

FFY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM



**MPO Policy Board Approval
October 18, 2018**

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Title VI Note:

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

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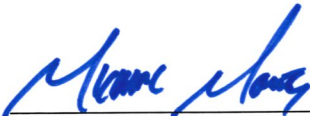
MPO Self-Certification

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.



Cory Davis, Chair
Lawrence-Douglas County MPO



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 |
| CAPITAL | Purchase of equipment |
| CDBG | Community Development Block Grant |
| 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 |
| 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 |
| OPERATING | Operation of transit |
| 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 |
| TA | Transportation Alternatives |
| 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 |

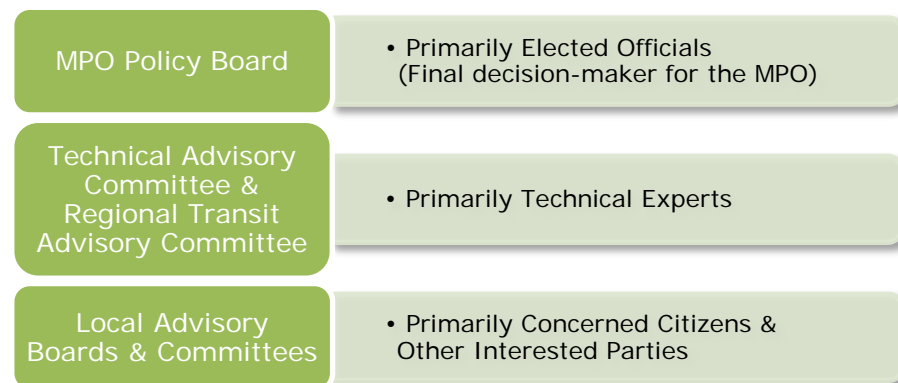
INTRODUCTION

What is an MPO?

A Metropolitan Planning Organization (MPO) is a regional decision making body charged with developing 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).

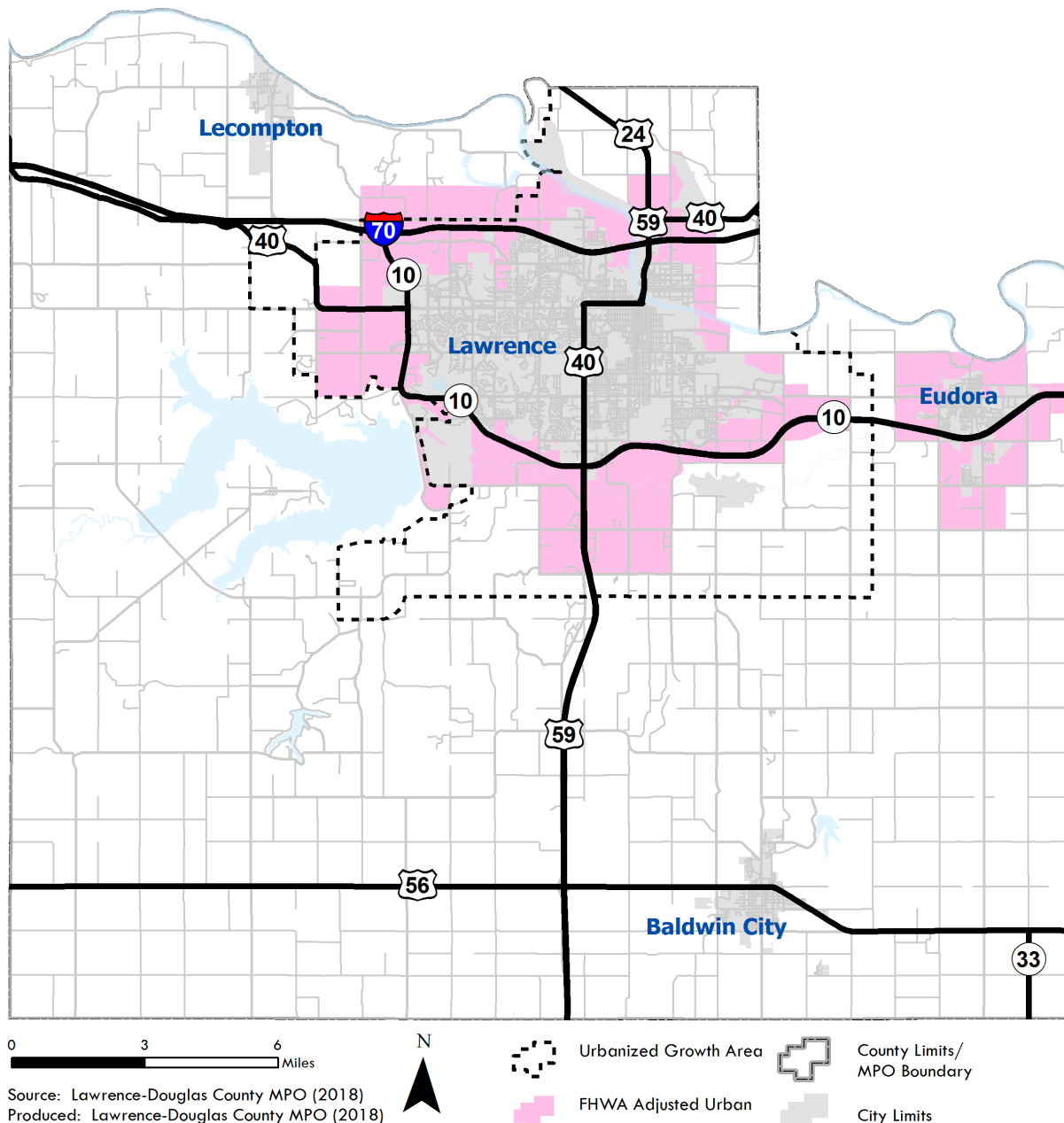
The MPO is a group that is composed of representatives from many local governments that collectively discusses the transportation issues facing the metropolitan area and then makes decisions about how to address those issues.

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.

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 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.

The TIP and T2040

The TIP and Transportation 2040 (the region's Metropolitan Transportation Plan (MTP)) are linked.¹ Transportation 2040 (T2040) is the long range transportation vision; while the TIP is the short range implementation list. For projects to be included in the TIP, they must be consistent with T2040. This ensures projects are implementing the MPO's vision for a healthy, safe, and efficient transportation system, which adequately serves Lawrence, Eudora, Baldwin City, Lecompton, and unincorporated areas of Douglas County. Community input led to the development of the T2040 vision, goals, priorities, and objectives (Table 1). These goals are implemented by the TIP. The Tracking Performance Measures section provides further details on how the two documents are linked.

Table 1: Transportation 2040 Goals and Objectives

| | | Goals | Objectives |
|----------------------------------|---|--|---|
| Access & Choices |  | Enhance Transportation options and choices for improved system performance | Improve regional connectivity (urban/rural) of all modes of the transportation networks including access to desired destinations. |
| | | | Enhance transit service, amenities and facilities. |
| Mobility & Prosperity |  | Efficient movement of people, goods, and freight | Implement strategies that address system performance & improve reliability, capacity and competitiveness for regional freight. |
| Preservation, Safety, & Security |  | Prioritize preservation, safety, and security of the transportation network | Support projects and policies that improve safety and security. |
| | | | Preserve and enhance transportation infrastructure and assets. |
| Sustain & Enhance |  | Minimize adverse social, economic, and environmental impacts created by transportation | Promote density to reduce transportation costs & reduce environmental impacts of transportation. |
| | | | Reduce single occupancy vehicle trips. |

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.² The full draft TIP is available on the MPO website (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

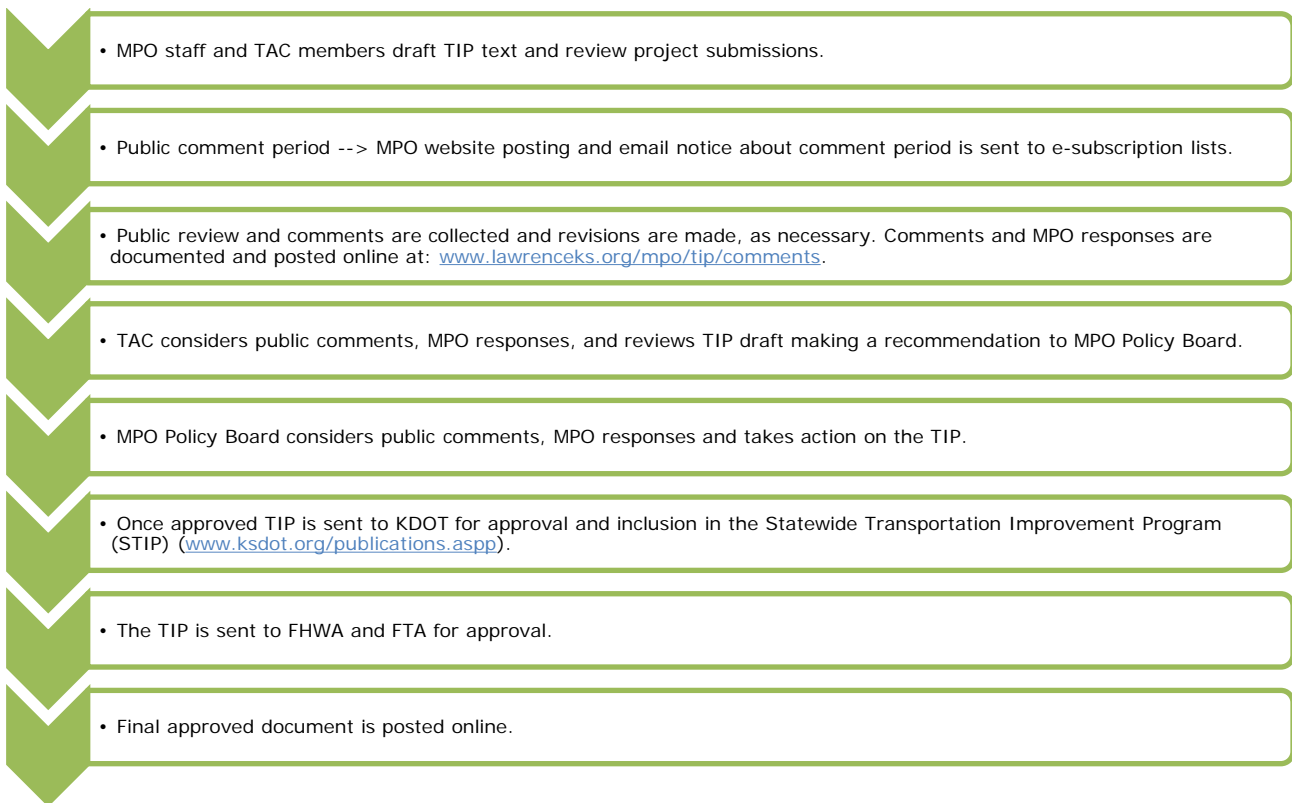
¹ <https://lawrenceks.org/mpo/t2040>

² Details about the public participation process for the approval and amendment of the TIP can be found at www.lawrenceks.org/mpo/public_participation.

staff announcements that the draft TIP is available for comment at MPO meetings. These strategies are consistent with the PPP, which addresses how everyone will be engaged in the planning process.

Public comments are posted online at www.lawrenceks.org/mpo/tip/comments and are shared with TAC and the MPO Policy Board. MPO staff reviews the comments and responds to the comment submitter and posts the MPO response in conjunction with the comment online. If comments have direct, applicable action these changes are discussed with the project sponsor (if relevant) and 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



PROGRAMMING PROCESS

Legislative Requirement

The current federal surface transportation legislation is called the Fixing America's Surface Transportation (FAST) Act.³ 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.⁴

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.⁵ Figure 4 displays the process for including projects in the TIP.

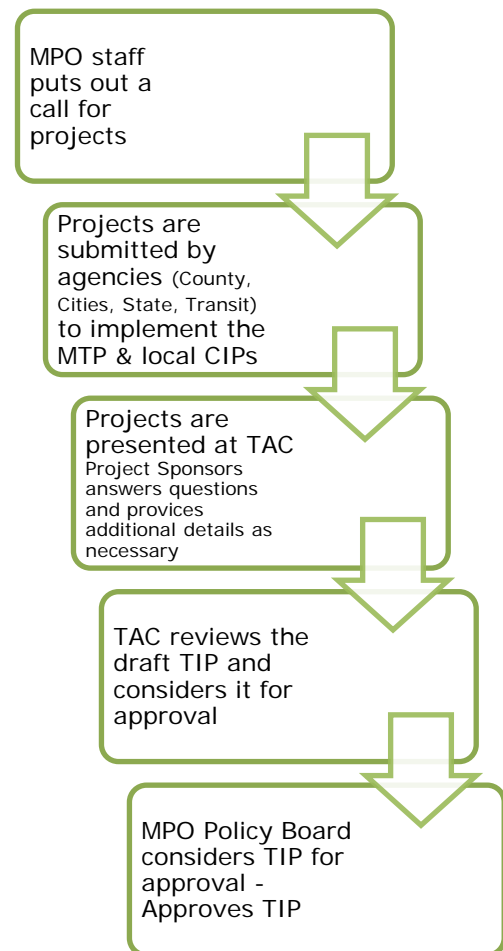
The transit and paratransit projects programmed in the TIP also go through a project selection process. Lawrence Transit staff works with the MPO, FTA, KDOT, and University of Kansas - KU On Wheels (KUOW) staffs to plan and program projects in the TIP that address transit needs and issues identified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

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.

Figure 4: TIP Project Listing Submission Process



³ 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>.

⁴ 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.

