b>Date Added:</b> 8/2015	<b>Last Revised:</b> 7/2016						
<b>Description:</b> Reconstruct & tie into venture park, roundabout at 19th & harper, construct sidewalk & bike lanes	<b>Comments:</b> PE/ROW are each estimated at 10% of Construction Costs						
		<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$3,000	<b>Grand Total:</b>	\$3,000

## Lawrence-Douglas County MPO

### FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Lawrence

**Project Name:** Queens Road, 6th to North City Limits

**TIP #:** 230

**KDOT #:**

**Length (mi):** 0.75

**Location:** 6th Street to North City Limits

**Project Type:** Road

**Work Type:** Reconstruction

**Date Added:** 8/2015

**Last Revised:** 10/2016

**Description:**

Construct Queens Road, roundabout at Overland & Wakarusa, construct sidewalk & bike lanes

**Comments:**

PE/ROW are each estimated at 10% of Construction Costs

FFY	Fund Source	Phase	Federal	State	Local
2015	Local	ROW	\$0	\$0	\$600
2016	Local	PE	\$0	\$0	\$200
2018	Local	CONST	\$0	\$0	\$3,000

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$3,800	<b>Grand Total:</b>	\$3,800
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**Project Sponsor:** Lawrence

**Project Name:** 23rd & Ousdahl Storm Sewer Improvements

**TIP #:** 232

**KDOT #:** KA-4473-02

**Length (mi):**

**Location:** 23rd & Ousdahl Intersection

**Project Type:** Intersection

**Work Type:** Intersection Improvements

**Date Added:** 8/2015

**Last Revised:** 2/2017

**Description:**

Geometric Improvements & Storm Sewer

**Comments:**

PE/ROW are each estimated at 10% of Construction Costs. This project is part of the 23rd St KDOT/City turn back agreement. This agreement, including final project(s) cost share, has not been finalized to date.

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	ROW	\$0	\$0	\$250
2017	Local	CONST	\$0	\$0	\$2,500
2017	Local	PE	\$0	\$0	\$250
2018	State	CONST	\$0	\$700	\$0
2018	Local	CONST	\$0	\$0	\$300

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$4,000	<b>Grand Total:</b>	\$4,000
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
 (Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Lawrence

**TIP #:** 234

**Length (mi):** 2.01

**Project Type:** Road

**Date Added:** 8/2015

**Description:**

**Project Name:** 23rd Street Reconstruction,  
Haskell to East City Limits

**KDOT #:** KA-4473-01

**Location:** Haskell to East City Limits

**Work Type:** Reconstruction

**Last Revised:** 2/2017

**Comments:**

PE/ROW are each estimated at 10% of Construction Costs. Project is part of the 23rd St KDOT/City turn back agreement. This agreement, including final project(s) cost share, has not been finalized to date.

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	ROW	\$0	\$0	\$600
2018	Local	CONST	\$0	\$0	\$6,000
2018	Local	PE	\$0	\$0	\$600
2019	State	CONST	\$0	\$4,000	\$0

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$11,200	<b>Grand Total:</b>	\$11,200
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**Project Sponsor:** KDOT

**TIP #:** 236

**Length (mi):** 1.20

**Project Type:** Road/Interchange

**Date Added:** 1/2016

**Description:**

Add 2 lanes to existing 2 lanes for a 4 lane freeway section. This will include reconstruction of existing interchange @ KTA (I-70). A mainline ORT (open road tolling) toll plaza on K-10 is included in reconstruction of interchange @ I-70.

**Project Name:** SLT/K-10 West Leg in Douglas County

**KDOT #:** KA-3634-02

**Location:** I-70/K10 Junction South to 3500 ft N of K-10/US-40 Junction

**Work Type:** Interchange/Reconstruction

**Last Revised:**

**Comments:**

Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$73,775 K. This estimate should be used for planning purposes only.

