



City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE LAWRENCE URBANIZED AREA

FISCAL YEARS 2008 - 2012

**Lawrence-Douglas County
Metropolitan Planning Organization**

Adopted: _____

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RESOLUTION APPROVING THE FISCAL YEAR 2008-2012 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE LAWRENCE-DOUGLAS COUNTY METROPOLITAN AREA

WHEREAS, in, 1982, the U.S. Bureau of Census designated Lawrence, Kansas as an Urbanized Area which, in accordance with Title 23 U.S.C. 134 requires the Lawrence-Douglas County Metropolitan Area to have a transportation planning process and be eligible for federal transportation funds; and

WHEREAS, Federal regulations described in 23 CFR 450.214 state that the metropolitan transportation planning process shall "include development of a transportation improvement program (TIP) for the metropolitan planning area by the Metropolitan Planning Organization (MPO) in cooperation with the State;" and

WHEREAS, prior to the designation of the Lawrence Urbanized Area, Lawrence and Douglas County, Kansas received federal transportation funds in accordance with the State Transportation Improvement Program (STIP); and


WHEREAS, now a separate Transportation Improvement Program is required for the Lawrence-Douglas County Metropolitan Area; and

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Commission, the designated MPO for Lawrence-Douglas County, has worked with the Kansas Department of Transportation in the development of the TIP for the Lawrence-Douglas County Metropolitan Area; and


WHEREAS, in accordance with 23 CFR 450.324(b) a public hearing was held on April 23, 2008 in Lawrence, Kansas for the purpose of receiving public comment on the Fiscal Year 2008-2012 Transportation Improvement Program for the Lawrence-Douglas County Metropolitan Area;

NOW THEREFORE, BE IT RESOLVED that the Policy Board of the MPO for Lawrence-Douglas County does hereby approve the Fiscal Year 2008-2012 Transportation Improvement Program for the Lawrence-Douglas County Metropolitan Area.

ADOPTED by the Lawrence-Douglas County Metropolitan Planning Organization Policy Board on this, the 23rd day of April, 2008.



Chairman, Policy Board of the
MPO for Lawrence-Douglas County



Secretary, Policy Board of the
MPO for Lawrence-Douglas County

INTRODUCTION

All urbanized areas of more than 50,000 in population are required to designate a Metropolitan Planning Organization (MPO) to carry out the continuing, cooperative and comprehensive (3C) transportation planning process. The Lawrence-Douglas County Planning Commission (LDCPC) was designated by the Governor as the MPO for the Lawrence Urbanized Area and Douglas on July 22, 1982.

Among the MPO's responsibilities is the development and maintenance of a Transportation Improvement Program (TIP). The TIP is essentially a listing of the transportation programs and projects proposed to be implemented by the various agencies during the TIP period. Projects included in the TIP are typically drawn from the City and County Capital Improvements Programs (CIP) and KDOT's Comprehensive Transportation Program. The TIP consists of a chronological plan for engineering, acquisition, construction, and financing of transportation projects within Douglas County.

WHAT IS THE TIP?

The FY 2008-2012 Transportation Improvement Program (TIP) is a multi-year listing of federally funded and regional significant non-federally funded improvements to the region's transportation system. The Lawrence-Douglas County Planning Commission (LDCPC), in its role as MPO, reviews and adopts the TIP. Anyone from the public is welcomed to comment on the transportation plans and programs that receive federal funds.

Planning staff has developed the TIP with the assistance of the Technical Advisory Committee (TAC). The primary purpose of the TAC is to provide practical and specialized assistance in the MPO transportation planning process. The Lawrence/Douglas County Metropolitan Planning Department, the Douglas County Public Works Department, the City of Lawrence Department of Public Works, the City of Lawrence Public Transit Division, the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) all have representative members in the TAC and have provided technical review of this TIP.

SELECTION & PRIORITIZATION OF THE TIP

The projects included in the FY 2008-2012 TIP are drawn from *Transportation 2030*, the *Douglas County Capital Improvement Plan*, the *Douglas County Five-Year Plan*, the *Lawrence Capital Improvement Plan*, and the *Lawrence Five-Year Plan*. Other documents such as the *Airport Master Plan* are also consulted to facilitate continuing, cooperative and comprehensive efforts. Some TIP items are a higher priority than others and due to budgetary constraints are not let in the year they are planned for. For this reason the totals for federal, state and local dollars programmed does not necessarily reflect the actual dollars spent. The amounts allocated to each TIP item are based upon estimates that come from the sources listed above. Public participation, project selection, and prioritization of projects listed in the TIP are the result of

the City CIP and County CIP development process, the City Five-Year Plan and County Five-Year Plan development process and the TIP development process as identified in the adopted *Public Participation Process for Transportation Planning* document for the MPO. The goal of the MPO as identified in the adopted public participation document is to ensure early and continuous public notification about and participation in all major actions and decision made by the Planning Commission.

PROJECT FUNDING

Overview

The funding of highway and transportation improvements depends on the availability of funds, on criteria established by State and Federal laws, and policies established by the local governments on the use of those funds. Street and highway projects can be financed entirely by State or local funds or by a combination of Federal-aid or State funds and matching local funds. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides Federal-aid to state and local units of government. The use of Federal Transit Administration (FTA) funds from the 5307 "Urbanized Area Formula Program" and the State Comprehensive Transportation Plan (CTP) funds for public transportation have increased over previous years. Those funds are utilized for the operations of the City of Lawrence public transportation system. Local sources of funding for transportation projects are generally funded through the General Funds of the City of Lawrence and Douglas County, general obligation bonds, or other various sources of funds available to the City of Lawrence and Douglas County. Funding for all projects listed in the TIP can reasonably be expected to be available for all construction and operating costs unless noted on specific projects.

FISCAL CONSTRAINT

Federal law also requires that the first four years of the Transportation Improvement Program be financially constrained. The definition of financially constrained is having enough financial resources to fund projects listed in the TIP.

Fiscal constraint, as applicable to this TIP, will apply to these types of federal-aid funding: suballocated Surface Transportation Program (STP) and Bridge (BR) and FTA Section 5307 and Section 5309 Transit Funds. All other funding categories identified in SAFETEA-LU are the purview of the Kansas Department of Transportation and are assumed to be constrained in the state's Statewide Transportation Improvement Program (STIP), as are various KDOT-administered statewide discretionary programs. The assumption of fiscal constraint also includes projects funded with State, Transportation Enhancement (TE), Safe Routes to School (SRTS), High Risk Rural Roads (HRRR), Federal Earmarks, Local, and 5310 & 5311 funds.

Funds from the FAA are monies directly related to the Lawrence Airport. These projects are listed in the TIP for illustrative purposes only and do not impact the fiscal constraint of the TIP. The following categories are lumped together under "Other Federal Funds": Transportation Enhancement (TE), Safe Routes to School (SRTS), High Risk Rural Roads (HRRR), Federal Earmarks, and 5310 & 5311 funds. These projects are apart of the fiscal constraint analysis.

