

2025-2028 Transportation Improvement Program – Amendment #2 and Program of Projects for the Lawrence Transit System

The 15-day public comment period for this TIP Amendment starts on July 22 and will end on August 6. This TIP Amendment will come before the Lawrence-Douglas County Metropolitan Planning Organization (MPO) Policy Board for approval on August 21, 2025. The TIP is a multi-year listing of federally funded and/or regionally significant transportation improvement projects. This public notice on the TIP development process satisfies the FTA's Program of Projects requirements for the Lawrence Transit System.

Approval of this TIP Amendment will include the addition and revision of costs and schedules for roadway projects, bike/ped infrastructure, and transit operations. Changes to the TIP text and project tables are being made to reflect these changes and to maintain the fiscally constrained status of this document. Additionally, text has been revised to comply with the new USDOT guidance pertaining to the interpretation of federal nondiscrimination laws. Public comments received will be reported and considered by the MPO Policy Board where decisions pertaining to revising this document will be made prior to final approval.

The items included in this TIP Amendment can be viewed online at: www.lawrenceks.org/mpo/tip. Written comments may be emailed to mpo@lawrenceks.org or mailed to the Lawrence-Douglas County Metropolitan Planning Organization, PO Box 708, Lawrence, KS 66044.

APPENDIX G

FFY 2025 - 2028 L-DC MPO Transportation Improvement Program (TIP)

Revision Summary: Amendment 2



TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
154		Main and 10th Street Improvements	City of Eudora	New		\$1,373
402	PT-0904-23	Accessible Bus Stop Improvements	Lawrence Transit	Remove	Project funding incorporated into TIP #607	\$0
152	KA-6550-03	K-33 reconstruction in Douglas County	KDOT	Revision	STP funding moved from 2030 to 2025	\$1,390
250		Bob Billings Expansion: E 800 Rd to K10	City of Lawrence	Revision	Moved construction to 2026 and increased by 1,500	\$5,580
519		Safe Routes to School - Ousdahl Road	City of Lawrence	Revision	Reduced federal construction from \$955 to \$738, local construction from \$423 to \$185	\$1,038
524	TE-0569-01	Safe Routes to School - W. 2nd, Kasold & Lincoln	City of Lawrence	Revision	Reduced federal preliminary engineering from \$100 to \$96, added Construction to 2026 for \$1000	\$1,116
525	TE-0559-01	Safe Routes to School - Eudora Sidewalks	City of Eudora	Revision	UTILITY and CONSTRUCTION phases added for a grant total of \$806.2	\$806
607	TE-0570-01	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	City of Lawrence	Revision	Included 2025 CRP TERP award and made adjustments for real cost. Included AIC funding from TIP #402 (KDOT PT-0904-23) into this project	\$6,804

Public Comment Period: 7/22/25 - 8/6/25

MPO Policy Board Approval: 8/21/25



Amendment 2
Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)
(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: KDOT
TIP #: 152 **KDOT #** KA-6550-03
Length (mi): 2.02

Project Type: Road

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

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

Project Name: K-33 reconstruction in Douglas County
Location: K-33: from the Franklin/Douglas county line north to the K-33/U.S. 56 (N. 200th Road) junction at end of route
Work Type: Reconstruction

Revision History: FFY25 A2

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

FFY	Fund Source	Phase	Federal	State	Local
2025	STP	Conversion	\$1,112	\$0	\$0
2030	Credit	Other	\$0	\$278	\$0
Federal Total:			\$1,112	Non-Federal Total: \$278	Grand Total: \$1,390

Project Sponsor: City of Eudora
TIP #: 154 **KDOT #**
Length (mi): 1.55

Project Type: Road

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

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

Project Name: Main and 10th Street Improvements
Location: Eudora, Main Street (from 6th to 10th St.), 10th Street (Winchester Rd. to East 500 block), Church Street (10th to 13th
Work Type: Mill/Overlay

Revision History: FFY25 A2

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

FFY	Fund Source	Phase	Federal	State	Local
2026	Local	PE	\$0	\$0	\$100
2026	Local	UTIL	\$0	\$0	\$15
2027	Local	CONST	\$0	\$0	\$164
2027	NHPP	CONST	\$930	\$0	\$0
Federal Total:			\$930	Non-Federal Total: \$279	Grand Total: \$1,209



Amendment 2
Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)
(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: City of Lawrence
TIP #: 250 **KDOT #**
Length (mi): 1.00

Project Type: Road

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

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

Project Name: Bob Billings Expansion: E 800 Rd to K10
Location: N 1500 Rd & E 800 Rd, Bob Billings Parkway & K10

Work Type: Grading, Pedestrian & Bicycle, Geometric Improvement

Revision History: FFY25 A2

Comments:
Construct 2 of 4 lanes with this project.

FFY	Fund Source	Phase	Federal	State	Local
2025	Local	PE	\$0	\$0	\$880
2026	Local	CONST	\$0	\$0	\$4,700
Federal Total:			\$0	Non-Federal Total:	
				\$5,580	Grand Total:
					\$5,580

Project Sponsor: Lawrence Transit
TIP #: 402 **KDOT #** PT-0904-23
Length (mi): 0.00

Project Type: Transit/Paratransit

Date Added **Last Revised**
10/2023 08/2025

Description:

Project Name: Accessible Bus Stop Improvements
Location: Various locations

Work Type: Capital

Revision History: FFY25 A2

Comments:
DELETE

FFY	Fund Source	Phase	Federal	State	Local
2025	5310	CAP	\$0	\$0	\$0
2025	Local	CAP	\$0	\$0	\$0
Federal Total:			\$0	Non-Federal Total:	
				\$0	Grand Total:
					\$0



Amendment 2
Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)
(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: City of Lawrence

TIP #: 519 **KDOT #**

Length (mi): 1.00

Project Type: Transportation
Alternatives

Date Added **Last Revised**
10/2022 08/2025

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

Project Name: Safe Routes to School - Ousdahl Road

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

Work Type: Pedestrian & Bicycle Work

Revision History: FFY25 A2

Comments:
Project delayed and extended construction into 2025

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

Federal Total:	\$738	Non-Federal Total:	\$185	Grand Total:	\$923
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Project Sponsor: City of Lawrence

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

Length (mi): 0.30

Project Type: Transportation
Alternatives

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

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

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

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

Work Type: Pedestrian & Bicycle Work

Revision History: FFY25 A2

Comments:

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

Federal Total:	\$1,096	Non-Federal Total:	\$20	Grand Total:	\$1,116
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Amendment 2
Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)
(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: City of Eudora
TIP #: 525 **KDOT #** TE-0559-01
Length (mi): 0.80

Project Name: Safe Routes to School - Eudora Sidewalks
Location: Eudora along 10th, 12th, 14th, and Elm Street

Project Type: Pedestrian/Bicycle

Work Type: Pedestrian & Bicycle Work

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

Revision History: FFY25 A2

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

Comments:

FFY	Fund Source	Phase	Federal	State	Local
2025	TA	PE	\$54	\$0	\$0
2025	Local	UTIL	\$0	\$0	\$100
2026	TA	CONST	\$652	\$0	\$0
Federal Total:			\$706	Non-Federal Total: \$100	Grand Total: \$806

Project Sponsor: City of Lawrence
TIP #: 607 **KDOT #** TE-0570-01
Length (mi): 1.10