⁵ An electronic TIP submission form was developed as part of the FFY19 TIP development process. It can be accessed at: <https://lawrenceks.org/mpo/tip/submit>

Formal Amendments

Amendments to the TIP often consist of major changes to total project cost. 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 of a project 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 (such as changing from state funding to federal)
- Change to a project scope and/or location (project limits)

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
- Change of program year of project within the four-year fiscally constrained TIP
- Minor change of less than 20% of total project cost

In processing administrative revisions MPO staff will:

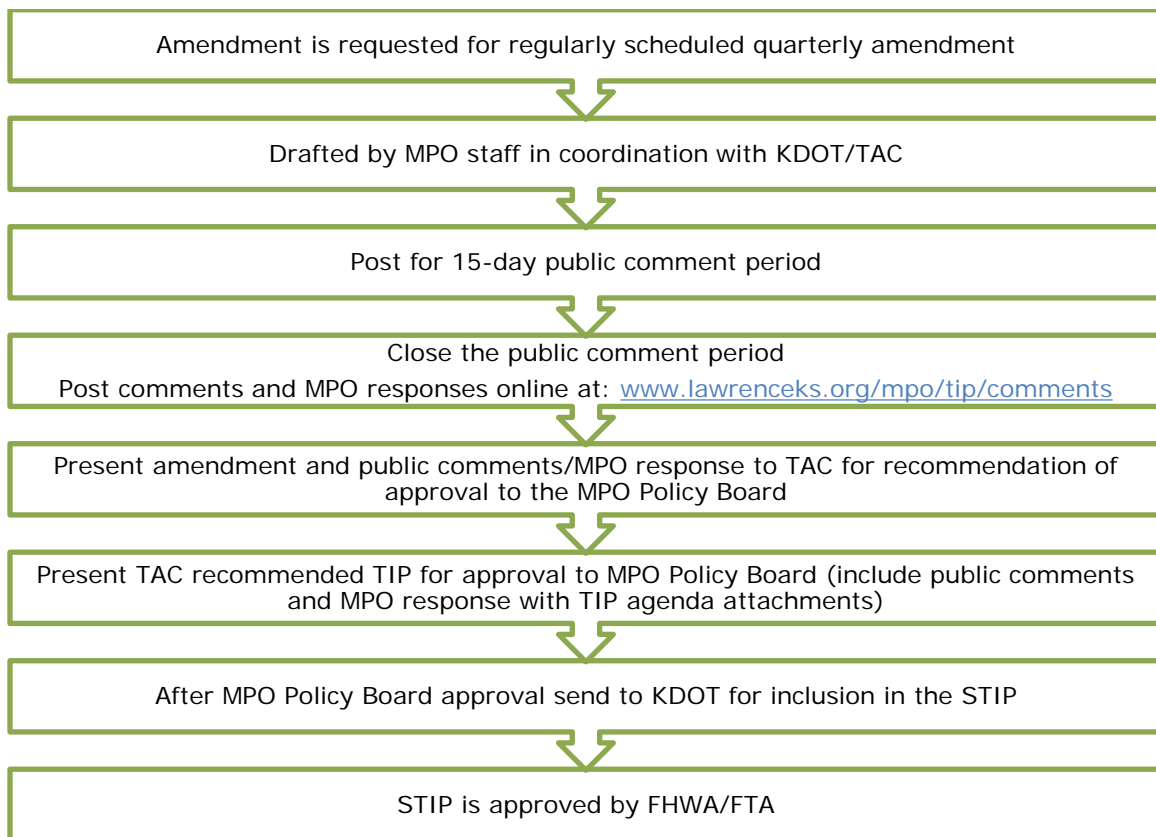
- Enter the requested revision into the project database.
- Prepare and publish an updated TIP and post it online.
- Notify the Kansas Department of Transportation of the modifications revisions.
- Prepare a summary of the revision to be presented at the next scheduled MPO Technical Advisory Committee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

Administrative Revisions require no public comment.

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.⁶

A minimum 15-day public comment period is required for the proposed amendments are which is 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 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 3). 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.

⁶ 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.

Table 3: FFY2019 Quarterly Schedule for TIP Amendments

| TIP Amendment Request Made to MPO Staff | Public Review Period | TAC Approval | MPO Approval | STIP Approval |
|--|-----------------------------|---------------------|---------------------|----------------------|
| August-31 | 9/6/18 to 9/21/18 | October 2, 2018 | October 18, 2018 | November 2018 |
| January-04 | 1/10/19 to 1/25/19 | February 5, 2019 | February 21, 2019 | March 2019 |
| March-01 | 3/7/19 to 3/22/19 | April 2, 2019 | April 18, 2019 | May 2019 |
| July-05 | 7/11/19 to 7/26/19 | August 6, 2019 | August 15, 2019 | August 2019 |

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.

FISCAL CONSTRAINT

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 of Public Transit 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 Table 10: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter). The estimates of reasonably expected funding levels based on Transportation 2040 historic averages 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 \$1.2 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. This 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. 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 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 \$1.1 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 Surface Transportation Program (STP) or Highway Safety Improvement Program (HSIP) funding and has remained about the same each year at about \$1.2 million.

The ten year sales tax to improve roads/infrastructure and transit service which was approved in November 2008 was reapproved by Lawrence voters in November 2017. This continuation of sale taxes included 0.3% dedicated to roads and infrastructure and 0.2% dedicated to funding transit service (Table 4).

Table 4: Lawrence Sales Tax for Improvement of Roads and Transit Service Projections (Shown in \$1,000s)

| Source | Tax Percentage | Projected Collection in 2018 |
|----------------------|----------------|---------------------------------|
| Roads/Infrastructure | 0.30% | \$ 5,582 |
| Transit Service | 0.20% | \$ 3,514 |
| Total | | \$ 9,096 |

These sales taxes will expire in April of 2029; 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 typically small (less than \$60,000 on average).

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.

On average over the last five years, the County received \$485,000 in KDOT's federal funds exchange program, and \$523,000 in federal sources such as Federal Lands Access Program, U.S. Fish and Wildlife Service, and STP funding.

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 and other sources of local funds. Over the last five years, local funding averages \$8.5 million a year. However, due to planned mental health initiatives and expansion of the jail, the Board of County Commissioners has reduced the annual CIP allocations for roads and bridges by \$1 million for 2019. This annual reduction is anticipated to continue through 2023. 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 \$2.1 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.

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 quarterly 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 \$0.744 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.

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.

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.

On average between 2012-2016, the City of Lawrence had an O&M budget for its road system of approximately \$8.7 million. Those costs were paid for with \$2.6 million of state gas tax funds, \$1.2 million of local tax sources including the 2008 approved sales tax increase dedicated to infrastructure improvements, and \$4.9 million from the CIP and budget. For 2012-2016 on average, the roadway O&M budget for Douglas County was approximately \$5.6 million with approximately \$1.7 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 |
|--------------------------------|-----------------|------------------|------------------|------------------|
| Base Cost Per Lane Mile | \$ 2.73 | \$ 12.03 | \$ 10.84 | |
| Lane Miles | 234 | 500 | 862 | 1,596 |
| | | | | |
| 2019 | \$ 638 | \$ 6,018 | \$ 9,348 | \$ 16,003 |
| 2020 | \$ 660 | \$ 6,228 | \$ 9,675 | \$ 16,564 |
| 2021 | \$ 683 | \$ 6,446 | \$ 10,014 | \$ 17,143 |
| 2022 | \$ 707 | \$ 6,672 | \$ 10,364 | \$ 17,743 |
| Total | \$ 2,688 | \$ 25,364 | \$ 39,402 | \$ 67,453 |

*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 2018, Lawrence Transit had an O&M budget of approximately \$8.2 million which was funded with \$2.1 million of federal aid, \$1.7 million of state aid, \$4.4 million of local funds. Lawrence Transit programs \$1 million every other year to acquire rolling stock. Additionally, \$5 million of the local funds is programed towards a multimodal facility and will be utilized once a location is selected. These levels of O&M expenses and revenues (without the \$5 million multimodal facility) are anticipated to continue through the four-year fiscally constrained period (2020-2022), as shown in Table 6.

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

| FFY | 2019 | 2020 | 2021 | 2022 | Total |
|----------------------|----------|----------|----------|----------|-----------|
| Total O&M | \$ 7,375 | \$ 8,467 | \$ 7,561 | \$ 8,656 | \$ 32,057 |

*Based on financial information from Transportation 2040

Operations and maintenance funding for Lawrence Transit is shown in Table 10: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter).

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.

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) O&M (Shown in \$1,000s)

| FFY | 2019 | 2020 | 2021 | 2022 | Total |
|----------------------|----------|----------|----------|----------|-----------|
| Total O&M | \$ 4,957 | \$ 5,031 | \$ 5,107 | \$ 5,184 | \$ 20,279 |

*Based on financial information from Transportation 2040

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).⁷

Taking into account all transit expenses in the region including Lawrence Transit, KU on Wheels, and the various paratransit providers the regional transit O&M is close to \$13 million in 2019 (Table 8).

Table 8: Regional Transit O&M (Shown in \$1,000s)

| FFY | 2019 | 2020 | 2021 | 2022 | Total |
|----------------------|-----------|-----------|-----------|-----------|-----------|
| Total O&M | \$ 12,820 | \$ 13,993 | \$ 13,170 | \$ 14,350 | \$ 54,333 |

*Based on financial information from Transportation 2040

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.

The MPO accounts for O&M expenditures "Off the Top" from available funding before projects are programmed (Table 9). This ensures there is enough funding to operate, maintain, and preserve the existing transportation system, which is a high priority of T2040.

Table 9: Funding Available for Projects after Accounting for all O&M Expenditures (in \$1,000s)

| | FFY 2019 | FFY 2020 | FFY 2021 | FFY 2022 | Total |
|---------------------------------------|------------------|------------------|------------------|------------------|-------------------|
| Anticipated Funding | \$ 71,298 | \$ 73,727 | \$ 74,389 | \$ 83,931 | \$ 303,345 |
| Anticipated O&M Expenditures | \$ 28,823 | \$ 30,557 | \$ 30,314 | \$ 32,093 | \$ 121,786 |
| Funding Available for Projects | \$ 42,475 | \$ 43,170 | \$ 44,076 | \$ 51,838 | \$ 181,559 |

⁷ Access this plan at <https://www.lawrenceks.org/mpo/transit>.

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2019 and 2020). Predicting the revenues which will be available and costs for projects in the second half of that period (2021 and 2022) are a more speculative exercise. The MPO utilized Transportation 2040's fiscal analysis to determine federal revenues. This was developed by creating a historic average based on funding levels from 2012–2016. A 1.5% inflation factor was applied to the average to determine future funding amounts. The MPO has assumed these funding levels for federal funding will remain in place through 2022. The Funding Summary in Table 10 show the level of projected funding from reasonable sources and the total level of project funding programmed in this TIP are balanced and this TIP is fiscally constrained. The fiscal breakdown by funding source for all roadway and transit projects listed in the 2019-2022 TIP are shown in the table. The projects are shown by year and funding source.

Table 10: Funding Summary (in \$1,000s)

| Anticipated Funding (in thousands) | | | | | | |
|------------------------------------|---------|-----------|-----------|-----------|-----------|------------|
| Funding Source | | FFY 2019 | FFY 2020 | FFY 2021 | FFY 2022 | Total |
| Transit | Federal | \$ 2,211 | \$ 2,212 | \$ 2,213 | \$ 2,215 | \$ 8,851 |
| | State | \$ 712 | \$ 713 | \$ 713 | \$ 714 | \$ 2,852 |
| | Local | \$ 10,274 | \$ 10,849 | \$ 11,027 | \$ 13,913 | \$ 46,063 |
| Non-Transit | Federal | \$ 1,961 | \$ 1,989 | \$ 2,018 | \$ 2,436 | \$ 8,405 |
| | State | \$ 4,416 | \$ 3,975 | \$ 4,035 | \$ 8,095 | \$ 20,521 |
| | Local | \$ 22,901 | \$ 23,432 | \$ 24,070 | \$ 24,465 | \$ 94,868 |
| Transit Total | | \$ 13,197 | \$ 13,774 | \$ 13,954 | \$ 16,842 | \$ 57,766 |
| Non-Transit Total | | \$ 29,278 | \$ 29,396 | \$ 30,122 | \$ 34,997 | \$ 123,793 |
| Grand Total | | \$ 42,475 | \$ 43,170 | \$ 44,076 | \$ 51,838 | \$ 181,559 |

Anticipated funding is based on the revenue assumptions in Transportation 2040. Local transit funds include KU on Wheels funding. 1.5% growth is applied to the funding and the 2017 Lawrence sales tax referendum (funds roads/infrastructure and transit service) passed, which provides local funding until 2028.

| Estimated Expenditures by Year and Funding Source (in thousands) | | | | | | | |
|--|----------------------|----------|-----------|-----------|-----------|-----------|------------|
| Funding Source | | | FFY 2019 | FFY 2020 | FFY 2021 | FFY 2022 | Total |
| Transit | Federal Funds | FTA 5307 | \$ 2,350 | \$ 2,468 | \$ 2,591 | \$ 2,720 | \$ 10,129 |
| | | FTA 5310 | \$ 78 | \$ - | \$ - | \$ - | \$ 78 |
| | | FTA 5311 | \$ 55 | \$ - | \$ - | \$ - | \$ 55 |
| | State-PT | | \$ 1,259 | \$ 1,259 | \$ 1,259 | \$ - | \$ 3,777 |
| | Local | | \$ 7,784 | \$ 8,895 | \$ 7,064 | \$ 7,239 | \$ 30,982 |
| Non-Transit | Federal Funds | CDBG | \$ 303 | \$ - | \$ - | \$ - | \$ 303 |
| | | HRRR | \$ 36 | \$ - | \$ - | \$ - | \$ 36 |
| | | HSIP | \$ 500 | \$ 500 | \$ 500 | \$ 500 | \$ 2,000 |
| | | NHPP | \$ - | \$ 192 | \$ - | \$ - | \$ 192 |
| | | STP | \$ 54 | \$ - | \$ - | \$ - | \$ 54 |
| | | TA | \$ 394 | \$ - | \$ - | \$ - | \$ 394 |
| | State | | \$ 551 | \$ 692 | \$ 2,500 | \$ 2,500 | \$ 6,243 |
| | State AC Conversion* | | \$ (500) | \$ (692) | \$ (500) | \$ (500) | \$ (2,192) |
| | Local | | \$ 7,310 | \$ 3,350 | \$ 13,025 | \$ 11,550 | \$ 35,235 |
| Transit Total | | | \$ 11,526 | \$ 12,622 | \$ 10,914 | \$ 9,959 | \$ 45,021 |
| Non-Transit Total | | | \$ 8,648 | \$ 4,042 | \$ 15,525 | \$ 14,050 | \$ 42,265 |
| Grand Total | | | \$ 20,174 | \$ 16,664 | \$ 26,439 | \$ 24,009 | \$ 87,286 |

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

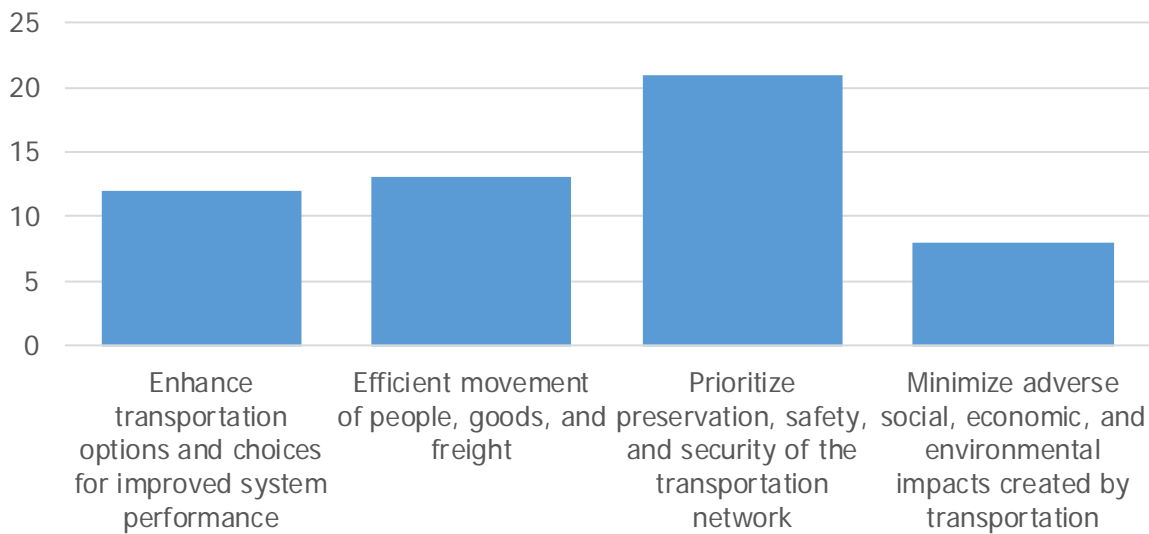
TRACKING FEDERAL PERFORMANCE MEASURES

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act requires Performance-Based Planning and Programming (PBPP) in the development of the MTP and TIP. According to MAP-21, "Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming."⁸

Transportation 2040 (T2040) is the region's MTP. The TIP acts as the implementation arm of T2040. T2040 has 26 performance measures: 12 federally mandated and 14 community established. To date, only the Safety and Transit State of Good Repair targets are set. The remaining federal performance measures have a desired trend included in T2040, but do not have targets. Targets will be established in accordance with timeframes set by FHWA.