Below are the Surface Transportation Program (STP) + Bridge (BR) funds and Section 5307 and 5309 Transit funds for Federal Fiscal Years (FFY) 2008-2012 estimated allocation to Lawrence and Douglas County. For practical purposes 5307 and 5309 fund allocations for FY 2009-2012 are projections based on current funding requests with a 3% increase and the assumption that these requests will remain constant; the information will be updated as it becomes available.

Combined STP and BR Allocations

	Lawrence	Douglas County
FFY 2008:	\$1,070,000	\$435,837
FFY 2009:	\$1,070,000	\$435,837
FFY 2010:	\$1,070,000	\$435,837
FFY 2011:	\$1,070,000	\$435,837
FFY 2012:	\$1,070,000	\$435,837

Lawrence Section 5307 and 5309 Allocations

	Sec. 5307	Sec. 5309
FFY 2008:	\$1,496,307	\$250,000
FFY 2009:	\$1,495,000	\$2,109,000
FFY 2010:	\$1,540,000	\$2,727,000
FFY 2011:	\$1,586,000	\$2,237,000
FFY 2012:	\$1,634,000	\$2,305,000

The table below displays the fiscal breakdown of the TIP by comparing the funds programmed in the FY 2008-2012 TIP to the anticipated funds. Comparing the two sets of information is how fiscal constraint is determined and maintained. The fiscal constraint analysis focuses on STP, BR, Transit, State, and Local funds. The "Other Federal Funds" category funding are also including in the analysis.

TIP 2008-2012 Total Funds Programmed
(X \$1,000)

Programmed Dollars							
FY	Federal (STP+BR)	KDOT Projects & State	Local	Transit (5307+5309)	FAA	Other Federal Funds	Total
2008	\$1,252	\$1,485	\$10,073**	\$1,746	\$1,881	\$2,733	\$19,170
2009	\$490	\$89,683	\$8,994 **	\$3,604	\$332	\$211	\$103,314
2010	\$1,000	\$48,651	\$1,340	\$4,267	\$143	\$0	\$55,401
2011	\$1,725 *	\$0	\$740	\$3,823	\$2,195	\$0	\$8,483
2012	\$0	\$2,381	\$2,139	\$3,939	\$572	\$0	\$9,031
5-year total	\$4,467	\$142,200	\$23,286	\$17,379	\$5,123	\$2,944	\$195,399
Anticipated Dollars							
FY	Federal (STP+BR)	KDOT Projects & State	Local	Transit (5307+5309)	FAA	Other Federal Funds	Total
2008	\$1,505	\$1,485	\$10,073	\$1,746	\$1,881	\$2,733	\$19,423
2009	\$1,505	\$89,683	\$8,994	\$3,604	\$332	\$211	\$104,329
2010	\$1,505	\$48,651	\$1,340	\$4,267	\$143	\$0	\$55,906
2011	\$1,505	\$0	\$740	\$3,823	\$2,195	\$0	\$8,263
2012	\$1,505	\$2,381	\$2,139	\$3,939	\$572	\$0	\$10,536
5-year total	\$7,525	\$142,200	\$23,286	\$17,379	\$5,123	\$2,944	\$198,457
End Balance Remaining	\$3,058	\$0	\$0	\$0	\$0	\$0	\$3,058

*Not over programmed; total amount of project shown; funds will be divided over the life of the TIP

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

The FFY 2008-2012 portion of the Transportation Improvement Program is fiscally constrained by funding source. Funding sources include federal, state, and local financial resources. The Lawrence Metropolitan Planning Organization recognizes that, in the event federal, state and local funding changes, the TIP will be revised to reflect the change in project funds.

This document presents projects funded with federal funds provided under the authority of the SAFETEA-LU and other federal funding sources, as well as state and locally-funded projects. Projects programmed by the Kansas Department of Transportation that are contained in this document will be financially constrained at the state level through the statewide TIP.

The Transportation Improvement Program provides realistic cost estimates for improvement projects being programmed for Fiscal Years 2008-2012. Predicting the revenues that will be available over the programming period is a more speculative exercise. However, even rough estimates of available funds are helpful in giving an insight into the feasibility of implementing projects over the five-year period. These estimates are also of value in assessing the local financial ability to meet grant matching requirements and supplementing this match to meet the total cost of the project. Projects that are under the jurisdiction of KDOT are subject to statewide financial constraints that are beyond the purview of the MPO, and therefore are not considered for the fiscal constraint of the TIP.

FY 2008-2012 available Federal funding: the estimate of revenues for all projects is reasonable with respect to such funds anticipated to be available for the listed projects during the programmed TIP period. If any source of funding becomes unavailable, the Lawrence-Douglas County MPO and its member jurisdictions will amend the TIP to reflect these changes and maintain financial constraint as outline in the TIP Policy.

In the development of the TIP, forecasts for Section 5307 and 5309 funds have been incorporated. These forecasts are based upon estimated funding levels that the Federal Transit Administration (FTA) will provide under SAFETEA-LU to the Lawrence Transit. These forecasts will be utilized as a good faith effort to keep the TIP fiscally constrained. Actual amounts will be updated when information becomes available.

Public Participation

In addition, according to the MPO Public Involvement Plan, the TIP must undergo a 30 day comment period for the citizens and other public entities to review and respond. The TIP is made available on the Lawrence Planning Department's website (www.lawrenceplanning.org); hard copies are made available at Lawrence City Hall and the Lawrence Public Library. All comments are reviewed by staff and MPO decision making bodies and incorporated into the document if found applicable.

Appendices

Appendix I.....Definition of Abbreviations

Appendix II.....FY 2008-2012 Project Listing
FY 2008-2012 Transit Project Listing

Appendix III.....FY 2006-2007 Annual Listing of
Obligated Projects

Appendix IV.....TIP Policy

Appendix V.....MPO Self-Certification

DEFINITIONS OF ABBREVIATIONS

Explanation of TIP Funding Categories

AIP	FAA Airport Improvement Funds
BR	Bridge Rehabilitation or Replacement
ED	State Economic Development Program
FDEMURK	Federal Earmark
FTA: 5309	Federal Transit Authority Section 5309 Funds-Capital Earmark
FTA: 5307	Federal Transit Authority Section 5307 Funds-Urban Formula
FTA: 5311	Federal Transit Authority Section 5311 Funds-Rural Formula
FTA: 5310	Federal Transit Authority Section 5310 Funds-Elderly w/ Disability Assistance
FTA: 5316	JARC-Job Access and Reverse Commute
FTA: 5317	New Freedom
HRRR	High Risk Rural Roads
K	State Funded by KDOT
KLINK	State Geometric Improvement
LOC/LO	Locally Funded
RRX	Rail Grade Crossing Program
SRTS	Safe Routes to School
STP	Surface Transportation Program
STP-S	STP-Safety Program
TE	Transportation Enhancement Program