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

Project Type: Safety

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

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

Revision History: FFY25 A2

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

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

FFY	Fund Source	Phase	Federal	State	Local
2025	CRP	PE	\$250	\$0	\$0
2025	CRP	PE	\$0	\$0	\$63
2025	Local	PE	\$0	\$0	\$250
2026	CRP	CONST	\$974	\$0	\$0
2026	CRP	CONST	\$0	\$0	\$244
2026	TA	CONST	\$2,376	\$0	\$0
2026	TA	CONST	\$0	\$0	\$594
2026	AIC	CONST	\$122	\$0	\$0
2026	5310	CONST	\$0	\$0	\$30
2026	Local	CONST	\$0	\$0	\$1,612
2027	CRP	CONST	\$232	\$0	\$0
2027	CRP	CONST	\$0	\$0	\$58
Federal Total:			\$3,954	Non-Federal Total: \$2,851	Grand Total: \$6,805

Demonstration of Fiscal Constraint

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

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

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

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

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

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

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

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

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

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

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

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

FFY 2025-2028

T I P TRANSPORTATION IMPROVEMENT PROGRAM

**Approved by MPO Policy Board
October 17, 2024**

Amendment 1: April 17, 2025

Text Revisions shown in red: 7/22/25



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MPO SELF-CERTIFICATION

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; All core documents are current;
2. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity;
5. Section 1101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts,
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.



Bart Littlejohn, Chair

Lawrence-Douglas County MPO



Pat Toby

Interim Bureau Chief of Transportation Planning

Kansas Department of Transportation

DEFINITIONS

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

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

Title VI Note: The L-DC MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, ~~Executive Order 12898 on Environmental Justice~~, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the L-DC MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the L-DC MPO. Any such complaint must be in writing and filed with the L-DC MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at <https://lawrenceks.org/mpo/title6>.

City of Eudora, Baldwin City, and City of Lecompton

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

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

Douglas County

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

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

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

Transit and Paratransit Funds

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

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

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

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

4 | PERFORMANCE MEASURES ...HOW ARE WE DOING?

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

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

Table 10: Projects addressing Transportation 2050 Goals

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

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

Bicycle & Pedestrian Projects that Improve Safety		
#	Project	Safety Improvement
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Provide dedicated space for pedestrians and bicyclists
515	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	Sidewalk
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Separated ped/bike facility
519	Safe Routes to School - Ousdahl Road	Sidewalk
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	Separated ped/bike facility
522	Lawrence Loop Trail from Queens Rd to Kasold	Separated ped/bike facility
523	Church Street Shared Use Path	Separated ped/bike facility
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Separated ped/bike facility
Planning & Demonstration Projects that Improve Safety		
#	Project	Safety Improvement
700	Safe Streets and Roads for All - Lawrence, Baldwin City & Eudora	Development of a Vision Zero Safety Action Plan
701	12th Street Safety Action Plan - Eudora	Safety audit followed by demonstrations
Transit Projects that Improve Safety		
#	Project	Safety Improvement
402	Lawrence Transit Equitable and Accessible Bus Stop Improvements	Improves safe, accessible bus stops
407	Lawrence Transit Downtown Station	Improved crossings near bus station and safer vehicle movements.
419	Lawrence Transit American Rescue Plan (ARP) Operating Assistance	Resources to meet transit safety requirements

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

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

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

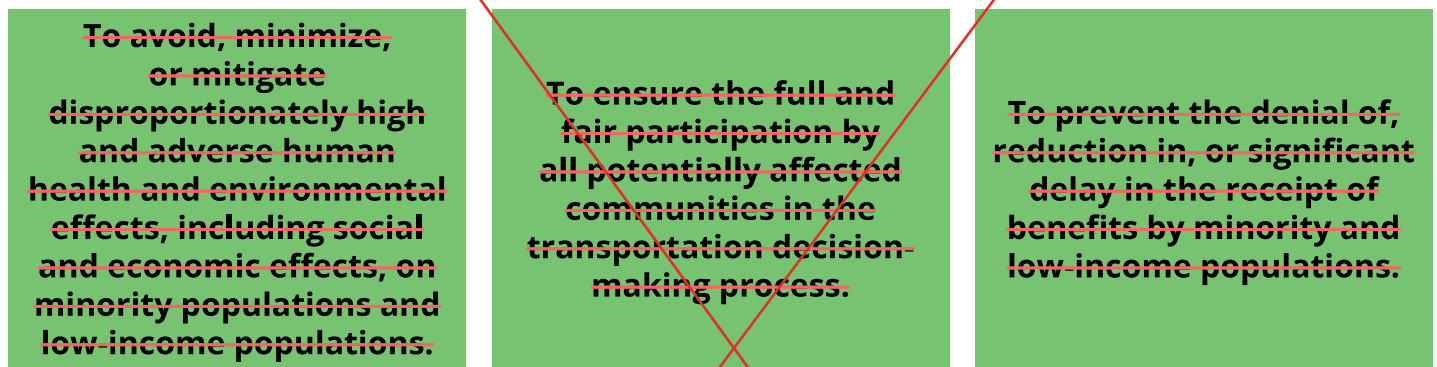
~~ENVIRONMENTAL JUSTICE~~

~~REVIEW & EQUITY~~

~~...HOW ARE WE ELEVATING EQUITY?~~

The Environmental Protection Agency (EPA) defines Environmental Justice as the “fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies.” Environmental Justice (EJ) is a federal requirement that projects using federal funds be selected and distributed fairly to all people regardless of income or race and that all people have equal access to the benefits afforded by federally funded projects as well as equal access to the decision making process for the selection of those federal projects.¹ This concept is conveyed in the three Environmental Justice Principles shown in Figure 8.

Figure 8: U.S. DOT Environmental Justice Principles



Read about how the MPO is providing access to the transportation planning process at www.lawrenceeks.org/mpo/public_participation.²

Methodology for Identifying EJ Populations

The MPO identifies minority and low income populations and evaluates their proximity to TIP projects at a regional scale. The MPO then examines the distribution of funds. However, ultimately project selection and scope are the responsibility of the project sponsor. Thus the MPO recommends project sponsors consider equity when selecting projects.

Define Target Populations and Thresholds

Low income and minority populations were identified in the MPO area. This is done by utilizing Census block groups and 2011-2015 American Community Survey (ACS) 5-year estimate data. Block groups are determined to meet the EJ threshold if they meet either of the criteria listed below.

Low/Moderate Household Income Population, by 2010 Census Block Groups (and April 2019 income data)

The threshold for low/moderate household income was 51 percent or more of the population residing in households earning less than 80 percent of the area's median income. The City of Lawrence Neighborhood Resources Division of the Planning and Development Services Department currently

¹ This policy is defined in Executive Order 12898 that was signed by President Clinton on February 11, 1994.

² Title VI Civil Rights and Environmental Justice Non-Discrimination issues can be found in the MPO's Title VI Program Manual and the Public Participation Plan. More Environmental Justice information related to programs, including MPO operations which are funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), can be found at the following website: https://www.fhwa.dot.gov/environment/environmental_justice/

uses this information to identify areas within the community that have higher concentrations of low and moderate income residents. This data is updated every five years unless there is a change to the census tracts and block group boundaries. Various housing rehabilitation program funds and Community Development Block Grant (CDBG) funds are targeted toward these areas.

