

Welcome

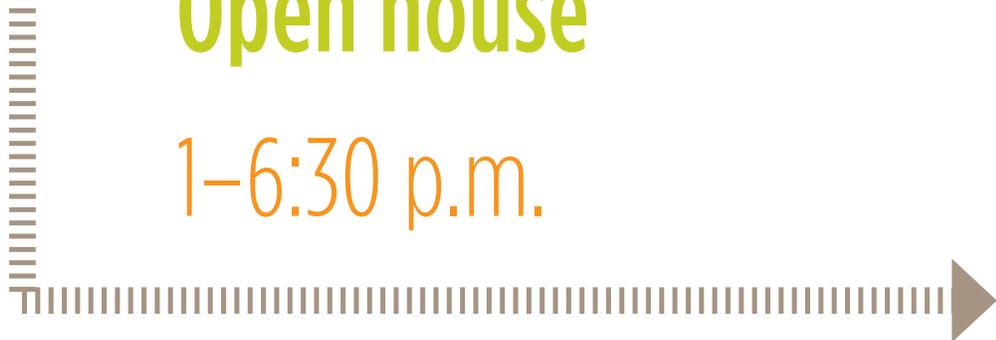
to the



Transportation Outlook 2040

Open house

1–6:30 p.m.



**Learn about the region's
metropolitan transportation plan.**

Presentations at
1:30, 3:30 and 5:30 p.m.

Policy framework

The success and vitality of the Kansas City region depends on how it grows, develops and evolves in the coming years. Quality of life will continue to be defined by a range of lifestyle choices, the health of the natural and built environment, and access to jobs, housing options, and community goods and services.

Greater Kansas City's quality of life in 2040 will not be the result of any single decision, jurisdiction or variable. The region's ability to succeed is based on the aggregate choices that area leaders make over time. Informed choices that develop integrated, collaborative, transportation-related solutions to advance a shared, regional vision will optimize limited resources, create stronger communities and take meaningful strides towards a sustainable, prosperous future.

Regional vision:

Greater Kansas City is a sustainable region that increases the vitality of our society, economy and environment for current residents and future generations.

Transportation vision:

A safe, balanced, regional, multimodal transportation system that coordinates with land-use planning, supports equitable access to opportunities and protects the environment.

Vibrant



Economic vitality

Support an innovative, competitive 21st-century economy.



Placemaking

Coordinate transportation and land-use investment along the region's corridors and centers as a means to create vibrant places and strengthen the quality of the region.



Equity

Ensure all people have the opportunity to thrive.

Connected



Transportation choices

Expand affordable, accessible, multimodal transportation options in order to better connect residents and visitors to jobs and services.



Safety and security

Improve safety and security for all transportation users.



System condition

Ensure transportation systems are maintained in good condition.



System performance

Manage existing systems to achieve reliable and efficient performance and maximize the value of existing investments.

Green



Public health

Facilitate healthy, active living.



Environment

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



Climate change and energy use

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

Transportation Outlook 2040



What is a Metropolitan Transportation Plan?

The Metropolitan Transportation Plan serves as a blueprint for managing the region's transportation system. Required by the federal government, this plan identifies transportation improvements for the next 20 to 30 years. For the Kansas City region, the MTP is Transportation Outlook 2040.

Some considerations:



The plan will identify needs and budget federal transportation funds that the metro area expects to receive over the next three decades. It will contain:

- **Vision:** a long-term vision for the region's transportation system.
- **Goals and strategies:** what the region wants to achieve by the year 2040 and how we plan to do it.
- **Transportation projects:** major regional transportation investments that help accomplish goals.

