



2022

UNIFIED PLANNING WORK PROGRAM

MPO Policy Board Approval
November 18, 2021

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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, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the L-DC MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the L-DC MPO. Any such complaint must be in writing and filed with the L-DC MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at www.lawrenceks.org/MPO.

Introduction

The L-DC Metropolitan Planning Organization (MPO) is the lead cooperative partner responsible for undertaking the federally required Continuing, Comprehensive and Cooperative (3-C) transportation planning process within the Lawrence-Douglas County Metropolitan Planning Area (MPA – all of Douglas County). The MPO includes four cities (Lawrence, Eudora, Baldwin City and Lecompton) and Douglas County.

The MPO operations are designed to foster cooperation among the local governments in the region to plan and develop a multimodal transportation system that meets the mobility needs of the area's residents and serves the region's economy.

The Unified Planning Work Program (UPWP) identifies and budgets the MPO's transportation planning activities and projects for the 2022 calendar year. This UPWP was developed in cooperation with the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and other regional planning partners. The sources of funding for carrying out the planning activities come from the Consolidated Planning Grant (CPG), which is comprised of Planning (PL) funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Section 5303 funds, FTA Section 5307 funds, and local contributions. The CPG is administered by the Kansas Department of Transportation (KDOT) and allocated to the MPO each year based on a formula. The CPG funds require a 20% non-federal match.

MPO Planning Products

Metropolitan Transportation Plan (MTP) – Approved March 15, 2018

Transportation 2040 or T2040 represents a vision for a healthy, safe, and efficient transportation system which will adequately serve Lawrence and Douglas County to the year 2040 and beyond. The planning process includes travel demand modeling scenarios, funding projections, public participation activities, review and input from various advisory committees, stakeholder interviews, coordination with other regional plans, assistance from KDOT and other planning partners. A new MTP must be approved at least once every five years. The next MTP, Transportation 2050, must be approved before March 15, 2023, the update process will be underway in 2022.

Transportation Improvement Program (TIP) – Approved October 15, 2020

The TIP implements the MTP, provides details and financial information for federally funded or regionally significant projects. A new TIP must be adopted at least once every four years. The MPO updates its TIP every two years to minimize amendments, to provide more opportunities for public participation in the TIP development process, and to make changes brought on by the passage of state/federal funding/regulations. An annual list of surface transportation projects for which federal funds were obligated in the previous federal fiscal year are produced out of the TIP project listings. An update to the TIP will occur during 2022 (2/3rd Quarters).

Unified Planning Work Program (UPWP) – Approved November 16, 2021

The UPWP describes the anticipated work of MPO staff and consultants during the calendar year. This document also contains a budget used to program federal Consolidated Planning Grant (CPG) funds used by the MPO to carry out the 3-C planning process in Douglas County. The MPO makes technical revisions/amendments to the UPWP as needed.

Public Participation Plan (PPP) – Approved August 16, 2018

The PPP outlines the methods and process for involving the public in the transportation planning process and documents the review and approval processes for all MPO documents and projects. The MPO will review and update the PPP in the 4th Quarter of 2021, prior to the development of Transportation 2050, the next MTP.

Title VI Program Manual – Approval October 17, 2019

This plan describes how the MPO will discourage discrimination in the 3-C MPO planning process and how the MPO will address any complaints of discrimination that arise from MPO activities. This document will be reviewed whenever updates are made to the PPP and/or as needed.

Limited English Proficiency (LEP) Plan – Approved October 17, 2019

The LEP plan serves as a guide to identify the extent of LEP individuals in the region and to identify ways that the MPO can reduce and/or eliminate the barriers to LEP individuals within the transportation planning process. This plan outlines the MPO's process for addressing the mix of services that will be provided to engage LEP individuals. The MPO plans on reviewing and updating this plan following the release of Census data and/or updates are made to the PPP, or as needed.

Intelligent Transportation Systems (ITS) Architecture – Approved July 15, 2021

ITS deployment is the application of advanced technologies in transportation system operations and management. ITS architectures include applications in the areas of traffic control, traveler information, public transportation, and incident management. The architecture shows how people and agencies integrate technology into transportation system operations and maintenance. In 2021, the MPO convened the ITS stakeholders and updated the ITS Plan.

Metropolitan Planning Agreement – Approved December 19, 2018

The cooperative agreement clarifies the roles and responsibilities of the planning partners.

