Foundation

- Public Input
- Local Plans
Components

- Policy Framework
  - Vision, Goals and Strategies
- Land Use Direction
  - Nodes and Corridors
- Transportation Projects
  - Maintain and Operate Existing
  - New Capacity/Expansion
- Policy statement
  - Inform Forecast and Set Policy Agenda
- Forecast
  - Most Likely Growth Patterns
PLANNING PROCESS

1. Identify Values and Needs (Fall 2008)
2. Develop Vision - Policy Framework - (Spring 2009)
3. Develop Modal Strategies (Fall 2009 - Winter 2009/2010)
4. Project Selection & Prioritization (Public Input)
5. Plan Creation (Spring 2010)
2040 POLICY FRAMEWORK
2040 POLICY FRAMEWORK

- Vision*
- Goals*
- Strategies

*ADOPTED March, 2009
“Greater Kansas City is a sustainable region that increases the vitality of our society, economy, and environment for current residents and future generations.”
2040 POLICY GOALS

- System Performance
- System Condition
- Safety and Security
- Vital Economy
- Accessibility

- Place-making*
- Healthy Living*
- Climate Change and Energy Use*
- Environment*

* New Plan Goals
Maximize use of existing infrastructure

- Continue to focus on system preservation and maintenance of our transportation systems as the region’s top transportation priority.
- Leverage technology, communications and management strategies to maximize the capacities of our existing transportation systems.
- Use strategic capacity and bottleneck improvements where appropriate to address reoccurring congestion and system delay.
2040 PLAN STRATEGIES

Improve Connectivity and Access

- Fill existing gaps in transportation networks and systems.
- Coordinate transportation investments and system expansions to maximize efficiencies and effectiveness.
- Support expanded inter-city connectivity via improved roadway, bus, and passenger/ high-speed rail services.
Promote non-motorized transportation options

- Require transportation investments consider and include accommodations for all appropriate users, including bicycle, pedestrian and transit users.

- Work with MARC transportation committees and local stakeholders to create a policy for multimodal design considerations to support MARC’s planning and programming processes.
Preserve, Enhance, and Expand regional transit and paratransit services.

- Work with transit providers, local governments, and state departments of transportation to implement and fund the Smart Moves Regional Transit Vision.
Integrate land use and transportation planning

- Continue to work with local governments to integrate locally adopted plans into transportation planning processes.
- Utilize capacity and system improvements where appropriate to foster and efficiently serve growth and development.
- Develop a Livable Communities strategy that facilitates land use and transportation integration.
Enhance, preserve and connect high-quality natural resources

- Formalize collaborative planning process (Linking Environmental and Transportation Planning Advisory Committee).
- Develop a regional mitigation strategy to focus mitigation investment towards regional priorities and the implementation of MetroGreen®.
- Develop environmental best practices, and model policies for transportation-related construction, operation, and maintenance functions.
2040
PROJECTS
1. Regional Project Solicitation - Aug. 2009
2. Technical Scoring of Submitted Projects - Fall 2009
3. Financial Capacity Analysis - Fall 2009
4. Modal Committee Review and Prioritization – Fall - Spring 2010
5. Review and Approval – Spring 2010
   i. LRTP Subcommittee- Recommended release
   ii. TTPC - Review underway
   iii. MARC BOARD
600 Local Projects Nominated

- Roadway – 442 projects
- Bicycle/Pedestrian – 78 projects
- Transit – 30 projects
- Activity Center – 35 projects
- Management & Operations – 15 projects
## 2040 Project Evaluation

- **Project Evaluation Factors**
- **Committee Review and Prioritization**

<table>
<thead>
<tr>
<th>POLICY GOALS</th>
<th>CRITERIA</th>
<th>POINTS</th>
<th>POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>The number of transportation modes directly integrated</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Improves access to or from environmental justice tracts</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>Serves regional activity and employment centers</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Supports the regional freight network</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Energy Use and Climate</td>
<td>Reduces greenhouse gas emissions and/or reduces the use of carbon-based fuel</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Change</td>
<td>Preserves or restores environmentally sensitive lands, cultural resources and agricultural lands and/or includes an environmental mitigation plan</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Helps implement or connect MetroGreen® regional trails and greenways system</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Place Making</td>
<td>Is supported by or included in a regional plan or study and/or local land-use plan</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Supports Creating Quality Places factors (i.e., livable communities)</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Public Health</td>
<td>Promotes increased non-motorized travel</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Reduces ozone precursor emissions</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Safety and Security</td>
<td>Addresses an identified safety hot spot</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>System Condition</td>
<td>Increases useful life of existing facility</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>Addresses a deferred maintenance or system maintenance need</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>System Performance</td>
<td>Increases efficiency of existing system</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>Reduces current congestion</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Volume of travel (annual average daily traffic, passenger volume)</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