FFY	Fund Source	Phase	Federal	State	Local
2016	State	PE	\$0	\$4,200	\$0

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$4,200	<b>Grand Total:</b>	\$4,200
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
 (Includes the Program of Projects for the Lawrence Transit System)

<b>Project Sponsor:</b> KDOT	<b>Project Name:</b> SLT/K-10 West Leg in Douglas County	<b>FFY</b>	<b>Fund Source</b>	<b>Phase</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>TIP #:</b> 237	<b>KDOT #:</b> KA-3634-03	2016	State	PE	\$0	\$10,800	\$0
<b>Length (mi):</b> 7.00	<b>Location:</b> 3500 ft N of K-10/US-40 Junction, to K-10 US-59/Iowa St Junction						
<b>Project Type:</b> Road/Interchange	<b>Work Type:</b> Interchange/Reconstruction						
<b>Date Added:</b> 1/2016	<b>Last Revised:</b>						
<b>Description:</b> Add 2 lanes to existing 2 lanes for a 4 lane freeway section. Includes existing interchanges @ US-40, Bob Billings, Clinton & US-59. New interchange approx. .8 mi east of Wakarusa/27th St intersection. Kasold Dr intersection will be RI-RO [Project #109]	<b>Comments:</b> Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$159,800 K. This estimate should be used for planning purposes only.						
		<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$10,800	<b>Grand Total:</b> \$10,800	

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<b>Project Sponsor:</b> KDOT	<b>Project Name:</b> Access Consolidation on K-10 West of Ousdahl Rd	<b>FFY</b>	<b>Fund Source</b>	<b>Phase</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>TIP #:</b> 242	<b>KDOT #:</b> K-9667-10	2017	State	CONST	\$0	\$60	\$0
<b>Length (mi):</b> 0.50	<b>Location:</b> K-10 W of Ousdahl Rd.	2017	Local	CONST	\$0	\$0	\$20
<b>Project Type:</b> Road	<b>Work Type:</b> Access Management						
<b>Date Added:</b> 1/2016	<b>Last Revised:</b> 10/2016						
<b>Description:</b> Access Improvements	<b>Comments:</b>						
		<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$80	<b>Grand Total:</b> \$80	



**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** KDOT

**Project Name:** US-56 Improvements from  
Eisenhower St to 1st St

**TIP #:** 243

**KDOT #:** KA-4365-01

**Length (mi):** 0.30

**Location:** Eisenhower St to 1st St

**Project Type:** Road

**Work Type:** Other/Reconstruction

**Date Added:** 7/2016

**Last Revised:**

**Description:**

Improvements to US-56 - Realign  
Eisenhower and construct 3 lane  
US-56 in Baldwin City

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2017	State	CONST	\$0	\$1,675	\$0

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$1,675	<b>Grand Total:</b>	\$1,675
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**Project Sponsor:** KDOT

**Project Name:** Install Permanent Signal at K-  
10 at US-59/CR 458

**TIP #:** 300

**KDOT #:** KA-3634-06

**Length (mi):** 0.00

**Location:** K-10 at US-59/CR 458

**Project Type:** Traffic Signal

**Work Type:** Signal

**Date Added:** 10/2016

**Last Revised:**

**Description:**

Installation of a permanent signal

**Comments:**

Project lets in March '17

FFY	Fund Source	Phase	Federal	State	Local
2016	State	PE	\$0	\$43	\$0
2017	State	CE	\$0	\$43	\$0
2017	State	CONST	\$0	\$850	\$0

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$936	<b>Grand Total:</b>	\$936
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
 (Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Independence Inc. **Project Name:** Independence Inc.: FTA 5311 Operating & Capital

**TIP #:** 401

**KDOT #:**

**Length (mi):**

**Location:** Lawrence

**Project Type:** Transit/Paratransit

**Work Type:** Operating/Capital

**Date Added:** 10/2014

**Last Revised:** 7/2016

**Description:**

**Comments:**

2015 - 5311 Fed Admin - \$4,338; Local Admin \$1,084 2016- 5311 Fed Admin- \$14,487; Local Admin \$3,621

FFY	Fund Source	Phase	Federal	State	Local
2017	State	OP	\$0	\$11	\$0
2017	Local	OP	\$0	\$0	\$23
2017	5311	OP	\$54	\$0	\$0

