



Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745

Phone: 785-296-3285
Fax: 785-296-1095
Hearing Impaired - 711
publicinfo@ksdot.org
<http://www.ksdot.org>

Deb Miller, Secretary
Jerome T. Younger, P.E.,
Deputy Secretary and
State Transportation Engineer

Sam Brownback, Governor

November 3, 2011

Mr. Mokhtee Ahmad
Region Administrator
FTA, Region VII
901 Locust St., Suite 404
Kansas City, MO 64106

Mr. J. Michael Bowen
Division Administrator
FHWA, Kansas Division
6111 SW 29th St., Suite 100
Topeka, KS 66611-2237

Dear Mr. Ahmad and Mr. Bowen:

RE: Amendment #2 to the 2012-2015 STIP

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2012-2015 Statewide Transportation Improvement Program (STIP), which includes projects in the Transportation Improvement Programs (TIPs) for the Kansas City and Lawrence metropolitan areas. These items are enclosed for your review.

The public involvement activities conducted by the Mid-America Regional Council (MAC) and the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) for the TIPs serve to satisfy the requirements of 23 CFR §450.324.

We are requesting your concurrence and approval of this amendment to the 2012-2015 STIP.

Please forward any questions or comments regarding these projects to Stephanie Watts, Bureau of Transportation Planning, at (785) 296-7448.

Sincerely,

Jerome T. Younger, P.E.
Deputy Secretary and
State Transportation Engineer

Enclosures: 2012-2016 TIP Approval Request Letter from MARC
MARC Self Certification
2012-2015 TIP Approval Request Letter from L-DC MPO
L-DC MPO Self Certification

c: Joni Roeseler, FTA Region VII
Daniel Nguyen, FTA Region VII
Paul Foundoukis, FHWA, Community Planner
Susie Lovelady, KDOT Bureau of Program and Project Management
Davonna Moore, KDOT Planning
Stephanie Watts, KDOT Planning
Allison Smith, KDOT Planning
Sondra Clark, KDOT Local Projects

RESOLUTION

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive (3 C) planning program, including transportation planning; and,

WHEREAS, the Transportation Improvement Program (TIP) of a MPO identifies the projects to use Federal Highway Administration, Federal Transit Administration and certain other State and Local funds for the advancement of projects that implement the region's Metropolitan Transportation Plan (MTP) approved by the MPO; and

WHEREAS, a Transportation Improvement Program for each MPO is customarily adopted on a regular basis, and must be amended and/or revised when necessary, in accordance with 23 USC 134, 49 USC 5303-5306 and associated regulations and laws; and

WHEREAS, the local government sponsors of the projects described in this TIP document have placed the necessary funds for those projects into their Capital Improvement Plans and conferred with the Kansas Department of Transportation to ensure that any needed federal and/or state funding for those projects is also available, and that this TIP document presents a fiscally constrained list of projects for at least a four-year period as called for by federal regulations; and

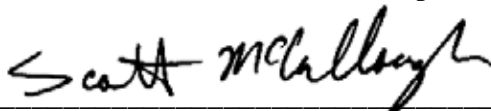
WHEREAS, the projects listed in this TIP that are sponsored by the Lawrence Transit System constitute the Program Of Projects (POP) for Lawrence Transit and by approving this TIP the L-DC MPO is also reviewing and approving the POP for transit to bring the Lawrence Transit System into compliance with current FTA regulations regarding their POP.

NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.210, the Kansas Department of Transportation and the Lawrence-Douglas County Metropolitan Planning Organization hereby agree that the public involvement activities carried out in response to 23 CFR 450.324 (b) satisfy the public involvement requirements to approve this new 2012-2015 TIP for the L-DC MPO metropolitan planning area and to by reference add this TIP into the Statewide Transportation Improvement Program (STIP) and that the previous 2008-2012 Transportation Improvement Program now be replaced by this new 2012-2015 TIP document.

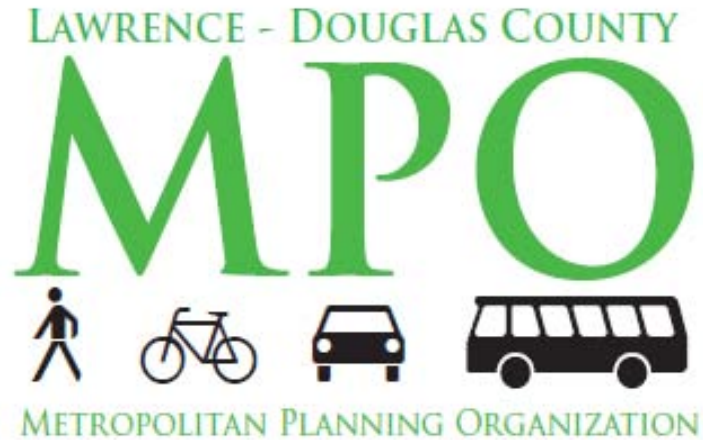
The Lawrence-Douglas County Metropolitan Planning Organization hereby approves this new 2012-2015 TIP on this 20th day of October 2011.



Charles Blaser, L-DC MPO Chairperson



Scott McCullough, L-DC MPO Secretary



2012 - 2015

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Funding Note:

This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

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, sex, 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 <http://www.lawrenceks.org/pds/MPO>.

TABLE OF CONTENTS

I.INTRODUCTION.....	1
II.DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM.....	3
III.PROJECT DEVELOPMENT AND SELECTION PROCESS	6
IV.FISCAL CONSTRAINTS ON THE DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM	9
V.TIP AMENDMENTS AND REVISION.....	23
VI.LOCATION OF TIP PROJECTS.....	26
VII.ENVIRONMENTAL JUSTICE REVIEW.....	28
VIII.REGIONAL SIGNIFICANCE OF TIP PROJECTS.....	32
Appendix 1 Latest Federal Fiscal Year - List of Obligated Projects.....	36
Appendix 2 TIP Project Submission Form	38
Appendix 3 Self-Certification of the MPO Planning Process.....	40
Appendix 4 Latest USDOT Regulations Concerning TIP Development and How the L-DC MPO TIP and MPO Process Are Addressing Those Regulations	41
Appendix 5 Explanation of TIP Project Listings	51
TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LISTING (Includes the Program of Projects for the Lawrence Transit System).....	53

I. INTRODUCTION

All urbanized areas of more than 50,000 in population are required to designate a Metropolitan Planning Organization (MPO) to carry out the continuing, cooperative and comprehensive (3-C) transportation planning process. The Lawrence - Douglas County Metropolitan Planning Organization (L-DC MPO) was designated by the Kansas Department of Transportation (KDOT) Secretary on behalf of the Governor as the MPO for the Lawrence - Douglas County Metropolitan Planning Area on December 8, 2008. Previous to that designation the Lawrence - Douglas County Metropolitan Planning Commission served as the MPO since October 1982.

Among the MPO's responsibilities is the development and maintenance of a Transportation Improvement Program (TIP). The TIP is a multi-year listing of federally funded and/or regionally significant projects selected to improve the transportation network for the Lawrence - Douglas County Metropolitan Planning Area (MPA). That MPA is all of Douglas County including the four cities in the county (Baldwin City, Eudora, Lawrence, and Lecompton). The TIP discusses multi-modal transportation system development which focuses not only on roads and motor vehicle travel but also on transit, bicycle, and pedestrian related improvements.

Projects listed in this TIP are designed to implement the region's Metropolitan Transportation Plan (MTP). This TIP and the projects listed in it are also designed to be consistent with the region's Comprehensive Plans, urban development objectives, and social, economic, and environmental goals and plans. This TIP document identifies projects to be implemented over the next five years in accordance with funding allocations and the region's project selection criteria.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

On August 10, 2005 President Bush signed a new federal surface transportation bill into law. That new act called SAFETEA-LU kept intact many of the planning provisions of the previous Transportation Equity Act for the 21st Century (TEA-21) programs including the planning factors discussed below with one addition. Under TEA-21 safety and security were combined under a single factor. With SAFETEA-LU the security factor was separated out to add emphasis to transport system security. In addition to that security change, SAFETEA-LU also impacted MPO operations by placing greater emphasis on safety, including a new Safe Routes To School Program. SAFETEA-LU also included greater emphasis on environmental mitigation and consultation with interested parties in the planning process.

SAFETEA-LU Transportation Planning Factors

In 2005 SAFETEA-LU was passed into law, and on February 14, 2007 new planning regulations to implement that law were published by the FHWA and the FTA. SAFETEA-LU includes eight planning factors for each MPO to consider in their planning process (including TIP development) and in the creation/update of their Metropolitan Transportation Plan (MTP - until recently called the Long Range Transportation Plan). During the course of TIP development the MPO staff and others will review projects submitted for TIP listing to see that they address one or more of these eight basic federal planning factors listed below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users

3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system.

TIP Definition and Purpose

The TIP is a multi-year listing of federally funded and regionally significant non-federally funded improvements to the region's transportation system. The L-DC MPO, in its role as the MPO, reviews and adopts the TIP. The TIP is then sent onto the Governor for approval and addition by reference into the State Transportation Improvement Program (STIP). During the development of the TIP public involvement opportunities exist, and anyone is welcomed to comment on the draft TIP document as well as individual projects in the TIP.

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.

The TIP must be updated at least once every four years, on a schedule compatible with that of the STIP, and projects included in the TIP must be consistent with the MPO's Metropolitan Transportation Plan (MTP). Additionally, the TIP must be financially constrained and include only those projects for which funding has been identified, using current or reasonably available revenue sources. The MPO is responsible for developing the TIP in cooperation with the KDOT and the local transit operators, each of whom cooperatively determine their responsibilities in the planning process.

The **TIP** represents regional **cooperation** and **coordination**.

The MPO staff develops the TIP with the assistance of the Technical Advisory Committee (TAC). This group is composed of transportation professionals. The primary purpose of the TAC is to provide practical and specialized assistance in the MPO transportation planning process and to make recommendations for actions by the MPO. The Lawrence/Douglas County Metropolitan Planning & Development Services Department, the Douglas County Public Works Department, the City of Lawrence Public Works Department, the City of Lawrence Public Transit Division, the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) all have representative members on the TAC and have provided technical review of this TIP and its amendments.

The purpose of developing this TIP is to provide the Lawrence - Douglas County Area with a continuing, comprehensive and cooperative program to improve the area's transportation system. The TIP is one of several management tools that planners and engineers use to better manage transportation programs and make needed improvements to the region's multi-modal transportation system. It is essentially a short-range scheduling and budgeting program that relates the present transportation system improvement needs to the longer range MTP. The TIP is an important document that sets short-term priorities for transportation improvements in the region. All regionally significant projects (even those not using federal funds) must be programmed in the TIP.

The TIP symbolizes the end of the planning stage and the beginning of the implementation stage for projects.

The TIP strengthens the connections between the area's long-range transportation and land use plans, the operation and maintenance of the existing transportation system with its management for future improvements, and all of the various financial processes related to funding major transportation projects. The TIP is the end product of the planning stage of transportation system development and the beginning of the implementation stage.

Projects listed in the TIP move forward toward construction through a process that involves planning, programming, budgeting, and project development. This progression proceeds as the project moves forward in the TIP from the last year to the first year. By looking at the TIP from year to year you can see the progress being made to implement recommended projects from the MTP and other local plans that propose transportation improvements (e.g., capital improvement plans, corridor studies, etc.). In this way the TIP is used as a progress report for the transportation plan as well as a programming document for projects.

Projects that end up being federally funded and/or are regionally significant are often specified as recommended system improvements in the MTP. Those projects must be programmed in the TIP. These improvements are then added to the regional traffic demand model and used to analyze the regional transportation needs during the creation of the next MTP. Therefore, the MTP and the TIP are part of the same cyclical process for transportation system improvement. These two important MPO documents are posted on the MPO web site at <http://www.lawrenceks.org/pds/MPO>.

Improvements to the major street/highway system and transit operations in the region facilitate and support other community developments including the urbanization of land as the region's population grows. The regional transportation planning process, including TIP development, allows capital improvement needs to be anticipated in advance and for government agencies to respond more effectively to growth and development pressures in the region.

II. DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

Federal transportation funding assistance is provided through the MPO process to the City of Lawrence (including transit funds for the T), Douglas County, the three small cities in Douglas County (Baldwin City, Lecompton, and Eudora), and local paratransit providers for the improvement of the regional transportation system. Projects listed for funding in the TIP are designed to address mobility concerns raised in the MTP, and as such the TIP acts as the short-range implementation tool for the region's transportation planning process.

The planning work done by L-DC MPO includes a coordination function between the regional MPO process and transportation improvements planned by the KDOT and local governments in the area. Local governments have the ability under state law to plan and provide a transportation system, and local projects designed to provide this system are programmed through local Capital Improvement Plans (CIP) and budgets. The CIP is a programming document approved by local governments (i.e., City or County elected officials). The TIP is a federally required regional programming document approved by the MPO. Although parts of the regional TIP and local CIP often look similar, they are not the same. The processes used to create the TIP and local CIPs are quite different. Projects listed in the TIP are federally funded and/or regionally significant, and they need to address the transportation goals found in the region's Metropolitan Transportation Plan. Projects listed in a local CIP are not always regionally significant and usually address the concerns of only one local government. It is possible and desirable to have several of the same projects listed in both the TIP and CIP, however, the listing of a project in the local CIP does not automatically mean that it will be or should be listed in the TIP. The MPO is the body that determines whether a project is included in the TIP. The MPO is also the body that determines locally whether or not a project receives federal funding since in order to obtain federal aid a project must be listed in the TIP. The TIP is approved by the MPO and not by the local governments in the region.

The process used for TIP development in Douglas County is relatively simple. This process to produce a new TIP usually takes a few months to complete, but it can take longer if the MPO decides to take more time for review and public involvement. In the end, only the MPO can approve the TIP and the MPO ultimately sets the schedule for how much review will be done and when the new TIP will be adopted.

The TIP can be amended to make changes to project details (funding amounts, schedule, etc.) or to add and delete projects. TIP amendments can usually be processed in less than two months. Simple administrative revisions can also be made to the TIP and are usually approved at the next MPO meeting. Starting with the approval of this 2011-2015 TIP the MPO staff will put a quarterly TIP amendment opportunity on the MPO Policy Board agendas so that project sponsors can have a more predictable time when they can make changes to their TIP projects. Changes to TIP projects will only be processed on this quarterly basis unless further delays will jeopardize funding or the MPO decides that the project amendment must be expedited. Another timing issue for the TIP, and a rather important one, is the fact that a TIP is only good for four years. After that time limit it expires. If that occurs funds cannot be obligated to projects until a new TIP is approved by the MPO and the Governor. If a TIP expires it will likely have serious and negative impacts on project schedules. The process for reviewing and approving both a new TIP document and making amendments to it is described in the Public Participation Plan (PPP) approved by the MPO. Even though the federal regulations state that the TIP must be updated every four years, the MPO staff will attempt to update this document more often than that (about every two years) in order to keep the number of amendments to a manageable level and to more quickly respond to any changes in USDOT or KDOT policies concerning the TIP.

Transportation Improvement Program (TIP) Development and Approval

The following description of the TIP drafting process is generalized and is meant to be used as a guide. There are many details about how a TIP is developed and approved which are not mentioned here, and every time the TIP is updated some details change. However, active participation of project sponsors and coordination with the MPO staff is vitally important to the

process. Likewise, the public review and comment opportunities are important to and required for the TIP development process.

Under SAFETEA-LU planning regulations enacted in 2007 the review and approval process for adoption of a new TIP must follow a Public Participation Plan (PPP) that includes opportunities for public comment and participation in the regional transportation planning process. The details of our region's public review process are currently included in the 2009 MPO approved PPP. This process involves discussion of the draft TIP at MPO meetings, the review of the draft TIP by the TAC, posting the draft TIP online for public review and comment, and other possible public involvement activities. Draft changes to the TIP must be available for public comment for at least thirty days for an update and at least fifteen days for an amendment.

Basic Steps in the Development and Approval of the Transportation Improvement Program (TIP)

- MPO staff reviews any changes to TIP related regulations and starts drafting TIP text
- MPO staff announces the need to develop projects and complete TIP project submission forms
- TAC members and the MPO staff discuss public involvement activities
- MPO staff receives and reviews project submission forms and starts drafting TIP project tables
- MPO staff and TAC reviews the draft TIP and posts the draft document for public review and comments
- MPO staff collects public comments, revises the draft TIP as needed to reflect public comments, and sends the revised draft back out to the TAC for review and approval
- MPO staff prepares the Final Staff Draft of the TIP and with the MPO Chair schedules it for approval at an upcoming MPO Policy Board meeting
- MPO approves the TIP and forwards it to KDOT for review and approval
- KDOT Secretary (acting as the Governor's designee) approves the TIP
- KDOT forwards the TIP to the FHWA and FTA for approval as an addition to the STIP

Public Participation Process in the Development and Approval of the TIP

Public participation, project selection, and project prioritization activities are part of the development of the TIP but also part of the local government processes to develop the Lawrence Capital Improvement Program (CIP) and Douglas County CIP. The public participation program for TIP development is described in the Public Participation Plan (PPP) approved by the MPO. The goal of the MPO as identified in the PPP is to ensure early and continuous public notification about and public participation opportunities in all major actions and decisions made by the MPO, and this certainly includes opportunities for the public to see the draft TIP and comment on it before it is approved.

According to the Public Participation Plan (PPP), the TIP must undergo a 30 day comment period for the citizens and other public entities to review and respond to the draft. The draft TIP is made available on the MPO website (www.lawrenceplanning.org/pds/mpo) and a printed copy is made available at Lawrence City Hall and the Lawrence Public Library. All comments are reviewed by MPO staff and the TAC, and if found applicable, those public comments are incorporated into the final draft document sent to the MPO Policy Board for approval. Amendments to the TIP require a 15-day public comment period. Details about the public

participation process for the approval and amendment of the TIP and other MPO documents are found in the PPP which is posted on the MPO website.

III. PROJECT DEVELOPMENT AND SELECTION PROCESS

The projects included in the TIP are drawn from the area's MTP, the Capital Improvement Plans from county and city governments in the MPO planning area (i.e., Douglas County) and the Five-Year Plans submitted by Lawrence and Douglas County to the KDOT Local Projects Bureau. Projects included in the TIP should be consistent with the Goals and Objectives outlined in the MTP. Roadway and bridge projects are reviewed for inclusion in the TIP based on their consistency with the MTP as well as other MPO policies and their relationship to the TIP Project Selection Factors listed below.