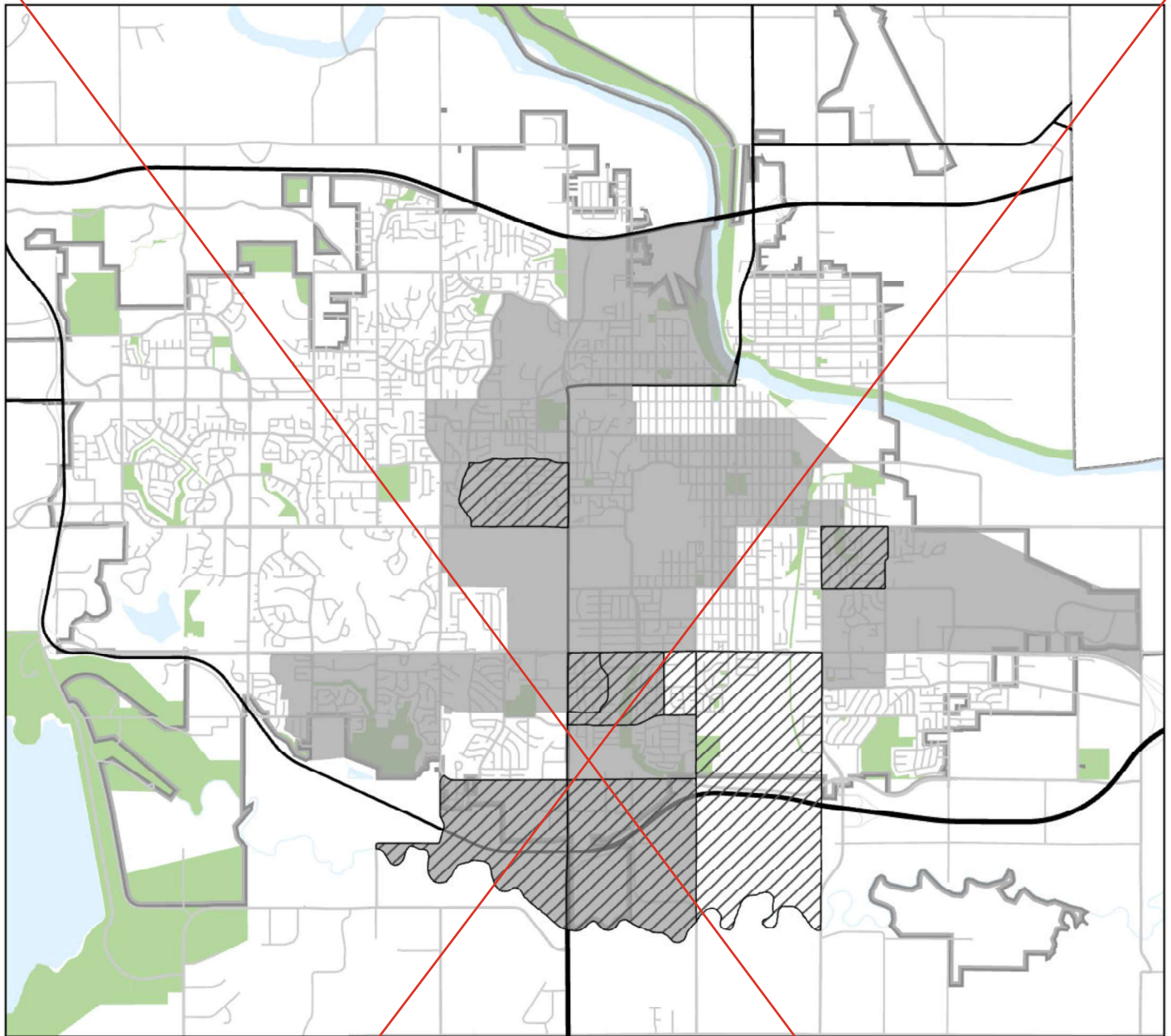
135% of Mean Minority Population, by 2020 Census Block Groups

The US Census Bureau collects demographic data for race and ethnicity. The majority race in this region is White/Caucasian and the other races, as well as those of Hispanic or Latino origin, collectively are considered as the minority group population for this EJ analysis. Census Block Group data indicates 22.6% of Douglas County belongs to a minority population. A threshold of 135% of the county average is used to assess Block Groups with high concentrations of minority populations. 135% of 22.6% is 30.5%, meaning Block Groups that exceed 30.5% minority population are classified as EJ zones. Figures 9 and 10 show these EJ zones.

Transportation Disadvantage

Similar to EJ review, evaluating transportation disadvantage provides a data driven approach to understanding distribution of transportation networks, services, and projects. Transportation disadvantage builds upon the approach of EJ but includes additional criteria. These criteria include: households with a person who has a disability, people who have less than a high school education, minorities, single parent households, zero vehicle households, population under 18 and over 65, and low moderate income households. This TIP does not include analysis of transportation disadvantage but it is a tool that can be used for project selection. To view more information visit <https://lawrenceks.org/mpo/transportation-disadvantaged>.

Figure 9: EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- | | | |
|----------------------------------|-------------|-------|
| Minority Block Groups | City Limits | Water |
| Low-Moderate Income Block Groups | Parks | |

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Date Exported: 8/8/2024
Source: 2018 ACS 5-yr Est. & CDBG Income
Produced: Lawrence-Douglas County MPO



Assess and Analyze Investments in the TIP

When assessing and analyzing investments in the TIP and their effect on EJ populations and Transportation Disadvantaged Populations it is more than only the location of projects and how many are (or aren't) in EJ areas. Further, considerations for long and short term effects of projects must be considered. The term "Disproportionately High and Adverse Effects" is utilized in this analysis, which refers to interrelated social and economic effects which may include:

- Bodily impairment, infirmity, illness or death.
- Air, noise, water pollution and soil contamination.
- Destruction or disruption of man made or natural resources.
- Destruction or diminution of aesthetic values.
- Destruction or disruption of community cohesion or a community's economic vitality.
- Destruction or disruption of the availability of public and private facilities and services.
- Vibration.
- Adverse employment effects.
- Displacement of persons, businesses, farms or nonprofit organizations.
- Increased traffic congestion, isolation, exclusion or separation of minority or low income individuals within a given community or from the broader community.
- The denial of, reduction in or significant delay in the receipt of benefits of Federal Highway Administration (FHWA)/Department of Transportation (DOT) programs, policies or activities.

Disproportionately high and adverse effects refer to effects that:

1. Are predominately borne by a minority population and/or low income population.
2. Will be suffered by the minority population and/or low income population and are appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non minority population and/or non low income population.

Analysis of Road/Bridge & Bicycle/Pedestrian TIP Projects

The following pages present information about the TIP projects and their impact on EJ zones and Transportation Disadvantaged Populations. Although the MPO does not select projects, it is the MPO's duty to present data and information related to equity to assist project sponsors in selecting projects which will not disproportionately have high and adverse effects on low income, minority, or other transportation disadvantaged populations.

The fiscally constrained TIP projects were mapped to see where the projects intersect with EJ zones. Not all TIP projects could be mapped for the EJ analysis. This analysis does not include transit allocations, planning studies, and projects that are not limited to a specific point on a map. Table 22 shows the total 2025-2028 TIP projects, the TIP projects that were able to be mapped, and the mapped TIP projects that are within the EJ zones.

