

RESOLUTION

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

WHEREAS, the Unified Planning Work Program (UPWP) of the MPO identifies the planning objectives, methodologies, planning products, and the functional and financial responsibilities of all participating planning entities in carrying out the MPO work for the region each year; and,

WHEREAS, a UPWP for each MPO must be adopted annually, and amended when necessary, in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and related laws and regulations.

NOW, THEREFORE BE IT RESOLVED that the Lawrence-Douglas County Metropolitan Planning Organization hereby approves the Budget and Text Amendments to the 2009 Unified Planning Work Program described below and shown on the attachments to this resolution on this _____ day of _____ 2009.

2009 UPWP Budget and Text Changes

- Adjust the budget to reflect the actual 2009 sub-allocation of Consolidated Planning Grant funds from KDOT to the L-DC MPO
- Adjust the budget to reflect the addition of USDOT Section 5304 Statewide Planning Grant funding from KDOT to the Lawrence-University of Kansas Transit Study work task described in the UPWP text along with matching funds from the City of Lawrence and the University of Kansas
- Adjust the budget to reflect the partial MPO funding of the GIS Planner and GIS Analyst that contribute valuable GIS and web site services to the MPO
- Add a new work task for the development of a Title VI Plan to the UPWP as requested by KDOT and described in the revised UPWP text and budget

Davonna Moore, L-DC MPO Chairperson

Scott McCullough, L-DC MPO Secretary

2009

UNIFIED PLANNING WORK PROGRAM

Prepared for the Lawrence-Douglas County Metropolitan Planning Organization

**Prepared by the Lawrence-Douglas County Planning & Development Services
Department**

Approved by the L-DC MPO on November 19, 2008

Amended by the L-DC MPO on _____, 2009

The preparation of this document was financed through a Consolidated Planning Grant composed of Federal Transit Administration 5303 funds and Federal Highway Administration PL funds.

**2009
Unified Planning Work Program**

Lawrence-Douglas County Metropolitan Planning Organization

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**Lawrence – Douglas County Metropolitan Planning Organization
(L-DC MPO)
2009 Unified Planning Work Program
January 1 – December 31, 2009**

INTRODUCTION

Federal regulations (i.e., 23 CFR § 420 and 23 CFR § 450.308) require each Metropolitan Planning Organization (MPO) to develop a Unified Planning Work Program (UPWP) in cooperation with the state transportation agency (i.e., the Kansas Department of Transportation, KDOT) and the public transit provider serving the region (i.e., City of Lawrence Transit – the T).

The purpose of the UPWP is to identify the transportation planning activities proposed by each of these three cooperative partners in the metropolitan transportation planning process and the source of funds proposed to pay for these activities. Because federal law (i.e., 23 USC § 134 and 49 USC § 5303 & 5304) requires certain transportation planning products (i.e., metropolitan transportation plan, transportation improvement program, unified planning work program, public participation plan) to be created and adopted on a periodic basis, the UPWP is also intended to provide a framework for ensuring that these required documents are produced in a timely fashion.

Roles of the Cooperative Partners in the MPO Process

The Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) is the lead cooperative partner responsible for undertaking the federally required Continuing, Comprehensive and Cooperative (3-C) transportation planning process within the Lawrence-Douglas County Metropolitan Planning Area (MPA). This includes developing, in cooperation with KDOT and Lawrence Transit, the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) which together establish the planning policy and transportation investment priorities for the MPA. The L-DC MPO is designed to foster cooperation among local governments in the region in order to plan for and develop a multi-modal transportation system that meets the mobility needs of the area's residents and serves the region's economy. The L-DC MPO is interested in planning and developing mobility systems that meet the needs of both the urban and rural areas within the MPA, and with fostering cooperation and coordination between the transportation investments and land use decisions made throughout Douglas County.

The Kansas Department of Transportation (KDOT) is the liaison between the L-DC MPO and federal transportation agencies (Federal Highway Administration/FHWA and Federal Transit Administration/FTA). KDOT performs two distinct roles in the metropolitan transportation planning process. First, KDOT is one of the cooperative partners and fully participates in the development and implementation of the MTP and the TIP as well as other L-DC MPO planning activities. Second, KDOT performs an oversight role. In this role, KDOT is responsible for approving the TIP and UPWP, and periodically certifying to the FHWA and FTA that the

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Lawrence-Douglas County metropolitan transportation planning process meets all state and federal requirements. KDOT is also responsible for ensuring that the L-DC MPO complies with all federal grant management regulations.

The City of Lawrence Transit System (the T) is also an important cooperative partner in the MPO transportation planning process and fully participates in the development and implementation of the MTP and the TIP by providing a transit operations perspective in MPO discussions. Lawrence Transit's primary responsibility is the operation of the public transit system within Lawrence, but the T staff also performs certain planning functions carried out in coordination with the MPO.

Required MPO Planning Products and Their Status

Metropolitan Transportation Plan (MTP)

The L-DC MPO recently completed a new MTP (called the Transportation 2030 Long Range Transportation Plan) that is compliant with SAFETEA-LU planning regulations. This new plan was approved on March 26, 2008 and will be in force until April 2013 or until its replacement is approved. This effort involved staff work by the MPO and its consultant team over a tight timeline of less than a year. KDOT staff was invaluable in providing technical assistance with the regional travel demand modeling portion of this planning effort. A new MTP must be adopted at least once every five years.

Transportation Improvement Program (TIP)

The TIP is a major implementation tool for the Metropolitan Transportation Plan (MTP). The TIP is essentially the gatekeeper document for all improvements to regionally significant routes and for the use of federal funds. If a project in the Metropolitan Planning Area (MPA) is regionally significant and/or needs federal funding then it must be listed in the TIP. Otherwise the project cannot proceed. On April 23, 2008 the L-DC MPO completed a new TIP. A new TIP must be adopted at least once every four years.

In order to comply with Federal regulations the L-DC MPO also works with KDOT to produce an annual list of surface transportation projects for which Federal funds were obligated in the past year. This list will be produced by the MPO staff each year as a separate document, and the lists that have been produced since the last TIP adoption will be included in each new TIP update.

Unified Planning Work Program (UPWP)

In 2008 the L-DC MPO completed a Unified Planning Work Program (UPWP) for 2009 that is SAFETEA-LU compliant. The annual UPWP describes the work of MPO staff and consultants and will guide the development cycle of major work products through the metropolitan transportation planning process. This document also contains a budget used to program federal Consolidated Planning Grant funds used by the L-DC MPO to carry out the 3-C planning process in Douglas County.

Public Participation Plan (PPP)

A new PPP that meets all of the SAFETEA-LU regulations is now being completed and will be scheduled for MPO approval in early 2009. The MPO staff reviewed the planning regulations pertaining to the development of a PPP and conferred with FHWA, FTA, and KDOT staffs about what is needed to convert the existing 2004 Public Involvement Plan into a SAFETEA-LU compliant PPP. The MPO staff drafted the new PPP and sent it to the Technical Advisory Committee (TAC) for review in late 2008. The new PPP is scheduled for MPO review and approval in early 2009. This new PPP will bring our public involvement process fully into compliance with federal rules. This PPP will cover the review and approval processes for all MPO documents and projects. It will also outline the public involvement process used by the Lawrence Transit staff.

Metropolitan Planning Agreement

The roles and responsibilities of the planning partners can be further clarified in a cooperative metropolitan planning agreement. This agreement is described in the federal metropolitan planning regulations. Our MPO will comply with those regulations by producing and approving an agreement in 2009.

Regional Intelligent Transportation Systems (ITS) Architecture

The L-DC MPO also completed a regional ITS Architecture in 2008 that meets SAFETEA-LU planning requirements. ITS deployment is the application of advanced technologies in the information processing, communications, control, and/or electronics of transportation. The ITS Architecture includes applications in the areas of traffic control, traveler information, public transportation, and incident management. This architecture shows how the people and agencies involved in transportation planning and operations will relate to each other as well as how all of the technology will be integrated. Institutional and technological integration are important parts of this architecture.