The MPO staff and the TAC uses these factors to determine if the TIP projects requested by KDOT and the area's local governments meet the test of being regionally significant and address issues noted in the MTP. For most proposed TIP projects the response to these questions is yes and the regional significance of the project is apparent and simple to explain. If the MPO staff and TAC encounter difficulties answering these questions for a particular project then that usually indicates that the project sponsor needs to provide the TAC with more information about the project so that the TAC can decide if the project needs to be listed in the TIP and how it should be listed. The TAC and MPO staff should use these factors to verify that projects are flowing out of the MTP and the regional 3C planning process and into the TIP for funding and implementation.

The factors to consider in TIP project selection are of two types. First, there are the regional planning items showing that the project is consistent with MPO plans and policies and that the project is part of building a regional multi-modal transportation system. Second, there are the more traditional engineering factors that show the project is needed because the current facility or service is aging and/or is inadequate in some way based on current standards. Projects that go into the TIP should address all of these things to the extent feasible for its type of project. This list is not exhaustive and may be changed in the future as new issues arise. Albeit, the project sponsor should keep all of these factors in mind when developing projects to put in the TIP.

Regional Transportation Planning Factors to Consider in TIP Project Selection

1. Is the project consistent with the goals and objectives found in the current MTP approved by the MPO and does the project address issues and/or mobility needs discussed in that MTP?
2. Is the project listed as a recommended transportation system improvement in the MTP or is it a small project that may be grouped in the TIP according to federal regulations?
3. Is the project regionally significant as defined by federal regulations and the latest Regionally Significant Policy approved by the MPO?
4. Is the project consistent with the latest MPO and FHWA approved Functional Classification Map for Roadways?
5. Is the project consistent with the latest locally approved comprehensive plan (including the land use plan, area plans, and other comprehensive plan elements/chapters) covering the project location?
6. Does the project include provisions for transit, bicycle, and pedestrian movements as needed to provide a regional multi-modal transportation system?

7. Has the project sponsor considered Title VI and Environmental Justice impacts in the planning for this project and indicated to the MPO if this project is located in a minority population and/or low income area?
8. 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?
9. 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?

Project Engineering Factors to Consider in TIP Project Selection

1. Is congestion indicated by a high volume to capacity ratio (existing or projected) for the roadway segment indicating that the facility has or soon will experience significant congestion and lower levels of service?
2. 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?
3. Does the project location have pavement conditions noting a deteriorated state of the driving surface and showing that the facility is in need of improvements to maintain its function and that those improvements can be made economically now before more costly reconstruction is needed?
4. 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?
5. 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?
6. Have safety concerns including things 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 these concerns as part of this project?
7. 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?

Projects included in the TIP should address the multi-modal transportation system issues discussed in the region's MTP and all of the items listed above to the extent they are applicable. TIP projects should also support other comprehensive plan goals for the region (e.g., land use, environmental, etc.). The basic idea is that projects listed in the TIP should "flow out" of the region's continuing, comprehensive and cooperative transportation planning process including the MTP and other planning documents and policies that are part of that 3C process.

The MPO should strongly encourage local governments to develop TIP projects that are regionally significant. Projects that are not regionally significant should be discouraged from placement in the TIP and encouraged to use local and/or state funds instead of federal funds. However, sometimes that is just not possible for local governments to do. In some instances the only feasible funding for certain expensive but not regionally significant projects is to use federal aid along with local funds. A common example of this is for local governments to use federal aid to replace bridges on low volume roads that are not regionally significant but are very important to the people that use that road. Bridge replacements are often quite expensive and sometimes the bridges in the worst shape are not the ones on regionally significant roads.

Albeit, those bridges still need to be replaced in a timely manner to avoid road closures or low weight limits from being posted. Federal programs recognize this situation by allocating federal funds for "off-system" bridge replacements. If federal funds are programmed for this type of bridge replacement or similar case where raising local funds is not feasible and the project is eligible for federal funding then the project must be shown in the TIP.

Federal funds programmed through the TIP process should be used for regionally significant projects that are directly related to implementing the recommendations found in the MTP. However, as noted in the preceding paragraph that is not always possible. Projects should not be placed in the TIP simply as a way to receive federal funding. In order for a project in the L-DC MPO planning area to receive FHWA or FTA funding the MPO needs to approve it as part of the TIP.

The transit and paratransit projects programmed in the TIP also go through a project selection process. The Lawrence Transit System (T) staff works with the MPO, FTA, and KDOT staffs to plan and program projects in the TIP that address transit needs and issues identified in the MTP. The MPO staff also works with the University of Kansas - KU On Wheels (KUOW) staff and other members of the KU-City Transit Planning Team to study transit issues in and around Lawrence. During the last two years the MPO staff has been involved with the ongoing coordination study for T and KUOW transit operations.

For paratransit projects the selection for federal and/or state funding is made by the KDOT-Office of Public Transportation in consultation with the Kansas City Regional Coordinated Transit District #1 (CTD #1) and then coordinated with the MPO staff for programming in the TIP. The MPO staff attends CTD #1 meetings regularly and meets with KDOT staff as needed to facilitate coordination between paratransit operations in Douglas County and the development or amendment of the TIP. The MPO staff is also in charge of developing a Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) for Douglas County and working with KDOT staff and members of CTD # 1 to develop and update this plan. The CPT-HSTP for Douglas County is being updated in 2011 to complement the next update of the MTP scheduled for 2012-2013, and those two plans will be coordinated.

For transit planning purposes this TIP document also contains projects for the Lawrence Transit System (T) that collectively constitutes the Program of Projects (POP) for the T. This list of transit items is a prioritized list of projects used by the T staff and reviewed by FTA officials. The TIP project tables are the POP for Lawrence, and 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 of FTA Section 5307 funding.

Role of the L-DC MPO in Regional Transportation System Development and Project Selection

The MPO's role of approving the MTP and the gives the MPO a significant voice in how transportation funds are directed in Douglas County, and it encourages a more need-based system-building approach to project selection. Since the MTP approved by the MPO must look at all modes of transportation on a regional scale, it has a broader view of the transportation system than some other planning documents that are more neighborhood based or are written for one political jurisdiction (e.g., area plans or city facility plans). This broader regional view is different than the view held by some groups and individuals.

Often some of the most controversial transportation issues relate to local streets, parking restrictions, speeding through neighborhoods, or other items that are not usually regionally

significant from an MPO perspective. This is not meant to say that those issues are not important - they are to the people affected. However, the MPO is not usually the primary body dealing with those types of issues on local streets. The MPO deals with issues and projects that have regional significance and impact the regional transportation system. Local street issues typically do not have significant impacts on the regional system, but there are exceptions (e.g., a local street near an arterial intersection experiencing cut-through traffic). For most local street issues the local government agency (e.g., City or County Public Works Department) is the primary body responsible for handling those items.

The MPO needs to make decisions that help build the best transportation system for the region rather than the best transportation system for one city, one neighborhood, or one mode of travel. The MPO as the regional transportation planning body needs to look objectively at the area's transportation facilities and services to determine if there are mobility issues that need to be addressed through the regional planning process. Then the MPO needs to determine how and when those issues can be dealt with. An important concept behind the creation of the MPO is the idea to make regional transportation system decisions somewhat less political by placing those decisions within a regional group that is responsible for looking at the whole region and for looking at all travel modes. Getting these transportation decisions in metropolitan areas to be a little less political and more coordinated on a regional scale was one of the ideas Congress had when it created Metropolitan Planning Organizations over forty years ago. Congress also recognized the political nature of transportation improvements and since 1991 has mandated that new or re-designated MPO policy boards contain local elected officials from around the region.

In the past there has been some confusion in Lawrence and Douglas County about the MPO and how it relates to the City and County Governments. The MPO is a separate entity and not a creation of either the Lawrence City Commission or the Board of County Commissioners of Douglas County. The MPO is a federally required regionally focused planning group charged with planning and programming activities to develop a multi-modal transportation system through a continuing, comprehensive and cooperative process involving local, state, and federal officials. Details about the composition and roles of the MPO and its planning partners are found in the following documents:

- L-DC MPO Re-Designation Agreement for Cooperative Transportation Planning
- L-DC MPO Cooperative Agreement
- Bylaws for the L-DC MPO Policy Board

All three of these documents are available on the MPO web site at http://www.lawrenceks.org/pds/tr-MPO_Desig.

IV. FISCAL CONSTRAINTS ON THE DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

Project Funding Overview

The funding of transportation system improvements depends on the availability of funds, on criteria established by State and Federal laws, and policies established by the local governments on the use of funds. 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

provides federal-aid to state and local units of government for surface transportation projects.

The use of FTA funds are allocated to transit operators by formulas through the FTA Region 7 Office in Kansas City and through the KDOT Public Transportation Programs Office in Topeka. Those funds are utilized for the operations of the City of Lawrence Public Transit System commonly referred to as The T and various paratransit operations in the region. For urban public transit operators like the T the federal funding flows from the FTA Region Office directly to the operators and for the small paratransit operators the federal funding flows through KDOT to local agencies. State transit funds from the new T-Works Program flows through KDOT to both urban transit and paratransit providers. Local sources of funding for transit projects are provided through a variety of sources including local government general funds, general obligation bonds, local sales taxes, agency contributions, farebox revenues, and other sources of funds available to local governments and agencies providing transit services.

The use of FHWA funds and state highway and bridge funding supplied through the new T-Works Program are all administered by KDOT. Those federal funds come in various forms from several different FHWA programs (e.g., Surface Transportation Program, Bridge Rehabilitation & Replacement, Transportation Enhancement), but all of this federal money flows through KDOT to local governments.

Funding for Locally Sponsored Projects

In November 2008 Lawrence voters approved three increases in sales taxes to support the improvement of roads and transit services in the city. A 0.3% increase was dedicated to roads and infrastructure, a 0.2% increase was dedicated to funding transit service, and a 0.05% increase was dedicated to expanding transit services in Lawrence. For 2010 these new taxes were projected to produce approximately \$3.9 million, \$2.6 million, and \$.7 million dollars of additional revenue for the city. Actual revenues from these sources for 2010 were \$ 3.9 million, \$ 2.6 million, and \$.6 million. With the recently slowed economy in Lawrence it is uncertain if the original estimates for these revenues will ring true for the 2012-2015 period covered by this TIP, but even if these new taxes don't produce quite as much funding as projected they are still a welcomed change for transportation financing in Lawrence. All three of these new taxes are set to expire in ten years. With the addition of these taxes the City of Lawrence has a local dedicated funding source for road and transit improvements that should make funding for those projects more predictable and lessen pressure on other city funds to pay for road work and transit operations. With the passage of these new sales taxes the city is now designing and programming some large road projects that were not financially feasible in the recent past. Some projects are now funded with this new sales tax revenue and some are still funded with a combination of federal aid and local matching funds.

In 2010 The City of Lawrence received about \$1 million in federal Surface Transportation Program (STP) funds through the KDOT sub-allocation process of sharing federal funds with local governments. During that same year Lawrence did not receive any federal Bridge (BR) funding through KDOT. Currently all of the Lawrence bridges are in good shape, and the City has not needed or received BR funding in recent years. If needed for a future bridge rehabilitation or replacement project the City may request BR funds from KDOT and possibly receive them. If that occurs, the MPO will make a TIP amendment to program that funding. Because the use of BR funding by Lawrence has been sporadic at best and non-existent in recent years it is not possible to predict an annual amount of BR funding for Lawrence and that funding source is not included in this fiscal analysis. What is included for Lawrence is \$1.0 million in federal aid that in the future could be all STP or a combination of STP and BR funds.

The STP and BR programs are the two main federal sources of funding that cities receive through KDOT. For Lawrence that federal funding has come recently in the form of STP only and remained the same at about \$1 million each year. All of the road and bridge projects sponsored by Lawrence are listed in the Lawrence budget documents, and the federal aid road and bridge projects sponsored by the City are also listed in the 5-Year Plan filed with the KDOT Local Projects Bureau as well as in this TIP approved by the MPO. The MPO and Lawrence Public Works staffs jointly review the city budget and the TIP to coordinate these two documents, and the MPO staff confers with KDOT staff to make sure the TIP and 5-Year Plan are coordinated.

Lawrence also receives Transportation Enhancement (TE) funds from time to time as the city submits discretionary grant applications and they are selected by KDOT. These TE funds help the city build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements.

Since the City of Lawrence operates the T transit system it also receives federal transit funding from the FTA. That funding comes in two types - capital and operating assistance. It also comes in two forms – discretionary for capital and formula based that can be used for capital or operating needs. Transit capital funding for buses and related facilities can be a varied mix of formula and discretionary grant funding along with local funds. Transit operating assistance is typically more predictable using a fixed percentage mix of federal and local funds. Under T-Works some state operating assistance is also received by Lawrence each year.

Douglas County has a similar funding situation for road and bridge projects in that the County can receive both STP and BR federal funds through KDOT and the County can apply for TE funds if it chooses to do so. The county does not operate transit service and does not receive federal or state transit funding. The county does provide a 5-Year Plan to KDOT, and Douglas County has a CIP that is updated on a regular basis. The annual CIP allocation in Douglas County in recent years has been approximately 4 mills, or approximately \$4 million. This allocation is reviewed and adjusted annually by the Board of County Commissioners. The county programs its projects in the CIP and as federal funding becomes available the County staff coordinates those actions with the MPO staff for TIP development and changes. In 2010 the County received approximately \$600,000 in federal aid (STP and BR combined) through KDOT.

With the publication of the 2010 Census data the City of Eudora is expected to show continued growth and become a second class city under Kansas statutes. With this designation Eudora will receive an annual allocation of STP and BR funding through KDOT. This amount of funding is expected to be approximately \$75,000 annually. In the past the three small cities in the county (Baldwin City, Eudora and Lecompton) have used federal funding sporadically and worked with the county 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 in the region is expected to continue through the life of this TIP, but the Eudora-Douglas County relationship is now being reviewed and may be re-negotiated soon.

The paratransit providers in the region provide their own funds to operate their services, and in some cases 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. The MPO staff works closely with the KDOT-Public Transportation Division, and Coordinated Transit District #1 members including paratransit providers to keep informed about the status of paratransit projects in Douglas County.

In the case of locally sponsored road, bridge, transit and transportation enhancement projects the project sponsor works to put the project into the appropriate local budget and then requests that the MPO staff adds the project to the TIP. When there are major changes to the project budget or the project is cancelled the project sponsor informs the MPO staff about that change and the TIP is amended. The local government process is used to determine if the project can be afforded and what outside aid from federal and state sources may be used for the project. If the project sponsor cannot secure adequate funding for the improvement then it does not go into the local budget and the local public works staff does not ask the MPO staff to add it into the TIP. The MPO staff discusses project additions to the TIP at TAC meetings, and the project sponsor is asked to explain where the project funding is coming from. KDOT staff also has an opportunity to review projects at TAC meetings and to check to see if the level of state and federal aid for the project is reasonable. With this two-tiered process of projects being debated at the local budget and the TIP budget levels, the road, bridge, transit and transportation enhancement projects receive an appropriate review for fiscal constraint. This ensures that the TIP will not become a "wish list" of projects that cannot be afforded with reasonably available funding levels.

State of Kansas Funding for KDOT and Other Projects

State funds used in Douglas County for road and bridge projects are mostly limited to KDOT facilities and projects. The level of KDOT funding expended in the region varies greatly by year due largely to how much work KDOT does on the area's major highways. Recently KDOT has been spending a large amount of money to widen and improve US 59 south of Lawrence, and KDOT is spending funds to replace the K-10/23rd Bridge over the BNSF railway line in Lawrence. KDOT is also planning on spending a large amount of T-Works funds on the South Lawrence Traffic Way Project soon. All of those projects are KDOT administered projects on KDOT routes. Those projects do not impact the local governments' budgets for transportation improvements.

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. That funding is welcomed by local governments, but it typically makes up a rather small amount of the local governments budget for transportation improvements. For 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 improvement programs.

The one example in the region where the state funding does make a routine and significant difference in the local budget process is state transit operating assistance. The Lawrence T operation receives about \$ 250,986 in state operating assistance annually and that is an important part of their budget.

In the recent past state funding came from the Comprehensive Transportation Program (CTP) which was a ten-year state transportation program approved in 2000. Now the state has a new transportation program called T-Works that was approved in 2010, but it is much smaller than its CTP predecessor. However, in light of current economic conditions the passage of a statewide comprehensive transportation funding package of any size in 2010 was a good thing for transportation in Kansas. During the drafting of this TIP document the Governor made an announcement of major projects selected for funding in the first round under this new T-Works program. On June 3, 2011 the projects for NE Kansas were announced and the South Lawrence Traffic Way was on the list. This is a major road project in the Lawrence Area that has been planned for decades. Funding for this major project is included in this 2012-2015 TIP.

Transit funding is also included in the T-Works program and will be part of the funding mix for the Lawrence Transit System. The T-Works program is funded by an increase in the state sales tax and other revenues that will run for ten years until the T-Works program ends.

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, the KDOT requests for TIP actions represent a fiscally constrained condition for state funded and managed projects.

Federal Funding

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 \$ 600,000 and the City of Lawrence receiving about \$ 1 million annually in federal aid for roads and bridges. The three smaller cities in the county (Lecompton, Eudora, and Baldwin City) have small public works departments, and if they do large road or bridge projects those are often managed by Douglas County or KDOT. However, there are times when these smaller cities do receive significant amounts of federal transportation funding that does make a difference in their budgets. In the case of all three of these small cities the major highways through the cities are either major county and/or state routes.

The public transit operations in Lawrence are composed of a mix of services operated by the Lawrence T and the University of Kansas. The KU On wheels transit operations are supported by student fees. The City transit service uses state operating assistance and both 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 \$ 1.6 million annually in flexible federal formula Section 5307 subsidies to provide transit services. This annually allocated funding can be used for both capital and operating needs, but most of it has been used for operations. Lawrence also recently received some Section 5316-JARC (Jobs Access-Reverse Commute) funds for operating assistance. However, those funds are not routine formula allocations so there is no guarantee that Lawrence will receive them in the future.

Capital assistance levels are typically much more unpredictable than operating assistance. Federal capital assistance has consisted of discretionary Section 5309 grants and more recently American Recovery and Reinvestment Act (ARRA) funds for bus purchases and other capital needs. When the capital transit assistance will be needed is fairly predictable because it is based on the life span of buses. When the transit capital funding will arrive is not so predictable because it is based on FTA budgets which are based on federal laws but also on annual budget appropriations approved by Congress. The local transit operators will make requests for transit capital funds as they are needed, but it is not possible at this time to accurately predict how much of that funding our region's transit services will receive in each year covered by this TIP.

Discretionary funding for transportation enhancements, safety improvements, Safe Routes to School, and other special projects is also available on a more sporadic competitive grant basis. This funding is not guaranteed in any given year, but our region has received some funding from these sources and expects to receive more in the foreseeable future. Based on a review of recent TIP tables, it is expected that some local government in Douglas County will receive some project funding from these discretionary sources each year. However, because of the

current uncertainty of these discretionary programs continuing, as well as uncertainty about when a new federal act to replace SAFETEA-LU will be passed, most of these discretionary funding sources are not included in the fiscal constraint amounts included in this TIP. Some safety funds that are known now are included. 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.

