



2025
UNIFIED PLANNING WORK PROGRAM

MPO Policy Board approval on
November 21, 2024

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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 2025 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

Transportation 2050 - Metropolitan Transportation Plan (MTP) – Approved March 16 and Amended October 19, 2023

T2050 represents a vision for a safe, and efficient transportation system which will serve Lawrence and Douglas County to the year 2050 and beyond. The planning process includes travel demand modeling, funding projections, public participation activities, review and input from various advisory committees, stakeholder interviews, coordination with other regional plans and from KDOT and other planning partners. A new MTP must be approved every five years.

Transportation Improvement Program (TIP) – Approved October 17, 2024

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 is produced out of the TIP project listings.

Unified Planning Work Program (UPWP) – Approved November 21, 2024

The UPWP describes the anticipated work of MPO staff 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 as needed.

Public Participation Plan (PPP) – Approved March 1, 2022

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.

Title VI Program Manual – Approval November 17, 2022

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 August 18, 2022

The LEP plan identifies 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 architecture includes 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 2024/25, the MPO will process a small update to the plan based on project details.

Metropolitan Planning Agreement – Approved December 19, 2018

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

2024 UPWP Major Highlights

Expanded planning to support Transportation 2050 implementation to reflect the community's vision for transportation throughout Douglas County. Key highlights include:

- Welcomed new staff to MPO Transportation Planning
- Development of a Vision Zero Transportation Safety Action Plan for Lawrence, Eudora, and Baldwin City.
- Development of the FFY2025-2028 Transportation Improvement Program and maintained MPO documents in good standing.
- Began the Lawrence Bikes Plan Updates and the Electric Vehicle (EV) Readiness planning.
- Participation in the Mid America Regional Council (MARC) Freight Study and Johnson County Transportation Connection Plan
- Facilitated a Carbon Reduction Program call for projects
- Finalized and approved the Regional Pedestrian Plan for Eudora, Baldwin City & Lecompton
- Annual Lawrence Safe Routes to School activities

Anticipated Major Planning Priorities & Activities for 2025

- Implementation of the Vision Zero Transportation Safety Action Plan for Lawrence, Eudora & Baldwin City.
- Continued development of an EV Readiness Plan for Lawrence, Eudora, Baldwin City, and Lecompton and updating the Lawrence Bikes Plan and Countywide Bike Plan.
- Continued participation in the Mid America Regional Council (MARC) Freight Study and Johnson County Transportation Connection Plan
- Updating the Lawrence, Eudora & Baldwin City Safe Routes to School Plans
- Participate in the North Lawrence Corridor Study
- Annual T2050 Performance Reporting, implementation strategies and data management
- Development of the 2025-2028 Transportation Improvement Program Amendments, as needed.

1. PROGRAM SUPPORT AND ADMINISTRATION

1.1 Public Participation and MPO Committees

Objectives & Background:

- ❖ Develop, implement, and maintain 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.
- ❖ Support the MPO 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. The MPO staff also supports other ad-hoc MPO committees, in 2022/23, a T2050 Steering Committee and staff advisory workgroup was formed to guide the development of Transportation 2050, long range Metropolitan Transportation Plan.

In 2022, the MPO updated the PPP, the Limited English Proficiency (LEP) Plan, and Title VI Program Manual. Future updates will be made as needed and requested by KDOT to address the latest 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 continues to offer hybrid participation for MPO committees and will adjust as needed to reflect the public health and Vehicle Miles Traveled (VMT) reduction best practices while still maintaining opportunities to engage in MPO planning processes. In 2025, the MPO will work with the Vision Zero, EV Readiness and Lawrence Bikes Plan update steering committees and workgroups as needed.

Activities and Products:

- Activity/Product: Maintain and implement the PPP, Title VI Program Manual, and related documents and Title VI and Disadvantaged Business Enterprise (DBE) reporting (track process in the public participation spreadsheet, as needed) Prepare Annual Title VI report (September), DBE reporting (included in reimbursement requests)
- 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: 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, adopt, and implement the UPWP. 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:

- Product: 2026 UPWP (Policy Board approval by end of 2025) and Amendments to the 2025 UPWP (as needed) and quarterly progress reports to administer the Consolidated Planning Grant (CPG) reimbursement process (January, March/April, July, October)

- Product: 2024 MPO Annual Performance & Expenditure Report (due by March 31, 2025) and CPG agreements that support MPO operations (annually and/or as needed)

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

Acquisition of equipment supplies and services for all the non-staff costs. For 2025, this includes Software/Technology (computer equipment, ESRI, Adobe Creative, TransCAD, etc.) (\$6,750), and supplies/operating expenses (\$4,750).