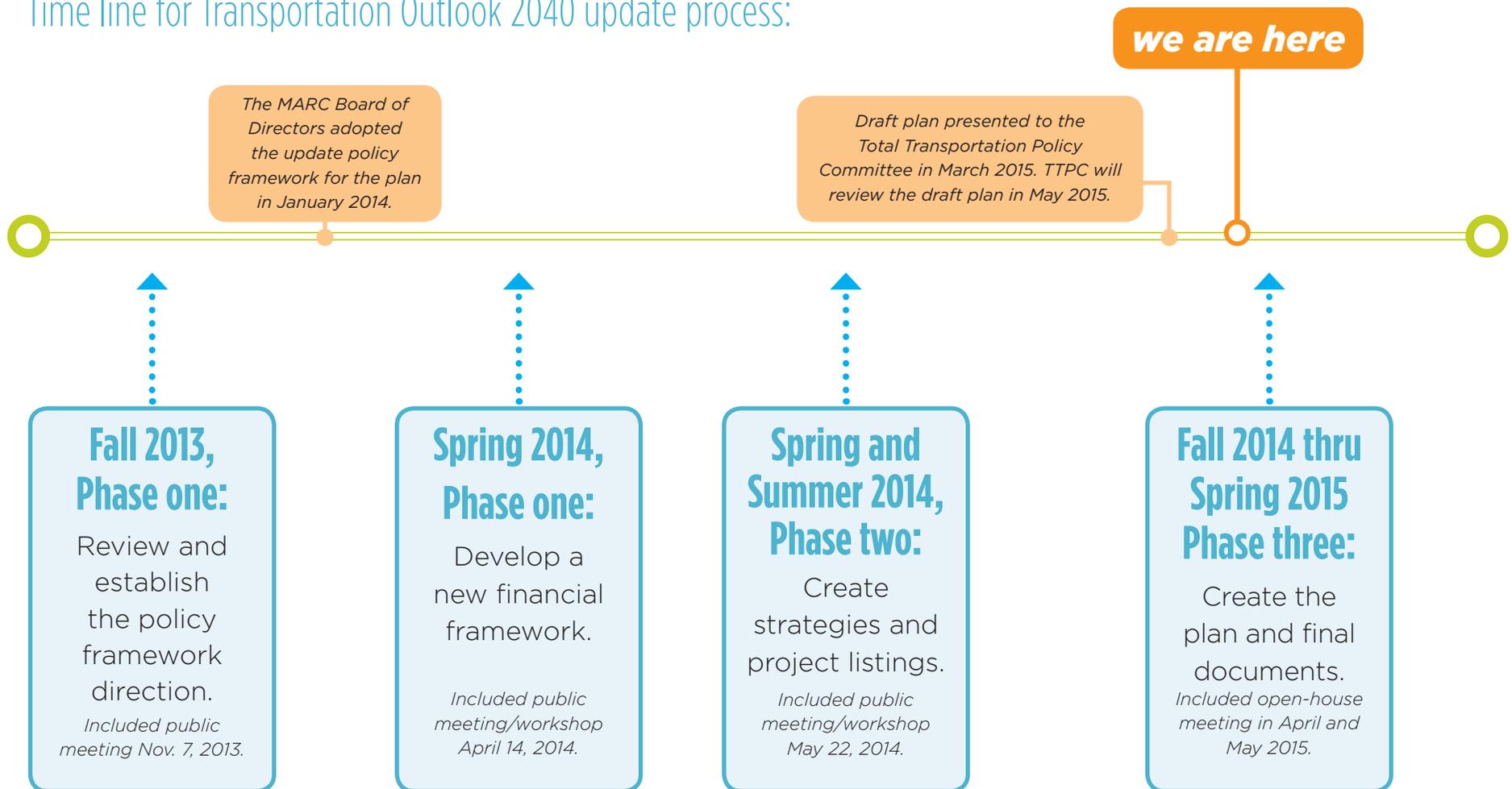


Transportation is part of our experience every day, connecting us to jobs, our families, entertainment, the things we buy and other basic needs. It enables us to have a high quality of life. The transportation system is made up of many pieces that work together to move people and goods around and through the metro area — including people, vehicles, roadways, bridges, sidewalks, rivers, railways and traffic signals.