All of these estimated amounts are included in the Funding Summary Table at the end of this section. The estimates of reasonably expected funding levels based on recent experience are compared to the levels of federal, state and local funding for transportation facilities and services that are requested by KDOT and local governments for inclusion in the TIP. Comparing these expected funding levels and funding request levels allows the MPO to determine if the TIP is fiscally constrained as called for in the federal regulations. If programmed costs are much higher than the expected funding levels then either more funding needs to be identified or some projects need to be dropped from the TIP or reduced in cost through scope changes or other means. That analysis looks primarily at capital improvement programming and that is not a complete picture of funding for the region's multi-modal transportation system.

Not only does the regional transportation system need to be improved for capacity and safety reasons, but the existing transportation infrastructure and services need to be maintained and operated efficiently. Local and state government agencies cannot set unreasonably low levels of Operations & Maintenance (O & M) funding in order to provide funds to capital projects and still show a fiscally constrained TIP. Federal regulations state that an adequate level of 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 allowed.

Operation and Maintenance Funding

The operation and maintenance of the roadway network throughout Douglas County 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, and other minor work tasks. The expenses for these 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 annual payments from KDOT to the city to pay a share of the maintenance costs for those route segments. KDOT does play a role in the maintenance of some major roads in the region, but major highway mileage comprises a small percentage of total roadway mileage in our region. Most of the road mileage in Douglas County is owned by the County, City or Township Governments that levy local property taxes to pay for road maintenance and operations. The cities and county also receive a portion of the state gas tax collected in Douglas County. This state gas tax funding is a major component of the Operation & Maintenance (O & M) budgets for Lawrence and Douglas County. The City of Lawrence received about \$ 2.6 million in state gas tax funds during 2010 while Douglas County received about \$ 1.8 million. This amount of funding is anticipated to continue during this 2012-2015 TIP period. This state supplied pass through funding is supplemented by local government funds (typically property and sales taxes) to make up the bulk of local government roadway O&M budgets.

The federal transportation funds coming to the region are not used by local governments for small routine roadway operation and maintenance projects, however, these federal funds may be used for bridge rehabilitation and roadway mill and overlay work. Even though the federal funds are not typically used for O&M expenses the federal funding and O&M costs can be related in the local government budgeting process. Roadway operation and maintenance needs of local governments are factored into their budgets, and this can impact how much local money is available for capital projects including federal aid projects that require a local match. Federal transportation policy stresses the preservation of the existing transportation system so the local governments cannot deplete their O&M budgets to make budgets for new roads and bridges or other transportation system improvements whole. Federal funding for large roadway and bridge projects can often free up locally derived funds that can then be used for routine maintenance. So the federal aid has an indirect impact on local O&M budgets. This TIP documents has to demonstrate that the local governments are still funding O&M activities adequately to preserve the region's multi-modal transportation system.

For 2010 the City of Lawrence had an O&M budget for its road system of approximately \$ 5.5 million. Those costs were paid for with \$ 2.6 million of state gas tax funds and \$ 2.9 million of local tax sources including the recently passed sales tax increase which was dedicated to infrastructure improvements. For 2010 the roadway O&M budget for Douglas County was approximately \$ 5.3 million which \$ 1.8 million came from state gas tax funds and \$ 3.5 million from county tax sources. During the recent recession both of these local governments have leveled out or trimmed their O&M budgets some, but have worked to keep those activities funded as much as possible while struggling to balance their budgets. 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 2012-2015 TIP period.

The table at right shows the expected level of funding for operations and maintenance of the region's roadways and bridges by Lawrence and Douglas County over the four-year period covered by this TIP. This table shows that continued support exists locally for maintenance and preservation of the existing transportation infrastructure. This table also displays that the O&M funding is not planned for drastic cuts or diversions to pay the local shares of capital projects. This is in keeping with federal regulations and good transportation planning practices.

2012 - 2015 Total Funds Operations & Maintenance (O & M)		
(X \$1,000)		
Road and Bridge System O & M		
FY	City	** County
2012	5,500	5,300
2013	5,500	5,300
2014	5,500	5,300
2015	5,500	5,300
4-year Total	22,000	21,200

Note: O & M calculations include state gas tax funds and local tax sources.

** Does not include Township road maintenance funds.

For the transit operations in the region there is a mix of local, state and federal funds to support those services. The transit system in Douglas County is a mix 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 runs a commuter bus service between Lawrence and various locations in Johnson County. This commuter service run by Johnson County is called the JO and its funding is programmed in the TIP produced by the Mid-America Regional Council which is the MPO for the Kansas City Area. The Lawrence T transit service uses some federal and state funds for operating and routine maintenance expenses. The T also uses local funding for O&M costs.

Because a transit system is service based rather than facility based like road networks there can be differences in how local funding for transit and roads is raised. The T needs to pay for its services when they are rendered (i.e., when the buses are rolling burning fuel and labor

costs are incurred). The T needs to maintain 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 road projects if costs go up then a project might be delayed for a year, but with transit service you cannot do that since vendors and drivers will not wait a year to get paid. The MPO and T staffs meet as needed to discuss these O&M budget issues and update TIP information about transit projects for Lawrence. For 2010 the Lawrence T had an O&M budget of \$ 3.8 million which was funded with \$ 1.6 million of federal aid, \$.2 million of state aid, and \$ 2.0 million of local funds. This level of O&M budget and revenues from these sources is anticipated to continue for the 2012-2015 TIP period.

The paratransit providers in the region for the most part provide their own funds to operate their services, but in some cases receive a small amount of operating subsidy from KDOT. Typically, this state operating assistance is only about \$4,000 per year. Most of the federal and state aid to paratransit is for vehicle purchases. As part of these vehicle purchases the agency requesting the vehicle provides a local match and those vehicles are programmed in the TIP. The requesting agency also identifies how it will pay for the maintenance and operation of the vehicle when they apply for the grant. Operational expenses and maintenance costs for the vehicles are constant concerns for paratransit providers in Douglas County because most of those providers are human service agencies on tight budgets. The MPO staff works closely with the KDOT staff and the Coordinated Transit District #1 members to keep informed about the status of paratransit operations in Douglas County. These paratransit issues are discussed in more detail in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) which is now being updated.

Programming Funds for Transportation System Improvements in the TIP

Most of the transportation improvement projects in Douglas County that are funded with state and/or federal aid are roadway and bridge improvements. These projects generally replace old facilities with new ones and often improve the capacity of the road or bridge. Bridge replacements, roadway widening, and intersection improvements are typically things that local governments use much of their federal aid to build. These projects are split into stages (i.e., preliminary engineering/design, right-of-way, utilities, construction,) and are sometimes large projects that are built in phases (e.g., phase one to replace a bridge, phase two that improves the nearby intersection, etc.) with each phase programmed for a different year. At the other extreme, some smaller projects go through all stages and phases in the same year.

There are some transit projects, like the construction of the new transit operations and maintenance center recently built by KU, that are major capital projects that take several months to build and include an equally long time for planning and design. However, most transit capital projects take the form of buying new buses and related equipment. There may also be some transportation enhancements, like the restoration of the BNSF passenger depot in Lawrence, that are large capital projects. However, these non-road/bridge projects are still a small part of the total list of improvements to the region's transportation system. Almost all of the federal and state money used to improve the transportation facilities in our area is used on road or bridge projects. These projects have an expected life of at least twenty years, and, in the case of bridges, the life span is much longer.

The amount of federal aid for capital improvements available each year has closely matched the amount of federal aid spent each year by the local governments in Douglas County for road and bridge projects. That is expected. The amount of federal aid that a local government can spend on road and bridge projects at any given time is controlled by how much money they

have in their account with the KDOT Local Projects Bureau. Some local governments prefer to spend their federal aid from KDOT as they receive it, and others prefer not to spend much of their federal aid for a few years and build up a balance in their KDOT account so they can later spend all of it on a large project or two. This varies over time.

Within the L-DC MPO area (i.e., Douglas County) the level of local funding as well as historic levels of federal and state aid are studied, and only projects with a reasonable assurance of funding are proposed for inclusion in the TIP. The following tables include the totals for expected revenues and expenses for TIP projects. These tables and notes demonstrate that the projects programmed in this TIP are based on reasonable assumptions of funding and that this TIP is fiscally constrained.

TIP Fiscal Analysis

Federal law requires that the first four years of the TIP be financially constrained. The definition of financially constrained is having enough financial resources to fund projects listed in the TIP. Fiscal constraint for this TIP applies to Surface Transportation Program (STP), Bridge Rehabilitation and Replacement (BR), Highway Safety Improvement Program, High Risk Rural Roads (HRRR), Section 5307 Formula Funds, Section 5309 Discretionary Transit Capital Funds, Section 5310 Funds for paratransit, Section 5311 Rural Transit Funds, Section 5316 Jobs Access-Reverse Commute (JARC), Transportation Enhancement (TE), Safe Routes to School (SRTS), KDOT funds, and local funds. For some of these funding sources that reach local budgets on an irregular basis the MPO has stated in this TIP text that it is impossible to accurately predict funding levels on an annual basis so these funds are just programmed as awarded. For other funding sources that are more regular the following tables show that funds from those sources are capped at reasonable expectations based on historical data. They are fiscally constrained.

This document provides realistic cost and funding estimates for improvement projects in the first two years of the TIP. Predicting the revenues that will be available and project costs for projects in the later two years of this TIP are a more speculative exercise, however, even rough estimates of available funds and costs are helpful in giving an insight into the feasibility of implementing projects within the four-year period covered by this TIP. In this uncertain time of federal funding it is difficult to estimate those funding levels two years from now on the MPO has assumed that 2010 levels will remain in place for STP and BR funding through 2015. These estimates are somewhat rough but still valuable in assessing the local financial ability to meet grant matching requirements and meet the total cost of the projects that those local governments want to put in the TIP. Projects that are under the jurisdiction of KDOT are subject to statewide KDOT financial constraints and reviews that are beyond the purview of the MPO and done by KDOT before the project information is sent to the MPO. KDOT projects are considered to be fiscally constrained when submitted to the MPO staff for inclusion in the TIP. Projects submitted by the local governments in the region or other agencies will be reviewed by the TAC and the project sponsor will be asked to describe the funding which is committed to each project. This will include the review of TIP project listings at TAC meetings. If any source of funding for TIP projects, including KDOT sources, later becomes unavailable or significantly reduced then the MPO staff and TAC will review this situation and process an amendment to the TIP to reflect those changes and maintain a fiscally constrained TIP. Likewise, if new funding sources or increased funding levels occur then the MPO will amend the TIP to reflect those changes.

This TIP is a financially constrained document, and in accordance with USC Titles 23 and 49 it provides an account of funding sources for transportation improvements. The 2012 period is

the first year in this TIP and lists projects now being implemented (i.e., currently in preliminary engineering/design, in right-of-way acquisition, underway with utility relocations, or under construction) or planned for implementation soon. The first year of this TIP includes transportation projects or phases of projects amounting to approximately \$ 50.8 million.

The projects and the funding included in the TIP are also included in the area's local government capital improvement plans and budgets. Locally-sponsored projects in the TIP are based on the best available cost estimates and reasonable projections of revenues made by the local governments in Douglas County in conjunction with the MPO, KDOT, and public transit providers in the county.

If a project is desired but no source of funding can be found, then it should not be put into the TIP. For federal aid projects the local government sponsors work closely with the KDOT-Local Projects Bureau to track their levels of federal funding. KDOT does not allow the local governments to program more projects than the federal funding will allow. Local governments also work with KDOT to annually produce and update five-year plans that outline what projects they are going to advance each year and how that relates to their current and projected levels of federal funding. The five-year plan created for KDOT is closely coordinated with TIP development through meetings between City, County, MPO and KDOT staffs. Both KDOT and MPO staffs work together to see that the TIP tables and the KDOT Five-Year Plans are fiscally constrained. A similar arrangement for transit projects exists with the MPO and the FTA working together to ensure that the TIP projects listed for the Lawrence T match the reasonable expectations of federal funding. Projects do not get added into the TIP simply because someone wants the project. It must have a clearly stated funding source that matches local budgets, capital improvement plans, and KDOT-MPO estimates of available federal and state aid.

In addition to having a clearly identified source of funding for each roadway, bridge and transit 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. In order to comply with federal regulations, this fiscal analysis uses an annual inflation factor of 3.5% for all transit, road, bridge, enhancement and other projects in the TIP to determine the estimated costs in the year of expenditure. This inflation factor was developed by KDOT in 2011 for use with federal aid projects. This inflation factor was discussed at TAC meetings including representatives from KDOT, the public transit provider, and local governments in the region. TAC members agreed to use this KDOT inflation rate in the TIP, and the TIP draft with this rate was sent to the MPO for approval. That discussion and TAC approval and subsequent MPO approval of this TIP satisfies the federal requirement to have a YOE inflation rate cooperatively developed by the area's MPO planning partners.

Starting with the development of this 2012-2015 TIP the MPO staff will be asking all project sponsors to use the agreed upon inflation factor to calculate YOE costs for all of their projects. If a project is scheduled for work the same year it is requested then no cost inflation is needed, but if a project is requested in one year but not scheduled for work until a later year then the inflation factor will be employed to calculate YOE costs. In the past some project sponsors used estimates based on what year the project was requested and if the project moved to a later year they simply changed the date but did not adjust the costs to reflect YOE. A YOE cost calculation should be used for all types of TIP projects and whenever a project moves backwards or forwards in the TIP project tables. This helps ensure fiscal constraint of the TIP.

Before the TIP is approved by the MPO and sent onto KDOT and then onto the FHWA and FTA for inclusion in the STIP, the draft TIP is reviewed at TAC meetings where representatives from the MPO, FHWA, FTA, KDOT, Lawrence, Baldwin City, Lecompton, Eudora, and Douglas County review it and check its information against local budgets to review and ensure fiscal constraint. Only after the TAC has reviewed and approved the draft TIP does it move onto the MPO Policy Board for approval.

The need to have this TIP fiscally constrained is clear. Fiscal constraint is a federal requirement. That is true. Albeit, the more important reason why we fiscally constrain our TIP is because it just makes good sense. If we put all of the desired projects at all of the desired amounts in the TIP then we do come up with an interesting list of needs. That is a good thing to have and review in creating a long range plan. However, if we include such a list in the TIP it greatly diminishes the TIP's value as a programming document. The TIP is not a "wish list" of projects. It is and must remain a list of projects that can really happen. That is the type of sound programming judgment and valuable information that needs to be presented to the public. If a TIP is allowed to include projects that are not going to be built anytime soon because nobody can afford them, then the TIP loses its credibility as a document that makes the connection between the end of planning and the beginning of implementation for our region's important transportation improvements.

As shown in the following funding summary tables this TIP is not a list of wishful thinking but is a realistic collection of needed projects that can actually be afforded using a "reasonable" expectation of current and future funding. This TIP is fiscally constrained for the four-year period required under SAFETEA-LU planning regulations.

Lawrence Transit - Funding Estimates and Funds Programmed In the TIP in 1,000's								
	Funding Estimates				Programmed Funds in TIP			
Year	Federal Funds *	KDOT Funds **	Local Funds ***	Total Estimated Funds	Federal	KDOT	Local	Total Programmed Funds
2012	4,653	430	1,554	6,637	4,653	430	1,554	6,637
2013	1,589	250	1,109	2,948	1,589	250	1,109	2,948
2014	1,589	250	1,109	2,948	1,589	250	1,109	2,948
2015	1,589	250	1,109	2,948	1,589	250	1,109	2,948
4 Year Totals	9,420	1,180	4,881	15,481	9,420	1,180	4,881	15,481

* Includes 5307, JARC and all other FTA funds, including FTA funds from previous years.

** Includes all state capital and operating funds.

*** Includes regionally significant locally funded projects and local match for federal transit funds.

Additional local funds are provided from the City of Lawrence for operations and capital projects.

The table above shows recent estimates from the T staff for federal, state and local funding of urban transit services provided by the City of Lawrence. The T transit system estimates are based on past allocations of funding from state and federal sources and the assumption that these funding sources will continue to be available at recent levels through 2015. However, with the current situation of the federal surface transportation program being funded through continuing resolutions and KDOT budgets getting smaller under the new T-Works program, future funding levels are somewhat uncertain. At this point the MPO and KDOT staffs believe these funding figures are based on reasonable assumptions of future funding, but it is likely that these figures will need to be adjusted after a new federal surface transportation program is passed. Another assumption included in this transit funding table is that periodically as needs arise the T will be awarded some discretionary capital assistance for bus replacements. This has occurred in the past, and some of this discretionary capital funding is assumed to be available for the period covered by this TIP. The other major assumption in this table is that

the T will need to use most of its Section 5307 money for operating assistance and not have large amounts of that flexible funding for capital needs. These assumptions and figures in the table above present a picture of transit funding for Lawrence that is reasonable based on the current funding programs. As required under SAFETEA-LU regulations the transit funding table above presents a funding situation for the next four years that is based on "reasonable" expectations of funding and is fiscally constrained.

The table above show the projected federal funding for the Lawrence provided public transit services that must be programmed in the TIP, but that is not the whole picture of fixed route transit in Lawrence. 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 does not include federal dollars that must be programmed in the TIP, but that information is supplied below to give a more complete and realistic account of the size of the transit system in Lawrence.

KU on Wheels (KUOW) University of Kansas Transit System - Funding Estimates in 1000's

Year	Funding Programmed in KU Parking & Transit Budget			
	KU Parking Funds	KU Student Fee Funds	Other Funds	Total Programmed Funds
2012	1,482	3,534	133	5,149
2013	1,482	3,534	133	5,149
2014	1,482	3,534	133	5,149
2015	1,482	3,534	133	5,149
4 Year Totals	5,928	14,136	532	20,596

Note: KUOW projects undergo fiscal constraint analysis prior to submission to MPO for TIP inclusion so all KUOW projects are presumed to be fiscally constrained.

The KU On Wheels (KUOW) and the Lawrence (T) services are now 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 the T system receives FTA Section 5307 formula funds and other FTA funding. The KUOW operations are supported by a student fee. This fee supports the KUOW services and those fees 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 student fees that support it.

City of Lawrence - Funding Estimates and Funds Programmed In the TIP in 1,000's								
Year	Funding Estimates				Programmed Funds in TIP			
	Federal Funds *	KDOT Funds **	Local Funds ***	Total Estimated Funds	Federal	KDOT	Local	Total Programmed Funds
2,012	1,000	-	3,375	4,375	4,175		3,375	7,550
2,013	1,000	150	455	1,605	-	150	455	605
2,014	1,000	1,275	5,277	7,552	-	1,275	5,277	6,552
2,015	1,000	-	4,981	5,981	-	-	4,981	4,981
4 Year Totals	4,000	1,425	14,088	19,513	4,175	1,425	14,088	19,688

* Includes Surface Transportation Program-STP, Highway Bridge Program-BR, and Highway Safety Improvement Program-HSIP.

