FFY 2025-2028

TRANSPORTATION IMPROVEMENT PROGRAM

Approved by MPO Policy Board
October 17, 2024

Amendment 1: April 17, 2025
Amendment 2: August 21, 2025

Lawrence - Douglas County MPO
Metropolitan Planning Organization

Lawrence- Douglas County MPO
PO Box 708
Lawrence, KS 66044
785-832-3155
mpo@lawrenceks.org
www.lawrenceks.org/mpo

MPO SELF-CERTIFICATION

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; All core documents are current:
2. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity;
5. Section 1101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) 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.

Bart Littlejohn, Chair

Lawrence-Douglas County MPO

Pat Toby

Interim Bureau Chief of Transportation Planning

Kansas Department of Transportation

DEFINITIONS

ADA	Americans with Disabilities Act of 1990 (P.L. 101-336) and ADA Amendment Act of 2008 (P.L. 110-325)
BIL	Bipartisan Infrastructure Bill
CAPITAL	Purchase of equipment
CDBG	Community Development Block Grant
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CONST	Construction
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IKE	Kansas Eisenhower Legacy Program
ITS	Intelligent Transportation Systems
KDOT	Kansas Department of Transportation
KTA	Kansas Turnpike Authority
KU	University of Kansas, Lawrence
KUOW	KU on Wheels Transit Service
MPO	Metropolitan Planning Organization, such as the Lawrence-Douglas County MPO
MTP	Metropolitan Transportation Plan
NHS	National Highway System
O&M	Operation and Maintenance
OPERATING	Operation of transit
PCI	Pavement Condition Index
PE	Preliminary Engineering
PPP	Public Participation Plan
PROWAG	Public Right-of-Way Accessibility Guidelines
ROW	Right-of-Way
SRTS	Safe Routes To School
SLT	South Lawrence Trafficway
STBG	Surface Transportation Block Grant Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
T2050	Transportation 2050, the long range transportation plan for the Lawrence-Douglas County region
TAC	Technical Advisory Committee
TA	Transportation Alternatives (federal grant administered by KDOT)
TAM	Transit Asset Management
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USC	United States Code
UTIL	Utilities

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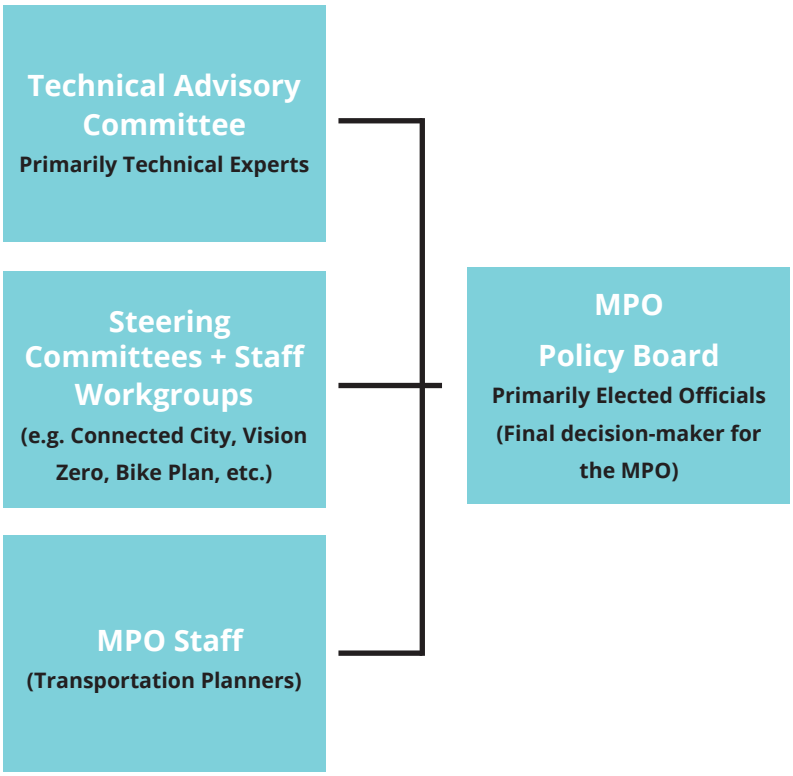
Title VI Note: The L-DC MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the L-DC MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the L-DC MPO. Any such complaint must be in writing and filed with the L-DC MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at https://lawrenceks.org/mpo/title6.

1 INTRODUCTION
...WHAT IS AN MPO?

A Metropolitan Planning Organization (MPO) is a regional decision making body charged with developing a transportation plan and related policy and programming documents. The MPO is a group that is composed of representatives from many local governments that collectively discusses the transportation issues facing the metropolitan area and then makes decisions about how to address those issues. The Lawrence-Douglas County MPO is comprised of a Policy Board mainly composed of elected officials, a Technical Advisory Committee (TAC) made up of transportation and engineering professionals, the MPO Staff, and various other Steering Committees and Staff Workgroups that the MPO forms.

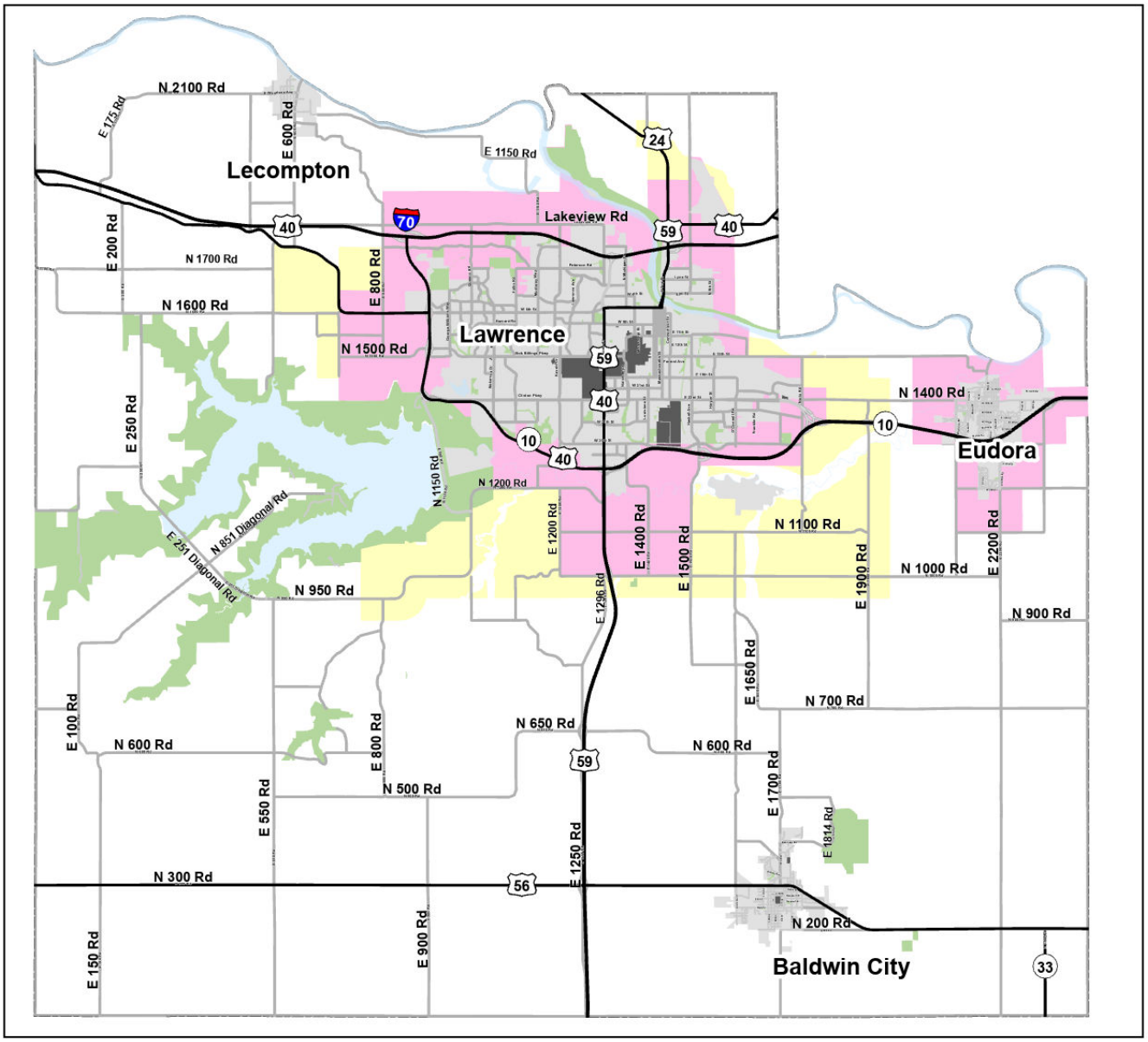
Figure 1 displays the MPO structure. The MPO develops four core documents that create a regional vision for how the multimodal transportation system will function and grow – now and into the future. The MPO's core documents are the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP).

Figure 1: MPO Structure



The Lawrence-Douglas County Metropolitan Planning Organization (MPO) serves all of Douglas County, Kansas including Baldwin City, Eudora, Lawrence, and Lecompton (see Figure 2).

Figure 2: Lawrence-Douglas County Metropolitan Planning Area (MPA)



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Produced: Lawrence-Douglas County MPO

What is the TIP?

The Transportation Improvement Program (TIP) documents how the limited transportation resources are prioritized among the various needs of the region.

The TIP is a short-range, multi-year listing of federally funded and/or regionally significant improvements to the region's multimodal transportation system. Projects in the TIP are designed to implement the Metropolitan Transportation Plan (MTP). The TIP must be fiscally constrained and include only projects for which funding has been identified using existing or reasonably available revenue sources. The TIP must be updated at least once every four years. The Lawrence-Douglas County TIP is updated every two years.

The TIP and Transportation 2050

The TIP and Transportation 2050 (T2050) are linked.[1] T2050 is the long range transportation vision; while the TIP is the short range implementation list. For projects to be included in the TIP, they must be consistent with T2050. This ensures projects are implementing the MPO's vision for a healthy, safe, and efficient transportation system, which adequately serves Lawrence, Eudora, Baldwin City, Lecompton, and unincorporated areas of Douglas County.

Community input led to the development of the T2050 vision, goals, priorities, and objectives (Table 1). These goals are implemented by the TIP. The Tracking Performance Measures section provides further details on how the two documents are linked.

Table 1: Transportation 2050 Goals and Objectives

Goals	Objectives
Transportation Options People have a variety of transportation options that provide safe, accessible, convenient, healthy, and affordable travel that connect them to their destinations.	Complete a connected network of pedestrian and bicycle facilities comfortable to all ages and abilities.
	Provide a transportation system that supports multimodal options that are affordable, sustainable, reliable, efficient, safe, and easy to use.
	Improve access to comfortable transit stops, routes, and on-demand services.
	Utilize land use policies and regulations to support multimodal travel options.
Shared Prosperity The transportation system supports prosperity for all by connecting people and places in an equitable, reliable, affordable, and efficient manner.	Support efficient freight, commuting, travel and tourism through transportation investments that increase regional access and incorporate placemaking.
	Support fiscally responsible development patterns and infrastructure investments that are in accordance with the Major Thoroughfares map.
	Elevate equity in transportation planning and investments by prioritizing the fair and just distribution of benefits and burdens related to transportation and by ensuring traditionally underrepresented communities participate in decision making.
Safety & Security People's lives are saved, crashes are avoided, and people and goods are safe and secure.	Improve safety of all modes and decrease fatalities and serious injuries.
	Mitigate the transportation system's vulnerability to crime, terrorism, natural disasters and climate change.
	The transportation system supports emergency preparedness, response, and recovery.
Sustainability Protect and enhance the natural environment and support energy conservation.	Increase the percentage of trips made using active, shared, and low carbon transportation modes to reduce vehicle miles traveled.
	Minimize negative environmental impacts by reducing transportation-related greenhouse gas emissions and by designing projects to avoid, minimize, or mitigate impacts to water and air quality and habitat.
	Maintain a transportation planning process integrated and coordinated with land use, water, and natural resource planning and management.
Operations & Maintenance Existing infrastructure is prioritized through maintenance, operations, and strategic improvements to provide for the best return on public investments.	Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
	Strive for equitable outcomes when maintaining existing infrastructure and designing new facilities by considering mobility needs for all ages and abilities.
	Incorporate technology to enhance the capacity, operations, user experience, and performance evaluation of the multimodal transportation system.

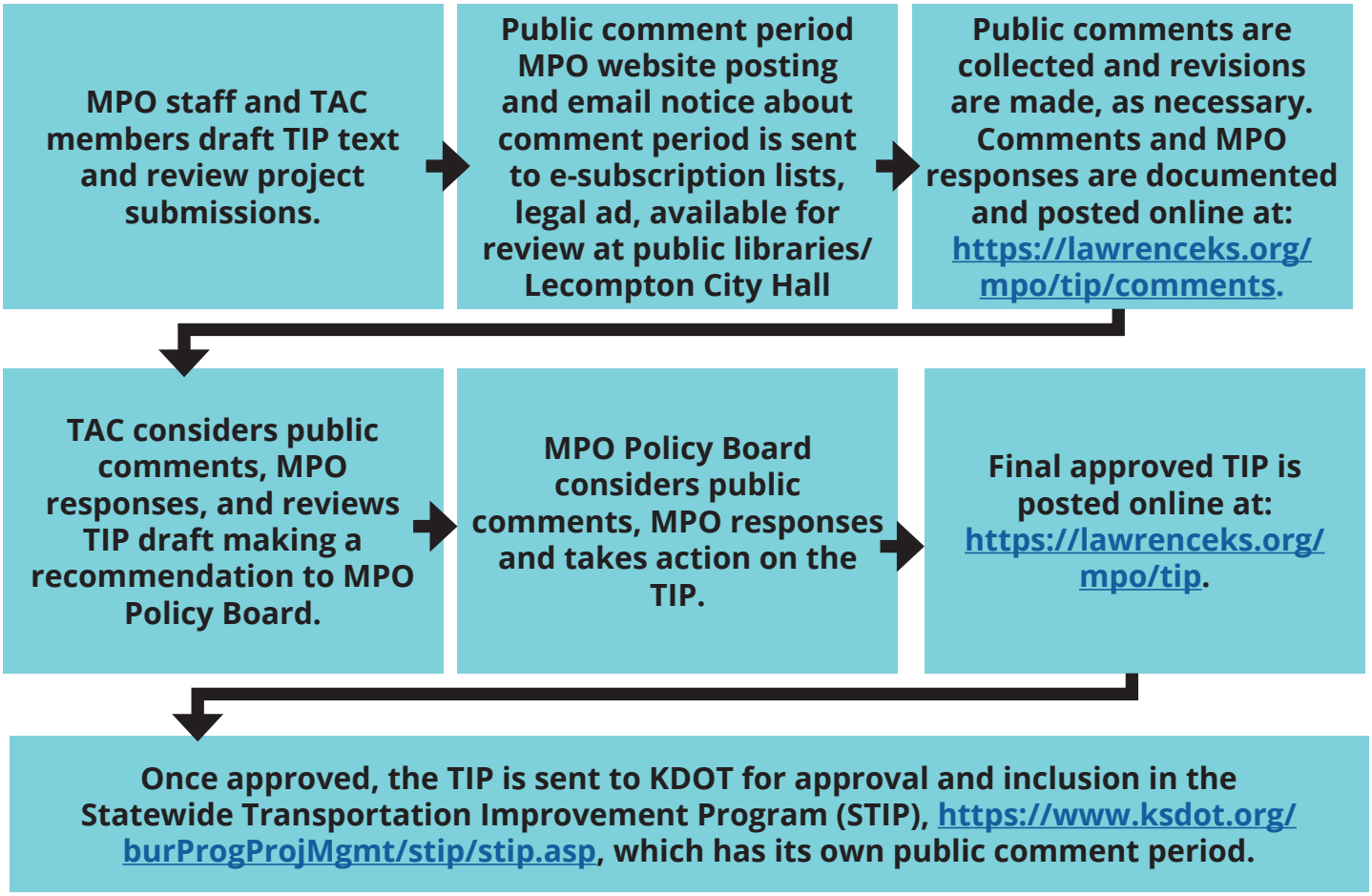
1 https://lawrenceks.org/mpo/t2050

TIP Public Involvement Process

The MPO's Public Participation Plan (PPP) requires a new TIP to undergo a 30-day comment period and amendments require a 15-day public comment period.[1] The full draft TIP is available on the MPO website (www.lawrenceks.org/mpo/tip) and a printed copy is available at Lawrence City Hall, Lawrence Public Library, Eudora Public Library, Baldwin City Public Library, and Lecompton City Hall. The public is notified of the opportunities to review the draft TIP through a local newspaper advertisement, notification by email, and by staff announcements that the draft TIP is available for comment at MPO meetings. These strategies are consistent with the PPP, which addresses how everyone will be engaged in the planning process.