Project Listing Work Types

BRRPL	BRIDGE REPLACEMENT
FRBRIC	FABRICATION
GEO	GEOMETRIC IMPROVEMENT
GR	GRADING
INTCH	INTERCHANGE
MILL	PAVEMENT MILLING
OL	OVERLAY
PEDBI	PEDESTRIAN & BICYCLE PATHS
PVMK	PAVEMENT MARKINGS
R/W	RIGHT OF WAY
SG	SIGNING
SGNL	SIGNAL
SPECL	SPECIAL
SU	SURFACING

Project Phase Abbreviations

PE	Preliminary Engineering
R/W	Right of Way
CONST	Construction
CAP-80	Capital 80%
CAP-83	Capital 83%
CAP-100	Capital 100%

Appendix I

OPRT-50	Operating 50%
PLN/PRG	Planning and Programming
PREVMN	Preventative Maintenance
SEC	Security and Safety
TRAIN	Training

Jurisdiction Abbreviations

BAL	BALDWIN
KTA	KANSAS TURNPIKE AUTHORITY
KDOT	KANSAS DEPARTMENT OF TRANSPORTATION
DGCO	DOUGLAS COUNTY
EUD	EUDORA
LAW	LAWRENCE
LEC	LECOMPTON

***Transportation Improvement Program
FY 2008-2012 PROJECT LISTING***

(PLACE HOLDER FOR PROJECT LOCATION MAP)

FY 2008-2012
TRANSPORTATION IMPROVEMENT
PROGRAM PROJECT LISTING

FY 2008-2012

Transportation Improvement Program

Lawrence-Douglas County MPO

Airport Improvements

TIP#: APORT – 400	KDOT#: 74	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: Airport	FED	CONST	\$1,620	Runway Safety Area Grading and Utility Relocation
Project Year: 2008	Length: 0	LOC	CONST	\$180	
Funding: FAA	Location: Runway 1-19	FED	PE	\$180	
LO	Work Type: Special Work	LOC	PE	\$20	
				\$2,000	

TIP#: APORT – 405	KDOT#: 76	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: Airport	FED	R/W	\$81	Land acquisition-tract will allow for standard runway object free area and full building restriction line for RW 1-19
Project Year: 2008	Length:	LOC	R/W	\$4	
Funding: FAA	Location: Runway 1-19			\$85	
LO	Work Type: Special Work				

TIP#: APORT – 403	KDOT#:	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: Airport	FED	CONST	\$50	Install REILs for Runway 15 and Wind Cones for Runway 15-33
Project Year: 2009	Length:	LOC	CONST	\$3	
Funding:	Location: Runway 15-33	FED	PE	\$11	
FAA	Work Type:	LOC	PE	\$1	
	Special Work	\$65			

TIP#: APORT – 409	KDOT#:	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: Airport	FED	OTHER	\$143	Update of the AMP
Project Year: 2009	Length: 0	LOC	OTHER	\$8	
Funding:	Location: Airport Master Plan	\$150			
LO	Work Type:				
FAA	Special Work				

TIP#: APORT – 411	KDOT#:	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: Airport	FED	OTHER	\$128	Install Airport Signage for Part 139 and Jet Operations
Project Year: 2009	Length: 0	LOC	OTHER	\$7	
Funding:	Location: Signage	\$135			
LO	Work Type:				
FAA	Special Work				

TIP#: APORT – 408	KDOT#:	Source	Phase	Cost x 1,000's	Comment Install perimeter security fencing to control access to restricted areas and to promote higher level of security.
Jurisdiction: LAW	Route: Airport	FED	CONST	\$456	
Project Year: 2010	Length:	LOC	CONST	\$24	
Funding:	Location:	FED	PE	\$114	
FAA	Work Type:	LOC	PE	\$6	
	Special Work	\$600			

TIP#: APORT – 407	KDOT#: 77	Source	Phase	Cost x 1,000's	Comment Expand to meet demand for operations, both based and itinerate aircraft. East Apron Expansion Phase 1
Jurisdiction: LAW	Route: Airport	FED	CONST	\$1,646	
Project Year: 2011	Length:	LOC	CONST	\$86	
Funding:	Location: East Apron	LOC	OTHER	\$29	
FAA	Work Type:	FED	PE	\$549	
	Special Work	\$2,310			

TIP#: APORT – 410	KDOT#:	Source	Phase	Cost x 1,000's	Comment New storage bulding to store SRE and ARFF equipment
Jurisdiction: LAW	Route: Airport	FED	OTHER	\$572	
Project Year: 2012	Length: 0	LOC	OTHER	\$143	
Funding:	Location: Equipment Storage Bldg	\$715			
LO FAA	Work Type:				
	Special Work				

TIP#: APORT – 406

KDOT#: 75

Source Phase Cost x 1,000's

Comment

Jurisdiction: LAW

Route: Airport

FED CONST \$1,819

Extend by 400 feet.

LOC CONST \$202

Project Year: 2014

Length:

FED OTHER \$454

Funding:

Location: Runway 15-33

LOC PE \$50

FAA

Work Type:

\$2,525

Special Work

Bridge Improvements

TIP#:	BRDGE –	204	KDOT#:	C-4122-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction:	DGCO	Route:	Route 1023	FED	CONST	\$508	On 5-Year Plan	
Project Year:	2008	Length:	0.1	LOC	CONST	\$127		
Funding:		Location:	0697 E 100 Rd	LOC	PE	\$37		
LO		Work Type:		LOC	R/W	\$12		
BR			Bridge Replacement				\$684	
<hr/>								
TIP#:	BRDGE –	207	KDOT#:	C-3974-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction:	DGCO	Route:	E 2400 Rd	FED	CONST	\$303	Share costs w/ JOCO. On JOCO 5-Year Plan.	
Project Year:	2008	Length:	0.1	LOC	CONST	\$76		
Funding:		Location:	0583 E 2400 Rd	LOC	PE	\$50		
LO		Work Type:		LOC	R/W	\$20		
BR			Bridge Replacement				\$449	
<hr/>								
TIP#:	BRDGE –	223	KDOT#:	C-???-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction:	DGCO	Route:	E 1000 Road	FED	CONST	\$490	Added to DGCO 5 Year Plan (2008-2012)	
Project Year:	2009	Length:	0.1	LOC	CONST	\$123		
Funding:		Location:	Washington Creek	LOC	PE	\$60		
LO		Work Type:		LOC	R/W	\$25		
BR			Bridge Replacement				\$698	

TIP#: BRDGE – 217	KDOT#: KA-0389-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: KDOT	Route: Mud Creek	FED	CONST	\$1,511	Addition of PE only (Plan dvlpmt) due to deteriorating bridge condition Project is authorizexsd for PE only-add'l phases for planning purposes only. 34K for ROW (FFY 2008) 1,511 for CONST (FFY2010)
Project Year: 2010	Length: 0.008	FED	PE	\$172	
Funding:	Location: BR 001, 2.32 mi E of S Jct US-59	FED	R/W	\$34	
ST	Work Type:	\$1,717			
BR	Bridge Replacement				