2021 UPWP Major Accomplishments

In 2021, the MPO staff worked on many projects, the highlights of which are the items listed below:

- Finalized the Safe Routes to School Plans in Lawrence, Eudora and Baldwin City in coordination with community partners and began implementation.
- Adoption of the Countywide Bikeway Plan to reconcile the regional and local bikeway plans throughout Eudora, Baldwin City, Lecompton & unincorporated Douglas County
- Updated Intelligent Transportation Systems Plan
- Updated the Transportation Improvement Program quarterly
- Updated the T2040 Performance Report -Appendix F and ongoing data tracking
- Facilitated ongoing coordination and implementation of the multimodal plans
- Development of an update to the Regional Pedestrian Plan
- Facilitated research for best practices between land use and transportation planning in Lawrence

Anticipated Major Planning Priorities & Activities for 2022

- Development of T2050 to replace T2040 by March 2023 with robust public engagement and a travel demand model to support land use and transportation scenarios for project development.
- Annual T2040 Performance Reporting and data management
- Completion and Approvals of the Lawrence Pedestrian Plan and Regional Pedestrian Plan
- Updates to the Title VI and Limited English Proficiency Plans after approval of the Public Participation Plan Update
- Development of a new 2022-2025 TIP and Amendments to the 2021-24 and 2022-25 TIP, as

needed

- Participate in coordination with our planning partners to implement T2040, Safe Routes to School Plans, Lawrence Pedestrian Plan, Countywide Pedestrian Plan, Lawrence Bikes Plan, Countywide Bikeway Plan, the Transit Route Redesign and other modal studies through strategies to plan transportation networks for all users. In 2022, this will include activities such as, participation in the update to the Land Development code, shared micromobility, and development of school area traffic circulation plans and existing condition maps.
- Work with the Urban Corridor Coordinated Transit Council and the Regional Transit Advisory Committee (RTAC) to implement the CPT-HSTP and plan for paratransit and human services transportation in the region

MPO work tasks described on the following pages may be conducted with a combination of MPO staff, interns, and/or consultants. Additional support for the work may be provided by local staff who are invested in our planning processes and products.

1. PROGRAM SUPPORT AND ADMINISTRATION

1.1 MPO Committee Support

Objectives & Background:

- ❖ Support the Policy Board, Technical Advisory Committee (TAC) and MPO subcommittees with meeting packet development, distribution and other meeting support and administrative duties.

Since its formation, the L-DC MPO has had a Policy Board and a TAC. In 2011, the MPO created a Regional Transit Advisory Committee (RTAC) to focus attention on regional coordination of paratransit services. In 2017, the MPO formed a regional bicycle MPO subcommittee called the MPO Bicycle Advisory Committee (BAC). The MPO staff also supports other ad-hoc MPO committees, in 2022, a T2050 Steering Committee and staff advisor workgroup will be formed to guide the development of Transportation 2050, long range Metropolitan Transportation Plan.

Activities and Products:

- Product: Meeting agendas, minutes, website updates, and supporting documents for MPO and TAC, and other MPO committee meetings (monthly or as needed)

1.2 Unified Planning Work Program (UPWP) and Grant Management

Objectives & Background:

- ❖ Draft, finalize and adopt a UPWP and maintain the UPWP, as necessary.
- ❖ Manage the MPO funding streams and track the status of UPWP budget.
- ❖ Provide administrative assistance for MPO procurement and management of approved contracts for professional services and other items (equipment, supplies, travel, etc.).

The MPO maintains an annual UPWP to describe the planning activities the MPO staff and consultants will undertake during the year. MPO staff manage the program budget and reimbursement requests quarterly under this task.

Activities and Products:

- Products: 2023 UPWP (Policy Board approval by end of 2022) and Amendments to the 2022 UPWP (as needed)
- Product: Quarterly progress reports to administer the Consolidated Planning Grant reimbursement process (January, March/April, July, October)

- Product: 2021 MPO Annual Performance & Expenditure Report (due by March 31, 2022)
- Product: CPG agreements that support MPO operations (annually and/or as needed)
- Activity: Acquisition of equipment, supplies and services budgeted in 1.2a, 1.2b, and 1.4a, to support transportation planning activities or procurement of professional services (as needed)

1.2a Equipment-Supplies-Software-Fees-Other Non-Staff Costs

This category budgets \$6,150.00 for all the non-staff costs for supplies, equipment, routine fees and services. For 2022, this includes Software/Technology (ESRI, Adobe TransCAD, Mural, etc.) (\$5,650), and office supplies (\$500).

1.2b Direct Expenses - Rent-Utilities-Taxes-Janitorial Costs

This category budgets \$19,328.15 for rent, property taxes, utilities and janitorial expenses for the Riverfront MPO office space. This includes Rent/Property Taxes (\$16,578.15), Utilities (\$1,700), and Janitorial (\$1,050).