** Includes geometric improvement funds.

*** Includes regionally significant locally funded projects and local match for federal funds.

Douglas County - Funding Estimates and Funds Programmed In the TIP in 1,000's								
Year	Funding Estimates				Programmed Funds in TIP			
	Federal Funds *	KDOT Funds **	Local Funds ***	Total Estimated Funds	Federal	KDOT	Local	Total Programmed Funds
2012	591	432	4,903	7,699	2,383	432	4,903	7,718
2013	591	551	5,937	6,488	-	551	5,937	6,488
2014	591	-	520	520	-	-	520	520
2015	591	-	4,645	4,645	-	-	4,645	4,645
4 Year Totals	2,364	983	16,005	19,352	2,383	983	16,005	19,371

* Includes Surface Transportation Program-STP, Highway Bridge Program-BR, and High Risk Rural Roads-HRRR funds.

** Includes KDOT corridor management funds.

*** Includes regionally significant locally funded projects and local match for federal funds.

The local funds in the TIP for both Lawrence and Douglas County are more than the required funding to match the federal funds that those local governments receive each year from KDOT. This is because both of those governments fund some of their road and bridge projects wholly with local funding sources and sometimes overmatch their federal aid projects. In 2008 Lawrence passed a sales tax increase for infrastructure improvements and has now programmed some of its projects with this new funding source. Douglas County has recently programmed projects using its Capital Improvement Plan (CIP) funds.

The amount of federal aid programmed in the TIP for Lawrence and Douglas County in some years is more than the annual allocation of those funds from KDOT. This occurs because KDOT allows local governments to program more funds than they receive from annual sub-allocations if additional funds are available in the statewide pool of federal aid. That is being done in this TIP for STP funds being used on the Iowa Street Project in Lawrence. This budget process allows KDOT to spend federal aid in a timely manner. In addition to this KDOT process, there are also delays in certain large projects that cause them to be funded with previous year federal aid which makes the amount of funding in certain years much larger than the annual allocation. The use of older federal aid and the amounts of programming done by each local government is monitored by the KDOT Local Projects Bureau. KDOT reviews the spending records of each local government to see that any over spending in one year is later balanced with some under spending in another year. This monitoring allows the state to use its federal aid efficiently and to use federal aid for projects that are eligible and ready to bid. If a project is delayed to a later year but its funding sources remain the same then those amounts of federal aid and other fund sources are moved with the project to the new program year and are subject to a YOY calculation. That movement of the project and its funding is reflected in the Fiscal Constraint Summary Table at the end of this chapter. That table is updated as part of all TIP amendments that change funding information.

The road and bridge funding tables above show the most recent estimates from the KDOT Local Projects Bureau as well as the Douglas County and Lawrence Public Works Departments for federal, state and local funding. These estimates are based on current and past allocations of funding from state and federal sources and the assumption that these funding sources will continue to be available at recent levels through the life of this TIP. However, with the current situation of uncertainty about federal funding, the future of road and bridge funds for the term of this TIP is a bit uncertain. At this point the MPO and KDOT staffs believe these funding figures are based on reasonable assumptions of future funding, but it is likely that these figures will need to be adjusted after a new federal surface transportation act is passed to replace SAFETEA-LU. Those adjustments will be made as needed with each TIP update. As

required under SAFETEA-LU regulations the road and bridge funding tables above present a financial situation for the next four years that is based on “reasonable” expectations of funding and is fiscally constrained.

Highway and Bridge Projects – KDOT

KDOT completes various projects in Douglas County as capacity improvements and maintenance needs arise on KDOT roads and bridges. KDOT uses federal aid to maintain a state system of roads and no set amount of funding is used each year to work on KDOT roads in any particular county. Therefore, it is difficult to estimate how much federal aid KDOT will use in any given year in Douglas County. When work is needed on KDOT facilities in Douglas County those transportation improvements are incorporated into a fiscally constrained TIP, and if the KDOT projects are large enough an amendment to the MTP may also be needed. All of the KDOT projects that are listed in this TIP are also made a part of the Statewide Transportation Improvement Program (STIP). This fiscally constrained TIP covering Douglas County (including the KDOT projects) is incorporated by reference into the STIP. All of the amendments to this TIP also become amendments to the STIP. Therefore, all of the KDOT projects located in Douglas County are fiscally constrained in both the TIP and STIP. The following table shows a breakdown of funding sources for KDOT projects programmed in this TIP.

KDOT				
Programmed Funds in TIP in 1,000's				
Year	Federal Funds	KDOT	Local	Total Programmed Funds
2012	19,217	10,370	606	30,193
2013	7,780	192,730	30	200,540
2014	4,886	12,405	-	17,291
2015	67	-	-	67
4 Year Totals	31,950	215,505	636	248,091

Note: KDOT projects undergo fiscal constraint analysis prior to submission to MPO for TIP inclusion so all KDOT projects are presumed to be fiscally constrained.

During Advanced Construction years KDOT totals reflect funds in which KDOT initially pays for project costs using state funds.

During Advanced Construction conversion years, project funding becomes federal funds and KDOT state funds are credited back.

* 2013 State contribution includes TWORKS commitments for the South Lawrence Trafficway.

Summary Table

The following table displays the fiscal breakdown by funding source for all projects listed in the TIP. This summary table focuses on federal Surface Transportation Program (STP), Bridge (BR), and Transit funds as well as State, and Local funding sources. These categories are the main sources of revenue for transportation improvements in Douglas County. The category labeled Other Federal Funds includes a variety of special programs like Safe Routes To School (SRTS) that are listed at the bottom of the table.

TIP 2012 - 2015 Total Funds Programmed in 1000's						
Programmed Dollars in the TIP						
FY	Federal (STP & BR)	* KDOT Funds	**Local Funds	***Federal Transit Funds	****Other Federal Funds	Total
2012	24,187	10,967	10,492	4,727	1,098	51,471
2013	7,780	193,531	7,501	1,589		210,401
2014	4,886	13,930	6,906	1,589	-	27,311
2015	67	250	10,735	1,589	-	12,641
4-year	36,920	218,678	35,634	9,494	1,098	301,824

* During Advanced Construction years KDOT totals reflect funds in which KDOT initially pays for project costs using state funds. During Advanced Construction conversion years, project funding becomes federal funds and KDOT state funds are credited back.

** Includes regionally significant locally funded projects, match funding for federal aid road and bridge projects, and local match for federal transit funds.

*** Includes Sections 5307, 5309, 5310, 5311, 5316-JARC, and all other FTA funds allocated to all transit operators based in Douglas County.

**** Includes Transportation Enhancement-TE, Safe Routes to Schools-SRTS, High Risk Rural Roads-HRRR, Highway Safety Improvement Program-HSIP and funds from any federal economic stimulus act passed during this TIP period.

V. TIP AMENDMENTS AND REVISIONS

Although project cost and funding levels put into the TIP are based on the best available estimates, and even though the schedules set for projects are the result of careful planning, there are times when changes to the information about TIP 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 some public involvement. Regardless of whether the proposed changes to the TIP are revisions or amendments, all TIP changes will be discussed by MPO and KDOT staffs and at MPO TAC meetings. The TAC will then recommend actions for the MPO Policy Board to take to address the requested TIP changes. The most frequent types of changes to the TIP are changes to the project tables which generally involve a budget and/or schedule change to road, bridge or transit projects. However, changes to the text of the document can also occur either alone or in conjunction with changes to project information. A key element of this TIP change process is to assure that funding balances are maintained in order to keep the TIP fiscally constrained. The types of changes that can be made to the TIP and how those changes are processed are described below.

Amendment Process

The TIP amendment process described below details procedures that are to be used to update an existing approved TIP. A key element of the amendment process is to assure that funding balances are maintained in order to keep the TIP fiscally constrained.

TIP Administrative Revisions

Revisions to the TIP will consist of simple minor changes to project information (costs, funding, description/scope, location, etc.), text, and/or graphics in the document. Revisions are TIP changes that are handled administratively by the MPO staff in cooperation with KDOT staff and TAC members as needed. The MPO and KDOT staffs will review the requested TIP changes and decide if a change is minor in nature and appropriate to handle as a revision. If deemed a revision, the MPO staff will present the changes to the TAC for review and concurrence. No public involvement activities are needed for a revision. The MPO staff will inform the MPO Policy Board of such changes by including them as a communication item at their next meeting. If the total cost of a project changes by 20% or less then that change may be handled as a revision, but the TAC will reserve the option of instructing the MPO staff to handle the change as an amendment if public comment is expected and/or desired for that change. Likewise, a change in one year to a project schedule may be handled as a revision, but the TAC reserves the option of asking that this be handled as an amendment. In all cases the MPO staff must verify with KDOT staff and the project sponsor that funds are available when needed for cost and/or schedule changes included in TIP revisions.

The following actions are always eligible as Administrative Amendments to the TIP.

- ◆ Obvious minor data entry errors
- ◆ Obvious editing corrections to text and/or graphics
- ◆ Splitting or combining projects (project scopes and costs cannot change)
- ◆ Changes or clarifying elements of a project description (with no major changes in project funding or scope)
- ◆ Change in federal funding source with amounts remaining the same

The administrative revisions process consists of a letter of notification from the L-DC MPO to all other involved parties: KDOT, FTA and FHWA. No public notification is required for administrative revisions.

TIP Amendments

Amendments to the TIP often consist of major changes to project cost and/or funding levels. Those types of fiscal changes may have impacts on the ability of the TIP and/or the MTP to remain fiscally constrained. Amendments to the TIP involve a change in scope that alters the original intent of the project by adding or deleting a phase or making major cost or funding changes to a project. Amendments to the TIP may also consist of major text and/or graphics changes that add, delete or change policy or processing information in the document. A change in the scope or location of a project also warrants a TIP amendment. Adding or deleting a project from the project tables is also handled by an amendment.

The MPO staff will review the requested TIP changes and decide if the changes are major ones and appropriate to handle as an amendment. Amendments to the TIP will be drafted by the MPO staff in cooperation with KDOT staff and TAC members as needed. The draft TIP amendment will then be presented to the MPO's TAC for review and approval before sending the amendment to the MPO Policy Board for approval. Amendments will consist of a MPO resolution and any needed attachments to describe the proposed changes to the TIP document and their impacts on the ability of the TIP to comply with federal MPO planning regulations and remain fiscally constrained. The MPO staff will work with KDOT staff and the project sponsor during the course of the TAC review and the drafting of the amendment to make sure that ample funds are available for the project cost changes. The MPO staff must verify from KDOT and the local sponsor that needed funds are available for the changes if the changes are not offset by project cost reductions.

After the MPO Policy Board approves the amendment the MPO staff will forward the amendment to KDOT for their review and transmission to the FHWA and FTA. The MPO staff is responsible for notification to KDOT and FHWA/FTA of action taken on the TIP amendment and assuring that the amendment process and public notification procedure has been followed. KDOT staff will then update the STIP with this TIP amendment information. The TIP is included in the STIP by reference so an amendment to the TIP also becomes an amendment to the STIP.

An appropriate level of public involvement activities as outlined in the latest MPO-approved Public Participation Plan (PPP) is required for TIP amendments. This public review process includes a minimum 15-day public comment period and posting the proposed amendment on the MPO web page under the What's New, Transportation Improvement Program, and Public Participation headings. 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 have the name, phone number, mailing address, and email address of the Senior Transportation Planner listed on them so that anyone with questions or comments about the amendment can contact MPO staff. Following a required 15-day public comment period, all comments will receive a response, either individually or in a summary form, and the MPO staff will present these public comments and the staff response to the MPO Policy Board before they approve the amendment. There is no requirement for a public hearing.

The following types of project changes are always handled as TIP amendments:

- ◆ Addition or deletion of a project within the first four (4) years of the TIP (federal regulations require this part of the TIP to show fiscal constraint).
- ◆ Total costs and/or funding amounts for a project listed in the TIP increase by more than 20% of the original project amounts put in the TIP.

- Change to the project scope and/or location (see explanation below)
- ♦ Major schedule changes for a project.

Major Schedule Changes for Projects

Projects that are scheduled for the first year of the TIP are considered to have all needed funding in place and to be underway or ready for implementation very soon. These projects are often going through final plan check or the bidding process. Those first year projects are the “agreed upon” list of projects.

Projects that are in the second, third and fourth year of the TIP are considered to have most, if not all, of its funding identified and to be nearing the end of the planning stage and beginning the design and implementation stage. These projects constitute the “committed” list of transportation improvements.

Since the TIP is required to be fiscally constrained and include at least four years worth of projects, it is possible to move the schedules for the projects in years 1-4 around within this period and maintain a fiscally constrained TIP. It is also the intent of the MPO to consider a full update its TIP every two years (even though the federal regulations only require updates every four years) in order to minimize the number of needed amendments and to keep the TIP document up-to-date. With that in mind, one year schedule changes to projects in the first four years of the TIP should be simple and may be made through revisions. Moving projects in the TIP project tables by more than one year constitute a more significant change. Schedule changes of more than one year for projects in the first four years of the TIP (which is the length of this TIP period and the minimum required to be fiscally constrained) will be handled by amendments.

The table at right shows all the possible schedule changes for this four-year TIP and how each change is to be handled.

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

Schedule for TIP Amendments

In order to facilitate the process for making TIP amendments, the MPO has decided to routinely put a TIP amendment item on their meeting agenda once each calendar quarter. These dates to consider TIP amendments will be coordinated with the KDOT calendar for making changes to the STIP. In the past the MPO staff processed TIP amendments as they were requested, and depending on the MPO meeting dates the project sponsor might have to wait a couple of months or just a couple of weeks for MPO approval. This process usually worked adequately, but it did lead to frequent TIP changes and numerous amendments between TIP updates. The MPO and KDOT staffs discussed this issue in 2010 and decided that a published quarterly amendment schedule would allow project sponsors to make changes to their TIP project information on a routine basis and give the sponsors more predictability about when those changes would be approved by the MPO and the Governor and put into the STIP. This quarterly schedule for 2012 is listed below. A similar schedule will be followed for the rest of the years covered by this TIP.

2012 Quarterly Schedule for TIP Amendments

TIP Amendment Request Made to MPO Staff	TAC Approval	Public Review Ends	MPO Approval	STIP Approval
January-20	February-07	February-15	February-16	March
March-23	April-03	April-11	April-19	May
July-20	August-07	August-15	August-16	September
September-21	October-02	October-10	October-18	November

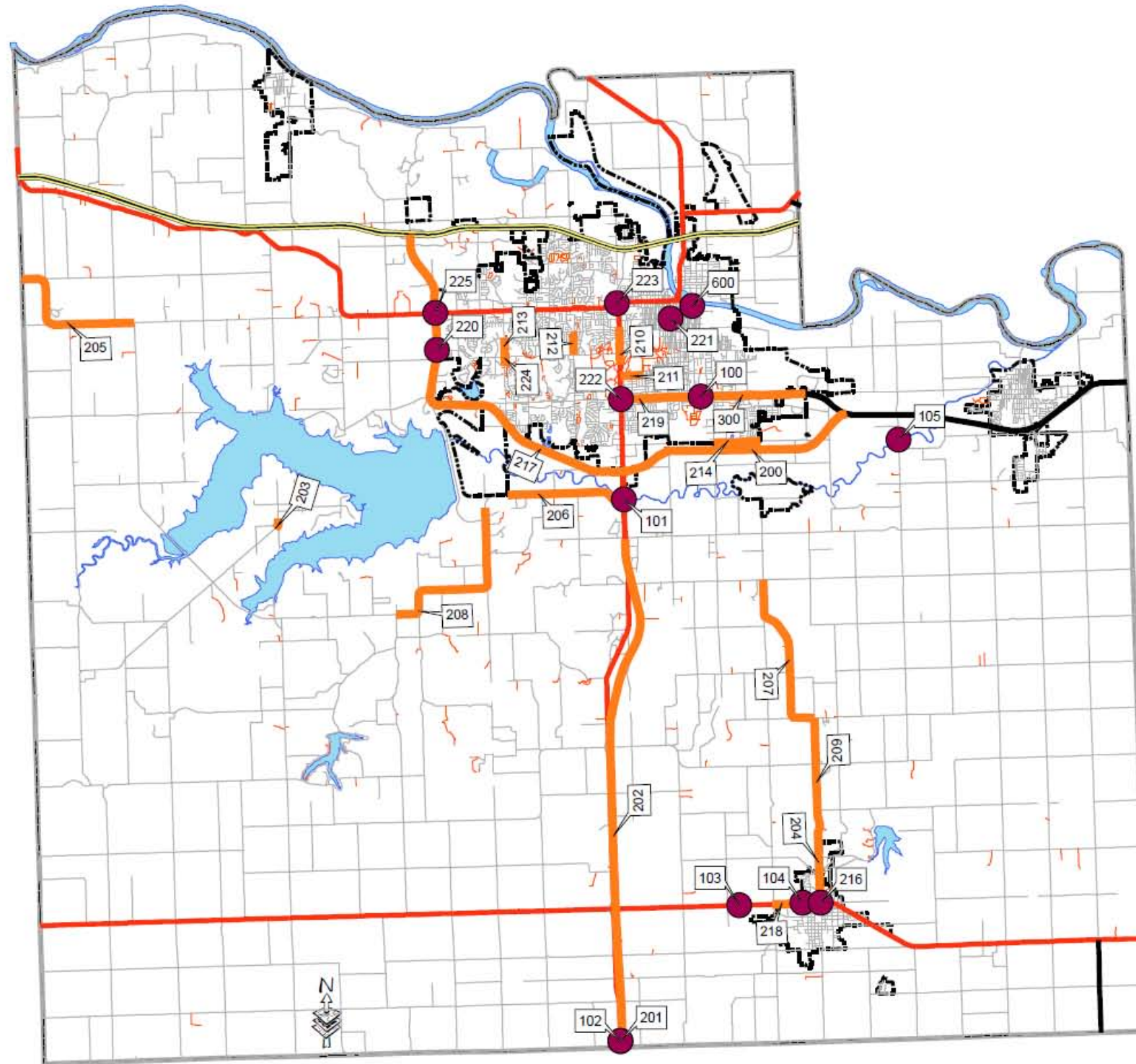
**These dates are approximate and subject to change following discussions between MPO and KDOT staffs and/or discussions at Technical Advisory Committee (TAC) meetings.

