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

## Introduction

The L-DC Metropolitan Planning Organization (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 – all of Douglas County). The MPO includes four cities (Lawrence, Eudora, Baldwin City and Lecompton) and Douglas County.

The MPO operations are designed to foster cooperation among the local governments in the region to plan and develop a multimodal transportation system that meets the mobility needs of the area's residents and serves the region's economy.

The Unified Planning Work Program (UPWP) identifies and budgets the MPO's transportation planning activities and projects for the 2025 calendar year. This UPWP was developed in cooperation with the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and other regional planning partners. The sources of funding for carrying out the planning activities come from the Consolidated Planning Grant (CPG), which is comprised of Planning (PL) funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Section 5303 funds, FTA Section 5307 funds, and local contributions. The CPG is administered by the Kansas Department of Transportation (KDOT) and allocated to the MPO each year based on a formula. The CPG funds require a 20% non-federal match.

## MPO Planning Products

### **Transportation 2050 - Metropolitan Transportation Plan (MTP) – Approved March 16 and Amended October 19, 2023**

T2050 represents a vision for a safe, and efficient transportation system which will serve Lawrence and Douglas County to the year 2050 and beyond. The planning process includes travel demand modeling, funding projections, public participation activities, review and input from various advisory committees, stakeholder interviews, coordination with other regional plans and from KDOT and other planning partners. A new MTP must be approved every five years. In 3/4<sup>th</sup> Quarter 2026 plans will be made to start the T2050 updated scheduled for approval by March 2028.

### **Transportation Improvement Program (TIP) FFY 25-28 – Approved October 17, 2024**

The TIP implements the MTP, provides details and financial information for federally funded or regionally significant projects. A new TIP must be adopted at least once every four years. The MPO updates its TIP every two years to minimize amendments, to provide more opportunities for public participation in the TIP development process, and to make changes brought on by the passage of state/federal funding/regulations. In 2026, the TIP FFY 27-30 will be adopted. An annual list of surface transportation projects for which federal funds were obligated in the previous federal fiscal year is produced out of the TIP project listings.

### **Unified Planning Work Program (UPWP) – Approved November 20, 2025**

The UPWP describes the anticipated work of MPO staff during the calendar year. This document also contains a budget used to program federal Consolidated Planning Grant (CPG) funds used by the MPO to carry out the 3-C planning process in Douglas County. The MPO makes technical revisions/amendments as needed.

### **Public Participation Plan (PPP) – Approved March 1, 2022**

The PPP outlines the methods and process for involving the public in the transportation planning process and documents the review and approval processes for all MPO documents and projects. The PPP will be updated in 2026 and processes for engaging with limited English proficient populations will be added to the PPP update planned for 2026.

### **Title VI Program Manual – Approval November 17, 2022**

This plan describes how the MPO will discourage discrimination in the 3-C MPO planning process and how the MPO will address any complaints of discrimination that arise from MPO activities. This document will be reviewed whenever updates are made to the PPP and/or as needed. An update to the Title VI is anticipated in 2026.

### **Intelligent Transportation Systems (ITS) Architecture – Approved July 15, 2021**

ITS deployment is the application of advanced technologies in transportation system operations and management. ITS architecture includes applications in the areas of traffic control, traveler information, public transportation, and incident management. The architecture shows how people and agencies integrate technology into transportation system operations and maintenance. Anticipated approval set for 1<sup>st</sup> Quarter of 2026.

### **Metropolitan Planning Agreement – Approved March 11, 2025**

The cooperative agreement clarifies the roles and responsibilities of the planning partners.

#### 2025 UPWP Major Highlights

Expanded planning to support Transportation 2050 implementation to reflect the community's vision for transportation throughout Douglas County. Key highlights include:

- Adoption of the Vision Zero Transportation Safety Action Plan for Lawrence, Eudora, and Baldwin City.
- FFY2025-2028 Transportation Improvement Program in good standing.
- Lawrence Bikes Plan Updates planning process.
- Participation in the Mid America Regional Council (MARC) Freight Study and Johnson County Transportation Connection Plan.
- Facilitated a Carbon Reduction Program call for projects.
- Annual Lawrence Safe Routes to School activities and began updates to the Lawrence, Eudora & Baldwin City Safe Routes to School Plans.
- Updated the Redesignation Agreement and Cooperative Agreement between the L-DC MPO, Lawrence Transit, and KDOT.