Potential benefits from the new ITS Architecture include more efficient use of the transportation infrastructure, energy savings, and improvements in safety, mobility, accessibility, and productivity.

2008 UPWP Accomplishments

- Completed and executed a MPO Re-designation Agreement that changed the composition of the MPO from appointed to primarily elected officials
- Established a re-designated MPO for the Lawrence-Douglas County Metropolitan Planning Area
- Approved a major amendment to the 2008-2012 TIP that programmed new funding awarded to the region, edited the text, added a project locations map, served as the program of projects for Lawrence Transit, and made several updates to the project listings
- Completed and approved a new Metropolitan Transportation Plan
- Completed and accepted the Regional ITS Architecture for the Lawrence-Douglas County Area

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- Began an extensive review of the Bicycle Facilities Map and Bicycle Plan
- Completed a Bicycle Friendly Cities application for Lawrence that was sent to the League of American Bicyclists
- Became increasingly involved in transit discussions as the November 4th vote on transit funding approached
- Drafted the new Public Participation Plan
- Attended stakeholder meetings and numerous other staff level meetings for the development of the KDOT sponsored 5-County Regional Transportation Study covering Douglas, Johnson, Wyandotte, Miami and Leavenworth Counties
- Attended stakeholder meetings and numerous other staff level meetings for the development of the KDOT sponsored US 56 Highway Corridor Study covering 22 miles of highway from the I-35 Interchange near Gardner to the US 59 Intersection in Douglas County
- Reviewed the latest KDOT and FHWA approved roadway functional classification maps for Lawrence and Douglas County and compared those maps to the classification maps shown in the T2030 Metropolitan Transportation Plan
- Completed and approved this 2009 UPWP
- Completed quarterly billing packages and submitted them to KDOT for the 4th Quarter 2007, 1st Quarter 2008, 2nd Quarter 2008 and 3rd Quarter 2008
- Reviewed the quarterly billing process and improved it to make it more efficient and more accurate

Anticipated Major Planning Activities for 2009

Program Support & Administration

- Review the new MPO Re-designation Agreement and work with the planning partners involved in the Lawrence-Douglas County MPO process to educate new MPO members, create MPO bylaws, and begin the MPO process involving elected officials
- Develop and approve a Metropolitan Planning Agreement for the re-designated MPO
- Develop a Unified Planning Work Program for 2010, send a draft to KDOT, FHWA and FTA on or before August 31st, and moved it to the MPO for approval in November
- Send the new Public Participation Plan to the MPO for approval
- Develop a new Title VI Plan to describe how the L-DC MPO will encourage participation from all citizens in the MPO processes and discourage discrimination

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Short Range Transportation Planning

- Review the area's development codes and develop a new set of access management guidelines and standards for use by developers, current planning staff, and others in designing and reviewing roadways and land development projects
- Assist the Lawrence and Douglas County staffs in their review of major land development projects that have potential impacts on the regional transportation system

- Update the Transportation Improvement Program as needed

Long Range Transportation Planning

- Transfer the regional travel demand model to the MPO staff for future operation and maintenance
- Update and check the accuracy of the Bicycle Facilities Map, make revisions to it, and rename it the Bikeway System Map
- Update the Functional Classification Maps for Lawrence and Douglas County and make those FHWA-approved maps consistent with the latest functional classification maps included in the Metropolitan Transportation Plan (T2030 document)
- Participate in the KDOT-sponsored 5-County Regional Transportation Study
- Participate in the KDOT-sponsored US Highway 56 Corridor Study
- Review and assist KDOT to the extent practical with their development of a statewide freight study
- Review and utilize the ITS Architecture for the Lawrence-Douglas County Region
- Review and comment on draft long range plans for the region and sub-areas, including draft changes to the Comprehensive Plan (Horizon 2020) document
- Monitor air quality issues as they relate to regional transportation planning

Public Transportation Planning

- Assist the City of Lawrence and the University of Kansas staffs with planning a new transit system for Lawrence that coordinates, consolidates or merges the Lawrence T and the KU on Wheels services into one integrated system meeting the needs of the general public and the KU population
- Discuss paratransit issues and challenges with specialized transit providers in Coordinated Transit District -1 and assist those providers with incorporating paratransit topics into the MPO process and the Metropolitan Transportation Plan
- Review the existing Coordinated Public Transit–Human Services Transportation Plan for Douglas County and begin the process of updating this plan in coordination with KDOT staff and CTD-1 transit providers in preparation for the L-DC MPO approval of a new plan in 2010

1. PROGRAM SUPPORT AND ADMINISTRATION

Background/Previous Work:

Program Support and Administration includes providing program support, grant administration, and interagency coordination in relation to the Consolidated Planning Grant (CPG) allocated by KDOT to the L-DC MPO. The CPG is comprised of Planning (PL) funds from the FHWA and Section 5303 funds from the FTA. The Lawrence-Douglas County Planning & Development Services Department provides staff support services for the L-DC MPO.

The L-DC MPO was recently re-designated with a voting membership consisting of mostly elected officials from around Douglas County. This newly composed MPO includes representatives from all of the cities in the county and replaces the Lawrence-Douglas County Planning Commission that had served as the region's MPO since 1982. This re-designated MPO will manage the metropolitan transportation planning process in compliance with applicable federal laws (i.e., SAFETEA-LU), federal regulations (i.e., 23 USC § 134), and the terms set forth in the L-DC MPO Re-designation Agreement signed by KDOT, Douglas County and Lawrence. The L-DC MPO and its staff will administer CPG funds in accordance with 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments and OMB Circular A-87 – Cost Principles for State, Local, and Indian Tribal Governments.

During the last quarter of 2008 the MPO staff provided new MPO members with a brief overview of what their role is as the MPO and a brief description of what they approve and when. The MPO staff also informed the new MPO members that they needed to create bylaws within six months, and MPO staff began the process of drafting those bylaws.

As noted in the L-DC MPO Re-Designation Agreement, the KDOT representative on the MPO began their service as the first Chairperson for our region's re-designated MPO and scheduled the first meeting of this group for early in 2009.

Program Objectives:

- To focus L-DC MPO staff and funding resources so that all of the required MPO documents (MTP, TIP, UPWP, PPP) stay current and the L-DC MPO remains in compliance with USDOT metropolitan planning regulations
- To provide overall management of the continuing, comprehensive and cooperative (3-C) transportation planning process
- To provide funding and administrative assistance for the procurement and administration of MPO-approved contracts for professional services, printing, and other services needed by the MPO to carry out the 3C process
- To provide staff support services to the L-DC MPO and Technical Advisory Committee and encourage communication within and between these groups
- To provide training opportunities and funding for MPO staff and MPO members so that they can learn more about the MPO process
- To provide administrative assistance to the L-DC MPO for the administration of Consolidated Planning Grant funds used for MPO operations

- To produce documents needed for the support and administration of the regional MPO planning program (e.g., UPWP)
- To produce documents needed to help guide the MPO process (e.g., PPP)
- To implement a public participation process that gains meaningful public input into the transportation planning process, and provides convenient opportunities for public access and comment on regional transportation planning concerns
- To produce documents and other materials that help educate the MPO members and the public about the MPO process and its role in decision-making for transportation system improvements
- To monitor state and federal funding initiatives and legislative activities, report those activities to the TAC and MPO, and assist with the preparation of responses to those state and federal proposals
- To review federal and state policies and guidance regarding metropolitan transportation planning and incorporate changes as necessary into the L-DC MPO process and documents
- To coordinate with and provide support to local governments in the region in developing project proposals for state and federal transportation funding

Work Tasks:

The Program Support & Administration Work Category is divided up into four work tasks for 2009. These work tasks are listed below with a brief description of what the MPO staff expects to do under each of those tasks. The detailed UPWP Budget included later in this document includes a budget for each work task.

1.1 MPO Administration and Staffing

This work task includes all general MPO administrative duties, budget preparation and tracking, and various other items needed to support the MPO staff as they conduct the 3C process. This task includes the administrative duties to manage staff and funding resources that are not specified under any other work task in this document. This task includes the development of quarterly billing and progress reports for the MPO process and administrative paperwork needed to document the use of federal funds.