Public comments are posted online at www.lawrenceks.org/mpo/tip/comments and are shared with TAC and the MPO Policy Board. MPO staff reviews the comments and responds to the comment submitter and posts the MPO response in conjunction with the comment online. If comments have direct, applicable action these changes are discussed with the project sponsor (if relevant) and are incorporated into the final draft document sent to the MPO Policy Board for approval. Appendix E contains the public involvement process utilized to develop this TIP. Figure 3 displays the process.

Figure 3: TIP Public Involvement Process



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

2 PROGRAMMING PROCESS
...HOW DO PROJECTS GET IN THE TIP?

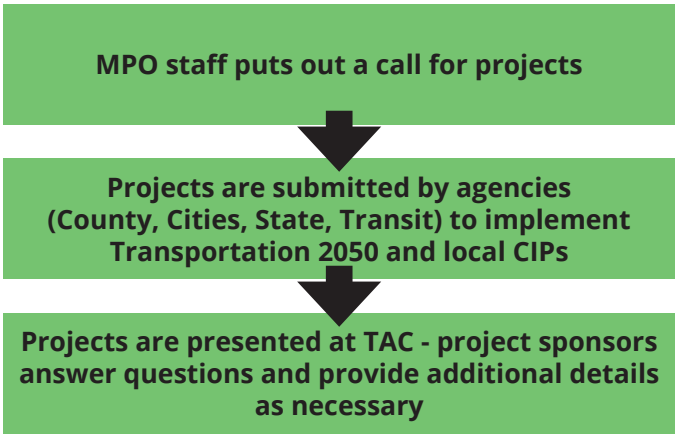
Legislative Requirement

The current federal surface transportation legislation is called the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). It is a five year (FFY 2025-2028) transportation program signed into law by President Biden on November 15, 2021.[1] MPOs are required to develop a TIP that is fiscally constrained and contain all capital and non-capital surface transportation projects within the MPO area that will receive federal funding, as well as other regionally significant transportation projects.[2]

Process for Including Projects in the TIP

The projects included in the TIP are drawn from the area's Metropolitan Transportation Plan (MTP), County and City governments' Capital Improvement Plans (CIP), as well as the State's Transportation Program known as IKE (formally called the Eisenhower Legacy Transportation Program). The MPO encourages Project Sponsors to use the factors in Appendix A to determine which projects should be prioritized for funding and inclusion in the TIP.
Project Sponsors submit projects to the MPO staff for inclusion in the TIP and MPO staff work with TAC members to ensure that the projects are regionally significant and are consistent with the MTP.
Figure 4 displays the process for including projects in the TIP.

Figure 4: TIP Project Listing Submission Process



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

This TIP document contains projects for Lawrence Transit that collectively constitutes the Program of Projects (POP) for Lawrence Transit. This list of transit items is a prioritized list of projects used by the Lawrence Transit staff and reviewed by FTA officials. Approval of the TIP includes the approval of the POP for Lawrence Transit. The public involvement procedures used for TIP development and amendments are used to satisfy the POP requirements for FTA Section 5307 funding.

1 IIJA was created as Public Law 117-58. The official legislation can be accessed at https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf
2 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.

Revisions to the TIP

There are times when information about projects needs to be adjusted. Minor changes to project information are called revisions and are administrative actions with no public involvement required. Major changes are called amendments and require public involvement. Figure 5 displays the TIP amendment process.

Formal Amendments

Amendments to the TIP often consist of major changes to total project cost. Those types of fiscal changes may have impacts on the ability of the TIP and/or the MTP to remain fiscally constrained. The following types of project changes are always handled as TIP amendments:

- Addition or deletion of a project within the first four (4) years of the TIP (federal regulations require this part of the TIP to show fiscal constraint)
- Total costs of a project and/or funding amounts for a project listed in the TIP increase by more than 20% of the total project cost (in the existing TIP);
- Change to a funding source (such as changing from state funding to federal)
- Change to a project scope and/or location (project limits)

Administrative Revisions

Administrative revisions include all revisions that are not formal amendments. These revisions usually involve, but are not limited to:

- Obvious minor data entry errors or editing corrections to text, map, and/or other graphics
- Splitting or combining projects (project scopes and costs cannot change)
- Changes or clarifying elements of a project description (with no major changes in scope)
- Change in funding program or category (such as changing from STP to HSIP funding)
- Change of program year of project within the four-year fiscally constrained TIP
- Minor change of less than 20% of total project cost

In processing administrative revisions MPO staff will:

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

Administrative Revisions require no public comment.

Figure 5: Amendment Process

Emergency Amendments

In the event of declared state and/or federal emergencies, or at the discretion of the MPO's Secretary, the MPO may elect to process any emergency-related TIP amendments through an expedited public participation process — a seven-day review instead of 15 days. Information will be posted on the MPO website. It should be shared with stakeholders through the E-Subscription service. The TAC and MPO Policy Board will have special meetings called with seven-day notice to approve the emergency-related TIP amendments.

Amendment Public Process

TIP amendments will be posted for public review and comment, the MPO staff will collect and review any public comments and share those comments with the TAC and MPO Policy Board to address and/or incorporate them, as necessary, before TIP approval.[1]

A minimum 15-day public comment period is required for the proposed amendments, which are posted on the MPO web page. The MPO staff also places a paper copy of all TIP amendments in a binder kept at the front counter of the MPO Office for public review and comments. In addition, all TIP amendment announcements, including the printed advertisement in the newspaper, have the phone number, mailing address, and email address of the MPO staff listed on them so that anyone with questions or comments about the amendment can contact the staff to discuss it. Following the required 15-day public comment period, all comments will receive a response, either individually or in a summary form. The comments and responses will be posted at www.lawrenceks.org/mpo/tip/comments prior to distributing the TAC agenda packet (one week before the TAC meeting). The MPO staff presents these public comments and the staff response to the TAC and the MPO Policy Board before they discuss approving the amendment. There is no requirement for a public hearing.

Amendment Schedule

In order to facilitate the process of making TIP amendments, the MPO has a TIP amendment item on the TAC and Policy Board meeting agenda once each quarter (Table 2). These dates to consider TIP amendments will be coordinated with the KDOT calendar for making changes to the Statewide Transportation Improvement Program (STIP). A similar schedule will be followed for the other years covered by this TIP.

Table 2: Quarterly Schedule for TIP Amendments

	Public Review Period	# of Public Comments	TAC Action	Policy Board Action	STIP Approval
Original Approval	8/27/2024 to 9/27/2024	0	October 1, 2024	October 17, 2024	November 7, 2024
Amendment 1	3/6/2025 to 3/21/2025	1	April 1, 2025	April 17, 2025	May 8, 2025
Amendment 2	7/22/2025 to 8/6/2025		August 5, 2025	August 21, 2025	September 4, 2025
Amendment 3	10/9/2025 to 10/24/2025		November 4, 2025	November 20, 2025	January 8, 2026
Amendment 4	1/8/2026 to 1/23/2026		February 3, 2026	February 19, 2026	March 5, 2026
Amendment 5	5/7/2026 to 5/22/2026		June 2, 2026	June 18, 2026	July 9, 2026
Amendment 6	7/9/2026 to 7/24/2026		August 4, 2026	August 20, 2026	September 10, 2026

1 An appropriate level of public involvement activities are outlined in the latest MPO approved Public Participation Plan found online at www.lawrenceks.org/mpo/public_participation.

3 FISCAL CONSTRAINT
...HOW ARE THE PROJECTS PAID FOR?

Project Funding

Projects are funded from several sources. Street and highway projects can be financed entirely by state and/or local funds or by any combination of federal, state, and local funds. The Infrastructure Investment and Jobs Act (IIJA) provides federal-aid to state and local units of government for surface transportation projects.

The use of Federal Transit Administration (FTA) funds are allocated to transit operators by formulas through the FTA Region 7 Office in Kansas City and through the KDOT Public Transportation Programs Office of Public Transit in Topeka. State transit funds from the IKE Program flows through KDOT. These funds are utilized for the operations of Lawrence Transit and paratransit operations in the region.

KDOT administers Federal Highway Administration (FHWA) funding to local governments. The Surface Transportation Block Grant (STBG) Program and Highway Safety Improvement Program (HSIP) categories are the main federal categories or programs that cities receive through KDOT. The STBG Program combines the long-standing Surface Transportation Program and the Transportation Alternatives Program, now known as TA Set-Aside. Some of these funds provide annual allocations to cities while others require local governments to apply for project specific funding. The TA Set-Aside funds have helped build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements. They provide funding for former Transportation Alternatives (TA) program and the Safe Routes to Schools (SRTS) programs.

All of the estimated amounts of transportation project funds are included in Table 10: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter). The estimates of reasonably expected funding levels based on financial information compiled for development of Transportation 2050 historic averages are compared to the levels of federal, state, and local funding for transportation facilities and services that are requested by KDOT and local governments for inclusion in the TIP. Comparing these expected funding levels and funding request levels allows the MPO to determine if the TIP is fiscally constrained.

Federal Funds

The federal funding for road and bridge projects in the region is generally limited to formula funding levels set by the USDOT and KDOT. Those levels have been relatively steady over the last few years with Douglas County receiving about $440,000 and the City of Lawrence receiving about $1.2 million annually in federal aid for roads and bridges. The three smaller cities in Douglas County (Lecompton, Eudora, and Baldwin City) have small public works departments, thus large road or bridge projects are often managed by Douglas County or KDOT.

Discretionary funding for TA Set-Aside program projects is also available on a more sporadic competitive basis. This funding is not guaranteed in any given year, but our region has received some funding and expects to receive more in the foreseeable future. These funding levels have more uncertainty and therefore, projects must have awarded funding to be included in the TIP. If and when local governments in Douglas County are awarded funding from these discretionary programs the MPO will amend the TIP to add that funding and those projects in a timely manner.

State Funds

State funds used in Douglas County for road and bridge projects are mostly limited to KDOT facilities and projects. The level of KDOT funding expended in the region varies greatly by year due largely to how much work KDOT does on the area's major highways. Recently KDOT spent large amounts of funding to build the South Lawrence Trafficway (new K-10 alignment), and to build a new interchange along K-10 at Bob Billings Parkway/N 1500 Road. All of those projects are KDOT administered projects on KDOT routes, which typically do not significantly impact the local governments' budgets for transportation improvements. Some other smaller amounts of State funding are used for local projects, such as the occasional purchase of a paratransit van with state money or a state contribution to a local bridge project.

For most local governments in the region the main KDOT funding role has been to provide federal aid to local projects, not to provide large amounts of state aid to local transportation improvements. However, the one example in the region where the state funding of a local project does make a routine and significant difference in the local budget process is state transit operating assistance. Lawrence Transit receives about $1.3 million in state operating and capital assistance annually which is an important part of their budget.

KDOT does not program projects in their budget documents or ask for projects to be added to the TIP unless a specific identified and reasonable funding source is identified. Therefore, KDOT requests for TIP actions represent a fiscally constrained condition for state funded and/or managed projects.

Local Funds

City of Lawrence

Local funds are comprised of the general obligation debt, general fund, gas tax, and the ten year sales tax to improve roads/infrastructure and transit service, which was first approved in November 2008, and re-approved by Lawrence voters in November 2017. This continuation of sale taxes included 0.3% dedicated to roads/infrastructure and fire equipment and 0.2% dedicated to funding transit service. The fire equipment portion of the 0.3% tax cannot be separated for our analysis (Table 3).

These sales taxes will expire in April of 2029; new referendums will need to be approved to ensure this funding is available in the future. With the addition of those taxes the City has a local dedicated funding source for road and transit improvements that has made funding more predictable. The City is utilizing the sales tax revenue to fund street maintenance program that was not financially feasible prior to the tax.

The City also receives obligation authority for STP funds from KDOT. Lawrence has elected to exchange their available obligation authority of federal funds for state funds at an exchange rate of $0.90 in state funds for every $1.00 in federal obligation authority, per KDOT policy. On average over the last four years, the City has received $1.1 million in KDOT's federal funds exchange program.

Table 3: Lawrence Sales Tax for Improvement of Roads and Transit Service Projections (Shown in $1,000s)

Source	Tax Percentage	Projected Collection			
				2027	2028
Roads/Infrastructure & Fire Equipment	0.30%	$7,633	$7,938	$8,255	$8,586
Transit	0.20%	$5,263	$5,484	$5,681	$5,845
	Total	**$12,896**	**$13,422**	**$13,936**	**$14,431**

Source: City of Lawrence Finance Department. 2024-2028 are projected. The fire equipment portion of the .30% sales tax can't be removed from the roads/infrastructure.

City of Eudora, Baldwin City, and City of Lecompton

The City of Eudora became a second class city under Kansas statutes in 2010. With the designation, Eudora now receives an annual distribution of STP funding through KDOT. Similar to the City of Lawrence, the City of Eudora County receives obligation authority for STP funds from KDOT at an exchange rate of $0.90 in state funds for every $1.00 in federal obligation authority. This amount of federal funding is typically small ($75,000 on average).

Baldwin City, Eudora and Lecompton use federal funding sporadically and work with Douglas County staff to administer major road and bridge projects using federal aid. This cooperation between the small cities and the County for the use of federal aid is expected to continue through the life of this TIP.

Douglas County

Just like Lawrence and Eudora, Douglas County receives obligation authority for STP funds from KDOT at an exchange rate of $0.90 in state funds for every $1.00 in federal obligation authority. On average over the last four years, the County received about $442,000 in KDOT's federal funds exchange program, and about $50,000 in federal sources such as U.S. Fish and Wildlife Service funding.

The County can also apply for TA Set-Aside funds if it chooses to do so. The County does not operate transit service and does not receive federal or state transit funding.

Douglas County has a CIP that is updated on a regular basis and other sources of local funds. The County programs its projects in their CIP and as needed the County staff coordinates its capital planning with the MPO staff for TIP development and changes.

Transit and Paratransit Funds

The public transit operations in Lawrence are composed of a mix of services operated by the Lawrence Transit and the University of Kansas service called KU on Wheels (KUOW). KUOW transit operations are primarily supported by student fees. The City transit service uses state operating assistance, state capital assistance, federal capital assistance, and federal operating assistance to keep buses running. Lawrence also uses local sales taxes to pay for transit.

Lawrence Transit is projecting to receive $3.8 - $4.0 million annually over the next five years in flexible federal formula Section 5307 subsidies to provide transit services. This annually allocated funding can be used for capital projects (e.g., buying new buses), but most of it has been used for operations. Due to the COVID-19 pandemic, the U.S. Congress authorized the American Rescue Plan Act, of which $500,000 remains programmed in 2025.

Lawrence Transit was awarded Low or No-Emission (Low-No) Bus funding in 2020 ($3.76 million), 2021 ($1.82 million), and 2023 ($3.3 million) to purchase electric buses. Lawrence Transit was awarded Access Innovation and Collaboration (AIC) funding in 2022 of $677,000 for Bus Technology, Accessibility, and Branding Enhancements, $1.6 million for construction of a Downtown Transfer Facility, and $122,000 for construction of accessible bus stop amenities.

Capital assistance levels are typically much more unpredictable than operating assistance, but when the transit capital funding will be needed is fairly predictable because it is based on the life span of buses. That creates a dilemma for transit operators who in the past relied heavily on large discretionary grants from the FTA for bus fleet replacements. Now those large grants are gone and our transit operators are adjusting to buying only a few new buses at a time when funding is available instead of buying many buses on one large grant funded order. Lawrence Transit uses a relatively constant mix of federal and local funds for operations. Under the State Eisenhower Legacy Transportation (IKE)

Program some state operating assistance is received each year. The paratransit providers in the region provide all or most of their own funds to operate their services, and in some cases they use FTA or state grants for vehicle purchases. As part of these vehicle purchases the agency requesting the federal funds is required to provide a local match, and those vehicles are programmed in the TIP.