VI. LOCATION OF TIP PROJECTS

This section includes a map showing the location of TIP projects. This map makes it easy to see that projects throughout the Metropolitan Planning Area (MPA – that is all of Douglas County) are programmed in this TIP. Showing the geographic spread of TIP projects allows the MPO to show the public that there are transportation improvement needs of all kinds all around the region. This map shows the location of projects in relation to major roads and political boundaries.

A quick look at the map shows that the projects programmed in this TIP are located along state, county and city roads. The project selection processes both at the local government and the MPO levels stress the need to pick projects for funding based on objective factors such as the condition of pavements, deterioration of bridges, need for greater connectivity in the system, and other factors related to transportation planning and engineering. Projects programmed for funding through the MPO process should directly address a transportation system needs and relate to the goals and objectives in the MTP. This is not to say that there is no political influence in project selection and the development of the MTP or the TIP. That would be naive. However, there are several rules in place from federal regulations to engineering standards and planning best practices that encourage the planning and programming for projects to ultimately put the money where the transportation system improvement needs are the greatest. The map shows a good healthy spread of project locations and projects along different classes of roads (i.e., interstate, other freeways and expressways, principal arterials, minor arterials, collectors, minor collectors). These roadway functional classifications are displayed on the MPO and FHWA approved Roadway Functional Classification Maps for Lawrence and Douglas County. These classifications are also used later in Chapter IX of this document that defines the regional significance of roadways. The next chapter of this document presents an Environmental Justice (EJ) analysis of TIP project locations.

TIP Project Locations Map - Douglas County, Kansas



- Road Segments Projects
- Intersections/Bridges & Other Point Projects

0 0.250.5 1 Miles

Map prepared by Lawrence-Douglas County
Metropolitan Planning Office
October 3, 2011

VII. ENVIRONMENTAL JUSTICE REVIEW

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

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."

The FHWA considers three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

More Environmental Justice information related to programs, including MPO operations, which are funded by the FHWA and the Federal Transit Administration, can be found at the following web site: <http://www.fhwa.dot.gov/environment/ej2000.htm>

In order for the MPO to consider the EJ aspects of the projects listed in this TIP the MPO staff mapped the location of the roadway, bridge and transportation enhancement projects and the areas of the region that have a significantly larger than average percentage of low-income and/or minority populations. These areas with high percentages of minority and/or low-income populations are called EJ zones for this discussion. The definition of how EJ zones were delineated for this analysis and the map depicting the EJ zones in Douglas County and their spatial relationships to TIP project locations are shown on the following pages.

2011-2015 TIP – Environmental Justice Map Defined

Low/Moderate Household Income Population, by Census 2000 Block Groups, from 2008 American Community Survey

The map depicts selected Census block groups from the 2000 Decennial Census Tiger Maps of Douglas County, Kansas where 60 percent or more of the population residing in households earn less than 80 percent of the area median income. The City of Lawrence Neighborhood Resources Division of the Planning and Development Services Department currently uses this information to identify areas within the community that have higher concentrations of low and moderate income residents. Various housing rehabilitation program funds and Community Development Block Grant (CDBG) funds are targeted toward these areas. The source data are from the 2008 American Community Survey

which is conducted by the Census Bureau to produce annual and multi-year estimates of population and housing characteristics between decennial census periods. For the TIP, staff chose to use this same dataset to illustrate areas in Douglas County that have higher concentrations of low and moderate income population for this environmental justice map. Comparable data from the 2010 Census is not yet available. It probably will not be released until mid-year 2012. Once the 2010 Census data are available to use, staff will update this map using the newest Census information and include that new map in the next TIP amendment.

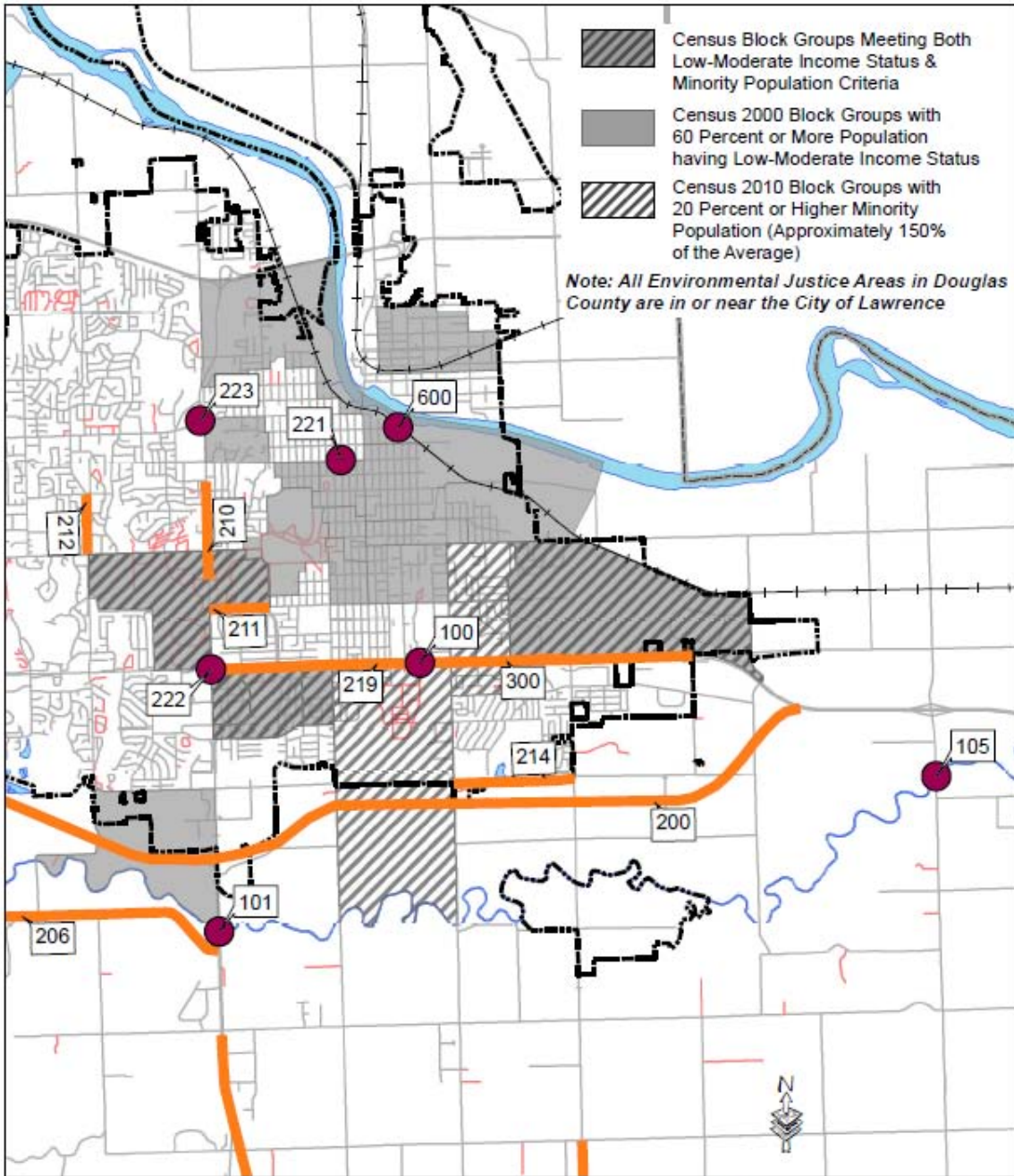
Areas with 150 Percent Higher than Average Minority Population, by Census 2010 Block Groups in Douglas County, Kansas

The Census Bureau's initial release of population and housing information gathered during the 2010 Census became available to the public in early 2011 with the P.L. 94-171 Redistricting Data release. A count of the minority population is included with this data. The 2010 Census questionnaire gave people the opportunity to select multiple races if that best described their ethnicity. For this environmental justice map, staff used one race data to depict areas within the county that have a minority population equaling approximately 150 percent or more of the average minority population residing in Lawrence and Douglas County. The data indicates the minority population within Douglas County makes up 12.2 percent of the total population of the county; in Lawrence, the minority population is slightly higher, representing 14.5 percent of the city's total population. Using these figures, the 150 percent of average would be 18.3 percent for Douglas County and 21.3 percent for Lawrence. In order to simplify the delineation of high minority percent areas, the map depicts the 2010 Census block groups with 20 percent or higher minority population.

2012-2015 TIP Projects for Lawrence - Douglas County MPO in Relation to Environmental Justice Areas

The map combines the census block group environmental justice zones with the locations of the proposed transportation improvement projects included in the 2012-2015 TIP project tables.

**2012 - 2015 TIP Projects for Lawrence-Douglas County MPO
in Relation to Environmental Justice Areas**



0 0.25 0.5 1 Miles

Map prepared by Lawrence-Douglas County
Metropolitan Planning Office
October 3, 2011

A review of the preceding map shows that TIP projects are spread throughout Douglas County. The map also shows that EJ zones are not, but are instead concentrated in the urban parts of the region, especially in Lawrence.

The table below makes comparisons between the number of TIP projects in each year of the TIP and the number of projects in EJ zones as well as the cost comparisons for expenditures in and out of EJ areas. This section also compares the proportion of projects and expenditures in EJ areas to the proportion of the Douglas County population that is low-income and/or minority. This comparison indicates that even though many TIP projects are located in developing parts of the region and outside of EJ zones, there are still several important and needed TIP projects located in the urban core of Lawrence where these low-income and minority populations are centered.

Reviewing the map, the table shown below, and the project tables at the end of this document indicates that there are no significant EJ issues related to the selection of projects for this TIP. 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.). The MPO believes there are no significant EJ issues with the selection of federally funded roadway, bridge, or transportation enhancement projects in Douglas County.

Projects completely, partially or on a road that is an EJ border are considered EJ Projects for the purpose of this analysis. The following projects are EJ Projects: 100 K-10 Highway/23rd Street Bridge Project, 200 South Lawrence Trafficway, 210 Iowa Street Reconstruction, 211 19th Street: Naismith to Iowa Reconstruction, 219 K-10 access point consolidation, 221 9th & Tennessee Intersection Improvements, 222 23rd & Iowa Geometric Improvements, 2236th & Iowa Geometric Improvements, 300 23rd Street Intelligent Transportation Systems..

**Environmental Justice Review Table for TIP Projects
(roadways, bridges, and transportation enhancements)**

Year	Number of Projects	Total Cost of Projects in 1000's	Number of Projects in EJ Zones	Percent of Projects in EJ Zones	Total Cost of Projects in EJ Zones in 1000's	Percent of Cost in EJ Zones
2012	21	\$ 46,089	5	23.8%	\$ 15,480	33.6%
2013	14	\$ 205,805	4	28.6%	\$ 191,953	93.3%
2014	7	\$ 23,909	3	42.9%	\$ 6,010	25.1%
2015	6	\$ 9,626	0	0.0%	\$ -	0.0%

*2013 includes South Lawrence Trafficway Funds

**This table does not include projects not mapped for environmental justice analysis. This table does not include transit allocations, SRTS allocations and projects that are not limited to a specific point on a map.

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. There is no one point or segment location for these transit services. They cover the whole county or city. 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. As a result of that determination and in an effort to not skew the EJ analysis with transit costs that are predominantly urban and match up more with the EJ zones focused on the Lawrence urban core, the transit costs and project numbers are not reflected in the table above. The table above includes only road, bridge and transportation enhancement projects that have point or segment locations and are

more subject to local government and KDOT decisions about which facilities are improved each year.

More information about how the MPO is addressing Title VI Civil Rights and Environmental Justice Non-Discrimination issues can be found in the following documents both of which were approved by the MPO Policy Board in 2009 and are available on the MPO web site.

Title VI Program Manual
Public Participation Plan

<http://www.lawrenceks.org/pds/Title6>
<http://www.lawrenceks.org/pds/tr-public>

VIII. REGIONAL SIGNIFICANCE OF TIP PROJECTS

Regionally Significant – What Are We Talking About?

As the Metropolitan Planning Organization (MPO) we often talk about regionally significant transportation facilities and services. Generally, things that are part of our area's mobility system and have impacts outside of the part of town they are located in are thought to be "regionally significant." People throughout the metropolitan area use these regionally significant facilities, and people living in various parts of the region are impacted by these facilities. For example, a freeway interchange is "regionally significant" because it helps bring people and business to our area and it impacts our region as a whole, not just the people living within a mile of the interchange. In the case of roadways it seems simple enough to say that all roads that have mobility rather than property access as their primary function are "regionally significant." If this definition is used then all arterial and higher classification roads are "regionally significant" and everything below that in the roadway classification system is not "regionally significant." However, collector streets are supposed to do both of these functions equally well, and it may be unclear as to which collectors do a little more mobility duty and which ones do more property access work. There may also be some cases where major activity centers are connected to collectors and even though those collectors seem to provide mostly property access, the volume of traffic using the road to access a major activity center encourages residents to think of those roadways as "regionally significant." At first glance it may appear to be intuitively simple to discern what roads are and are not "regionally significant." However, actually coming up with a definition of what "regionally significant" means for our regional multimodal transportation system is not so easy.

The graphic on the following page depicts the relationship of mobility and land access as the function for each major roadway classification. It is clear looking at this graph that arterials have a primary mobility purpose, and because of that they are regionally significant. On the other hand, it is clear that local streets have a primary service of providing access to adjacent land. These streets often connect to house lot driveways and alleys in predominantly residential areas. They are not regionally significant. The difficult thing for a region to decide is exactly where in the collector category the line between being and not being regionally significant is drawn.

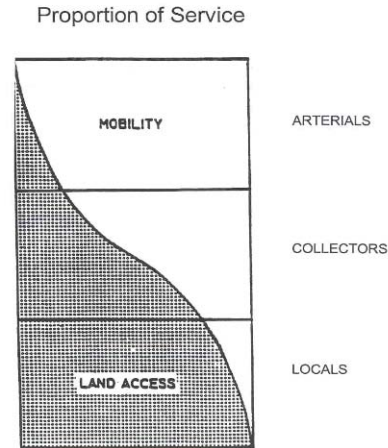
The purpose of this section of the TIP is to state the Lawrence - Douglas County MPO's definition of "regionally significant" that works for our Metropolitan Planning Area (MPA) and our MPO's activities. This definition will be used by the public, the MPO Policy Board, MPO advisory committees (Technical Advisory Committee and others), MPO staff, and the various organizations that submit projects for inclusion in the TIP.

The TIP will include all federally funded surface transportation projects and/or all regionally significant projects proposed to be funded with or without federal funds. Regionally significant projects are described as projects whose impacts will affect travel patterns outside of their immediate vicinity (i.e., about a mile radius from the facility) and for larger projects near the MPO boundary the impacts may be felt outside the MPO planning area. In other words, these regionally significant projects have impacts that can be noticed across town in another neighborhood or even in the next city or county down the highway.

Major Activity Centers

These locations are places that have significant amounts of economic and/or social activity and generate large volumes of traffic on an hourly and/or daily basis. These locations include major employment centers, such as Downtown Lawrence, large factories and warehouses, and large institutions. Major shopping areas, such as the South Iowa Street Corridor or Downtown Lawrence, that attract many shoppers as well as workers are also included. Business parks and industrial parks are included along with individual businesses that employ one hundred or more workers. Employers with a hundred or more employees are typically easy to identify from commercially available databases, and businesses with this many employees typically have some noticeable impact on adjacent streets assuming most of their employees arrive or leave work at set shift change times. Generally, if a location has a hundred or more employees or traffic generation traits that trigger a detailed traffic impact analysis (more than seven step under Lawrence code) to be done, it is a major activity center. Other commercial sites that are smaller and have fewer employees (e.g., convenience stores, gas stations, etc.) may have some noticeable traffic impacts, but these locations by themselves are not major activity centers. Major social and recreation areas, such as stadiums and large parks, may also be major activity centers with regional impacts.

Relationship of Functionally Classified Systems in Serving Traffic Mobility and Land Access



Source: [Highway Functional Classification-Concepts, Criteria and Procedures](#). USDOT - Federal Highway Administration, 1989

What the US Department of Transportation says in 23 CFR Part 450 Subpart A

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a

minimum, this includes all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel.

Regionally Significant Roadways

All projects designed to add capacity to roadway segments that are designated as “regionally significant” must be listed in the TIP. All projects using USDOT funding in the region must also be listed in the TIP.

At a minimum these roadways are defined as the MPO-designated Urban Area and Rural Area roads with a functional classification of Minor Arterial or higher. For MPO transportation planning and roadway functional classification purposes the MPO divides the Metropolitan Planning Area (i.e., Douglas County) into Urban and Rural Areas. The MPO designated urban area must include at least all of the Census defined urbanized area and should also include the area that the MPO expects to be developed with urban development within the next 20 years.

The functional classification of roadways in the region is determined by the designation of roadway classifications shown in the MPO approved Metropolitan Transportation Plan, and on the Functional Classification Map approved by the MPO and the FHWA in conjunction with the KDOT. Additional roadway segments classified as Urban Collectors and/or Rural Major Collectors may also be added by MPO approval to the list of roads defined as “regionally significant” if one or more of the following criteria are met:

- Road segment is part of a State Highway route and/or part of the State maintained highway system.
- Road segment serves a major activity center in the region and is expected to have high peak hour traffic counts.
- Road segment serves to connect a major activity center to a higher classification road.
- Road segment serves to connect two higher classification roads.
- Road segment serves a “regionally significant” transportation facility.
- Road segment is located more than a mile away from a higher classification road.
- Road segment is the highest classification road in a township or city.

All roadway segments that are designated as “regionally significant” and located in the MPO defined urban area shown on the MPO and FHWA approved Functional Classification Map will be included in the travel demand model used by the MPO. Roadway segments designated as “regionally significant” and located in the MPO defined rural area on that map may be included in the model.

Regionally Significant Transit Facilities and Services

Facilities

At a minimum these facilities are defined as maintenance and operations facilities (dispatch office, garage, stations, etc.) serving transit and/or paratransit operations that operate throughout Lawrence and/or Douglas County and typically operate for at least ten hours per day. Major transfer points with transit amenities (bus shelters, posted schedules, etc.) may also be “regionally significant” locations. Most regionally significant transit facilities are expected to be located in the MPO defined Urban Area. However, some “regionally significant” facilities may be located outside of that urban area if those facilities serve regionally significant transit and/or paratransit operations.

Services

At a minimum the regionally significant transit services are defined as general public transit or specialized transportation services based in Douglas County and serving transit dependent people and other persons throughout Lawrence and/or Douglas County and operating for a minimum of ten hours per day. In addition, transit services based elsewhere but operating in Douglas County (e.g., the JO that connects Lawrence to Johnson County) and serving the Douglas County population may also be defined by the MPO as regionally significant. Services operating in only the urban, only the rural or both parts of the region may be defined as regionally significant.