#### Anticipated Major Planning Priorities & Activities for 2026

- Implementation of the Vision Zero Transportation Safety Action Plan for Lawrence, Eudora & Baldwin City.
- Continued development of the Countywide Bike Plan and adoption of the Lawrence Bikes Plan.
- Updating the Lawrence, Eudora & Baldwin City Safe Routes to School Plans and Lawrence Pedestrian Plan.
- Participate in the North Lawrence Corridor Study for Transportation Planning Study process.
- Development of the 2025-2028 Transportation Improvement Program Amendments, as needed.
- Annual T2050 Performance Reporting, implementation strategies and data management. Begin planning for development of T2050 planning process to update T2050 for approval by March 2028.

## 1. PROGRAM SUPPORT AND ADMINISTRATION

### 1.1 Public Participation and MPO Committees

#### **Objectives & Background:**

- ❖ Develop, implement, and maintain a meaningful public input process through the Public Participation Plan (PPP) and related documents.
- ❖ Incorporate public input into plans, programs, and other products of the planning process.
- ❖ Support the MPO Policy Board, Technical Advisory Committee (TAC) and MPO subcommittees with meeting packet development, distribution and other administrative duties.

Since its formation, the L-DC MPO has had a Policy Board and a TAC. The MPO staff also supports other ad-hoc MPO committees, in 2022/23, a T2050 Steering Committee and staff advisory workgroup was formed to guide the development of Transportation 2050, long range Metropolitan Transportation Plan.

In 2022, the MPO updated the PPP, the Limited English Proficiency (LEP) Plan, and Title VI Program Manual. Future updates will be made as needed and requested by KDOT to address the latest regulations and program guidance. The MPO online presence is supported by the City of Lawrence; the MPO staff updates the web content hosted on [www.lawrenceks.org/mpo](http://www.lawrenceks.org/mpo). The MPO continues to offer hybrid participation for MPO committees and opportunities to engage in MPO planning processes. In 2026, the MPO will work with the Safe Routes to School, Countywide Bikeway Plan, Pedestrian Plan and other planning in community engagement processes as needed.

#### **Activities and Products:**

- Activity/Product: Maintain and implement the PPP, Title VI Program Manual, and related documents and Title VI and Disadvantaged Business Enterprise (DBE) reporting (track process in the public participation spreadsheet, as needed) Prepare Annual Title VI report (September), DBE reporting (included in reimbursement requests)
- Product: Update the Title VI plan and PPP (1/2<sup>nd</sup> Quarter).
- Activity: Process Title VI complaints received in accordance with our Title VI Program Manual and/or any requests for translation services from LEP persons in accordance with our LEP Plan (as needed)
- Product: Meeting agendas, minutes, website updates, and supporting documents for MPO and TAC, and other MPO committee meetings (monthly or as needed)

### 1.2 Unified Planning Work Program (UPWP) and Grant Management

#### **Objectives & Background:**

- ❖ Draft, adopt, and implement the UPWP. Manage the MPO funding streams and track the status of UPWP budget.
- ❖ Provide administrative assistance for MPO procurement and management of approved contracts for professional services and other items (equipment, supplies, travel, etc.).

The MPO maintains an annual UPWP to describe the planning activities the MPO staff and consultants will undertake during the year. MPO staff manage the program budget and reimbursement requests quarterly under this task.