Operation and Maintenance (O&M) Funding

The fiscal constraint analysis looks primarily at capital projects (e.g., building roads and bridges, buying buses, etc.); however, that is not a complete picture of funding for the region's multimodal transportation system. The funds needed for operating and maintaining transport facilities and services also has to be reviewed. An adequate level of Operations & Maintenance (O&M) funding needs to be budgeted to maintain the federal-aid highways and local roads in the region. Short-changing the O&M budgets to make the road improvement projects fiscally feasible is not appropriate. This funding is divided into Roads/Bridges and Transit.

Road and Bridge Operations and Maintenance Funding Estimates

The expenses for O&M work items are usually paid for by the local government that owns and operates the road and the utility providers that use the road rights-of-ways.

In the case of major highways, KDOT is the owner of the road and maintains those facilities. The major exception to this is the Kansas Turnpike/I-70 which is owned and operated by the Kansas Turnpike Authority. Some of the state highway mileage in Lawrence is provided on City streets through a city connecting link agreement between KDOT and the City. That agreement includes quarterly payments from KDOT to the City to pay a share of the maintenance costs for those route segments carrying a state highway. KDOT plays a role in the maintenance of some major roads in the region, but major highway mileage comprises a small percentage of total roadway mileage. Most of the road mileage in Douglas County is owned by the County, City or Township Governments that levy local property taxes and sometimes other taxes to pay for road maintenance and operations.

The cities and county also receive a portion of the state gas tax collected in Douglas County. This amount of funding is anticipated to continue during the years covered by this TIP. The state supplied pass through gas tax funding is supplemented by local government funds to make up the bulk of Lawrence and Douglas County roadway O&M budgets.

O&M consists of routine things such as pothole patching, minor repairs to pavements and curbs, snow removal, striping and marking, utility work and patching, electrical repairs, tree trimming, mowing, signal repairs, sign replacement, bridge maintenance, and other minor work tasks.

The City of Lawrence has a 2025 O&M budget for its road system of $12.3 million paid with by state gas tax funds, local infrastructure sales tax, general fund, and federal sources. Douglas County had a 2025 O&M budget of $6.8 million paid with a mixture of state gas tax, Capital Improvement Program allocation, Federal Funds Exchange with the State, and local and federal sources. The City of Eudora has a 2025 O&M budget of $1.1 million which is funded by Federal Funds Exchange with the State, motor fuel Tax, general fund, and other fees and funds. Lecompton's 2025 O&M budget is $25,000. Baldwin City did not provide 2025 O&M figures but their 2021 budgets was $460,000. It is expected that the local governments in the region will continue to fund their O&M budgets in order to adequately maintain their transportation infrastructure during this TIP period. Table 4 shows the KDOT, Douglas County, the City of Lawrence, Eudora, Baldwin City, and Lecompton O&M expected cost per lane mile.

Transit Operations and Maintenance Funding Estimates

Transit operations are funded with a mix of local, state, and federal funds. The transit system in Douglas County is a coordination of services owned and operated by the City of Lawrence, the University of Kansas, social service agencies that run paratransit vehicles, and Johnson County Transit that operates a commuter bus service called the K-10 Connector, which traverses between Lawrence and locations in Johnson County. K-10 Connector funding is programmed in the TIP produced by the Mid-America Regional Council (MARC), which is the MPO for the Kansas City area.

Transit O&M is the cost of operating transit service and maintaining the transit fleet. For example, this includes fuel, driver salaries, and purchasing transit vehicles.

Table 4: Road and Bridge O&M (Shown in $1,000s)

	KDOT	County*	Lawrence	Eudora	Baldwin City***	Lecompton	Total
Anticipated funding per lane mile	$ 1.72	$ 14.66	$ 16.29	$ 14.19	$ -	$ 2.36	
Lane Miles**	204	464	891	73	61	13	**1,707**
2025	$ 456	$ 6,800	$ 12,348	$ 1,116	$ -	$ 34	**$ 20,755**
2026	$ 472	$ 7,038	$ 14,017	$ 1,156	$ -	$ 33	**$ 22,716**
2027	$ 489	$ 7,284	$ 14,845	$ 1,196	$ -	$ 34	**$ 23,849**
2028	$ 506	$ 7,539	$ 13,905	$ 1,238	$ -	$ 35	**$ 23,223**
Total	**$ 1,924**	**$ 28,662**	**$ 55,116**	**$ 4,706**	**$ -**	**$ 136**	**$ 90,542**

*Does not include Township roads or road maintenance funds, but County maintenance costs does include bridges and large culverts on township roads that are maintained by the County.

**Lane Miles: Lawrence (2022) KDOT (2022) County (2020), Eudora (2020), Baldwin City (2020), and Lecompton (2020)

***No data provided

Lawrence Transit

Lawrence Transit service uses federal, state, and local funds for operating and routine maintenance expenses for their fixed-route and complementary paratransit services. Lawrence Transit needs to pay for its services when they are rendered (i.e., when the buses are rolling, burning fuel and labor costs are incurred) by maintaining a cash flow to pay for its vendors and staff as they work. Unlike a road or a bridge that can be bonded for twenty years and paid for over time, transit operations are typically not paid for with debt service.

For 2024, Lawrence Transit has an O&M budget of approximately $11.1 million which is funded with a mixture of federal aid, state aid, and local funds. Due to the COVID-19 pandemic the U.S. Congress authorized the American Rescue Plan Act, of which $500,000 remains programmed in 2025. Table 5 displays the Lawrence Transit O&M. The levels of O&M expenses and revenues shown in Table 5 are anticipated to continue through the four-year fiscally constrained period (2024- 2027). Operations and maintenance funding for Lawrence Transit is shown in Table 9: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter). The O&M costs are deducted from the estimated revenues; therefore, funding for O&M projects are not available for other projects and the TIP is fiscally constrained.

Table 5: Lawrence Transit O&M (Shown in $1,000s)

FFY	2025	2026	2027	2028	Total
Total O&M	$ 11,165	$ 12,058	$ 13,023	$ 14,065	$ 50,311

*Based on information provided by Lawrence Transit

University of Kansas (KU on Wheels) Transit Funding

The University of Kansas also provides transit services that are available to the general population as well as KU students and staff. Funding for the KU on Wheels system includes a considerable amount of funding that supports fixed route transit in Lawrence. The KU transit funding information listed in Table 6 gives a more complete and realistic account of the size and costs of the transit system in Lawrence.

The KU on Wheels (KUOW) and the Lawrence Transit services are integrated into one route and schedule system and both of these operations accept each other's bus passes. Even though these two services are coordinated into one route map and schedule book, only Lawrence Transit receives FTA funding. The KUOW part of the public transit system in Lawrence is fiscally constrained by the revenues provided by fees that support it.

Table 6: KU on Wheels (KUOW) O&M (Shown in $1,000s)

	2025	2026	2027	2028	Total
Total O&M	$ 2,785	$ 2,924	$ 3,070	$ 3,224	$ 12,002

*Based on information provided by KU on Wheels for T2050 and projected for 2025 -2028.

Paratransit

The paratransit providers in the region mostly provide their own funds to operate their services, but in some cases receive a small amount of state operating subsidy from KDOT. Typically, this state operating assistance is only a few thousand dollars per year for each operator. Most of the federal and state aid to paratransit is for vehicle purchases.

The Douglas County Mobility Manager works closely with the KDOT transit staff and the Urban Corridor Coordinated Transit Council members to keep informed about the status of paratransit operations and funding issues. Those paratransit issues are discussed in more detail in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP).[1]

Table 7: Regional Transit O&M (Shown in $1,000s)

FFY	2025	2026	2027	2028	Total
Total O&M	$ 36	$ 39	$ 41	$ 42	$ 157

*Based on information provided by transit providers for T2050 and projected for 2025 -2028.

Year of Expenditure (YOE) Inflation Factor

In addition to having a clearly identified source of funding for each roadway, bridge, transit, and enhancement project listed in the TIP, the project sponsor must also present their project costs in year of expenditure (YOE) dollars.

This allows the project estimates to take into account inflation and should make them more realistic than using constant dollars. This fiscal analysis uses an annual inflation factor of 1.5% (which matches the Inflation Factor planned for T2050) for all TIP projects to determine the estimated costs in the year of expenditure. This inflation factor has been used since 2012 when it was developed by KDOT for use with federal aid projects. TAC and MPO Policy Board members agreed to the YOE inflation rate.

1 Access this plan at https://www.lawrenceks.org/mpo/transit.

Demonstration of Fiscal Constraint

TIPs are required to have a four year fiscally constrained program of projects. Fiscally constrained means enough financial resources are available to fund projects listed in the TIP.

The MPO accounts for O&M expenditures "Off the Top" from available funding before projects are programmed (Table 8). This ensures there is enough funding to operate, maintain, and preserve the existing transportation system (including roads, bridges, and transit services), which is a high priority of T2050.

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

Subtracting O&M "Off the Top" (in thousands)					
	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Anticipated Funding	$ 159,778	$ 281,670	$ 145,824	$ 319,097	**$ 906,369**
Anticipated O&M Expenditures	$ 35,651	$ 38,661	$ 40,919	$ 41,504	**$ 156,735**
Funding Available for Projects	**$ 124,127**	**$ 243,009**	**$ 104,905**	**$ 277,593**	**$ 749,633**

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2025 and 2026). Predicting the revenues which will be available and costs for projects in the second half of that period (2027 and 2028) are a more speculative exercise.

Financial data was collected as part of development of Transportation 2050. The Funding Summary in Table 9 shows the level of projected funding from reasonable sources and the total level of project funding programmed in this TIP are balanced and this TIP is fiscally constrained. The fiscal breakdown by funding source for all roadway and transit projects listed in the 2025-2028 TIP are shown in the table. The projects are shown by year and funding source.

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

Anticipated Funding (in thousands)						
Funding Source		FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Transit	Federal	$ 11,366	$ 7,805	$ 8,862	$ 8,995	**$ 37,028**
	State	$ 2,366	$ 2,367	$ 2,308	$ 2,823	**$ 9,865**
	Local	$ 11,891	$ 11,234	$ 11,079	$ 11,192	**$ 45,396**
Non-Transit	Federal	$ 20,192	$ 78,860	$ 3,311	$ 181,818	**$ 284,181**
	State	$ 41,383	$ 113,825	$ 41,212	$ 38,133	**$ 234,554**
	Local	$ 36,928	$ 28,917	$ 38,133	$ 34,632	**$ 138,610**
Transit Total		**$ 25,623**	**$ 21,406**	**$ 22,250**	**$ 23,010**	**$ 92,289**
Non-Transit Total		**$ 98,504**	**$ 221,603**	**$ 82,655**	**$ 254,583**	**$ 657,345**
Grand Total		**$ 124,127**	**$ 243,009**	**$ 104,905**	**$ 277,593**	**$ 749,633**

Anticipated funding is based on the revenue assumptions being prepared for Transportation 2050 and information provided by jurisdictions. Local transit funds include KU on Wheels funding. 1.5% growth is applied to the funding and the 2017 Lawrence sales tax referendum (funds roads/infrastructure and transit service) is assumed to be renewed thru 2050 for these projections. Advanced Construction Conversion converts state funding to federal funding.

Estimated Expenditures by Year and Funding Source (in thousands)							
Funding Source			FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Transit	Federal Funds	FTA 5307	$ 5,593	$ 5,574	$ -	$ -	**$ 11,167**
		FTA 5304	$ 120	$ -	$ -	$ -	**$ 120**
		FTA 5310	$ 188	$ -	$ -	$ -	**$ 188**
		FTA 5311	$ 94	$ -	$ -	$ -	**$ 94**
		FTA 5339	$ 5,371	$ -	$ -	$ -	**$ 5,371**
	State-PT		$ 1,155	$ 1,155	$ -	$ -	**$ 2,310**
	Local		$ 10,960	$ 9,758	$ 5,261	$ 5,340	**$ 31,319**
Non-Transit	Federal Funds	CDBG	$ 300	$ 300	$ -	$ -	**$ 600**
		HRRR	$ -	$ -	$ -	$ -	**$ -**
		HSIP	$ -	$ -	$ -	$ -	**$ -**
		NHPP	$ 13,739	$ -	$ 930	$ 181,248	**$ 195,917**
		STP	$ 1,112	$ -	$ -	$ -	**$ 1,112**
		TA	$ 3,085	$ 4,028	$ -	$ -	**$ 7,113**
		CRP	$ 250	$ 974	$ 232	$ -	**$ 1,456**
		SS4A	$ 260	$ -	$ -	$ -	**$ 260**
		NII	$ 1,446	$ -	$ -	$ -	**$ 1,446**
	State		$ 6,957	$ 56,912	$ -	$ -	**$ 63,869**
	KTA		$ 5,971	$ 56,912	$ -	$ -	**$ 62,883**
	State AC Conversion*		$ (13,739)	$ -	$ -	$ (181,248)	**$ (194,987)**
	Local		$ 21,837	$ 13,795	$ 4,366	$ 1,110	**$ 41,108**
Transit Total			**$ 23,481**	**$ 16,487**	**$ 5,261**	**$ 5,340**	**$ 50,569**
Non-Transit Total			**$ 41,218**	**$ 132,921**	**$ 5,528**	**$ 1,110**	**$ 180,777**
Grand Total			**$ 64,699**	**$ 149,408**	**$ 10,789**	**$ 6,450**	**$ 231,346**

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

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

4 PERFORMANCE MEASURES
...HOW ARE WE DOING?

Transportation 2050 (T2050) is the region's Metropolitan Transportation Plan. Transportation 2050 lays out a vision to: Develop a multimodal transportation system that safely and efficiently serves all people with a focus on prosperity for all and environmental sustainability. To accomplish this, T2050 lays out five goals which serve as the foundation for transportation planning and project selection. Projects are assessed for which goal they are contributing on Table 10. Additionally, the TIP acts as the implementation arm of T2050.

T2050 has 27 performance measures: 13 federally mandated and 14 community established. The performance measures promote the overarching goals shown below.

Table 10: Projects addressing Transportation 2050 Goals

#	Project	People have a variety of transportation options that provide safe, accessible, convenient, healthy, and affordable travel that connect them to their destinations.	The transportation system supports prosperity for all by connecting people and places in a reliable, affordable, and efficient manner.	People's lives are saved, crashes are avoided, and people and goods are safe and secure	Protect and enhance the natural environment and support energy conservation.	Existing infrastructure is prioritized through maintenance, operations, and strategic improvements to provide for the best return on public investments.
104	Church Street Community Connectivity & Multimodal Enhancements	x	x	x		x
105	Repair Bridge #065 on US-59 in Douglas County	x			x	x
106	Wakarusa Drive Extension	x	x	x		
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)	x	x	x		x
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.	x		x		x
148	Bob Billings - Kasold to Wakarusa Dr.	x	x			
151	Iowa St 23rd St to Irving Hill Rd Reconstruction MS1-00003	x	x			x
152	K-33 Reconstruction: Wellsville to U.S. 56 (N. 200th Road) junction	x	x	x		x
236	SLT/K-10 West Leg in Douglas County	x	x	x	x	
237	SLT/K-10 West Leg in Douglas County	x	x	x	x	
250	Bob Billings - K-10 to E 800 Rd	x				x
401	Independence Inc., FTA 5311 Operating & Capital	x	X	x	x	x
402	Lawrence Transit Accessible Bus Stop Improvements	x	x			
403	Lawrence Transit Capital Assistance	x	x	x	x	x
404	Transit Zero Emission Transition Plan	x	x		x	
405	Lawrence Transit Cart-Friendly Flip-Seat Retrofit	x	x			
407	Lawrence Transit Downtown Station	x	x		x	x
408	Lawrence Transit Bus Technology	x	x			
412	Lawrence Transit Operating Funds	x	x	x	x	
419	American Rescue Plan (ARP) Operating Assistance	x	x	x	x	
420	Lawrence Transit Electric Buses Phase II	x			x	x
424	AIC - Bus Technology, Accessibility, and Branding Enhancements	x				
425	Electric Buses Phase III	x	x		x	x
427	Senior Resource Center, FTA 5310 Capital	x		x	x	x
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	x	x	x	x	x
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	x	x	x	x	
519	Lawrence Safe Routes to School - Ousdahl Road	x	x	x	x	
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	x				
522	Lawrence Loop Trail from Queens Rd to Kasold	x				
523	Eudora: Church Street Shared Use Path	x	x	x		
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	x	x	x	x	x
700	Safe Streets and Roads for All	x	x	x		
701	Eudora: 12th St Safety Action Plan	x	x	x		

Performance Based Planning and Programming (PBPP) is accomplished by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet the targets. The federal performance measures include:

- Safety
- Pavement & Bridge
- System Performance
- Transit

Each federal measure has target setting requirements, which provides the MPO guidance for how our region is doing to achieve the measures. The MPO developed a rolling schedule to update performance measure data based on data availability and when targets are to be reported to KDOT. The most up-to-date data and targets can be found at https://lawrenceks.org/mpo/t2050/pm. Through the TIP development process, project sponsors were asked a series of questions to determine if the project would assist the MPO in reaching the region's desired targets. For this discussion it is important to note, there are thirty two (32) projects included in the fiscally constrained TIP.