This work task includes direct expenses for MPO activities (travel, equipment and supplies, mileage, training fees, etc.). The MPO staff will check with KDOT staff to determine the eligibility of each direct charge for CPG reimbursement before making the purchase.

Training for MPO members and staff is also handled under this work task. During 2009 the MPO staff plans on attending the following types of workshops, conferences, and training sessions:

- National American Planning Association (APA) Conference – staff will attend transportation track sessions and earn credits for American Institute of Certified Planners (AICP) certification maintenance
- Kansas APA Chapter conferences, meetings and workshops

- National Transit Institute and National Highway Institute workshops in Kansas City or other nearby cities that provide training for MPO related topics
- Kansas Association of Metropolitan Planning Organizations (KAMPO) meetings
- Other training that the L-DC MPO requests MPO staff to attend and that KDOT approves as an eligible activity for CPG reimbursement

This work task will include significant amounts of time for the development of new bylaws for the re-designated MPO. According to the L-DC MPO Re-Designation Agreement the MPO needs to create and adopt bylaws within six months of the execution of the re-designation agreement. MPO staff began to draft new MPO bylaws in 2008 and this effort will continue during the first half of 2009 with L-DC MPO approval of their bylaws planned for June 2009 or sooner.

The administration of MPO staffing activities (hiring, evaluations, etc.) as well as the administration of supply and equipment purchases is handled under this work task. The administration of MPO consultant contracts is also handled under this work task unless specifically listed under another work task.

1.2 Unified Planning Work Program

This work task includes the development of the annual UPWP for the coming year. The MPO staff will confer with the MPO and TAC members to begin this UPWP development process during the summer each year and produce a new UPWP for MPO approval by the end of November. The MPO staff will also prepare any needed UPWP amendments under this work task.

1.3 Public Participation Plan

This task includes the creation, maintenance/update, and implementation of a public participation process and plan for the L-DC MPO. This activity includes the completion of a new Public Participation Plan that meets all SAFETEA-LU metropolitan planning regulations. The use of the PPP to introduce new MPO members to the public participation process in our region and the use of public involvement techniques to provide the public with educational material about the MPO is planned to be part of this task in 2009.

1.4 MPO Education

For 2009 this task will involve the education of new MPO members to teach them about MPO documents, the regional 3-C process, and their role in it. The MPO staff expects to spend much of their time in the first half of 2009 educating new MPO members and others that are interested about what a MPO is, what it does, and what authority it has to affect transportation policies and investments in the region.

1.5 Title VI Plan

This task for 2009 will result in the development of a Title VI Plan for the L-DC MPO operations and the development of all MPO documents. Title VI of the 1964 Civil Rights Act and related federal regulations prohibit discrimination based on race, color, national origin, religion, sex, disabilities, income status, and age in federally funded programs including MPO operations. This new plan will indicate how the L-DC MPO will encourage participation in the regional transportation planning process by all citizens in the region, discourage discrimination in MPO work based on these factors, and create a process for documenting and handling discrimination complaints.

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Program Support & Administration Work Products (with approximate due dates):

- Quarterly Progress and Billing Reports (January 2009, April 2009, July 2009, October 2009)
- Completion Report for 2008 (February 2009)
- Metropolitan Planning Agreement (July 2009)
- 2010 Unified Planning Work Program (To KDOT, FHWA, FTA and transit provider by August 31st and approved by the L-DC MPO in November 2009)
- Meeting Agendas and supporting documents for L-DC MPO and TAC meetings (one week before meeting dates)
- Meeting Minutes for L-DC MPO and TAC meetings (two weeks after meeting dates)
- Various correspondence with FHWA, FTA, KDOT, Douglas County, and city officials regarding the administration of the MPO process (as needed)
- Contract and grant administration in support of the work program (ongoing)
- Grant applications for any special funding outside the annual work program (as needed)
- Acquisition of equipment, supplies, and computer software as needed to support transportation planning activities (as needed)
- Purchase of professional services to assist with staff training and professional development (as needed)

2009 Budget for the Program Support & Administration Work Category:

Estimated Costs

Lawrence-Douglas County Metropolitan Planning Organization Staff	\$ 32,677	Deleted: 29,356
Consultant, Training, Equipment and Supply Costs	\$ 7,000	
Estimated Total Costs	\$ 39,677	Deleted: 36,356

Estimated Source of Funds

Consolidated Planning Grant (Federal MPO funds)	\$ 31,741	Deleted: 29,085
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Approved by the Lawrence – Douglas County Metropolitan Planning Organization on November 19, 2008

Local Match from the Lawrence-Douglas County Planning &
Development Services Department
Estimated Total Funding

\$ 7,935

\$ 39,677

Deleted: 7,271

Deleted: 36,356

2. SHORT RANGE TRANSPORTATION PLANNING

The Short Range Transportation Planning Work Category includes MPO work on projects that have a more direct impact on programming funds, supporting others who actually review and design land use and transportation projects, and helping to shape development rules that allow our region to develop land and build transportation systems that add to the region's economy and quality of life. The work tasks included under this category typically produce products that are used on a routine basis and are things that you can see the results of in a short time period after their adoption. The work done by MPO staff under this category typically has more immediate impacts on people and projects than the work done under the Long Range Transportation Planning Work Category. The work done under this category is often the implementation step to the policies set forth in the Long Range Planning documents. For example, the recommended transportation improvements outlined in the Metropolitan Transportation Plan are implemented through the programming of funds that occurs through the Transportation Improvement Program.

Under this Short Range Transportation Planning Work Category there are three work tasks (Transportation Improvement Program, Current Planning-Support & Coordination, and Access Management-Plans and Standards). Each of these work tasks are described below with their individual objectives and history.

2.1 Transportation Improvement Program (TIP)

Background/Previous Work:

In April 2008 the L-DC MPO approved a new 2008-2012 TIP that was then amended in August 2008. This latest version of the TIP provides updated project information and provides the region with a TIP that meets the SAFETEA-LU planning regulations for TIP development. For 2009 the MPO staff plans on making further changes to the TIP as needed, but a major overhaul of the TIP is not expected to be done until 2010 or 2011.

Program Objectives:

- To program, schedule and prioritize all regionally significant and/or federally funded transportation improvement projects that are consistent with the Metropolitan Transportation Plan and are within the financial capacity of the community through the development of a Transportation Improvement Program that meets all federal and state regulations for TIP development

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- To develop and maintain (through amendments and revisions) a TIP that implements the current Metropolitan Transportation Plan (MTP) recommendations and addresses mobility issues raised in the MTP
- To develop a detailed and financially realistic program of transportation projects drawn from all elements of the community, that is consistent with the MTP
- To ensure opportunities for public input, review, and comments related to the TIP
- To foster an understanding of the TIP process among member jurisdictions, and to effectively communicate information about the approved TIP to the general public
- To establish and maintain an efficient TIP development and amendment process

Work Tasks:

- Work with the Technical Advisory Committee (TAC) and transportation project sponsors to review proposed projects and determine which ones need to be listed in the TIP
- Work with the TAC and other interested groups to draft needed amendments or revisions to the current 2008-2012 TIP so that projects are not delayed due to TIP issues
- Work to educate the new L-DC MPO members and local transportation project sponsors about the TIP development process and MPO planning programs
- Work with the TAC and transportation project sponsors to begin the development of project selection criteria to determine project priorities for placement in the TIP and refine the TIP development process to incorporate those selection criteria

Products:

- TIP amendments and/or revisions (as needed)
- Annual list of transportation projects for which federal funds have been obligated in the preceding Federal Fiscal Year

2.2 Current Planning-Support and Coordination

Background/Previous Work:

The MPO staff has attended numerous case review meetings with the Lawrence-Douglas County Planning & Development Services Department over the last decade. The MPO staff attends these meetings to gain knowledge about proposed land development projects that may significantly impact the regional transportation system. The MPO staff has worked closely with the Lawrence Traffic Engineer and other local officials to review and comment on proposed land uses and major projects that will generate large traffic volumes and impact surrounding roads. This activity is useful in forming a staff level connection between the regional MPO transportation planning staff and the land use planners overseeing various subdivision, zoning, and conditional use permit cases. The MPO staff has reviewed numerous traffic impact studies

for proposed developments and made comments about those studies in coordination with the Lawrence traffic engineer and city engineer.