#### **Activities and Products:**

- Product: 2027 UPWP (Policy Board approval by end of 2026) and Amendments to the 2026 UPWP (as needed) and quarterly progress reports to administer the Consolidated Planning Grant (CPG) reimbursement process (January, March/April, July, October)

- Product: 2025 MPO Annual Performance & Expenditure Report (due by March 31, 2026) and CPG agreements that support MPO operations (annually and/or as needed)

#### 1.2a Equipment-Supplies-Software-Fees-Other Non-Staff Costs

Acquisition of equipment supplies and services for all the non-staff costs. For 2026, this includes Software/Technology (computer equipment, ESRI, Adobe Creative, TransCAD, etc.) (\$5,000), and supplies/operating expenses, including funding to support hosting the Kansas Association of MPOs conference. (\$4000).

#### 1.2b Direct Expenses – Staff Benefits

This category budgets \$39,783.64 for healthcare and longevity benefits for full-time staff not included in the hourly loaded rate.

#### 1.3 MPO Education, Staff Training and UPWP Project Tracking

##### **Objectives & Background:**

- ❖ Manage the MPO multimodal planning process/staff and track UPWP projects.
- ❖ Provide training opportunities for MPO staff.
- ❖ Produce or share documents/materials that help educate the MPO members and the public about the MPO process and its role in decision-making for transportation system improvements.
- ❖ Provide training opportunities to fellow MPO colleagues (as requested and as staff time and funding constraints allow) including hosting KAMPO.

The MPO meets with new MPO Policy Board and TAC committee members to welcome and address questions the members have about their position. Staff provide information to members as requested and directs new members to websites where they can learn more about the MPO. The MPO staff also confers with FHWA staff to discuss training needs that may be incorporated into the classes developed by the FHWA Resource Center. In 2026 the MPO staff plans to continue to engage city planning and engineering staff in MPO processes and present draft and/or approved plans to staff committees and/or local commissions to improve MPO processes and implementation of approved plans.

The MPO staff plans on attending the following types of workshops, conferences, and training as time and funding allows:

- American Planning Association (APA), Association of Pedestrian & Bicycle Professionals (APBP), or National Association of City Transportation Officials (NACTO) Conferences, National Transit Institute and National Highway Institute workshops for MPO related topics and/or American Institute of Certified Planners (AICP) certification maintenance credits.
- Association of Pedestrian & Bicycle Professionals Webinar Series.
- Kansas APA (American Planning Association) Chapter conferences, meetings, and workshops.
- International Association of Public Participation (IAP2) training and webinars.
- Lawrence Chamber of Commerce, Leadership Lawrence.
- Kansas Association of Metropolitan Planning Organizations (KAMPO).
- Association of MPOs membership for the MPO.
- Training related to metropolitan planning regulations. Other training that staff requests, KDOT approves as eligible for CPG reimbursement and time permits.

##### **Activities and Products:**

- Activity: Regular staff meetings to track workflow and project management (weekly or as needed)
- Activity/Product: Complete annual staff evaluations (September); Conduct staff recruitment (as needed); non-transportation staff development and training (as scheduled by City of Lawrence, includes annual safety and supervisor trainings)

- Activity: Training for MPO staff and MPO committee members/planning partners (city staff/commissions) by MPO staff (as needed and as UPWP budget allows) including hosting KAMPO

1.3a Workshops-Conferences-Training Costs

This category budgets \$13,750 for all the non-staff costs for attendance at these events (registration fees, travel, etc.). For 2026 this includes national conferences, state/local workshops, local conferences and/or online trainings.

1.4 Paid Leave

MPO staff vacation, holiday, sick and personal leave is budgeted \$32,225.48 for this task.

**2026 Budget for Program Support & Administration**

	2026 UPWP Budget #	Federal Portion	Local Portion	Total Budget
<b>Program Support &amp; Administration</b>	<b>1</b>	<b>\$ 118,683.05</b>	<b>\$ 29,670.76</b>	<b>148,353.81</b>
Public Participation and MPO Committees	1.1	\$ 9,019.38	\$ 2,254.85	11,274.23
Unified Planning Work Program & Grant Management	1.2	\$ 15,659.56	\$ 3,914.89	19,574.45
Equipment-Supplies-Software-Fees-Other Non-Staff Costs	1.2a	\$ 7,200.00	\$ 1,800.00	9,000.00
Other Direct Staff Benefits	1.2b	\$ 31,826.91	\$ 7,956.73	39,783.64
MPO Education, Staff Training & UPWP Project Tracking	1.3	\$ 18,196.82	\$ 4,549.20	22,746.02
Workshops-Conferences-Training Costs	1.3a	\$ 11,000.00	\$ 2,750.00	13,750.00
Paid Leave (vacation, holidays, sick, personal)	1.4	\$ 25,780.38	\$ 6,445.10	32,225.48