1.2C Direct Expenses – Staff Benefits

This category budgets \$22,912.34 for healthcare and longevity benefits for full time staff.

1.3 Public Participation Plan (PPP)

Objectives & Background:

- ❖ Develop, maintain and implement a meaningful public input process through the Public Participation Plan (PPP) and related documents.
- ❖ Incorporate public input into plans, programs and other products of the planning process.
- ❖ Comply with federal public participation requirements.

In 2018, the MPO updated the PPP. In 2019, the MPO updated the LEP Plan, and Title VI Program Manual. Future updates will be made as needed and requested by KDOT to address the latest Title VI regulations and program guidance. The MPO online presence is supported by the City of Lawrence; the MPO staff updates the web content hosted on www.lawrenceks.org/mpo. The MPO is evaluating the impacts of COVID-19 on public engagement and adjusting in person activities to reflect the public health best practices while still maintaining opportunities to engage in MPO planning processes. The MPO will finalize the PPP update to align it to City and Transit engagement planning in 4th Quarter of 2021 and/or 1st Quarter of 2022. In 2nd Quarter of 2022, it is anticipated that KDOT will conduct Title VI reviews and the MPO will review and update as needed the Title VI and LEP Plans after the adoption of the PPP.

Activities and Products:

- Activity: Maintain and implement the PPP, Title VI Program Manual, and related documents (track process in the public participation spreadsheet) (as needed)
- Activity: Process Title VI or Environmental Justice complaints received in accordance with our Title VI Program Manual and/or any requests for translation services from LEP persons in accordance with our LEP Plan (as needed)
- Product: Title VI and DBE reporting – Prepare Annual Title VI report (September), DBE reporting (included in reimbursement requests)
- Activity/Product: Approval of the updated Public Participation Plan prior to the long-range plan update (1st Quarter, possible carryover from 2021)
- Activity/Product: Review and any needed updates to the Title VI and Limited English Proficiency Plans (1st Quarter)

Approved by the Lawrence – Douglas County Metropolitan Planning Organization on November 18, 2021

1.4 MPO Education, Staff Training and UPWP Project Tracking

Objectives & Background:

- ❖ Manage the MPO multimodal planning process/staff and track UPWP projects.
- ❖ Provide training opportunities for MPO staff.
- ❖ Produce or share documents/materials that help educate the MPO members and the public about the MPO process and its role in decision-making for transportation system improvements.
- ❖ Provide training opportunities to fellow MPO colleagues (as requested and as staff time and funding constraints allow).

The MPO meets with new MPO committee members to welcome and address questions the members have about their position. Staff provides information to members as requested and directs new members to websites where they can learn more about the MPO. The MPO staff also confers with FHWA staff to discuss training needs that may be incorporated into the classes developed by the FHWA Resource Center. In 2022, MPO staff plans to engage city planning and engineering staff in MPO processes and present draft and/or approved plans to staff committees and/or local commissions to improve MPO processes and implementation of approved plans.

The MPO staff plans on attending the following types of workshops, conferences, and training as time and funding allows:

- American Planning Association (APA), Association of Pedestrian & Bicycle Professionals Conference (APBP), National Transit Institute and National Highway Institute workshops for MPO related topics and/or AICP certification maintenance credits
- Association of Pedestrian & Bicycle Professionals Webinar Series
- Kansas APA (American Planning Association) Chapter conferences, meetings and workshops
- Governmental Alliance on Racial Equity and the International Association of Public Participation training and webinars
- Kansas Association of Metropolitan Planning Organizations (KAMPO)
- Training related to FAST Act metropolitan planning regulations
- Other training that staff requests, KDOT approves as eligible for CPG reimbursement and time permits

Activities and Products:

- Activity: Regular staff meetings to track workflow and project management (weekly or as needed)
- Activity/Product: Personnel - Complete annual staff evaluations (September); Conduct staff recruitments (as needed); non-transportation staff development and training (as scheduled by City of Lawrence includes annual diversity and supervisor trainings)
- Activity: Training for MPO staff and MPO committee members/planning partners (city staff/commissions) by MPO staff (as needed and as UPWP budget allows)

1.4a Workshops-Conferences-Training Costs

This category budgets \$2,000 for all the non-staff costs for attendance at these events (registration fees, etc.). For 2022 this includes, state/local workshops or online trainings. There is no anticipated travel for workshops, conferences or training in 2022.