Program Objectives:

- To educate MPO staff about the proposed land uses in the region and their impacts on the regional transportation system
- To educate the local land use planners about the regional transportation planning activities and provide a regional planning context for a more thorough review of proposed land use changes
- To provide an opportunity to share ideas and concerns between MPO and local land use planning staff in order to strengthen the connections between land use and transportation system planning
- To provide an MPO perspective about transportation issues and provide information on how land use changes impact the regional transportation system and offer comments on proposed land development projects

Work Tasks:

- Attend case review meetings and offer comments on proposed land use changes that will impact the regional transportation system, present a regional MPO perspective on the proposed projects and their impacts on the transportation system, and learn about the land use planning work being done in the region
- Work with the Lawrence traffic engineer, city engineer and other local and state government officials to provide comments about land use changes that are capable of having noticeable impacts on the regional transportation system, and to work with those public officials and the developer to make changes as needed to the project to minimize its impacts on the transportation system
- Work with local and/or state officials to review and scrutinize traffic studies for land development projects in the region
- Work with local and/or state officials to improve staff level working relationships between the MPO staff and other agency staff working on land use and transportation issues, and to foster improved coordination between land use and transportation planners
- Provide comments on various local and state projects that will have impacts on the regional transportation system and present recommended changes that will minimize the project's impacts on the transportation system

Products:

- Improved knowledge of land use planning efforts underway in the region and proposed land development projects that will impact the regional transportation system
- Review and comments on the planned land development projects that may significantly impact the regional transportation system

- Review and comments on traffic impact studies for proposed land developments

2.3 Access Management–Plans, Guidelines and Standards

Background/Previous Work:

Over the last two years the MPO staff has reviewed local land use regulations and plans, and reviewed MPO policies and plans regarding access management and roadway operations. This effort was the beginning of an effort to consolidate all of the access management related guidelines and standards into one place in the development codes so that access management could be more easily incorporated into the review of land development projects and so the public could better understand what access management is and how it is used to review and revise project plans. The MPO staff met regularly on this topic during the beginning of 2008 and some progress was made. However, with mid-year staff turnover at the MPO this activity was basically put on-hold until the last quarter of 2008. Completion of this task and the publication of new consolidated access management standards are now scheduled for mid-2009.

Program Objectives:

- To review all existing land use and transportation plans and development regulations covering the region and identify all of the access management related items found in these documents
- To work with state and local officials to consolidate access management regulations into one place so that updates of those regulations can be made and so they can be understood and maintained more easily
- To create a new access management guidelines and standards publication that can be used by government and private-sector professionals to help design and review projects plans more efficiently, and use this new publication as a tool to educate the importance of access management to the public and the L-DC MPO

Work Tasks:

- The MPO staff will work with local and state officials to review existing land use and transportation plans and development codes, and identify all of the access management related items in those documents
- The MPO staff will lead the effort to update and consolidate all of the access management regulations into one document that will replace the existing access management codes now scattered throughout several different plans and codes

Products:

- Inventory of all access management related guidelines and standards found in plans and development codes used in the region
- New access management guidelines and standards publication that can be used easily by the public and transportation professionals, and that replaces the hodgepodge of access management rules now found in various code books and plans

2009 Budget for the Short Range Transportation Planning Work Category:

Estimated Costs

Lawrence-Douglas County Metropolitan Planning Organization Staff	\$ <u>29,921</u>	Deleted: 25,670
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Estimated Source of Funds

Consolidated Planning Grant (Federal MPO funds)	\$ <u>23,937</u>	Deleted: 20,536
Local Match from the Lawrence-Douglas County Planning & Development Services Department	\$ <u>5,984</u>	Deleted: 5,134
Estimated Total Funding	\$ <u>29,921</u>	Deleted: 25,670

3. LONG RANGE TRANSPORTATION PLANNING

The Long Range Transportation Planning Work Category includes major studies that set the future vision for roadway corridors and areas, regional policy setting documents like the Metropolitan Transportation Plan, and other important planning efforts designed to create system plans to be implemented over many years. These planning activities are related to the short range planning tasks, but unlike those short range plans these long range planning activities typically have broader scopes (e.g., they look at an entire urban street system rather than just a few intersections) and they have longer time horizons (e.g., they look at what needs to happen over the next two decades instead of just what could occur in the next five years). Under this work category there are seven work tasks that provide the framework for the MPO staff and the public to participate in the discussion of how our region’s multi-modal transportation system is going to look and how it will function now and in the future. Each of these seven work tasks are described on the following pages.

3.1 Regional Travel Demand Model & Data Development

Background/Previous Work:

The travel demand model for the Lawrence-Douglas County Metropolitan Planning Area was created by KDOT staff with assistance from the MPO staff and is used in the development of the Metropolitan Transportation Plan. This model is in the TransCAD format. This model is now housed in the KDOT Planning Office with a copy stored in the MPO staff computers. KDOT and MPO staffs have had recent discussions about moving this model and modeling capabilities from KDOT to the MPO. In preparation for the development of in-house modeling capacity the L-DC MPO recently approved an on-call consultant modeling contract. This contract can be used to provide training to MPO staff and to assist with the model transfer from KDOT to MPO maintenance.

In order to develop the traffic model MPO staff must create and maintain a network map showing all of the roadways to include in the model and the traffic analysis zones that are used to bring land use and socioeconomic data into the model. Although the model results are only used every five years to run scenarios in preparation of a new MTP, the model database needs to be kept up to date. The maintenance of the database includes things like adding new road segments as they are built. This is an ongoing effort. Having a regional travel demand model provides an objective tool to use in making transportation investment decisions. However, the creation, maintenance and use of this regional travel demand model is not just a nice tool to have for MPO use. It is a federal requirement.

In order to perform the planning functions mandated by federal planning regulations, the MPO must develop, obtain and maintain accurate and reliable data for the metropolitan region. This work includes coordination with local governing bodies on land use policies and plans, mapping, maintenance of census data, and policy analysis.

Besides the model data use by local government officials the MPO receives requests for model information from consultants working on land development projects. These requests are for things like existing and projected future traffic counts at intersections. Maintaining the model and database helps the MPO and KDOT staffs provide up to date information in response to these requests.

Program Objectives:

- To maintain the travel demand model and associated data files
- To maintain a geographic information system (GIS) capable of addressing transportation planning analysis needs
- To facilitate community dialogue concerning regional development and mobility goals
- To evaluate land use and transportation scenarios
- To communicate development changes to elected officials, business leaders, civic groups, community organizations, and local governments
- To collect, update and analyze data necessary to support the metropolitan transportation planning process and the creation of a regional travel demand model
- To utilize the regional traffic demand model in the creation of a new Metropolitan

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Transportation Plan

Work Tasks:

- Respond to inquiries and data requests from citizens, public agencies, consultants, elected and appointed officials and boards, and the media
- Utilize data to develop layers in the GIS which may include land use, population, employment, environmentally sensitive areas, and transportation data
- Prepare necessary graphics, analyses, and/or presentations
- Maintain and update existing economic, demographic, development and geographic databases
- Monitor and report on land use and development trends for informed decision-making and evaluation of long-range forecasts
- Coordinate with state and local government staff and private consultants to ensure consistent interpretation of data and methodologies
- Update and maintain the regional travel demand model so that it can be used to update the Metropolitan Transportation Plan in a timely manner
- Complete land use forecast scenarios and develop dwelling unit and employment estimates
- Develop projects and land use/transportation network scenarios to model
- Prepare base year, existing + committed (E+C), E+C with projections, and horizon year modeling assignments
- Deploy a regional travel demand model and train staff in travel demand forecasting methods
- Train the MPO staff in the use of the TransCAD traffic model software (This will be closely coordinated with KDOT and be a major part of this work task in 2009. This will be the highest priority item under this work task. The L-DC MPO will be asked to assist the MPO staff with this activity through the use of consultants and training opportunities.)
- Review and utilize demographic data as part of the metropolitan transportation planning process and use Census data (updated as needed) as input data to the regional traffic demand model
- Compile transportation safety data and decide how to use this data in the next MTP (The MPO staff will work with Lawrence, Douglas County and KDOT officials to compile accident data.)
- Review and revise the regional traffic model road network and traffic analysis zone structure as needed

Products:

- Analyses of regional roadways, areas, or developments in response to data requests (ongoing)
- Transportation infrastructure, land use, and socioeconomic information and databases acquired from outside sources or produced by staff (ongoing)

- Updated GIS mapping (ongoing)
- Monitoring TAZ employment and dwelling unit projections for MTP updates
- Travel Demand Model training and experience for the MPO staff (This training will be the start of creating in-house capabilities for future traffic modeling capabilities.)