2. SHORT RANGE TRANSPORTATION PLANNING

2.1 Transportation Improvement Program (TIP)

**Objectives & Background:**

- ❖ Develop a detailed and financially realistic program of all regionally significant and/or federally funded transportation projects that are consistent with the MTP.
- ❖ Establish and maintain an efficient TIP amendment process with meaningful public involvement opportunities and coordination with project sponsors.
- ❖ Coordinate with the local transit operators to ensure that the TIP includes a Program of Projects (POP) that meets the FTA requirements.

The 2025-2028 TIP was approved on October 17, 2024. Amendments are on a quarterly schedule, as needed. The MPO plans to fully review and consider updates every two years even though federal regulations only require a full update every four years. A TIP update more often than federally required keeps the number of amendments manageable.

**Activities and Products:**

- Products: 2025-2028 TIP quarterly amendments and/or revisions (as needed) and develop the TIP for FFY 27-30 (2/3<sup>rd</sup> Quarter). Product: Annual list of transportation projects with obligated federal funds for the last federal fiscal year (posted on the web by December 31<sup>st</sup> and included in the following TIP amendment).

2.2 Current Planning - Support and Coordination

**Objectives & Background:**

- ❖ Strengthen connections between land use and transportation system planning by reviewing land development projects for multimodal mobility concerns in the region and educating local land use planners about transportation planning activities.
- ❖ Ensure interagency coordination.

- ❖ Provide technical transportation planning assistance to local governments.

The MPO provides technical support to the City of Lawrence for plan review as needed/requested. Projects brought to the attention of MPO staff by Lawrence or Douglas County planning/zoning staffs are reviewed by MPO staff for consideration on the proposed land use changes and major projects that generate large traffic volumes. Projects in Baldwin City, Eudora, and Lecompton are reviewed by MPO staff as requested.

The MPO staff allocates a small portion of its resources to the provision of technical assistance to units of local government in the areas of multimodal transportation planning and process consultation. While this does not constitute a major element of the agency's overall mission, it is a service that is greatly appreciated by local governments, many of which do not have either the staffing or the financial resources to access these types of services on their own.

The City of Lawrence Connected City Advisory Board (CCAB) was established in 2024 to advise on the implementation of the City of Lawrence Strategic Plan Connected City outcome which includes multimodal decision making. MPO staff will present and report to the CCAB as necessary. The CCAB does not replace the TAC and/or MPO Policy Board.

#### **Activities and Products:**

- Activity: Coordinate with the City of Lawrence Connected City Advisory Board and Lawrence - Douglas County Metropolitan Planning Commission to maintain multimodal engagement and coordination with MPO planning in the region (as needed)
- Activity: Monitor and participate in relevant local, state, tribal, and federal projects, funding, or policy matters and provide technical assistance to local governments including reviewing and commenting on planned land development projects and traffic impact studies (as needed/requested and staff time allows)

### 2.3 Transit & Paratransit Planning & Coordination

#### **Objectives & Background:**

- ❖ Provide a transportation planning program for the region that results in a multimodal plan for mobility that has a significant transit component.
- ❖ Improve the public perception, convenience, comfort, utility, and service of urban 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 and help support economic growth in the region.
- ❖ Participate in ongoing discussions about intercity transit services in Northeast Kansas that can provide viable alternatives for commuters.
- ❖ Implement the Coordinated Public Transit and Human Services Transportation Plan (CPT-HSTP) in coordination with Coordinated Transit District #1.
- ❖ Provide assistance to local agencies that are supported with funding for the transportation of elderly and disabled persons (e.g., FTA 5310 funds) and program those funds in the TIP (as needed)

The fixed-route bus service in Lawrence is operated by the City of Lawrence and is funded through federal and state aid programmed in the TIP along with local funding sources. Since 2009, Lawrence Transit, a coordination between the City of Lawrence and KU on Wheels services and operations has become a reality through a shared maintenance facility, vehicle purchases, coordinated route planning/scheduling, and a joint service/operations contract.

