

FFY 2021 - 2024 L-DC MPO Transportation Improvement Program (TIP)

Revision Summary: Administrative Revision 2



| TIP #: | KDOT #:   | Project Name:                                 | Project Sponsor: | Action:  | Transportation<br>2040 Inclusion:                                                                | Revision Description:                                                              | Total<br>Project<br>Cost: |
|--------|-----------|-----------------------------------------------|------------------|----------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|---------------------------|
| 513    | U-2372-01 | Lawrence Safe Routes to School Phase 2 (2021) | Lawrence         | Revision | Strategy - Implement the Regional Pedestrian Plan; Maintain & Implement a SRTS Program; page 156 | Revise 2021 Local CONST from \$110 to \$125 and 2021 TA CONST from \$400 to \$500. | \$675                     |

Public Comment Period: NA

MPO Policy Board Approval: NA - Posted 11/9/2021



Administrative Revision 2  
Lawrence-Douglas County MPO

FFY 2021 - 2024 Transportation Improvement Program Projects (Costs in 1,000s)

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

**Project Sponsor:** Lawrence

**TIP #:** 513      **KDOT #:** U-2372-01

**Length (mi):** 0.90

**Project Type:** Transportation  
Alternatives

**Date Added:** 6/2020      **Last Revised:** 11/2021

**Description:**  
New sidewalk construction along designated Safe Routes to School. Driveway and sidewalk ramp construction will be included for ADA compliance.

**Project Name:** Lawrence Safe Routes to School Phase 2 (2021)

**Location:** Various sidewalk along 6 streets & 1 crossing improvement

**Work Type:** Pedestrian & Bicycle Work, Safety

**Revision History:** FFY21 AR2

**Comments:**  
This project will give a space for children to walk and/or bike to school along designated safe routes. The SRTS funding is an 80/20 (KDOT/City) cost share with KDOT contributing a max of \$500,000.

| FFY                   | Fund Source | Phase                     | Federal | State | Local                     |
|-----------------------|-------------|---------------------------|---------|-------|---------------------------|
| 2020                  | Local       | PE                        | \$0     | \$0   | \$50                      |
| 2021                  | Local       | CONST                     | \$0     | \$0   | \$125                     |
| 2021                  | TA          | CONST                     | \$500   | \$0   | \$0                       |
| <b>Federal Total:</b> |             | <b>Non-Federal Total:</b> | \$500   | \$175 | <b>Grand Total:</b> \$675 |

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

| Anticipated Funding (in thousands) |         |           |           |           |           |            |
|------------------------------------|---------|-----------|-----------|-----------|-----------|------------|
| Funding Source                     |         | FFY 2021  | FFY 2022  | FFY 2023  | FFY 2024  | Total      |
| Transit                            | Federal | \$ 10,705 | \$ 5,144  | \$ 8,081  | \$ 2,993  | \$ 26,923  |
|                                    | State   | \$ 869    | \$ 889    | \$ 910    | \$ 931    | \$ 3,599   |
|                                    | Local   | \$ 15,878 | \$ 10,564 | \$ 10,632 | \$ 11,392 | \$ 48,466  |
| Non-Transit                        | Federal | \$ 2,247  | \$ 2,250  | \$ 2,254  | \$ 2,257  | \$ 9,009   |
|                                    | State   | \$ 9,608  | \$ 5,577  | \$ 22,248 | \$ 3,297  | \$ 40,729  |
|                                    | Local   | \$ 33,083 | \$ 34,009 | \$ 34,479 | \$ 34,985 | \$ 136,556 |
| Transit Total                      |         | \$ 27,451 | \$ 16,598 | \$ 19,623 | \$ 15,316 | \$ 78,988  |
| Non-Transit Total                  |         | \$ 44,938 | \$ 41,836 | \$ 58,981 | \$ 40,539 | \$ 186,294 |
| Grand Total                        |         | \$ 72,389 | \$ 58,434 | \$ 78,603 | \$ 55,856 | \$ 265,283 |

Anticipated funding is based on the revenue assumptions in Transportation 2040 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) passed, which provides local funding until 2028.

| Estimated Expenditures by Year and Funding Source (in thousands) |                      |          |           |            |           |           |            |
|------------------------------------------------------------------|----------------------|----------|-----------|------------|-----------|-----------|------------|
| Funding Source                                                   |                      |          | FFY 2021  | FFY 2022   | FFY 2023  | FFY 2024  | Total      |
| Transit                                                          | Federal Funds        | FTA 5307 | \$ 4,570  | \$ 7,876   | \$ 3,225  | \$ -      | \$ 15,671  |
|                                                                  |                      | FTA 5310 | \$ -      | \$ -       | \$ -      | \$ -      | \$ -       |
|                                                                  |                      | FTA 5311 | \$ 116    | \$ -       | \$ -      | \$ -      | \$ 116     |
|                                                                  |                      | FTA 5339 | \$ 3,756  | \$ 192     | \$ 1,624  | \$ -      | \$ 5,572   |
|                                                                  | State-PT             |          | \$ 1,321  | \$ 1,321   | \$ 1,321  | \$ 1,321  | \$ 5,284   |
|                                                                  | Local                |          | \$ 12,540 | \$ 7,084   | \$ 5,880  | \$ 5,340  | \$ 30,844  |
| Non-Transit                                                      | Federal Funds        | CDBG     | \$ 300    | \$ 300     | \$ 300    | \$ 300    | \$ 1,200   |
|                                                                  |                      | HRRR     | \$ -      | \$ -       | \$ -      | \$ -      | \$ -       |
|                                                                  |                      | HSIP     | \$ 500    | \$ 1,511   | \$ 500    | \$ 500    | \$ 3,011   |
|                                                                  |                      | NHPP     | \$ 4,002  | \$ 1,546   | \$ -      | \$ -      | \$ 5,548   |
|                                                                  |                      | STP      | \$ 2,923  | \$ -       | \$ -      | \$ -      | \$ 2,923   |
|                                                                  |                      | TA       | \$ 1,993  | \$ 3,814   | \$ 1,291  | \$ -      | \$ 7,098   |
|                                                                  | State                |          | \$ 6,433  | \$ 2,055   | \$ 2,700  | \$ (100)  | \$ 11,088  |
|                                                                  | State AC Conversion* |          |           | \$ (2,046) | \$ (500)  | \$ (500)  | \$ (3,046) |
|                                                                  | Local                |          | \$ 8,468  | \$ 25,221  | \$ 7,631  | \$ 16,750 | \$ 58,070  |
| Transit Total                                                    |                      |          | \$ 22,303 | \$ 16,473  | \$ 12,050 | \$ 6,661  | \$ 57,487  |
| Non-Transit Total                                                |                      |          | \$ 24,619 | \$ 32,401  | \$ 11,922 | \$ 16,950 | \$ 85,892  |
| Grand Total                                                      |                      |          | \$ 46,922 | \$ 48,874  | \$ 23,972 | \$ 23,611 | \$ 143,379 |

\*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.