**Federal Total:** \$54 **Non-Federal Total:** \$34 **Grand Total:** \$88

**Project Sponsor:** Lawrence Transit **Project Name:** Operating Funds

**TIP #:** 402

**KDOT #:** 5307 FTA

**Length (mi):** 0.00

**Location:** Lawrence

**Project Type:** Transit/Paratransit

**Work Type:** Operating

**Date Added:** 10/2014

**Last Revised:** 10/2016

**Description:**

Operating and Preventative Maintenance activities

**Comments:**

Federal Transit 5307 Funds. Not included in fiscal constraint. Previous unspent balances. Linked with project #412.

FFY	Fund Source	Phase	Federal	State	Local
2012	Local	OP	\$0	\$0	\$13
2012	5307	OP	\$50	\$0	\$0
2014	Local	OP	\$0	\$0	\$18
2014	5307	OP	\$100	\$0	\$0
2015	Local	OP	\$0	\$0	\$18
2015	5307	OP	\$100	\$0	\$0
2016	Local	OP	\$0	\$0	\$1,524
2016	5307	OP	\$2,135	\$0	\$0

**Federal Total:** \$2,385 **Non-Federal Total:** \$1,573 **Grand Total:** \$3,958



**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Lawrence Transit **Project Name:** Transit Capital Assistance

**TIP #:** 403 **KDOT #:** PT-0701  
**Length (mi):** **Location:** Lawrence

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

**Date Added:** 10/2014 **Last Revised:** 10/2016

**Description:** Comprehensive Transportation Program. Purchase of replacement paratransit vehicles.  
**Comments:** StateCTP

FFY	Fund Source	Phase	Federal	State	Local
2015	State	CAP	\$0	\$500	\$0
2015	State	OP	\$0	\$558	\$0
2016	State	CAP	\$0	\$500	\$0
2016	State	OP	\$0	\$640	\$0
2017	State	CAP	\$0	\$500	\$0
2017	State	OP	\$0	\$665	\$0
2018	State	CAP	\$0	\$500	\$0
2018	State	OP	\$0	\$665	\$0
2019	State	CAP	\$0	\$500	\$0
2019	State	OP	\$0	\$665	\$0

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$5,693	<b>Grand Total:</b>	\$5,693
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**Project Sponsor:** Lawrence Transit **Project Name:** Lawrence Multi-Modal Center

**TIP #:** 410 **KDOT #:**  
**Length (mi):** **Location:**

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

**Date Added:** 7/2016 **Last Revised:**

**Description:** Transit Facility  
**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	PE	\$0	\$0	\$1,000
2018	Local	CONST	\$0	\$0	\$1,000
2019	Local	CONST	\$0	\$0	\$2,000

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$4,000	<b>Grand Total:</b>	\$4,000
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Independence Inc.      **Project Name:** Independence Inc.: FTA 5310 Capital Funds

**TIP #:** 411      **KDOT #:**

**Length (mi):**      **Location:**

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

**Date Added:** 7/2016

**Last Revised:**

**Description:**

Full size van

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	CAP	\$0	\$0	\$12
2017	5310	CAP	\$47	\$0	\$0

<b>Federal Total:</b>	\$47	<b>Non-Federal Total:</b>	\$12	<b>Grand Total:</b>	\$59
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**Project Sponsor:** Lawrence Transit      **Project Name:** Operating Funds

**TIP #:** 412      **KDOT #:** 5307 FTA

**Length (mi):**      **Location:** Lawrence

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

**Date Added:** 10/2014

**Last Revised:** 10/2016

**Description:**

Operating and Preventative Maintenance activities.

**Comments:**

Federal Transit 5307 Funds. 2016-2019 amounts based on 2016 levels projected. Linked with project #402.