Regionally significant transit facilities and services must be described in the Metropolitan Transportation Plan. Data representing those transit services should also be included in the regional travel demand model when a mode choice component is added. All projects designed to add capacity to transit routes and services that are designated as “regionally significant” must be listed in the TIP. All transit projects using USDOT funding in the region must also be listed in the TIP.

Regionally Significant Transportation Facilities – Non-Motorized Modes

Many of the bikeway facilities shown on the latest MPO approved Bikeway System Map are “regionally significant.” Bikeways including shared use paths, bike lanes, and bike routes will be considered to be “regionally significant” if the roadway in the same or adjacent right-of-way, or the nearest parallel roadway serving the same corridor as the bikeway, is designated as “regionally significant.”

In addition, trails that connect the cities/communities within the MPO metropolitan planning area as well as trails that provide connections to other cities/communities outside the MPO area may be defined by the MPO as regionally significant. Sidewalks and other pedestrian facilities should be considered to be “regionally significant” if the roadway in the same or adjacent right-of-way is designated as “regionally significant.”

Regionally Significant Transportation Facilities and Services – Passenger and/or Freight Modes

Facilities

At a minimum these facilities are defined as passenger and/or freight facilities (depots, etc.) that serve to bring passengers and/or freight into the region and/or transport passengers and/or freight from Douglas County to other regions. These facilities must be part of services that are regionally significant. Major truck terminals, mainline railroads, rail spur lines serving major activity centers or shippers, rail yards, and public use airports are typically defined as “regionally significant” by the MPO. These regionally significant facilities should be described in the Metropolitan Transportation Plan. Facilities that provide a unique transportation service may also be designated as a regionally significant facility.

Services

At a minimum these services are defined as public use inter-city passenger services or freight carrier operations that connect Douglas County to other regions around the country. Services that connect Douglas County to international destinations and markets are considered to be “regionally significant.” Private fleet freight operations should also be defined as regionally significant if the private fleet operator has a distribution center or large terminal in the MPO metropolitan planning area.

Appendix 1 Latest Federal Fiscal Year - List of Obligated Projects

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 will be presented to the MPO each year for review and posting on the website either as part of a TIP action (TIP approval or amendment) or as a separate memo. A listing of projects with recently obligated federal aid will be presented to the MPO every year regardless of the TIP update cycle.

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 project tables 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.

This listing does not require MPO, state, or federal action. The listing will be made available on the MPO website and sent to the Kansas Department of Transportation who will then distribute the listing to the FHWA and the FTA for informational purposes.

Projects for which Federal Funds were Obligated to in FFY 2010
Lawrence-Douglas County MPO
Douglas County, Kansas

Project #	County	Responsible Party	Route	Description of Project	Project Location	Work Type	Fund Category	(thousands of dollars)			Bicycle and/or Pedestrian Elements
								Federal Funds Requested in TIP	Federal Funds Obligated in FFY 2010	Federal Funds Remaining	
	Douglas	Douglas County Senior Citizens	Countywide	Paratransit - Operating Assistance	Douglas County	Operations	FTA Section 5317 - Operating Assistance	27	27	0	No
	Douglas	Douglas County Senior Citizens	Countywide	Paratransit - Project Administration	Douglas County	Administration	FTA Section 5317 - Program Administration	3	3	0	No
	Douglas	Independence, Inc	Countywide	Paratransit - Operating Assistance	Douglas County	Operations	FTA Section 5311 - Operating Assistance	50	50	0	
	Douglas	Lawrence	Citywide	Transit - Bus Replacement and/or Bus Facilities	Lawrence	Bus/Facility Purchase	FTA - American Recovery & Reinvestment Act - Capital Assistance	1,000	1,000	0	Yes-bike racks on bus
	Douglas	Lawrence	Citywide	Transit - Bus Replacement and/or Bus Facilities	Lawrence	Bus/Facility Purchase	FTA Section 5309 - Bus Replacement	950	950	0	Yes-bike racks on bus
	Douglas	Lawrence	Citywide	Transit - Operating Assistance	Lawrence	Operations	FTA Section 5307 - Operating Assistance, Preventive Maintenance, and Program Administration	1,607	1,607	0	No
KA-0033-01	Douglas	KDOT	US-56	Bridge Replacement	Tauy Creek 1.95 and 2.7 miles E of US-59	Preliminary Engineering	FHWA - Advanced Construction Bridge Funding	229	466	0	No
KA-0032-01	Douglas	KDOT	US-56	Bridge Replacement	Tauy Creek 4.15 miles E of US-59	Preliminary Engineering	FHWA - Advanced Construction Bridge Funding	147	298	0	No
KA-1826-01	Douglas	KDOT	K-10	Interchange	15th Street/Bob Billings Parkway	Preliminary Engineering	FHWA - Advanced Construction National Highway System	150	150	0	Yes-sidewalks and bikeway on bridge
KA-0685-01	Douglas	KDOT	K-10/23rd Street	Bridge Replacement	Over BNSF Railroad in SE Lawrence	Preliminary Engineering, Right-of-Way	FHWA - Advanced Construction Bridge Funding and Surface Transportation Program	1,331	0	0	Yes-sidewalks on bridge and bike-ped trail underneath bridge
KA-0389-01	Douglas	KDOT	US-24/40	Bridge Replacement	Mud Creek 2.32 miles E of US-59	Preliminary Engineering, Right-of-Way, Construction	FHWA - Advanced Construction Bridge Funding and Bridge Funding	1,700	1,600	1,000	No
K-7882-02	Douglas	KDOT	US-59	Surfacing	Franklin-Douglas County Line N for 7.3 miles	Preliminary Engineering, Construction	FHWA - Surface Transportation Program	16,720	26,864	0	No
K-7888-01	Douglas	KDOT	US-59	Bridge Replacement	Franklin-Douglas County Line N to 2L/4L Divis	Preliminary Engineering, Right-of-Way, Construction	FHWA - Surface Transportation Program	63,782	0	0	No
X-2743-01	Douglas	KDOT	11th Street in Lawrence	Flashing Light Signal	BNSF RR Crossing	Construction	FHWA - Highway Safety Improvement Program	351	(106)	0	No
C-4122-01	Douglas	Douglas County	DG County 1023	Bridge Replacement	7 miles N and 1 miles E of SWC of County	Construction	FHWA - Bridge Rehabilitation or Replacement	508	(8)	0	No
C-4397-02	Douglas	Baldwin City	Safe Routes To School	SRTS-Phase 2 Pedestrian and Bicycle Paths	Baldwin City Elementary School	Construction of sidewalks and bike paths along with a walking program	FHWA - Safe Routes To School	250	(64)	0	Yes-Safe Routes To School designed for walking and/or bicycling
TE-0191-01	Douglas	Baldwin City	Old Santa Fe Depot	Historic Preservation/Depot and Rail Yard Rehabilitation	BNSF line in Baldwin City	Construction	FHWA - Transportation Enhancement	168	6	162	Yes- sidewalks around station
TE-0307-01	Douglas	Eudora	Main Street	Landscaping and Beautification	7th to 9th Street in Downtown Eudora	Construction	FHWA - Transportation Enhancement	752	20	732	Yes-project includes new sidewalks and lighting
TE-0347-01	Douglas	Lawrence	Clinton Parkway Path	Pedestrian and Bicycle Path	Wakrusa Drive to Highway K-10	Construction	FHWA - American Recovery & Reinvestment Act	801	801	0	Yes-project includes upgrade and reconstruction of shared use path
TE-0321-01	Douglas	Lawrence	Burroughs Creek Rail-Trail	Pedestrian and Bicycle - Shared Use Path	11th Street to 23rd Street/K-10 Highway	Construction	FHWA - Transportation Enhancement	500	(120)	0	Yes-facility for pedestrian and bicyclists shared use
TE-0339-01	Douglas	Lawrence	New York Street	Historic Preservation	9th to 12th Streets	Construction	FHWA - American Recovery & Reinvestment Act	947	697	250	Yes-restoration of sidewalks
U-2041-01	Douglas	Lawrence	North 2nd Street/US-40/US-5	Intersection Improvement	Locust Street Intersection	Construction	FHWA - American Recovery & Reinvestment Act and Surface Transportation Program	3,000	151	0	Yes-project includes sidewalks
U-2231-01	Douglas	Lawrence	Kasold Drive	Grading and Surfacing	Clinton Parkway (23rd St) to 31st Street	Construction	FHWA - Surface Transportation Program	1,000	1,000	0	Yes-new pedestrian and bicycle facilities will be added where ROW permits
U-2040-01	Douglas	Lawrence	Kasold Drive	Grading, Bridge and Surfacing	Peterson Road to Kansas Turnpike	Construction	FHWA - Surface Transportation Program	2,760	(152)	0	Yes - shared use path
U-1846-01	Douglas	Lawrence	Iowa Street/US-59	Intersection Improvement	27th Street Intersection	Preliminary Engineering and Construction	FHWA - Surface Transportation Program	194	(11)	0	No
U-1847-01	Douglas	Lawrence	23rd Street/K-10	Intersection Improvement	Barker Street Intersection	Preliminary Engineering and Construction	FHWA - Surface Transportation Program	387	31	0	No

Note: Amounts in red are amounts that were deobligated and removed from the project.

Appendix 2 TIP Project Submission Form

Project Sponsor: _____

Project Name: _____

Route (to/from location): _____

Length: _____

Project Type (choose from available options on TIP Appendix 1): _____

Work Type (choose from available options on TIP Appendix 1): _____

Project Scope:

Comments:

For the following circle one:

Does this project use Advanced Construction? Yes No

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

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

Is the project listed as an Illustrative Project? Yes No

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

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

Is the project in other documents or plans? If so list: _____

Total Project Cost (all years, all phases in 1000's): _____

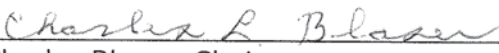
FY 2012			
Fund Source	Phase	Obligation in 1000's	AC Conversion
FY 2013			
Fund Source	Phase	Obligation in 1000s	AC Conversion
FY 2014			
Fund Source	Phase	Obligation in 1000s	AC Conversion
FY 2015			
Fund Source	Phase	Obligation in 1000s	AC Conversion

Appendix 4 Self-Certification of the MPO Planning Process

MPO Self-Certification

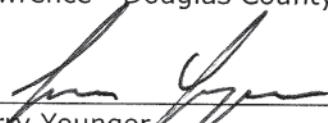
The Kansas Department of Transportation (KDOT) and the Lawrence - Douglas County Metropolitan Planning Organization (MPO) certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including the following:

1. 23 USC 134, 49 USC 5303;
2. In nonattainment and maintenance areas, Sections 174 and 176© and (d) of the Clean Air Act, as amended (42 USC 7504, 7506© 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.



Charles Blaser, Chair
Lawrence - Douglas County MPO

10/20/11
Date



Jerry Younger
Deputy Secretary/State Transportation Engineer
Kansas Department of Transportation

11/4/11
Date

Appendix 4 Latest USDOT Regulations Concerning TIP Development and How the L-DC MPO TIP and MPO Process Are Addressing Those Regulations

In preparing this TIP the MPO staff reviewed the metropolitan planning regulations for MPO operations and TIP development carefully and thoroughly to ensure that every pertinent part of those regulations was met with the publication of this new 2012-2015 TIP. Federal regulations governing the development of this TIP and other MPO documents can be found at: <http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=92689e4714e84ce478902390edb2030a&rgn=div6&view=text&node=23:1.0.1.5.11.3&idno=23>

The portion of these planning regulations dealing with TIP development and a brief explanation of how the MPO responded to those regulations in the development of this TIP document and how the MPO process addresses those federal regulations is included on the following pages.

§ 450.324 Development and content of the transportation improvement program (TIP).

(a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. However, if the TIP covers more than four years, the FHWA and the FTA will consider the projects in the additional years as informational. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93).

The Kansas Department of Transportation (KDOT) produces a State Transportation Improvement Program (STIP) that covers at least four years and is updated annually. The MPO produces a new TIP at least once every four years and has that TIP cover at least four years. That TIP as amended is part of the STIP by reference. KDOT, MPO and local transit provider staffs all work collaboratively on the development of the TIP. All updates and amendments to the TIP are sent to the FHWA-Kansas Division and FTA Region 7 Offices. The L-DC MPO Metropolitan Planning Area (i.e., Douglas County) is in attainment for air quality standards.

(b) The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by §450.316(a). In addition, in nonattainment area TMAs, the MPO shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in §450.316(a). In addition, the TIP shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in §450.316(a).

The MPO produced a Public Participation Plan (PPP) in 2009 and follows it in providing opportunities to interested parties to comment on MPO products and processes. The MPO puts draft documents out for public reviews, provides draft documents for various planning groups (e.g., Planning Commission, Bicycle Advisory Committee, Public Transit Advisory Committee, County Commission, City Commission, and others) as requested for their review and comments. All draft documents are reviewed by the Technical

Advisory Committee (TAC) that is composed of several local officials representing different jurisdictions and travel modes. Draft documents are posted on the MPO web site and are available at the MPO Office and other locations as prescribed in the PPP.

(c) The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation enhancements; Federal Lands Highway program projects; safety projects included in the State's Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities), except the following that may (but are not required to) be included:

- (1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
- (2) Metropolitan planning projects funded under 23 U.S.C. 104(f), 49 U.S.C. 5305(d), and 49 U.S.C. 5339;
- (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
- (4) At the discretion of the State and MPO, State planning and research projects funded with National Highway System, Surface Transportation Program, and/or Equity Bonus funds;
- (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
- (6) National planning and research projects funded under 49 U.S.C. 5314; and
- (7) Project management oversight projects funded under 49 U.S.C. 5327.

The MPO includes all regionally significant and/or federally funded surface transportation projects in the TIP.

(d) The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

The MPO puts all regionally significant projects in the TIP regardless of whether they have any federal funding or not. The definition used to determine regional significance for TIP and other MPO purposes is included in this TIP document.

(e) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:

- (1) Sufficient descriptive material (*i.e.*, type of work, termini, and length) to identify the project or phase;
- (2) Estimated total project cost, which may extend beyond the four years of the TIP;
- (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);

- (4) Identification of the agencies responsible for carrying out the project or phase;
- (5) In nonattainment and maintenance areas, identification of those projects which are identified as TCMs in the applicable SIP;
- (6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulation (40 CFR part 93); and
- (7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.

The MPO staff and TAC members worked in 2010 in early 2011 to update and improve our TIP project table format and project submission process. The MPO staff checked to see that all of the information required by this regulation is requested from project sponsors and is included on the TIP project submission forms submitted to the MPO. Using this new form and process ensures that all of the information required by this regulation is included in the TIP project tables and made part of this TIP document.

- (f) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the "exempt project" classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

The MPO will consider the grouping together of small projects allowed for group entries in the TIP as noted in this regulation. The MPO may also decide to leave these projects listed separately in the TIP project tables. This decision will be discussed at TAC meetings and incorporated into the TIP document sent to the MPO for approval.

- (g) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

Projects submitted for the TIP will be reviewed by MPO staff and the TAC to verify that they are addressing a need expressed in the MTP. The MPO staff and the TAC will verify that the TIP projects implement the MTP system improvement recommendations or at least address an issue raised and discussed in the MTP document. The new TIP project submission form and process will ask project sponsors to indicate what issue in the MTP is addressed by each project they submit for TIP inclusion.

- (h) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation, in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53 and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be

available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Starting December 11, 2007, revenue and cost estimates for the TIP must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

The new TIP project submission form and process will ask the project sponsor to provide budget information and to show how local funding is being supplied and to show that the project funding is approved and in a local budget. The MPO staff will ask KDOT to verify that the federal funding for each project is available. The TAC will review this project information before the project goes into the TIP tables.

The MPO staff and the TAC will work with the local governments to identify the funding they use for transportation system operations and maintenance, and this information will be discussed in the TIP text. The MPO staff will ask TAC members to explain how they are funding O&M and how they are funding capital projects as part of the TIP development discussions. This TIP document includes a discussion of O&M funding and how it relates to TIP projects.

The MPO staff works with KDOT staff, project sponsors, and the TAC members to use Year of Expenditure (YOE) costs in the TIP project tables. Many of the grant applications for projects that get put in the TIP have inflation factors built into the calculations that are part of the grant form.

(i) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first two years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulation (40 CFR part 93) and shall provide for their timely implementation.

The new TIP project submission form and process being introduced with this 2012-2015 TIP will ask the project sponsors to provide budget information and to show how local funding is being supplied and to show that the project funding is approved and in their local budgets. The MPO staff will ask KDOT to verify that the federal funds for each project are available. The TAC will review this project information before it goes into the TIP tables.

The MPO staff and the TAC will work to only put projects in the TIP that have reasonably assured funding programmed in the year the project is to be implemented. This TIP document contains a section discussing the fiscally constrained nature of this TIP. The MPO policy is to comply with the fiscal constraint provisions of TIP and MTP development, and the MPO staff and TAC members will work to see that the TIP is fiscally constrained and does not contain any "wish list" projects.

(j) Procedures or agreements that distribute sub-allocated Surface Transportation Program funds or funds under 49 U.S.C. 5307 to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

The L-DC MPO metropolitan planning area is a small MPO area that does not receive sub-allocated funds so this regulation does not apply.

(k) For the purpose of including projects funded under 49 U.S.C. 5309 in a TIP, the following approach shall be followed:

(1) The total Federal share of projects included in the first year of the TIP shall not exceed levels of funding committed to the MPA; and

(2) The total Federal share of projects included in the second, third, fourth, and/or subsequent years of the TIP may not exceed levels of funding committed, or reasonably expected to be available, to the MPA.

The MPO staff regularly confers with KDOT and federal officials to determine what federal funding is available in the region each year and to not over program more federal funds than are available. These discussions include conversations between KDOT staff and project sponsors, MPO staff and discussions at TAC meetings.

(l) As a management tool for monitoring progress in implementing the transportation plan, the TIP should:

(1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;

(2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and

(3) In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.

The criteria used by the MPO to review projects and place them in the TIP are described in Chapter IV of this document. Basically, the projects put in the TIP should either be recommended transportation system improvements noted in the MTP or projects that address a transportation concern noted in the MTP. TIP projects should be consistent with MTP goals and goals of local comprehensive plans. In addition to those planning level issues the TIP projects should address engineering improvements noted in that chapter of the TIP. Overall, this project selection process is similar to the way TIP projects have been selected in the past, but this new 2012-2015 TIP document provides better documentation and clarification of the items considered by the TAC and MPO staff when developing the TIP project tables.

The MPO is instituting a new TIP project submission form and TIP development process in 2011 along with the creation of this revamped 2012-2015 TIP document. This TIP shows projects and their expected year of implementation.

Changes to schedules for major projects will be addressed by TIP revisions or amendments as outlined elsewhere in this TIP document. Likewise, this TIP includes a description of the project selection process used to review and place projects in the TIP.

