

## 2024 Unified Planning Work Program Amendment #1 - Add New Activities

### **5.16 Short Range Transportation Planning: Johnson County Transit Strategic Plan – Lead Agency: Johnson County Transit**

#### Program Objectives

The Strategic Plan is intended to be a living document, updated annually to reflect changing realities and changing demographics. A vision statement; Johnson County Transit is committed to providing convenient, reliable and safe regional mobility options. The JCT team strives to deliver responsive, environmentally friendly and efficient transit services that constantly exceed customer expectations, is supported by six strategic points:

1. The focus of transit must be broader than the downtown commuter market.
2. The Board of County Commissioners (BoCC) supports the concept of dedicated funding for transit services.
3. The BoCC supports collaboration among the Region’s transit systems.
4. Enhance the quality and utility of services for seniors and persons with disabilities.
5. Management systems for effective transit services will be developed.
6. JCT is committed to work with cities planning transit supportive development.

#### Background/Previous Work

Multiple objective statements were developed to support the six strategic points. As voiced at the Committee of the Whole meeting, JCT staff and the Council will utilize the Five Year Plan as a guide in the development and maintenance of transit services. Annual updates to the Plan will be completed by staff to reflect departmental and county transit-related goals.

Staff will also utilize the Plan while planning grant applications that support current and planned transit services. The adoption of the Five Year Plan will provide direction on service and funding strategies for the transportation staff and the Transportation Council. The plan will provide additional leverage for federal, state and local funds.

JCT staff will utilize this document as a guide for future services, operating plans, and service maintenance priorities. Staff will also use the Plan to support applications for grant funding, exploration and development of a transit funding source, and to prepare annual budget requests.

The plan will provide transit staff the ability to focus on planning objectives beyond a one-year horizon. The Five Year Plan will guide the development of transit services in Johnson County, and in the County’s regional efforts related to transit activities. Implementation of specific components of the plan will be incremental with the Board of County Commissioners’ consideration of funding availability and annual budget issues, available grant funds, and agreements.

#### Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Strategic Plan Management and Coordination:* JCT Team discussion and coordination efforts (Jan-Feb 2024)

2. *ACTIVITY*: Strategic Plan Procurement Process: Requests for proposals commence and project selection (March-May 2024)
3. *ACTIVITY*: Strategic Plan Contract Awarded (*June 2024*)
4. *ACTIVITY*: Engage project partners and stakeholders to refine proposed Plan based on common goals and objectives (April 2024).
5. *ACTIVITY*: Strategic Plan Developed/Finalized (November 2024)
6. *PRODUCT*: Completion of Strategic Plan for Board approval (Dec 2024)

Funding

Federal	\$120,000	FTA-5307
Local	<u>\$ 30,000</u>	
<b>Activity Total</b>	<b>\$150,000</b>	

**F.6 Harry S Truman & Food Lane/Byars Road Intersection and Corrington Avenue & 132<sup>nd</sup> Street Intersection Traffic Study – Lead Agency: City of Grandview, Missouri**

Program Objectives

To review existing conditions and identify improvements that address safety and operational efficiencies at each intersection.

Background/Previous Work

The city previously conducted a TEAP study in 2019. Based on the results of that study, the city added the intersections to the 5-year Capital Improvements Program to construct long-term improvements at the examined site. Presently, the city has identified two intersections with safety and/or operational deficiencies that could benefit as a result of a traffic study.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Data Collection (March 2024)
2. *ACTIVITY*: Public Involvement Process (March 2024)
3. *PRODUCT*: Conduct safety and operational studies for two identified intersections (April 2024)

Funding

Federal	\$11,200	FHWA-TEAP-MO
Non-Federal	<u>\$ 2,800</u>	
<b>Task Total</b>	<b>\$14,000</b>	