Safety Targets

Safety targets are based on a five-year rolling average and annual targets are set. Table 11 displays the current safety targets for 2024. Safety data is obtained from KDOT each August and targets are determined for the next target year in October. Safety performance measures reflect data for all public roads including the number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries.

Table 11: L-DC MPO T2050 Safety Targets - 2024

Safety		2024 Target
9)	Number of fatalities	10.4
10)	Rate of fatalities per 100 million VMT	1.05
11)	Number of serious injuries	30
12)	Rate of fatalities per 100 million VMT	3.00
13)	Number of non-motorized fatalities & serious injuries	5.0

TIP Projects Working Towards Safety Goals

All but one of the non-transit projects have some component to address safety concerns. Table 12 displays the projects and describes the safety impact of the improvement. Further, common improvements which improve safety and corresponding projects are listed below.

Common Improvements That Impact Safety

Separated or dedicated facilities for pedestrians and bicyclists

According to a report from the Office of the New York City Mayor, when protected bike lanes are installed, injury crashes for all road users (motorists, pedestrians, and bicyclists) typically drop by 40% and by more than 50% in some locations.[1] (Example: Project #523 Church Street Shared Use Path)

Dedicated vehicle turning movements lanes

By creating two way left turn lanes, vehicles are separated from through traffic improving traffic flow and reduce the potential risk of rear end crashes. (Example: Project #607: Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements)

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

Access management
Access management improves safety by separating access points so turning and cross movements occur at fewer locations.

Roundabouts
According to AASHTO Highway Safety Manual, installing roundabouts reduce the types of crashes where people are seriously hurt or killed by 78-82% when compared to conventional stop-controlled and signalized intersections.[1] (Example: Project #104 Church Street Improvements)

Meeting design standards
The safety of the roadway can be improved by flattening roadside slopes and making geometric improvements to bring roadways up to design standards. (Example: Project #143: US-56 Reconstruction)

Table 12: Projects addressing L-DC MPO Safety Targets

Roadway, Intersection & Bridge Projects that Improve Safety		
#	Project	Safety Improvement
104	Church Street Community Connectivity & Multimodal Enhancements	Add center turn lane, roundabout, seperated ped/bike faility
106	Wakarusa Drive Extension	The project will remove arterial traffic from recreational areas, reduce fire and medical response time, and decrease vehicle use.
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)	Geometric improvements
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.	Widen shoulders and acceleration/deceleration lanes
148	Bob Billings - Kasold to Wakarusa Dr.	Separated ped/bike facility
151	Iowa St 23rd St to Irving Hill Rd Reconstruction	Surfacing improvements
152	K-33 reconstruction in Douglas County	More space for vehicles
236	SLT/K-10 West Leg in Douglas County	Primary goals to improve safety along the K-10 corridor. Safety was a key factor that guided the evaluation of alternatives in the recent West Leg study and will continue to be as the project is finalized.
237	SLT/K-10 West Leg in Douglas County	Primary goals to improve safety along the K-10 corridor. Safety was a key factor the guided the evaluation of alternatives in the recent West Leg study and will continue to be as the project is finalized.
250	Bob Billings - K-10 to E 800 Rd	Geometric improvements, intersection Improvements, separation of modes.

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

Table 12: Projects addressing L-DC MPO Safety Targets (Continued)

Bicycle & Pedestrian Projects that Improve Safety		
#	Project	Safety Improvement
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Provide dedicated space for pedestrians and bicyclists
515	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	Sidewalk
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Separated ped/bike facility
519	Safe Routes to School - Ousdahl Road	Sidewalk
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	Separated ped/bike facility
522	Lawrence Loop Trail from Queens Rd to Kasold	Separated ped/bike facility
523	Church Street Shared Use Path	Separated ped/bike facility
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Separated ped/bike facility

Planning & Demonstration Projects that Improve Safety		
#	Project	Safety Improvement
700	Safe Streets and Roads for All - Lawrence, Balwin City & Eudora	Development of a Vision Zero Safety Action Plan
701	12th Street Safety Action Plan - Eudora	Safety audit followed by demonstrations

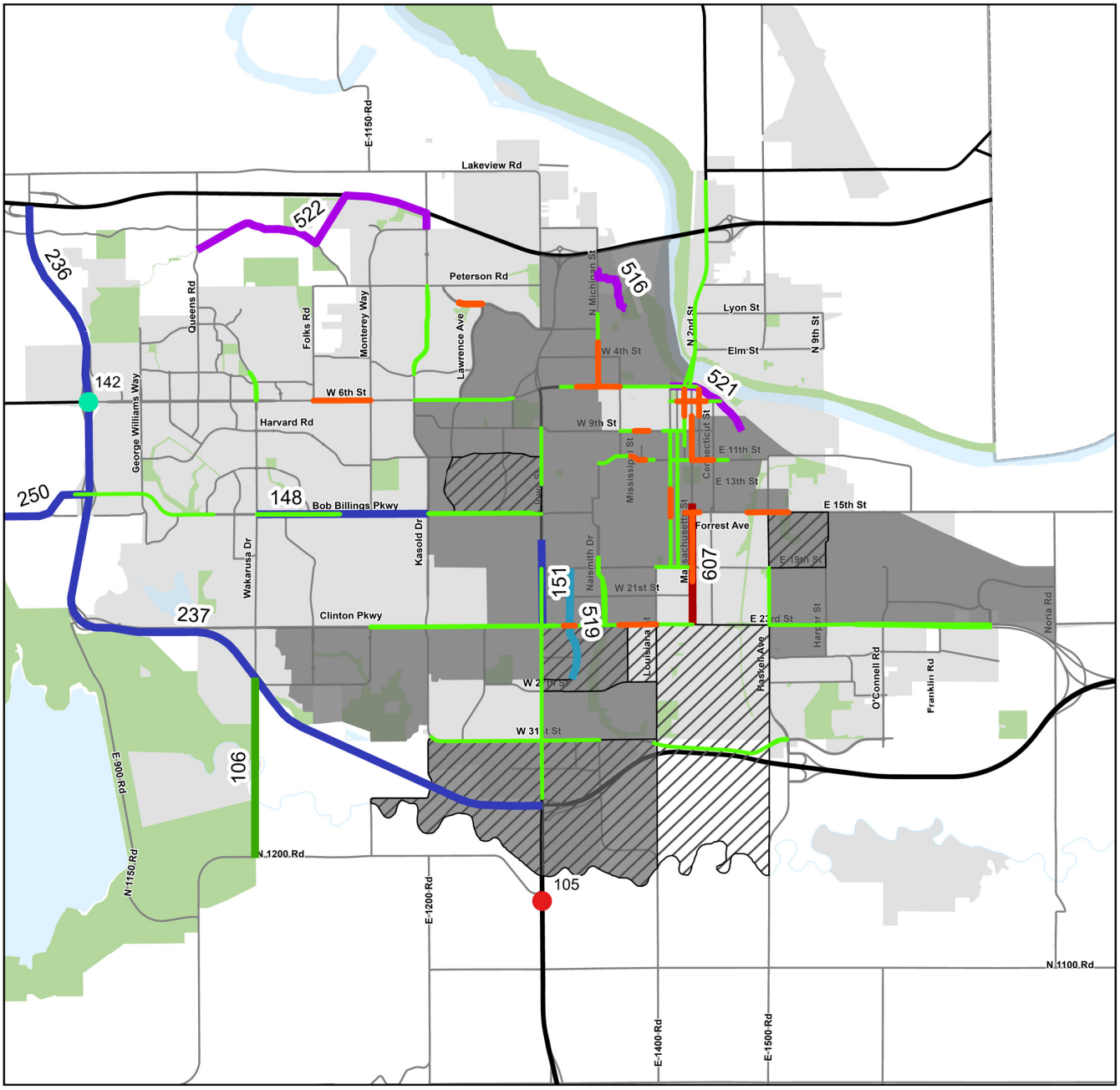
Transit Projects that Improve Safety		
#	Project	Safety Improvement
402	Lawrence Transit Accessible Bus Stop Improvements	Improves safe, accessible bus stops
407	Lawrence Transit Downtown Station	Improved crossings near bus station and safer vehicle movements.
419	Lawrence Transit American Rescue Plan (ARP) Operating Assistance	Resources to meet transit safety requirements

During 2024, the MPO's Vision Zero Safety Plan is developing a High Injury Network (HIN)based on areas where fatal and serious injury crashes are occurring, The network identifies crash density, crash severity, and crash frequency. Additionally a HIN is being established for Vulnerable Road Users (VRUs). VRUs are Bicyclists, Pedestrians walking or using an assistive device, Scooter Riders, Skateboarders and other non motorized users.

Figure 6 shows the relationship of location between the HIN and the VRUs HIN in Lawrence, Eudora & Baldwin City. In Lawrence, 65% of fatal and serious injury crashes have occurred on just 6.5% of the roadways. In Eudora, 25% of Serious Injury Crashes and 32% of all Injury Crashes occured on 1.5 miles of roadway. In Baldwin City, 50% of Serious Injury Crashes and 31% of all Injury Crashes have occurredon 1.1 miles of roadway. Crashes and 32% of all Injury Crashes occurred on 1.5 miles of roadway. In Baldwin City, 50% of Serious Injury Crashes and 31% of all Injury Crashes have occurred on 1.1 miles of roadway.

For the VRU HIN: In Lawrence, 30% of fatal and serious injury VRU crashes have occurred on just 1% of the roadways. In Eudora, 100% of Serious Injury VRU Crashes and 75% of all Injury VRU Crashes occured on just 0.3 miles of roadway. In Baldwin City, 100% of Serious Injury VRU Crashes and 66% of all Injury VRU Crashes occured on just 0.3 miles of roadway. Figure 6 displays the TIP Projects in relationship to the HIN and VRU HIN. Continued efforts should be made to implement Vision Zero to reduce fatal and serious injury crashes.

Figure 6: TIP Projects and High Injury Network



Vulnerable Road User High Injury Network
High Injury Network
Bridge
Interchange
Pedestrian/Bicycle
Road
Road, Bridge
Safe Routes to School
Safety
Parks
Water
City Limits
County Limits

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The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a

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Date Exported: 09/16/2022
Source: Vision Zero HIN, 2013-2023 KDOT Crash data
Produced: Lawrence-Douglas County MPO

Pavement & Bridge Targets

Pavement data categorizes pavement as Good and Poor. Good condition suggests no major investment is needed, while poor condition suggests major reconstruction investment is needed. Pavement condition is evaluated by measuring International Roughness Index (IRI), Present Serviceability Index (PSR), Cracking Percent, Rutting, and Faulting (uneven slabs of concrete). Bridge data is based on deck area. Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. National Highway System (NHS) bridge condition and Interstate and Non-Interstate NHS pavement condition data is provided by KDOT. The bridge targets are shown in Table 13, while the pavement targets are in Table 14.

Table 13: L-DC MPO T2050 NHS Bridges by Deck Area Targets - 2027

Bridge		2027 Target
14)	Percentage of NHS Bridges by deck area classified as in GOOD condition	91.0%
14)	Percentage of NHS Bridges by deck area classified as in POOR condition	0.0%

Table 14: L-DC MPO T2050 Interstate and Non-Interstate NHS Pavement Condition Targets - 2027

Pavement		2027 Target
18)	Percentage of pavement of the Interstate System in GOOD condition	95%
18)	Percentage of pavement of the Interstate System in POOR condition	0%
18)	Percentage of pavement of the Non-Interstate NHS System in GOOD condition	65%
18)	Percentage of pavement of the Non-Interstate NHS System in POOR condition	4%

TIP Projects Working Towards Pavement & Bridge Goals

Table 15 and Table 16 displays the projects which improve pavement conditions or include construction, repair or replacement of a bridge.

Table 15: Projects Improving Pavement Conditions

#	Project	
104	Church Street Community Connectivity & Multimodal Enhancements	
105	Repair Bridge #065 on US-59 in Douglas County	*
106	Wakarusa Drive Extension	
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)	*
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.	*
148	Bob Billings - Kasold to Wakarusa Dr.	
151	Iowa St 23rd St to Irving Hill Rd Reconstruction MS1-00003	*
152	K-33 Reconstruction: Wellsville to U.S. 56 (N. 200th Road) junction	*
250	Bob Billings - K-10 to E 800 Rd	
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	

* Project on National Highway System (NHS)

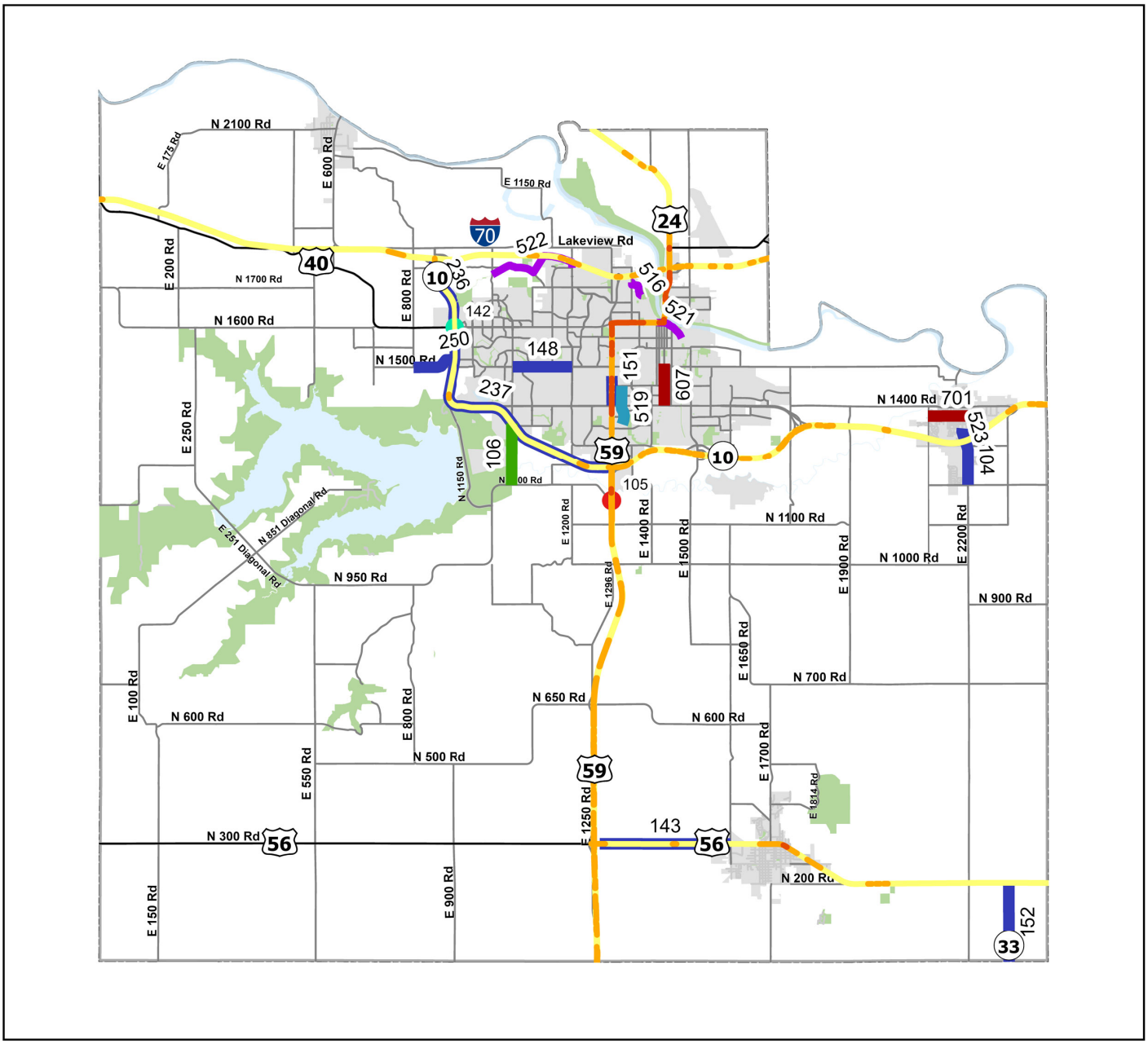
Table 16: Projects Including Bridges

#	Project	
105	Repair Bridge #065 on US-59 in Douglas County	*
106	Wakarusa Drive Extension	
236	SLT/K-10 West Leg in Douglas County	*
237	SLT/K-10 West Leg in Douglas County	*
523	Eudora: Church Street Shared Use Path	

* Project on National Highway System (NHS)

Figure 7 displays TIP projects and NHS pavement condition. It assists in determining if projects will assist in improving “poor” pavement and achieving our pavement condition targets. The other projects which are not on the NHS will help achieve the local performance measures of improving non-NHS major roads (collector and above) pavement condition.

