POLICY FRAMEWORK GOALS

ACCESSIBILITY
Maximize mobility and access to opportunity for all area residents

CLIMATE CHANGE & ENERGY USE
Decrease the use of fossil fuels through reduced travel demand, technology advancements and a transition to renewable energy sources

ECONOMIC VITALITY
Support an innovative, competitive 21st-century economy

ENVIRONMENT
Protect and restore our region’s natural resources (land, water and air) through proactive environmental stewardship

PLACE MAKING
Coordinate transportation and land-use planning as a means to create quality places in existing and developing areas, and strengthen the quality of the region

PUBLIC HEALTH
Facilitate healthy, active living

SAFETY & SECURITY
Improve safety and security for all transportation users

SYSTEM CONDITION
Ensure transportation system is maintained in good condition

SYSTEM PERFORMANCE
Manage the system to achieve reliable and efficient performance

The big picture
The Mid-America Regional Council (MARC) is working with local, state and federal governments, transit providers, area stakeholders and the public to develop a new long-range transportation plan for the Kansas City region, Transportation Outlook 2040. The plan will identify needs and budget federal funds the metro area expects to receive over the next three decades — in ways that support a future vision for our transportation system.

Meet the future
To predict residents’ future travel needs, we must first forecast how many people and jobs will be located in Greater Kansas City in 2040. According to MARC’s economic model, the region can expect to be home to 3.5 million people and 1.5 million jobs in 2040, up from 2 million people and 1.2 million jobs today. Where will the additional 500,000 people live and work? Projecting this is the principal role of the Technical Forecast Committee, which is composed of planners from area governments. They oversee MARC’s work to aggregate local comprehensive plans and use models to forecast future development. The plans tell MARC how each part of the region is expected to develop. The models estimate whether that development will occur by 2040. What makes one place more likely to develop than another? Generally, places that are close to roads, served by sewers, and near growing areas with high income households are more likely to develop than places that are far from services, amenities and activities. But it also depends on our choices. The policies we put in place to adapt to current and future challenges will shape where people live and work for decades to come. The long-term plans of many area cities and counties are starting to head in a new, more viable direction — one confirmed through community outreach efforts like “Imagine KC.” Residents desire to live in a more sustainable place and, as the vision adopted by the MARC Board states, become “America’s Green Region.” What might such a region look like?
To highlight the implications of our choices, the Technical Forecast Committee has created two growth scenarios showing alternate ways of accommodating the region’s expected overall growth. The BASELINE scenario shows how the region would look if past development trends were extended into the future. As such, it might seem the most likely forecast.

But local governments have already begun to alter their plans and policies to adapt to new realities as their residents demand sustainable growth patterns. The ADAPTIVE scenario shows how the region might look if this trend in local plans is extended into the future and carried out at a regional scale.

The ADAPTIVE scenario appears to be the one toward which local governments are heading. How can MARC best use it to develop a 2040 forecast?

The BASELINE SCENARIO shows the projected areas of population growth and decline between 2000 and 2040, if the region were to continue past development practices. The results show decline at the core and widespread, scattered development in new areas. Because of this decline, new areas must absorb more than 100 percent of the region’s expected population growth.

CHARACTERISTICS:
- Land uses remain separated
- Greater reliance on automobiles for daily tasks
- 76,000 acres of rural and agricultural land converted to developed uses
- 47,000 people and 27,000 jobs leave the core of the metro
- Widespread, scattered new growth requires an estimated $8.7 billion in expenditures on local infrastructure during the period

The ADAPTIVE SCENARIO augments local plans with a “nodes and corridors” strategy. Developed over the past 18 months by the Technical Forecast Committee, this scenario illustrates the impact of taking to a regional scale the kinds of activity centers area governments seem to be planning. It assumes local and regional policies promote development and redevelopment of commercial areas into mixed-use centers along corridors with sufficient densities and amenities to make them more walkable, bikeable, and easily served by transit. The results show less decline and greater preservation of open space — 40 percent of the region’s expected population growth is accommodated in existing areas, while 60 percent is in new areas.

CHARACTERISTICS:
- Mixed land uses and higher densities reduce auto dependency and make transit more effective
- High-quality natural areas actively protected — including agricultural land — principally through stream buffers, MetroGreen®
- 58,000 acres of rural and agricultural land converted to developed uses
- The urban core’s loss of people and jobs is essentially eliminated and virtually all existing areas grow, including the region’s center cities, first suburbs and older town centers
- Focused development and redevelopment requires an estimated $3.4 billion in expenditures on local infrastructure during the period
- Accommodates robust economic growth in a more fiscally and environmentally sustainable manner, while improving access to economic opportunity for all residents

Weighing Choices:
Moving growth in the right direction

Vehicle-Miles Traveled
Total daily vehicle-miles driven based on an average weekday in the region (minor arterial collector roads and higher)

Trip Distance
Per capita trip distance based on all trip types (commute, shopping, recreation, school, etc.) for an average weekday in the region

Trip Travel Time
Per capita trip travel time based on all trip types (commute, shopping, recreation, school, etc.) for an average weekday in the region

Roadway Congestion
Congested lane miles based on 5-6 p.m. rush-hour period for an average weekday in the region

Transit Ridership
Total daily passenger boardings based on an average weekday in the region and today's transit service levels
WEIGHING CHOICES: Moving growth in the right direction

To highlight the implications of our choices, the Technical Forecast Committee has created two growth scenarios showing alternate ways of accommodating the region’s expected overall growth. The BASELINE scenario shows how the region would look if past development trends were extended into the future. As such, it might seem the most likely forecast.