**TOTAL POINTS**: 100
Consistent with objectives and discussions regarding land use direction.

- Accounted for cost of system maintenance
- Incorporated non-roadway projects into solicitation (*transit, bike-ped, activity centers*)
- Considered project’s support of activity centers (nodes)
- Considered project’s support of local land plans
### 2040 PROJECTS

Financial Constraint

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Total Revenues</th>
<th>% of Total</th>
<th>O&amp;M</th>
<th>% of related revenues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway</td>
<td>$16,855,924,542</td>
<td>78%</td>
<td>$8,815,291,978</td>
<td>52%</td>
</tr>
<tr>
<td>Transit</td>
<td>$4,312,460,458</td>
<td>20%</td>
<td>$3,796,067,798</td>
<td>88%</td>
</tr>
<tr>
<td>Bike/Ped</td>
<td>$309,580,000</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>$21,477,965,000</td>
<td>100%</td>
<td>$12,611,359,776</td>
<td>59%</td>
</tr>
</tbody>
</table>

**Large Operations and Maintenance Obligation**
## Transportation Outlook 2040
### DRAFT 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>
Modal Committee Review & Prioritization (Nov-Feb)

- Highway Committee – Roadway Projects
- Transit Committee- Transit Projects
- Bike/Ped Committee- Bike/Ped Projects
- M&O Workgroup- M & O Projects
- Technical Forecast Committee- Activity Center Projects
Bike/Pedestrian Projects
Results

- Detailed roadway, transit, and bike-ped system plans that reflect local & regional needs
- 90% of projects are improvements to existing facilities versus new projects
- 95% of projects are within existing cities
- ¾ of the projects support identified activity centers
PROGRESS

MEASURING PROGRESS TOWARDS 2040
# Measuring Progress

<table>
<thead>
<tr>
<th>Category</th>
<th>Indicator</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>Level of Transit Service</td>
<td>- Revenue Service Hours&lt;br&gt;- Ridership</td>
</tr>
<tr>
<td></td>
<td>Environmental Justice</td>
<td>- Percent of transportation investments in EJ tracts</td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>Transportation Costs</td>
<td>- Combined transportation and housing costs as a % of median income</td>
</tr>
<tr>
<td>Climate Change/Energy Use</td>
<td>Vehicle Miles Traveled / CO₂</td>
<td>- System wide daily VMT/CO₂ Emissions</td>
</tr>
<tr>
<td></td>
<td>Vehicle Occupancy</td>
<td>- Vehicle occupancy rate</td>
</tr>
<tr>
<td>Environment</td>
<td>MetroGreen Network</td>
<td>- Percent/Miles of MetroGreen Network Completed</td>
</tr>
<tr>
<td>Place Making</td>
<td>Multi-Modal Options</td>
<td>- Mode share of trips</td>
</tr>
<tr>
<td>Public Health</td>
<td>Ozone</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Physical Health</td>
<td></td>
</tr>
<tr>
<td>Safety and Security</td>
<td>Crash Fatality and Injury Rate</td>
<td>- Annual crashes per lane</td>
</tr>
<tr>
<td>System Condition</td>
<td>Bridge &amp; Pavement Condition</td>
<td></td>
</tr>
<tr>
<td>System Performance</td>
<td>Level of Service</td>
<td>- Observed service hours</td>
</tr>
<tr>
<td></td>
<td>Congestion</td>
<td>- Percent of congestion</td>
</tr>
<tr>
<td></td>
<td>Travel Time</td>
<td></td>
</tr>
<tr>
<td></td>
<td>On-Time Performance</td>
<td>- On-Time Performance</td>
</tr>
</tbody>
</table>

![Graph: Transit Ridership & Vehicle Revenue Hours](image_url)
Why is this Plan Important?

- Defines direction for integrated long-term transportation strategy
- Integrates local plans and priorities in establishing direction
- Provides policy guidance and input for how we move forward and for how we track progress over time
Next Steps

- Transportation Elements– March 2010
- Policy Statement- Forecast- April 2010
- Public Review and Comment- April- May 2010
- TTPC/Board Adoption – June 2010
- Initiate Plan Implementation – July 2010
Thank You

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tgerend@marc.org

DRAFT PLAN CONTENT AND DRAFT PROJECT LISTINGS:
http://www.marc.org/2040