The T2040 performance measures promote the overarching goals shown below. The MPO uses the best available information provided by TIP project sponsors to evaluate progress on plan goals and to track project implementation's impacts on achieving performance measure targets. Figure 6 illustrates which T2040 goals TIP's projects are implementing. As shown, "Prioritizing preservation, safety, and security of the transportation network" is the highest addressed T2040 goal by TIP projects.

Figure 6: TIP Projects addressing T2040 Goal Theme (Projects can support more than one goal)



PBPP is accomplished by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet the targets. To date, only the Safety (T2040 PM 9-13) and Transit State of Good Repair (T2040 PM 16-17) measures have MPO targets established and published in T2040 (Table 11 and 12). Safety performance measures reflect data for all public roads including the number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries. Transit State of Good Repair measures include the Useful Life Benchmark (ULB) for revenue and non-revenue vehicles by auto type including full-sized buses, cutaway buses, vans, minivans, SUVs, and automobile. The percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale is another federal performance measure, but there are no federally funded transit facilities in the MPO area.

⁸ §1203; 23 USC 150(a) found at <https://www.fhwa.dot.gov/map21/factsheets/pm.cfm>

Table 11: L-DC MPO T2040 Safety Targets

| Safety Performance Measures | L-DC MPO 5-Yr Rolling Avg Targets | | |
|---|-----------------------------------|------|------|
| | 2018 | 2019 | 2020 |
| 9) Number of fatalities | 6.2 | 5.8 | 5.6 |
| 10) Rate of fatalities per 100 million VMT | 0.8 | 0.8 | 0.8 |
| 11) Number of serious injuries | 26.2 | 25.0 | 25.7 |
| 12) Rate of serious injuries per 100 million VMT | 2.6 | 2.4 | 2.4 |
| 13) Number of non-motorized fatalities & serious injuries | 7.2 | 7.1 | 7.8 |

Table 12: L-DC MPO T2040 Transit State of Good Repair Targets (Useful Life Benchmark – ULB)

| Transit State of Good Repair Performance Measures | Vehicle Type | L-DC MPO Target |
|--|--|-----------------|
| | | |
| 16) Revenue Vehicles | Full-sized bus | 25% |
| | Cutaway bus | 25% |
| | Van | 25% |
| | Minivan | 25% |
| 16) Non-Revenue Vehicles (Equipment) | Minivan | 75% |
| | SUV | 75% |
| | Automobile | 75% |
| 17) Percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale | There are no federally funded facilities | |

Project Evaluation

Through the TIP development process, project sponsors were asked a series of questions to determine if the project would assist the MPO in reaching our desired targets. There are 5.18 miles of new sidewalk and 5.4 miles of new bikeway are associated with projects in the fiscally constrained portion of the TIP (2019-2022). However, there are additional local projects that improve sidewalk and/or bikeway that are not included in the TIP or have not currently determined how many miles of bikeway or sidewalk will be associated with projects. There are 20 (twenty) projects included in the fiscally constrained TIP. According to information provided by project sponsors, 25% of projects work to improve the useful service life of the combined transit fleet.

Four (4) out of five (5) transit projects will help address the transit useful life benchmark (Table 13). The projects include purchasing new transit vehicles and preventative maintenance on vehicles. By purchasing these new vehicles the overall percentage of vehicles at or exceeding the Useful Life Benchmark (ULB) will be reduced.

Table 13: Projects addressing L-DC MPO Transit Useful Life Benchmark Targets

| # | Project Name | How the Project Improves Transit ULB |
|-----|---|--|
| 401 | Independence Inc.: FTA 5311 Operating & Capital | Vehicle preventative maintenance |
| 403 | Lawrence Transit Capital Assistance | Purchase paratransit vehicles |
| 412 | Lawrence Transit Operating Funds | Vehicle preventative maintenance |
| 415 | Bert Nash: FTA 5310 Capital Funds | Purchase ramp mini-van & full size van |

Of the twenty (20) projects, all fifteen (15) non-transit projects have some component to address safety concerns. They are categorized as intersection projects, railroad projects, standalone bicycle/pedestrian projects, roadway projects including bicycle and pedestrian elements, and roadway projects. Table 14 displays the projects per category and describes the safety impact of the improvement.

Common Improvements That Impact Safety

Separated or dedicated facilities for pedestrians and bicyclists

According to a report from the Office of the New York City Mayor, when protected bike lanes are installed, injury crashes for all road users (motorists, pedestrians, and bicyclists) typically drop by 40% and by more than 50% in some locations.⁹ (Example: Project #506: Lawrence Safe Routes to School TA Phase 2)

Dedicated vehicle turning movements lanes

By creating two way left turn lanes, vehicles are separated from through traffic improving traffic flow and reduce the potential risk of rear end crashes. (Example: Project #110: 23rd St 2 way left turn lane)

Access management

Access management improves safety by separating access points so turning and cross movements occur at fewer locations. (Example: Project #234: 23rd Street Reconstruction: Haskell Ave to East City Limits)

Roundabouts

According to AASHTO Highway Safety Manual, installing roundabouts reduce the types of crashes where people are seriously hurt or killed by 78-82% when compared to conventional stop-controlled and signalized intersections.¹⁰ (Example: Project #229: 19th Street Reconstruction: O'Connell Rd to Harper St)

Meeting design standards

The safety of the roadway can be improved by flattening roadside slopes and making geometric improvements to bring roadways up to design standards. (Example: Project #230: Queens Road, 6th to North City Limits)

⁹ Howard Wolfson Memo on March 21, 2011 regarding Bike Lanes - http://www.nyc.gov/html/om/pdf/bike_lanes_memo.pdf

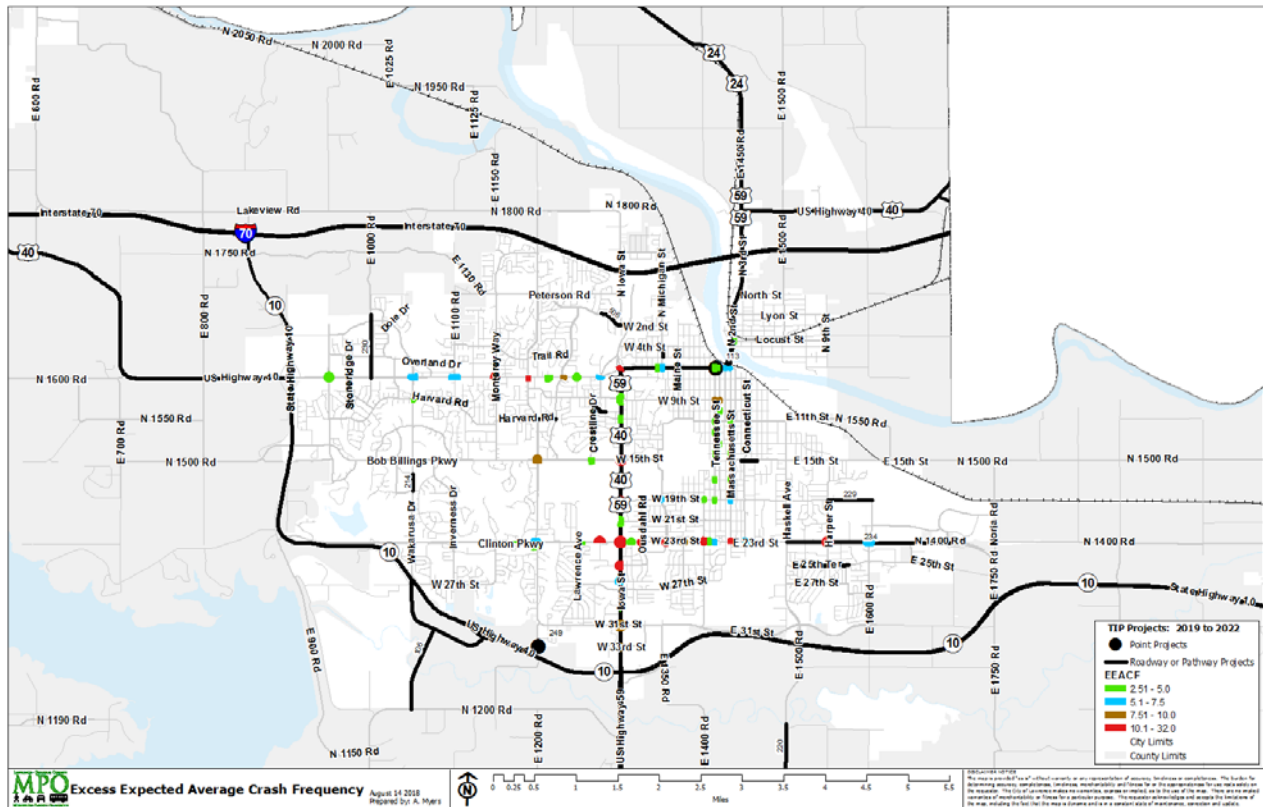
¹⁰ FHWA's Office of Safety - <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts>

Table 14: Projects addressing L-DC MPO Safety Targets

| Railroad | | |
|--|---|---|
| # | Project Name | Improvement with Safety Impact |
| 600 | Various Railroad Safety Projects in the Region | This grouped project is for railroad safety projects that improve safety hazards at public railroad crossings. It targets known railroad safety issues throughout the region. |
| Standalone Bicycle/Pedestrian | | |
| # | Project Name | Improvement with Safety Impact |
| 506 | Lawrence Safe Routes to School TA Phase 2 | Provides sidewalk for pedestrians along designated safe routes to school |
| 507 | Various Lawrence Sidewalk/Bike/Ped/ADA Ramps Projects | Provide dedicated space for pedestrians and bicyclists |
| Roadway | | |
| # | Project Name | Improvement with Safety Impact |
| 106 | Wakarusa Drive Extension | KDOT's construction of interchange |
| 110 | 23rd St 2 Way Left Turn Lane | Installation of center turn lane |
| 113 | Lawrence CCLIP: US-40/ Tennessee St. Intersection | Installation of turn lane |
| 134 | US-40 Mill/Overlay: SN/DG CO to 0.15 Miles W of E50thRd | Improving deteriorating road surface and shoulder work |
| 208 | Route 1055 at North 700 Curve | Replace 3 narrow drainage structures and flatten slopes near those structures |
| 219 | Rte 458 Improv., E1500 to E1600, & Rte 1055, N940 to N1000 | Provide paved shoulders and flatten roadside slopes |
| 220 | Route 1055 Improvements, N1000 to N1180 | Provide paved shoulders and flatten roadside slopes |
| 248 | Bridge 0964-1000 replacement | Replace with wider bridge |
| 249 | Bridge 1267-1200 replacement | Replaces narrow bridge |
| Roadways Including Bicycle/Pedestrian Elements | | |
| # | Project Name | Improvement with Safety Impact |
| 214 | Wakarusa Reconstruction: Research Pkwy to 18th St | Sidewalks and bike facilities |
| 229 | 19th Street Reconstruction: O'Connell Rd to Harper St | Sidewalk, bicycle facilities, access management, roundabout |
| 230 | Queens Road, 6th to North City Limits | Geometric improvements to meet collector street standards, sidewalks, and bike facilities |
| 234 | 23rd Street Reconstruction: Haskell Ave to East City Limits | New sidewalks, bike facilities, turn lanes, and access management |

In 2017, the MPO conducted a Crash Analysis and Countermeasure Identification Study to identify intersections with crash histories that exceed the average expected crashes, also known as the Excess Expected Average Crash Frequency (EEACF). The study evaluated countywide 2013-2016 crash data obtained from KDOT. Locations that had more than 2.51 crashes in excess of expected average crashes are shown in Figure 7. Of the 11,764 intersections evaluated, sixty-nine (69) exceed an average of 2.51 crashes. Fiscally constrained TIP projects address eight (8) of the sixty-nine (69) locations. Overall the project improvements are expected to improve safety.

Figure 7: Fiscally Constrained TIP Projects and Excess Expected Average Crash Frequency (EEACF)



Progress towards Targets

In summary, all non-transit projects have some component to improve safety. 12% of intersections that exceed an average of 2.51 crashes have projects in the fiscally constrained portion of the TIP working to achieve safety improvements. Eighty (80%) of transit projects are working towards improving the transit ULB. The MPO uses information provided by project sponsors to determine if projects are working towards improving individual targets. Based on information available, the projects appear to be helping the MPO meet the targets set in T2040.

Evaluating Performance over Time

Federal performance measures will be tracked annually in the performance measure report – T2040 Appendix F: System Performance Report. Performance measures will be evaluated as part of the annual report process and may be altered as the MPO Policy Board deems necessary (based on the Public Participation Plan (PPP)). As the remaining federal performance measures targets are set; they will be amended into the TIP during a regular amendment cycle corresponding to the deadline schedule and will be incorporated into Appendix F of T2040 based on requirements listed in the Public Participation Plan. Targets will be set for pavement, bridge, system reliability, and truck travel time reliability measures in the fall of 2018. These performance measures will be incorporated into the FFY19 TIP, at a regular TIP amendment prior to May 20, 2019. Evaluating performance measures will be updated when a full TIP update is completed or if regulations have changed requiring an update.

ENVIRONMENTAL JUSTICE REVIEW

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.¹¹ 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.¹²

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 block groups and 2012-2016 American Community Survey (ACS) 5-year estimate data. Block groups are determined to meet the EJ threshold if they meet either of the criteria listed below.

Low/Moderate Household Income Population, by 2010 Census Block Groups (vintage 2017 TIGER/Line Shapefiles)

The threshold for low/moderate household income was 51 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. This data is updated annually. Various housing rehabilitation program funds and Community Development Block Grant (CDBG) funds are targeted toward these areas.

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

¹² 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.

