Welcome and charge

Coming together is a beginning; keeping together is progress; working together a success.

Henry Ford
What is the long-range plan?

- 25 year vision for regional, multimodal transportation systems.
- Supporting policies, strategies, and actions.
- Multi-modal transportation investment strategy targeted to achieve goals.
Plan Update Process

Phase I
- Policy Framework Development
- Regional Needs Assessment
- Public Input

Phase II
- Investment Framework
- Project and Strategy Refinement
- Public Input

Phase III
- Strategy and Project Prioritization
- Plan Creation and Adoption
- Public Input

2015
Today’s Conversation

INVESTMENT STRATEGIES
- Given adopted policy goals, how do we maximize the use of limited funds?
- Where might new funds be required to meet future needs?

REGIONAL PROJECT PRIORITIES
- Given constraints, what emerging regional priorities best meet our region’s goals?
Regional Trends: Demographics & Land use

- Population and employment growth
- Older and more diverse
- Suburban growth, downtown growth, & continued areas of decline
Regional Trends: Lifestyle

- Continued desire for more choice:
  - Housing
  - Transportation
  - Community
Population Growth

- 600,000 more people by 2040
- 320,000 new jobs by 2040
Regional Goals

Vibrant
- Economic vitality.
- Placemaking.
- Equity.

Connected
- Transportation choices.
- Safety and security.
- System condition.
- System performance.

Green
- Public health.
- Environment.
- Climate change/energy use.

How do we maximize limited flexible funds to best achieve goals?
Financial Trends

- Constrained resources at all levels
- Unpredictable federal role
- Current funding sources largely spoken for
- Additional pressure on limited “Flexible” funding sources. (i.e. MARC Programs)
- Likely need new forms of funding to meet long-term multi-modal needs
## 2040 PROJECTS

### Financial Constraint

<table>
<thead>
<tr>
<th>Project</th>
<th>Total Revenue</th>
<th>Total O&amp;M</th>
<th>Percent O&amp;M</th>
<th>Remaining Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>MO – State (KC District)</td>
<td>$2,808,260,000</td>
<td>$2,646,126,179</td>
<td>94%</td>
<td>$162,133,821</td>
</tr>
<tr>
<td>KS – State (KC area)</td>
<td>$1,422,883,125</td>
<td>$739,317,070</td>
<td>52%</td>
<td>$683,566,055</td>
</tr>
<tr>
<td>Transit</td>
<td>$4,706,419,589</td>
<td>$4,495,717,631</td>
<td>96%</td>
<td>$210,701,958</td>
</tr>
<tr>
<td>Bike/Ped</td>
<td>$346,500,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flexible (MARC Federal)</td>
<td>$1,025,500,000</td>
<td></td>
<td></td>
<td>$1,025,500,000</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$10,309,562,714</strong></td>
<td><strong>$7,881,160,880</strong></td>
<td><strong>76%</strong></td>
<td><strong>$2,081,901,834</strong></td>
</tr>
</tbody>
</table>

76% of revenues will be required to maintain what we already have.
## 2040 PROJECTS
Financial Constraint

<table>
<thead>
<tr>
<th></th>
<th>Financial Capacity</th>
<th>Total Needs</th>
<th>Needs Afforded</th>
</tr>
</thead>
<tbody>
<tr>
<td>MO - State</td>
<td>$162,133,821</td>
<td>$2,154,341,874</td>
<td>8%</td>
</tr>
<tr>
<td>KS - State</td>
<td>$683,566,055</td>
<td>$2,080,097,098</td>
<td>33%</td>
</tr>
<tr>
<td>Transit</td>
<td>$210,701,958</td>
<td>$2,155,900,000</td>
<td>10%</td>
</tr>
<tr>
<td>Bike/Ped</td>
<td></td>
<td>$462,000,000</td>
<td>75%</td>
</tr>
<tr>
<td>Flexible (MARC Federal)</td>
<td>$1,025,500,000</td>
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<td></td>
</tr>
<tr>
<td>Totals</td>
<td>$2,081,901,834</td>
<td>$10,499,955,292</td>
<td>20%</td>
</tr>
</tbody>
</table>
Financial constraints will place greater pressure on limited regional/flexible funds.
Looking forward how should we maximize the use of the region’s limited flexible funding?