3.2 Metropolitan Transportation Plan

Background/Previous Work:

Federal regulations require that Metropolitan Transportation Plans (MTP) cover at least a 20-year planning horizon and be reviewed and updated at least every five years in air quality attainment areas like Douglas County. The Transportation 2030 document was adopted on April 24, 2008. With this new MTP the Lawrence-Douglas County MPO will not need to update its MTP until 2013. However, it is likely that some parts of it will need to be revised before then to reflect changes in transportation planning priorities and/or funding. At present, the most likely reasons to make MTP changes in 2009 are the upcoming changes in transportation funding programs as SAFETEA-LU expires on September 30, 2009 and the changes in transit services for Lawrence as the Lawrence T and the KU on Wheels operations consolidate. The MPO staff will monitor these issues, and if changes requiring an amendment to the MTP (T2030 document) occur then the MPO staff will initiate those changes.

Program Objectives:

- Update and maintain a MTP that is multi-modal and meets all federal regulations for MTP content and development process
- Assist in integrating the MTP with the KDOT statewide long range plan
- Coordinate the recommendations found in the MTP with the recommendations for transportation improvements found in other transportation plans produced by other agencies (e.g., KDOT, nearby cities and counties, Lawrence-Douglas County Planning)
- Create and maintain a functional classification map for all public roadways in the L-DC MPO metropolitan planning area
- Create and maintain a project selection procedure for including projects as recommended system improvements in the MTP
- Continue discussions of ongoing transportation issues in the region and incorporate those issues into the MTP
- Continue the process of coordinating the development of the MTP with local land use and growth management plans in the region

Work Tasks:

- Develop revenue projections and project cost estimates to financially constrain the MTP document and any MTP amendments

- Prepare a financially constrained MTP and amendments to the plan for review and adoption
- Update and maintain the MTP document so that it stays up to date and reflects the current status of the transportation system in the L-DC MPO area and stays in compliance with federal planning regulations
- Review statewide and national plans for transportation networks and confer with the TAC and KDOT staff to determine how the L-DC MPO transportation plans can be consistent with statewide and national plans
- Review and comment on transportation plans produced by other agencies and discuss with officials from those agencies how their plans and the MTP can be coordinated and have consistent recommendations
- Work with the Lawrence Transit System staff to update the transit sections of the MTP
- Work with the KDOT Public Transportation section and the Section 5310 and 5311 transit providers in Coordinated Transit District 1 to update the paratransit sections of the MTP
- Review the Functional Classification Map and make revisions to this map as needed
- Review the local government capital improvement plans in order to recommend needed transportation related projects for consideration in the development of the next MTP
- Review public comments and comments from planning partners about the current MTP and comments about transportation planning issues in the region, and document these comments so that they can be reviewed and possibly incorporated into the next MTP

Products:

- Comments on corridor studies, area plans, and other documents that discuss impacts to the region's transportation system and/or the MTP document
- Updates and/or amendments to the MTP
- Discussions among the partners in the MPO process on the funding assumptions to use in the next MTP
- Schedule for new MTP development and approval process
- Review of public comments received about the current MTP and transportation planning issues in the region
- Comments about the relationship between various comprehensive plan elements produced by the region's local governments and the MTP
- Comments about transportation issues related to major land development proposals

3.3 Special Studies (corridor, regional, statewide, feasibility, modal, etc.)

Background/Previous Work:

The MPO staff in the past has participated in special studies like the Kaw Connects Study which was jointly sponsored by KDOT and the Kansas Turnpike Authority and studied

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travel needs in the Kansas City-Lawrence-Topeka Corridor. The MPO staff has also been involved with more local studies like the 23rd Street Corridor Study. During 2008 the MPO staff began its involvement in the 5-County Regional Transportation Study, US Highway 56 Corridor Study, and the 31st Street Extension Study. The MPO staff will continue to participate in these types of transportation studies that address issues raised in the Metropolitan Transportation Plan.

Program Objectives:

- To prepare plans for the development or redevelopment of specific areas or corridors located within the Lawrence-Douglas County Metropolitan Planning Area and to study the transportation needs in those areas
- To undertake and complete special studies and plans that are needed to produce high quality planning documents, to more accurately ascertain public needs or preferences, and/or produce specialized information designed to address particular transportation planning related issues that are not routinely addressed in other MPO work tasks

Work Tasks:

- A major project under this work task for 2009 will be the L-DC MPO participation in the US 56 Corridor Study. This KDOT sponsored consultant study is being managed by the KDOT Planning Staff. Several local governments including Douglas County, Baldwin City, and the L-DC MPO are providing funding to this project. This corridor study covers approximately 22 miles of US Highway 56 from I-35 near Gardner in Johnson County to US 59 in Douglas County.
- Another major project under this task for 2009 will be the MPO staff participation in the 5-County Regional Transportation Study being sponsored and funded by KDOT. This study will cover mobility needs in Johnson, Leavenworth, Miami, Wyandotte, and Douglas Counties. The MPO staff will be involved in this study through 2009 and into 2010. The first phase of this study scheduled for completion in early 2010 will identify major mobility issues in this region and plan strategies for addressing those needs.
- The MPO staff will identify special studies that are needed to address special concerns or issues raised by the L-DC MPO and Technical Advisory Committee or other advisory committees during the course of the year. MPO staff will then determine if staff time and/or funding is available to study those issues, and if so, the MPO staff will discuss possible UPWP changes with the TAC. With ample resources and L-DC MPO approval the MPO staff will work on new special studies in 2009. However, with the MPO staff time being spent on the 5-County and US 56 studies, it is doubtful that any more new studies can be started in 2009.
- The MPO staff will review freight services and issues in the region as part of its review of the KDOT Statewide Freight Study. This study is ongoing and is planned for completion in 2009.
- The timely completion of these special studies may be accomplished through the use of consultants to assist the L-DC MPO and the MPO staff. If the L-DC MPO decides to use

consultant help then the MPO staff will administer the consultant contract through the Lawrence-Douglas County Planning & Development Services Department.

Products:

- Meetings and documentation of the MPO support of and work on completing the US Highway 56 Corridor Study
- Meetings and documentation of the MPO support of and work on completing the 5-County Regional Transportation Study
- Review and comments from the MPO staff to KDOT staff about the Statewide Freight Study
- Documentation of work accomplished for other special studies that address issues raised in the Metropolitan Transportation Plan and/or through the MPO process and authorized by the L-DC MPO

3.4 Bicycle and Pedestrian Planning

Background/Previous Work:

The L-DC MPO has provided input and assistance to a number of on-road and off-road bicycle planning initiatives in the metropolitan area. MPO staff provides support for the Bicycle Advisory Committee, reviews road construction projects and development plans for bicycle and pedestrian facilities, maintains the Bicycle Facilities Map, and updates the Bicycle Plan as needed. During 2008 the MPO staff initiated a review of the bikeways shown on the Bicycle Facilities Map and found that the map needed to be updated. Field checks of all existing bikeways on the map were made and numerous revisions to the map were completed. All of these map updates were coordinated with the BAC and with Lawrence Public Works staff.