TIP#: BRDGE – 218	KDOT#: C-4123-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: DGCO	Route: Route 1057	FED	CONST	\$1,725	Total bridge replacement. On DGCO 5-Year Plan. Federal Funding at a max of \$1,725,000. Federal funds to be spent over the life of the TIP
Project Year: 2011	Length: 0.1	LOC	CONST	\$348	
Funding:	Location: 1300 E 1900 Road	LOC	PE	\$217	
BR	Work Type:	LOC	R/W	\$60	
LO	Bridge Replacement	\$2,350			

TIP#: BRDGE – 222	KDOT#: K-6813-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: KDOT	Route: US-59	FED	CONST	\$670	Bridge Replacement based on .008 mile roadway
Project Year: 2012	Length: 0.008	ST	CONST	\$168	
Funding:	Location: BR 017, Wakarusa Rv. 9.8 KM n/o US 59	FED	PE	\$100	
ST	Work Type:	ST	PE	\$25	
BR	Bridge Replacement	FED	R/W	\$6	
		ST	R/W	\$2	
		\$971			

TIP#: BRDGE – 224

Jurisdiction: KDOT

Project Year: 2012

Funding:

BR

KDOT#: K-7888-04

Route: US 59

Length: 0

Location: Franklin-Douglas
county Line, North
to 2L/4L Divided

Work Type:

Surfacing

Overlay

Pavement Milling

Source	Phase	Cost x 1,000's
ST	CONST	\$1,462
ST	PE	\$20
		\$1,482

Comment

Turnback workd for prj #K-7888-01 surface
recycle, overal

Miscellaneous

TIP#: MISC – 504	KDOT#: TE-0303-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: KDOT LAW	Route: Ohio Street	FED	CONST	\$713	Brick Street Restoration
		LOC	CONST	\$178	
		LOC	PE	\$90	
Project Year: 2008	Length: 0.3	<hr/>			\$981
Funding: TE LO	Location: 6th (US-40) to 8th St.	Work Type: Surfacing			

TIP#: MISC – 505	KDOT#: TE-0307-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: KDOT EUD	Route: Main Street	FED	CONST	\$752	Enhancement of downtown Eudora streetscape w/ new sidewalks, curb & gutter, lighting, and other.
		LOC	CONST	\$1,228	
		LOC	PE	\$107	
Project Year: 2008	Length: 0.2	<hr/>			\$2,087
Funding: TE LO	Location: 7th St. & 9th St. (downtown)	Work Type: Special Work			

TIP#: MISC – 506	KDOT#:	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: BAL	Route: SRTS-Phase I	FED	OTHER	\$15	Develop SRTS Plan
		<hr/>			
Project Year: 2008	Length: 0	\$15			
Funding: SRTS	Location: Baldwin City Elementary	Work Type: Pedestrian & Bicycle Paths			

TIP#: MISC – 507	KDOT#: C-4397-02	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: BAL	Route: SRTS-Phase II	FED	CONST	\$206	Includes 6 project throughout Baldwin City Second Phase-includes sidewalk improvements
Project Year: 2008	Length: 0			\$206	
Funding: SRTS	Location: Baldwin City Elementary				
	Work Type: Pedestrian & Bicycle Paths				

TIP#: MISC – 502	KDOT#: TE-0191-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: KDOT BAL	Route: Old Santa Fe Depot	FED	CONST	\$168	Rehab Old Santa Fe Depot & RR yards. Costs shown per KDOT 883
Project Year: 2009	Length: 0	LOC	CONST	\$47	
Funding: TE LO	Location: Baldwin City	LOC	PE	\$1	
	Work Type: Special Work			\$216	

Street & Highway Improvements

TIP#: STHWY – 23	KDOT#: U-2125-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: 19th St.	FED	CONST	\$294	Roadway reconstruction, intersection improvements at 19th & Louisiana
		LOC	CONST	\$685	
Project Year: 2008	Length: 0.5	LOC	PE	\$40	
		LOC	R/W	\$75	
Funding:				\$1,094	
STP	Location: Ohio - Alabama, LA intersection	Work Type:			
LO		Geometric/Intersection Improvement			

TIP#: STHWY – 31	KDOT#: not assigned	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: DGCO EUD	Route: Route 1061 (Church St)	LOC	CONST	\$1,699	Reconstruction
		LOC	PE	\$340	
		LOC	R/W	\$50	
Project Year: 2008	Length: 0.6			\$2,089	
		Location: 12th St. to K-10			
Funding:		Work Type:			
LO		Special Work			

TIP#: STHWY – 32	KDOT#: not assigned	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: DGCO EUD	Route: Route 1061 (Church St)	LOC	CONST	\$2,689	Reconstruction
		LOC	PE	\$538	
		LOC	R/W	\$75	
Project Year: 2008	Length: 1			\$3,302	
		Location: K-10 to 28th St (N 1200)			
Funding:		Work Type:			
LO		Special Work			

TIP#: STHWY – 33	KDOT#: not assigned	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: DGCO KDOT	Route: Route 1055	FED	CONST	\$450	Safety Improvement to horizontal curve
		LOC	CONST	\$50	
Project Year: 2008	Length: 0.2	LOC	PE	\$50	Not on current 5-Year Plan. Per DGCO CIP
		LOC	R/W	\$125	
Funding: STP-S LO	Location: 0.5 mi W, 1.75 mi N of Vinland			\$675	
		Work Type: Special Work			

TIP#: STHWY – 55	KDOT#:	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: DGCO KDOT	Route: Route 442	FED	CONST	\$203	Add shoulders, guard rails, flatten roadside slopes
		LOC	CONST	\$23	
Project Year: 2008	Length: 0.5	LOC	PE	\$23	
		LOC	R/W	\$8	
Funding: HRRR LO	Location: N 1700 to E050 Cnty Rd			\$257	
		Work Type: Grading Geometric/Intersection Improvement Safety			

TIP#: STHWY – 56

Jurisdiction: DGCO
KDOT

Project Year: 2008

Funding:
HRRR
LO

KDOT#:

Route: Route 442

Length: 0.5

Location: N 1600 to E 050

Work Type:

Grading

Safety

Geometric/Intersection
Improvement

Source Phase Cost x 1,000's

FED CONST \$450

LOC CONST \$50

LOC PE \$50

LOC R/W \$25

\$575

Comment

add shoulders, guard rails, & flatten roadside slopes

TIP#: STHWY – 60

Jurisdiction: KDOT

Project Year: 2008

Funding:
FDEM RK
STP

KDOT#: K-8392-01

Route: South Lawrence
TRWY

Length: 5.5

Location: So Junct US 59/K-
10E to K-10

Work Type:

Special Work

Right of Way

Source Phase Cost x 1,000's

FED PE \$485

FED R/W \$1,000

\$1,485

Comment

Total State funds of \$7,849,776 have been expended to date
Current funds of \$1,485,000 for this project are available from a 2006 Federal Earmark

Includes a portion of Env. Mitigation as outline in Phase 1 of the 3 party Agreement between KS, Baker U., and DGCO. Includes R/W costs

TIP#: STHWY – 50

Jurisdiction: LAW

Project Year: 2009

Funding:

LO

FDEMRK

KDOT#: U-2117-01

Route: 31st Street

Length: 1

Location: Haskell Ave to
O'Connell Rd.