Eighteen (18) projects were mapped in this 2025-2028 TIP for a combined total of \$461.2 million. Of the 18 mapped projects in the TIP, 9 are considered EJ projects for the purpose of this analysis for a total improvement cost of \$247.8 million (as shown in Table 22). Approximately 60% of the total funding for the 18 mapped projects will be invested in EJ zones. These projects are within or intersect a road that is in an EJ zone or along an EJ zone border and are shown in Figure 10. Additionally, projects that aren't mapped often have citywide service and impacts within EJ Zones.

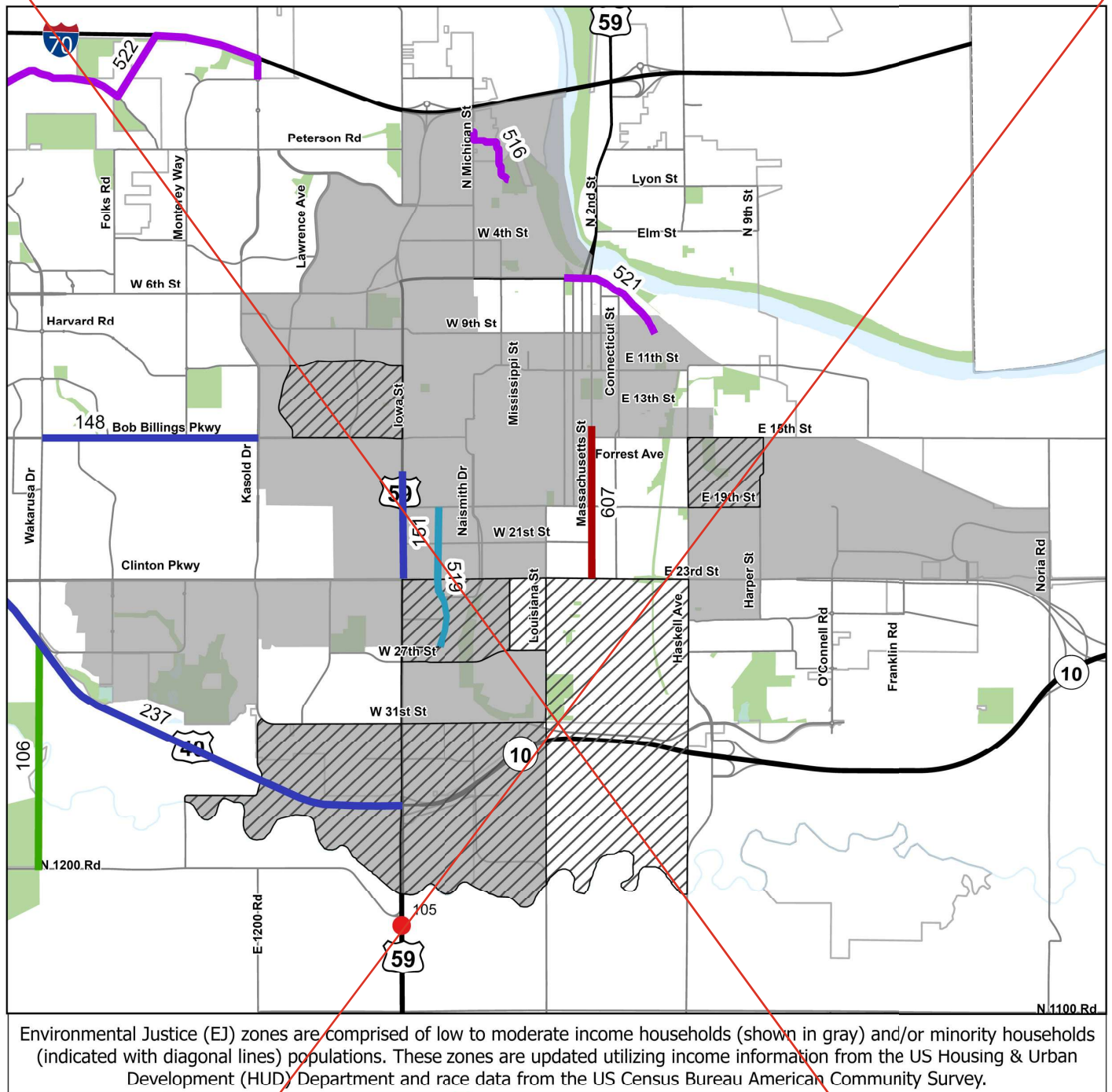
Table 22: Fiscally Constrained TIP Projects (shown in \$1,000s)

	Number of Projects	Total Cost* in \$1000s
TIP Projects	32	\$461,251
Mapped Projects	17	\$416,067
Mapped Projects in EJ	8	\$247,842
* Total Project cost includes all years and phases, even those outside of TIP Fiscal Constraint		
Note: TIP Project 507 Various Lawrence Sidewalk/Bike/Ped/ADA Ramp Projects are not mapped but EJ prioritization is included in the project selection thus the project was included in the projects mapped in EJ zones.		

Table 23: EJ Zone Projects (shown in \$1,000s)

TIP #	Project	Project Type	New Miles of Bikeway	New Miles of Sidewalk	Grand Total
151	Iowa St 23rd St to Irving Hill Rd Reconstruction MS1-00003	Road	0	0.3	\$9,400
237	SLT/K-10 West Leg in Douglas County	Road/Interchange	0	0	\$230,560
402	Equitable and Accessible Bus Stop Improvements	Transit/Paratransit	0	0	\$153
407	Downtown Station	Transit/Paratransit	0	0	\$2,030
507	Various Lawrence Bike/Sidewalk Projects	Pedestrian/Bicycle	TBD	TBD	\$3,665
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Pedestrian/Bicycle	0.47	0	\$1,214
519	Lawrence Safe Routes to School - Ousdahl Road	Pedestrian/Bicycle	0	1	\$1,493
521	Lawrence Loop Trail - Kaw River 7th street to Constant Park	Pedestrian/Bicycle	0.5	0	\$710
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Safety	1.1	0.25	\$3,775

Figure 10: MPO Fiscally Constrained Programmed Projects in Relation to EJ Zones



- | | | | |
|---------------|----------------------------------|--------|-----------------------|
| Water | Bridge | Safety | Pedestrian/Bicycle |
| City Limits | Minority Block Groups | | Road |
| County Limits | Low-Moderate Income Block Groups | | Road, Bridge |
| Parks | | | Safe Routes to School |

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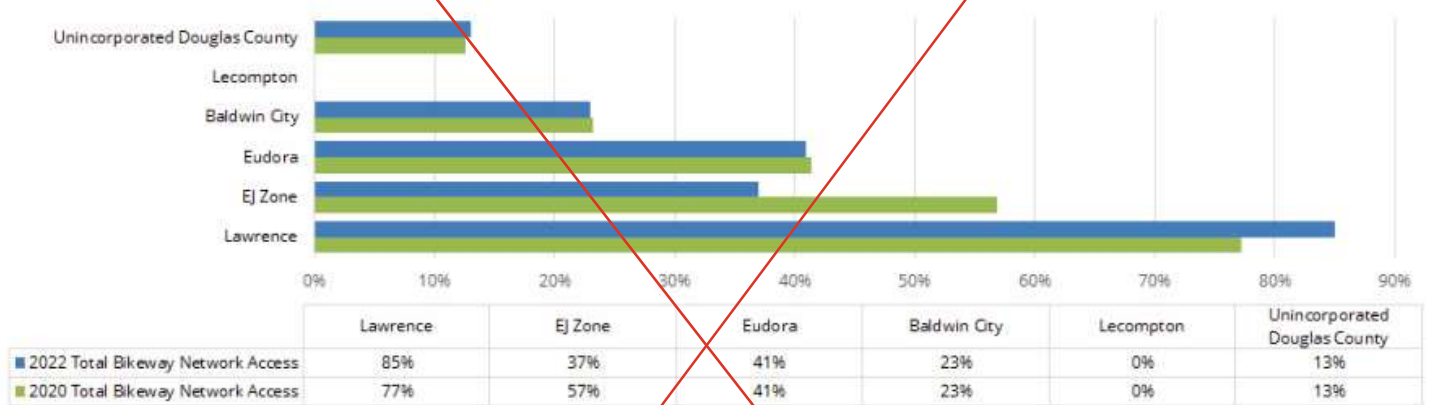
Date Exported: 8/13/2024
Source: 2018 ACS 5-yr Est. & CDBG 2019 Income
Produced: Lawrence-Douglas County MPO