In 2024 Central Station opened at Bob Billings Pkwy and Crestline Drive and route redesign was implemented. The Downtown Station location is in the planning process.

Ongoing work for the downtown transfer location will continue in 2026. The year brings additional focus on operation, continued outreach and planning for service, and delivering services for the

World Cup. MPO staff will coordinate with the Douglas County Mobility Manager to work with paratransit and human service transportation providers to implement the CPT-HSTP and continue coordination in Douglas County.

**Activities and Products:**

- Activity/Product: Transit data development to support planning and future long-range plan development, including creating a data dashboard to enhance T2050 data and develop an amenity access, and prioritization model/dashboard (ongoing)
- Activity: Provide technical and planning assistance to Lawrence Transit staff for transit operations, multimodal connections, and/or development of grant applications to support transit services (as requested/needed)
- Activity/Product: Coordinate implementation and updates of the DG County CPT-HSTP with the Douglas County Mobility Manager (as needed)

**2026 Budget for Short Range Transportation Planning**

2026 UPWP Budget #		Federal Portion	Local Portion	Total Budget
<b>Short Range Transportation Planning</b>		<b>\$ 36,029.65</b>	<b>\$ 9,007.41</b>	<b>45,037.06</b>
Transportation Improvement Program	2.1	\$ 12,050.23	\$ 3,012.56	15,062.78
Current Planning - Support & Coordination	2.2	\$ 19,397.50	\$ 4,849.37	24,246.87
Transit & Paratransit Planning & Corodination	2.3	\$ 4,581.92	\$ 1,145.48	5,727.41

3. LONG RANGE TRANSPORTATION PLANNING

3.1 Transportation 2050, Travel Demand Model and Performance Reporting

**Objectives & Background:**

- ❖ Maintain and implement a multimodal MTP, Transportation 2050, to meet all federal regulations for Lawrence & Douglas County.
- ❖ Integrate the MTP with the KDOT statewide long-range plan, funding priorities and transportation programs developed by KDOT.
- ❖ Continue the process of coordinating the development of the MTP with local land use, growth management, economic development, and other comprehensive plan elements and consider those comprehensive plan issues in developing and amending the MTP.
- ❖ Use modeling and data to facilitate community dialogue concerning regional development and transportation goals and to evaluate land use and transportation system scenarios.

The T2050 Plan, approved in 2023, was the result of collaboration between MPO staff, a travel demand modeling consultant, a public participation process, and the guidance of the T2050 Steering Committee. The Functional Classification Map for the Lawrence-Douglas County Region was revised in 2021. The next MTP will need to be approved in March 2028.

The current TransCAD Travel Demand Model (TDM) was updated as part of the development of T2050 in 2022/23 by a modeling consultant. The MPO develops and maintains accurate and reliable data for use in its TDM. The next model update is anticipated for 2027. The MPO also receives and responds to requests for model information from consultants working on land development projects.

**Activities and Products:**

- Activity/Product: Maintain and implement T2050 by continuing the community dialogue around T2050 goals, policies, strategies, and priorities. Make any necessary amendments or additions to incorporate performance targets (ongoing and as needed, documentation and response of comments, as needed).