Work Type:

Grading

Surfacing

Source Phase Cost x 1,000's

LOC CONST \$6,900

FED PE \$542

FED R/W \$250

\$7,692

Comment

Engineering for 2006, Construction tentative for 2009, Congressional earmark for PE & ROW \$792,000

TIP#: STHWY – 57

Jurisdiction: DGCO
KDOT

Project Year: 2009

Funding:

HRRR

LO

KDOT#:

Route: Route 6

Length: 0.9

Location: N 1150 to E 550

Work Type:

Grading

Safety

Source Phase Cost x 1,000's

FED CONST \$398

LOC CONST \$44

LOC PE \$42

LOC R/W \$15

\$499

Comment

Work to reconstruct curve in the road

TIP#: STHWY – 61

Jurisdiction: KDOT

Project Year: 2009

Funding:

STP

ST

KDOT#: K-7888-01

Route: US-59

Length:

Location: FR-DG Co Line, N
to 2L/4L Div

Work Type:

Bridge Replacement

Grading

Source Phase Cost x 1,000's

FED CONST \$59,168

ST CONST \$14,792

FED PE \$3,440

ST PE \$860

FED R/W \$1,174

ST R/W \$9,856

\$89,290

Comment

TIP#: STHWY – 45	KDOT#: K-9667-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW KDOT	Route: K-10 (23rd St.)	LOC	CONST	\$230	Lawrence ED project Max KDOT funds of \$500K
		ST	CONST	\$689	
Project Year: 2010	Length: 1	LOC	PE	\$80	
Funding: LO K(ED)	Location: US 59 (Iowa St.) to Louisiana	LOC	R/W	\$148	
	Work Type: Access Management	\$1,147			

TIP#: STHWY – 49	KDOT#: K-7888-03	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: KDOT	Route: US-59	ST	CONST	\$264	New access pt to replace 2 old access pts
Project Year: 2010	Length: 0.34	ST	PE	\$16	
Funding: LO ST	Location: E 1326 Road from County Rds N 1000 to N 1031	ST	R/W	\$40	
	Work Type: Grading Surfacing	\$320			Provide funds to Douglas County to extend county road E 1326 for access to US-59 due to loss of existing access points to US-59. Max K= 210,000

TIP#: STHWY – 62	KDOT#: K-7888-02	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: KDOT	Route: US-59	FED	CONST	\$35,140	Surfacing 4L Freeway construction in accordance with Prj#K-6318-01
Project Year: 2010	Length:	ST	CONST	\$8,785	
Funding: STP ST	Location: FR-DG Co Line, N to 2L/4L Div	FED	PE	\$1,600	
	Work Type: Surfacing	ST	PE	\$400	
		\$45,925			

Traffic Signal/Intersection Improvement

TIP#: TRFSG – 119	KDOT#: KA-1186-01	Source	Phase	Cost x 1,000's	Comment	
Jurisdiction: LAW KDOT	Route: US HWY 40 (6th St)	LOC	CONST	\$250	ITS Project Signal Synchronization Funded 50% by state	
		ST	CONST	\$250		
				\$500		
Project Year: 2009	Length: 1.3					
Funding: ST LO	Location: Massachusetts to Iowa					
	Work Type: Signal					

TIP#: TRFSG – 118	KDOT#: U-2041-01	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: N. 2nd Street (US 40/59)	FED	CONST	\$1,000	Project unable to find bidder.
		LOC	CONST	\$300	
Project Year: 2010	Length: 0.2	LOC	PE	\$200	
		LOC	R/W	\$100	
				\$1,600	
Funding: STP LO	Location: at Locust Street				
	Work Type: Grading Surfacing				

TIP#: TRFSG – 115

KDOT#: not assigned

Source Phase Cost x 1,000's

Comment

Jurisdiction: KDOT
DGCO
EUD

Route: Route 1061
(Church St)

LOC	CONST	\$1,730
ST	CONST	\$704
LOC	PE	\$346
LOC	R/W	\$100

Reconst to allow for K-10 widening & Rte 1061
(Church St) bridge widening No funding
programmed

Project Year: 2012

Length: 0.2

\$2,880

Funding:

Location: at K-10

Work Type:

Interchange

Transit Improvements

TIP#: TRNST – 351	KDOT#: KS-03-0043	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	FED	CAP-83	\$881	Capital-83% Fixed Route Bus Replacement
Project Year: 2008	Length: 0	LOC	CAP-83	\$639	
Funding: 5309	Location: City-wide			\$1,520	
	Work Type: Special Work				

TIP#: TRNST – 352	KDOT#: KS-15-X002	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	FED	CAP-100	\$400	Capital-100% Fixed Route Bus Replacement
Project Year: 2008	Length: 0			\$400	
Funding: 115	Location: City-wide				
	Work Type: Special Work				

TIP#: TRNST – 354	KDOT#: KS-90-X???	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	FED	OPRT-50	\$960	Operating Assistance- 50%. FY08 SAFETEA-LU Actual Apportionment
Project Year: 2008	Length: 0	LOC	OPRT-50	\$960	
Funding: 5307 LO	Location: City-wide			\$1,920	
	Work Type: Special Work				

TIP#: TRNST – 355	KDOT#: KS-90-X???	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	FED	PREVMN	\$348	Preventive Maintenance - 80%. FY08 SAFETEA-LU Actual Apportionment
Project Year: 2008	Length: 0	LOC	PREVMN	\$87	
Funding: 5307 LO	Location: City-wide			\$435	
	Work Type: Special Work				

TIP#: TRNST – 356	KDOT#: KS-90-X???	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	FED	PLN/PRG	\$165	Planning- Program Support Admin- 80%. FY08 SAFETEA-LU Actual Apportionment
Project Year: 2008	Length: 0	LOC	PLN/PRG	\$41	
Funding: 5307 LO	Location: City-wide			\$206	
	Work Type: Special Work				

TIP#: TRNST – 357	KDOT#: KS-90-X???	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	FED	TRAIN	\$7	Training - 80%. FY08 SAFETEA-LU Actual Apportionment
Project Year: 2008	Length: 0	LOC	TRAIN	\$2	
Funding: 5307 LO	Location: City-wide			\$9	
	Work Type: Special Work				

TIP#: TRNST – 358	KDOT#: KS-90-X???	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	FED	SEC	\$15	Security & Security 80% - FY08 SAFETEA LU Actual Amount
Project Year: 2008	Length: 0	LOC	SEC	\$4	
Funding: 5307	Location: City-wide			\$19	
	Work Type: Special Work				

TIP#: TRNST – 359	KDOT#: KS-90-X???	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	FED	CAP-83	\$147	Capital- Bus & Bus Facilities-- Fleet Replacement -83%
Project Year: 2008	Length: 0	LOC	CAP-83	\$30	
Funding: 5309	Location: City-wide			\$177	
LO	Work Type: Special Work				