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	OP	\$0	\$0	\$1,524
2017	5307	OP	\$2,135	\$0	\$0
2018	Local	OP	\$0	\$0	\$1,524
2018	5307	OP	\$2,135	\$0	\$0
2019	Local	OP	\$0	\$0	\$1,524
2019	5307	OP	\$2,135	\$0	\$0

<b>Federal Total:</b>	\$6,405	<b>Non-Federal Total:</b>	\$4,572	<b>Grand Total:</b>	\$10,977
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Lawrence

**Project Name:** Santa Fe Depot Restoration

**TIP #:** 500

**KDOT #:** 23TE-0373-01

**Length (mi):**

**Location:** 413 East 7th Street, Lawrence, KS

**Project Type:** Enhancement

**Work Type:** Special Work

**Date Added:** 10/2014

**Last Revised:** 10/2016

**Description:**

Revitalize the Santa Fe Depot site and building

**Comments:**

TA funding to pay 80% of eligible costs.

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$1
2017	TA	CE	\$88	\$0	\$0
2017	Local	CE	\$0	\$0	\$22
2017	TA	CONST	\$1,065	\$0	\$0
2017	Local	CONST	\$0	\$0	\$266

**Federal Total:** \$1,153

**Non-Federal Total:** \$289

**Grand Total:** \$1,442

**Project Sponsor:** Eudora

**Project Name:** Eudora South Trail Phase 2

**TIP #:** 503

**KDOT #:** TE-0437-01

**Length (mi):** 0.66

**Location:** South Eudora from Eudora High School to Eudora Middle School

**Project Type:** Enhancement

**Work Type:** Pedestrian & Bicycle Work

**Date Added:** 7/2016

**Last Revised:**

**Description:**

10' wide shared use path that will have ADA ramps and create a safe access for residents of all ages.

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$26
2017	TA	CE	\$44	\$0	\$0
2017	Local	CE	\$0	\$0	\$11
2017	TA	CONST	\$218	\$0	\$0
2017	Local	CONST	\$0	\$0	\$55

**Federal Total:** \$262

**Non-Federal Total:** \$92

**Grand Total:** \$354

## Lawrence-Douglas County MPO

### FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Lawrence

**Project Name:** Lawrence Safe Routes to School TA

**TIP #:** 504

**KDOT #:** U-2305-01

**Length (mi):** 0.43

**Location:** Various sidewalk in 3 locations, RRFB at aprox. 10 locations

**Project Type:** Enhancement

**Work Type:** Pedestrian & Bicycle Work

**Date Added:** 7/2016

**Last Revised:** 2/2017

**Description:**

The project will add sidewalks along designated safe routes for 2 schools (LMCMS/WES) on arterial roadways w/sidewalk on 1 side & residential roadways w/no sidewalk on either side. It will also add RRFBs at existing school crossings w/o a crossing guard

**Comments:**

The SRTS funding is an 80/20 (KDOT/City) cost share with KDOT contributing a max of \$189,156. Shift CONST from 2017 to 2018.

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	CE	\$0	\$0	\$24
2018	Local	CONST	\$0	\$0	\$68
2018	TA	CONST	\$186	\$0	\$0

<b>Federal Total:</b>	\$186	<b>Non-Federal Total:</b>	\$92	<b>Grand Total:</b>	\$278
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**Project Sponsor:** KDOT

**Project Name:** Various Railroad Safety Projects in the Region

**TIP #:** 600

**KDOT #:**

**Length (mi):**

**Location:**

**Project Type:** Safety

**Work Type:**

**Date Added:** 10/2014

**Last Revised:** 10/2016

**Description:**

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.

**Comments:**

This is a master project that would include any safety projects selected in region. State funds (SF) Conversions: 2016 SF to 2017 HSIP, 2017 SF to 2018 HSIP, 2018 SF to 2019 HSIP, 2019 SF to 2020 HSIP.