1.5 Paid Leave

MPO staff vacation, holiday, sick and personal leave is budgeted \$16,647.42 for in this task.

Program Support & Administration	1	91,427.75
MPO Committee Support	1.1	3,902.41
Unified Planning Work Program & Grant Management	1.2	9,843.63
Equipment-Supplies-Software-Fees-Other Non-Staff Costs	1.2a	6,150.00
Direct Expenses - Rent-Utilites-Taxes-Janitorial	1.2b	19,328.15
Other Direct Staff Benefits	1.2 c	22,912.00
Public Participation Plan	1.3	1,058.59
MPO Education, Staff Training & UPWP Project Tracking	1.4	9,585.55
Workshops-Conferences-Training Costs	1.4a	2,000.00
Paid Leave (vacation, holidays, sick, personal)	1.5	16,647.42

2. SHORT RANGE TRANSPORTATION PLANNING

2.1 Transportation Improvement Program (TIP)

Objectives & Background:

- ❖ Develop a detailed and financially realistic program of all regionally significant and/or federally funded transportation projects that are consistent with the MTP and address social equity/environmental justice regulations.
- ❖ Establish and maintain an efficient TIP amendment process with meaningful public involvement opportunities and coordination with project sponsors.
- ❖ Coordinate with the local transit operators to ensure that the TIP includes a Program of Projects (POP) that meets the FTA requirements.

The 2021-2024 TIP was approved on October 15, 2020. Amendments are on a quarterly schedule, as needed. The MPO plans to fully review and consider updates every two years even though federal regulations only require a full update every four years. A TIP update more often than federally required, keeps the number of amendments manageable. A new TIP is planned for 2022.

Activities and Products:

- Products: Develop a new 2022-2025 TIP (2nd/3rd Quarter) and TIP quarterly amendments and/or revisions (as needed)
- Product: Annual list of transportation projects with obligated federal funds for the last federal fiscal year (posted on the website by December 31st and included in the following TIP amendment)

2.2 Current Planning - Support and Coordination

Objectives & Background:

- ❖ Strengthen connections between land use and transportation system planning by reviewing land development projects for multimodal mobility concerns in the region and educating local land use planners about transportation planning activities.
- ❖ Ensure interagency coordination.

- ❖ Provide technical transportation planning assistance to local governments.

The MPO provides technical support to the City of Lawrence for plan review as needed and requested. Projects brought to the attention of MPO staff by Lawrence or Douglas County planning/zoning staffs are reviewed by MPO staff as requested for consideration on the proposed land use changes and major projects that generate large traffic volumes by the case planners working on those projects. Projects in Baldwin City, Eudora, and Lecompton are reviewed by MPO staff as requested by those cities.

The MPO staff allocates a small portion of its resources to the provision of technical assistance to units of local government in the areas of multimodal transportation planning and process consultation. While this does not constitute a major element of the agency’s overall mission, it is a service that is greatly appreciated by local governments, many of which do not have either the staffing or the financial resources to access to these types of services on their own.

The City of Lawrence Multimodal Transportation Commission was established in 2017 to improve the multimodal decision making. MPO staff will present and report to the Commission MPO work as necessary. The Commission does not replace the TAC and/or MPO Policy Board.

Activities and Products:

- Activity: Coordinate with the City of Lawrence Multimodal Transportation Commission and Lawrence - Douglas County Metropolitan Planning Commission to maintain multimodal engagement and coordination with MPO planning in the region. (as needed)
- Activity: Monitor and participate in relevant local, state, tribal, and federal project, funding, or policy matters and provide technical assistance to local governments including reviewing and commenting on planned land development projects and traffic impact studies (weekly plan review, TIS reviews as needed, other work as requested and staff time allows)
- Activity: Provide technical information and MPO maintained data to support MPO planning (as needed and requested)

Short Range Transportation Planning	2	10,309.38
Transportation Improvement Program	2.1	4,557.90
Current Planning - Support & Coordination	2.2	5,751.48

3. LONG RANGE TRANSPORTATION PLANNING

3.1 Regional Travel Demand Model & Data Development

Objectives & Background:

- ❖ Update and maintain the travel demand model and associated data files for the development of Transportation 2050.
- ❖ Use modeling and data to facilitate community dialogue concerning regional development and transportation goals and to evaluate land use and transportation system scenarios.

The current TransCAD model is housed in the MPO office. The model was last updated as part of the development of T2040 v2 in 2017 by a modeling consultant. The MPO develops and maintains accurate and reliable data for use in its TDM. The MPO also receives and responds to requests for model information from consultants working on land development projects. In 2021, the MPO will solicit for a contractor to update the TDM for the T2050 plan development throughout 2022-23.