TIP#: TRNST – 360	KDOT#: not assigned	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	LOC	OTHER	\$990	Capital-Bus Acquisition KU Parking & Transit
Project Year: 2008	Length: 0			\$990	
Funding: LO	Location: City-wide				
	Work Type: Special Work				

TIP#: TRNST – 368	KDOT#: KS-03-X???	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: Cottonwood	FED	CAP-80	\$36	Capital Assistance Vehicle Replacement 80% FY09 Estimated Amount
Project Year: 2008	Length: 0	LOC	CAP-80	\$9	
Funding: 5310	Location: City-wide			\$45	
	Work Type: Special Work				

TIP#: TRNST – 370	KDOT#: not assigned	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: Independence Inc	FED	CAP-80	\$43	Capital Assistance Replacement Van
Project Year: 2008	Length: 0	LOC	CAP-80	\$11	
Funding: 5311	Location: City-wide			\$54	
	Work Type: Special Work				

TIP#: TRNST – 372	KDOT#:	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: Independence Inc	FED	OTHER	\$4	
Project Year: 2008	Length: 0			\$4	
Funding: 5310	Location: City-wide				
	Work Type: Special Work				

TIP#: TRNST – 361	KDOT#: KS-90-X???	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	FED	OPRT-50	\$960	Operating Assistance- 50%. FY09 Estimated Apportionment
Project Year: 2009	Length: 0	LOC	OPRT-50	\$960	
Funding: 5307 LO	Location: City-wide			\$1,920	
	Work Type: Special Work				

TIP#: TRNST – 362	KDOT#: KS-90-X???	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	FED	PREVMN	\$348	Preventive Maintenance - 80%. FY09 Estimated Apportionment
Project Year: 2009	Length: 0	LOC	PREVMN	\$87	
Funding: 5307 LO	Location: City-wide			\$435	
	Work Type: Special Work				

TIP#: TRNST – 363	KDOT#: KS-90-X???	Source	Phase	Cost x 1,000's	Comment
Jurisdiction: LAW	Route: City-wide	FED	PLN/PRG	\$165	Planning- Program Support Admin- 80%. FY09 Estimated Apportionment
Project Year: 2009	Length: 0	LOC	PLN/PRG	\$41	
Funding: 5307 LO	Location: City-wide			\$206	
	Work Type: Special Work				

TIP#: TRNST – 364

KDOT#: KS-90-X???

Source Phase Cost x 1,000's

Comment

Jurisdiction: LAW

Route: City-wide

FED	TRAIN	\$7
LOC	TRAIN	\$2

Training - 80%. FY09 Estimated Apportionment

Project Year: 2009

Length: 0

\$9

Funding:

5307

Location: City-wide

Work Type:

LO

Special Work

TIP#: TRNST – 365

KDOT#: KS-90-X???

Source Phase Cost x 1,000's

Comment

Jurisdiction: LAW

Route: City-wide

FED	SEC	\$15
LOC	SEC	\$4

Security and Safety80% FY09 Estimated Amount

Project Year: 2009

Length: 0

\$19

Funding:

LO

Location: City-wide

Work Type:

5307

Special Work

TIP#: TRNST – 366

KDOT#: KS-90-X???

Source Phase Cost x 1,000's

Comment

Jurisdiction: LAW

Route: City-wide

FED	CAP-83	\$1,859
LOC	CAP-83	\$381

Capital -83% Fixed Route Bus Replacement
FY09 Requested Amount

Project Year: 2009

Length: 0

\$2,240

Funding:

LO

Location: City-wide

Work Type:

5309

Special Work

FY 2008-2012
TRANSIT PROJECT LISTING

FY 2008-2012 Lawrence-Douglas County Transit Projects

2008

TIP#	351	KDOT #	KS-03-0043	Source	Phase	Cost x 1,000's	Comments
				FED	CAP-83	\$881	Capital-83% Fixed Route Bus Replacement
Jurisdiction	LAW	Route	City-wide	LOC	CAP-83	\$639	
Funding		Length	0			\$1,520	
5309		Location	City-wide				

TIP#	352	KDOT #	KS-15-X002	Source	Phase	Cost x 1,000's	Comments
				FED	CAP-100	\$400	Capital-100% Fixed Route Bus Replacement
Jurisdiction	LAW	Route	City-wide			\$400	
Funding		Length	0				
115		Location	City-wide				

TIP#	354	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	OPRT-50	\$960	Operating Assistance- 50%. FY08 SAFETEA-LU Actual Apportionment
Jurisdiction	LAW	Route	City-wide	LOC	OPRT-50	\$960	
Funding		Length	0			\$1,920	
5307 LO		Location	City-wide				

2008

TIP#	355	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	PREVMN	\$348	Preventive Maintenance - 80%. FY08 SAFETEA-LU Actual Apportionment
Jurisdiction	LAW	Route	City-wide	LOC	PREVMN	\$87	
Funding		Length	0				\$435
5307		Location	City-wide				
LO							

TIP#	356	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	PLN/PRG	\$165	Planning- Program Support Admin- 80%. FY08 SAFETEA-LU Actual Apportionment
Jurisdiction	LAW	Route	City-wide	LOC	PLN/PRG	\$41	
Funding		Length	0				\$206
5307		Location	City-wide				
LO							

TIP#	357	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	TRAIN	\$7	Training - 80%. FY08 SAFETEA-LU Actual Apportionment
Jurisdiction	LAW	Route	City-wide	LOC	TRAIN	\$2	
Funding		Length	0				\$9
5307		Location	City-wide				
LO							

TIP#	358	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	SEC	\$15	Security & Security 80% - FY08 SAFETEA LU Actual Amount
Jurisdiction	LAW	Route	City-wide	LOC	SEC	\$4	
Funding		Length	0				\$19
5307		Location	City-wide				

2008

TIP#	359	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	CAP-83	\$147	Capital- Bus & Bus Facilities-- Fleet Replacement -83%
Jurisdiction	LAW	Route	City-wide	LOC	CAP-83	\$30	
Funding		Length	0			\$177	
5309		Location	City-wide				
LO							

TIP#	360	KDOT #	not assigned	Source	Phase	Cost x 1,000's	Comments
				LOC	OTHER	\$990	Capital-Bus Acquisition KU Parking & Transit
Jurisdiction	LAW	Route	City-wide			\$990	
Funding		Length	0				
LO		Location	City-wide				

TIP#	368	KDOT #	KS-03-X???	Source	Phase	Cost x 1,000's	Comments
				FED	CAP-80	\$36	Capital Assistance Vehicle Replacement 80% FY09 Estimated Amount
Jurisdiction	LAW	Route	Cottonwood	LOC	CAP-80	\$9	
Funding		Length	0			\$45	
5310		Location	City-wide				

TIP#	370	KDOT #	not assigned	Source	Phase	Cost x 1,000's	Comments
				FED	CAP-80	\$43	Capital Assitance Replacement Van
Jurisdiction	LAW	Route	Independence Inc	LOC	CAP-80	\$11	
Funding		Length	0			\$54	
LO		Location	City-wide				
5311							