99% Confidence Interval for the Mean Minority Population, by 2010 Census Block Groups (vintage 2017 TIGER/Line Shapefiles)

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 11.88%. The 99% confidence interval is $\pm 3.13\%$. Therefore, $11.88\% + 3.13\%$ equals 15.01% . So we are 99% sure that the minority population is under 15.01% .

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 2012-2016 American Community Survey 5 Year Estimates indicates the minority population within Douglas County represents 12.25% of the total population. In Lawrence, the minority population is slightly higher representing 13.9% 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 8 & 9. Approximately 69,723 people or 58% 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 south of Clinton Parkway and generally east of Kasold Drive.

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 $\frac{1}{4}$ mile buffer of transit stops and EJ population with zero vehicle households.

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

Fiscally constrained 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, and projects that are not limited to a specific point on a map. Table 15 shows the total 2019-2022 TIP projects, the TIP projects that were able to be mapped, and the mapped TIP projects that are within the EJ zones.

Table 15: Fiscally Constrained TIP Projects (Shown in \$1,000s)

| | Number of Projects | Total Project Cost |
|---|--------------------|--------------------|
| TIP Projects (2019-2022) | 20 | \$ 75,544 |
| TIP Projects Mapped (2019-2022) | 13 | \$ 37,513 |
| TIP Projects Mapped in EJ Zones (2019-2022) | 9 | \$ 31,320 |

*Total project costs includes project phases outside of the TIP years (2019-2022)

**Various Lawrence Sidewalk/Bike/Ped/ADA Ramps Projects are not mapped, but EJ prioritization is included in the selection of locations process, thus this project was included in the projects mapped in EJ Zones

Thirteen (13) projects were mapped in this 2019-2022 TIP, for a combined total of \$37.5 million. Of the 13 mapped projects in the TIP, 9 are considered EJ projects for the purpose of this analysis for a total improvement cost of \$31.3 million (as shown in Table 16). Approximately 83% of the total funding for the 13 mapped projects will be invested in EJ zones. These projects are completely or partially, on a road that is in an EJ zone or along an EJ zone border.

Table 16: EJ Zone Projects (Shown in \$1,000s)

| Project # | Project Name | Project Type | Total Project Cost | Miles of New Bikeway | Miles of New Sidewalk |
|--|---|------------------------------|--------------------|----------------------|-----------------------|
| 106 | Wakarusa Drive Extension | Road, Bridge | \$ 9,300 | 0 | 0 |
| 110 | 23rd St 2 Way Left Turn Lane | Road | \$ 1,800 | 0 | 0.21 |
| 113 | Lawrence CCLIP, US-40/ Tennessee St. Intersection | Road | \$ 279 | 0 | 0 |
| 214 | Wakarusa Reconstruction, Research Pkwy to 18th St | Road | \$ 2,800 | 0.19 | 0 |
| 229 | 19th Street Reconstruction, O'Connell Rd to Harper St | Road | \$ 2,825 | 0.5 | 0.5 |
| 234 | 23rd Street Reconstruction, Haskell to East City Limits | Road | \$ 9,750 | TBD | TBD |
| 249 | Bridge 1267-1200 replacement | Bridge | \$ 357 | 0 | 0 |
| 506 | Lawrence Safe Routes to School TA Phase 2 | Safe Routes to School (SRTS) | \$ 559 | 0 | 1.68 |
| 507 | Various Lawrence Sidewalk/Bike/Ped/ADA Ramps Projects | Enhancement | \$ 3,650 | TBD | TBD |
| *Total project cost includes project phases outside of the TIP years (2019-2022) Totals | | | \$ 31,320 | 0.7 | 2.4 |

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, many of the projects include new bikeway and sidewalk facilities. The projects included in the EJ zones include at least 0.7 miles of new bikeway facilities and 2.4 miles of new sidewalks. These numbers do not take into account facilities on 23rd St. Reconstruction: Haskell Ave. to East City Limits (234) or the Various Lawrence Sidewalk/Bike/Ped/ADA Ramps (507) projects as the miles have not been determined.

Project 507 – Various Lawrence Sidewalk/Bike/Ped/ADA Ramps – is a grouped project for the first dedicated funding for non-motorized projects in Lawrence. Approximately \$600,000 of local funding is available in 2019, increasing to \$1 million annually in 2021. This funding utilizes the Non-Motorized Projects Prioritization Policy to select projects.¹³ Distribution of projects in EJ zones is part of the selection process; therefore, projects this locally funded project will be distributed in EJ zones. Also \$303,000 of Community Development Block Grant (CDBG) was awarded to the City of Lawrence to address sidewalk and ADA ramp issues in the low/moderate income areas (a portion of the EJ zones). CDBG funding is competitively awarded annually. The City of Lawrence will continue to pursue additional CDBG funding. All of the local and federal funding used to build new miles of bikeway and sidewalk will improve 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 these 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.

¹³ <https://assets.lawrenceks.org/assets/boards/transportation-commission/NonMotorizedPolicy.pdf>

Figure 8: MPO Fiscally Constrained Programmed Roadway Projects in Relation to EJ Zones (Douglas County)

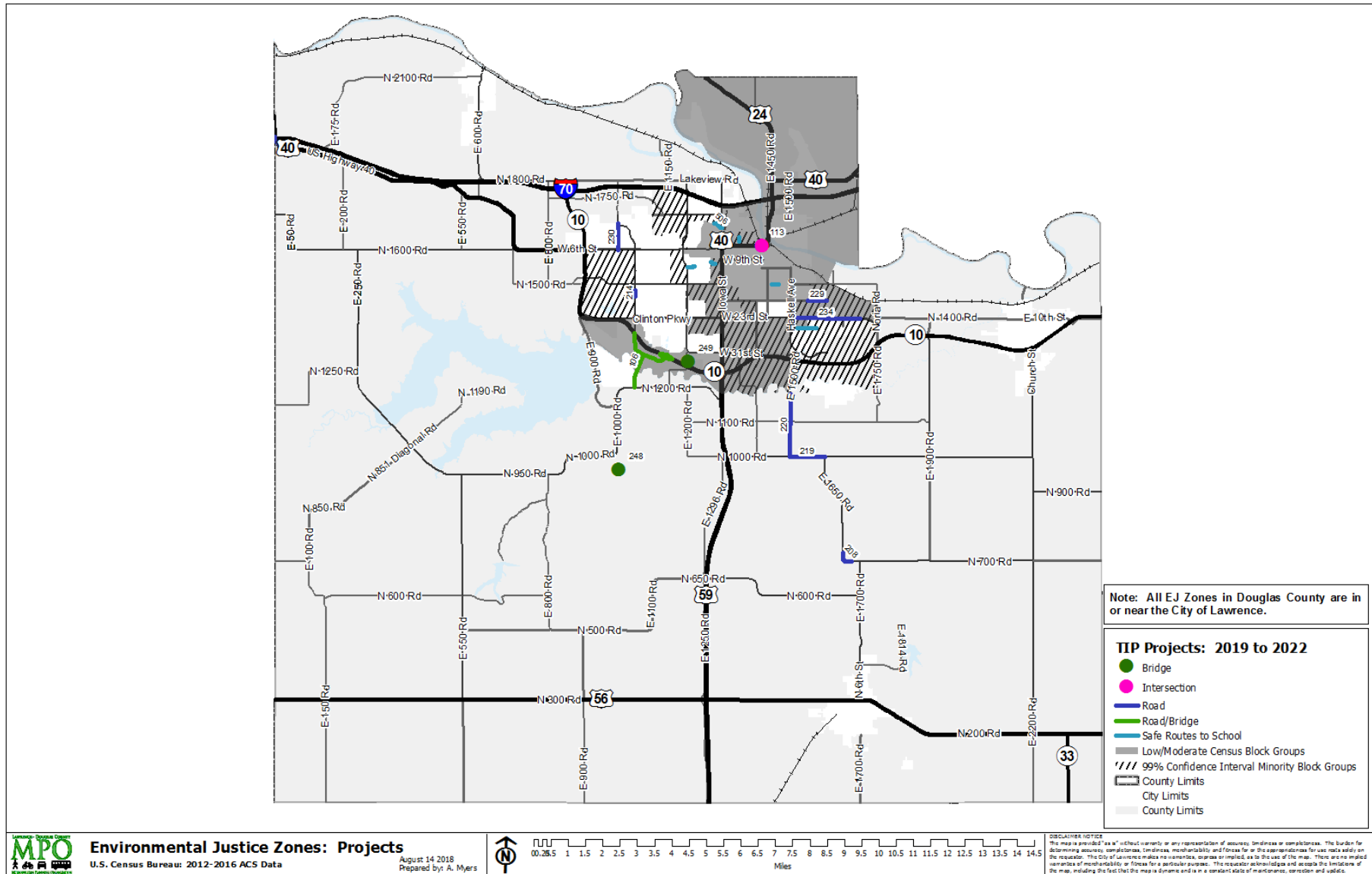
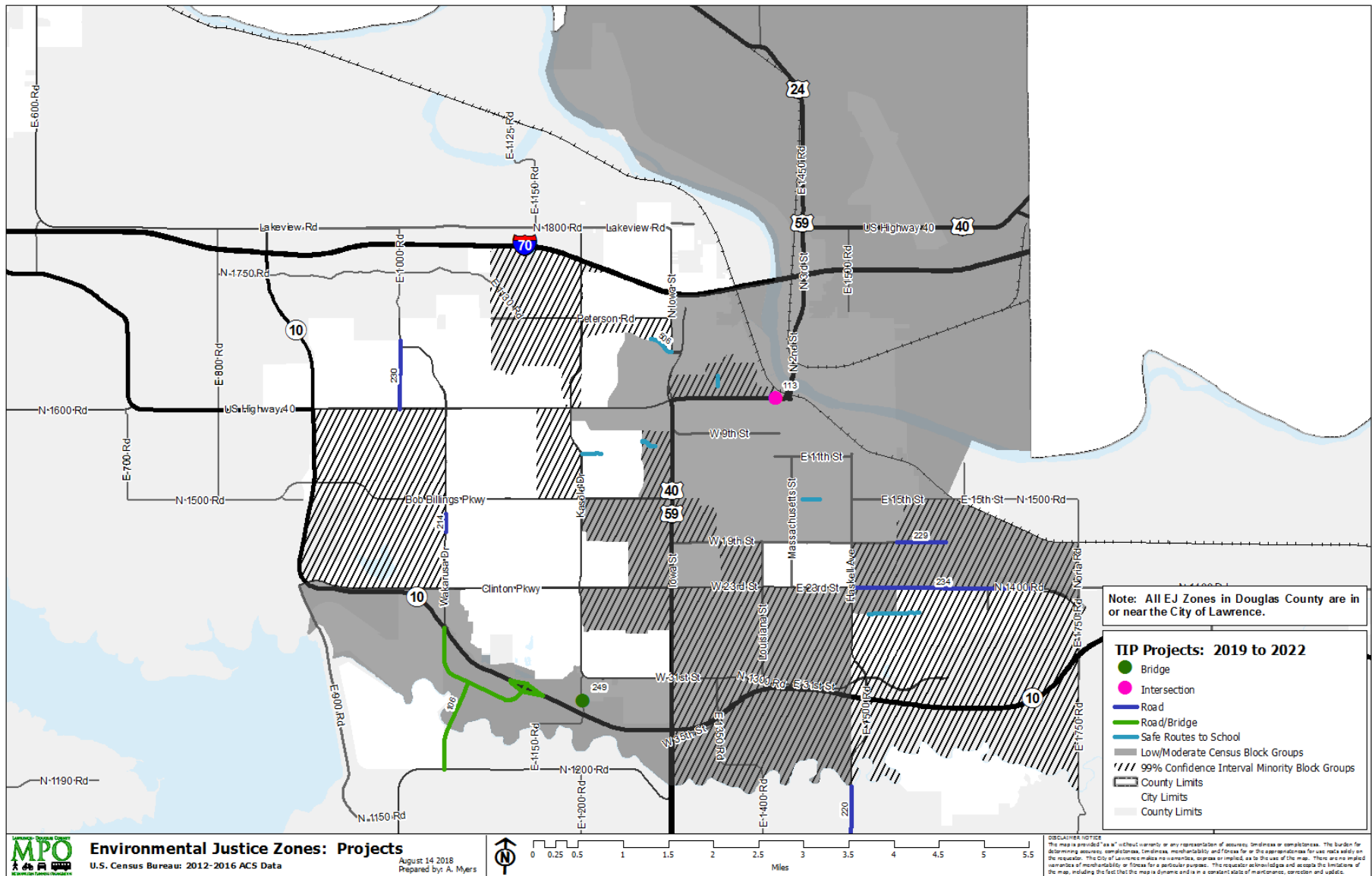


Figure 9: MPO Fiscally Constrained Programmed Roadway Projects in Relation to EJ Zones (Lawrence)



TIP Projects: Fixed Route Transit

Lawrence Transit & KU on Wheels 2018-2019 fixed routes are shown on Figure 10. Sixteen (16) or 84% of the current routes have 30 minute or less service during peak times. As resources becoming available, Lawrence Transit & KU on Wheels are transitioning all routes to 30 minute or less service during peak times. Route information can be accessed at 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 because 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 stops 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 11, approximately 60,500 people or 87% of people who live within the EJ zones are within ¼ mile of a transit stop. A ¼ mile is generally the distance people are comfortable walking. Thus, 87% of people who live within EJ zones have easy to access transit service, thereby expanding their mobility.

The darker red color within the zero vehicle households map (Figure 12) indicates a high concentration of zero vehicle households. The highest concentration of zero vehicle households is located at the southwest corner of Clinton Parkway and US-59/Iowa Street, which is also part of the EJ zone. Transit service is provided in this area. Other higher concentration areas of zero vehicle households are also located in EJ zones. Transit service is offered in many of the higher concentrated zero vehicle households and EJ zones. This provides more mobility and promotes movement of residents throughout Lawrence.