The MPO staff is planning on responding to KDOT discussions about this regulation by including a listing of major projects from the previous TIP that have been implemented or are now being implemented in this new 2012-2015 TIP. However, at this time KDOT staff is discussing the definitions to use for "major project" and "significant delay" in the creation of this list. Rather than holding up the approval of this new TIP while those definitions are decided, the MPO and KDOT staffs have decided to go ahead with the approval of this TIP and add this listing to the document as an amendment in 2012.

The L-DC MPO area is neither non-attainment nor a maintenance area at this time.

(m) During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

The MPO will update its TIP at least once every four years (planned for a two-year update cycle) and update its MTP at least once every five years (four years if the region is designated non-attainment for ozone).

In the event that the TIP does lapse for any reason the MPO will quickly work with KDOT and the FHWA and FTA to create an interim TIP and bring the TIP and MTP back into conformance with these federal regulations.

(n) Projects in any of the first four years of the TIP may be advanced in place of another project in the first four years of the TIP, subject to the project selection requirements of §450.330. In addition, the TIP may be revised at any time under procedures agreed to by the State, MPO(s), and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see §450.316(a)) and FHWA/FTA actions on the TIP (see §450.328).

The MPO will use its TIP Amendment/Revision and Project Selection processes described in this document. Projects selected to be in the TIP and moved around within Years 1-4 will be moved from year to year with the cooperation of the KDOT, Local Transit, and FHWA/FTA staffs. The TAC will discuss these changes. Projects in Year 1 will proceed to implementation as long as adequate funds are shown in the TIP. The removal or addition of any project in Year 1 will be done via a TIP amendment that is reviewed and approved by the TAC and the MPO.

(o) In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.

The MPO will discuss any such changes in funding sources affecting TIP projects at TAC meetings and decide when to revise or amend the TIP to reflect those changes.

§ 450.326 TIP revisions and relationship to the STIP.

(a) An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval. In nonattainment or maintenance areas for transportation-related pollutants, if a TIP amendment involves non-exempt projects (per 40 CFR part 93), or is replaced with an updated TIP, the MPO and the FHWA and the FTA must make a new conformity determination. In all areas, changes that affect fiscal constraint must take place by amendment of the TIP. Public participation procedures consistent with §450.316(a) shall be utilized in revising the TIP, except that these procedures are not required for administrative modifications.

The MPO now makes changes to its TIP in conformance with this regulation, and the MPO area is currently in attainment for air quality standards. With every update of the TIP the MPO staff reviews the fiscal constraint of the document. The MPO staff makes any needed changes to the fiscal analysis part of the TIP and includes those changes in pertinent amendments or updates. All amendments/revisions and updates to the TIP are handled in accordance with the PPP. The current 2009 edition of the PPP is consistent with these February 2007 metropolitan planning regulations.

(b) After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP required under 23 U.S.C. 135. In nonattainment and maintenance areas, a conformity finding on the TIP must be made by the FHWA and the FTA before it is included in the STIP. A copy of the approved TIP shall be provided to the FHWA and the FTA.

The MPO staff sends all amendments and updates of the TIP to the KDOT staff and asks them to send it along to the FHWA, FTA and the Governor for concurrence and approval. The TIP, as amended, is included in the STIP by reference. Current copies of the TIP are provided online and sent to KDOT, FHWA, and FTA officials.

(c) The State shall notify the MPO and Federal land management agencies when a TIP including projects under the jurisdiction of these agencies has been included in the STIP.

The KDOT staff sends a copy of the STIP and TIP to the federal land management agencies when a TIP or STIP is approved that has projects under those agencies' jurisdictions.

§ 450.328 TIP action by the FHWA and the FTA.

(a) The FHWA and the FTA shall jointly find that each metropolitan TIP is consistent with the metropolitan transportation plan produced by the continuing and comprehensive transportation process carried on cooperatively by the MPO(s), the State(s), and the public transportation operator(s) in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303. This finding shall be based on the self-certification statement submitted by the State and MPO under §450.334, a review of the metropolitan transportation plan by the FHWA and the FTA, and upon other reviews as deemed necessary by the FHWA and the FTA.

The MPO includes a signed Self-Certification Statement developed jointly by the KDOT and MPO staffs as part of each TIP update.

(b) In nonattainment and maintenance areas, the MPO, as well as the FHWA and the FTA, shall determine conformity of any updated or amended TIP, in accordance with 40 CFR part 93. After the

FHWA and the FTA issue a conformity determination on the TIP, the TIP shall be incorporated, without change, into the STIP, directly or by reference.

The L-DC MPO area is currently in attainment and is not a maintenance area so this regulation does not apply.

(c) If the metropolitan transportation plan has not been updated in accordance with the cycles defined in §450.322(c), projects may only be advanced from a TIP that was approved and found to conform (in nonattainment and maintenance areas) prior to expiration of the metropolitan transportation plan and meets the TIP update requirements of §450.324(a). Until the MPO approves (in attainment areas) or the FHWA/FTA issues a conformity determination on (in nonattainment and maintenance areas) the updated metropolitan transportation plan, the TIP may not be amended.

The MPO will update its TIP and MTP in a timely fashion. In the event that for some unforeseen reason either or both of those documents lapse then the MPO will work with TAC members and others as needed to update those documents in an expeditious manner.

(d) In the case of extenuating circumstances, the FHWA and the FTA will consider and take appropriate action on requests to extend the STIP approval period for all or part of the TIP in accordance with §450.218(c).

The MPO will update its TIP in a timely fashion.

(e) If an illustrative project is included in the TIP, no Federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming metropolitan transportation plan and TIP.

The MPO may after discussion and review by the TAC add an illustrative project into the TIP by amendment. Concurrently with the processing of the TIP amendment to make such a change, the MTP will also be amended and both of those amendments will be approved by the TAC and the MPO. After the MPO approves these TIP and MTP changes the changed documents will be sent to KDOT for state actions and forwarding onto federal agencies for their actions.

(f) Where necessary in order to maintain or establish operations, the FHWA and the FTA may approve highway and transit operating assistance for specific projects or programs, even though the projects or programs may not be included in an approved TIP.

The MPO will update its TIP in a timely fashion. If this regulation ever becomes an issue due to a lapsed TIP the MPO will work diligently with its planning partners to quickly remedy this situation and bring the TIP back into compliance with federal regulations for metropolitan MPO planning.

§ 450.330 Project selection from the TIP.

(a) Once a TIP that meets the requirements of 23 U.S.C. 134(j), 49 U.S.C. 5303(j), and §450.324 has been developed and approved, the first year of the TIP shall constitute an "agreed to" list of projects for project selection purposes and no further project selection action is required for the implementing agency to proceed with projects, except where the appropriated Federal funds available to the metropolitan planning area are significantly less than the authorized amounts or where there are significant shifting of projects between years. In this case, a revised "agreed to" list of projects shall be jointly developed by the MPO, the State, and the public transportation operator(s) if requested by

the MPO, the State, or the public transportation operator(s). If the State or public transportation operator(s) wishes to proceed with a project in the second, third, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used unless the MPO, the State, and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third, or fourth years of the TIP.

The MPO is addressing this regulation through processes and reviews described in the Project Selection, Amendment, and Fiscal Constraint sections of this document. Related discussions and approval actions by the TAC and MPO ensure that the implementation of the “agreed to” list of projects is not delayed by MPO issues and projects in the later years of the TIP can progress forward towards implementation in a logical fashion.

(b) In metropolitan areas not designated as TMAs, projects to be implemented using title 23 U.S.C. funds (other than Federal Lands Highway program projects) or funds under title 49 U.S.C. Chapter 53, shall be selected by the State and/or the public transportation operator(s), in cooperation with the MPO from the approved metropolitan TIP. Federal Lands Highway program projects shall be selected in accordance with procedures developed pursuant to 23 U.S.C. 204.

The MPO and KDOT staffs work together with the TAC to make sure that projects using federal funds and needing to be listed in the TIP are indeed listed there before federal money is spent on those projects. Federal funding for the project is often identified early in the process when the project is first submitted to the MPO staff for inclusion in the TIP.

(c) In areas designated as TMAs, all 23 U.S.C. and 49 U.S.C. Chapter 53 funded projects (excluding projects on the National Highway System (NHS) and projects funded under the Bridge, Interstate Maintenance, and Federal Lands Highway programs) shall be selected by the MPO in consultation with the State and public transportation operator(s) from the approved TIP and in accordance with the priorities in the approved TIP. Projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs shall be selected by the State in cooperation with the MPO, from the approved TIP. Federal Lands Highway program projects shall be selected in accordance with procedures developed pursuant to 23 U.S.C. 204.

The L-DC MPO area is not currently designated as a TMA so this regulation does not apply.

(d) Except as provided in §450.324(c) and §450.328(f), projects not included in the federally approved STIP shall not be eligible for funding with funds under title 23 U.S.C. or 49 U.S.C. Chapter 53.

The MPO staff works with KDOT and the TAC to make sure that all projects using federal funds that need to be listed in the TIP are listed in the TIP document or amended into it in a timely fashion.

(e) In nonattainment and maintenance areas, priority shall be given to the timely implementation of TCMs contained in the applicable SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93).

The L-DC MPO area is currently in attainment for air quality standards and therefore is not subject to this regulation.

§ 450.332 Annual listing of obligated projects.

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

The MPO produces an annual list of projects that were obligated federal funds in the preceding FFY each fall and publishes this list on its web site in December. This list is created in cooperation with the KDOT and local public transit provider staffs and reviewed by the TAC before publication. The latest edition of this list is included in all TIP updates and amendments which are also posted online for public viewing.

(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.324(e) (1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

The listing produced each year by the MPO provides this information and more for each project on the list.

(c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

The MPO publishes this list each December on its web site, has it available for review with MPO staff at the MPO offices, and includes the latest list in TIP amendments and updates.

Appendix 5 Explanation of TIP Project Listings

The 2012-2015 TIP has newly designed project listings (pictured below). The tables list each project as a single entry with yearly allocations defined. The table below is a blank project listing that details the layout of the project listings. Below each category lists the possible entries and or defines the category.

Project Sponsor:	MPO#:	KDOT#:	Length:	Total Project Cost:	<input type="checkbox"/> Advanced Construction																																																														
Project Name:			Project Scope:																																																																
Route (to/from location):																																																																			
Project Type:		Work Type:		Comments:																																																															
<table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="5" style="text-align: center; border-bottom: 1px solid black;">FY 2012</th> </tr> <tr> <th style="font-size: small;">Fund Source</th> <th style="font-size: small;">Phase</th> <th style="font-size: small;">Obligation</th> <th style="font-size: small;">AC Conversion</th> <th style="font-size: small;"> </th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		FY 2012					Fund Source	Phase	Obligation	AC Conversion							<table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="5" style="text-align: center; border-bottom: 1px solid black;">FY 2013</th> </tr> <tr> <th style="font-size: small;">Fund Source</th> <th style="font-size: small;">Phase</th> <th style="font-size: small;">Obligation</th> <th style="font-size: small;">AC Conversion</th> <th style="font-size: small;"> </th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		FY 2013					Fund Source	Phase	Obligation	AC Conversion							<table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="5" style="text-align: center; border-bottom: 1px solid black;">FY 2014</th> </tr> <tr> <th style="font-size: small;">Fund Source</th> <th style="font-size: small;">Phase</th> <th style="font-size: small;">Obligation</th> <th style="font-size: small;">AC Conversion</th> <th style="font-size: small;"> </th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		FY 2014					Fund Source	Phase	Obligation	AC Conversion							<table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="5" style="text-align: center; border-bottom: 1px solid black;">FY 2015</th> </tr> <tr> <th style="font-size: small;">Fund Source</th> <th style="font-size: small;">Phase</th> <th style="font-size: small;">Obligation</th> <th style="font-size: small;">AC Conversion</th> <th style="font-size: small;"> </th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		FY 2015					Fund Source	Phase	Obligation	AC Conversion						
FY 2012																																																																			
Fund Source	Phase	Obligation	AC Conversion																																																																
FY 2013																																																																			
Fund Source	Phase	Obligation	AC Conversion																																																																
FY 2014																																																																			
Fund Source	Phase	Obligation	AC Conversion																																																																
FY 2015																																																																			
Fund Source	Phase	Obligation	AC Conversion																																																																

Project Sponsors:

- KDOT
- Douglas County
- Lawrence
- Eudora
- Baldwin City
- Lecompton
- Lawrence Transit
- Cottonwood Inc.
- Independence Inc.
- Douglas County Senior Services Inc. (DCSS)
- Bert Nash Community Mental Health Center
- USD 497
- Douglas County Community Health Improvement Project (CHIP)

Project Name: The project name is the general name given to identify the project.

MPO #: The MPO number is assigned by the MPO staff; it indicates the category of the project and is solely for MPO identification purposes.

KDOT #: The KDOT number is assigned by KDOT to a project. These numbers are provided to the MPO by KDOT for each state project.

Route (to/from location): The route identifies the starting and ending point of a project

Length: The length measures the length or distance of the project in miles.

Project Types:

- Road
- Bridge
- Interchange
- Intersection
- ITS
- Transit/Paratransit
- Enhancement
- Safe Routes To Schools (SRTS)
- Traffic Signal
- Safety
- Other

Work Types:

- Access Management
- Bridge Rehabilitation
- Bridge Replacement
- Fabrication
- Geometric Improvement
- Grading
- Interchange
- Pavement Milling

- Other
- Overlay
- Operating
- Pedestrian & Bicycle Work
- Pavement Markings
- Reconstruction
- Redeck Bridge
- Seeding
- Safety
- Signage
- Signal
- Special Work
- Surfacing
- Vehicle Replacement

Advanced Construction (AC): Advance Construction provides states with flexibility in managing federal highway funds. The primary benefit of AC is that it allows states to accelerate transportation projects using non-federal funds while maintaining eligibility to be reimbursed with federal funds at a later date. Projects that use AC will be indicated by a check in the box.

AC Conversion: AC Conversion values are project funds planned for conversion from local or state funds to federal funds; they are allocated the year the conversion is to take place.

Total Project Costs: A total cost allocated for the project from start to finish. This number may not equal the total project costs listed in the detailed yearly data because it could include allocations before or after the TIP years programmed.

Fund Sources:

BR	FHWA Bridge Rehabilitation or Replacement
FTA: 5309	Federal Transit Administration Section 5309 Funds - Capital Earmark
FTA: 5307	Federal Transit Administration Section 5307 Funds - Urban Formula – Capital and Operating Assistance
FTA: 5311	Federal Transit Administration Section 5311 Funds - Rural Formula
FTA: 5310	Federal Transit Administration Section 5310 Funds - Elderly w/ Disability Assistance
FTA: 5316	JARC-Job Access and Reverse Commute
FTA: 5317	New Freedom
HRRR	High Risk Rural Roads
State	Kansas Department of Transportation
Local	Locally Funded
SRTS	Safe Routes to School
STP	Surface Transportation Program
STP-S	STP-Safety
TE	Transportation Enhancement

Phases:

PE	Preliminary Engineering
ROW	Right of Way
CE	Construction Engineering
CONST	Construction
CAP	Capital
OPRT	Operating
Utilities	Utilities

Project Scope: Project Scope is a brief definition of the range of the projects work and tasks included.

Comments: Comments include notes or observations about the project, not included in the other detailed categories.

**TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
LISTING**

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

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT
 MPO#: 100
 KDOT#: KA-0685-01
 Length:
 Total Project Cost: \$6,160
 Advanced Construction

Project Name: K-10 Highway/ 23rd Street Bridge Project

Project Scope: Bridge Replacement for K-10 highway over BNSF line near Haskell University.

Route (to/from location): K-10 Highway/ 23rd Street Bridge (023) over BNSF Railroad

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

Comments: PE in 2008, ROW in 2010, Utilities in 2011.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$333	
STP	Const	\$400	
State	Const	\$3,936	
Local	Const	\$100	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
BR	PE		\$890
BR	ROW		\$251
BR	Utilities		\$251
BR	CE/Const		\$4,269

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT
 MPO#: 101
 KDOT#: K-6813-01
 Length: .008
 Total Project Cost: \$994
 Advanced Construction

Project Name: Bridge Replacement on US-59

Project Scope: Bridge Replacement based on 44 feet roadway.

Route (to/from location): US 59 BR 017, Wakarusa Rv. 6.1 miles n/o US 56

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

Comments: PE in 1997, UTIL in 2007.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
BR	CE		\$46
State	CE		\$12
BR	Const	\$622	
State	Const	\$156	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 102 **KDOT#:** K-7888-04 **Length:** **Total Project Cost:** \$1,469 Advanced Construction

Project Name: Road Improvements on US-59

Project Scope: Turnback work for prj #K-7888-01 surface recycle, overlay.

Route (to/from location): US 59 Franklin-Douglas County Line, North to 2L/4L Divided

Project Type: Bridge **Work Type:** Surfacing, Overlay, Pavement

Comments: PE in 2010.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$102	
State	Const	\$1,347	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$102	
State	Const	\$1,347	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT **MPO#:** 103 **KDOT#:** KA-0033-01 **Length:** **Total Project Cost:** \$3,062 Advanced Construction

Project Name: US 56 Tauy Creek Drainage Bridge

Project Scope: Bridge Replacement.

Route (to/from location): US 56 Tauy Creek Drainage Bridge 1.95 miles east of US 59 & Tauy Creek Bridge 2.7 miles east of US-59

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

Comments: PE in 2010, ROW in 2011.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Utilities	\$46	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$191	
State	Const	\$2,549	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
BR	PE		\$230
BR	Utilities		\$46
BR	CE		\$191
BR	Const		\$2,549

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT
 MPO#: 104
 KDOT#: KA-0032-01
 Length:
 Total Project Cost: \$1,897
 Advanced Construction

Project Name: Tauy Creek Bridge ROW

Project Scope: One bridge replacement on US 56 over East Fork Tauy Creek.

Route (to/from location): US 56 Tauy Creek Drainage Bridge 1.95 miles east of US-59 & Tauy Creek Bridge 2.7 miles east of US-59

Project Type: Bridge
 Work Type: Bridge Replacement

Comments: PE in 2010, ROW in 2011.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Utilities	\$29	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$221	
State	Const	\$1,471	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
BR	PE		\$149
BR	Utilities		\$29
BR	CE		\$221
BR	Const		\$1,471

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Douglas County
 MPO#: 105
 KDOT#: C-4123-01
 Length: .2
 Total Project Cost: \$2,572
 Advanced Construction

Project Name: Route 1057 Bridge over Wakarusa River Bridge Replacement

Project Scope: Total bridge replacement. On DG Co 5 - Year Plan.