Activities and Products:

- Activity: Manage the consultants for the TDM update for the Transportation Plan 2050 development.
- Activity: Respond to transportation model data requests from citizens, public agencies, consultants, elected and appointed officials, MPO members, and the media as staff time and modeling abilities allow

3.1a Regional Travel Demand Model Consultant

This category budgets (\$59,500) for consultant expenses on the modeling contract for the 2022 calendar year.

3.2 Metropolitan Transportation Plan**Objectives & Background:**

- ❖ Develop an updated multimodal MTP, Transportation 2050 to meet all federal regulations for Lawrence & Douglas County.
- ❖ Integrate the MTP with the KDOT statewide long-range plan, funding priorities and transportation programs developed by KDOT.
- ❖ Continue the process of coordinating the development of the MTP with local land use, growth management, economic development, and other comprehensive plan elements and consider those comprehensive plan issues in developing and amending the MTP.

The T2040 Plan, approved in 2018, was the result of collaboration between MPO staff, a travel demand modeling consultant, a public participation process, and the guidance of the T2040 Steering Committee. The Functional Classification Map for the Lawrence-Douglas County Region was revised during 2017. The planning for the next update to the MTP began in 4th Quarter of 2021. The next MTP will need to be approved by March 15, 2023. The development of T2050 will include regional performance measures and elevated equity analysis to reflect the community vision' for a more equitable quality of life for its residents. For 2022, the City of Lawrence GIS staff will provide technical assistance to MPO staff and assist with the continued development of data and analyses for performance reporting.

In 2021, an update to the MPO/FHWA approved Roadway Functional Classification Map was processed in the 4th Quarter.

Activities and Products:

- Product: Development of Transportation 2050 to be approved on or before March 21, 2023 (ongoing)
- Activity/Product: Maintain and implement T2040 by continuing the community dialogue around T2040 goals, policies, strategies and priorities. Make any necessary amendments or additions to incorporate performance targets (ongoing and as needed, documentation and response of comments, as needed)
- Product: Annual Performance Report and data development to meet federal performance reporting requirements and coordinate with KDOT/Lawrence Transit in setting performance targets (report measures once annually, set safety targets annually and updated other Targets as needed, monthly regional Performance Measure meetings)
- Activity/Product: Maintain and distribute the MPO/FHWA approved Roadway Functional Classification Map for the L-DC Region (additional updates as needed)

3.3 Bicycle and Pedestrian Planning

Objectives & Background:

- ❖ Maintain and coordinate the implementation of the Bicycle and Pedestrian section of the T2040 Plan, the Lawrence Bikes Plan, the Countywide Bikeway System Plan, the Lawrence Pedestrian Plan, and the Regional Pedestrian Plan.
- ❖ Encourage the integration of bicycle and pedestrian transportation needs in land development projects, roadway designs, local comprehensive plans, and capital improvement projects.
- ❖ Develop and maintain data for bikeways, bicycling activity, pedestrian facilities, and pedestrian activity for use in various transportation studies and reports.
- ❖ Coordinate local Safe Routes to School and community multimodal planning processes and projects to implement SRTS plans for Baldwin City, Eudora and Lawrence. The MPO provides input and assistance to several on-road and off-road bicycle planning initiatives in Douglas County. The City of Lawrence established the Multimodal Transportation Commission, which consolidated the Lawrence - Douglas County Bicycle Advisory Committee and the Traffic Safety Commission. As a result, the MPO established and staffs an MPO BAC to address regional bicycling issues.

In 2014, the Countywide Bikeway System Plan was adopted by the MPO. The plan addresses many elements that will be fundamental to building a connected bikeway network and improving bicycle friendliness throughout Douglas County. In 2016 and 2020, the City of Lawrence received renewed Bronze level Bicycle Friendly Community status. It is hoped activities like the ones listed under this work task will help Lawrence maintain or improve its bike-friendly rating. In 2016, the City of Lawrence conducted a yearlong taskforce effort to study bicycle and pedestrian issues. There were inconsistencies in the Countywide Bikeway Plan and the Ped Bike Issues Taskforce report for bikeway network elements. There was also a growing desire for new and improved bikeway designs and a desire to construct separated and protected facilities. This required a planning process to lay out a path forward for bikeway infrastructure that provides prioritization of projects. The MPO began a public process to update the Bikeway Plan in 2018 that addresses these issues. A Lawrence Bikes plan was completed and approved in 2019. A Countywide Bikeway plan covering unincorporated Douglas County, Eudora, Baldwin City and Lecompton was completed in 2021.