- Product: Annual Performance Report and data development to meet federal performance reporting requirements and coordinate with KDOT/Lawrence Transit in setting performance targets (report measures once annually, set safety targets annually and updated other Targets as needed, regional Performance Measure meetings).
- Activity/Product: Maintain and distribute the MPO/FHWA approved Roadway Functional Classification Map for the L-DC Region (additional updates as needed).
- Activity: Development of coordinated funding applications, with the MPO as co-applicant to national funding opportunities to advance issues/strategies/actions that implement the MPO's approved transportation plans. (as needed and time allows)
- Activity: Respond to transportation model data requests (as staff time and modeling abilities allow)
- Activity: Begin research and development for the next MTP. (3/4<sup>th</sup> Quarter)

### 3.2 Complete Streets: Bicycle and Pedestrian Planning

This section outlines all complete streets activities and budget to ensure the federal requirement that at least 2.5% of the annual unified planning budget is devoted to Complete Streets related activities. Federal legislation broadly categorizes Complete Streets activities that will increase safe and accessible transportation options. At a minimum, work in this section meets or exceeds the Complete Streets requirement.

#### **Objectives & Background:**

- ❖ Maintain and coordinate the implementation of the Bicycle and Pedestrian section of the T2050 Plan, the Lawrence Bikes Plan, the Countywide Bike Plan, the Lawrence Pedestrian Plan, and the Regional Pedestrian Plan.
- ❖ Encourage the integration of bicycle and pedestrian transportation needs in land development projects, roadway designs, local comprehensive plans, and capital improvement projects.
- ❖ Develop and maintain data for bikeways, bicycling activity, pedestrian facilities, and pedestrian activity for use in various transportation studies and reports.
- ❖ Coordinate local Safe Routes to School and community multimodal planning processes and projects to implement SRTS plans for Baldwin City, Eudora, and Lawrence. The MPO provides input and assistance to several on-road and off-road bicycle planning initiatives in Douglas County. The MPO works through the Connected City Advisory Board and/or relevant subcommittees to address regional bicycling and pedestrian issues.
- ❖ Coordination, data maintenance and implementation of the regional Vision Zero Transportation Safety Planning into multimodal planning

A Lawrence Bikes Plan (2019) and Countywide Bike Plan (2021) covering unincorporated Douglas County, Eudora, Baldwin City and Lecompton were developed to guide the implementation of comfortable places for people of all ages and abilities to bicycle.

The MPO is a committed partner with the City of Lawrence, the Lawrence-Douglas County Public Health, and USD 497 Lawrence Public Schools, in the ongoing SRTS planning process in Lawrence. In 2025 the MPO began collaboration on an update to the Lawrence SRTS Plan and worked to coordinate local SRTS planning in Eudora and Baldwin City. These planning efforts will continue into 2026 with adoption anticipated quarter 2 of 2026. The Lawrence Pedestrian Plan was approved in 2022; an update is scheduled for 2026. The Regional Pedestrian Plan was approved in 2024.

In 2018/19, the MPO staff provided plan data and planning support in developing a data driven prioritization process for dedicated City of Lawrence Bicycle & Pedestrian Funding. The policy/process was updated in 2022 to coordinate with the Bicycle and Pedestrian Plans. Annual coordination with the local policy to ensure coordination with plan implementation will occur. In 2024 the City of Lawrence adopted an ADA Transition Plan for the Public Right of Way. The MPO

will participate in continued discussions about implementation priorities considering community engagement.

**Activities and Products:**

- Activity/Product: Update the Lawrence Bikes Plan through a public process with appointed steering committee(s). (continued from 2024) and update the Countywide Bike Plan and the Bikeway Rideability Map with input from community bicyclists. (2<sup>nd</sup>/3<sup>rd</sup> Quarter)
- Activity/Product: Update the Lawrence Pedestrian Plan (ongoing)
- Activity/Product: Continued implementation of Safe Route to School plans, Lawrence Bikes Plan, the Countywide Bike Plan, the Lawrence Pedestrian Plan, the Regional Pedestrian Plan and Lawrence Bicycle Wayfinding Strategy throughout Douglas County (ongoing)
- Activity/Product: Update to the Citywide Lawrence/Eudora/Baldwin City Safe Routes to School Plans (starting 3<sup>rd</sup> Quarter 2024) and annual SRTS mapping (2<sup>nd</sup> Quarter)
- Activity: Update the bikeway and pedestrian datasets in Douglas County and respond to requests for data. Collaborate in the strategy and analysis for bike/ped data collection with automated counters and update data in the database (data updating ongoing, program development will determine timeline)
- Activity: Track bicycle and pedestrian plan implementation by the Connected City Advisory Board, the LiveWell Douglas County Built Environment Work Group, and other bike-ped interest groups with related activities of the MPO committees and staff (ongoing) and provide data (as needed)