This effort that began in the second half of 2008 should be finished by the end of the first quarter in 2009. The MPO staff will also update the Lawrence-Douglas County Bicycle Plan and incorporate its recommendations into the Metropolitan Transportation Plan.

Program Objectives:

- Maintain bicycle-related transportation data for use in studies and analyses
- Encourage integration of bicycle and pedestrian transportation needs in land development projects, local plans, and capital improvement projects
- Encourage and promote increased regional bicycle and pedestrian travel
- Encourage and support the development of a regional bikeway system that will encourage cycling for utilitarian trips and promote bikeways as a vital part of the region's multi-modal transportation system
- Maintain, update and implement the Bicycle and Pedestrian Elements of the Metropolitan Transportation Plan and local comprehensive plans as necessary

Work Tasks:

- Coordinate roadway design concepts and standards to ensure that the needs of non-motorized travelers are addressed
- Review development plans to ensure adherence to requirements for bikeways, bicycle parking, and sidewalks in new and redevelopment projects
- Develop priority listing of bicycle facilities for inclusion in local capital improvement plans and other documents
- Update the Bicycle Plan and Bicycle Facilities Map as needed
- Prepare, as appropriate, applications for bicycling and walking grants, projects, and other programs
- Participate in “Bike to Work” week and other bicycle awareness and safety promotional activities

Products:

- Reviews of roadway projects, development plans, and plats that note the needs for pedestrian facilities, bicycle facilities and bicycle parking
- Updated Bicycle Facilities Map
- Updated Bicycle Plan
- Updates to transportation design guidelines and standards that incorporate bikeway planning and design guidelines and encourage the construction of bicycle-friendly transportation improvements

3.5 ITS Architecture Maintenance & Planning

Background/Previous Work:

In 2006 in response to an FHWA requirement, the ITS working group began meeting to discuss development of the required regional ITS architecture. A request for proposals was developed, consultant interviews were conducted, and a consultant was selected. The scope of work and budget were negotiated and initial work was started. The draft ITS architecture was completed and accepted as complete by the L-DC MPO on May 19, 2008. With the recent completion of our region’s ITS architecture, the MPO staff does not expect to devote much time to this task in 2009. However, the MPO staff will discuss this architecture with local government officials and KDOT staff to learn about how it is being used by those agencies in designing transportation improvement projects.

Program Objectives:

- Define the needs and opportunities for the deployment of ITS user services in Lawrence and throughout Douglas County
- Evaluate ITS user services to identify those that are applicable to the region
- Identify existing ITS technologies in use within the region
- Create and maintain a Regional ITS Architecture that is used by transportation planners and engineers to incorporate technology into project plans
- Use the ITS architecture to improve coordination and interoperability of transportation technology and transportation agencies to improve the safety and efficiency of the region's transportation system

Work Tasks:

- Review the Lawrence-Douglas County Regional ITS Architecture and determine how it is being used by local and state agencies in the metropolitan planning area to develop transportation system improvement projects
- Discuss the ITS Architecture with local and state officials in order to educate transportation professionals about ITS planning in the region
- In cooperation with KDOT review and make comments about the Statewide ITS Architecture and the Advanced Traveler Information System developed by KDOT and how those things will be coordinated with the Lawrence-Douglas County Regional ITS Architecture
- Training for MPO staff on the Turbo Architecture software package and the development of in-house capacity to make minor changes and upgrades to the regional ITS architecture

Products:

- ITS Architecture reviews and comments
- Information about how the ITS Architecture is being used in the planning and design of transportation projects in the region
- MPO staff understanding of the Turbo Architecture software and how it can be used to maintain the region's ITS architecture

3.6 Air Quality Planning

Background/Previous Work:

The MPO staff has been aware for a few years that with changing air quality standards it could be possible for Douglas County to be named as one of the non-attainment counties in Kansas. Recently the MPO staff has attended meetings with Kansas Department of Health and

Environment (KDHE) officials and learned that Douglas County is on the borderline for non-attainment status and could be designated as non-attainment in 2009. The MPO staff has discussed this issue with TAC members and KDOT officials.

Objectives:

- Incorporate air quality standards into the L-DC MPO planning process and documents as required by federal and state laws and regulations
- Conduct a regional transportation planning program that considers the air quality impacts of transportation improvements and encourages development and travel patterns that reduce air pollution while maintaining a safe and efficient transportation network
- Coordinate the regional MPO program with local efforts to improve air quality in Douglas County

Work Tasks:

- Monitor the ongoing discussions about possible non-attainment status for Douglas County and inform the L-DC MPO about what impacts this would cause to MPO operations in the region
- Work with KDHE, EPA, KDOT, FHWA, FTA and other agencies to revise L-DC MPO processes and documents so that our region is complaint with air quality and planning regulations
- Continue to support efforts by the Climate Protection Task Force and similar groups around the region that are encouraging a reduction in air pollutant emissions

Products:

- Meetings and documentation about the possible designation of Douglas County as a non-attainment area for national ambient air quality standards
- Plans, reports, and other documents related to the L-DC MPO efforts to comply with air quality and planning regulations

3.7 Long Range Planning – Support & Coordination

Background/Previous Work:

The MPO staff has in the past provided input and comments on a number of long range land use plans. These include area plans like the Farmer's Turnpike Area Plan and the West of K-10 Area Plan. The MPO staff has also offered comments on long range system plans for parks and utilities. These long range plans that are not directly transportation system plans but influence how land is developed are important to MPO planning. Support and coordination of land use and transportation planning efforts has taken place for many years in the region, and

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this is simply good comprehensive planning. This will continue in 2009. MPO staff will be directly involved in reviewing all major land use planning documents that have a potential to produce significant impacts on the regional transportation system.

Program Objectives:

- Provide a forum and working relationships between the MPO and land use planning agencies so that information can be exchanged and coordination can be enhanced between transportation and land use planning activities
- Provide a process for transportation planners to review and comment on land use plans and for land use planners to review and comment on transportation plans at the earliest stages of plan development in order to avoid conflicts between land use and transportation planning goals in the region
- Provide accessibility to transportation planners for data on land use and economic activity that is helpful at creating and updating regional travel demand models used in the development of the Metropolitan Transportation Plan

Work Tasks:

- The MPO staff will receive, review and comment on land use plan drafts and indicate how those land use plans are consistent and how they are not consistent with MPO-approved planning documents, and MPO staff will offer suggestions for how these documents can be changed to make them consistent
- The MPO staff will meet regularly with other local and state planners working on land use plans and other system plans in the region
- The MPO staff will study the existing land use and other pertinent long range plans in the region and use that knowledge of local land use policies in updating the Metropolitan Transportation Plan
- The MPO staff will meet with local staffs that regulate land uses and learn about issues being faced by those planners
- MPO staff will study local land use regulations and determine how those rules impact the use of land near major transportation facilities and impact the regional transportation system

Products:

- Comments from MPO staff on draft long range plans for areas and systems
- MPO staff improvements in their understanding of local land use issues and regulations
- Updates to MPO planning documents that reflect improved coordination between land use and transportation system planning in the region

2009 Budget for the Long Range Transportation Planning Work Category:

Estimated Costs

Lawrence-Douglas County Metropolitan Planning Organization Staff	\$ 90,522	Deleted: 79,962
Consultant, Training, Equipment and Supply Costs	\$ 40,000	
Estimated Total Costs	\$ 130,522	Deleted: 119,962

Estimated Source of Funds

Consolidated Planning Grant (Federal MPO funds)	\$ 104,418	Deleted: 95,969
Local Match from the Lawrence-Douglas County Planning & Development Services Department	\$ 21,104	Deleted: 18,993
KDOT In-kind Match from the US 56 Study	\$ 5,000	
Estimated Total Funding	\$ 130,522	Deleted: 119,962

4. PUBLIC TRANSPORTATION PLANNING

This work category includes two major types of transit planning activities. The transit planning done by the MPO staff is focused on general public fixed route transit services and the impacts of that service on the regional transportation system. This Public Transit Planning and Coordination task comprises most of the MPO staff time spent on transit planning activities.