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Transportation 2050 has twenty seven (27) performance measures, a mixture of federally required and locally developed measures. Several of them address access and transportation barriers.¹ The analysis below delves into the measures and the anticipated impacts of the projects programmed in this TIP.

Access to the bicycle and pedestrian networks is also important when considering equity. Access is directly tied to health equity. Health inequities can refer to people having difficulties obtaining medical services, high transportation costs, and long commute times. Transportation 2050 Performance Measure #1 is the percentage of households who have access within a ¼ mile to a comfortable bikeway network (bicycle boulevard, bike lane, protected bike lanes, shared use path). Bikeways with a level of comfort of 3 or below is the metric used in T2050 because a primary goal of the Bike Plan is to increase the comfort of bikeways. Comfort is based on street's posted speed and Average Annual Daily Traffic counts to determine level of comfort a person who bicycles would experience on the provided bikeway. Overall access to the bicycle network is slightly higher in EJ areas than non-EJ areas.

Figure 11: Percentage of Households who have Access within 1/4 mile to the Bikeway Network (T2050)



Another measure to measure access to bicycle and pedestrian facilities is Transportation 2050 Performance Measure #2 (Percentage of public streets with sidewalks on at least one side). Since the last TIP, the change in EJ Zones due to census data, means that sidewalks (on at least one side of the street) exist at a lower percentage than Citywide.

Access provides mobility and opportunities to improve quality of life, thus projects should be prioritized in the EJ areas which provide transportation choices. There are nine (9) projects in the FFY2025 TIP which will add to the bicycle and pedestrian networks thereby increasing access. At least 1.55 miles of new sidewalks and 2 miles of new bikeways will be constructed in the EJ zone. These numbers do not take into account the Various Lawrence Sidewalk/Bike/Ped (TIP #507) projects as the miles have not been determined.

Project 507 is a grouped project for the dedicated funding for non-motorized projects in Lawrence. The dedicated bike/ped funding utilizes the Non-Motorized Projects Prioritization Policy to select projects. Consideration of equity in distribution of projects in EJ zones is part of the selection process. Also \$300,000 of Community Development Block Grant (CDBG) is budgeted to the City of Lawrence to address sidewalk issues in the low/moderate income areas (a portion of the EJ zones). The City is allocated a percentage of CDBG funding each year so the \$300,000 is a place holder. All of the local and federal funding used to build new miles of bikeway and sidewalk will improve connectivity and mobility for all populations.

¹ Access the National Academy of Sciences – Transportation Communities in Action Pathways to Health Equity brief at: https://www.nap.edu/resource/24624/11062017_transportation_sector_brief.pdf

Figure 12: Percentage of Public Streets with at Least Sidewalk on One Side of Streets (T2050)

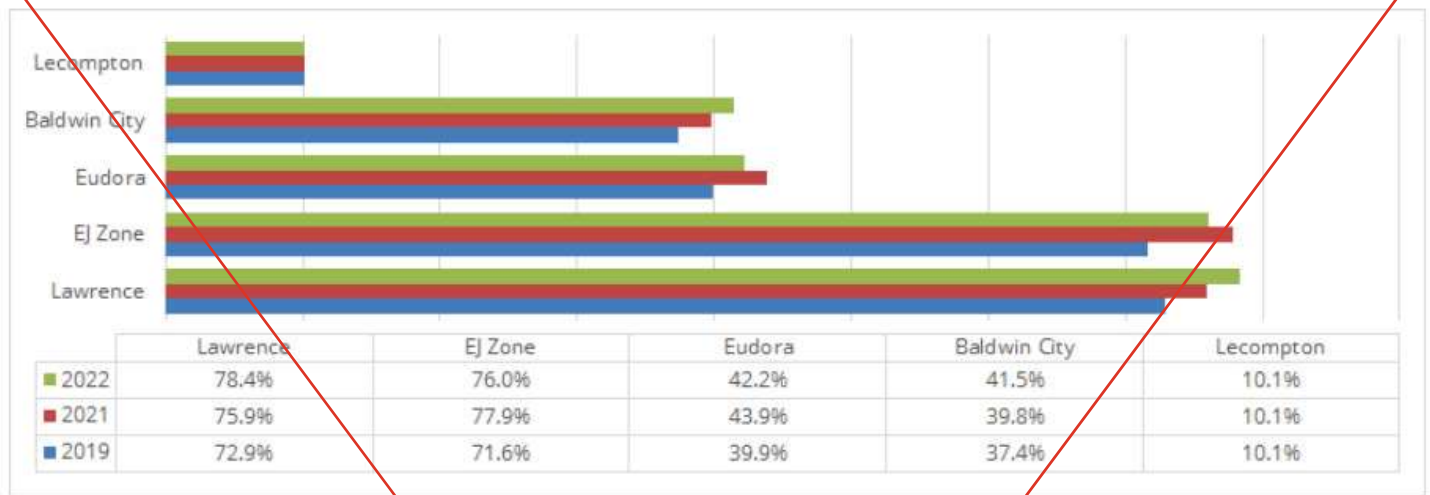
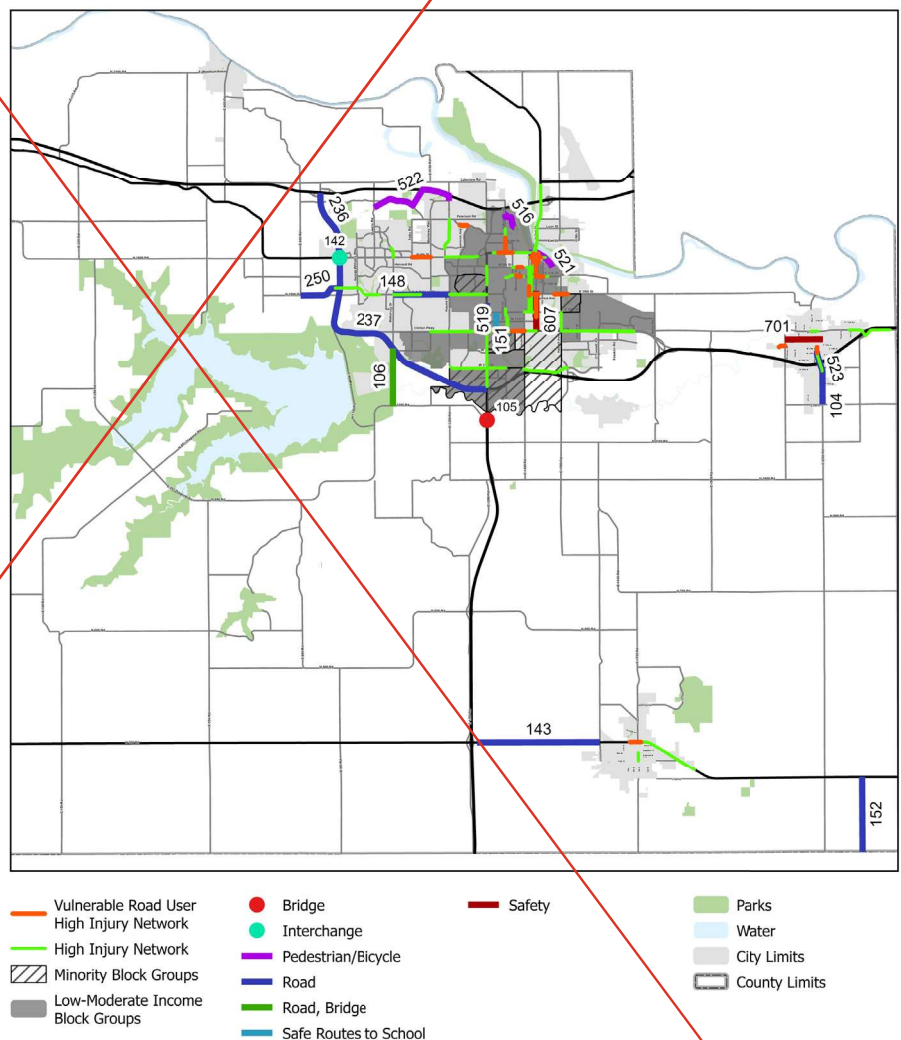