Figure 7: Fiscally Constrained TIP Projects and Pavement Data



Good Pavement
Fair Pavement
Poor Pavement
Bridge
Interchange
Pedestrian/Bicycle
Road
Road, Bridge
Safe Routes to School
Safety
Parks
Water
City Limits
County Limits

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Date Exported: 09/16/2022
Source: KDOT 2023
Produced: Lawrence-Douglas County MPO

System Performance Targets

Reliability performance measures relate to person-miles traveled on the Interstate and Non-Interstate NHS, as well as truck travel time reliability on the Interstate. This equates to consistency or dependability of travel times. This data all comes from National Performance Management Research Data Set (NPMRDS) RITIS. The Interstate (I70) is maintained by the Kansas Turnpike Authority (KTA). Table 17 displays the system performance reliability targets.

Table 17: L-DC MPO T2050 Reliability Targets - 2022

System Performance		2027 Target
6)	Percent of the Person-Miles Traveled on the Interstate NHS That Are Reliable	99%
6)	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	99%
8)	Truck Travel Time Reliability (TTTR) Index on the Interstate system	1.07

TIP Projects Working Towards System Performance Goals

There are no TIP projects that are part of the interstate system. Thus there are no specific projects working to achieve the person-miles traveled and truck travel time reliability targets pertaining to the interstate (T2050 PM 6 and 8). Furthermore, the data is provided as a set number by from NPMRDS RITIS and there is no way to determine which portion of the roadway is assigned a specific score. There are seven (7) projects on the Non-Interstate NHS; however, only two of them (Project #236/237 SLT/K-10 West Leg in Douglas County add capacity that would direct improve the person miles traveled reliability (LOTTR).

Transit Targets

Transit State of Good Repair measures include the Useful Life Benchmark (ULB) for revenue and non-revenue vehicles by auto type including full-sized buses, cutaway buses, vans, minivans, SUVs, and automobile. The percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale is another federal performance measure, but there are no federally funded transit facilities in the MPO area. The MPO supports the State's target, but collected transit state of good repair information for local planning purposes only (Table 18).

Table 18: L-DC MPO T2050 Transit State of Good Repair Targets (Useful Life Benchmark – ULB)

Transit State of Good Repair		Vehicle Type	2027 Target
16)	Revenue Vehicles	Full-sized bus	25%
		Cutaway bus	25%
		Van	25%
		Minivan	25%
16)	Non-Revenue Vehicles (Equipment)	Minivan	75%
		SUV	75%
		Automobile	75%
17)	Percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale	There are no federally funded transit facilities within the MPO.	

The Useful Life Benchmark (ULB) is the expected service years for a vehicle class. For example, a minivan is expected to last for at least 8 years. The MPO supports the State's targets. Targets set in the State TAM Plan are used for federal reporting. The L-DC MPO Target are for local planning purposes only. Table 19 displays the Lawrence Transit 2050 Safety Targets. Lawrence Transit accepted the State's targets for all of the measures except system reliability. Safety events are comprised of collisions, fires, hazardous material spills, act of nature (Act of God), evacuation, or [other safety occurrence not otherwise classified] occurring on transit right-of-way, in a transit revenue facility, or in a transit revenue vehicle and meeting established NTD thresholds.

Table 19: Lawrence Transit Safety Targets - 2024

Safety Performance Targets

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route Bus Service	0	0	2	0.2	2	0.2	40,000
Demand Response Bus Service	0	0	2	0.2	2	0.2	40,000

TIP Projects Working Towards Transit Goals

According to information provided by project sponsors, seven (7) transit projects will help address the transit useful life benchmark (shown in Table 20). The projects include purchasing new transit vehicles and preventative maintenance on vehicles. By purchasing these new vehicles the overall percentage of vehicles at or exceeding the Useful Life Benchmark (ULB) will be reduced (Table 20). Further, three (3) projects will work towards meeting the Lawrence Transit specific System Reliability Transit Safety target shown in Table 19 These projects are shown in Table 21.

Table 20: Projects addressing L-DC MPO Transit Useful Life Benchmark Targets

#	Project	How the Project Improves Transit ULB
401	Independence Inc., FTA 5311 Operating & Capital	Vehicle preventative maintenance/Purchase New Vehicle
403	Lawrence Transit Capital and Operating Assistance	Purchase paratransit vehicles
404	Zero-Emissions Transition Plan	Planning to replace buses that have exceeded there useful life
412	Lawrence Transit Operating Funds	Vehicle preventative maintenance
420	Lawrence Transit Electric Buses Phase II	Replaces two diesel powered buses with electric buses
425	Lawrence Transit Electric Buses Phase III	Replace two diesel and two gasoline powered buses with four battery electric buses
427	Senior Resource Center, FTA 5310 Capital	Vehicle preventative maintenance/Purchase New Vehicle

Table 21: Projects addressing Lawrence Transit Safety Targets

Transit Projects that Improve Safety		
#	Project	Safety Improvement
402	Lawrence Transit Accessible Bus Stop Improvements	Improves safe, accessible bus stops
407	Lawrence Transit Downtown Station	Improved crossings near bus station and safer vehicle movements.
419	Lawrence Transit American Rescue Plan (ARP) Operating Assistance	Resources to meet transit safety requirements

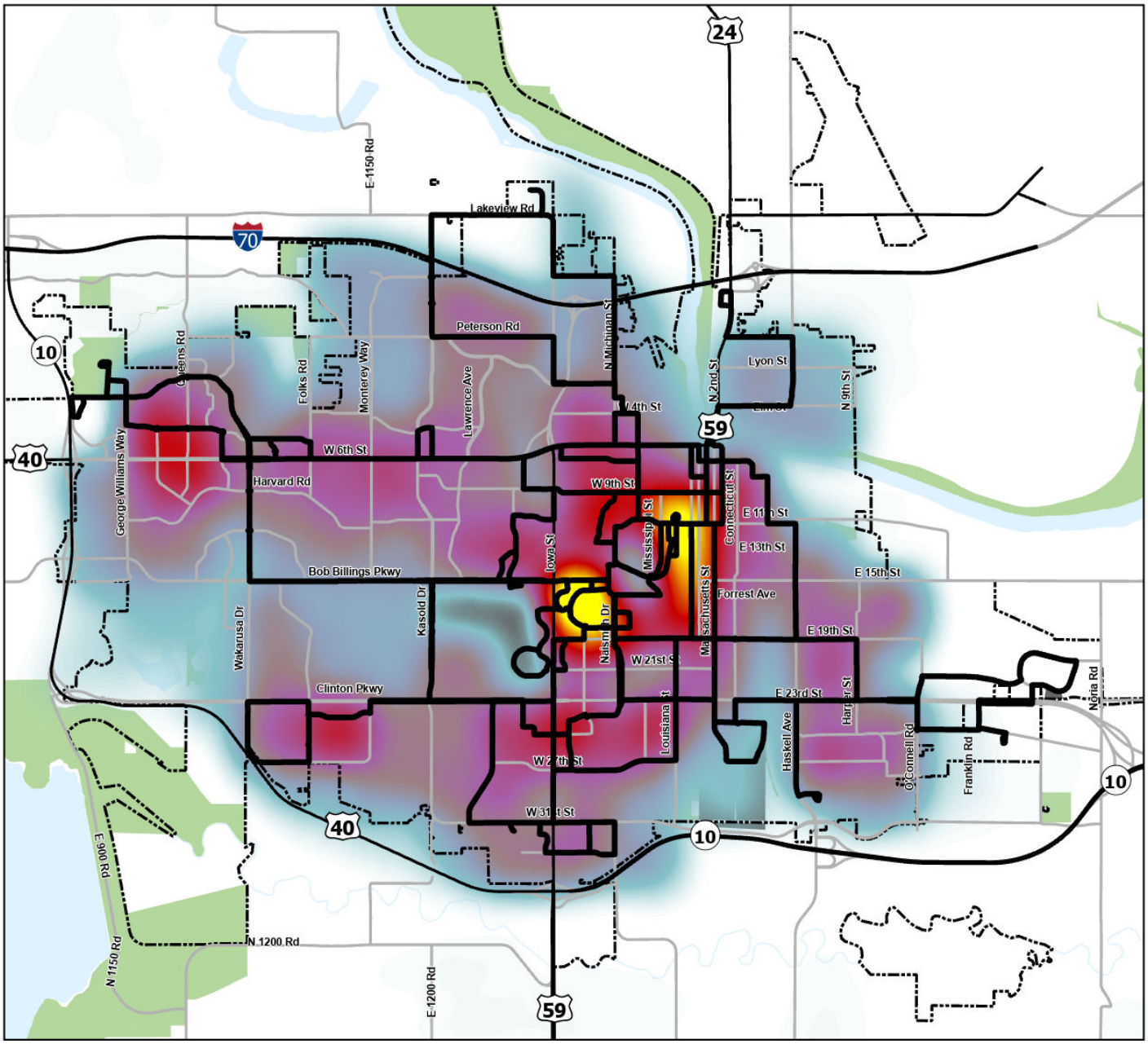
Progress towards Targets

In summary, based on information available, the MPO believes we are on track to meet the goals set in Transportation 2050. Figure 8 shows the Lawrence Transit Routes and population density estimates.

Evaluating Performance over Time

Federal performance measures will be tracked annually in the performance measure report – T2050 Appendix F: System Performance Report, which will be updated on a rolling basis based on when data is available. View the most current data at the performance measure website: https://lawrenceks.org/mpo/t2050/pm. Performance measures will be evaluated as part of the annual report process and may be altered as the MPO Policy Board deems necessary (based on the Public Participation Plan (PPP)). Evaluating performance measures will be updated when a full TIP update is completed or if regulations have changed requiring an update.

Figure 8: Lawrence Transit 2024 Routes and 2020 Population Estimate Densities



2020 Population Estimates
Least Dense
Most Dense

Parks
University

Water
City Limits

Bus Route (2024-2025)

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Date Exported: 8/8/2024
Source: Lawrence Transit & Plan 2040 Population Est.
Produced: Lawrence-Douglas County MPO

A

PLANNING & ENGINEERING FACTORS FOR LOCAL PROJECT CONSIDERATION

APPENDIX A

Planning Factors

- Is the project consistent with the goals and objectives found in the Metropolitan Transportation Plan (MTP)?
- Is the project listed as a recommended transportation system improvement in the MTP?
- Is the project regionally significant as defined by federal regulations and the latest Regionally Significant Policy approved by the MPO?
- Is the project consistent with the latest MPO/FHWA approved Functional Classification Map?
- Is the project consistent with the latest locally approved comprehensive plan (including the land use plan, area plans, Safe Routes to School, and other comprehensive plan elements/chapters) covering the project location?
- Does the project include provisions for transit, bicycle, and pedestrian movements (including students and ADA accessibility) as needed to provide a regional multimodal transportation system?
- Has the project sponsor considered Title VI impacts in the planning for this project, and if the project is in a minority and/or low-income area has the project sponsor considered and addressed the Title VI issues related to the project?
- Has the project sponsor received public comments about this project and if received considered those public comments in the planning and design of the project?
- Is the project eligible for the type of federal and/or state funding being proposed for it, and is there adequate funding available for the project in the year it is proposed?

Engineering Factors

- Does the Project address a facility that has (existing or projected) a high volume to capacity ratio indicating it or will experience significant congestion and lower levels of service?
- Does the project location have a traffic accident history marked by a higher than expected accident rate which, along with other accident attributes, indicates that an engineering change could reduce the number and/or severity of crashes?
- Does the project location have pavement conditions noting a deteriorated state showing that the facility is in need of improvements to maintain its function and/or that those improvements can be made economically now before more costly reconstruction is needed?
- Does the project site include geometric design that is inadequate by current standards and does the project sponsor have documentation that this design is hampering the facility's ability to handle the traffic loads and/or vehicle sizes using the facility in a safe and efficient manner, and does the project sponsor plan to address those geometric deficiencies as part of this project?
- Does the project site or facility have structural deficiencies indicating that the facility is near the end of its projected lifespan and that it will need frequent maintenance to function adequately, and does the project sponsor plan to address these structural deficiencies as part of this project?
- Have safety concerns involving motorists, bicyclists, pedestrians and/or transit users and transit operations been identified at the project location and does the project sponsor plan to address those concerns as part of this project?
- Has the project location met minimum engineering standards set by the project sponsor that indicate the facility is in need of improvement, rehabilitation or replacement?

*This list is not exhaustive. It is used at the discretion of local governments and project sponsors and may be changed in the future.

B

DEFINITIONS OF MAJOR PROJECTS & SIGNIFICANT DELAY

APPENDIX B

Roadways (including intersections and bridges)
The major roadway projects include projects located on a roadway classified by the MPO as a Major Collector or higher, with construction costs of at least $2.0 million and that have at least one of the following attributes:

- Designed to increase roadway capacity and/or decrease traffic congestion
- Designed to improve safety
- Designed to replace aging infrastructure and bring it up to current standards
- Results in significant delay and/or detours during construction

Major projects do not include the following types of projects that are considered to be routine maintenance projects: mill & overlay, micro-abrasion, micro-surfacing, crack sealing, concrete rehabilitation, curb repairs, sweeping, mowing, spot repairs, and interim measures on detour routes.

Transit Facilities and Services
The major transit projects include projects that need to be listed in the TIP because they use federal funding and/or are regionally significant, have a total cost of at least $1.0 million, and meet at least one of the following criteria:

- Acquisition of three or more new transit vehicles
- Addition or expansion operations and/or maintenance buildings
- Initiation of new transit service or expansion of transit services into territory not previously served

Major transit projects do not include the following types of projects that are considered to be routine: preventive maintenance on transit vehicles; purchase of spare parts, shop supplies and fuel; annually received formula based operating assistance; purchase of bus stop signs, shelters and related items; scheduled purchases of one or two transit vehicles; staff training and recruitment; and other routine operational activities.

Bikeway and Pedestrian Facilities
The major bikeway and pedestrian projects includes projects that need to be listed in the TIP because of federal funding and/or regional significance, and meet at least one of the following criteria:

- Total project cost of at least $ 500,000
- Construction of bikeway or pedestrian facility (or extension of existing facility) into a location where a bicycle/pedestrian facility did not exist before

Major bikeway/pedestrian projects do not include the following types of projects that are considered to be routine maintenance projects: patching, crack sealing, curb repairs, sweeping, mowing, spot repairs, landscaping maintenance, sign replacements, and other routine operational activities.

Significant Delay
The term significant delay will be defined as two years or more from the year first listed for the project in the previous TIP.