1.2b Direct Expenses – Staff Benefits

This category budgets \$41,855.79 for healthcare and longevity benefits for full time staff not included in the hourly loaded rate.

1.3 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 Policy Board and TAC committee members to welcome and address questions the members have about their position. Staff provide 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 2025 the MPO staff plans to continue 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 (APBP), or National Association of City Transportation Officials (NACTO) Conferences, National Transit Institute and National Highway Institute workshops for MPO related topics and/or American Institute of Certified Planners (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 (IAP2) training and webinars
- Lawrence Chamber of Commerce, Leadership Lawrence
- Kansas Association of Metropolitan Planning Organizations (KAMPO)
- Training related to Bipartisan Infrastructure Law (BIL), as enacted in the Infrastructure Investment and Jobs 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: 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)

1.3a Workshops-Conferences-Training Costs

This category budgets \$13,750 for all the non-staff costs for attendance at these events (registration fees, travel, etc.). For 2025 this includes national conferences, state/local workshops, local conferences and/or online trainings.

1.4 Paid Leave

MPO staff vacation, holiday, sick and personal leave is budgeted \$27,993.45 for this task.

2025 Budget for Program Support & Administration

Program Support & Administration	1	142,319.90
Public Participation and MPO Committees	1.1	10,581.60
Unified Planning Work Program & Grant Management	1.2	15,285.55
Equipment-Supplies-Software-Fees-Other Non-Staff Costs	1.2a	11,500.00
Other Direct Staff Benefits	1.2b	41,855.79
MPO Education, Staff Training & UPWP Project Tracking	1.3	21,353.51
Workshops-Conferences-Training Costs	1.3a	13,750.00
Paid Leave (vacation, holidays, sick, personal)	1.4	27,993.45

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 2025-2028 TIP was approved on October 17, 2024. 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.

Activities and Products:

- Products: 2025-2028 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 web 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/requested. Projects brought to the attention of MPO staff by Lawrence or Douglas County planning/zoning staffs are reviewed by MPO staff for consideration on the proposed land use changes and major projects that generate large traffic volumes. Projects in Baldwin City, Eudora, and Lecompton are reviewed by MPO staff as requested.

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 Connected City Advisory Board (CCAB) was established in 2024 to advise on the implementation of the City of Lawrence Strategic Plan Connected City outcome which includes multimodal decision making. MPO staff will present and report to the CCAB as necessary. The CCAB does not replace the TAC and/or MPO Policy Board.

Activities and Products:

- Activity: Coordinate with the City of Lawrence Connected City Advisory Board 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 (as needed/requested and staff time allows)

2025 Budget for Short Range Transportation Planning

Short Range Transportation Planning	2	27,723.96
Transportation Improvement Program	2.1	14,072.40
Current Planning - Support & Coordination	2.2	13,651.56

3. LONG RANGE TRANSPORTATION PLANNING

3.1 Transportation 2050, Travel Demand Model and Performance Reporting

Objectives & Background:

- ❖ Maintain and implement a 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.
- ❖ Use modeling and data to facilitate community dialogue concerning regional development and transportation goals and to evaluate land use and transportation system scenarios.

The T2050 Plan, approved in 2023, was the result of collaboration between MPO staff, a travel demand modeling consultant, a public participation process, and the guidance of the T2050 Steering Committee. The Functional Classification Map for the Lawrence-Douglas County Region was revised in 2021. The next MTP will need to be approved in March 2028.

The current TransCAD Travel Demand Model (TDM) was updated as part of the development of T2050 in 2022/23 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.

Activities and Products:

- Activity/Product: Maintain and implement T2050 by continuing the community dialogue around T2050 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, 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)
- Activity: Development of coordinated funding applications, with the MPO as co-applicant to national funding opportunities to advance issues/strategies/actions that implement the MPO's approved transportation plans.
- Activity: Respond to transportation model data requests (as staff time and modeling abilities allow)

3.2 Complete Streets: Bicycle and Pedestrian Planning

This section outlines all complete streets activities and budget to ensure the federal requirement that at least 2.5% of the annual unified planning budget is devoted to Complete Streets related activities. Federal legislation broadly categorizes Complete Streets activities that will increase safe and accessible transportation options. At a minimum, work in this section meets or exceeds the Complete Streets requirement.

Objectives & Background:

- ❖ Maintain and coordinate the implementation of the Bicycle and Pedestrian section of the T2050 Plan, the Lawrence Bikes Plan, the Countywide Bike 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 MPO works through the Connected City Advisory Board and/or relevant subcommittees to address regional bicycling and pedestrian issues.