Figure 10: Fixed Route Transit Routes 2018-2019 in Relation to EJ Zones

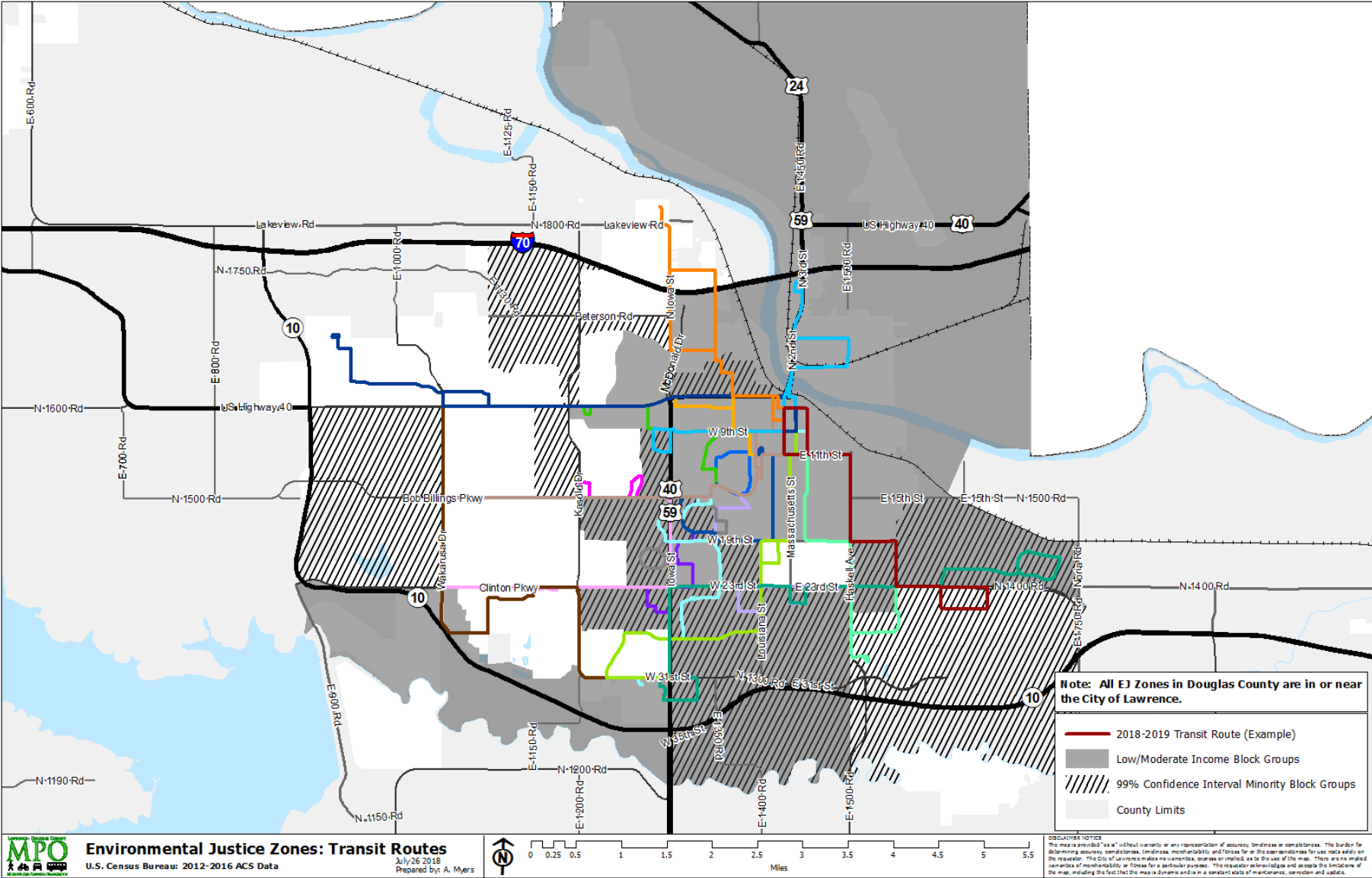


Figure 11: ¼ Mile Bus Stop Transit Sheds in Relation to EJ Zones

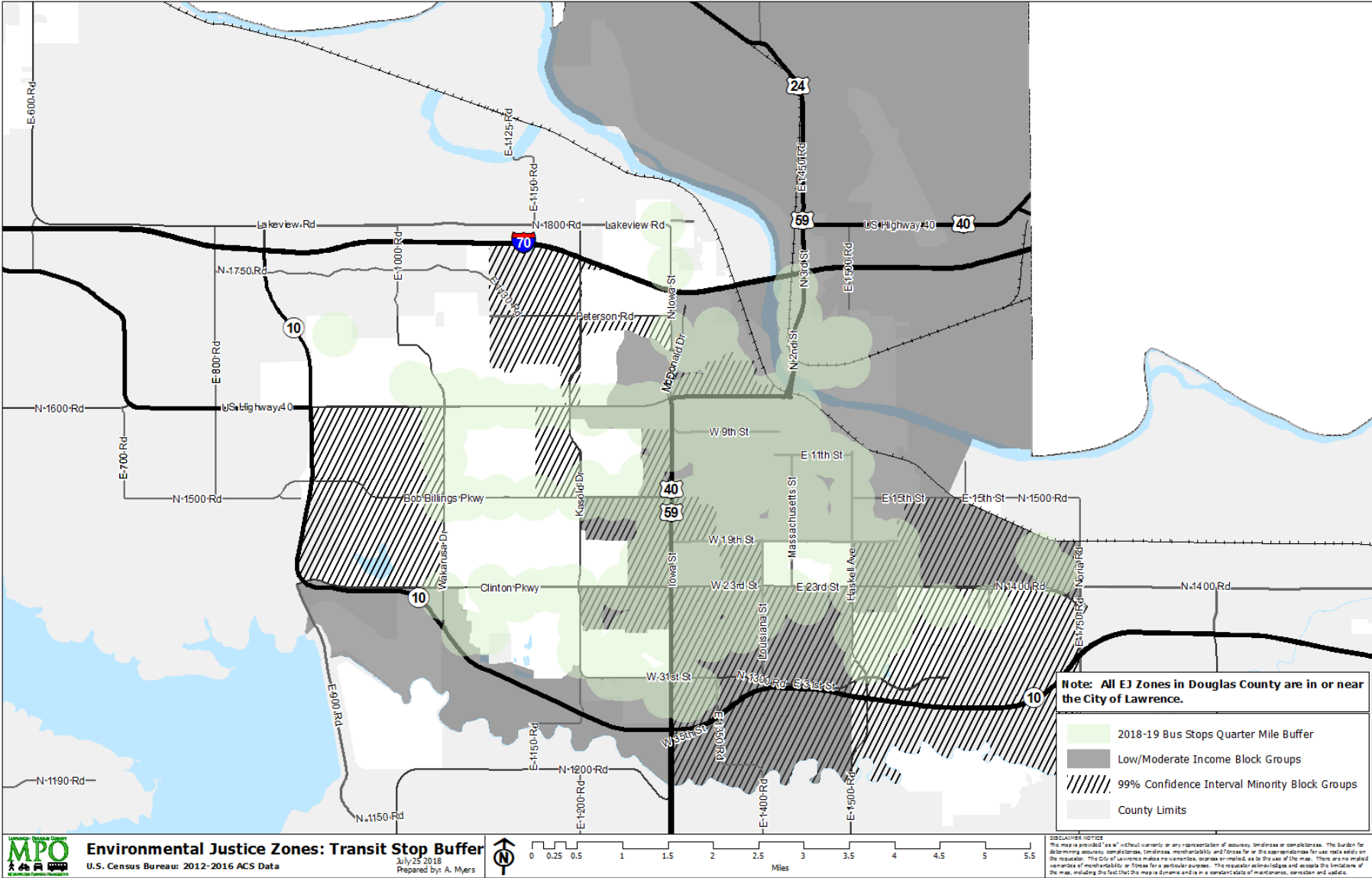
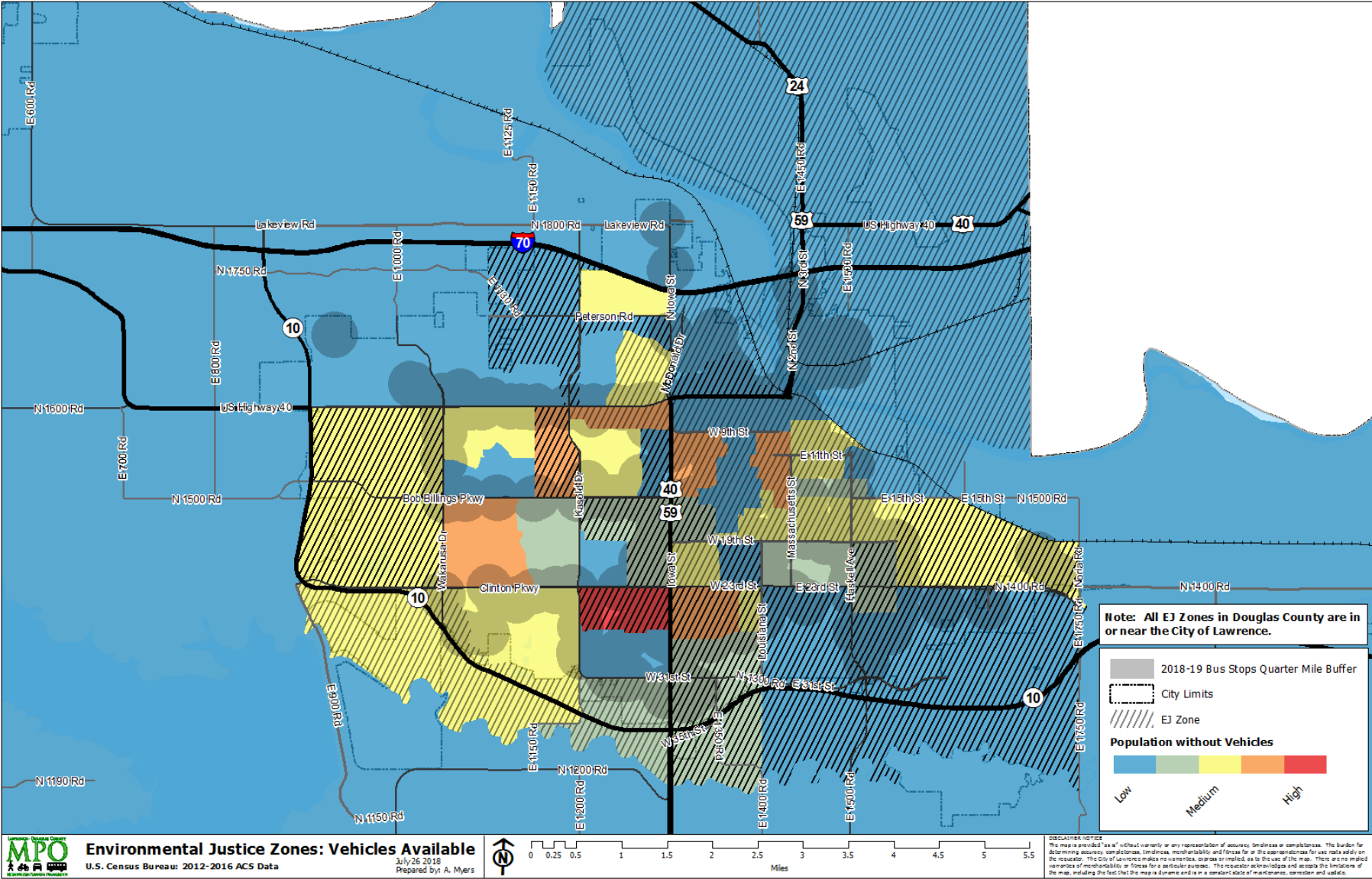


Figure 12: Zero Vehicle Households in Relation to EJ Zones



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

Appendix A – Planning and Engineering Factors for Local Project Consideration

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 2017-2020 TIP

Using the definitions listed above the following major projects from the previous 2017-2020 TIP were implemented between the start of 2017 and the approval date for this new 2019-2022 TIP. This current TIP covers 2019 to 2022 so some 2019 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 | Description | Year | Cost (in 1,000s) |
|-------|---------------------|--|-----------------------------|---|--|-----------|------------------|
| 103 | Bridge | US 56 Tauy Creek Drainage Bridge | KDOT | Bridge 1.95 miles east of US 59 & Tauy Creek Bridge 2.7 miles east of US-59 | Bridge Replacement | 2010-2013 | \$ 3,035 |
| 109 | Intersection | South Lawrence Trafficway/K-10 West Leg in DG Co. | KDOT | K-10: 2000 ft W of Junction K-10/E 1200 Rd to 1500 ft E of Junction of K-10/E 1200 Rd | Conversion of Standard Stop Controlled intersection to Right In - Right Out configuration. | 2016 | \$ 304 |
| 204 | Road | Kasold Reconstruction: 6th St to Bob Billings Pkwy | Lawrence | Kasold Drive: 6th St to Bob Billings Pkwy | Reconstruction of street will include subgrade treatment, concrete pavement, traffic signal at Kasold and Harvard, and multi-modal facilities. | 2014-2017 | \$ 6,500 |
| 205 | Road | 23rd Street (K-10) Access Point Consolidation | KDOT | 23rd St. (K-10) from US 59 (Iowa St.) E to O'Connell Rd. | Consolidation of Access Points. | 2016-2018 | \$ 316 |
| 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. | 2015-2018 | \$ 2,500 |
| 222 | Bridge | Bridge 1000-1638 Replacement | Douglas County | Rte 458 .38 mi east of Rte 1055 | Replace Rte 458 bridge over Coal Creek | 2013-2016 | \$ 938 |
| 224 | Bridge | Bridge 0064-0550 Replacement | Douglas County | Rte 1029 .6 mi north of N1 Rd | Replace bridge | 2016-2017 | \$ 686 |
| 225 | Culvert | Culvert 1500-1624 Replacement | Douglas County | N 1500 Rd/E 15th St. at E 1625 Rd intersection | Replace narrow culverts, channel improvements | 2016-2017 | \$ 500 |
| 226 | Intersection | Harvard & Wakarusa Roundabout | Lawrence | Harvard & Wakarusa Intersection | Convert All Way Stop controlled intersection to two lane roundabout/ | 2016 | \$ 2,214 |
| 232 | Intersection | 23rd & Ousdahl Storm Sewer Improvements | Lawrence | 23rd & Ousdahl Intersection | Geometric Improvements & Storm Sewer. | 2016-2017 | \$ 3,000 |
| 242 | Road | Access Consolidation on K-10 West of Ousdahl Rd | KDOT | K-10 W of Ousdahl Rd. | Access Improvements. | 2017 | \$ 80 |
| 243 | Road | US-56 Improvements from Eisenhower St to 1st St | KDOT | Eisenhower St to 1st St | Improvements to US-56 - Realign Eisenhower and construct 3 lane US-56 in Baldwin City. | 2017 | \$ 1,675 |
| 300 | Traffic Signal | Install Permanent Signal at K-10 at US-59/CR 458 | KDOT | K-10 at US-59/CR 458 | Installation of a permanent signal. | 2016-2017 | \$ 936 |
| 403 | Transit/Paratransit | Transit Capital Assistance | Lawrence Transit | Lawrence | Comprehensive Transportation Program. Purchase of replacement paratransit vehicles | 2015-2017 | \$ 3,363 |
| 409 | Transit/Paratransit | Cwood: FTA 5310 Capital Funds | Cottonwood Inc. | Lawrence | Purchase a Ramp Mini-Van. | 2018 | \$ 39 |
| 411 | Transit/Paratransit | Indep. Inc: FTA 5310 Capital Funds | Independence Inc. | | Full size van. | 2017 | \$ 59 |
| 413 | Transit/Paratransit | LPM: FTA 5310 Capital Funds | Lawrence Presbyterian Manor | Lawrence | Purchase a 14 Passenger Composite Small Transit Bus. | 2018 | \$ 65 |
| 414 | Transit/Paratransit | SRC DGCO: FTA 5310 Capital Funds | Resource Center for | Lawrence | Purchase a Ramp Mini-Van (\$38) and a Full Size Van (\$60). | 2018 | \$ 98 |