C

PROGRESS ON PREVIOUS TIP PROJECTS
APPENDIX C

The following projects from the previous 2023- 2026 TIP were implemented between the start of FFY 2025 and the approval date for this new 2025-2028 TIP.

Table C-1: Completed Projects

#	Project Type	Project Name	Sponsor	Location	Description	Project Year
117	Road	Naismith Drive Reconstruction: 19th St. to 23rd St.	Lawrence	19th & Naismith to 23rd & Naismith	Reconstruction, Pedestrian/Bicycle	2023-2024
144	ITS	South Iowa St. Traffic Signal Improvement Project	Lawrence	31st St. (Louisiana St. to Neider Road) and Iowa St./US59 (23rd St. to County Route 458)	Signal	2022
146	Road	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	Lawrence	11th St. - Indiana St. to Ohio St. & Louisiana St. - 11th St. to 12th St.	Reconstruction	2022-2024
147	Road	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	KDOT	50 feet north of 6th Street in Wellsville north to the K-33/U.S. 56 (N. 200th Road) junction.	Reconstruction	2022
149	Road	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	Lawrence	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	Reconstruction	2024-2025
150	Road	N 2nd/3rd St Tunnel to N City Limit	Lawrence	N 2nd St north from railroad overpass to N 3rd St at north City limits	Pavement Milling, Overlay	2024-2028
153	Safety	Replace Traffic Signal on US-40 in Douglas County	KDOT	US40: Traffic signal located at the intersection of US-40 (K-10) and US-59 (Iowa Street) in Lawrence	Signal	2024
214	Road	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	Lawrence	Wakarusa: Research Pkwy to 23rd St	Reconstruction	2022-2023
219	Road	Rte 458/1055 Improvements: E 1500 thru E 1600	Douglas County	E1500 to E1600 & N940 to N1000	Grading, Surfacing	2020-2021
230	Road	Queens Road: 6th to North City Limits	Lawrence	6th St to North City Limits	Reconstruction	2015-2022
234	Road	23rd Street Reconstruction: Haskell to East City Limits	Lawrence	Haskell Ave to East City Limits	Reconstruction	2020-2022
243	Road	US-56 Improvements: Eisenhower St to 1st St	KDOT	Eisenhower St to 1st St	Other/Reconstruction	2021
248	Bridge	Bridge 0964-1000 replacement	Douglas County	E 1000 Road 0.4 mi. South of Route 458	Bridge Replacement, Grading	2020-2021
249	Bridge	Repair bridge #071 on K-10 in Douglas County	KDOT	K-10 bridge over the Wakarusa River located 7.05 miles east of K-10/U.S. 59 in Douglas County	Bridge Rehabilitation	2020-2021
300	ITS	6th and Massachusetts St Traffic Signal Improvement Project	Lawrence	3 signals along 6th: Massachusetts St, Vermont St, and Kentucky St	Signal	2022-2023
406	Transit/Paratransit	Joint Branding Bus Wraps	Lawrence Transit		Capital	
409	Transit/Paratransit	GTFS - real time	Lawrence Transit		Other	
410	Transit/Paratransit	Lawrence Transit Central Station	Lawrence Transit	Lawrence	Capital	2020-2021
411	Transit/Paratransit	Microtransit	Lawrence Transit		Operating	
416	Transit/Paratransit	Lawrence Transit Electric Buses Phase 1	Lawrence Transit	Lawrence	Vehicle Replacement	2021-2022
417	Transit/Paratransit	CARES Act Operating Funds	Lawrence Transit	Lawrence	Operating	2020-2023
421	Transit/Paratransit	Zero-Emissions Transition Plan	Lawrence Transit	Lawrence	Planning	2022
422	Transit/Paratransit	Accessible Bus Stop Amenities	Lawrence Transit	Lawrence	Improved 25 bus stops	2023
423	Transit/Paratransit	AIC - Multimodal Transfer Facility Elements	Lawrence Transit	Lawrence	Bus stop improvements	2023
426	Transit/Paratransit	Microtransit Pilot	Lawrence Transit	Lawrence	Capital/ Operating	2022

Table C-1: Completed Projects (Continued)

#	Project Type	Project Name	Sponsor	Location	Description	Project Year
509	Transportation Alternatives	West Baldwin Pedestrian/Bike Connectivity Project	Baldwin City	Intersection of 8th Street/Elm St proceeding westerly to USD 348 property	Pedestrian & Bicycle Work	2019-2021
510	Transportation Alternatives	Maple Leaf Trail - Phase 2	Baldwin City	Santa Fe Depot on High Street to Southwest City Limits of Baldwin City	Pedestrian & Bicycle Work	2023
513	Transportation Alternatives	Lawrence Safe Routes to School Phase 2 (2021)	Lawrence	Various sidewalk along 6 streets & 1 crossing improvement	Pedestrian & Bicycle Work, Safety	2020-2021
514	Pedestrian/Bicycle	Naismith Drive Mobility Enhancement	Lawrence	Naismith Drive from 23rd St. to 19th St. (east side)	Pedestrian & Bicycle Work, Other	2021
515	Transportation Alternatives	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	Lecompton	Connecting 2nd, 3rd, Elmore, Halderman, 7th, and Boone Streets	Pedestrian & Bicycle Work	2022-2023
517	Transportation Alternatives	Baldwin City Sidewalk Gap Project	Baldwin City	11th St., Hwy 56 to High St.; High St., 4th St. to 2nd St; 2nd St., Hwy 56 to Fremont St; & Quayle St., Middle School to 6th St.	Pedestrian & Bicycle Work	2022
518	Transportation Alternatives	Eudora 10th St. Sidewalk Expansion	Eudora	Corner of 10th & Church St. to corner of Peach St. & 10th St.	Pedestrian & Bicycle Work	2022
520	Pedestrian/Bicycle	Lawrence Loop - Iowa Crossing	Lawrence	Iowa Street at K10	Pedestrian & Bicycle Work	2023-2024
600	Safety	Various Railroad Safety Projects in the Region	KDOT		Safety improvements along railroads in region.	2020-2024
605	Road	DGCO: High Friction Surface Treatment	Douglas County	Routes 442 and 1055	Surfacing	2022
608	ITS	Signal Improvement at US24/US40/US59 near Lawrence	KDOT	US24/US40/US59 intersection 394.324 - 394.325	Signal	

D

LATEST FEDERAL FISCAL YEAR - LIST OF OBLIGATED PROJECTS

APPENDIX D

The purpose of this listing is to illustrate the progress of federal aid transportation projects in the region as they move through the years in the TIP projects table and onto the recently obligated projects list. Projects are listed based on the year the federal funds were obligated, not necessarily the year the construction of the project began. The federal amount represents the federal funds spent on the project.

The table below describes projects listed in the TIP that were obligated in the previous Federal Fiscal Year (FFY). A listing of projects with federal aid obligated in the previous FFY are presented to the MPO each year for review either as part of a TIP approval or amendment or as a separate memo.

The listing will be is available on the MPO website and is sent to the Kansas Department of Transportation who will then distribute the listing to the FHWA and the FTA for informational purposes.

Table D-1: Obligated Projects From FFY2023

Lawrence-Douglas County MPO Area - List of Project for Which Federal Funds Were Obligated in FFY 2023

Transit Projects

MPO #	KDOT #	Project Name/Location	Project Description	Cost in $1,000's					Bike &/or Ped Elements	Project Status
				Federal Funding Source	Federal Funds Requested in TIP	Federal Funds Obligated in FFY 2023	Federal Funds Obligated To Date (Cumulative)	Federal Funds Remaining/ Unliquidated Obligation		
412	FFY 2021 5307 FTA	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	5307	$4,188	$1,025	$2,466	$1,722	No	Active
416	FFY2021 5339 FTA	Lawrence Transit Electric Buses	Procurement of five battery electric buses to replace five diesel powered buses, associated charging infrastructure, and project management.	5339	$3,756	$89	$3,684	$72	No	Active
417	FFY 2021 CARES Act	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	5307 CARES Act	$7,126	$1,646	$7,086	$40	No	Active
419	KS-2022-006	American Rescue Plan (ARP) Operating assistnce	5307 operating funds through the amercian rescue plan act	5307	$2,988	$2,176	$2,176	$812	No	Active
420	KS-2023-001	Lawrence Transit Electric Buses Phase II	Phase 2 of electric buses	5339	$1,624	$60	$60	$1,564	No	Active

Non-Transit Projects

MPO #	KDOT #	Project Name/Location	Project Description	Cost in $1,000's					Bike &/or Ped Elements	Project Status
				Federal Funding Source	Federal Funds Requested in TIP	Federal Funds Obligated in FFY 2023	Federal Funds Obligated To Date	Federal Funds Remaining		
605	C-5065-01	Douglas County: Horizontal Curves on RS-212 and RS-210	Apply high-friction surface treatment - child project of a STIP project	HSIP	$1,011	-$481	$530	$481	No	Complete
705	KA-3634-08	US-40/K-10 at 27th Street Intersection Imp DG Co	Intersection Improvement adding eastbound right turn lane on US-40/K-10, extend westbound turn lane on US-40/K-10 and add a northbound right turn lane, revise pavement markings, mill and overlay north/south intersection legs and reocnstruct sidewalk crossing. Permanent seeding and signing.	HSIP	$768	$1	$769	($1)	No	Close
138	KA-5543-01	US-56 in Douglas County (1R Project)	US-56: Beginning at the Osage/Douglas county line thence East to 0.22 miles West of Junction US-59/US-56	STP	$1,425	$61	$1,196	$229	No	Close
	KA-5567-24	K-10 & US-59 in Douglas County Tornado Repair	K-10: Various locations from approximately Haskell Avenue to approximately 3.426 miles East of East 1500 Road. US-59: Approximately 0.862 miles South of RS 207	ER	ER	-$48	$15	$0	No	Close
	KA-6281-01	Lighting Improvement at K-10 & E.1900 Rd in Douglas Co	K-10 and E. 1900 Road intersection near Lawrence in Douglas County	HSIP	STIP	$15	$275	$0	No	Complete
608	KA-6282-01	Lighting Improvement at US24/US40/US59 near Lawrence	U.S. 24/ U.S. 40/U.S. 59 intersection located north of Lawrence	HSIP	$186	$260	$273	($87)	No	Active
509	TE-0472-02	West Baldwin Bike Ped Connectivity Phase 2	Baldwin City: Elm Street to historic Santa Fe Depot on High Street within the Midland Railway ROW	TA	$1,013	-$277	$736	$277	Yes	Active
517	TE-0496-01	Baldwin City Sidewalk Gap Project	Baldwin City: 11th St from High to US-56; High St from 4th St to 2nd St; 2nd St from Fremont to US-56; and Quayle St from 6th St to the Middle School	TA	$620	$620	$620	$0	Yes	Active
515	TE-0500-01	Lecompton Sidewalk Loop	Lecompton: Various locations	TA/CRP	$1,195	$1,195	$1,195	$0	Yes	Active

Legend
5307 - FTA Section 5307 - Operating Assistance, Preventive Maintenance, Program Administration, & Security and Capital
5309 - FTA Section 5309 - Capital Bus and Bus Facilities
5317 - FTA Section 5317 - New Freedom
5339 - FTA Section 5339 - Bus and Bus Facilities
BR - Bridge Replacement Funds
NHPP - National Highway Performance Program
STP - Surface Transportation Program
SRTS - Safe Routes to School

E

TIP PUBLIC PARTICIPATION
APPENDIX E

Figure E-1: TIP Development Timeline

Task	Date
Call for projects due	7/22/2024
Draft sent to Project Sponsors for review	8/12/2024
Draft sent to KDOT, FHWA, and FTA for review	8/20/2024
Draft Published	8/27/2024
30-day public comment period	8/27/24 - 9/27/24
TAC meeting	10/1/2024
MPO Policy Board meeting	10/17/2024
Send approved TIP to KDOT	10/18/2024
Inclusion in Kansas STIP	11/7/2024

Figure E-2: Public Comment and Approval Summary

Amendment	Public Review Period	# of Public Comments	TAC Action	Policy Board Action	STIP Approval
Original Approval	8/27/2024 to 9/27/2024	0	October 1, 2024	October 17, 2024	November 7, 2024
Amendment 1	3/6/2025 to 3/21/2025	1	April 1, 2025	April 17, 2025	May 8, 2025
Amendment 2	7/22/2025 to 8/6/2025		August 5, 2025	August 21, 2025	September 4, 2025
Amendment 3	10/9/2025 to 10/24/2025		November 4, 2025	November 20, 2025	January 8, 2026
Amendment 4	1/8/2026 to 1/23/2026		February 3, 2026	February 19, 2026	March 5, 2026
Amendment 5	5/7/2026 to 5/22/2026		June 2, 2026	June 18, 2026	July 9, 2026
Amendment 6	7/9/2026 to 7/24/2026		August 4, 2026	August 20, 2026	September 10, 2026

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

F

SUMMARY OF TIP CHANGES
APPENDIX F

Revision Summary: FFY 25-58 TIP Amendment 2
Public Comment Period: 7/22/25 - 8/6/25
MPO Policy Board Approval: 8/21/25

TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
154		Main and 10th Street Improvements	City of Eudora	New		$1,373
152	KA-6550-03	K-33 reconstruction in Douglas County	KDOT	Revision	STP funding moved from 2030 to 2025	$1,390
250		Bob Billings Expansion: E 800 Rd to K10	City of Lawrence	Revision	Moved construction to 2026 and increased by 1,500	$5,580
519		Safe Routes to School - Ousdahl Road	City of Lawrence	Revision	Reduced federal construction from $955 to $738, local construction from $423 to $185	$1,038
524	TE-0569-01	Safe Routes to School - W. 2nd, Kasold & Lincoln	City of Lawrence	Revision	Reduced federal preliminary engineering from $100 to $96, added Construction to 2026 for $1000	$1,116
525	TE-0559-01	Safe Routes to School - Eudora Sidewalks	City of Eudora	Revision	UTILITY and CONSTRUCTION phases added for a grant total of $806.2	$806
607	TE-0570-01	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	City of Lawrence	Revision	Included 2025 CRP TERP award and made adjustments for real cost	$6,804

TIP PROJECT LISTINGS
APPENDIX G

Example Listing

Agency responsible for project | TIP # | Length of project in miles | KDOT # | Category of work | Year project will occur | Phase per year | Funding shown in 1,000s

Project Sponsor: KDOT

Project Name: US-56 in Douglas County (1R Project)

TIP #: 138

KDOT #: KA-5543-01

Length (mi): 12.30

Location: US-56: OS/DG county line East to 0.22 miles west of Junction US-59/US-56

Project Type: Road

Work Type: Mill/Overlay, Surfacing

Date Added: 2/2020

Last Revised:

Description:
Surfacing

Comments:
Program addition as requested by Greg Schieber in 1R Project List.