2008

TIP#	372	KDOT #		Source	Phase	Cost x 1,000's	Comments
				FED	OTHER	\$4	
Jurisdiction	LAW	Route	Independence Inc			\$4	
Funding		Length	0				
5310		Location	City-wide				
<hr/>							
TIP#	361	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	OPRT-50	\$960	Operating Assistance- 50%. FY09 Estimated Apportionment
Jurisdiction	LAW	Route	City-wide	LOC	OPRT-50	\$960	
Funding		Length	0			\$1,920	
5307		Location	City-wide				
LO							
<hr/>							
TIP#	362	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	PREVMN	\$348	Preventive Maintenance - 80%. FY09 Estimated Apportionment
Jurisdiction	LAW	Route	City-wide	LOC	PREVMN	\$87	
Funding		Length	0			\$435	
5307		Location	City-wide				
LO							
<hr/>							
TIP#	363	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	PLN/PRG	\$165	Planning- Program Support Admin- 80%. FY09 Estimated Apportionment
Jurisdiction	LAW	Route	City-wide	LOC	PLN/PRG	\$41	
Funding		Length	0			\$206	
5307		Location	City-wide				
LO							

2009

TIP#	364	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	TRAIN	\$7	Training - 80%. FY09 Estimated Apportionment
Jurisdiction	LAW	Route	City-wide	LOC	TRAIN	\$2	
Funding		Length	0			\$9	
5307		Location	City-wide				
LO							

TIP#	365	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	SEC	\$15	Security and Safety80% FY09 Estimated Amount
Jurisdiction	LAW	Route	City-wide	LOC	SEC	\$4	
Funding		Length	0			\$19	
LO		Location	City-wide				
5307							

TIP#	366	KDOT #	KS-90-X???	Source	Phase	Cost x 1,000's	Comments
				FED	CAP-83	\$1,859	Capital -83% Fixed Route Bus Replacement FY09 Requested Amount
Jurisdiction	LAW	Route	City-wide	LOC	CAP-83	\$381	
Funding		Length	0			\$2,240	
LO		Location	City-wide				
5309							

FY 2006-2007 ANNUAL LISTING OF PROJECTS

Memorandum
 City of Lawrence
 Planning and Development Services Department

TO: Lawrence-Douglas County Planning Commission/MPO Members
FROM: Davonna C. Moore, Transportation Planner
CC: Scott McCullough, Director of Planning & Development Services
Date: April 23, 2008
RE: FY06-FY07 Obligated TIP Projects

The table below describes projects listed in the FY 2006-2009 Transportation Improvement Program (TIP) that were obligated in federal fiscal years 2006 and 2007. The listing currently shows two years because it had not been required in the past the TIP. This listing will be presented to the MPO Policy Board every year regardless of the TIP update cycle. The purpose of this listing is to illustrate to the progress of transportation projects in the region. The projects are listed based on the year the federal funds obligated. The federal amount represents the federal funds spent on the project; the total amount includes the federal and local amount.

This listing does not require MPO, state, or federal action. The listing will be made available on the Lawrence planning website and mailed to the Kansas Department of Transportation who will then distribute the listing to the Federal Highway Administration and the Federal Transit Administration for informational purposes.

Summary:

Fiscal year 2006: Federal-\$8,849,939 Total-\$12,792,494

Fiscal Year 2007: Federal-\$1,403,699 Total-\$2,009,324

Grand Total: Federal-\$10,253,368 Total-\$14,802,118

PROJECTS WITH ORIGINAL AUTHORIZATIONS IN FFY 2006-2007									
PROJECT SPONSOR	PROJECT NUMBER	FUND TYPE	FHWA/KDOT PROJECT #	PROJECT LOCATION	IMPROVEMENT TYPE	PROJECT DESC.	FEDERAL OBLIGATED	TOTAL AMOUNT	
Obligation Year -2006									
Douglas County	TIP#221	BR	C-4121-01	Route 442-Over Captain Creek	Bridge	Bridge Replacement	\$644,000	\$908,000	
Douglas County	TIP#200	STP	C-3890-01	Route 1055-3/4 mi s/o Co. Route 438	Bridge	Bridge Replacement	\$877,000	\$1,479,000	
Lawrence	TIP# 202	BR	U-1956-01	Kasold Bridge (over I-70)	Bridge	Bridge Replacement	\$2,268,000	\$3,626,000	
Lawrence	TIP# 17	STP	U-2040-01	Kasold Drive-Peterson to I-70)	Street & Highway	Grading and Surfacing	\$2,760,000	\$3,670,000	
KDOT/ Baldwin City	TIP# 14	TE	TE-0271-01	High St: 9-6 th & 1-1/2 blocks on 8 th	Street & Highway	Streetscape Improvements	\$1,286,000	\$1,730,000	
KDOT/ Baldwin City	TIP #16	TE	TE-0259-01	High St: over Taury Creek	Street & Highway	Historic Bridge Rehab	\$928,000	\$1,271,000	
Cottonwood	NA	5310	NA	Capital	Transit	One Replacement Ramp Mini-Van	\$21,203	\$26,504	
Independence Inc.	TIP# 329	5311	NA	Capital	Transit	One Replacement Ramp Accessible Minivan	\$24,336	\$30,420	
Independence Inc.	NA	5311	NA	Operating	Transit	Operating Expense Reimbursement	\$41,400	\$51,570	
							2006 Total:	\$8,849,939	\$12,792,494
Obligation Year-2007									
Lawrence	TIP# 58	STP	U-2041-01	2 ND and Locust	Intersection Improvement	Geometric Improvement/ Signals	\$1,380,000	\$1,980,000	
Independence Inc.	TIP# 353	5311	NA	None	Capital	One Replacement Ramp Accessible Minivan	\$23,699	\$29,624	
							2007 Total:	\$1,403,699	\$2,009,324
							GRAND TOTAL:	\$10,253,638	\$14,802,118

TRANSPORTATION IMPROVEMENT PROGRAM POLICY

Transportation Improvement Program (TIP) Policy

The Transportation Improvement Program (TIP) Policy describes the TIP development process, methods in amending the TIP, and defining what a “regionally significant” project shall consist of. This policy provides an overview of the guidelines to be used in the development and maintenance of the TIP along with the activities involved in these processes.

TIP Defined

The Transportation Improvement Program is a multi-year listing of federally funded and regionally significant projects selected to improve the transportation network for the Lawrence-Douglas County area. The TIP discusses multimodal development which focuses not only on motor vehicles but also transit, bicycle, pedestrian, and airport improvements.

By virtue of federal law, the TIP document must outline at least a four-year program of: 1) all federally funded priority transportation projects, and 2) all regionally significant priority projects, regardless of funding source. The TIP must be updated at least every four years, on a schedule compatible with that of the State Transportation Improvement Program (STIP), and projects included in the TIP must be consistent with the Lawrence-Douglas County Metropolitan Planning Organization’s (MPO) Long-Range Transportation Plan. Additionally, the TIP must be financially constrained and include only those projects for which funding has been identified, using current or reasonably available revenue sources. The Lawrence-Douglas County MPO is responsible for developing the TIP in cooperation with the state and the local transit operators, each of whom cooperatively determine their responsibilities in the planning process.

