PRESENTATION OUTLINE

1. Why forecast, and why its important
2. Global challenges
3. Local and regional responses
4. Growth scenarios
5. Implications
6. How this will be used / next steps
7. Board discussion
GLOBAL CHALLENGES
Global challenges:

- Climate change and greenhouse gas emissions
- Rising fuel and energy prices
- Preserving natural resources
- Demographic shifts
Global challenges:

- Housing shifts
- Economic shifts
- Fiscal constraints
- Economy that runs on talent and innovation
Global challenges:

We desire a region that enables robust economic growth, but in ways that are fiscally and environmentally sustainable, and that create economic opportunity for all citizens.
LOCAL & REGIONAL RESPONSES
Local planning efforts:

- **Gladstone** – Comprehensive Plan
- **Overland Park** – Vision Metcalf
- **Liberty** – Blueprint for Liberty
- **Lenexa** – Vision 2030
- **Raymore** – Growth Management Plan
- **Roeland Park** – Comprehensive Plan
Local planning efforts:

- **Kansas City, Mo.** – Trails KC, Climate Protection Plan, Downtown Area Plan
- **Mission** – Comprehensive Plan
- **Kansas City, Kan.** – Traditional Neighborhood Development and narrow lot design guidelines
Local planning efforts:

- Platte County – Platte Profile
- Lee’s Summit – 360 Charting Tomorrow
- Riverside – Comprehensive Master Plan
Together, these begin to define a regional response:

Common thread: A vision of sustainability

- Higher-density, mixed-use development
- More options to walk, bike, ride transit
- Redevelopment
- Transit-oriented development
- Natural preservation
Regional policy:

- Vision of being America’s Green Region
  
  “Greater Kansas City is a sustainable region that increases the vitality of our society, economy, and environment for current residents and future generations.”

- Policy framework for Transportation Outlook 2040
Transportation Outlook 2040
POLICY GOALS
System performance

Manage the system to achieve reliable and efficient performance.
System condition

Ensure the transportation system is maintained in good condition.
Safety and security

Improve safety and security for all transportation users.
Economic vitality

Support an innovative, competitive 21st-century economy.
Place making

Coordinate transportation and land-use planning to create quality places in existing and developing areas of the region.
Public health

Facilitate healthy, active living.
Climate change & energy use

Decrease use of fossil fuels through reduced travel demand, technology advancements, and transition to renewable energy.
Environment

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

Maximize mobility and access to opportunities for all area residents.
Public response:

Public engagement efforts:
- Dozens of engagements and discussions
- Thousands of “Imagine KC” participants
GROWTH SCENARIOS
VISUALIZING THE FUTURE:
REGIONAL CONTROL TOTALS

KC Metro Population and Employment Forecast, 2000-2040

Population
Employment
Current Land Use

- Residential
- Low-Density Residential
- Commercial
- Industrial
- Office
- Mixed Use
- Public/Semipublic
- Parks, Open Space
- Right-of-Way
- Vacant or Agriculture
Planned Land Use

Aggregate of city and county comprehensive plans

Ultimate build-out population:

5.5 million people
So what happens if...

We put 2.5 million people in a geographic area that can hold 5.5 million?

Three views...
Change in population, households or employment in the adaptive scenario
Change in population by 2040 in the baseline scenario
107% of growth in new areas

47,000 people leave the core

Cost of local infrastructure: $8.7 billion

Change in population by 2040 in the baseline scenario
Visualizing the future

What if instead we focus development around the nodes and corridors identified by local governments?
Identify and Catalogue Neighborhood and Employment Centers
Identify Priority Corridors
Give Priority to Historic City Centers
Protect Natural Areas:

- Floodplain
- Parks
- High-quality agricultural land
- MetroGreen® greenways
- Stream buffers
Visualizing the future

What might the region look like if we take local plans and policies to regional scale?
60% of growth in new areas, 40% in existing areas

Core decline largely reversed

Cost of local infrastructure: $3.4 billion

Change in population, households or employment in the adaptive scenario
Change in Population or Employment

Baseline

Adaptive

- Gain
- Loss
- Refill
- No Change
Change in Population by 2040

Baseline

Adaptive
Change in Population by 2040

Baseline

Adaptive

Population Increase by TAZ
- 0.01
- 10
- 10,000

Population Decline by TAZ
- 10
- 100
- 10,000
IMPLICATIONS
More sustainable development pattern

- **Baseline**
  - Consumes 275 square miles of vacant/agricultural land
  - $8.7 billion cost for local infrastructure

- **Adaptive**
  - Consumes 60 square miles of vacant/agricultural land
  - $3.4 billion cost for local infrastructure
A change in how region is built

- But not a remaking of it
  - Redevelopment occurs in approximately 12% of the region’s 2040 developed land
  - By 2040, 11% of region’s population lives in those redeveloping areas.
The baseline scenario consumes 4.6 times as much land as the adaptive scenario.
SCENARIO COMPARISON

By the end of the period, the adaptive scenario costs $1 billion less for local roads, sewers, water, and stormwater.
SCENARIO COMPARISON

Transit becomes less viable under baseline scenario than today, while the adaptive scenario yields 39% more riders – without making improvements to the level of service.
Given the current network, the number of congested lane miles increases grows 4 times faster under the baseline scenario, while the average trip time in the Adaptive scenario is lower than today, despite having added a half-million people.
In part this is due to shorter trip distances under the Adaptive scenario. However, even under this scenario, VMT grows 28% from current levels.
The biggest change is in the unincorporated areas of counties.

The most urban counties see the biggest increases relative to the baseline.
IT'S POSSIBLE...

Baseline vs. Adaptive Population Change

Baseline

Adaptive
LOOK AT DENVER’S EXPERIENCE

Urban Area Population Change

1980-1990

1990-2000

Loss
Gain
HOW THIS WILL BE USED
Help set priorities to projects

Change in population by 2040 in the adaptive scenario and proposed transportation projects
Change in employment by 2040 in the adaptive scenario and proposed transportation projects
Change in population by 2040 in the baseline scenario and proposed transportation projects
Change in employment by 2040 in the baseline scenario and proposed transportation projects
Uses of MARC’s forecasts

- Influences long-range transportation plan
- Developers, banks, nonprofits and schools can assess their markets
- Context for local decisions so they become more consistent and mutually supportive
- Influences other regional plans – green infrastructure, transit, housing
Timeline

- **September 2009**
  Analyze alternative growth scenarios

- **October–December 2009**
  Develop draft forecast and Transportation Outlook 2040 plan

- **Early 2010**
  Adopt forecast and Transportation Outlook 2040 plan
Feedback to date:

- MARC committees, LRTP plan subcommittee, local governments, public forums, Web site
  - Continued interest in robust regional growth
  - Recognition of the difficulties in changing development practices
  - Affirmation for overall direction
Board discussion:

- The Baseline and Adaptive alternative are scenarios, not forecasts.
- The Adaptive scenario seems to be where local governments are heading.
- It has a lot of advantages, and a lot of support.
- How can MARC best use it to prepare a 2040 forecast?
Board discussion:

- Is there a consensus on the overall direction of the Adaptive scenario?
- Do we have the right corridors, nodes and underlying assumptions?
- Is 2040 a reasonable timeframe to reach the Adaptive scenario?