FFY	Fund Source	Phase	Federal	State	Local
2020	State	PE	$0	$1	$0
2020	State-AC	CONST	$0	$1,425	$0
2020	State	CONST	$0	$357	$0
2021	STP	CONVERSION	$1,425	$0	$0
2021	Credit	OTHER	$0	($1,425)	$0

Federal Total: $1,425 **Non-Federal Total:** $358 **Grand Total:** $1,783

Category of project | Date added into the TIP | Description of the work and tasks | Most recent project change | Notes or comments | Funding source | Total project cost in 1,000s

Decoding the TIP

TIP #: Assigned based on project type by MPO:
100 – Roadway/Intersection
200 – Bridges
300 – ITS
400 – Transit/Paratransit
500 – Enhancement (Bike/Ped)
600 – Safety
700 – Other – studies

Phase:
CAPITAL – Transit Capital
CONST – Construction - (includes Construction Engineering)
OPERATING – Transit Operating
PE – Preliminary Engineering
ROW – Right of Way
UTIL - Utilities

Project Type: Classified into categories:
- Bridge
- Enhancement
- Interchange
- Intersection
- ITS
- Road
- Safe Routes To Schools (SRTS)
- Safety
- Traffic Signal
- Transit/Paratransit

Federal Fiscal Year (FFY): October 1 - September 30

Work Type: Classified into categories:
- Access Management
- Bridge Rehabilitation
- Bridge Replacement
- Capital
- Geometric Improvement
- Grading
- Mill/Overlay
- Operating
- Other
- Pedestrian & Bicycle
- Planning
- Reconstruction
- Redeck Bridge
- Safety
- Seeding
- Signage
- Signal
- Special Work
- Surfacing
- Vehicle Replacement

Fund Source:
- Community Development Block Grant (CDBG)
- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Transportation Alternatives (TA) – includes Safe Routes To School funding
- National Infrastructure Investment (NII) - includes RAISE, BUILD, and TIGER grants
- Carbon Reduction Program (CRP)
- Urban Area Formula Grants (5307)
- Rural Area Formula Grants (5311)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
- Bus and Bus Facilities (5339) Program
- State of Kansas Funding (State)
- Local Government Funding (Local) - County and City funds from local property and sales taxes

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Eudora

TIP #: 104 **KDOT #**

Length (mi): 1.40

Project Name: Church Street Community Connectivity & Multimodal Enhancements

Location: Eudora - Church Street from 15th to 28th Street

Project Type: Road

Work Type: Road, Geometric Improvement, Pedestrian/Bicycle, Safety

Date Added 10/2023 **Last Revised**

Revison History:

Description:
Reconstruct 1.4 miles of Church St and conversion of 2 lane segment to 3 lane with center turn lane. Realignment of the 20th St. intersection, new roundabouts at 20th and 23rd St. intersections. Shared use path across K-10 and both sides of Church St.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	NII	ROW	$500	$0	$0
2025	NII	UTIL	$946	$0	$0

Federal Total: $1,446 **Non-Federal Total:** $0 **Grand Total:** $21,251

Project Sponsor: KDOT

TIP #: 105 **KDOT #** KA-7201-01

Length (mi): 0.00

Project Name: Repair Bridge #065 on US-59 in Douglas County

Location: US-59: Bridge #065 (Wakarusa River) located 8.97 miles north of US-56

Project Type: Bridge

Work Type: Bridge Rehabilitation, Mill/Overlay

Date Added 10/2023 **Last Revised**

Revison History:

Description:
Milling, patch deck and concrete overlay

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	State	CONST	$0	$516	$0

Federal Total: $0 **Non-Federal Total:** $516 **Grand Total:** $563

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Douglas County

Project Name: Wakarusa Drive Extension

TIP #: 106 **KDOT #**

Length (mi): 2.00

Location: Clinton Parkway to N 1200 Rd

Project Type: Road, Bridge

Work Type: Grading, Bridge, Surfacing

Date Added 10/2016

Last Revised 08/2024

Revison History:

Description:
New road construction to extend Wakarusa Drive from K-10 south to E 1000 Road (Route 5). The project includes a new bridge crossing the Wakarusa River.

Comments:
Douglas County to pay 100% of the project cost as outlined in the City/County agreement with KDOT in support of the K-10 expansion.

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	UTIL	$0	$0	$50
2025	Local	ROW	$0	$0	$300
2025	Local	PE	$0	$0	$200
2026	Local	CONST	$0	$0	$5,700
2026	Local	PE	$0	$0	$50
2027	Local	CONST	$0	$0	$3,200

Federal Total: $0 **Non-Federal Total:** $9,500 **Grand Total:** $9,500

Project Sponsor: KDOT

TIP #: 142 **KDOT #** KA-2841-02

Length (mi): 0.00

Project Name: US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)

Location: US-40/K-10 Interchange Improvement (DDI) in Lawrence

Project Type: Interchange

Work Type: Reconstruction

Date Added 2/2021 **Last Revised**

Revison History:

Description:
Construct a Diverging Diamond Interchange (DDI) includes bridge #088- for the addition of sidewalk with barriers for pedestrian protection down center of bridge.

Comments:
PE Phase will utilize AC of $1,240 with conversion to NHPP in 2025. The UTIL Phase will utilize AC of $93 with conversion to NHPP in 2025. The CONST Phase will utilize AC of $12,127 with conversion to NHPP in 2025.

FFY	Fund Source	Phase	Federal	State	Local
2025	Credit	OTHER	$0	($13,739)	$0
2025	NHPP	CONVERSION	$13,739	$0	$0

Federal Total: $13,739 **Non-Federal Total:** ($13,739) **Grand Total:** $19,139

Project Sponsor: KDOT

TIP #: 143 **KDOT #** KA-6015-01

Length (mi): 3.75

Project Type: Road

Date Added 2/2021 **Last Revised**

Description:
Roadway reconstruction based on 44 ft. roadway with 10 ft. shoulders. Add acceleration/deceleration lanes as warranted.

Project Name: US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.

Location: US-56 in Douglas County: Beginning at East Junction US-56/US-59 Ramps thence East to 1600 Road

Work Type: Reconstruction

Revison History:

Comments:
Project is authorized for PE, ROW, and UTIL. The estimated total project cost is $22,140 which shall be used for planning purposes only. The PE Phase will utilize AC in the amount of $1,434 with conversion to NHPP in 2029.

FFY	Fund Source	Phase	Federal	State	Local
2029	Credit	OTHER	$0	($1,864)	$0
2029	NHPP	CONVERSION	$1,864	$0	$0

Federal Total: $1,864 **Non-Federal Total:** ($1,864) **Grand Total:** $2,869

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

Project Name: Bob Billings - Kasold to Monterrey Way

TIP #: 148 **KDOT #**

Length (mi): 0.50

Location: Bob Billings - Kasold to Monterrey Way

Project Type: Road

Work Type: Reconstruction

Date Added 10/2022

Last Revised 04/2025

Revison History: FFY25 A1

Description:
Reconstruction of Bob Billings from Kasold to Monterrey Way including new pavement, storm sewer, waterline, sidewalks and bike facility.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	CONST	$0	$0	$7,133

Federal Total: $0 **Non-Federal Total:** $7,133 **Grand Total:** $7,133

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

TIP #: 151 **KDOT #**

Length (mi): 0.75

Project Name: Iowa St 23rd St to Irving Hill Rd Reconstruction MS1-00003

Location: Iowa St from 23rd St to Irving Hill Rd

Project Type: Road

Work Type: Reconstruction

Date Added 11/2023

Last Revised 08/2024

Revison History:

Description:
Full reconstruction of Iowa St including concrete pavement, curb and gutter, sidewalk and shared use path, storm sewer replacement, and waterline crossing replacement.

Comments:
The design will meet the City's Design Criteria for an arterial street, replace the road section in its current alignment, and will incorporate the Complete Streets Policy. Iowa St is US Hwy 59, concurrent KDOT review. $400 FY24 PE

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	CONST	$0	$0	$10,000

Federal Total: $0 **Non-Federal Total:** $10,000 **Grand Total:** $10,000

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT

TIP #: 152 **KDOT #** KA-6550-03

Length (mi): 2.02

Project Type: Road

Date Added 05/2024 **Last Revised** 08/2025

Description:
Full reconstruction as a 2-lane roadway with 8 feet shoulders

Project Name: K-33 reconstruction in Douglas County

Location: K-33: from the Franklin/Douglas county line north to the K-33/U.S. 56 (N. 200th Road) junction at end of route

Work Type: Reconstruction

Revison History: FFY25 A2

Comments:
Program addition. Approved for Preliminary Engineering only. Project is scheduled for a January 2028 letting if/when approved for construction. The total cost of all phases estimated at $19,375,200.

FFY	Fund Source	Phase	Federal	State	Local
2025	STP	Conversion	$1,112	$0	$0
2030	Credit	Other	$0	$278	$0

Federal Total: $1,112 **Non-Federal Total:** $278 **Grand Total:** $1,390

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Eudora

TIP #: 154 **KDOT #**

Length (mi): 1.55

Project Type: Road

Date Added 08/2025 **Last Revised** 08/2025

Description:
Renewal of the City's arterial streets (Main, 10th, & Church). Estimated 31,170 SY of HMA mill and 2" overlay plus full depth patching. There is 3,650 LF of new curb & gutter, 15 new ADA ramps, and new bike & pedestrian street markings and signage.

Project Name: Main and 10th Street Improvements

Location: Eudora, Main Street (from 6th to 10th St.), 10th Street (Winchester Rd. to East 500 block), Church Street (10th to 13th

Work Type: Mill/Overlay

Revison History: FFY25 A2

Comments:
Main, 10th, and Church Streets see heavy use from farm-to-market traffic and commercial trucks, accelerating roadway wear. The project also includes new ADA ramps and bike/pedestrian signage to support non-motorized users

FFY	Fund Source	Phase	Federal	State	Local
2026	Local	PE	$0	$0	$100
2026	Local	UTIL	$0	$0	$15
2027	Local	CONST	$0	$0	$164
2027	NHPP	CONST	$930	$0	$0

Federal Total: $930 **Non-Federal Total:** $279 **Grand Total:** $1,373

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: KDOT

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

Length (mi): 1.20

Project Type: Road/Interchange

Date Added 1/2016 **Last Revised** 04/2025

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

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

Location: I-70/K10 Junction South to 3500 ft N of K-10/US-40 Junction

Work Type: Interchange/Reconstruction

Revison History: FFY25 A1

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

FFY	Fund Source	Phase	Federal	State	Local
2025	STATE	PE	$0	$3,971	$0
2025	KTA	PE	$0	$3,971	$0
2025	STATE	ROW	$0	$1,000	$0
2025	KTA	ROW	$0	$1,000	$0
2025	STATE	UTIL	$0	$1,000	$0
2025	KTA	UTIL	$0	$1,000	$0
2026	State	CONST	$0	$56,912	$0
2026	KTA	CONST	$0	$56,912	$0

Federal Total: $0 **Non-Federal Total:** $125,766 **Grand Total:** $125,766

Project Sponsor: KDOT

TIP #: 237 **KDOT #** KA-3634-03

Length (mi): 7.00

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

Location: 3500 ft N of K-10/US-40 Junction,to K-10 US-59/Iowa St Junction

Project Type: Road/Interchange

Work Type: Interchange/Reconstruction

Date Added 1/2016 **Last Revised**

Revison History:

Description:
Add 2-lanes to existing 2-lanes for a 4-Lane Freeway section. Existing interchanges at US-40 (6th St.), Bob Billings Pkwy, Clinton Pkwy, US-59 (Iowa St.) A new interchange for the Wakarusa/27th intersection, including replacing/repairing bridges.

Comments:
Total est. cost of $230,560. Revised cost estimate to reflect the March bi-annual estimates. Post-Field Check ROW activities adjusted to reflect requested dates from ROW. Letting date of 6/20/2024 remains the same.

FFY	Fund Source	Phase	Federal	State	Local
2028	Credit	OTHER	$0	($181,248)	$0
2028	NHPP	CONVERSION	$181,248	$0	$0

Federal Total: $181,248 **Non-Federal Total:** ($181,248) **Grand Total:** $230,560

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

Project Name: Bob Billings Expansion: E 800 Rd to K10

TIP #: 250 **KDOT #**

Length (mi): 1.00

Location: N 1500 Rd & E 800 Rd, Bob Billings Parkway & K10

Project Type: Road

Work Type: Grading, Pedestran & Bicycle, Geometric Improvement

Date Added 08/2024

Last Revised 08/2025

Revison History: FFY25 A2

Description:
Construction of major arterial street to accommodate future growth west of K10. Improvements include street, storm sewer, bike & pedestrian facilities.

Comments:
Construct 2 of 4 lanes with this project.

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	PE	$0	$0	$880
2026	Local	CONST	$0	$0	$4,700

Federal Total: $0 **Non-Federal Total:** $5,580 **Grand Total:** $5,580

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Independence Inc

TIP #: 401 **KDOT #**

Length (mi): 0.00

Project Name: Independence Inc FTA 5311 Operating & Capital

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Operating/Capital

Date Added 08/2024

Last Revised 08/2024

Revison History:

Description:
5311 Ramp Minivan replacement, Operating and Adminstrative

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	5311	OPERATING	$94	$0	$0
2025	Local	OPERATING	$0	$0	$57
2025	State	OPERATING	$0	$38	$0

Federal Total: $94 **Non-Federal Total:** $95 **Grand Total:** $323

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 403 **KDOT #** PT-0701

Length (mi): 0.00

Project Name: Lawrence Transit Capital and Operating Assistance

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Special Work

Date Added 10/2014

Last Revised

Revison History:

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

Comments:
State CTP/IKE Legacy

FFY	Fund Source	Phase	Federal	State	Local
2025	State-PT	OPERATING	$0	$1,155	$0
2026	State-PT	OPERATING	$0	$1,155	$0

Federal Total: $0 **Non-Federal Total:** $2,310 **Grand Total:** $5,014

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

Project Name: Transit Zero Emission Transition Plan

TIP #: 404 **KDOT #** PT-0902-24

Length (mi): 0.00

Location:

Project Type: Transit/Paratransit

Work Type: Planning

Date Added 10/2023

Last Revised 08/2024

Revison History:

Description:
Plan will allow Lawrence Transit to plan for larger scale deployments of charging equipment at the joint maintenance facility. Currently, there is space and plans for 12 chargers along the north side of the bus lot.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	5304	PE	$120	$0	$0
2025	Local	PE	$0	$0	$30

Federal Total: $120 **Non-Federal Total:** $30 **Grand Total:** $150

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

Project Name: Cart-Friendly Flip-Seat Retrofit

TIP #: 405 **KDOT #** PT-3905-23

Length (mi): 0.00

Location:

Project Type: Transit/Paratransit

Work Type: Capital

Date Added 10/2023

Last Revised 08/2024

Revison History:

Description:
Cart-friendly flip-seat retrofits making the bus more practical to use for the purposes of grocery shopping with a cart and traveling with children who require strollers.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	5339	CAP	$32	$0	$0
2025	Local	CAP	$0	$0	$8

Federal Total: $32 **Non-Federal Total:** $8 **Grand Total:** $40

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

Project Name: Downtown Station

TIP #: 407 **KDOT #** PT-3905-23

Length (mi): 0.00

Location: Downtown Lawrence

Project Type: Transit/Paratransit

Work Type: Capital

Date Added 10/2023

Last Revised 08/2024

Revison History:

Description:
Construct transit operations and passenger amenity improvements to Downtown Station. Will include five sawtooth bus parking bays, an outdoor passenger waiting area with seating and a canopy, bicycle parking and bike lockers, real-time signage.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	5339	PE			$40
2025	5339	PE	$160	$0	$0
2025	5339	CONST			$366
2025	5339	CONST	$1,464	$0	$0

Federal Total: $1,624 **Non-Federal Total:** $406 **Grand Total:** $2,030

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

Project Name: Bus Technology

TIP #: 408 **KDOT #** PT-3905-23

Length (mi): 0.00

Location:

Project Type: Transit/Paratransit

Work Type: Other

Date Added 10/2023

Last Revised 08/2024

Revison History:

Description:
Automated annunciators will provide audio stop announcements on fixed route buses for every stop. Rear Destination Sign Retrofit will allow passengers to more easily locate their bus at transfer locations when they approach from the rear.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	CAP	$0	$0	$91
2025	5339	CAP	$365	$0	$0

Federal Total: $365 **Non-Federal Total:** $91 **Grand Total:** $456

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

Project Name: Lawrence Transit Operating Funds

TIP #: 412 **KDOT #** 5307 FTA

Length (mi): 0.00

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Operating

Date Added 10/2014 **Last Revised**

Revison History:

Description:
Operating, Preventative Maintenance, and Program Adminstration activities. Federal Transit 5307 Funds containing award dollars
from 2019, 2022, 2023, & 2024

Comments:
Federal Transit 5307 Funds. 2021-2022 amounts are projected.

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	OPERATING	$0	$0	$5,067
2025	5307	OPERATING	$5,067	$0	$0
2026	Local	OPERATING	$0	$0	$5,574
2026	5307	OPERATING	$5,574	$0	$0

Federal Total: $10,641 **Non-Federal Total:** $10,641 **Grand Total:** $27,322

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

Project Name: Lawrence Transit Electric Buses Phase 1

TIP #: 416 **KDOT #**

Length (mi): 0.00

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Vehicle Replacement

Date Added 8/2020

Last Revised 04/2025

Revison History: FFY25 A1

Description:
Procurement of five battery electric buses to replace five diesel powered buses, associated charging infrastructure, and project management.