TIP Development

Project Funding

Projects in the TIP are funded through Federal funds called STP (Surface Transportation Program and BR (Bridge) funds. These funds are allocated to the City of Lawrence and Douglas County by KDOT. The City of Lawrence and Douglas County then identify projects for federal funding in their respective Capital Improvement Programs (CIP). Coordination from the city and county with the MPO occurs to ensure the projects identified for funding are consistent with the MPO’s Long-Range Transportation Plan (LRTP). Assistance with determining project consistency is conducted with the help of the MPO decision making bodies: the Technical Advisory Committee and the MPO Policy Board. The Lawrence-Douglas County MPO requires a project to be sponsored by a governmental jurisdiction to assure that the matching funds will be available.

Project Evaluation and Selection

Once the approved list of projects are incorporated into the TIP, project sponsors are allowed to request federal funding for project costs. Using federal share often requires a minimum match by the sponsoring agency/jurisdiction. Project sponsors are financially responsible for any change orders after obligation of federal funds. However, *unless* the federal share is capped, any change orders or cost overruns are eligible for federal funding.

Local governments are responsible for submitting projects in the Surface Transportation - Suballocated (STP-S), Transportation Enhancements (TE), other funding categories in consultation with the MPO and KDOT. The MPO staff, along with the MPO decision making bodies: the Technical Advisory Committee and MPO Policy Board, will evaluate local projects submitted for inclusion in the TIP with respect to how well they meet with the current transportation legislative bill, SAFETEA-LU (*Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*) planning factors. These planning factors act as an inclusive and strategic framework to ensure that the needs of transportation system and its users are represented. These planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

In addition, to these planning factors projects including in the TIP should be consistent with the Goals and Objectives outlined in the MPO's Long-Range Transportation Plan.

TIP Approval

Once reviewed by the Technical Advisory Committee and the MPO Policy Board, the TIP will be released for public review for 30 days as required the MPO's Participation Plan. Comments received from the public will be reported to the MPO bodies where decisions pertaining to revising the document will be made before the final approval of the document. Final approval comes from the MPO Policy Board and the Governor who delegates this responsibility to KDOT.

Amendment Process

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

TIP (Transportation Improvement Program) *Administrative Revisions*

The following actions are eligible as Administrative Amendments to the TIP:

- ◆ Obvious minor data entry errors.
- ◆ Splitting or combining projects.
- ◆ Minor adjustments in expenditure for transit or roadway projects
- ◆ Changes or clarifying elements of a project description (with no change in funding). This would generally be less than 20% change in project scope. This change would not alter the original project intent.
- ◆ Roadway project phase cost estimate changes less than 20%

The Administrative Revisions process consists of a letter of notification from the MPO (Metropolitan Planning Organization) to all other involved parties: KDOT, FTA and FHWA. No public notification is required for Administrative Revisions. The MPO must verify with KDOT that funds are available for the cost estimate changes.

TIP (Transportation Improvement Program) *Major Amendments*

Major Amendments to the TIP involves a change in scope that alters the original intent of the project by adding or deleting a phase for projects, and adding or deleting a new project to the TIP. Typically, these types of projects present the following:

- ◆ Add or delete a project
- ◆ Shift projects within the TIP period
- ◆ Increase capacity of the transportation network
- ◆ Determined to be regionally significant projects
- ◆ Major ITS projects
- ◆ Increase in funding by more than 20% of original cost.

The Major Amendment process consists of first putting the amendment on the agenda for discussion at the TAC and MPO. Next, the amendment must be publicly advertised and/or posted on the MPO web site. Following the 15-day required comment period, all comments will receive a response, either individually or in a summary form. There is no requirement for a public hearing. The Major Amendment follows the MPO approval process for action.

The MPO must verify from KDOT/local jurisdiction that funds are available for the cost estimate changes if these changes are not offset by cost reductions or shifting of other projects. The MPO is responsible for notification to KDOT and FHWA/FTA of action taken and assuring that the Major Amendment process and public notification procedures have been followed.

Regionally Significant Projects

The TIP shall include all federally funded projects and regionally significant projects proposed to be funded with non-Federal funds. Regionally significant projects are defined as projects whose impacts will affect travel patterns outside the MPO boundary area. Regionally significant project means a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region; major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all arterial roadways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Roadways

All projects designed to add capacity to roadway segments that are designated as "regionally significant" must be listed in the Transportation Improvement Program (TIP). At a minimum these roadways are defined as roads with a functional classification of arterial or higher. The functional classification of roadways in the region is determined by the designation of roadway classifications shown in the MPO approved Long Range Transportation Plan, and on the Functional Classification Map approved by the MPO and the Federal Highway Administration (FHWA) in conjunction with the Kansas Department of Transportation (KDOT).

Determining whether projects located on roads classified as collectors are "regionally significant" will be determined by factors that define the importance of the road. Additional roadway segments classified as urban collectors or rural major collectors may also be added by MPO approval to the list of roads defined as "regionally significant" if one or more of the following criteria are met:

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

All roadway segments designated as "regionally significant" and located in the urbanized area of the region will be included in the regional traffic demand model used by the MPO.

Roadway segments designated as “regionally significant” and located outside of the region’s urbanized area may be included in the regional traffic demand model if they are located in the area covered by the model network approved by the MPO.

Transit

Regionally Significant transit projects, at a minimum, are defined as projects that will connect to other transit services in communities within the MPO Boundary, such as the K-10 Connector which connects Lawrence to Johnson County. Other regionally significant transit projects can include maintenance and operations facilities such as a dispatch office, garage, stations, etc...that serve transit and/or paratransit operations that operate throughout the Lawrence urbanized Area and typically operate for at least ten hours per day. Major transfer points with transit amenities (bus shelters, posted schedules, etc.) may also be “regionally significant” locations.

Non-motorized Modes

Bikeways, including multi-use paths, bike lanes, and bike routes should be considered to be regionally significant if the roadway in the same right-of-way or the nearest parallel roadway is designated as “regionally significant.” In addition, trails that connect the communities within the MPO Boundary as well as outside the boundary shall be considered regionally significant.

Sidewalks and other pedestrian facilities should be considered to be regionally significant if the roadway in the same right-of-way or the nearest parallel roadway is designated as “regionally significant.”

MPO Self Certification

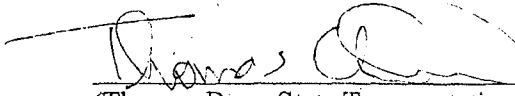
The Kansas Department of Transportation and ^{Lawrence-Douglas County Metropolitan} ~~(appropriate MPO)~~ ^{Planning} certify that the metropolitan ^{Organizati} transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



(Grant Eichhorn, MPO Chair)

4-24-08
Date



(Thomas Dow, State Transportation Planner)

4-25-08
Date