But local governments have already begun to alter their plans and policies to adapt to new realities as their residents demand sustainable growth patterns. The ADAPTIVE scenario shows how the region might look if this trend in local plans is extended into the future and carried out at a regional scale.

The ADAPTIVE scenario appears to be the one toward which local governments are heading. How can MARC best use it to develop a 2040 forecast?

### BASELINE SCENARIO

The BASELINE SCENARIO shows the projected areas of population growth and decline between 2000 and 2040, if the region were to continue past development practices. The results show decline at the core and widespread, scattered development in new areas. Because of this decline, new areas must absorb more than 100 percent of the region’s expected population growth.

**Characteristics:**
- Land uses remain separated
- Greater reliance on automobiles for daily tasks
- 176,000 acres of rural and agricultural land converted to developed uses
- 47,000 people and 27,000 jobs leave the core of the metro
- Widespread, scattered new growth requires an estimated $8.7 billion in expenditures on local infrastructure during the period

### ADAPTIVE SCENARIO

The ADAPTIVE SCENARIO augments local plans with a “nodes and corridors” strategy. Developed over the past 18 months by the Technical Forecast Committee, this scenario illustrates the impact of taking to a regional scale the kinds of activity centers area governments seem to be planning. It assumes local and regional policies promote development and redevelopment of commercial areas into mixed-use centers along corridors with sufficient densities and amenities to make them more walkable, bikeable, and easily served by transit. The results show less decline and greater preservation of open space — 40 percent of the region’s expected population growth is accommodated in existing areas, while 60 percent is in new areas.

**Characteristics:**
- Mixed land uses and higher densities reduce auto dependency and make transit more effective
- High-quality natural areas actively protected — including agricultural land — principally through stream buffers, MetroGreen®
- 38,000 acres of rural and agricultural land converted to developed uses
- The urban core’s loss of people and jobs is essentially eliminated and virtually all existing areas grow, including the region’s center cities, first suburbs and older town centers
- Focused development and redevelopment requires an estimated $3.4 billion in expenditures on local infrastructure during the period
- Accommodates robust economic growth in a more fiscally and environmentally sustainable manner, while improving access to economic opportunity for all residents

### ANNUAL COST OF NEW INFRASTRUCTURE BY SCENARIO (2000–2040)

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### VACANT LAND

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### VEHICLE-MILES TRAVELED

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### TRANSIT RIDERSHIP

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</table>

**VehIcLe-MIles traVeled**

Total daily vehicle-miles driven based on an average weekday in the region (minor arterial collector roads and higher)

**TRIP DISTANCE**

Per capita trip distance based on all trip types (commute, shopping, recreation, school, etc.) for an average weekday in the region

**ROADWAY CONGESTION**

Congested lane miles based on 5-6 p.m. hour-hour period for an average weekday in the region

**TRANSIT RIDERSHIP**

Total daily passenger boardings based on an average weekday in the region and today’s transit service levels
MARC has created a set of wide-ranging policy goals for Transportation Outlook 2040 — major things we want to achieve with our transportation system.

- They are consistent with needs local cities and counties are already planning for, and also with common themes expressed by citizens about the Kansas City region’s transportation needs through outreach efforts like “Imagine KC,” a project to envision a sustainable future for our metro.
- These goals will serve as the foundation for the plan’s vision. They will direct actions and strategies that help us meet them, as well as ways to measure our progress over time.
- MARC will use the policy goals to help select which transportation projects should be funded in the future. It’s important to make sure billions of dollars are spent based on a cohesive vision over the next 30 years.

**POLICY FRAMEWORK GOALS**

**ACCESSIBILITY**
Maximize mobility and access to opportunity for all area residents

**CLIMATE CHANGE & ENERGY USE**
Decrease the use of fossil fuels through reduced travel demand, technology advancements and a transition to renewable energy sources

**ECONOMIC VITALITY**
Support an innovative, competitive 21st-century economy

**ENVIRONMENT**
Protect and restore our region’s natural resources (land, water and air) through proactive environmental stewardship

**PLACE MAKING**
Coordinate transportation and land-use planning as a means to create quality places in existing and developing areas, and strengthen the quality of the region

**PUBLIC HEALTH**
Facilitate healthy, active living

**SAFETY & SECURITY**
Improve safety and security for all transportation users

**SYSTEM CONDITION**
Ensure transportation system is maintained in good condition

**SYSTEM PERFORMANCE**
Manage the system to achieve reliable and efficient performance

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**QUESTIONS TO CONSIDER:**

1. Is there a consensus on the overall direction of the adaptive scenario?
2. Do we have the right corridors, nodes and underlying assumptions?
3. Is 2040 a reasonable timeframe to reach the adaptive scenario?