3.3 Climate Resilience & Air Quality

**Objectives & Background:**

- ❖ Elevate planning and implementation of transportation related climate resilience strategies identified in the regional Climate Action and Adaptation Plan.
- ❖ Monitor the air quality designation of Douglas County and keep the local governments and MPO committees updated about changes in the region's regulatory air quality status.
- ❖ Incorporate air quality standards into the MPO planning process and documents to comply with federal and state laws and regulations.

As of the approval date for this document, Douglas County is currently in attainment, and the MPO staff will proceed with its work this year under that attainment designation. A change in the air quality designation for Douglas County is not expected to occur in 2026; however, this situation could change in future years.

The MPO staff has monitored the timeline for setting new ozone standards throughout the last nine years and attended meetings of the Douglas County Air Quality Committee when they met, however they have not been convened in the recent past. For 2026, the MPO staff expects to keep informed about federal and state actions that could impact the air quality status and MPO operations in Douglas County. During 2023, there was collaborative work to develop a Climate Action and Adaptation Plan in Douglas County; the MPO participated and will continue to support efforts by local groups that are encouraging actions which lead to reductions in Vehicle Miles Traveled and carbon reduction.

**Activities and Products:**

- Activity: Participate in Climate Action and Adaptation planning and implementation related to transportation strategies. (ongoing)
- Activity: Monitor the ongoing discussions about possible non-attainment status for Douglas County and work with the Kansas Department of Health and Environment (KDHE), the Environmental Protection Agency (EPA), KDOT, FHWA, FTA and other agencies to revise MPO plans, reports, and processes so Douglas County follows air quality regulations (as needed)

### 3.4 Long Range Planning & Special Studies

#### Objectives & Background:

- ❖ Participate in the development of statewide, regional, area, corridor, and special studies to complement the MTP as well as MPO policies and/or processes; and/or produce specialized information designed to address transportation planning related issues that are not addressed in other MPO work tasks.
- ❖ Maintain working relationships with land use planning to coordinate transportation and land use planning.
- ❖ Maximize opportunities for additional funding to utilize as local match dollars for special studies and work tasks.

Since 2011, the MTP has been the transportation chapter for the city-county comprehensive plan, currently called Plan 2040. In 2021, the MPO staff convened the ITS stakeholders to discuss progress made since the last plan was adopted. The revised plan was approved on July 15, 2021.

In 2019, the 23rd Street Multimodal Corridor Study (Learnard Avenue to eastern city limits) was completed. This study developed a vision and implementation strategy for 23rd Street: Learnard Street to the eastern city limits, providing an opportunity for the public to reimagine the street for comfortable and inviting multimodal transportation.

Throughout 2025, the MPO oversaw the consultant led development of the Vision Zero Transportation Safety Action Plan for Lawrence, Eudora and Baldwin City. The Vision Zero Safety Action Plan was approved June 23, 2025. Implementation is ongoing throughout 2026.

In 2026, the MPO staff may participate in work on special studies or planning work impacting the transportation system as time allows including coordinating on Lawrence Strategic Plan actions that support MPO plan implementation.

#### Activities and Products:

- Activity/Product: Implement the Vision Zero Safety Action Plan. Develop a Phase II SS4A application in partnership with cities to implement the plan and create process to implement and integrate Vision Zero in transportation project development. (ongoing)
- Activity: Participate in the North Lawrence Comprehensive Corridor Study (ongoing).
- Activity/Product: Revise the ITS Plan based on feedback from stakeholders (as needed, 1<sup>st</sup> Quarter)
- Activity: Identify and participate in long-range planning or special studies to coordinate with land-use planning and pursue opportunities for additional funding to maximize the planning work in the region and incorporate them into future UPWPs. (as needed).
- Activity: Receive, review, and comment on land use plans/regulations and determine consistency with MPO-approved planning documents (as requested by local governments).
- Activity: Participate in development of statewide, regional, corridor and special studies to complement the MTP as well as MPO policies and/or processes (as invited/time allows).