**APPENDIX D – SCHEDULE 1  
FY 2024 FUNDING SUMMARY TABLE**

Work Element	STATE and LOCAL				CPG Funds		Federal		Total	
	MARC	KDOT	MoDOT	Other	KDOT <sup>(2)</sup>	MoDOT <sup>(3)</sup>	Amount	Other Agency		
1.1	Transportation Administration	\$62,901			\$218,009	\$279,472			\$560,382	
1.2	Public Participation	\$28,828			\$99,914	\$128,088			\$256,830	
2.1	Land Use, Demographic & Comprehensive Planning	\$61,071			\$211,666	\$271,348			\$544,085	
2.2	Metropolitan Transportation Plan	\$38,793			\$134,452	\$172,363			\$345,608	
3.1	Transportation Modeling/Forecasting	\$98,650			\$341,911	\$438,319			\$878,880	
3.2	Transportation Research & Database Management	\$67,707			\$234,667	\$300,835			\$603,209	
3.3	Air Quality Planning	\$12,266			\$42,510	\$54,497			\$109,273	
3.4	Safe and Accessible Transportation Options	\$56,617			\$196,226	\$251,557			\$504,400	
3.4b	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options <sup>1</sup>				\$32,558	\$49,358			\$81,916	
3.5	Transportation Technology	\$4,868			\$16,871	\$21,629			\$43,368	
3.6	Transportation Safety Planning	\$12,055			\$41,784	\$53,566			\$107,405	
3.7	Congestion Management System	\$7,226			\$25,042	\$32,103			\$64,371	
3.8	Performance Measurement & Target Setting	\$9,714			\$33,666	\$43,160			\$86,540	
4.1	Transportation Improvement Program	\$23,201			\$80,412	\$103,086			\$206,699	
5.1	RideKC Short-Range and Ongoing Transportation Planning			\$80,000		\$0	\$400,000	FTA 5307	\$480,000	
5.2	RideKC Long-Range Transit and Capital Planning			\$130,000		\$0	\$650,000	FTA 5307, 5309	\$780,000	
5.3	Goods Movement/Freight Planning	\$10,067			\$34,889	\$44,727			\$89,683	
5.4	Corridor Studies	\$1,374			\$4,763	\$6,107			\$12,244	
5.5	Aviation Planning	\$300			\$1,039	\$1,332			\$2,671	
5.6	MoDOT Traffic Studies			\$370,933					\$370,933	
5.7	Economic Value Atlas <sup>4</sup>			\$80,000					\$80,000	
5.8	RideKC Bi-State Green Corridor Planning Investments <sup>4</sup>						\$514,045	FTA Route Planning Restoration	\$514,045	
5.9	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts <sup>4</sup>			\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555	
5.10	Building Climate Resilience in the Transportation System (Phase 1) <sup>4</sup>			\$21,025	\$76,269	\$97,706			\$195,000	
5.11	Electric Vehicle Readiness Plan <sup>4</sup>			\$21,025	\$76,269	\$97,706			\$195,000	
5.12	Regional Freight Plan <sup>4</sup>			\$92,183	\$334,412	\$428,405			\$855,000	
5.13	Bi-State Sustainable Reinvestment Corridor <sup>4</sup>			\$500,000			\$2,000,000	RAISE	\$2,500,000	
5.14	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood			\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275	
5.15	Stormwater Engineering Standards Update <sup>4</sup>			\$600,000					\$600,000	
5.16	Short Range Transportation Planning: Johnson County Transit Strategic Plan			\$30,000			\$120,000	FTA 5307	\$150,000	
F.1	Operation Green Light			\$700,000			\$700,000	FHWA STBG	\$1,400,000	
F.2	Air Quality Public Education			\$138,750			\$555,000	FHWA CMAQ	\$693,750	
F.3	WAY TO GO						\$300,000	FHWA CMAQ	\$300,000	
F.4	Active Transportation Programs			\$18,000			\$72,000	FHWA CMAQ	\$90,000	
F.5	Planning Sustainable Places Program			\$375,000			\$1,500,000	FHWA STBG	\$1,875,000	
F.6	Harry S Truman & Food Lane/Byars Road Intersection and Corrington Avenue & 132nd Street Intersection Traffic Study			\$2,800			\$11,200		\$14,000	
		\$495,637	\$0	\$370,933	\$3,108,993	\$2,237,329	\$2,875,366	\$8,380,865	\$0	\$17,469,123

(1) Federal funds in this subtask are 100% federal and are not factored into match requirement calculations.

(2) Kansas CPG funds assume \$2,004,164 in 2024 allocated funding. MARC anticipates using the federal prorate share (\$200,000) of the direct cost value of \$250,000 to match Kansas CPG funds and increase Kansas CPG to \$2,202,164 as detailed in Appendix C - Schedule 2.

(3) Missouri CPG funds assume \$2,526,355 in 2024 allocated funding. MARC anticipates using a portion of the federal prorate share (\$296,746) of the direct cost value of \$370,933 to match Missouri CPG funds and increase Missouri CPG to \$2,823,102 as detailed in Appendix C - Schedule 2.

(4) Study was initiated in a prior year and extends into 2024.