Comments:
FTA Low-No grant for $3.75 million awarded in June 2020.

FFY	Fund Source	Phase	Federal	State	Local
2025	5339	PE	$70	$0	$0
2025	Local	CAPITAL	$0	$0	$30

Federal Total: $70 **Non-Federal Total:** $30 **Grand Total:** $5,990

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

Project Name: CARES Act Operating Funds

TIP #: 417 **KDOT #**

Length (mi): 0.00

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Operating

Date Added 10/2020

Last Revised 04/2025

Revison History: FFY25 A1

Description:
CARES Act funds were apportioned to Lawrence Transit, eligible for similar uses as 5307 funds in response to lost revenue and challenges due to COVID-19. In Lawrence, funding will be used for operating costs.

Comments:
Linked with CARES Act Capital Assistance project (#418). Project requires no local match.

FFY	Fund Source	Phase	Federal	State	Local
2025	5307	OPERATING	$26	$0	$0

Federal Total: $26 **Non-Federal Total:** $0 **Grand Total:** $5,658

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

TIP #: 419 **KDOT #**

Length (mi): 0.00

Project Name: American Rescue Plan (ARP) Operating Assistance

Location: City of Lawrence

Project Type: Transit/Paratransit

Work Type: Operating

Date Added 8/2021

Last Revised 08/2024

Revison History:

Description:
American Rescue Plan Act of 2021 (ARP) funds were apportioned to Lawrence Transit, eligible for similar uses as 5307 funds in response to lost revenues and challenges due to the COVID-19.

Comments:
In Lawrence, these funds will be used for salaries and operating costs as eligible under the 5307 program.

No local match required.

FFY	Fund Source	Phase	Federal	State	Local
2025	5307	OPERATING	$500	$0	$0

Federal Total: $500 **Non-Federal Total:** $0 **Grand Total:** $500

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

Project Name: Lawrence Transit Electric Buses Phase II

TIP #: 420 **KDOT #**

Length (mi): 0.00

Location: City of Lawrence

Project Type: Transit/Paratransit

Work Type: Vehicle Replacement

Date Added 8/2021

Last Revised 04/2025

Revison History: FFY25 A1

Description:
Procurement of two battery electric buses to replace two diesel powered buses, associated charging infrastructure, and project management.

Comments:
FTA Low-No grant for $1.8 million awarded in June 2021.

FFY	Fund Source	Phase	Federal	State	Local
2025	5339	PE	$135	$0	$0
2025	5339	PE	$0	$0	$33

Federal Total: $135 **Non-Federal Total:** $33 **Grand Total:** $2,464

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Lawrence Transit

Project Name: Electric Buses Phase III

TIP #: 425 **KDOT #**

Length (mi): 0.00

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Vehicle Replacement

Date Added 6/2022

Last Revised 08/2024

Revison History:

Description:
Procurement of four battery electric buses to replace two diesel powered buses, two gasoline powered buses, associated charging infrastructure, and project management.

Comments:
FTA Low-No grant for $3.3 million awarded in August 2022

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	CONST	$0	$0	$220
2025	Local	PE	$0	$0	$40
2025	5339	PE	$161	$0	$0
2025	Local	CAP	$0	$0	$501
2025	Local	PE	$0	$0	$40
2025	5339	PE	$160	$0	$0
2025	Local	CONST	$0	$0	$330
2025	5339	CAP	$2,824	$0	$0
2025	Local	PE	$0	$0	$26

Federal Total: $3,145 **Non-Federal Total:** $1,157 **Grand Total:** $4,302

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Senior Resource Cent

Project Name: Senior Resource Center 5310 Capital

TIP #: 427 **KDOT #**

Length (mi): 0.00

Location: Lawrence

Project Type: Transit/Paratransit

Work Type: Capital/Vehicle Replacement

Date Added 08/2024

Last Revised 08/2024

Revison History:

Description:
Ramp Minivan replacement

Comments:
CFDA 20.513

FFY	Fund Source	Phase	Federal	State	Local
2025	5310	CAP	$66	$0	$0
2025	Local	CAP	$0	$0	$17

Federal Total: $66 **Non-Federal Total:** $17 **Grand Total:** $83

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

Project Name: Various Lawrence Bike/Sidewalk Projects

TIP #: 507 **KDOT #**

Length (mi): 0.00

Location: Lawrence

Project Type: Pedestrian & Bicycle

Work Type: Pedestrian & Bicycle Work

Date Added 10/2018

Last Revised 08/2024

Revison History:

Description:
Pedestrian & Bicycle projects throughout Lawrence. Community Development Block Grant (CDBG) is a HUD program administered by the Lawrence Development Services Dept. The City is allocated a % of CDBG funding each year.

Comments:
The CDBG is an estimate of anticipated funding. CONST funding may be used for additional work tasks. Local funding for Bike/Ped Program at $750k/yr. Local funding matching TA project specific funding will be listed separately.

FFY	Fund Source	Phase	Federal	State	Local
2025	CDBG	CONST	$300	$0	$0
2025	Local	CONST	$0	$0	$725
2026	CDBG	CONST	$300	$0	$0
2026	Local	CONST	$0	$0	$750
2027	Local	CONST	$0	$0	$780
2028	Local	CONST	$0	$0	$810

Federal Total: $600 **Non-Federal Total:** $3,065 **Grand Total:** $3,665

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: Baldwin City

Project Name: Maple Leaf Trail - Phase 2

TIP #: 510 **KDOT #** TE-0472-03

Length (mi): 0.60

Location: Midland Railroad Trail Right-of-Way from N 200th Road/E 1575 Road to Main Street/High Street in the City of

Project Type: Transportation Alternative

Work Type: Pedestrian & Bicycle Work

Date Added 4/2023

Last Revised 04/2025

Revison History: FFY25 A1

Description:
Construction of a 10' trail in southwest Baldwin City, extending southwest from the historic Santa Fe Depot

Comments:
KDOT TA funded and is the 2nd phase of creation of the Maple Leaf Trail. The ultimate goal is to extend the trail all the way to Ottawa to interconnect with the Prairie Spirit Rail Trail and the Flint Hills Nature Trail.

FFY	Fund Source	Phase	Federal	State	Local
2025	TA	CONST	$762	$0	$0
2025	Local	CONST	$0	$0	$190

Federal Total: $762 **Non-Federal Total:** $190 **Grand Total:** $2,025

Project Sponsor: City of Lawrence

TIP #: 516 **KDOT #** TE-0499-01

Length (mi): 0.47

Project Name: Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park

Location: Begins at Michigan St., 1/2 mile north of W 2nd St., ends at Sandra Shaw Park

Project Type: Transportation Alternative

Work Type: Pedestrian & Bicycle Work

Date Added 4/2021

Last Revised 04/2025

Revison History: FFY25 A1

Description:
Design and construction of 10' shared use path.

Comments:
KDOT TA project, FY23:80% construction match

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	ROW	$0	$0	$525
2025	Local	CONST	$0	$0	$407
2025	TA	CONST	$564	$0	$0

Federal Total: $564 **Non-Federal Total:** $932 **Grand Total:** $1,496

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

Project Name: Safe Routes to School - Ousdahl Road

TIP #: 519 **KDOT #**

Length (mi): 1.00

Location: Ousdahl Road from 26th to 19th & 25th from Cedarwood to Ousdahl

Project Type: Transportation Alternative

Work Type: Pedestrian & Bicycle Work

Date Added 10/2022

Last Revised 08/2025

Revison History: FFY25 A2

Description:
Construct approx. 5,500 linear feet of sidewalk and compliant sidewalk ramps along identified Safe Routes on Ousdahl Rd and W 25th St. Install pedestrian-activated crossing improvements at 22nd St, if warranted.

Comments:
Project delayed and extended construction into 2025

FFY	Fund Source	Phase	Federal	State	Local
2025	TA	CONST	$738	$0	$0
2025	Local	CONST	$0	$0	$185

Federal Total: $738 **Non-Federal Total:** $185 **Grand Total:** $1,038

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

TIP #: 521 **KDOT #**

Length (mi): 0.50

Project Name: Lawrence Loop Trail - Kaw River -7th street to Constant Park

Location: Lawrence Loop Trail - Kaw River -7th street to Constant Park

Project Type: Pedestrian/Bicycle

Work Type: Pedestrian & Bicycle Work

Date Added 10/2022

Last Revised 04/2025

Revison History: FFY25 A1

Description:
Complete the downtown section of the Lawrence Loop Trail from the Santa Fe Depot on 7th Street to Constant Park.

Comments:
Project would move us closer to completing a loop trail around Lawrence. Through public input and administrative review, this project was identified as a priority project in the recently completed Parks & Recreation Master Plan (2017).

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	PE	$0	$0	$500

Federal Total: $0 **Non-Federal Total:** $500 **Grand Total:** $710

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

TIP #: 522 **KDOT #**

Length (mi): 1.75

Project Name: Lawrence Loop Trail from Queens Rd to Kasold

Location: Lawrence Loop Trail from Queens Rd to Kasold

Project Type: Pedestrian/Bicycle

Work Type: Pedestrian & Bicycle Work

Date Added 10/2022

Last Revised 08/2024

Revison History:

Description:
Construct a 10ft a concrete shared use path that connects the Baldwin Creek Trail at Queens Road, to E 1130 Road to help complete the Lawrence Loop Trail.

Comments:
Project would move us closer to completing a loop trail around Lawrence. Through public input and administrative review, this project was identified as a priority project in the recently completed Parks & Recreation Master Plan (2017)

FFY	Fund Source	Phase	Federal	State	Local
2028	Local	OTHER	$0	$0	$300

Federal Total: $0 **Non-Federal Total:** $300 **Grand Total:** $300

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Eudora

TIP #: 523 **KDOT #**

Length (mi): 0.49

Project Name: Church Street Shared Use Path

Location: Church Street from 20th to 15th Street

Project Type: Pedestrian/Bicycle

Work Type: Pedestrian & Bicycle Work

Date Added 6/2023

Last Revised 08/2024

Revison History:

Description:
The construction of an 8-foot wide concrete Shared Use Path (SUP) along Church Street from 20th to 15th Street, including RRFBs at the crossings and a concrete protection barrier on the bridge over K-10 Hwy.

Comments:
This SUP will connect the City's sidewalk network north of K-10 Hwy with an existing SUP that extends from 20th to 27th Street. Construction complete in 2025.

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	CONST	$0	$0	$218
2025	TA	CONST	$871	$0	$0

Federal Total: $871 **Non-Federal Total:** $218 **Grand Total:** $1,089

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

TIP #: 524 **KDOT #** TE-0569-01

Length (mi): 0.30

Project Type: Transportation Alternative

Date Added 04/2025 **Last Revised** 08/2025

Description:
Construct 1500 linear feet of sidewalk and sidewalk ramps along identified Safe Routes to School on W. 2nd Street, Lincoln Street and Kasold Drive.

Project Name: Safe Routes to School - W. 2nd, Kasold & Lincoln

Location: W 2nd St from McDonald to Michigan, Kasold from 6th to Trail, Lincoln from N 2nd to N 3rd

Work Type: Pedestrian & Bicycle Work

Revison History: FFY25 A2

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	TA	PE	$96	$0	$0
2025	Local	ROW	$0	$0	$20
2026	TA	CONST	$1,000	$0	$0

Federal Total: $1,096 **Non-Federal Total:** $20 **Grand Total:** $1,116

Project Sponsor: City of Eudora

TIP #: 525 **KDOT #** TE-0559-01

Length (mi): 0.80

Project Name: Safe Routes to School - Eudora Sidewalks

Location: Eudora along 10th, 12th, 14th, and Elm Street

Project Type: Pedestrian/Bicycle

Work Type: Pedestrian & Bicycle Work

Date Added 04/2025

Last Revised 08/2025

Revison History: FFY25 A2

Description:
Construct approx. 4,625 linear feet of sidewalk and compliant sidewalk ramps and markings along identified Safe Routes on 10th, 12th, 14th, and Elm Streets.

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	TA	PE	$54	$0	$0
2025	Local	UTIL	$0	$0	$100
2026	TA	CONST	$652	$0	$0

Federal Total: $706 **Non-Federal Total:** $100 **Grand Total:** $806

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

TIP #: 607 **KDOT #** TE-0570-01

Length (mi): 1.10

Project Type: Safety

Date Added 10/2021 **Last Revised** 08/2025

Description:
2014 AARP report recommended bike/ped facilities on Mass. St. and intersection improvements at 19th/Mass. Construction of project anticipated in 2024 with street maintenance project. Project pending state grant funds (HSIP or TA).

Project Name: Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements

Location: Massachusetts St. - 14th St. to 23rd St.

Work Type: Pedestrian & Bicycle Work, Mill/Overlay, Safety

Revison History: FFY25 A2

Comments:
Mass. St. (11th-14th) reconfigured using 2018 KDOT safety funds. Mass. St. (14th-21st) is a gap in future primary network in T2040 & Lawrence Bikes. Complete a gap & provide multimodal downtown. $175 FY24 PE

FFY	Fund Source	Phase	Federal	State	Local
2025	CRP	PE	$250	$0	$0
2025	CRP	PE	$0	$0	$63
2025	Local	PE	$0	$0	$250
2026	CRP	CONST	$974	$0	$0
2026	CRP	CONST	$0	$0	$244
2026	TA	CONST	$2,376	$0	$0
2026	TA	CONST	$0	$0	$594
2026	AIC	CONST	$122	$0	$0
2026	5310	CONST	$0	$0	$30
2026	Local	CONST	$0	$0	$1,612
2027	CRP	CONST	$232	$0	$0
2027	CRP	CONST	$0	$0	$58

Federal Total: $3,954 **Non-Federal Total:** $2,851 **Grand Total:** $6,804

Project Sponsor: KDOT

TIP #: 609 **KDOT #** KA-6793-01

Length (mi): 0.00

Project Type: Safety

Date Added 04/2025 **Last Revised** 04/2025

Description:
Upgrade traffic signals to LED with battery backup, adding flashing yellow arrow to permissive lefts and install retro-reflective backplates

Project Name: Traffic Signals at US-24/US-40/US-59 (Tee Pee Jct)

Location: Douglas County: US-24/US-40/US-59 (Tee Pee Junction) at CR 1800

Work Type: Safety, Signal

Revison History: FFY25 A1

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	State-AC	PE	$24	$0	$0
2025	State	PE	$0	$6	$0
2025	State-AC	UTIL	$7	$0	$0
2025	State	UTIL	$0	$2	$0
2025	State-AC	CONST	$276	$0	$0
2025	State	CONST	$0	$69	$0

Federal Total: $307 **Non-Federal Total:** $77 **Grand Total:** $384

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Lawrence

Project Name: Safe Streets and Roads for All

TIP #: 700 **KDOT #**

Length (mi): 0.00

Location: Lawrence, Eudora, and Baldwin City

Project Type: Safety

Work Type: Safety Planning

Date Added 4/2023

Last Revised 08/2024

Revison History:

Description:
Development of a Vision Zero Safety Action Plan for Lawrence, Eudora, and Baldwin City

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	OTHER	$0	$0	$10
2025	State	OTHER	$0	$30	$0
2025	SS4A	OTHER	$160	$0	$0

Federal Total: $160 **Non-Federal Total:** $40 **Grand Total:** $200

Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)

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

Project Sponsor: City of Eudora

TIP #: 701 **KDOT #**

Length (mi): 1.00

Project Name: 12th Street Safety Action Plan

Location: Eudora, 12th Street from Tall Grass Drive to Winchester Road

Project Type: Safety

Work Type: Safety Planning

Date Added 01/2024

Last Revised 08/2024

Revison History:

Description:
Supplemental Planning and Demonstration Activities in support of development of the Vision Zero Safety Action Plan for 12th Street in Eudora.

Comments:
This scope of this project is planning and demonstration activities to enhance the safety of motorized and non-motorized users of 12th Street, the predominant east-west minor collector in Eudora.

FFY	Fund Source	Phase	Federal	State	Local
2025	SS4A	OTHER	$100	$0	$0
2025	State	OTHER	$0	$18	$0
2025	Local	OTHER	$0	$0	$7

Federal Total: $100 **Non-Federal Total:** $25 **Grand Total:** $125