- ❖ Coordination, data maintenance and implementation of the regional Vision Zero Transportation Safety Planning into multimodal planning

A Lawrence Bikes Plan (2019) and Countywide Bike Plan (2021) covering unincorporated Douglas County, Eudora, Baldwin City and Lecompton were developed to guide the implementation of comfortable places for people of all ages and abilities to bicycle.

The MPO is a committed partner with the City of Lawrence, the Lawrence-Douglas County Public Health, and 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, and the Lawrence Elementary Plans were updated following school closures. Additional work includes the SRTS plan components (e.g., traffic circulation maps, encouragement maps, etc.) and the MPO staff participation as a partner in the SRTS working group established by the City of Lawrence and USD 497. In 2025, the MPO will lead the update to the Citywide Safe Routes to School plans. The Lawrence Pedestrian Plan was approved in 2022. The Regional Pedestrian Plan was approved in 2024.

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. The policy/process was updated in 2022 to coordinate with the Bicycle and Pedestrian Plans. Annual coordination with the local policy to ensure coordination with plan implementation will occur. In 2024 the City of Lawrence adopted an ADA Transition Plan for the Public Right of Way. The MPO will participate in continued discussions about implementation priorities considering equity and community engagement.

In 2024, the MPO oversaw the consultant led development of the Vision Zero Transportation Safety Action Plan for Lawrence, Eudora and Baldwin City. Once adopted, the MPO will continue to work on implementation.

Activities and Products:

- Activity/Product: Update the Lawrence Bikes Plan and Countywide Bike Plan through a public process with appointed steering committee(s). (continued from 2024)
- Activity/Product: Update the Bikeway Rideability Map with input from community bicyclists. (2nd/3rd Quarter)
- Activity/Product: Continued implementation of Safe Route to School plans, Lawrence Bikes Plan, the Countywide Bike Plan, the Lawrence Pedestrian Plan, the Regional Pedestrian Plan and Lawrence Bicycle Wayfinding Strategy throughout Douglas County (ongoing)
- Activity/Product: Update to the Citywide Lawrence/Eudora/Baldwin City Safe Routes to School Plans (starting 3rd Quarter 2024) and annual SRTS mapping (2nd Quarter)
- Activity: Update the bikeway and pedestrian datasets in Douglas County and respond to requests for data. Collaborate in the strategy and analysis for bike/ped data collection with automated counters and update data in the database (data updating ongoing, program development will determine timeline)
- Activity: Track bicycle and pedestrian plan implementation by the Connected City Advisory Board, the LiveWell Douglas County Built Environment Work Group, and other bike-ped interest groups with related activities of the MPO committees and staff (ongoing) and provide data (as needed)

3.3 Climate Resilience & Air Quality

Objectives & Background:

- ❖ Elevate planning and implementation of transportation related climate resilience strategies identified in the regional Climate Action and Adaptation Plan.
- ❖ 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 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 2025; 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 2025, 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. During 2023, there was collaborative work to develop a Climate Action and Adaptation Plan in Douglas County; the MPO participated and will continue to support efforts by local groups that are encouraging actions which lead to reductions in Vehicle Miles Traveled and carbon reduction.

Activities and Products:

- Activity/Product: Develop an Electric Vehicle (EV) Readiness Plan for Lawrence, Eudora, Baldwin City, and Lecompton. (continued from 2024)
- Activity: Participate in Climate Action and Adaptation planning and implementation related to transportation strategies. (ongoing)
- Activity: Host a Carbon Reduction Program call for projects in coordination with KDOT and the Transportation Emissions Reduction Program. (1st Quarter)
- Activity: Monitor the ongoing discussions about possible non-attainment status for Douglas County and work with the Kansas Department of Health and Environment (KDHE), the Environmental Protection Agency (EPA), KDOT, FHWA, FTA and other agencies to revise MPO plans, reports, and processes so Douglas County follows air quality regulations (as needed)

3.4 Long Range Planning & Special Studies

Objectives & Background:

- ❖ Participate in the development of statewide, regional, area, corridor, and special studies to complement the MTP as well as MPO policies and/or processes; and/or produce specialized information designed to address transportation planning related issues that are not addressed in other MPO work tasks.
- ❖ Maintain working relationships with land use planning 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 has been 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.

In 2025, the MPO staff may participate in work on special studies or planning work impacting the transportation system as time allows including coordinating on Lawrence Strategic Plan actions that support MPO plan implementation. The MPO will also participate in the local road safety committee, the MARC freight plan, Vision Zero Safety Action Plan and/or others as needed and invited.