Table C-1: Completed Major Projects (Continued)

| TIP # | Project Type | Project Name | Project Sponsor | Location | Description | Year | Cost (in 1,000s) |
|-------|--------------|---|-----------------|--|---|-----------|------------------|
| 500 | Enhancement | Santa Fe Depot Restoration | Lawrence | 413 East 7th Street, Lawrence, KS | Revitalize the Santa Fe Depot site and building. | 2015-2018 | \$ 2,042 |
| 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. | 2015-2018 | \$ 285 |
| 503 | Enhancement | Eudora South Trail Phase 2 | Eudora | South Eudora from Eudora High School to Eudora Middle School | 10' wide shared use path that will have ADA ramps and create a safe access for residents of all ages. | 2016-2017 | \$ 354 |
| 504 | Enhancement | Lawrence Safe Routes to School TA | Lawrence | Various sidewalk in 2 locations, RRFB at approx. 9 locations | 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 | 2016-2018 | \$ 322 |
| 603 | Safety | 23rd St Access Management - 2246 Ohio St Driveway | Lawrence | 23rd Street & Ohio Street | Removal of driveway access to 23rd Street east of Ohio Street. | 2017 | \$ 9 |
| 703 | Other | Toll Feasibility Study for the SLT & K-10 Corridors | KDOT | I-10(KTA)/K-10 Junction to I-435/K-10 Junction | 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. | 2016 | \$ 188 |

Major Projects from the 2017-2020TIP That Were Significantly Delayed

Table C-2: Significantly Delayed Major Projects

| TIP # | Project Type | Project Name | Project Sponsor | Location | Description | Original Year | Currently Programmed Year in the TIP | Cost (in 1,000s) |
|-------|--------------|--|-----------------|--|--|---------------|--------------------------------------|------------------|
| 108 | Road | Wakarusa Reconstruction: Research Pkwy to 23rd St | Lawrence | Wakarusa: Research Pkwy to 23rd St | Reconstruction of street including pavement, storm sewer, sidewalks, bicycle facilities, and median. | 2020-2021 | 2022-2021 | \$ 6,500 |
| 208 | Road | Route 1055 at North 700 Curve | Douglas County | Route 1055 from 725 North to 1670 East | Roadside safety improvements, replace two bridges and one culvert. | 2017 | 2019-2020 | \$ 950 |
| 219 | Road | Rte 458 Improv., E1500 to E1600, & Rte 1055, N940 to N1000 | Douglas County | E1500 to E1600 & N940 to N1000 | Construct paved shoulders; replace narrow culvert; flatten roadside slope. | 2017-2019 | 2019-2021 | \$ 2,275 |
| 229 | Road | 19th Street Reconstruction, O'Connell to Harper | Lawrence | O'Connell to Harper | Reconstruct & tie into venture park, roundabout at 19th & harper, construct sidewalk & bike lanes. | 2016-2017 | 2018-2019 | \$ 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 available on the MPO website and is 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 2017 (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 Requested in TIP | Federal Funds Obligated in FFY 2017 | Federal Funds Obligated To Date | Federal Funds Remaining | Bike &/or Ped Elements | Project Status |
| 414 | | SRC DGCO: FTA 5310 Capital Funds (Capital - Full Size Van) | Senior Resource Center for Douglas County, Inc. | Lawrence | Transit/Paratransit | Purchase a full size van | 5310 | 48 | 48 | 48 | 0 | No | Ordered |
| 414 | | SRC DGCO: FTA 5310 Capital Funds (Capital - Ramp Accessible Minivan) | Senior Resource Center for Douglas County, Inc. | Lawrence | Transit/Paratransit | Purchase a ramp minivan | 5310 | 30 | 30 | 30 | 0 | No | Ordered |
| 409 | | Cwood: FTA 510 Capital Funds (Capital - Ramp Accessible Minivan) | Cottonwood, Inc. | Lawrence | Transit/Paratransit | Purchase a ramp minivan | 5310 | 31 | 31 | 31 | 0 | No | Ordered |
| 413 | | LPM: FTA 5310 Capital Funds (Capital - 14 passenger lift equipped bus) | Presbyterian Manors, Inc. d/b/a Topeka Presbyterian Manor | Lawrence | Transit/Paratransit | Purchase a 14 passenger composite small transit bus | 5310 | 47 | 49 | 49 | (2) | No | Ordered |
| 412 | 5307 FTA | Operating Funds | Lawrence Transit | Lawrence | Transit/Paratransit | Operating and Preventative Maintenance activities | 5307 | 2,166 | 1,724 | 1,724 | 442 | No | Active |
| 202 | C-4640-01 | Douglas County: RS 210 between Route 12 & RS 1277 | 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 | Grading and Culverts | HSIP | 525 | (23) | 476 | 49 | No | Closed |
| 503 | TE-0437-01 | Eudora: Eudora South Trail - Phase 2 | Eudora | Eudora South Trail - Phase 2 | 10' wide shared use path that will have ADA ramps and create a safe access for residents of all ages. | Pedestrian & Bicycle | TA | 262 | 262 | 262 | 0 | Yes | Active |
| 103 | KA-0033-01 | Bridge Replacement: MF Tauy Creek Dr Br (011) and (012) | KDOT | MF Tauy Creek Drainage Bridge (011) 1.95 Miles East of US-59; MF Tauy Creek Bridge (012) 2.7 Miles East of US-59 | Bridge Replacement based on a 44 ft. roadway | Bridge Replacement | STP | 2,758 | 635 | 2,758 | 0 | No | Closed |
| 104 | KA-0032-01 | Bridge Replacement: EF Tauy Creek Bridge (014) | KDOT | East Fork Tauy Creek Bridge (014): 4.15 Miles East of US-59 | One bridge replacement on US 56 over East Fork Tauy Creek. | Bridge Replacement | BR | 2,687 | 3 | 1,644 | 1,043 | No | Closed |
| 200 | K-8392-04 | K-10 Connection, from South Jct US-59/K-10 East to K-10 | KDOT | K-10 Connection, from South Junction US-59/K-10 East to K-10, South Lawrence Trafficway (SLT) | 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. | Special work, right of way | STP/NHPP | 171,454 | 909 | 176,087 | (4,633) | Yes | Completed |
| NA* | KA-4562-01 | Pavement Marking Project In Douglas County | KDOT | Pavement Marking on US-59 | Remove all deteriorated and existing pavement markings and replace with multi-component pavement marking. | Pavement marking | HSIP | 132 | 54 | 54 | 78 | No | Active |
| NA* | KA-4570-01 | Pavement Marking Project In Douglas County | KDOT | Pavement Marking on US-24 | Remove all deteriorated and existing pavement markings and replace with multi-component pavement marking. | Pavement marking | HSIP | 214 | 116 | 116 | 98 | No | Active |
| STHWY 60A | K-8392-01 | K-10 Connection, from South Jct US-59/K-10 East to K-10 | KDOT | K-10 Connection, from South Junction US-59/K-10 East to K-10 | PE and ROW acquisition for a 4-Lane Freeway Section with Interchanges at US-59, Haskell Avenue and K-10. PE for this project includes Environmental Documentation, Environmental Mitigation and project litigation as needed. | Special work, right of way | STP | 2,250 | (909) | 1,270 | 980 | No | Closed |
| 221 | U-0161-01 | City of Lawrence: 9th and Kentucky Intersection Improvements | Lawrence | 9th and Tennessee St Intersection | Install new traffic signal system | Signal Intersection Improvement | HSIP | 190 | 11 | 155 | 35 | No | Closed |
| 226 | U-0561-01 | Lawrence: Harvard and Wakarusa roundabout | Lawrence | Harvard and Wakarusa | Create a hybrid roundabout at Harvard and Wakarusa with N/S legs as 2 lane and E/W legs as 1 lane | Geometric/Intersection Improvements | HSIP | 600 | 600 | 600 | 0 | Yes | Active |
| 228 | U-0162-01 | Lawrence: 9th Street from Avalon to Arkansas St | Lawrence | 9th Street from Emory to Michigan | M&O Overlay and restriping 9th Street to provide two way left turn lane, traffic signal replacement for the signal at Emory, bike lanes and sidewalk. | Signal Intersection Improvement, bike/ped | HSIP | 325 | 25 | 278 | 47 | Yes | Closed |
| 500 | TE-0373-01 | Preservation of Historic Santa Fe Station in Lawrence | Lawrence | Preservation of Santa Fe Station located at 413 E 7th Street, Lawrence | Revitalize the Santa Fe Depot site and building | Special work | TA | 1,200 | 1,201 | 1,201 | (1) | No | Active |
| 502 | TE-0390-01 | Ped/Bike Path in the City of Lawrence (Haskell Rail Trail) | Lawrence | Ped/bike path: continuation of the existing Burroughs Creek Rail Trail at 23rd St to the proposed South Lawrence Trafficway Trail | Pave existing Haskell Rail Trail from 23rd St to 29th St (10 ft concrete trail) | Pedestrian & Bicycle | TA | 182 | (5) | 164 | 18 | Yes | Closed |

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
 SFP - Surface Transportation Program
 SRTS - Safe Routes to School
 TE/TA - Transportation Enhancement/Transportation Alternative

Note - Projects with * are from a master project in the STIP and are not included in our region's TIP.

Appendix E – TIP Public Participation

| Task | Date | March | April | May | June | July | August | September | October | November |
|--|---------------------------------|-------|-------|-----|------|------|--------|-----------|---------|----------|
| Discuss TIP development with KDOT, FHWA, & FTA | 3/30/18 | - | | | | | | | | |
| Implement updates (TIP form and database) | April | | | | | | | | | |
| Discuss TIP development & incorporation of PMs with TAC | TAC - 5/1/18 | | | | | | | | | |
| TIP project submission deadline to MPO staff | 6/8/18 | | | | | | | | | |
| Develop new TIP | 6/8/18 - 8/7/18 | | | | | | | | | |
| Send draft to KDOT, FHWA, and FTA for review | 8/7/18 - 8/14/18 | | | | | | | | | |
| 30 day public comment period* | 8/15/18 - 9/14/18 | | | | | | | | | |
| Incorporate public comments | 9/14/18 - 9/18/18 | | | | | | | | | |
| Revised draft back to KDOT, FHWA, and FTA | 9/18/18 - 9/21/18 | | | | | | | | | |
| TAC/MPO Policy Board consideration of incorporating public comments into final TIP | TAC - 10/2/18 MPO - 10/18/18 | | | | | | | | | |
| Pending Policy Board approval post online and send to KDOT, FHWA, and FTA | 10/18/18 | | | | | | | | | |
| 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, Leocompton City Hall, and MPO Office, send to TAC and Policy Board for review

| | Public Comment Period | # of Public Comments | TAC Action | Policy Board Action |
|--------------------------|-----------------------|----------------------|-----------------|---------------------|
| Original Approval | 8/15/18 - 9/14/18 | 0 | October 2, 2018 | October 18, 2018 |

TIP public comments and MPO staff responses can be viewed at www.lawrenceks.org/mpo/tip/comments.

Appendix F – Summary of TIP Amendments & Administrative Revisions

A summary of amendment changes will be inserted here when applicable.

Appendix G– TIP Project Listings

| | | | | | | |
|---|------------------|--|-----|--------------------|---|----------------------|
| | | 13 | 14 | 15 | 16 | |
| 1 | Project Sponsor: | Douglas County | 7 | Project Name: | Wakarusa Drive Extension | |
| 2 | TIP #: | 106 | 8 | KDOT #: | | |
| 3 | Length (mi): | 1.70 | 9 | Location: | Rte 458 to planned K-10 interchange at Wakarusa Dr | |
| 4 | Project Type: | Road, Bridge | 10 | Work Type: | Grading, Bridge, Surfacing | |
| 5 | Date Added: | 10/2016 | 11 | Last Revised: | 10/2018 | |
| 6 | 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 | | 12 | Comments: Construction contingent on KDOT construction of K-10 interchange at Wakarusa Drive. Changed TIP # from 100 to 106 in 2/2017 - Bridge const. 2021; road const. 2022; Douglas County & Lawrence would partner on project. | |
| | | 17 | 18 | | 19 | |
| | | Federal Total: | \$0 | Non-Federal Total: | \$9,300 | Grand Total: \$9,300 |

| | | | | | | | |
|----|------------------|---|---------------------------------|-----------------------------|-----------------------|--|---------------------------------|
| 1 | Project Sponsor: | Agency responsible for project | | - Access Management | - Planning | - Enhanced Mobility of Seniors and Individuals with Disabilities (5310) | |
| 2 | TIP #: | MPO assigned number based on project type: | | - Bridge Rehabilitation | - Reconstruction | - Bus and Bus Facilities (5339) Program | |
| | | - 100 – Roadway/Intersection | - 500 – Enhancement | - Bridge Replacement | - Redeck Bridge | - State of Kansas Funding (State) | |
| | | - 200 – Bridges | - 600 – Safety | - Capital | - Safety | - Local Government Funding (Local) - County and City funds from local property and sales taxes | |
| | | - 300 – ITS | - 700 – Other – studies | - Geometric Improvement | - Seeding | | |
| | | - 400 – Transit/Paratransit | | - Grading | - Signage | 15 | Phase: |
| 3 | Length (mi): | Measures the length or distance of the project | | - Mill/Overlay | - Signal | - CONST – Construction | - UTIL – Utilities |
| 4 | Project Type: | Classified into categories: | | - Operating | - Special Work | - PE – Preliminary Engineering | - CAPITAL – Transit Capital |
| | | - Bridge | - Road | - Other | - Surfacing | - ROW – Right of Way | - OPERATING – Transit Operating |
| | | - Enhancement | - Safe Routes To Schools (SRTS) | - Pedestrian & Bicycle Work | - Vehicle Replacement | 16 | Funding: |
| | | - Interchange | - Safety | | | Federal, State, or Local funding shown in 1,000s | |
| | | - Intersection | - Traffic Signal | | | 17 | Federal Total: |
| | | - ITS | - Transit/Paratransit | | | Total federal funding | |
| 5 | Date Added: | Date incorporated into the TIP | | 11 | Last Revised: | Date of most recent project adjustment and amendment/revision number | |
| 6 | Description: | Brief definition of the range of the project's work and tasks included | | 12 | Comments: | Include notes or observations about the project, not included in the other categories. | |
| 7 | Project Name: | General project name to identify the project | | 13 | FFY: | Federal Fiscal Year – October 1 – September 30 | |
| 8 | KDOT #: | Assigned by KDOT for each state administered and/or funded project (including projects for which KDOT provides federal money to the local government) | | 14 | Fund Source: | Community Development Block Grant (CDBG) | |
| 9 | Location: | Identifies the starting and ending point of project | | | | National Highway Performance Program (NHPP) | |
| 10 | Work Type: | Classified into categories: | | | | Surface Transportation Program (STP) | |
| | | | | | | Highway Safety Improvement Program (HSIP) | |
| | | | | | | Railway-Highway Crossings (set-aside from HSIP) | |
| | | | | | | Transportation Alternatives (TA) –includes Safe Routes To School funding | |
| | | | | | | Urban Area Formula Grants (5307) | |
| | | | | | | Rural Area Formula Grants (5311) | |

Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Douglas County

Project Name: Wakarusa Drive Extension

TIP #: 106

KDOT #:

Length (mi): 1.70

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

Project Type: Road, Bridge

Work Type: Grading, Bridge, Surfacing

Date Added: 10/2016

Last Revised: 10/2018

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

Comments:

Construction contingent on KDOT construction of K-10 interchange at Wakarusa Drive. Changed TIP # from 100 to 106 in 2/2017 - Bridge const. 2021; road const. 2022; Douglas County & Lawrence would partner on project.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2019 | Local | PE | \$0 | \$0 | \$700 |
| 2020 | Local | ROW | \$0 | \$0 | \$300 |
| 2020 | Local | UTIL | \$0 | \$0 | \$100 |
| 2021 | Local | CONST | \$0 | \$0 | \$3,200 |
| 2022 | Local | CONST | \$0 | \$0 | \$5,000 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$9,300 | Grand Total: | \$9,300 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|

Project Sponsor: Lawrence

Project Name: Kasold Reconstruction, Clinton Pkwy to HyVee

TIP #: 107

KDOT #:

Length (mi): 0.20

Location: Kasold from 22nd St to Clinton Pkwy

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 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$1,100 | Grand Total: | \$1,100 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|

Lawrence-Douglas County MPO
FFY 2019 - 2022 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 2 Way Left Turn Lane

TIP #: 110

KDOT #: KA-4473-04

Length (mi): 0.32

Location: 23rd St: Louisiana St to Massachusetts St

Project Type: Road

Work Type: Special Work

Date Added: 2/2017

Last Revised: 10/2018

Description:

Construction of a 2 way left turn lane on 23rd St from Louisiana St to Massachusetts St.