#### 2025 Budget for Long Range Transportation Planning:

	2026 UPWP Budget #	Federal Portion	Local Portion	Total Budget
<b>Long Range Transportation Planning</b>	<b>3</b>	<b>\$ 175,232.05</b>	<b>\$ 14,409.41</b>	<b>189,641.46</b>
T2050, Travel Demand Model and Performance Reporting	3.1	\$ 46,280.09	\$ 11,570.02	57,850.12
Complete Streets: Bicycle & Pedestrian Planning	3.2	\$ 117,594.41	\$ -	117,594.41
Climate Resilience & Air Quality	3.3	\$ 2,973.57	\$ 743.39	3,716.96
Long Range Planning & Special Studies	3.4	\$ 8,383.99	\$ 2,096.00	10,479.98

# Budget

2026 UPWP Budget		#	Federal Portion	Local Portion	Total Budget
<b>Program Support &amp; Administration</b>		<b>1</b>	<b>\$ 118,683.05</b>	<b>\$ 29,670.76</b>	<b>148,353.81</b>
Public Participation and MPO Committees	1.1	\$	9,019.38	\$ 2,254.85	11,274.23
Unified Planning Work Program & Grant Management	1.2	\$	15,659.56	\$ 3,914.89	19,574.45
Equipment-Supplies-Software-Fees-Other Non-Staff Costs	1.2a	\$	7,200.00	\$ 1,800.00	9,000.00
Other Direct Staff Benefits	1.2b	\$	31,826.91	\$ 7,956.73	39,783.64
MPO Education, Staff Training & UPWP Project Tracking	1.3	\$	18,196.82	\$ 4,549.20	22,746.02
Workshops-Conferences-Training Costs	1.3a	\$	11,000.00	\$ 2,750.00	13,750.00
Paid Leave (vacation, holidays, sick, personal)	1.4	\$	25,780.38	\$ 6,445.10	32,225.48
<b>Short Range Transportation Planning</b>		<b>2</b>	<b>\$ 36,029.65</b>	<b>\$ 9,007.41</b>	<b>45,037.06</b>
Transportation Improvement Program	2.1	\$	12,050.23	\$ 3,012.56	15,062.78
Current Planning - Support & Coordination	2.2	\$	19,397.50	\$ 4,849.37	24,246.87
Transit & Paratransit Planning & Corodination	2.3	\$	4,581.92	\$ 1,145.48	5,727.41
<b>Long Range Transportation Planning</b>		<b>3</b>	<b>\$ 175,232.05</b>	<b>\$ 14,409.41</b>	<b>189,641.46</b>
T2050, Travel Demand Model and Performance Reporting	3.1	\$	46,280.09	\$ 11,570.02	57,850.12
Complete Streets: Bicycle & Pedestrian Planning	3.2	\$	117,594.41	\$ -	117,594.41
Climate Resilience & Air Quality	3.3	\$	2,973.57	\$ 743.39	3,716.96
Long Range Planning & Special Studies	3.4	\$	8,383.99	\$ 2,096.00	10,479.98
<b>Total</b>			<b>\$ 329,944.75</b>	<b>\$ 53,087.59</b>	<b>\$ 383,032.34</b>

### Total UPWP Funding Breakout

Consolidated Planning Grant - Federal Funds 80%	\$	212,350.35
Complete Streets Planning Activities 100%	\$	117,594.41
Total Local Match Required 20%	\$	53,087.59

\*\*Complete Streets work does not require non-federal match and hours billed to task 3.2 can be reimbursed at 100%. If hours are billed to another task, they require local match.

This UPWP is in compliance with the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, which sets forth a minimum funding requirement of 2.5% for Safe Transportation Options (Complete Streets).