The plan's update process



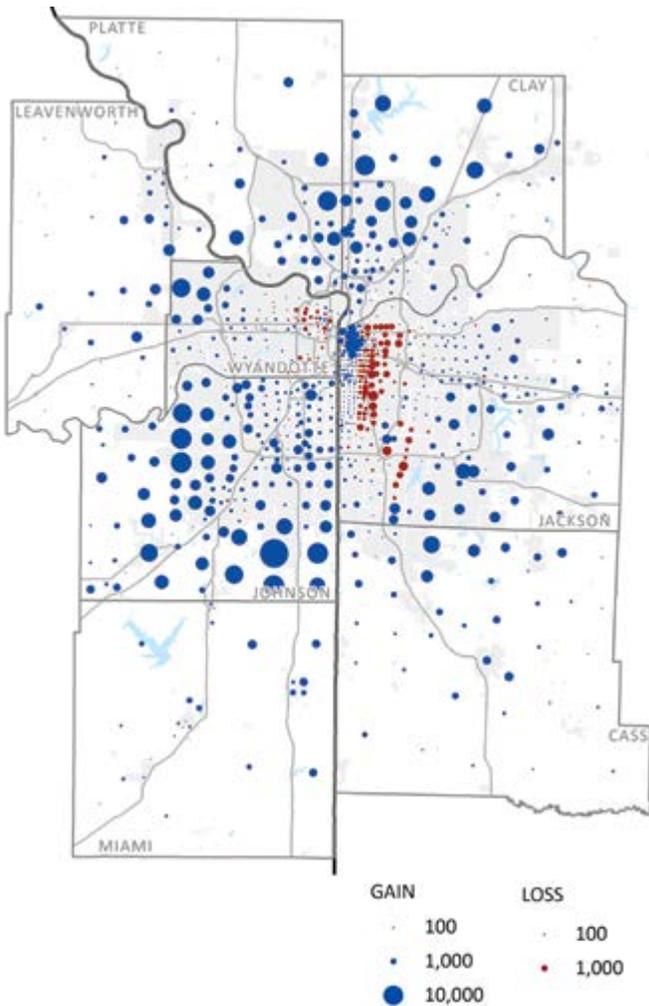
Time line for Transportation Outlook 2040 update process:



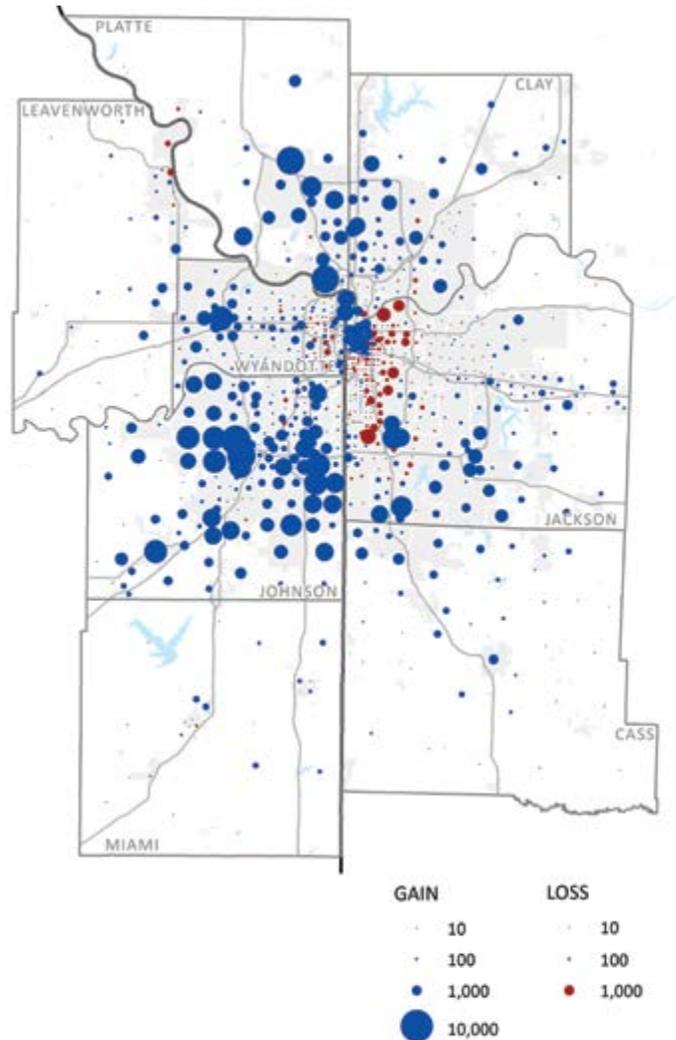
Regional forecast

According to MARC's economic model, the region can expect population to grow from 2 million in 2010 to 2.5 million in 2040. Most of the growth will take place in outer-ring suburbs, with some population declines in the urban core. The long-range forecast calls for substantial employment growth in outer-ring suburbs over the next 25 years, with declining employment in some parts of the urban core. Job access for disadvantaged residents will become more of a challenge.

