PUBLIC MEETING
NOVEMBER 7TH, 2013
THE PLAN: PURPOSE, REQUIREMENTS, & UPDATE PROCESS

Charting a new course

Transportation Outlook 2040 is the long-range transportation plan that guides how the Kansas City region will travel, work and play and invest in infrastructure over the next 30 years. Approved by the Missouri Kansas Regional Council in June 2010, this plan responds to many challenges we face — how to grow more efficiently, maintain a competitive economy and preserve the health of the environment, while ensuring everyone has access opportunities.

Transportation is part of our everyday experience, connecting us to life, our families, entertainment, the workplace, and other basic needs, a vital aspect of our high-quality quality of life. The transportation system is made up of many components that work together to move people and goods around the city. It includes roads, bridges, sidewalks, bike lanes, rail lines, transit, and traffic signal, among other things. Continuously tested, updated, and improved, the system is a critical part of our quality of life. MOPAC's planning process, leveraging various services, ensures that projects are selected based on more than their costs and impacts and yield a range of benefits.

The plan outlined above for have transportation improvements will help build the future. The plan established a framework set of goals for transportation improvement and identified the right's several approaches to achieving transportation development goals. In the transportation plan, it's important to focus on maintaining the city's existing transportation network, to maintain the city's economic growth, and to support the city's workforce.

- A regulatory framework that supports activity centers and connected transportation corridors.
- A hierarchy of road that maintains and employs growth patterns for greater Kansas City.
- Key investments in e-bikes, bike lanes, facilities, transit, system management, and software that support equity, safety, and access.
- A focus on moving people towards transportation modes over time.

Learn more about the Kansas City region's long-range transportation plan at www.transportation.org.
PURPOSE OF PLAN

To guide the spending of transportation dollars in a manner that...

- Articulates and supports regional goals
- Is supported by technical analysis and relevant data
- Is developed through collaborative partnerships with states, local jurisdictions, transit agencies, and the public
BASIC PLAN REQUIREMENTS

✓ 20 year vision
✓ Multimodal
✓ Supporting data, policies, strategies, and actions
✓ Financial Plan
✓ Project listings and priorities
CONTEXT FOR UPDATE

- Build on policy foundation established through TO2040 and Creating Sustainable Places.
- Opportunity to refine, detail, and calibrate existing plan elements.
- Comply with new MAP-21 law.
PROCESS OVERVIEW

- 14 months (Fall ’13 – December ‘14)
- Major phases of activity:

  **Phase 1:** Policy and Financial Framework (Fall/Winter)

  **Phase 2:** Develop & refine regional strategies and investment Priorities (2014)

  **Phase 3:** Plan development (Winter 2014)
Transportation Outlook 2040

Phase I
Policy Framework Development
Public Input

Phase II
Financial Framework Development
Public Input
Strategy and Project Development

Phase III
Plan Creation
Public Input

WE ARE HERE
OUR CHANGING REGION:
DEMOGRAPHICS,
LAND USE,
FINANCIAL
DEMOGRAPHIC TRENDS:

- We’re growing
- We’re getting older
- We’re getting more diverse

AGING POPULATION: The number of people aged 65 and over is expected to grow from 11 percent in 2010 to 19 percent in 2030.

GROWING DIVERSITY: The percentage change by race from 2000–2009 illustrates the growth of minority populations in the region.

HOUSING DYNAMICS: Families with children make up less than one-fourth of all households, but three-fourths of new homes are designed for single families.

Building permits since 2000:
- Single-family housing: 75%
- Multifamily housing: 25%

Households by type 2008:
- Married couples with children: 22%
- Other households: 78%
LAND USE TRENDS:

- Many historic growth trends continue (suburban growth/urban core decline)
- Communities are becoming more proactive in planning for redevelopment and infill
- New redevelopment areas emerging for first time
2010-2040 Draft Forecast Population Change
FINANCIAL TRENDS:

- Constrained resources at all levels
- Unpredictable federal role (declining gas tax receipts)
- Most sources of existing funding are already spoken for (or not inherently flexible)
- New forms of creative, multi-faceted financing likely required to meet long-term needs
## Transportation Outlook 2040
### Financial Constraints

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Financial Capacity</th>
<th>Project Costs</th>
<th>Difference</th>
<th>% Afforded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway</td>
<td>$8,041</td>
<td>$14,549</td>
<td>($6,508)</td>
<td>55%</td>
</tr>
<tr>
<td>Kansas</td>
<td>$4,186</td>
<td>$5,997</td>
<td>($1,811)</td>
<td>70%</td>
</tr>
<tr>
<td>Missouri</td>
<td>$3,855</td>
<td>$8,552</td>
<td>($4,697)</td>
<td>45%</td>
</tr>
<tr>
<td>Transit</td>
<td>$516</td>
<td>$3,704</td>
<td>($3,187)</td>
<td>14%</td>
</tr>
<tr>
<td>Bike/Ped</td>
<td>$310</td>
<td>$411</td>
<td>($102)</td>
<td>75%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$8,867</strong></td>
<td><strong>$18,664</strong></td>
<td><strong>($9,797)</strong></td>
<td><strong>48%</strong></td>
</tr>
</tbody>
</table>

June, 2010
BUILDING BLOCKS:
POLICY FRAMEWORK DISCUSSION
POLICY FRAMEWORK

- The Goals Matter!
- Serve as foundation for;
  - Plan’s Content Development
  - Project Evaluation and Prioritization
  - Identification of Performance Measures
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.”
## POLICY GOALS

<table>
<thead>
<tr>
<th>Policy Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>System Performance</td>
</tr>
<tr>
<td>System Condition</td>
</tr>
<tr>
<td>Safety and Security</td>
</tr>
<tr>
<td>Accessibility</td>
</tr>
<tr>
<td>Economic Vitality</td>
</tr>
<tr>
<td>Place Making</td>
</tr>
<tr>
<td>Public Health</td>
</tr>
<tr>
<td>Climate Change &amp; Energy Use</td>
</tr>
<tr>
<td>Environment</td>
</tr>
</tbody>
</table>
SYSTEM PERFORMANCE

Manage the system to achieve reliable and efficient performance.
SYSTEM CONDITION

Ensure transportation system is maintained in good condition.
SAFETY AND SECURITY

Improve safety and security for all transportation users.
ACCESSIBILITY

Maximize mobility and access to opportunities for all area residents.
ECONOMIC VITALITY

Support an innovative, competitive 21st century economy.
PLACE MAKING

Coordinate transportation and land-use planning as a means to create quality places in existing and developing areas, and to strengthen the quality of the region.
PUBLIC HEALTH
Facilitate healthy, active living
CLIMATE CHANGE/ENERGY USE

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

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

- Are these the right regional goals?

- Which Policy Framework goals do you feel are the most important as we plan for the future of our region?
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