The other type of transit planning work done by the MPO staff involves specialized transit services (paratransit) that are designed to transport certain groups that need special services. These special services include the transport of persons with various forms of physical and/or mental disabilities. The paratransit services in the region need to be considered in the development of the region's Metropolitan Transportation Plan.

4.1 Public Transit Planning & Coordination

Background/Previous Work:

The MPO staff has assisted the City of Lawrence with the development of public transportation services and provides ongoing transit planning support to elected officials and city staff. The fixed-route bus service in Lawrence is operated by the City and is funded through federal and state aid programmed in the Transportation Improvement Program as well as local revenue sources. The Lawrence T fixed route system is discussed in the Metropolitan Transportation Plan and is an integral part of the multi-modal transportation system serving the Lawrence urbanized area.

The University of Kansas operates a separate fixed route system that provides service on campus and to several off-campus apartment complexes. During the last two years the City and KU have been discussing possible ways to consolidate their services and offer a joint service to the public and KU students. The MPO was active in those discussions during 2008 and will continue to be active in these transit service talks as they continue in 2009.

In 2006 a joint rideshare program was started between the City of Lawrence and the Mid-America Regional Council (MARC). This rideshare program called the Carpool Connection is a computerized ride matching service, and the L-DC MPO provides funding support for the maintenance of the service.

The MPO staff and TAC discussed numerous transit service issues in 2008 including a consolidation/merger idea for the Lawrence T and KU on Wheels operations, the November ballot issue to fund transit, growing needs for special transit services and paratransit coordination, and the approval of a new contract with the transit operating contractor for the T system.

Program Objectives:

- Provide a transportation planning program for the region that results in a multi-modal plan for mobility in the region that has a significant transit component
- Improve the public perception, convenience, utility, and service of transit operations in the Lawrence Area so that transit becomes more attractive to choice riders as well as transit dependent persons, and so that transit operations in the area can help improve the quality of life of residents and help support economic growth

Work Tasks:

- Continue to assist in the planning and further development of the fixed-route municipal bus service for Lawrence and its possible consolidation with KU on Wheels transit operations
- Investigate opportunities for service, funding, and governance improvements and coordination between the City of Lawrence and University of Kansas transit systems
- Participate in a route and schedule planning study and discussions concerning improving coordination of transit services between the City of Lawrence and the University of Kansas
- Monitor the changes to transit services in the Lawrence Area and make any modifications to the Metropolitan Transportation Plan and the Transportation Improvement Program documents as needed to reflect those changes
- Participate in a planning study and discussions concerning the provision of commuter transit services between the Lawrence, Topeka, Kansas City, and Johnson County
- Provide technical and planning assistance to the City Commission and City Public Transit Administrator as needed
- Continue to work with MARC and other MPOs in funding support of the joint rideshare program
- Assist as needed with grant application process for use of FTA Section 5307, Section 5309, and KDOT Comprehensive Transportation Program funds

Products:

- Support of the Joint Rideshare Program with MARC

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- Amendments to the Transportation Improvement Program to reflect changes to transit programs and funding
- Amendments to the Metropolitan Transportation Plan to reflect changes to transit services in the region
- Various letters, reports and other documentation related to the possible consolidation of Lawrence T and KU on Wheels services

4.2 Paratransit Planning and Coordination

Background/Previous Work:

The MPO staff has worked with the local specialized transit providers and KDOT staff in the past to program funds in the Transportation Improvement Program for Section 5310 providers and to assist with the creation of the Coordinated Public Transit–Human Services Transportation Plan. This assistance is expected to continue through 2009 as staff time and funding allows.

Program Objectives:

- To identify the needs for specialized transit services in the region and to incorporate paratransit issues into the MPO process and documents
- To provide assistance to local agencies that are supported with FTA 5310 funds and program those funds in the TIP as needed
- To help produce and maintain a Coordinated Public Transit–Human Services Transportation Plan for Lawrence and Douglas County

Work Tasks:

- MPO staff will meet paratransit providers from Coordinated Transportation District 1 (CTD-1) and work with those providers and KDOT staff to incorporate paratransit issues into the Metropolitan Transportation Plan
- MPO staff will work with KDOT staff and the CTD-1 agencies to program FTA Section 5310 funding for paratransit vehicles and the required local match amounts in the Transportation Improvement Program
- MPO staff will work with KDOT and CTD-1 staffs to update the Coordinated Public Transit–Human Services Transportation Plan
- MPO staff will work cooperatively with KDOT staff, consultants, and CTD-1 agencies to update the Coordinated Public Transit–Human Services Transportation Plan for Douglas County

Products:

- Updates to the Metropolitan Transportation Plan to reflect major changes to paratransit services in the region
- Updates to the Transportation Improvement Program to reflect changes in funding for paratransit services in the region
- Updates to the Coordinated Public Transit–Human Services Transportation Plan

2009 Budget for the Public Transportation Planning Work Category:

Estimated Costs

Lawrence-Douglas County Metropolitan Planning Organization Staff	\$ <u>21,028</u>	Deleted: 18,438
Consultant, Training, Equipment and Supply Costs	\$ <u>159,594</u>	Deleted: 80,000
Estimated Total Costs	\$ <u>180,622</u>	Deleted: 98,438

Estimated Source of Funds

Consolidated Planning Grant (Federal MPO funds)	\$ <u>80,823</u>	Deleted: 78,750
Local Match from the Lawrence-Douglas County Planning & Development Services Department	\$ <u>5,207</u>	Deleted: 4,688
KDOT In-kind Match from the US 56 Study	\$ 15,000	
<u>KDOT contribution of Federal Section 5304 Statewide Planning Funds</u>	<u>\$ 63,675</u>	
<u>City of Lawrence – cash contribution to City-KU Transit Study</u>	<u>\$ 7,959</u>	
<u>University of Kansas – cash contribution to City-KU Transit Study</u>	<u>\$ 7,959</u>	
Estimated Total Funding	\$ <u>180,622</u>	Deleted: 98,438 ¶

	A	B	C	D	E	F	G
1	2009 UPWP Work Task Schedule	UPWP #	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	
2							
3	Program Support & Administration	1					
4							
5	MPO Administration & Staffing	1.1	x	x	x	x	ongoing activity
6	Unified Planning Work Program	1.2			x	x	new UPWP routinely done in second half of year
7	Public Participation Plan	1.3	x				completion in 1st quarter
8	MPO Education	1.4	x	x	x	x	ongoing activity
9	Title VI Plan	1.5		x	x		new activity added by amendment #1
10							
11	Short Range Transportation Planning	2					
12							
13	Transportation Improvement Program	2.1	x	x	x	x	as needed activity
14	Current Planning Support and Coordination (TIS reviews, etc.)	2.2	x	x	x	x	ongoing activity
15	Access Management - Plans, Guidelines and Standards	2.3	x	x			completion in 2nd quarter
16							
17	Long Range Transportation Planning	3					
18							
19	Regional Travel Demand Model & Data Development	3.1	x	x	x	x	ongoing activity
20	Metropolitan Transportation Plan	3.2	x	x			possible transit updates in first half of year
21	Special Studies (corridor, regional, statewide, feasibility, modal, etc.)	3.3	x	x	x	x	ongoing activity
22	Bicycle and Pedestrian Planning	3.4	x	x	x	x	ongoing activity
23	ITS Architecture Maintenance & Planning	3.5			x		review of architecture implementation in 3rd quarter
24	Air Quality Planning	3.6	x	x	x	x	ongoing activity
25	Long Range Planning - Support & Coordination	3.7	x	x	x	x	ongoing activity
26							
27	Public Transportation Planning	4					
28							
29	Public Transit Planning & Coordination	4.1	x	x	x	x	ongoing activity
30	Paratransit Planning & Coordination	4.2	x	x	x	x	ongoing activity
31							
32							
33	Notes:						
34	This schedule is subject to change and may change in 2009 as the Federal and State Governments debate new surface transportation programs, the Lawrence Transit System makes adjustments, MPO funding is revised,						
35	the re-designated MPO for the Lawrence-Douglas County Metropolitan Planning Area if formed, the region's air quality attainment status is determined, and major KDOT sponsored corridor and area studies impacting the L-DC MPO are complete						
36							