In 2016, a Regional Pedestrian Plan was completed and approved. It was the first pedestrian plan for any city in the region. In 2017, the City of Lawrence received a Silver level Walk Friendly Community designation from the University of North Carolina Highway Safety Research Center, Walk Friendly Community assessment. The MPO is a committed partner with the City of Lawrence, the Lawrence-Douglas County Public Health, USD 497 Lawrence Public Schools, in the ongoing SRTS planning process in Lawrence. In 2019, the MPO began collaboration on an update to the Lawrence SRTS Plan and worked to coordinate local SRTS planning in Eudora and Baldwin City. These plans were completed in 2020. Further work on the SRTS plan components (e.g. traffic circulation maps, encouragement maps, etc.) will continue in 2022 and the MPO staff participates as a partner in the SRTS Working group established by the City of Lawrence and USD 497. The Regional Pedestrian Plan was updated in 2021 and the Lawrence portion will be separated out of the regional plan. Final approvals for the pedestrian plans may wrap up in the 1st Quarter of 2022 if they don't get completed in 2021.

In 2018/19, the MPO staff provided plan data and planning support in developing a data driven prioritization process for dedicated City of Lawrence Bicycle & Pedestrian Funding. This data and process will need updates to coordinate with the Bicycle and Pedestrian Plans, this update is planned for 2022, prior to the city budget process.

Activities and Products:

- Product: Finalize and seek approvals for the Lawrence Pedestrian Plan and the Regional Pedestrian Plan (1st Quarter)
- Activity/Product: Continued implementation of SRTS, Lawrence Bikes Plan, the Countywide Bikeway System Plan, the Lawrence Pedestrian Plan and the Regional Pedestrian Plan throughout Douglas County (ongoing)
- Activity: Update the bikeway and pedestrian datasets in Douglas County, and respond to requests for data. Coordinate in the strategy and analysis for bike/ped data collection with automated counters and update data in the database.(Spring & September counts, data updating ongoing),
- Activity/Product: Prepare and distribute meeting agendas, minutes, and supporting documents for the MPO Bicycle Advisory Committee (MPO BAC) meetings (as needed)
- Activity: Track bicycle and pedestrian implementation and topics raised by the Multimodal Transportation Commission, the LiveWell Douglas County Built Environment Work Group, the KU-BAC, and other bike-ped interest groups with related activities of the MPO committees and staff (ongoing) and provide data (as needed)

3.4 Air Quality Planning**Objectives & Background:**

- ❖ Monitor the air quality designation of Douglas County and keep the local governments and MPO committees updated about changes in the region's regulatory air quality status.
- ❖ Incorporate air quality standards into the MPO planning process and documents to comply with by federal and state laws and regulations.

As of the approval date for this document Douglas County is currently in attainment, and the MPO staff will proceed with its work this year under that attainment designation. A change in the air quality designation for Douglas County is not expected to occur in 2022; however, this situation could change in future years.

The MPO staff has monitored the timeline for setting new ozone standards throughout the last nine years and attended meetings of the Douglas County Air Quality Committee when they met, however they have not been convened in the recent past. For 2022, the MPO staff expects to keep informed about federal and state actions that could impact the air quality status and MPO operations in Douglas County.

Activities and Products:

- Activity: Monitor the ongoing discussions about possible non-attainment status for Douglas County and Work with KDHE, EPA, KDOT, FHWA, FTA and other agencies to revise MPO plans, reports and processes so Douglas County is in compliance with air quality regulations (as needed)
- Activity: Continue to support efforts by local groups that are encouraging actions which lead to reductions in air pollutant emissions (ongoing)

3.5 Long Range Planning & Special Studies**Objectives & Background:**

- ❖ Participate in the development of statewide, regional, subarea, corridor, and special studies to complement the MTP as well as MPO policies and/or processes; and/or produce specialized information designed to address particular transportation planning related issues that are not addressed in other MPO work tasks.

- ❖ Maintain working relationships with land use planning agencies to coordinate transportation and land use planning.
- ❖ Maximize opportunities for additional funding to utilize as local match dollars for special studies and work tasks.

Since 2011, the MTP is the transportation chapter for the city-county comprehensive plan, currently called Plan 2040. In 2021, the MPO staff convened the ITS stakeholders to discuss progress made since the last plan was adopted. The revised plan was approved on July 15, 2021.