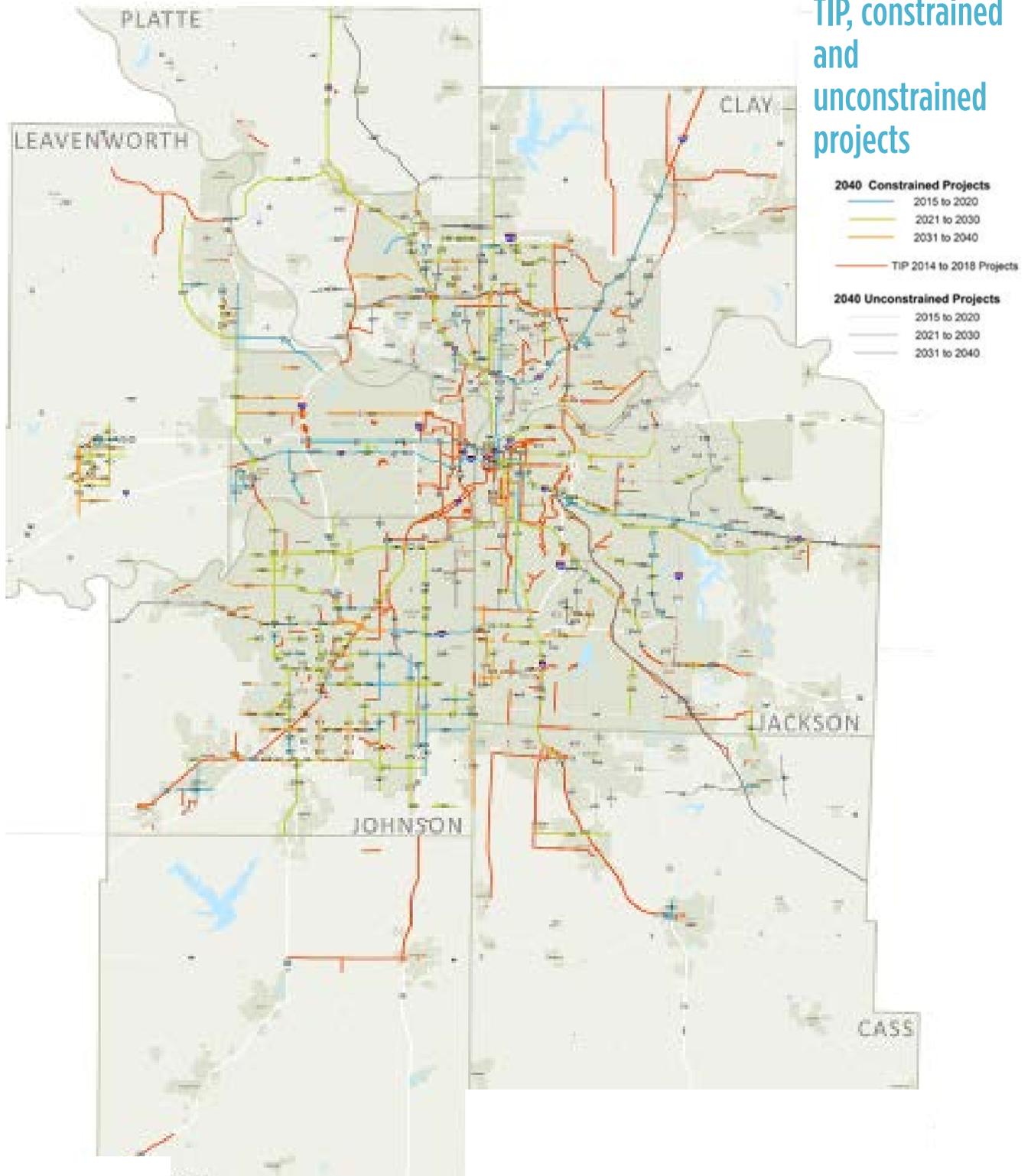
Population forecast, 2010–2040



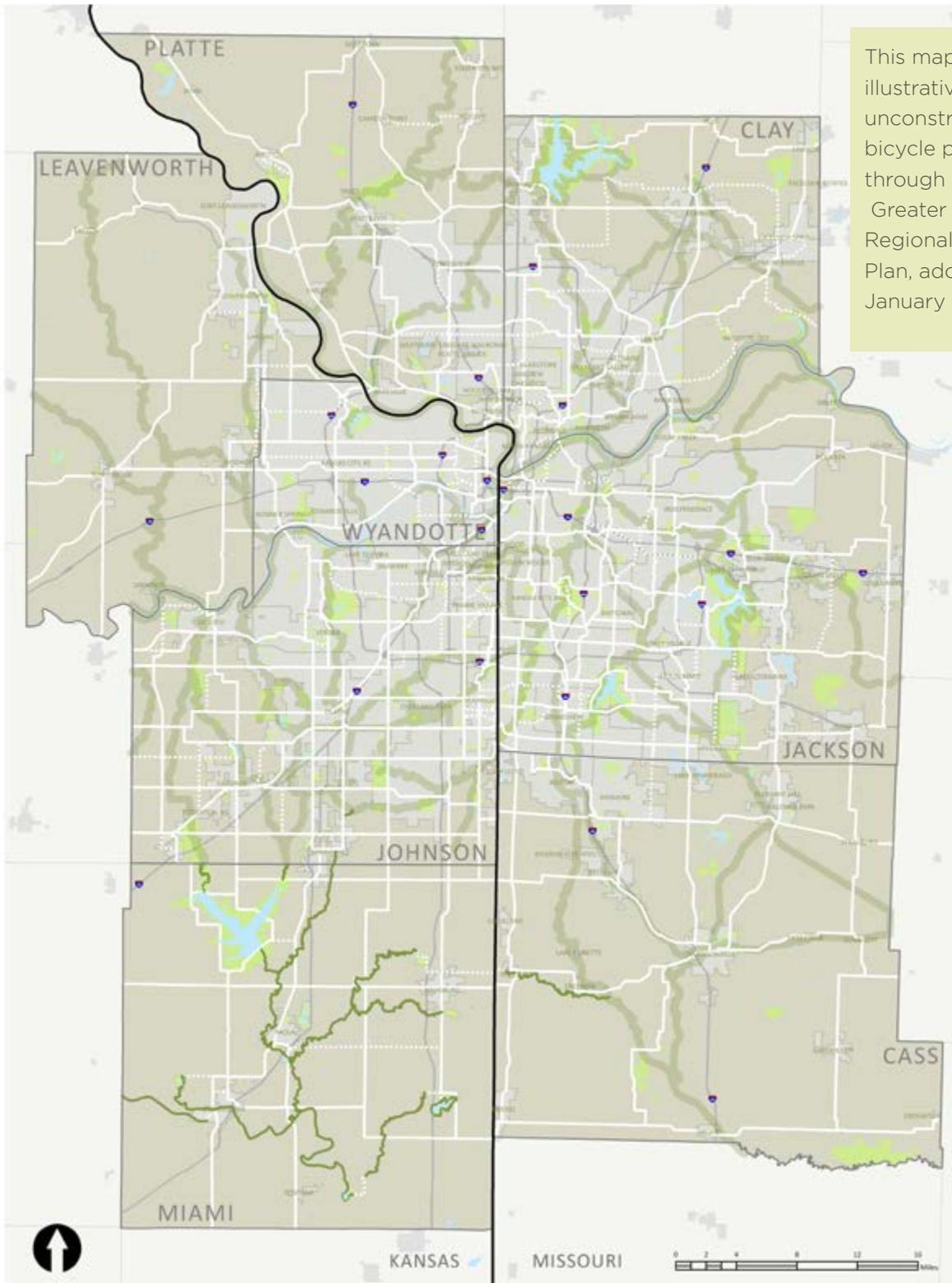
Employment forecast, 2010–2040



Projects



Bikeways



This map depicts illustrative, unconstrained bicycle projects through the Greater Kansas City Regional Bikeway Plan, adopted January 2015.

Snapshot of performance

Trends since 2010, based on **Appendix F: Performance Measures**

Vibrant



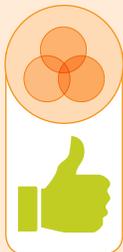
Economic vitality

- Tonnage of goods moved.
- Annual cost of congestion.
- Percent of annual TIP projects in activity centers.