Comments:

This project is part of the 23rd St KDOT/City turn back agreement. Agreement #385-16 was executed 4/24/17.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2018 | State | CONST | \$0 | \$500 | \$0 |
| 2018 | Local | CONST | \$0 | \$0 | \$1,300 |

Federal Total: \$0 **Non-Federal Total:** \$1,800 **Grand Total:** \$1,800

Project Sponsor: KDOT

Project Name: Access Consolidation on 23rd St East of Naismith Dr.

TIP #: 112

KDOT #: K-9667-12

Length (mi): 0.12

Location: Approx. 450 ft east of Naismith Dr

Project Type: Road

Work Type: Access Management

Date Added: 2/2018

Last Revised: 10/2018

Description:

Consolidate two existing access points to one access approx. 450 ft east of Naismith Dr. Also constructing a right turn lane into a grocery store.

Comments:

Last access management project for 23rd St. KDOT to fund 100% of actual construction costs not to exceed \$103,513.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|-------|
| 2018 | State | CONST | \$0 | \$104 | \$0 |
| 2018 | Local | CONST | \$0 | \$0 | \$10 |

Federal Total: \$0 **Non-Federal Total:** \$114 **Grand Total:** \$114

Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT

Project Name: Lawrence CCLIP, US-40/
Tennessee St. Intersection

TIP #: 113

KDOT #: KA-4767-01

Length (mi): 0.10

Location: US-40/Tennessee St. Intersection

Project Type: Road

Work Type: Other

Date Added: 8/2018

Last Revised:

Description:

Construct new right turn lane eastbound
to southbound

Comments:

Program addition. The CONST phase will utilize AC
in the amount of \$191.6k with conversion to NHPP
in 2020.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|------------|---------|---------|-------|
| 2018 | State | PE | \$0 | \$16 | \$0 |
| 2018 | Local | PE | \$0 | \$0 | \$4 |
| 2019 | State | ROW | \$0 | \$8 | \$0 |
| 2019 | Local | ROW | \$0 | \$0 | \$2 |
| 2019 | State | UTIL | \$0 | \$8 | \$0 |
| 2019 | Local | UTIL | \$0 | \$0 | \$2 |
| 2019 | State-AC | CONST | \$0 | \$192 | \$0 |
| 2019 | Local | CONST | \$0 | \$0 | \$47 |
| 2020 | NHPP | CONVERSION | \$192 | \$0 | \$0 |
| 2020 | Credit | OTHER | \$0 | (\$192) | \$0 |

| | | | | | |
|-----------------------|-------|---------------------------|------|---------------------|-------|
| Federal Total: | \$192 | Non-Federal Total: | \$87 | Grand Total: | \$279 |
|-----------------------|-------|---------------------------|------|---------------------|-------|

Project Sponsor: KDOT

Project Name: US-40 Mill/Overlay, SN/DG CO to
0.15 Miles W of E50thRd

TIP #: 134

KDOT #: KA-05046-01

Length (mi): 0.53

Location: Shawnee/Douglas County Line to 0.15
Miles West of County Road E50th Road

Project Type: Road

Work Type: Mill/Overlay, Surfacing

Date Added: 10/2018

Last Revised:

Description:

0.5 Inch Cold Mill, 1.5 Inch Overlay and
Edge Wedge Rock on Shoulders

Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|-------|
| 2018 | State | PE | \$0 | \$1 | \$0 |
| 2019 | STP | CONST | \$54 | \$0 | \$0 |
| 2019 | State | CONST | \$0 | \$13 | \$0 |

| | | | | | |
|-----------------------|------|---------------------------|------|---------------------|------|
| Federal Total: | \$54 | Non-Federal Total: | \$14 | Grand Total: | \$68 |
|-----------------------|------|---------------------------|------|---------------------|------|

Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

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: 10/2018

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 | State | PE/R/U/C/CE | \$0 | \$37,123 | \$0 |
| 2016 | STP/NHPP | PE | \$7,337 | \$0 | \$0 |
| 2016 | STP/NHPP | UTIL | \$12,640 | \$0 | \$0 |
| 2016 | STP/NHPP | CONST/CE | \$129,000 | \$0 | \$0 |

| | | | | | |
|-----------------------|-----------|---------------------------|----------|---------------------|-----------|
| Federal Total: | \$148,977 | Non-Federal Total: | \$37,123 | Grand Total: | \$186,100 |
|-----------------------|-----------|---------------------------|----------|---------------------|-----------|

Project Sponsor: Lawrence

Project Name: 19th Street, Naismith to Iowa Reconstruction

TIP #: 203

KDOT #:

Length (mi): 0.50

Location: 19th St from Iowa St to Naismith Dr

Project Type: Road

Work Type: Grading, Surfacing

Date Added: 10/2014

Last Revised: 10/2018

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 | \$300 |
| 2018 | Local | CONST | \$0 | \$0 | \$3,475 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$3,775 | Grand Total: | \$3,775 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|



Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Douglas County

TIP #: 208

Length (mi): 0.75

Project Type: Road

Date Added: 10/2014

Description:

Roadside safety improvements, replace two bridges and one culvert.

Project Name: Route 1055 at North 700 Curve

KDOT #:

Location: Route 1055 from 725 North to 1670 East

Work Type: Rehabilitation, Bridge Replacement

Last Revised: 10/2018

Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2020 | Local | ROW | \$0 | \$0 | \$25 |
| 2020 | Local | UTIL | \$0 | \$0 | \$100 |
| 2020 | Local | CONST | \$0 | \$0 | \$1,325 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$1,450 | Grand Total: | \$1,450 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|

Project Sponsor: Lawrence

TIP #: 214

Length (mi): 0.19

Project Type: Road

Date Added: 10/2016

Description:

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

Project Name: Wakarusa Reconstruction, Research Pkwy to 18th St

KDOT #:

Location: Wakarusa: Research Pkwy to 18th St

Work Type: Reconstruction

Last Revised: 10/2018

Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2022 | Local | PE | \$0 | \$0 | \$400 |
| 2022 | Local | CONST | \$0 | \$0 | \$2,400 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$2,800 | Grand Total: | \$2,800 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|



Lawrence-Douglas County MPO
FFY 2019 - 2022 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 Improv., E1500 to E1600, & Rte 1055, N940 to N1000
TIP #: 219
KDOT #:
Length (mi): 1.60
Location: E1500 to E1600 & N940 to N1000
Project Type: Road
Work Type: Grading, Surfacing
Date Added: 8/2015
Last Revised: 10/2018
Description:
Construct paved shoulders; replace narrow culvert; flatten roadside slope.
Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2020 | Local | ROW | \$0 | \$0 | \$125 |
| 2021 | Local | UTIL | \$0 | \$0 | \$250 |
| 2021 | Local | CONST | \$0 | \$0 | \$1,900 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$2,275 | Grand Total: | \$2,275 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|

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: 10/2018
Description:
Construct paved shoulders; replace narrow culvert; flatten roadside slope.
Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2018 | Local | ROW | \$0 | \$0 | \$75 |
| 2019 | Local | UTIL | \$0 | \$0 | \$225 |
| 2019 | Local | CONST | \$0 | \$0 | \$1,950 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$2,250 | Grand Total: | \$2,250 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|

Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 229

Length (mi): 0.54

Project Type: Road

Date Added: 8/2015

Description:

Reconstruct & tie into venture park, roundabout at 19th & Harper, construct sidewalk & bike lanes.

Project Name: 19th Street Reconstruction, O'Connell Rd to Harper St

KDOT #:

Location: O'Connell Rd to Harper St

Work Type: Reconstruction

Last Revised: 10/2018

Comments:

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

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2019 | Local | PE | \$0 | \$0 | \$275 |
| 2019 | Local | ROW | \$0 | \$0 | \$50 |
| 2021 | Local | CONST | \$0 | \$0 | \$2,500 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$2,825 | Grand Total: | \$2,825 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|

Project Sponsor: Lawrence

TIP #: 230

Length (mi): 0.75

Project Type: Road

Date Added: 8/2015

Description:

Construct Queens Road, roundabout at Overland Dr & Queens Rd, construct sidewalk & bike lanes.

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

KDOT #:

Location: 6th St to North City Limits

Work Type: Reconstruction

Last Revised: 10/2018

Comments:

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

Updated project description to include roundabout at Overland/Queens.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2015 | Local | ROW | \$0 | \$0 | \$600 |
| 2016 | Local | PE | \$0 | \$0 | \$200 |
| 2019 | Local | CONST | \$0 | \$0 | \$3,000 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$3,800 | Grand Total: | \$3,800 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|

Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

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

TIP #: 234 **KDOT #:** KA-4473-01

Length (mi): 2.01 **Location:** Haskell Ave to East City Limits

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

Date Added: 8/2015 **Last Revised:** 2/2017

Description:
 Reconstruction of street including pavement, storm sewer, geometric improvements and multimodal facilities.

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 |
|-----------------------|-------------|-------|---------|-----------------------------------|-----------------------------|
| 2020 | Local | PE | \$0 | \$0 | \$500 |
| 2021 | State | CONST | \$0 | \$2,000 | \$0 |
| 2021 | Local | CONST | \$0 | \$0 | \$2,500 |
| 2022 | State | CONST | \$0 | \$2,000 | \$0 |
| 2022 | Local | CONST | \$0 | \$0 | \$2,750 |
| Federal Total: | | | \$0 | Non-Federal Total: \$9,750 | Grand Total: \$9,750 |

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

TIP #: 236 **KDOT #:** KA-3634-02

Length (mi): 1.20 **Location:** I-70/K10 Junction South to 3500 ft N of K-10/US-40 Junction

Project Type: Road/Interchange **Work Type:** Interchange/Reconstruction

Date Added: 1/2016 **Last Revised:** 10/2018

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.

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

| FFY | Fund Source | Phase | Federal | State | Local |
|-----------------------|-------------|-------|---------|-----------------------------------|-----------------------------|
| 2016 | State | PE | \$0 | \$4,200 | \$0 |
| Federal Total: | | | \$0 | Non-Federal Total: \$4,200 | Grand Total: \$4,200 |

Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

| Project Sponsor: KDOT | Project Name: SLT/K-10 West Leg in Douglas County | <table><tr><th>FFY</th><th>Fund Source</th><th>Phase</th><th>Federal</th><th>State</th><th>Local</th></tr><tr><td>2018</td><td>State</td><td>PE</td><td></td><td>\$0</td><td>\$10,800</td></tr><tr><td colspan="3"></td><td></td><td></td><td>\$0</td></tr></table> | FFY | Fund Source | Phase | Federal | State | Local | 2018 | State | PE | | \$0 | \$10,800 | | | | | | \$0 |
|--|--|---|-----------------------|---------------------|---------------------------|----------|---------------------|----------|------|-------|----|--|-----|----------|--|--|--|--|--|-----|
| FFY | Fund Source | Phase | Federal | State | Local | | | | | | | | | | | | | | | |
| 2018 | State | PE | | \$0 | \$10,800 | | | | | | | | | | | | | | | |
| | | | | | \$0 | | | | | | | | | | | | | | | |
| TIP #: 237 | KDOT #: KA-3634-03 | | | | | | | | | | | | | | | | | | | |
| Length (mi): 7.00 | Location: 3500 ft N of K-10/US-40 Junction,to K-10 US-59/Iowa St Junction | | | | | | | | | | | | | | | | | | | |
| Project Type: Road/Interchange | Work Type: Interchange/Reconstruction | | | | | | | | | | | | | | | | | | | |
| Date Added: 1/2016 | Last Revised: 10/2018 | | | | | | | | | | | | | | | | | | | |
| Description: 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] | Comments: Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$164,465K. This estimate should be used for planning purposes only. | | | | | | | | | | | | | | | | | | | |
| | | <table><tr><td>Federal Total:</td><td>\$0</td><td>Non-Federal Total:</td><td>\$10,800</td><td>Grand Total:</td><td>\$10,800</td></tr></table> | Federal Total: | \$0 | Non-Federal Total: | \$10,800 | Grand Total: | \$10,800 | | | | | | | | | | | | |
| Federal Total: | \$0 | Non-Federal Total: | \$10,800 | Grand Total: | \$10,800 | | | | | | | | | | | | | | | |

| Project Sponsor: Douglas County | Project Name: Bridge 0964-1000 replacement | <table><tr><th>FFY</th><th>Fund Source</th><th>Phase</th><th>Federal</th><th>State</th><th>Local</th></tr><tr><td>2020</td><td>Local</td><td>PE</td><td></td><td>\$0</td><td>\$0</td></tr><tr><td>2020</td><td>Local</td><td>ROW</td><td></td><td>\$0</td><td>\$15</td></tr><tr><td>2021</td><td>Local</td><td>UTIL</td><td></td><td>\$0</td><td>\$75</td></tr><tr><td>2021</td><td>Local</td><td>CONST</td><td></td><td>\$0</td><td>\$1,600</td></tr></table> | FFY | Fund Source | Phase | Federal | State | Local | 2020 | Local | PE | | \$0 | \$0 | 2020 | Local | ROW | | \$0 | \$15 | 2021 | Local | UTIL | | \$0 | \$75 | 2021 | Local | CONST | | \$0 | \$1,600 |
|--|---|--|-----------------------|---------------------|---------------------------|---------|---------------------|---------|------|-------|----|--|-----|-----|------|-------|-----|--|-----|------|------|-------|------|--|-----|------|------|-------|-------|--|-----|---------|
| FFY | Fund Source | Phase | Federal | State | Local | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2020 | Local | PE | | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2020 | Local | ROW | | \$0 | \$15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021 | Local | UTIL | | \$0 | \$75 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021 | Local | CONST | | \$0 | \$1,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TIP #: 248 | KDOT #: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Length (mi): 0.15 | Location: E 1000 Road 0.4 mi. South of Route 458 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Type: Bridge | Work Type: Bridge Replacement, Grading | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date Added: 10/2018 | Last Revised: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description: Replace load posted, fracture critical bridge | Comments: Funding amounts assume all Local funding. Will apply for Off System bridge replacement Federal funding. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table><tr><td>Federal Total:</td><td>\$0</td><td>Non-Federal Total:</td><td>\$1,800</td><td>Grand Total:</td><td>\$1,800</td></tr></table> | Federal Total: | \$0 | Non-Federal Total: | \$1,800 | Grand Total: | \$1,800 | | | | | | | | | | | | | | | | | | | | | | | | |
| Federal Total: | \$0 | Non-Federal Total: | \$1,800 | Grand Total: | \$1,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Lawrence-Douglas County MPO
FFY 2019 - 2022 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 1267-1200 replacement