In 2019, the 23rd Street Multimodal Corridor Study (Learnard Avenue to eastern City Limits) was completed. This study developed a vision and implementation strategy for 23rd Street: Learnard Street to the eastern city limits, providing an opportunity for the public to reimagine the street for comfortable and inviting multimodal transportation.

Over the past few years the MPO staff has participated in statewide, corridor and area studies including: the US-56 Corridor Management Plan, the US-40/K-10 Interchange Area Transportation Plan and the 5-County Regional Transportation Study which covers Douglas, Johnson, Wyandotte, Leavenworth, and Miami Counties.

In 2022, the MPO staff may participate in work on other special studies or planning work impacting the transport system as directed by the MPO Policy Board and as time allows including coordinating on Lawrence Strategic Plan actions that support MPO plan implementation. The MPO will also participate in statewide and regional planning for the local road safety committee, freight, and bikeways or others as needed and invited. In 2022, the MPO will participate in the Lawrence Development Code update and share research from the transportation and land use best practices work, which started in 2021. Anticipated recommendations and work products could include, but are not limited to, major thoroughfares map recommendations (to be considered during the update as part of T2050), establishment of transportation corridor overlays that are current placeholders in the Lawrence Development Code, access management plan, and code revisions to improve walkability and bikeability. Based on the findings in Lawrence, MPO staff will discuss interest/options in presenting recommendations that are relevant to Eudora/Baldwin city.

Activities and Products:

- Activity/Product: Finalize research and best practice whitepapers for the framework between land use and transportation planning in Lawrence. (ongoing, as needed)
- Activity: Identify and participate in long-range planning or special studies to coordinate with transportation planning and pursue opportunities for additional funding to maximize the planning work in the region and incorporate them into future UPWPs. (as needed)
- Activity: Receive, review and comment on land use plans/regulations and determine consistency with MPO-approved planning documents (as requested by local governments)
- Activity: Participate in development of statewide, regional, corridor and special studies to complement the MTP as well as MPO policies and/or processes (as invited/time allows)

2022 Budget for Long Range Transportation Planning:

Long Range Transportation Planning	3	214,844.28
Regional Travel Demand Model & Data Development	3.1	13,810.84
Travel Demand Model (federal portion + match)	3.1a	59,500.00
Metropolitan Transportation Plan	3.2	86,018.46
Bicycle & Pedestrian Planning	3.3	46,691.94
Air Quality Planning	3.4	249.67
Long Range Planning & Special Studies	3.5	8,573.38

4. TRANSIT PLANNING

4.1 Public Transit Planning & Coordination

Objectives & Background:

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

The fixed-route bus service in Lawrence is operated by the City and is funded through federal and state aid programmed in the TIP along with local funding sources. Since 2009, coordination of the Lawrence Transit and KU on Wheels services and operations has become a reality through a shared maintenance center, vehicle purchases, coordinated route planning/scheduling, and a joint service/operations contract.

In 2016, the MPO, Lawrence Transit and KU on Wheels completed a Transit Comprehensive Operations Analysis. The data and recommendations in the Transit COA provided a guide for operations improvements and support additional work to determine a transit center location. In 2017, a Bus Transfer Location Analysis was conducted to establish criteria for a bus transfer location and assess feasible sites. The design work is underway for a transfer location to open at Bob Billings and Crestline in August of 2022. The downtown transfer location is still in the planning process. In preparation for the multimodal transfer center, Lawrence Transit is undertaking a route redesign planning process. During the fall of 2020, a KU student project is beginning the process. In the spring of 2021, Lawrence Transit hired a consultant to do a second round of route redesign. The process was completed at the end of 2021 and implementation will occur in 2022.

Activities and Products:

- Activity/Product: Assist Lawrence Transit with the evaluation, outreach and planning processes for transit services and bus stop amenities. (ongoing)
- Activity/Product: Assist in transit data development to support planning and future long-range plan development, including creating a data dashboard to enhance T2050 data. (ongoing)
- Activity: Monitor transit services in the Lawrence Area (attend PTAC) and participate in discussions about how those transit changes impact mode choice in the region (ongoing)

- Activity: Provide technical and planning assistance to the City Commission and City Public Transit Administrator and/or assist City staff with the grant application process for use of FTA and/or KDOT funds for urban transit services (as requested/needed)

4.2 Paratransit Planning and Coordination

Objectives & Background:

- ❖ Maintain and implement, with the help of RTAC, a Douglas County Coordinated Public Transit and Human Services Transportation Plan (CPT-HSTP) and coordinate with Coordinated Transit District #1.
- ❖ Provide assistance to local agencies that are supported with funding for the transportation of elderly and disabled persons (e.g., FTA 5310 funds) and program those funds in the TIP (as needed)

The CPT-HSTP was approved in 2016. MPO staff will work with Regional Transit Advisory Committee (RTAC) providers to implement the CPT-HSTP and continue coordination in Douglas County. In late 2020, the MPO discussed with RTAC if an update to the CPT-HSTP was warranted due to the Statewide CPT-HSTP which supersedes the Douglas County one. Based on this discussion, a future update, which may look different than the traditional CPT-HSTP may be completed at a future time. This work will be ongoing in 2021/22 with the new Mobility Planner, noted below.