Figure 13: TIP Projects and High Injury Network with EJ Zones

The Center for Neighborhood Technology's Total Driving Costs tool measures the costs of car ownership and use for jurisdictions.¹ It utilizes a variety of data points to determine if transportation costs are unaffordable, which are any costs that are higher than 15% of an average household's income. As shown, all MPO jurisdictions have annual transportation costs over the 15% income threshold. This is a barrier to mobility and access. While the projects in the TIP do not impact fuel prices, the access to multi-modal transportation networks are fundamental to transportation access and choices, which can lessen the burden on transportation costs.



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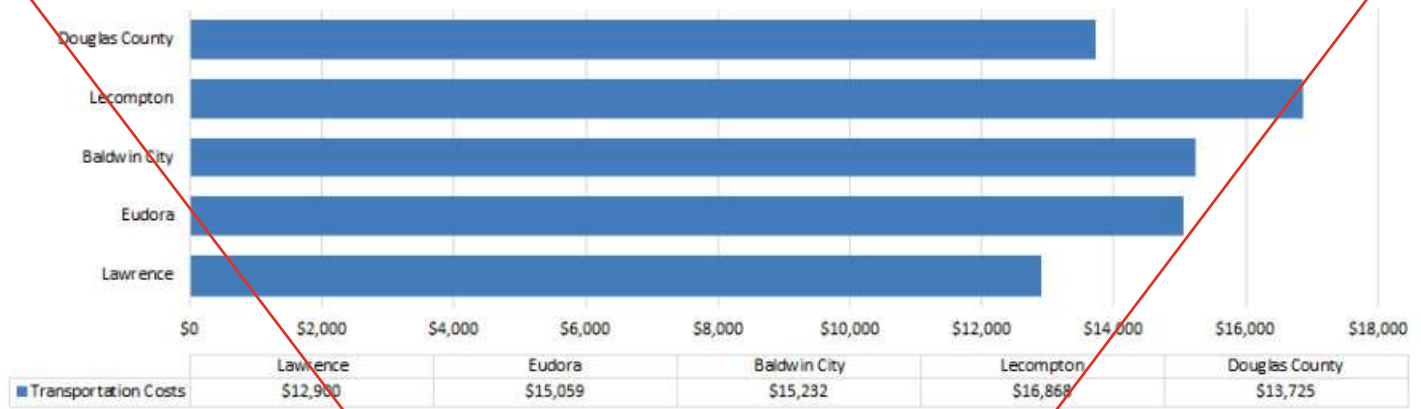
Source: Vision Zero HIN, 2013-2022 KDOT Crash data

Produced: Lawrence-Douglas County MPO

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Table 24: Average Cost of Transportation per Household (T2050 PM22)



Note: Annual Household Income: \$61,020

15% of Income for Transportation = Affordable: \$9,153

Transportation costs are considered affordable if they are 15% or less of household income; This calculation used gas priced at \$3.80 and Regional Typical Household Characteristics. Data was gathered in 2017, an update will be completed when the CNT has grant funding potentially in 2021.

Source: Center for Neighborhood Technology's Total Driving Costs Tool

<https://htaindex.cnt.org/total-driving-costs>

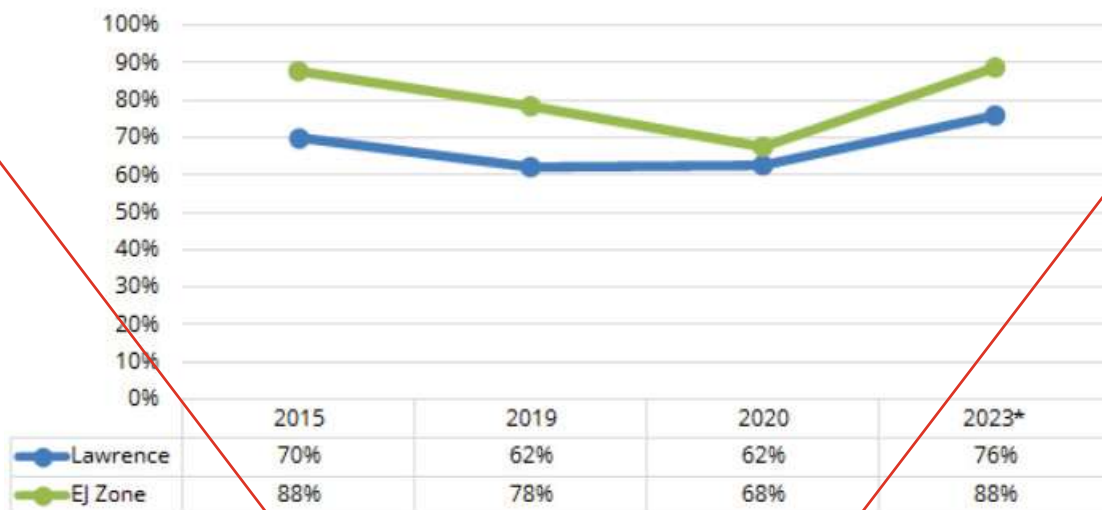
Another consideration is safety. TIP Projects in relation to the Vision Zero High Injury Network and the Vulnerable Road User High Injury network is shown in Figure 13.

Analysis of Fixed Route Transit TIP Projects

Lawrence Transit & KU on Wheels fixed routes are shown on Figure 21. 100% of the current routes have 30 minute or less service during peak times. As resources become available, Lawrence Transit & KU on Wheels may consider transitioning routes which warrant increased service to 30 minute or less service all day; however, KU on Wheels has seen recent service reductions due to budget constraints. Route information can be accessed at www.lawrencetransit.org/routes. None of the Lawrence Transit projects were mapped because transit service occurs throughout the community and is not located on one fixed point. Lawrence Transit projects include operating costs for fixed route and paratransit services, as well as the capital costs associated with vehicle acquisition.

