

2023-2026 Transportation Improvement Program – Amendment #8 and Program of Projects for the Lawrence Transit System

The 15-day public comment period for this TIP Amendment starts on June 6 and will end on June 21. This TIP Amendment will come before the Lawrence-Douglas County Metropolitan Planning Organization (MPO) Policy Board for approval on July 18, 2024. The TIP is a multi-year listing of federally funded and/or regionally significant transportation improvement projects. This public notice on the TIP development process satisfies the FTA's Program of Projects requirements for the Lawrence Transit System.

Approval of this TIP Amendment will include the addition and revision of costs and schedules for roadway projects. Changes to the TIP text and project tables are being made to reflect these changes and to maintain the fiscally constrained status of this document. Public comments received will be reported and considered by the MPO Policy Board where decisions pertaining to revising this document will be made prior to final approval.

The items included in this TIP Amendment can be viewed online at:

www.lawrenceks.org/mpo/tip; a paper copy will be available at Lawrence City Hall Riverfront - Planning & Development Services Office (1 Riverfront Plaza, Suite 320).

Written comments may be emailed to mpo@lawrenceks.org or mailed to the Lawrence-Douglas County Metropolitan Planning Organization, PO Box 708, Lawrence, KS 66044.

G | Summary of TIP Changes

APPENDIX G

Costs in 1,000s

FFY 2023 - 2026 L-DC MPO Transportation Improvement Program (TIP)
 Revision Summary: Amendment 8



| TIP #: | KDOT #: | Project Name: | Project Sponsor: | Action: | Revision Description: | Total Project Cost: |
|--------|------------|---|------------------|----------|---|---------------------|
| 153 | KA-7351-01 | Replace Traffic Signal on US-40 in Douglas County | KDOT | New | Program addition. This is an Emergency Repair project/Program Addition. | \$35 |
| 236 | KA-3634-02 | SLT/K-10 West Leg in Douglas County | KDOT | Revision | Removed federal funds and added KTA funding. State and KTA are now conducting a 50/50 prorata to fund this project. KTA: \$51,305 and State: \$51,305 | \$102,610 |

Public Comment Period: 6/6/2024 to 6/21/2024

MPO Policy Board Approval: 7/18/2024



New 8

Lawrence-Douglas County MPO FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT
TIP #: 153 **KDOT #** KA-7351-01
Length (mi): 0.00

Project Name: Replace Traffic Signal on US-40 in Douglas County
Location: US40: Traffic signal #023T0007 located at the intersection of US-40 (K-10) and US-59 (Iowa Street) in Lawrence

Project Type: Safety

Work Type: Signal

Date Added: 07/2024 **Last Revised:** 07/2024

Revision History: FFY23 A8

Description:
Remove traffic signal and replace with temporary signal equipment supported on span wires.

Comments:
This is an Emergency Repair project/Program Addition.

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|---------|-------|-------|
| 2024 | State | CONST | \$0 | \$35 | \$0 |
| Federal Total: | | | \$0 | | |
| Non-Federal Total: | | | \$35 | | |
| Grand Total: | | | \$35 | \$35 | |

Project Sponsor: KDOT
TIP #: 236 **KDOT #** KA-3634-02
Length (mi): 1.20

Project Name: SLT/K-10 West Leg in Douglas County
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:** 07/2024

Revision History: FFY23 A8

Description:
Add 2-lanes to the existing 2-lanes for a 4-Lane Freeway section. This will include reconstruction of existing interchange at I-70(KTA). Includes Bridges #200 (New), #201 (New), #202 (New), #203 (Replace Br #095), #204 (New), #205 (New), #086 (Repair).

Comments:
Removed federal funds and added KTA funding. State and KTA are now conducting a 50/50 prorate to fund this project. KTA: \$51,305 and State: \$51,305

| FFY | Fund Source | Phase | Federal | State | Local |
|---------------------------|-------------|-------|-----------|-----------|-------|
| 2024 | State | PE | \$0 | \$2,100 | \$0 |
| 2024 | KTA | PE | \$0 | \$2,100 | \$0 |
| 2024 | State | ROW | \$0 | \$1,000 | \$0 |
| 2024 | KTA | ROW | \$0 | \$1,000 | \$0 |
| 2024 | State | UTIL | \$0 | \$1,000 | \$0 |
| 2024 | KTA | UTIL | \$0 | \$1,000 | \$0 |
| 2025 | State | CONST | \$0 | \$47,205 | \$0 |
| 2025 | KTA | CONST | \$0 | \$47,205 | \$0 |
| Federal Total: | | | \$0 | | |
| Non-Federal Total: | | | \$102,610 | | |
| Grand Total: | | | \$102,610 | \$102,610 | |

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 8). This ensures there is enough funding to operate, maintain, and preserve the existing transportation system (including roads, bridges, and transit services), which is a high priority of T2040.