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**WHAT DOES IT MEAN?**
Greater Kansas City is planning development that will accommodate 5.5 million people at ultimate buildout, yet the forecast predicts that we will grow to only 2.5 million people by 2040.

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**CHALLENGES WE ARE FACING**
- Climate change and likely regulation of greenhouse gas emissions
- Fuel and energy prices
- Preserving natural resources
- Desire walkable, bike-friendly communities
- Demographic shifts: Older, more diverse, smaller households
- Economic shifts: More uncertain, more competitive
- Public costs rise faster than revenue
- Economy that runs on talent, attraction to diversity and density

---

**WHAT TO EXPECT IN 2040?**

- Majority of households will be smaller, 1.5-2 people
- Older, more diverse, smaller households
- More walkable and bike-friendly environments
- More transportation choices available

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**HOW WILL WE MEET THE FUTURE?**

- Major things we want to achieve
- Policies we put in place to adapt to current and underlying assumptions

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**NEXT STEPS**

**SEPTEMBER 2009**
Analyze alternative growth scenarios

**SEPTEMBER 29**
MARC Board growth scenarios workshop

**OCTOBER–DECEMBER**
Develop draft forecast and Transportation Outlook 2040 plan

**EARLY 2010**
Adopt forecast and Transportation Outlook 2040 plan
MIXED-USE NEIGHBORHOOD & EMPLOYMENT CENTERS

Greater Kansas City contains diverse activity centers — each featuring different levels of walkability, age, land uses, decline and potential for redevelopment. MARC's Technical Forecast Committee has classified existing, planned and potential activity centers in the metro into general categories that include activity centers from the urban center to the smallest neighborhood corner store. The committee assumes that all non-residential areas will have a significant chance of some redevelopment between now and 2040. In the ADAPTIVE SCENARIO, we assume that redevelopment will involve the proactive creation of mixed-use walkable activity centers that serve most of our diverse neighborhoods.
Here are some examples of what local governments in the region City are doing to support sustainable planning, including comprehensive plans, renewable energy ordinances and corridor plans. Other examples are available at www.marc.org/planningroundtable.htm.

GLADSTONE, MO. – 2008 Comprehensive Plan
www.gladstone.mo.us/CommunityDev/planning.php
Sustainability, transit-oriented development, trails, community revitalization, open space
NOTE: Neighborhood Preservation Strategic Plan is being developed

KANSAS CITY, MO.
Climate Protection Plan: www.kcmo.org/manager.nsf/web/cpp
Greater Downtown Area Plan: www.plandowntownkc.com
Stream Setback Ordinance: www.kcmo.org/planning.nsf/devmgt/streambuffer?opendocument

LEE’S SUMMIT, MO. – Lee’s Summit 360: Charting Tomorrow
Complete streets, MetroGreen®, sustainability (includes sustainability vision statement)
Lee’s Summit’s Renewable Energy and Green Development Standards

www.ci.lenexa.ks.us/2030/index.html
Sustainable neighborhoods, retain neighborhood character, environmental sustainability action plan, recommendation to explore sustainable sites initiative, task force to develop “local link” to promote transit

LIBERTY, MO. – Blueprint for Liberty (award-winning plan adopted in 1999)
Mixed land uses, sustainable development, parks, redevelopment

MISSION, KAN. – 2007 Comprehensive Plan
Open space/natural feature preservation, transit, multimodal options, mixed uses, trails, redevelopment

OVERLAND PARK, KAN. – Vision Metcalf
www.opkansas.org/_Gov/Vision_Metcalf/index.cfm
Preservation of open spaces/natural resources, renewable energy, form-based code, transit-oriented development, mixed uses

PLATTE COUNTY, MO. – Platte Profile (adopted in 2008)
www.platteprofile.com
“Platte County will foster logical growth from existing infrastructure and development supported by adequate infrastructure to create a sustainable community with a high quality of life that preserves the characteristics that make Platte County unique.”
“Platte County will be a healthy, sustainable community that values and protects its natural resources”

RIVERSIDE, MO. – 2006 Comprehensive Master Plan
www.riversidemo.com/documentCenter/masterPlan/MasterPlan-AllParts_13mb.pdf
Mixed uses, parks, redevelopment, sustainable development

ROELAND PARK, KAN. – 2007 Comprehensive Plan
www.roelandpark.net/CompPlan/RPUpdate121107sm.pdf
Trails, sustainable, mixed-use development, redevelopment