Transportation 2050 Performance Measure #5 is the percentage of households with access within a 1/4 mile to a bus stop (Figure 14). Overall access to bus stops in EJ areas in comparison to Lawrence as a whole has increased since 2015. There are other unmapped bicycle and pedestrian projects (CDBG and Lawrence dedicated bicycle and pedestrian projects) which will likely improve access. Future analyses will evaluate the access added by these projects.

Figure 14: Percentage of Households with Access within a ¼ Mile to a Bus Stop (T2050 PM5)

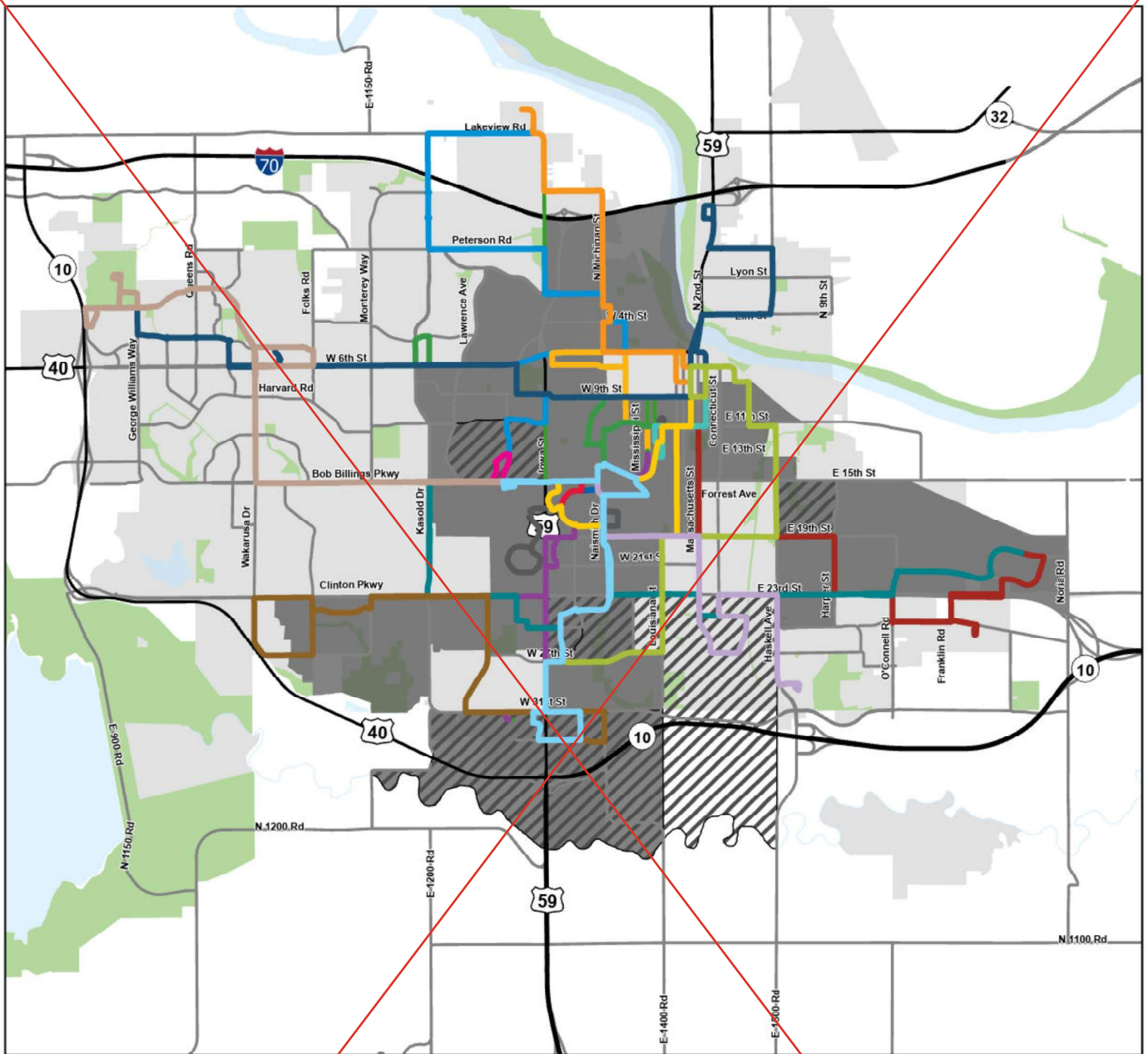


*Calculated in 2022 based on planned 2023-2024 Transit Routes

For the case of federally supported transit services, both the fixed route system and paratransit service areas, cover parts of Douglas County with low income and/or minority populations (Figure 15). Therefore, the TIP projects associated with these transit and paratransit services are all considered to serve EJ populations and to be located in EJ zones for the purpose of this analysis. If there is any difference with EJ zones it seems to be that some EJ zones receive greater choice and frequency of transit services because those areas coincide with the parts of the region with population densities high enough to support frequent fixed route transit (see the transit routes overlaid on population estimates in Figure 16).

Further, maps were created to display transit routes in relationship to EJ zones and population density. As shown in Figure 14 approximately 88% of households within the EJ zones are within ¼ mile of a transit route. This access has increased from 62% in 2020. The increase in access is largely due to the changing geometry of EJ Zones and is assisted by the route restructuring for the opening of Central Station. A ¼ mile is generally the distance people are comfortable walking. Thus, 88% of households within EJ zones have easy to access transit service, thereby expanding their mobility.

Figure 15: Fixed Route Transit Routes 2024 in Relation to EJ Zones



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- Parks
- 2024-2025 Transit Routes
- Minority Block Groups
- Water