Table 8: Funding Available for Projects after Accounting for all O&M Expenditures (in \$1,000s)

| Subtracting O&M "Off the Top" (in thousands) | | | | | |
|--|-------------------|-------------------|-------------------|------------------|-------------------|
| | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | Total |
| Anticipated Funding | \$ 155,623 | \$ 319,445 | \$ 225,734 | \$ 123,167 | \$ 823,970 |
| Anticipated O&M Expenditures | \$ 29,839 | \$ 27,818 | \$ 28,412 | \$ 30,487 | \$ 116,556 |
| Funding Available for Projects | \$ 125,785 | \$ 291,628 | \$ 197,321 | \$ 92,680 | \$ 707,414 |

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2023 and 2024). Predicting the revenues which will be available and costs for projects in the second half of that period (2025 and 2026) are a more speculative exercise.

Financial data was collected as part of development of Transportation 2050. The Funding Summary in Table 9 shows 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 2023-2026 TIP are shown in the table. The projects are shown by year and funding source.

Table 9: Funding Summary (in \$1,000s)

| Anticipated Funding (in thousands) | | | | | | |
|------------------------------------|---------|------------|------------|------------|-----------|------------|
| Funding Source | | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | Total |
| Transit | Federal | \$ 10,317 | \$ 10,603 | \$ 6,691 | \$ 7,805 | \$ 35,416 |
| | State | \$ 3,920 | \$ 2,221 | \$ 2,222 | \$ 2,222 | \$ 10,584 |
| | Local | \$ 23,979 | \$ 10,691 | \$ 11,891 | \$ 11,234 | \$ 57,794 |
| Non-Transit | Federal | \$ 5,079 | \$ 5,489 | \$ 45,094 | \$ 3,768 | \$ 59,430 |
| | State | \$ 37,847 | \$ 223,953 | \$ 94,496 | \$ 38,733 | \$ 395,028 |
| | Local | \$ 44,643 | \$ 38,673 | \$ 36,928 | \$ 28,917 | \$ 149,161 |
| Transit Total | | \$ 38,215 | \$ 23,514 | \$ 20,804 | \$ 21,261 | \$ 103,794 |
| Non-Transit Total | | \$ 87,569 | \$ 268,114 | \$ 176,517 | \$ 71,419 | \$ 603,620 |
| Grand Total | | \$ 125,785 | \$ 291,628 | \$ 197,321 | \$ 92,680 | \$ 707,414 |

Anticipated funding is based on the revenue assumptions being prepared for Transportation 2050 and information provided by jurisdictions. 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) is assumed to be renewed thru 2050 for these projections. Advanced Construction Conversion converts state funding to federal

| Estimated Expenditures by Year and Funding Source (in thousands) | | | | | | | |
|--|----------------------|-----------|------------|-------------|-----------|-------------|-----------|
| Funding Source | | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | Total | |
| Transit | Federal Funds | FTA 5307 | \$ 7,176 | \$ 4,606 | \$ 5,067 | \$ 5,574 | \$ 22,423 |
| | | FTA 5304 | \$ - | \$ 1,179 | \$ - | \$ - | \$ 1,179 |
| | | FTA 5310 | \$ 122 | \$ 122 | \$ - | \$ - | \$ 244 |
| | | FTA 5311 | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | FTA 5339 | \$ 2,867 | \$ 3,257 | \$ 1,624 | \$ - | \$ 7,748 |
| | State-PT | \$ 1,279 | \$ 1,155 | \$ 1,155 | \$ 1,155 | \$ 4,744 | |
| Local | | \$ 15,746 | \$ 10,196 | \$ 10,760 | \$ 10,914 | \$ 47,616 | |
| Non-Transit | Federal Funds | CDBG | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 1,200 |
| | | HRRR | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | HSIP | \$ 1,673 | \$ 500 | \$ - | \$ - | \$ 2,173 |
| | | NHPP | \$ - | \$ - | \$ 13,739 | \$ - | \$ 13,739 |
| | | STP | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | TA | \$ 727 | \$ 3,331 | \$ - | \$ - | \$ 4,058 |
| | CRP | \$ 468 | \$ - | \$ - | \$ - | \$ 468 | |
| | SS4A | \$ 260 | \$ - | \$ - | \$ - | \$ 260 | |
| | NII | \$ - | \$ 1,358 | \$ 1,446 | \$ - | \$ 2,804 | |
| | State | \$ 18,458 | \$ 226,087 | \$ 47,721 | \$ 3,000 | \$ 295,266 | |
| | KTA | \$ - | \$ 4,100 | \$ 47,205 | \$ - | \$ 51,305 | |
| | State AC Conversion* | \$ (500) | \$ (500) | \$ (13,739) | \$ - | \$ (14,739) | |
| | Local | \$ 24,078 | \$ 22,154 | \$ 14,950 | \$ 7,575 | \$ 68,757 | |
| Transit Total | | \$ 27,190 | \$ 20,515 | \$ 18,606 | \$ 17,643 | \$ 83,954 | |
| Non-Transit Total | | \$ 45,464 | \$ 257,330 | \$ 111,622 | \$ 10,875 | \$ 425,291 | |
| Grand Total | | \$ 72,654 | \$ 277,845 | \$ 130,228 | \$ 28,518 | \$ 509,245 | |

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

** While CDBG funding is not required to be in this TIP, it is part of #507 which includes various bike/sidewalk/ADA ramps projects in Lawrence.