Placemaking

- Percent of work trips using alternative modes.
- Percent of people driving alone to work.



Equity

- Percent of total federal funds (TIP projects) in Environmental Justice tracts.

Key:

 — trending in the desired direction.

 — trending **opposite** of the desired direction.

 — no change or **no significant change** toward plan goals.

Connected



Transportation choices

- Total revenue hours.
- Average transit boardings per service hour.
- Number of TIP projects with bike/ped elements.
- Percent of TIP projects with bike/ped elements.



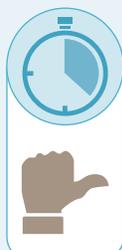
Safety and security

- Annual crash fatalities.
- Annual disabling injuries.



System condition

- Percent of structurally deficient and functionally obsolete bridges.
- Missouri and Kansas roads in “poor” or “not good” condition.



System performance

- Average travel speeds on highways.
- Percent of urban roadway congestion.
- Hours of delay per commuter.
- Congestion on the CMN.

Green



Public health

- Three-year average of ground-level ozone readings (ppb).
- Number of ozone violations.
- Percent of obese adults in the region.
- Percent of physically inactive adults in the region.



Environment

- Completed miles of the MetroGreen trails and greenway network.



Climate change and energy use

- Per capita vehicle miles traveled (VMT).
- Average number of vehicle occupants.

Financial constraint

The region's financial outlook

Today's funding reality indicates the region will need to identify new or additional funding streams for transportation projects, including more local funding.

Financial constraint

The Kansas City region has consistently placed a high priority on preserving and maintaining the transportation infrastructure it has developed over time. Public and stakeholder input consistently reinforces the strategy of system preservation. In the adopted policy framework, the system condition goal seeks to ensure that the regional transportation system is maintained in good condition.

Operations and maintenance (O&M)

As illustrated, the majority of funds expected to be available over the life of the plan, \$33.1 billion, will mostly be used for O&M.

65.8%

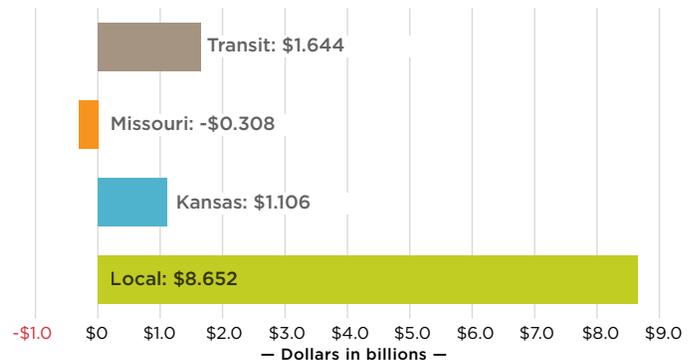
34.2%

Operations and maintenance costs:
\$21.78 billion

Remaining funds:
\$11.31 billion

Financial constraint

After accounting for O&M costs, a breakdown of the remaining funding leaves very little for projects on the state system — just over \$1 billion for Kansas and zero for Missouri. More than 75 percent of funding available for projects in the plan will come from local governments.



Overarching strategies

Transportation Outlook 2040 includes a comprehensive set of strategies to help preserve existing transportation assets, improve system performance, enhance residents' quality of life, provide more transportation choices and protect the environment. The plan's overarching strategic direction includes:



**Fostering
Complete
Streets**

**Maintaining
existing system
and services**



**Improving
safety**

**Expanding
public
transit**



**Planning for
mixed uses**

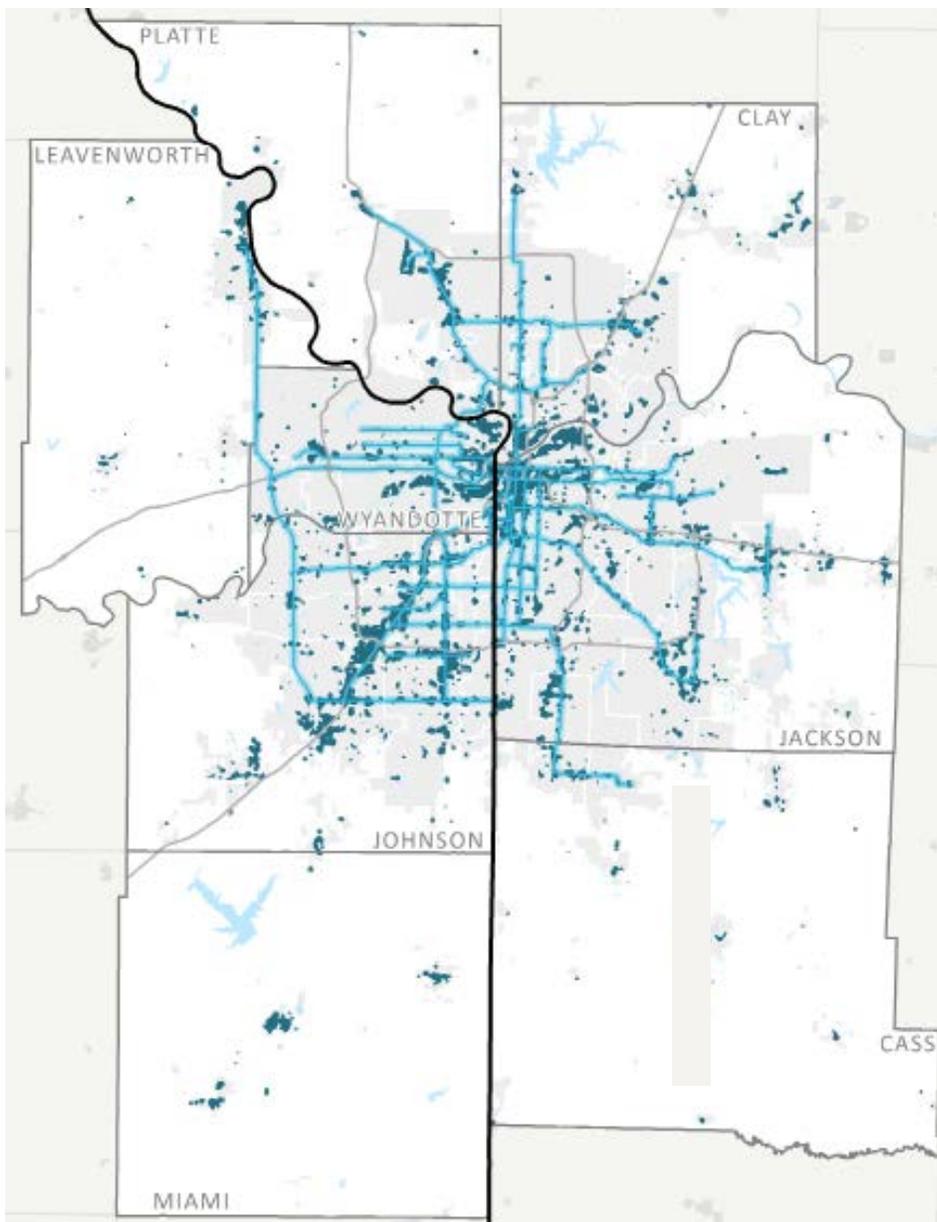
**Protecting and
improving
environmental
resources**



**Increasing
data
collection**

Land use

Land use is a vitally important component of transportation planning that should be considered —along with shifting demands, changing demographics and constrained resources — to address long-term regional needs. The region can preserve more of its built and green environment and develop vibrant, desirable places by cultivating strong activity centers, higher road network densities, increased walkability and transit, more mixed-use neighborhoods and better job and housing balances.



Activity centers and corridors

Strategies outlined in the plan include:

- Using the centers-and-corridors strategy as an overarching land-use and transportation paradigm.
- Creating a “centers and corridors” implementation idea book.
- Aligning investments with the regional vision.
- Further defining a regionally significant centers-and-corridors strategy.
- Continuing the Planning Sustainable Places program.
- Cultivating increased density and mixed-use development as appropriate for each community.

Regional Aviation System Plan



MARC is conducting a study to evaluate various aspects of public-use general aviation airports in a nine-county area centered on Kansas City. General aviation aircraft are often used by businesses to improve their efficiency and support a wide variety of health, welfare, and safety activities. The study seeks to document how businesses, residents, and others use the area's general aviation airports.

Please provide us with information on how you benefit from or use study airports. The survey can be accessed at: MARC.User.sgizmo.com/s3/ or by scanning this QR code.



Your brief thoughts...