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	TASKS - Hours	UPWP #	Todd Girdler	Percent		Bart Rudolph	Percent		David Guntert	Percent		Renee Yocum (Stains)	Percent		TOTAL HOURS	Percent	
3	Program Support & Administration	1	440	21.15%		320	15.38%		40	12.50%		40	25.00%		840	18.10%	
4																	
5	MPO Administration & Staffing	1.1	200	9.62%		80	3.85%					40			320	6.90%	
6	Unified Planning Work Program	1.2	80	3.85%		40	1.92%								120	2.59%	
7	Public Participation Plan	1.3	40	1.92%		80	3.85%						40		120	2.59%	
8	MPO Education	1.4	80	3.85%		80	3.85%		40						200	4.31%	
9	Title VI Plan	1.5	40	1.92%		40	1.92%								80	1.72%	
10																	
11	Short Range Transportation Planning	2	320	15.38%		400	19.23%		60	18.75%		40	25.00%		820	17.67%	
12																	
13	Transportation Improvement Program	2.1	80	3.85%		40	1.92%		20			20			160	3.45%	
14	Current Planning Support and Coordination (TIS reviews, etc.)	2.2	120	5.77%		120	5.77%								240	5.17%	
15	Access Management - Plans, Guidelines and Standards	2.3	120	5.77%		240	11.54%		40			20			420	9.05%	
16																	
17	Long Range Transportation Planning	3	1,000	48.08%		1,240	59.62%		180	56.25%		60	37.50%		2,480	53.45%	
18																	
19	Regional Travel Demand Model & Data Development	3.1	280	13.46%		280	13.46%		40						600	12.93%	
20	Metropolitan Transportation Plan	3.2	80	3.85%		40	1.92%		40			20			180	3.88%	
21	Special Studies (corridor, regional, statewide, feasibility, modal, etc.)	3.3	240	11.54%		200	9.62%		40			20			500	10.78%	
22	Bicycle and Pedestrian Planning	3.4	120	5.77%		240	11.54%		60			20			440	9.48%	
23	ITS Architecture Maintenance & Planning	3.5	40	1.92%		40	1.92%								80	1.72%	
24	Air Quality Planning	3.6	120	5.77%		200	9.62%								320	6.90%	
25	Long Range Planning - Support & Coordination	3.7	120	5.77%		240	11.54%								360	7.76%	
26																	
27	Public Transportation Planning	4	320	15.38%		120	5.77%		40	12.50%		20	12.50%		500	10.78%	
28																	
29	Public Transit Planning & Coordination	4.1	240	11.54%		80	3.85%		40			20			380	8.19%	
30	Paratransit Planning & Coordination	4.2	80	3.85%		40	1.92%								120	2.59%	
31																	
32	TOTAL HOURS - MPO		2,080	100.00%		2,080	100.00%		320	100.00%		160	100.00%		4,640	100.00%	
33																	
34	PERCENT OF STANDARD WORK YEAR (2,080 HOURS)			100.00%			100.00%			15.38%			7.69%				
35																	
36																	
37																	
38																	
39																	
40																	
41																	

	A	B	C	D	E	F	G	H	I
1	TASKS - Dollars at 100%	UPWP #	Todd Girdler	Bart Rudolph	David Guntert	Renee Yocum (Stains)		TOTAL LABOR COSTS 100%	
2									
3	Program Support & Administration	1	21,090	8,266	1,860	1,461		32,677	
4									
5	MPO Administration & Staffing	1.1	9,587	2,066	0	1,461		13,114	
6	Unified Planning Work Program	1.2	3,835	1,033	0	0		4,868	
7	Public Participation Plan	1.3	1,917	2,066	0	0		3,984	
8	MPO Education	1.4	3,835	2,066	1,860	0		7,761	
9	Title VI Plan	1.5	1,917	1,033	0	0		2,951	
10									
11	Short Range Transportation Planning	2	15,338	10,332	2,790	1,461		29,921	
12									
13	Transportation Improvement Program	2.1	3,835	1,033	930	731		6,528	
14	Current Planning Support and Coordination (TIS reviews, etc.)	2.2	5,752	3,100	0	0		8,852	
15	Access Management - Plans, Guidelines and Standards	2.3	5,752	6,199	1,860	731		14,541	
16									
17	Long Range Transportation Planning	3	47,933	32,029	8,369	2,192		90,522	
18									
19	Regional Travel Demand Model & Data Development	3.1	13,421	7,232	1,860	0		22,513	
20	Metropolitan Transportation Plan	3.2	3,835	1,033	1,860	731		7,458	
21	Special Studies (corridor, regional, statewide, feasibility, modal, etc.)	3.3	11,504	5,166	1,860	731		19,260	
22	Bicycle and Pedestrian Planning	3.4	5,752	6,199	2,790	731		15,471	
23	ITS Architecture Maintenance & Planning	3.5	1,917	1,033	0	0		2,951	
24	Air Quality Planning	3.6	5,752	5,166	0	0		10,918	
25	Long Range Planning - Support & Coordination	3.7	5,752	6,199	0	0		11,951	
26									
27	Public Transportation Planning	4	15,338	3,100	1,860	731		21,028	
28									
29	Public Transit Planning & Coordination	4.1	11,504	2,066	1,860	731		16,161	
30	Paratransit Planning & Coordination	4.2	3,835	1,033	0	0		4,868	
31									
32	TOTAL DOLLARS at 100%		99,700	53,726	14,878	5,845		174,149	
33									
34									
35	Notes:								
36	Todd Girdler hourly rate with benefits =		47.93						
37	Bart Rudolph hourly rate with benefits =		25.83						
38	David Guntert hourly rate with benefits =		46.49						
39	Renee Yocum (Stains) hourly rate with benefits =		36.53						
40	These hourly rates are fully loaded with all benefits and include a 5% inflation factor to compensate for mid-year changes.								
41									
42									

A	B	C	D	E	F	G	H	I	J	K	L
TASKS - Budget \$	UPWP #	Consultant, Training, Equipment & Supply Costs	Labor Costs	Total Costs	Consolidated Planning Grant FHWA & FTA	KDOT (Federal Statewide Planning Funds)	Other Funds	Source of Other Funds	City of Lawrence (Cash)	University of Kansas (Cash)	Lawrence-Douglas County PDS Match to MPO Funds (Cash)
1											
2											
3	1	7,000	32,677	39,677	31,741	0	0		0	0	7,935
4											
5	1.1	7,000	13,114	20,114	16,091						4,023
6	1.2		4,868	4,868	3,894						974
7	1.3		3,984	3,984	3,187						797
8	1.4		7,761	7,761	6,209						1,552
9	1.5		2,951	2,951	2,360						590
10											
11	2	0	29,921	29,921	23,937	0	0		0	0	5,984
12											
13	2.1		6,528	6,528	5,223						1,306
14	2.2		8,852	8,852	7,081						1,770
15	2.3		14,541	14,541	11,633						2,908
16											
17	3	40,000	90,522	130,522	104,418	0	5,000		0	0	21,104
18											
19	3.1	15,000	22,513	37,513	30,011						7,503
20	3.2		7,458	7,458	5,967						1,492
21	3.3	25,000	19,260	44,260	35,408		5,000	US 56 Study-KDOT in-kind			3,852
22	3.4		15,471	15,471	12,377						3,094
23	3.5		2,951	2,951	2,360						590
24	3.6		10,918	10,918	8,734						2,184
25	3.7		11,951	11,951	9,561						2,390
26											
27	4	159,594	21,028	180,622	80,823	63,675	15,000		7,959	7,959	5,207
28											
29	4.1	109,594	16,161	125,755	36,928	63,675	5,000	US 56 Study-KDOT in-kind	7,959	7,959	4,233
30	4.2	50,000	4,868	54,868	43,894		10,000	US 56 Study-KDOT in-kind			974
31											
32		206,594	174,149	380,743	240,919	63,675	20,000		7,200	7,200	41,749
33											
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