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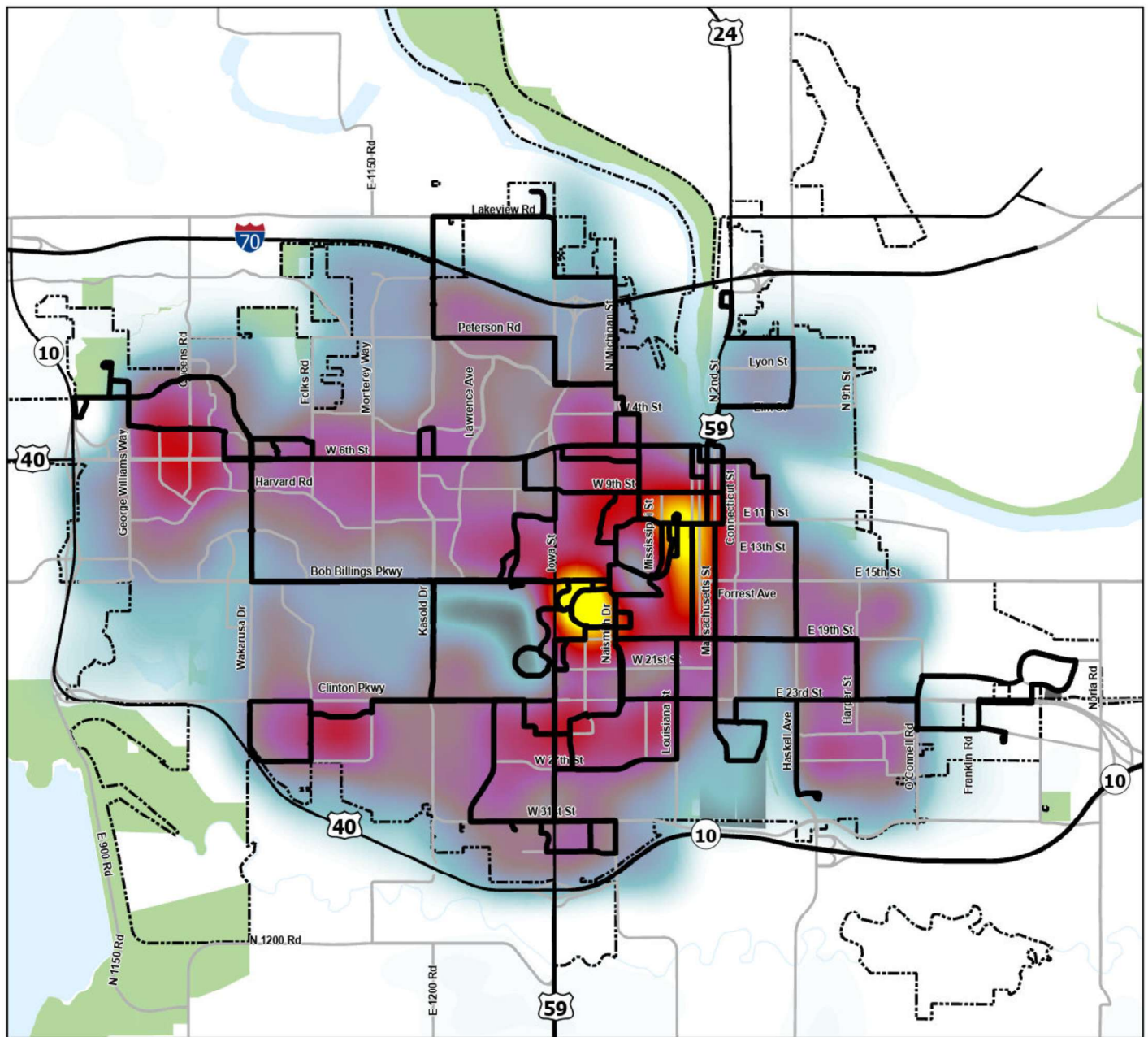
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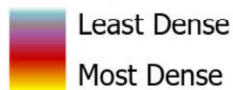
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Date Exported: 8/6/2024
Source: Lawrence Transit, 2020 ACS 5-yr Est. & CDBG
Produced: Lawrence-Douglas County MPO

Figure 16: Lawrence Transit 2024 Routes and 2020 Population Estimate Densities



2020 Population Estimates



Parks

University

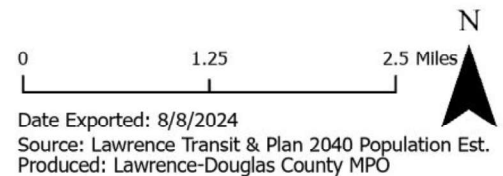
Water

City Limits

Bus Route (2024-2025)

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Conclusion

Reviewing the assessment and analysis in this chapter the MPO believes there are no significant EJ issues with the selection of roadway, bridge, pedestrian/bicycle, or transit projects in Douglas County. This TIP includes projects inside and outside of EJ zones. Although not covered under Executive Order 12898, populations that may be transportation disadvantaged — people who have a disability, people who have less than a high school education, single parent households, zero vehicle households, and population under 18 and over 65 — were spatially analyzed and appear to be served by federal transportation investments.

The region's transportation projects are selected based on the merit of the project and the need for improvements to the transport system without any intended bias towards impacting EJ areas any more than any other area in the region. However, paying particular attention to EJ and Transportation Disadvantaged Areas when project selection occurs by the local entities will ensure equitable outcomes can be achieved. The MPO should continue to encourage best practices by project sponsors through project prioritization measures, such as scoring for EJ considerations and quality public participation.

The [T2050 System Performance Report](#) is available within Appendix E of Transportation 2050 and includes a review of all 27 performance measures as they were performing at the time of T2050 development and adoption, March 16, 2023. Furthermore, future performance measure reports will include an analysis about the Transportation Disadvantaged Population access to the bikeways (PM1), sidewalk (PM2), and transit stops (PM5).

PLANNING & ENGINEERING FACTORS FOR LOCAL PROJECT CONSIDERATION

APPENDIX A

Planning Factors

- Is the project consistent with the goals and objectives found in the Metropolitan Transportation Plan (MTP)?
- Is the project listed as a recommended transportation system improvement in the MTP?
- Is the project regionally significant as defined by federal regulations and the latest Regionally Significant Policy approved by the MPO?
- Is the project consistent with the latest MPO/FHWA approved Functional Classification Map?
- Is the project consistent with the latest locally approved comprehensive plan (including the land use plan, area plans, Safe Routes to School, and other comprehensive plan elements/chapters) covering the project location?
- Does the project include provisions for transit, bicycle, and pedestrian movements (including students and ADA accessibility) as needed to provide a regional multimodal transportation system?
- Has the project sponsor considered Title VI, ~~Environmental Justice (EJ), and Transportation Disadvantage Populations~~ impacts in the planning for this project, and if the project is in a minority and/or low-income area has the project sponsor considered and addressed the Title VI ~~and EJ~~ issues related to the project?
 - ~~Federally required EJ characteristics include: minority and low income populations~~
 - ~~Transportation disadvantages populations include: households with a person who has a disability, people who have less than a high school education, minorities, single parent households, zero vehicle households, population under 18 and over 65, and low income households.~~
- Has the project sponsor received public comments about this project and if received considered those public comments in the planning and design of the project?
- Is the project eligible for the type of federal and/or state funding being proposed for it, and is there adequate funding available for the project in the year it is proposed?

Engineering Factors

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

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

C | PROGRESS ON PREVIOUS TIP PROJECTS

APPENDIX C

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

Table C-1: Completed Projects

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



Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)
(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit
TIP #: 402 **KDOT #** PT-0904-23
Length (mi): 0.00

Project Name: ~~Equitable and Accessible~~ Bus Stop Improvements
Location: Various locations

Project Type: Transit/Paratransit
Date Added: 10/2023 **Last Revised:** 08/2024

Work Type: Capital
Revision History:

Description:
Improve 25 bus stops in EJ zones with amenities and ADA accessibility

Comments:
Bus stops are often the first interaction that someone has with the Lawrence Transit bus system. Bus stops should be easy to find, accessible for all, comfortable to wait at, and contribute to an aesthetically pleasing streetscape.

FFY	Fund Source	Phase	Federal	State	Local
2025	5310	CAP	\$122	\$0	\$0
2025	Local	CAP	\$0	\$0	\$31

Federal Total:	\$122	Non-Federal Total:	\$31	Grand Total:	\$153
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Lawrence-Douglas County MPO
FFY 2025 - 2028 Transportation Improvement Program Projects (Costs in 1,000s)
(Includes the Program of Projects for the Lawrence Transit System)

Project Sponsor: Lawrence Transit
TIP #: 405 **KDOT #** PT-3905-23
Length (mi): 0.00

Project Name: Cart-Friendly Flip-Seat Retrofit
Location:

Project Type: Transit/Paratransit

Work Type: Capital

Date Added: 10/2023 **Last Revised:** 08/2024

Revision History:

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

Comments:

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

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