TIP #: 249 **KDOT #:**

Length (mi): 0.10 **Location:** 0.3 mi. South of 31st & Kasold on E 1200 Rd

Project Type: Bridge **Work Type:** Bridge Replacement, Grading

Date Added: 10/2018 **Last Revised:**

Description:
 Replace existing bridge with structural stability concerns **Comments:**
 Bridge to be replaced with precast concrete structure. Virtually no road improvements.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|-------|
| 2018 | Local | PE | \$0 | \$0 | \$2 |
| 2019 | Local | CONST | \$0 | \$0 | \$355 |

Federal Total: \$0 **Non-Federal Total:** \$357 **Grand Total:** \$357

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:** 8/2018

Description:
 Operating **Comments:**
 2017 – 5311 Admin- \$25, Local Admin \$6; 2018 – 5311 Admin- \$32, Local Admin \$8; 2019 – 5311 Admin- \$32, Local Admin \$8

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-----------|---------|-------|-------|
| 2017 | Local | OPERATING | \$0 | \$0 | \$23 |
| 2017 | State | OPERATING | \$0 | \$11 | \$0 |
| 2017 | 5311 | OPERATING | \$54 | \$0 | \$0 |
| 2018 | Local | OPERATING | \$0 | \$0 | \$34 |
| 2018 | State | OPERATING | \$0 | \$23 | \$0 |
| 2018 | 5311 | OPERATING | \$57 | \$0 | \$0 |
| 2019 | Local | OPERATING | \$0 | \$0 | \$33 |
| 2019 | State | OPERATING | \$0 | \$22 | \$0 |
| 2019 | 5311 | OPERATING | \$55 | \$0 | \$0 |

Federal Total: \$166 **Non-Federal Total:** \$146 **Grand Total:** \$312

Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit **Project Name:** Lawrence Transit 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 | OPERATING | \$0 | \$0 | \$13 |
| 2012 | 5307 | OPERATING | \$50 | \$0 | \$0 |
| 2014 | Local | OPERATING | \$0 | \$0 | \$18 |
| 2014 | 5307 | OPERATING | \$100 | \$0 | \$0 |
| 2015 | Local | OPERATING | \$0 | \$0 | \$18 |
| 2015 | 5307 | OPERATING | \$100 | \$0 | \$0 |
| 2016 | Local | OPERATING | \$0 | \$0 | \$1,524 |
| 2016 | 5307 | OPERATING | \$2,135 | \$0 | \$0 |
| Federal Total: | | | \$2,385 | Non-Federal Total: \$1,573 | Grand Total: \$3,958 |

Project Sponsor: Lawrence Transit **Project Name:** Lawrence 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:** 10/2018

Description:
 Comprehensive Transportation Program. Purchase of replacement paratransit vehicles.

Comments:
 StateCTP

| FFY | Fund Source | Phase | Federal | State | Local |
|-----------------------|-------------|-----------|---------|-----------------------------------|-----------------------------|
| 2018 | State-PT | CAPITAL | \$0 | \$500 | \$0 |
| 2018 | State-PT | OPERATING | \$0 | \$699 | \$0 |
| 2019 | State-PT | CAPITAL | \$0 | \$500 | \$0 |
| 2019 | State-PT | OPERATING | \$0 | \$759 | \$0 |
| 2020 | State-PT | CAPITAL | \$0 | \$500 | \$0 |
| 2020 | State-PT | OPERATING | \$0 | \$759 | \$0 |
| 2021 | State-PT | CAPITAL | \$0 | \$500 | \$0 |
| 2021 | State-PT | OPERATING | \$0 | \$759 | \$0 |
| Federal Total: | | | \$0 | Non-Federal Total: \$4,976 | Grand Total: \$4,976 |

Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit

Project Name: Lawrence Multi-Modal Center

TIP #: 410

KDOT #:

Length (mi):

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 7/2016

Last Revised: 10/2018

Description:

Transit Facility

Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2018 | Local | PE | \$0 | \$0 | \$1,000 |
| 2019 | Local | CONST | \$0 | \$0 | \$1,000 |
| 2020 | Local | CONST | \$0 | \$0 | \$2,000 |

| | | | | | |
|-----------------------|-----|---------------------------|---------|---------------------|---------|
| Federal Total: | \$0 | Non-Federal Total: | \$4,000 | Grand Total: | \$4,000 |
|-----------------------|-----|---------------------------|---------|---------------------|---------|

Project Sponsor: Lawrence Transit

Project Name: Lawrence Transit Operating Funds

TIP #: 412

KDOT #: 5307 FTA

Length (mi):

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Operating

Date Added: 10/2014

Last Revised: 10/2018

Description:

Operating and Preventative Maintenance activities.

Comments:

Federal Transit 5307 Funds. 2018-2022 amounts are projected. Linked with project #402.

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-----------|---------|-------|---------|
| 2017 | Local | OPERATING | \$0 | \$0 | \$1,524 |
| 2017 | 5307 | OPERATING | \$2,135 | \$0 | \$0 |
| 2018 | Local | OPERATING | \$0 | \$0 | \$1,690 |
| 2018 | 5307 | OPERATING | \$2,237 | \$0 | \$0 |
| 2019 | Local | OPERATING | \$0 | \$0 | \$1,775 |
| 2019 | 5307 | OPERATING | \$2,350 | \$0 | \$0 |
| 2020 | Local | OPERATING | \$0 | \$0 | \$1,864 |
| 2020 | 5307 | OPERATING | \$2,468 | \$0 | \$0 |
| 2021 | Local | OPERATING | \$0 | \$0 | \$1,957 |
| 2021 | 5307 | OPERATING | \$2,591 | \$0 | \$0 |
| 2022 | Local | OPERATING | \$0 | \$0 | \$2,055 |
| 2022 | 5307 | OPERATING | \$2,720 | \$0 | \$0 |

| | | | | | |
|-----------------------|----------|---------------------------|----------|---------------------|----------|
| Federal Total: | \$14,501 | Non-Federal Total: | \$10,865 | Grand Total: | \$25,366 |
|-----------------------|----------|---------------------------|----------|---------------------|----------|



Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Bert Nash
Community Mental
Health Center

TIP #: 415

Length (mi): 0.00

Project Name: Bert Nash, FTA 5310 Capital Funds

KDOT #:

Location: Lawrence

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|---------|---------|-------|-------|
| 2019 | Local | CAPITAL | \$0 | \$0 | \$19 |
| 2019 | 5310 | CAPITAL | \$78 | \$0 | \$0 |

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 8/2018

Last Revised:

Description:

Purchase a Ramp Mini-Van (\$40) and a Full Size Van (\$57).

Comments:

80/20 federal/local split

| | | | | | |
|-----------------------|------|---------------------------|------|---------------------|------|
| Federal Total: | \$78 | Non-Federal Total: | \$19 | Grand Total: | \$97 |
|-----------------------|------|---------------------------|------|---------------------|------|

Project Sponsor: Lawrence

Project Name: 19th & Iowa St Ped/Bike Underpass

TIP #: 505

KDOT #: TE-0459-01

Length (mi): 0.02

Location: 19th St & Iowa St (US-59) Intersection

| FFY | Fund Source | Phase | Federal | State | Local |
|------|-------------|-------|---------|-------|---------|
| 2018 | Local | PE | \$0 | \$0 | \$120 |
| 2018 | Local | CONST | \$0 | \$0 | \$1,181 |
| 2018 | TA | CONST | \$1,868 | \$0 | \$0 |

Project Type: Enhancement

Work Type: Pedestrian & Bicycle Work

Date Added: 12/2017

Last Revised: 8/2018

Description:

Pedestrian/bicycle underpass

Comments:

KDOT awarded Transportation Alternatives (TA) grant. Linked with project #203. Pending Advanced Construction.

| | | | | | |
|-----------------------|---------|---------------------------|---------|---------------------|---------|
| Federal Total: | \$1,868 | Non-Federal Total: | \$1,301 | Grand Total: | \$3,169 |
|-----------------------|---------|---------------------------|---------|---------------------|---------|

Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 506

Length (mi): 1.68

Project Type: Safe Routes to School (SRTS)

Date Added: 12/2017

Description:
 New sidewalk construction along designated Safe Routes to School. Driveway and sidewalk ramp construction will be included for ADA compliance.

Project Name: Lawrence Safe Routes to School TA Phase 2

KDOT #: U-2334-01

Location: Various sidewalk along 6 streets in Lawrence

Work Type: Pedestrian & Bicycle Work

Last Revised: 10/2018

Comments:
 This project will give a space for children to walk and/or bike to school along designated safe routes. The SRTS funding is an 80/20 (KDOT/City) cost share with KDOT contributing a max of \$394,128.

| FFY | Fund Source | Phase | Federal | State | Local |
|-----------------------|-------------|-------|---------|---------------------------------|---------------------------|
| 2018 | Local | PE | \$0 | \$0 | \$65 |
| 2019 | Local | CONST | \$0 | \$0 | \$100 |
| 2019 | TA | CONST | \$394 | \$0 | \$0 |
| Federal Total: | | | \$394 | Non-Federal Total: \$165 | Grand Total: \$559 |

Project Sponsor: Lawrence

TIP #: 507

Length (mi): 0.00

Project Type: Enhancement

Date Added: 10/2018

Description:
 Pedestrian, Bicycle, and ADA ramp projects throughout Lawrence including EJ areas. Community Development Block Grant (CDBG) is a competitive HUD program administered by the Lawrence Development Services Department.

Project Name: Various Lawrence Sidewalk/Bike/Ped/ADA Ramps

KDOT #:

Location: Lawrence

Work Type: Pedestrian & Bicycle Work

Last Revised:

Comments:
 The grouped CDBG only includes awarded competitive funding. CONST funding may be used for additional work tasks. Local funding matching TA project specific funding will be listed separately.

 Funding based on July 10, 2018 CIP.

| FFY | Fund Source | Phase | Federal | State | Local |
|-----------------------|-------------|-------|---------|-----------------------------------|-----------------------------|
| 2019 | Local | CONST | \$0 | \$0 | \$600 |
| 2019 | CDBG | CONST | \$303 | \$0 | \$0 |
| 2020 | Local | CONST | \$0 | \$0 | \$750 |
| 2021 | Local | CONST | \$0 | \$0 | \$1,000 |
| 2022 | Local | CONST | \$0 | \$0 | \$1,000 |
| Federal Total: | | | \$303 | Non-Federal Total: \$3,350 | Grand Total: \$3,653 |

Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

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:** 10/2018

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: 2018 SF to 2019 HSIP, 2019 SF to 2020 HSIP, 2020 SF to 2021 HSIP, 2021 SF to 2022 HSIP.

| FFY | Fund Source | Phase | Federal | State | Local |
|-----------------------|-------------|---------------------------|---------|---------------------|---------|
| 2018 | State-AC | CONST | \$0 | \$500 | \$0 |
| 2019 | HSIP | CONVERSION | \$500 | \$0 | \$0 |
| 2019 | Credit | OTHER | \$0 | (\$500) | \$0 |
| 2019 | State-AC | CONST | \$0 | \$500 | \$0 |
| 2020 | HSIP | CONVERSION | \$500 | \$0 | \$0 |
| 2020 | Credit | OTHER | \$0 | (\$500) | \$0 |
| 2020 | State-AC | CONST | \$0 | \$500 | \$0 |
| 2021 | HSIP | CONVERSION | \$500 | \$0 | \$0 |
| 2021 | Credit | OTHER | \$0 | (\$500) | \$0 |
| 2021 | State-AC | CONST | \$0 | \$500 | \$0 |
| 2022 | HSIP | CONVERSION | \$500 | \$0 | \$0 |
| 2022 | Credit | OTHER | \$0 | (\$500) | \$0 |
| Federal Total: | \$2,000 | Non-Federal Total: | \$0 | Grand Total: | \$2,000 |

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:** 10/2018

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

Comments:

| FFY | Fund Source | Phase | Federal | State | Local |
|-----------------------|-------------|---------------------------|---------|---------------------|-------|
| 2019 | Local | | \$0 | \$0 | \$4 |
| 2019 | HRRR | | \$36 | \$0 | \$0 |
| Federal Total: | \$36 | Non-Federal Total: | \$4 | Grand Total: | \$40 |

Lawrence-Douglas County MPO
FFY 2019 - 2022 Transportation Improvement Program Projects (Costs in 1,000s)
 (Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence

TIP #: 604

Length (mi): 0.37

Project Type: Safety

Date Added: 8/2017

Description:
 Reconfigure lanes for center turn lane and bike amenities.

Project Name: Massachusetts St, 11th to 14th St Reconfigure Lanes

KDOT #: U-0225-01

Location: Massachusetts St: 11th St to 14th St

Work Type: Mill/Overlay

Last Revised: 8/2018

Comments:
 Revised so all phases are in 2018.

| FFY | Fund Source | Phase | Federal | State | Local |
|-----------------------|-------------|-------|---------|--------------------------------|---------------------------|
| 2018 | Local | PE | \$0 | \$0 | \$14 |
| 2018 | Local | CONST | \$0 | \$0 | \$50 |
| 2018 | HSIP | CONST | \$100 | \$0 | \$0 |
| Federal Total: | | | \$100 | Non-Federal Total: \$64 | Grand Total: \$164 |