Activities and Products:

- Activity/Product: Manage the consultant for the Vision Zero Safety Action Plan for Lawrence, Eudora, and Baldwin City to complete the Planning Process. Develop a Phase II SS4A application in partnership with cities to implement the plan and create process to implement and integrate Vision Zero in transportation project development. (ongoing)
- Activity: Participate in the Lawrence Land Development Code update (continued from 2024) and the North Lawrence Corridor Study (ongoing)
- Activity: Identify and participate in long-range planning or special studies to coordinate with land-use 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 (ex. MARC Freight Plan), corridor and special studies (ex. Johnson County Transportation Study) to complement the MTP as well as MPO policies and/or processes (as invited/time allows)

2025 Budget for Long Range Transportation Planning:

Long Range Transportation Planning	3	229,142.09
T2050, Travel Demand Model and Performance Reporting	3.1	29,645.96
Complete Streets: Bicycle & Pedestrian Planning	3.2	109,297.94
Climate Resilience & Air Quality	3.3	43,231.37
Long Range Planning & Special Studies	3.4	46,966.83

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

In 2024 Central Station opened at Bob Billings Pkwy and Crestline Drive. The Downtown Station location is in the planning process. In preparation for Central Station, Lawrence Transit undertook a route redesign planning process and full implementation occurred in 2024. In 2024/25, City transit staff will manage the Access Innovation and Collaboration Transit Fleet Zero Emissions Transition Planning Process and continued evaluation, outreach, and planning processes for transit services and bus stop amenity prioritization that is coordinated with MPO efforts.

Activities and Products:

- Activity/Product: Transit data development to support planning and future long-range plan development, including creating a data dashboard to enhance T2050 data and develop an amenity equity, access, and prioritization model/dashboard (ongoing)
- Activity: Provide technical and planning assistance to Lawrence Transit staff for transit operations, multimodal connections, and/or development of grant applications to support transit services (as requested/needed)

4.2 Paratransit Planning and Coordination

Objectives & Background:

- ❖ Maintain and implement the Coordinated Public Transit and Human Services Transportation Plan (CPT-HSTP) in coordination 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 paratransit and human service transportation providers to implement the CPT-HSTP and continue coordination in Douglas County. In late 2020, the MPO discussed with providers 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, future work will be coordinated by the Mobility Manager.

Activities and Products:

- Activity/Product: Coordinate implementation and updates of the DG County CPT-HSTP with the Douglas County Mobility Manager (as needed)

2025 Budget for Public Transportation Planning:

Public Transportation Planning	4	11,803.91
Public Transit Planning & Coordination	4.1	10,511.16
Paratransit Planning & Coordination	4.2	1,292.75

Budget

2025 UPWP Budget Amendment #		Total Budget
Program Support & Administration		1
		142,319.90
Public Participation and MPO Committees	1.1	10,581.60
Unified Planning Work Program & Grant Management	1.2	15,285.55
Equipment-Supplies-Software-Fees-Other Non-Staff Costs	1.2a	11,500.00
Other Direct Staff Benefits	1.2b	41,855.79
MPO Education, Staff Training & UPWP Project Tracking	1.3	21,353.51
Workshops-Conferences-Training Costs	1.3a	13,750.00
Paid Leave (vacation, holidays, sick, personal)	1.4	27,993.45
Short Range Transportation Planning		2
		27,723.96
Transportation Improvement Program	2.1	14,072.40
Current Planning - Support & Coordination	2.2	13,651.56
Long Range Transportation Planning		3
		229,142.09
T2050, Travel Demand Model and Performance Reporting	3.1	29,645.96
Complete Streets: Bicycle & Pedestrian Planning	3.2	109,297.94
Climate Resilience & Air Quality	3.3	43,231.37
Long Range Planning & Special Studies	3.4	46,966.83
Public Transportation Planning		4
		11,803.91
Public Transit Planning & Coordination	4.1	10,511.16
Paratransit Planning & Coordination	4.2	1,292.75
Total		410,989.85

Total UPWP Funding Breakout

Consolidated Planning Grant - Federal Funds	\$	328,791.88
Complete Streets Planning Activities 20 **	\$	21,859.59
Total Local Match Required	\$	60,338.38

**Complete Streets work does not require non-federal match and hours billed to task 3.2 can be reimbursed at 100%. If hours are billed to another task, they require local match.

This UPWP is in compliance with the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)), which sets forth a minimum funding requirement of 2.5% for Safe Transportation Options (Complete Streets).