The Douglas County Mobility Planner will coordinate efforts with CTD#1 and host their bi-monthly meetings. Their time and funding will not be tracked as part of the MPO’s work plan. During 2017, RTAC members engaged the Community Transportation Association of America (CTAA) for technical assistance addressing access to transportation services in Douglas County (particularly rural services and services outside of Lawrence).

In 2021, the City of Lawrence hired a KDOT grant funded Mobility Manager for a Douglas County to add capacity to mobility planning in Douglas County. The Mobility Manager will staff the RTAC, attend CTD, and coordinate with the United Way Human Services Coalition on mobility and access.

Activities and Products:

- Activity/Product: Support for the Mobility Planner and RTAC (as needed)
- Activity/Product: Coordinate implementation and updates of the DG County CPT-HSTP (as needed)

2022 Budget for Public Transportation Planning:

Public Transportation Planning	4	10,184.81
Public Transit Planning & Coordination	4.1	7,312.72
Paratransit Planning & Coordination	4.2	2,872.09

Budget

2022 UPWP Budget		#	Total Budget
Program Support & Administration		1	91,427.75
MPO Committee Support	1.1		3,902.41
Unified Planning Work Program & Grant Management	1.2		9,843.63
Equipment-Supplies-Software-Fees-Other Non-Staff Costs	1.2a		6,150.00
Direct Expenses - Rent-Utilites-Taxes-Janitorial	1.2b		19,328.15
Other Direct Staff Benefits	1.2 c		22,912.00
Public Participation Plan	1.3		1,058.59
MPO Education, Staff Training & UPWP Project Tracking	1.4		9,585.55
Workshops-Conferences-Training Costs	1.4a		2,000.00
Paid Leave (vacation, holidays, sick, personal)	1.5		16,647.42
Short Range Transportation Planning		2	10,309.38
Transportation Improvement Program	2.1		4,557.90
Current Planning - Support & Coordination	2.2		5,751.48
Long Range Transportation Planning		3	214,844.28
Regional Travel Demand Model & Data Development	3.1		13,810.84
Travel Demand Model (federal portion + match)	3.1a		59,500.00
Metropolitan Transportation Plan	3.2		86,018.46
Bicycle & Pedestrian Planning	3.3		46,691.94
Air Quality Planning	3.4		249.67
Long Range Planning & Special Studies	3.5		8,573.38
Public Transportation Planning		4	10,184.81
Public Transit Planning & Coordination	4.1		7,312.72
Paratransit Planning & Coordination	4.2		2,872.09
Total			326,766.21

Total UPWP Funding Breakout

Consolidated Planning Grant - Federal Funds	\$	261,412.97	80%
Total Match Required	\$	65,353.24	20%

Match Breakdown

Local Funds (PDS/General Fund)	\$	51,644.84
Local Funds (IT/General Fund)- Staff match	\$	1,808.40
Local Funds (Public Transportation Fund) - Study Match	\$	11,900.00

3.1a Travel Demand Model 2021-22 funding split by year	\$	71,000.00	
2021 Consolidated Planning Grant - Federal Funds	\$	4,000.00	6%
2021 Local Funds (General Fund) - Study Match	\$	1,000.00	1%
2022 Consolidated Planning Grant - Federal Funds	\$	47,600.00	67%
2022 Local Funds (Public Transportation Fund) - Study Match	\$	11,900.00	17%
2022 Local Funds (Public Transportation Fund) - Local Portion	\$	6,500.00	9%

3.1a Travel Demand Model 2021-22 overall	\$	71,000.00	
Consolidated Planning Grant - Federal Funds	\$	51,600.00	73%
2021 Local Funds (General Fund) - Study Match	\$	1,000.00	1%
2022 Local Funds (Public Transportation Fund) - Study Match	\$	11,900.00	17%
2022 Local Funds (Public Transportation Fund) - Local Portion	\$	6,500.00	9%

2022 Available Consolidated Planning Grant funding: \$261,957.23