Route (to/from location): Route 1057 Bridge over Wakarusa River at 1300 E 1900 Road

Project Type: Bridge
 Work Type: Bridge Replacement

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CE	\$171	
Local	CE	\$43	
Fed	Const	\$1,712	
Local	Const	\$428	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 200 **KDOT#:** K-8392-04 **Length:** 5.5 **Total Project Cost:** \$204,975 Advanced Construction

Project Name: South Lawrence Trafficway

Project Scope: Linked to Project L-8392-01.

Route (to/from location): SO Junct US 59/K10 E to K10

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

Comments: PE in 2009, ROW in 2011.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Utilities	\$3,500	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$13,329	
State	CONST	\$177,719	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT **MPO#:** 201 **KDOT#:** KA-2059-01 **Length:** 4.3 **Total Project Cost:** \$1,965 Advanced Construction

Project Name: Bridge Replacement on US-59

Project Scope: Bridge Replacement.

Route (to/from location): US 59 over West Fork of Tauy Creek .14 mile N of DG/FR County Line

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

Comments: Project is Authorized for PE Only. PE in 2011.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	ROW	\$34	
State	Utilities	\$7	
BR	Utilities	\$27	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$25	
State	Const	\$337	
BR	CE	\$101	
BR	Const	\$1,350	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
BR	PE		\$67

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 202 **KDOT#:** K-7888-06 **Length:** .5 **Total Project Cost:** \$23,165 Advanced Construction

Project Name: Road Improvements on US-59

Project Scope: Project will include asphalt surfacing for 4-lane freeway, guardrails, lighting, signs and pavement markings. K-7888-05 related to this project.

Route (to/from location): US 59 Franklin-Douglas County Line N to 4-lane divided section

Project Type: Road

Work Type: Surfacing

Comments: PE in 2009, CE and Const in 2011.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
STP	PE		\$1,040
STP	CE		\$1,231
STP	Const		\$16,261

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Douglas Co/KDOT **MPO#:** 203 **KDOT#:** C-0059-01 **Length:** .9 **Total Project Cost:** \$672 Advanced Construction

Project Name: Route 6 Curve Reconstruction

Project Scope: Work to reconstruct curve in the road.

Route (to/from location): Route 6: N 1150 to E 550

Project Type: Road

Work Type: Seeding, Grading, Safety, Surfacing

Comments: High Risk Rural Roads Program

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	CE		\$54
Local	Const		\$95
HRRR	Const		\$500

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Douglas County **MPO#:** 204 **KDOT#:** **Length:** 1.0 **Total Project Cost:** \$4,305 Advanced Construction

Project Name: Route 1055 (6th St.) Reconstruction, DG Co Project #: 2010-20

Project Scope: Reconstruct 2-land, rural section to urban section with curbs & gutter, storm sewers & sidewalks.

Route (to/from location): Route 1055 (6th St.) from US 56 to Route 12

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

Comments: Baldwin City and DG Co sharing costs for portion north of US 56 intersection, US 56/Route 1055 construction funded by KDOT Corridor Management funding.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$3,434	
State	Const	\$432	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Douglas County **MPO#:** 205 **KDOT#:** **Length:** 3.0 **Total Project Cost:** \$4,188 Advanced Construction

Project Name: DGCO Project No. 2011-9; Route 442 3-R Improvements

Project Scope: 3-R Improvements; Reconstruct curves to meet 55 mph design speed; construct 6' paved shoulders.

Route (to/from location): Route 442 from E 1 Rd. (SN Co line) to Route 1023 (E 250 Rd)

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

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$200	
Local	Utilities	\$100	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$3,528	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Douglas County **MPO#:** 206 **KDOT#:** **Length:** 2.5 **Total Project Cost:** \$1,608 Advanced Construction

Project Name: Route 458 Overlay & Paved Shoulders

Project Scope: Construct 6' paved shoulders, 3" overlay, 8' ditches.

Route (to/from location): Route 458 (N1200 Rd) US 59 to E 1050

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

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$55	
Local	Utilities	\$20	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,488	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Douglas County **MPO#:** 207 **KDOT#:** **Length:** 3.0 **Total Project Cost:** \$4,775 Advanced Construction

Project Name: Route 1055 from Vinland to Route 458

Project Scope: Reconstruct to meet 55 mph design speed and add 8' paved shoulders. Excludes .6 miles, reconstructed by Project No. 23 C-3890-01.

Route (to/from location): Route 1055 from Vinland (E 1700 Rd/N 700 Rd) to Route 458 (N 1000 Rd)

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

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$400	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$300	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Utilities	\$75	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$4,000	

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Douglas County **MPO#:** 208 **KDOT#:** **Length:** 4.3 **Total Project Cost:** \$5,020 Advanced Construction

Project Name: Route 458 3-R Improvements

Project Scope: 3-R Improvements (restoration, resurfacing, reconstruction).

Route (to/from location): Route 458 between E 800 Rd & N 1175 Rd Douglas County

Project Type: Road

Work Type: Surfacing, Reconstruction

Comments: Const in 2017.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$445	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$300	
Local	Utilities	\$200	

Project Sponsor: Douglas County **MPO#:** 209 **KDOT#:** **Length:** 3.0 **Total Project Cost:** \$6,264 Advanced Construction

Project Name: Route 1055 from Route 12 to Vinland

Project Scope: Reconstruct to meet 55 mph design speed and add 8' paved shoulders.

Route (to/from location): Route 1055 from Route 12 (N 400 Rd.) to Route 460 (N 700 Rd.)

Project Type: Road

Work Type: Reconstruction

Comments: Const in 2016.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$556	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$125	
Local	Utilities	\$20	

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 210 **KDOT#:** 23 U-0015-01 **Length:** 1 **Total Project Cost:** \$6,670 Advanced Construction

Project Name: Iowa Street Reconstruction

Project Scope: Reconstruction of Iowa from Yale to Irving Hill: surfacing, grading, ctg, storm sewer, sidewalks, including intersetction at 15th/Bob Billings Pkwy and Iowa.

Route (to/from location): Iowa (US 59): Yale to Irving Hill Rd

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

Comments: PE and ROW in 2011. Westar will incur significant utility relocation cost.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed-Safety	Const	\$1,000	
Fed-STP	Const	\$3,000	
Local	Const	\$2,250	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 211 **KDOT#:** **Length:** .5 **Total Project Cost:** \$3,885 Advanced Construction

Project Name: 19th Street: Naismith to Iowa Reconstruction

Project Scope: Reconstructed street will include center turn lane, sidewalks and bike lanes.

Route (to/from location): 19th Street: Naismith to Iowa (US 59)

Project Type: Road **Work Type:** Surfacing, Pedestrian & Bicycle Paths

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$375	
Local	ROW	\$50	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Utilities	\$260	
Local	Const	\$3,200	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 212 **KDOT#:** **Length:** .5 **Total Project Cost:** \$5,000 Advanced Construction

Project Name: Kasold Reconstruction

Project Scope: Reconstruction of street will include subgrade treatment, concrete pavement and multi-modal facilities.

Route (to/from location): Kasold Drive: Harvard Road to Bob Billings Pkwy

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

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$500	
Local	ROW	\$42	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Utilities	\$300	
Local	Const	\$4,158	

Project Sponsor: Lawrence **MPO#:** 213 **KDOT#:** **Length:** .5 **Total Project Cost:** \$5,363 Advanced Construction

Project Name: Wakarusa Reconstruction

Project Scope: Reconstructed road will include turn land, curbs and gutters, storm sewers and sidewalks.

Route (to/from location): Wakarusa Drive: Bob Billings Pkwy to Legends Drive

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

Comments: PE costs incurred in-house. Utilities and Const in 2016.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$23	

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 214 **KDOT#:** 23 U-2117-01 **Length:** 1 **Total Project Cost:** \$8,300 Advanced Construction

Project Name: 31st Street

Project Scope: Grading, surfacing, storm watyer, multimodal facilities.

Route (to/from location): 31st Street: Haskell to O'Connell

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

Comments: Federal earmark in 2006 for design and ROW: \$800K. Const in 2016

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$500	

Project Sponsor: KDOT **MPO#:** 216 **KDOT#:** KA-2341-01 **Length:** **Total Project Cost:** \$433 Advanced Construction

Project Name: Construct Left Turn Lane on 6th Street at US-56 in Baldwin City

Project Scope: Construct Left Turn Lane

Route (to/from location): Intersection of US-56 and 6th Street in Baldwin City

Project Type: Road **Work Type:** **Comments:**

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Const	\$433	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 217 **KDOT#:** KA-2450-01 **Length:** **Total Project Cost:** \$1,062 Advanced Construction

Project Name: Road Work on K-10 in Douglas County

Project Scope: Resurfacing and centerline rumble stripes

Route (to/from location): K-10 in Douglas County from Junction 1-70/KTA to South Junction US-59

Project Type: Road **Work Type:**

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$51	
State	Const	\$1,012	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Douglas Co/KDOT **MPO#:** 218 **KDOT#:** 56-23-KA-2294-0 **Length:** .4 **Total Project Cost:** \$690 Advanced Construction

Project Name: US-56 Center Turn Lane Improvement

Project Scope: Extend existing 3-lane section of US-56 near Bullpup Dr. in Baldwin City westward through the E 1600 Rd. intersection.

Route (to/from location): US-56 at Baldwin City from Bull Pup Drive to E 1600 Road

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

Comments: KDOT Corridor Management Project

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$66	
Local	ROW	\$8	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Utilities	\$10	
Local	CE	\$55	
State	Const	\$551	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 219 **KDOT#:** K-9667-01 **Length:** **Total Project Cost:** \$1,038 Advanced Construction

Project Name: K-10 Access Point Consolidation

Project Scope: Consolidation of Access Points

Route (to/from location): K-10 from US 59 (Iowa St.) E. to O'Connell Rd.

Project Type: Road

Work Type:

Comments: PE in 2011, ROW in 2011.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Utilities	\$25	
Local	CE	\$101	
State	Const	\$367	
Local	Const	\$355	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT **MPO#:** 220 **KDOT#:** KA-1826-01 **Length:** **Total Project Cost:** \$18,397 Advanced Construction

Project Name: K-10/15th St./Bob Billings Pkwy Interchange

Project Scope: Construct Interchange

Route (to/from location): K-10/15th Street/Bob Billings Pwky

Project Type: Interchange

Work Type: Interchange

Comments: PE in 2010. Utilites, CE and Const using AC. \$13,693,664 will be converted to National Highway System funds in 2016.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	ROW	\$280	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Utilities	\$280	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CE	\$1,175	
State	Const	\$15,662	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 221 **KDOT#:** **Length:** **Total Project Cost:** \$300 Advanced Construction

Project Name: 9th & Tennessee Intersection Improvements

Project Scope: Replace existing traffic signal pole 2 mast arm. Widen roadway to add turn lanes.

Route (to/from location): 9th & Tennessee St. Intersection

Project Type: Intersection **Work Type:** Signal, Intersection Improvement

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	Const	\$175	
Local	Const	\$125	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 222 **KDOT#:** **Length:** **Total Project Cost:** \$1,800 Advanced Construction

Project Name: 23rd & Iowa Geometric Improvements

Project Scope: Widen roadway to add dual left lanes for east and westbound traffic.

Route (to/from location): 23rd & Iowa St. Intersection

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

Comments: Application pending KDOT approval.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Const	\$900	
Local	Const	\$900	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence **MPO#:** 223 **KDOT#:** **Length:** **Total Project Cost:** \$750 Advanced Construction

Project Name: 6th & Iowa Geometric Improvements

Project Scope:

Widen roadway to add west bound left turn lane.

Route (to/from location): 6th & Iowa St. Intersection

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

Comments:

Application pending KDOT approval.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Const	\$375	
Local	Const	\$375	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 224 **KDOT#:** **Length:** .15 **Total Project Cost:** \$1,000 Advanced Construction

Project Name: Wakarusa Reconstruction

Project Scope:

Reconstruction of Wakarusa from Oread West Drive to Research Parkway
--

Route (to/from location): Wakarusa: Oread West to Research Park

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

Comments:

--

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,000	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT **MPO#:** 225 **KDOT#:** KA-2174-01 **Length:** **Total Project Cost:** \$300 Advanced Construction

Project Name: US-40/K-10 Interchange

Project Scope: Develop plans to improve ramps, widen bridge, close frontage road and address bicycle/pedestrian needs across bridge.

Route (to/from location): US-40/K-10 Interchange

Project Type: Interchange

Work Type: Interchange

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	PE	\$300	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence **MPO#:** 300 **KDOT#:** KA-2394-01 **Length:** **Total Project Cost:** \$180 Advanced Construction

Project Name: City of Lawrence Traffic Signal Coordination

Project Scope: 23rd Street Traffic Signal Coordination. Install fiber optic and other ITS devices.

Route (to/from location): 23rd St: Iowa to east city limit.

Project Type: ITS

Work Type: Special Work

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
State	Const	\$150	
Local	Const	\$30	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: DCSS Inc. **MPO#:** 400 **KDOT#:** **Length:** **Total Project Cost:** \$55 Advanced Construction

Project Name: Douglas County Senior Services Inc: 5317 Operating

Project Scope: 5317 Reimbursement (50%):\$25,914, 5317 Administrative (10% of local match):\$2,591

Route (to/from location): Lawrence

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

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	OPT	\$26	
FTA:5317	OPT	\$29	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Indepence Inc. **MPO#:** 401 **KDOT#:** **Length:** **Total Project Cost:** \$88 Advanced Construction

Project Name: Independence Inc: 5311 Operating

Project Scope: 5311 Reimbursement Operating(50%):\$41,321

Route (to/from location): Lawrence

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

Comments: Federal Administration Share:\$4,132, Local Administration Share:\$1,033.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Local	OPT	\$28	
State	OPT	\$15	
FTA:5311	OPT	\$45	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence Transit **MPO#:** 402 **KDOT#:** KS-90-X???

Length: **Total Project Cost:** \$11,788 Advanced Construction

Project Name: Operating Funds

Project Scope: Operating and Preventative Maintenance activities.

Route (to/from location): Lawrence

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

Comments: Federal Transit 5307 Funds. 2013-2015 amounts based on 2011 levels projected.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	OPT	\$1,589	
Local	OPT	\$1,109	
State	OPT	\$250	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	OPT	\$1,589	
Local	OPT	\$1,109	
State	OPT	\$250	

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	OPT	\$1,589	
Local	OPT	\$1,109	
State	OPT	\$250	

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	OPT	\$1,589	
Local	OPT	\$1,109	
State	OPT	\$250	

Project Sponsor: Lawrence Transit **MPO#:** 403 **KDOT#:** PT-0701-12

Length: **Total Project Cost:** \$180 Advanced Construction

Project Name: Transit Capital Assitance

Project Scope: Comprehensive Transportation Program. Purchase of replacement paratransit vehicles.

Route (to/from location): Lawrence

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

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
State	CAP	\$180	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence Transit **MPO#:** 404 **KDOT#:** KS-90-X139 **Length:** **Total Project Cost:** \$310 Advanced Construction

Project Name: JARC Small Urban Funds

Project Scope: FFY 2009 Small Urban JARC funds passed thru from KDOT. 80/20 split.

Route (to/from location): Lawrence

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

Comments: Purchase vehicles.

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$248	
Local	CAP	\$62	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence Transit **MPO#:** 405 **KDOT#:** KS-03-0044 **Length:** **Total Project Cost:** \$631 Advanced Construction

Project Name: Transit 5309 Funds

Project Scope: FFY 2008 Capital 83% Fixed Route Bus Replacement

Route (to/from location): Lawrence

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

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$527	
Local	CAP	\$104	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence Transit **MPO#:** 406 **KDOT#:** KS-04-0010 **Length:** **Total Project Cost:** \$177 Advanced Construction

Project Name: Transit 5309 Funds

Project Scope: FFY 2008 Capital- Bus & Bus Facilities -- Fleet Replacement 83%

Route (to/from location): Lawrence

Project Type: Transit/Paratransit

Work Type: Special Work

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$147	
Local	CAP	\$30	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence Transit **MPO#:** 407 **KDOT#:** KS-04-0044 **Length:** **Total Project Cost:** \$1,145 Advanced Construction

Project Name: Transit 5309 Funds

Project Scope: FFY 2009 Capital 83% Fixed Route Bus Replacement

Route (to/from location): Lawrence

Project Type: Transit/Paratransit

Work Type: Special Work

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$950	
Local	CAP	\$195	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: Lawrence Transit **MPO#:** 408 **KDOT#:** KS-96-X005 **Length:** **Total Project Cost:** \$1,000 Advanced Construction

Project Name: ARRA Capital Funds

Project Scope: FFY 2009 Capital 100% Bus Replacement and/or Bus Facilities

Route (to/from location): Lawrence

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

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$1,000	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: Lawrence Transit **MPO#:** 409 **KDOT#:** KS-32-0022 **Length:** **Total Project Cost:** \$246 Advanced Construction

Project Name: Bus Shelters and Amenities-5309

Project Scope: Bus Shelters and Amenities. 80/20 split.

Route (to/from location): Lawrence

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

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	CAP	\$192	
Local	CAP	\$54	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: CHIP **MPO#:** 501 **KDOT#:** 23-U-0075-01 **Length:** **Total Project Cost:** \$10 Advanced Construction

Project Name: Lawrence Safe Routes to Schools Education

Project Scope: SRTS – Phase 1 Planning Grant. Douglas County Community Health Improvement Partnership Pedestrian Safety Education Project

Route (to/from location):

Project Type: SRTS

Work Type: Special Work

Comments:

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
SRTS		\$10	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

Project Sponsor: KDOT **MPO#:** 600 **KDOT#:** 23 RF-0026-01 **Length:** **Total Project Cost:** \$113 Advanced Construction

Project Name: Amtrak Station

Project Scope:

Route (to/from location): 413 East 7th Street, Lawrence, KS 66044

Project Type: Other

Work Type: Special Work

Comments: Highway Safety Improvement Program funding

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
Fed	PE	\$88	
Local	PE	\$25	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion

FY 2012 to FY 2015 L-DC MPO TIP Projects (Cost in 1000's)

Project Sponsor: KDOT

MPO#: 601

KDOT#: K-7888-07

Length:

Total Project Cost: \$212

Advanced Construction

Project Name: US-59 Seeding Project

Project Scope: Permanent Seeding

Route (to/from location): US-59 Franklin-Douglas County Line, N to 2L/4L divided.

Project Type: Other

Work Type: Seeding

Comments: Tied to project K-7888-01

<u>FY 2012</u>			
Fund Source	Phase	Obligation	AC Conversion
STP	CE	\$12	
State	CE	\$3	
STP	Const	\$158	
State	Const	\$39	

<u>FY 2013</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2014</u>			
Fund Source	Phase	Obligation	AC Conversion

<u>FY 2015</u>			
Fund Source	Phase	Obligation	AC Conversion