FFY	Fund Source	Phase	Federal	State	Local
2017	State-AC	CONST	\$0	\$500	\$0
2017	HSIP	CONVERSION	\$500	\$0	\$0
2017	Credit	OTHER	\$0	(\$500)	\$0
2018	State-AC	CONST	\$0	\$500	\$0
2018	HSIP	CONVERSION	\$500	\$0	\$0
2018	Credit	OTHER	\$0	(\$500)	\$0
2019	State-AC	CONST	\$0	\$500	\$0
2019	HSIP	CONVERSION	\$500	\$0	\$0
2019	Credit	OTHER	\$0	(\$500)	\$0
2020	State-AC	CONST	\$0	\$500	\$0
2020	HSIP	CONVERSION	\$500	\$0	\$0
2020	Credit	OTHER	\$0	(\$500)	\$0

<b>Federal Total:</b>	\$2,000	<b>Non-Federal Total:</b>	\$0	<b>Grand Total:</b>	\$2,000
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**Lawrence-Douglas County MPO**  
**FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)**  
(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Douglas County    **Project Name:** Rte 458 HRRR

**TIP #:** 601    **KDOT #:** C-4857-01

**Length (mi):** 2.00    **Location:** Rte 458 E 1800 Rd. to E 2000 Rd.

**Project Type:** Safety    **Work Type:** Grading

**Date Added:** 1/2016    **Last Revised:** 2/2017

**Description:**  
Replace nine narrow culverts and remove roadside trees to improve roadside safety.

**Comments:**  
Non-participating pavement rehab and entrance reconstruction not included in listed costs.

FFY	Fund Source	Phase	Federal	State	Local
2016	Local	PE	\$0	\$0	\$48
2017	Local	ROW	\$0	\$0	\$75
2017	Local	UTIL	\$0	\$0	\$75
2018	Local	CE	\$0	\$0	\$45
2018	Local	CONST	\$0	\$0	\$83
2018	HSIP	CONST	\$745	\$0	\$0

**Federal Total:** \$745    **Non-Federal Total:** \$326    **Grand Total:** \$1,071

**Project Sponsor:** Douglas County    **Project Name:** Local Road Safety Plan

**TIP #:** 602    **KDOT #:**

**Length (mi):**    **Location:** County road network

**Project Type:** Safety    **Work Type:** Safety

**Date Added:** 1/2016    **Last Revised:** 10/2016

**Description:**  
Safety study of county road network (major collectors) to identify needed safety improvements.

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2017	Local		\$0	\$0	\$4
2017	HRRR		\$36	\$0	\$0

**Federal Total:** \$36    **Non-Federal Total:** \$4    **Grand Total:** \$40

## Lawrence-Douglas County MPO

### FFY 2017 - 2020 Transportation Improvement Program Projects (Costs in 1,000s)

(Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Lawrence

**Project Name:** 23rd St Access Management -  
2246 Ohio St Driveway

**TIP #:** 603

**KDOT #:** K-9667-11

**Length (mi):** 0.03

**Location:** 23rd Street & Ohio Street

**Project Type:** Safety

**Work Type:** Access Management

**Date Added:** 10/2016

**Last Revised:**

**Description:**

Removal of driveway access to  
23rd Street east of Ohio Street.

**Comments:**

FFY	Fund Source	Phase	Federal	State	Local
2017	Local	CE	\$0	\$0	\$1
2017	State	CONST	\$0	\$6	\$0
2017	Local	CONST	\$0	\$0	\$2

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$9	<b>Grand Total:</b>	\$9
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**Project Sponsor:** KDOT

**Project Name:** Toll Feasibility Study for the  
SLT & K-10 Corridors

**TIP #:** 703

**KDOT #:** KA-2362-02

**Length (mi):** 38.00

**Location:** I-10(KTA)/K-10 Junction to I-  
435/K-10 Junction

**Project Type:** Other

**Work Type:** Special Work

**Date Added:** 1/2016

**Last Revised:** 10/2016

**Description:**

Study for the feasibility of tolling in  
the SLT & K-10 Corridors in  
Douglas and Johnson County. This  
study will include a determination  
of which tolling scenarios are most  
feasible at a sketch planning level  
for implementing corridor  
improvements.

**Comments:**

Study is currently on hold pending future  
direction from KDOT leadership. Project also  
included in MARC TIP.

FFY	Fund Source	Phase	Federal	State	Local
2016	State	PE	\$0	\$94	\$0
2016	KTA	PE	\$0	\$0	\$94

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$188	<b>Grand Total:</b>	\$188
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