Streets and highways: 60%
Safety: 1%
Bike/pedestrian: 13%
Environmental/scenic/historic: 4%
Transit: 10%
Transportation management: 12%

MARC will have an estimated $1.03 billion in flexible federal funds through 2040. See how we have previously allocated resources, based on historical data.*
BREAKOUT #1

**REVIEW STRATEGIES** THAT HELP ACHIEVE GOALS

**WEIGHT STRATEGIES**

BREAKOUT #2

**DISCUSS** WHICH REGIONAL PRIORITIES IN THE CONTEXT OF LIMITED FUNDS
TRANSPORTATION INVESTMENT STRATEGIES

- System Preservation
- System Efficiency
- System Diversity
- System Expansion
<table>
<thead>
<tr>
<th>MARC GOAL ALIGNMENT</th>
<th>Accessibility</th>
<th>Climate &amp; Energy</th>
<th>Economic Vitality</th>
<th>Environment</th>
<th>Equity</th>
<th>Placemaking</th>
<th>Public Health</th>
<th>Safety &amp; Security</th>
<th>System Condition</th>
<th>System Performance</th>
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</thead>
<tbody>
<tr>
<td>System Preservation</td>
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<td>System Efficiency</td>
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<tr>
<td>System Diversity</td>
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<tr>
<td>System Expansion</td>
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</tbody>
</table>
SURVEY (SEE HANDOUT)

MARC Goals

Online Survey Results

Where do you live?
- General public: 43%
- Local government: 25%
- Private sector: 8%
- Advocacy group: 8%
- Other: 8%
- Transportation agency: 6%

What is your affiliation?
- General public: 43%
- Local government: 25%
- Private sector: 8%
- Advocacy group: 8%
- Other: 8%
- Transportation agency: 6%

Investment Strategies

System Preservation
- Maintain, repair and replace our existing systems to ensure reliable, efficient and safe operations
- Point allocation: 35 pts out of 100
- How Important?
  - Not at all: 0%
  - Slightly: 7%
  - Somewhat: 15%
  - Vary: 77%

System Efficiency
- Maximize the use, reliability, safety, and effectiveness of existing infrastructure
- Point allocation: 23 pts out of 100
- How Important?
  - Not at all: 0%
  - Slightly: 7%
  - Somewhat: 28%
  - Vary: 65%

System Diversity
- Provide transportation choices
- Point allocation: 23 pts out of 100
- How Important?
  - Not at all: 4%
  - Slightly: 14%
  - Somewhat: 24%
  - Vary: 57%

System Expansion
- Major capacity expansion of transportation choices
- Point allocation: 21 pts out of 100
- How Important?
  - Not at all: 12%
  - Slightly: 26%
  - Somewhat: 29%
  - Vary: 33%

Which 2 sub strategies are most important?
- Operational roadway improvements: 48%
- Intelligent Transportation Systems: 46%
- Transit focused operational improvements: 32%
- Improve transit coordination: 12%
- Incident management programs: 9%
- Speed control systems: 7%
- Other: 7%
- Improve access management: 7%

Which 3 sub strategies are most important?
- Improve exit: 67%
- Improve pedestrian connections: 63%
- Better integrate transportation and land use: 48%
- Build out the bike network: 42%
- Add High Occupancy Vehicle (HOV) lanes: 36%
- Add more ridesharing and van pool programs: 19%
- Expand bike-share programs: 9%
- Other: 5%

Which 2 sub strategies are most important?
- Build new rail transit lines: 60%
- Add capacity to existing roadways: 30%
- Build new interchanges: 14%
- Build new roadway corridors: 14%
- Other: 10%

Other:
- Make new investments
- Shift existing investments
- Other: 12%
Strategy Weighting

- Work with your facilitator to identify strategy and substrategy weights.
- Record table consensus on weighting form.
- Use personal weighting form to let MARC know which strategies are important to you.
Substrategy Weighting

Operational roadway improvements
ITS
Transit focus operational improvements
  Improved transit coordination
  Incident management programs
Speed control systems
Improve existing transit service and capacity
  Improve pedestrian connectors
Better integrate transportation and land use
Build out the bike network
Add HOV lanes
Add more ridesharing and van pool programs
Expand bike-share programs
Build new bus rapid transit lines
Build new rail transit lines
Add capacity to existing roadways
Build new interchanges
Build new roadway connectors

Weight (Points)
SAMPLE PROJECT LIST

- Snap shot & sub-set of long standing priorities. Only a starting point.
- Greatly exceeds current funding or any projected funding levels.
Review SAMPLE list

- Do you think these projects reflect the region’s priorities and goals? Why / why not?
- Are there a few obvious projects that rise to the top and best achieve regional goals?
- Are there other projects not listed that are more important in meeting goals? How/Why?
Next Steps

- Submit additional projects/needs to MARC Staff
- Evaluation
- Workshop 3 – May 22
  - Sylvester Powell Community Center
THANK YOU!

Stay Involved, Stay Connected

For more information visit:

www.TO2040.org

Follow us on Twitter:

@MARCKCTrans

Email us anytime with comments or questions:

transportation@marc.org