What is a Metropolitan Transportation Plan or MTP?

A 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.

We’ll want to consider:
- Projected population growth.
- Maintenance of transportation facilities.
- Safety.
- Quality of life.
- Preserving the human and natural environment.
- Current and future transportation needs (air, bicycle, bus, pedestrian, rail, roads, water, etc.).

By establishing transportation goals for the region, we lay a foundation for the kinds of plans and projects that will provide the best transportation solutions.

About Kansas City’s MTP

MARC is updating our MTP for the Kansas City region, Transportation Outlook 2040. 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 we want to achieve by the year 2040 and how we plan to do it.
- **Transportation projects**: major regional transportation investments that help accomplish goals.
Our Approach to developing the plan:

Transportation: How do we provide an affordable, robust transportation system?

Environment: How can transportation planning safeguard or enhance our natural environment?

Growth and development: How can our region’s growth and development support our transportation goals?
Reviewing the Policy Framework

MARC has created a set of policy goals for Transportation Outlook 2040, major things we want to achieve with our transportation system.

- They are consistent with needs local cities and counties are already planning for, and with common themes expressed by citizens about the Kansas City region’s transportation needs.

- The goals will serve as the foundation for the plan’s vision and direct actions and strategies that help us meet them. We also measure our progress towards these goals over time.

- MARC will use the policy goals to help select which transportation projects should be funded in the future. It’s important to make sure billions of dollars are spent based on a cohesive vision over the next 30 years.

- This list of goals has been adopted by the Total Transportation Policy Committee, MARC’s main transportation committee, made up of local elected officials from the region.

1. **Accessibility** — Maximize mobility and access to opportunity for all area residents.

2. **Climate change and energy usage** — Decrease the use of fossil fuels through reduced travel demand, technology advancements and a transition to renewable energy sources.

3. **Economic vitality** — Support an innovative, competitive modern economy.

4. **Environment** — Protect and restore our region’s natural resources (land, water, air, etc.) through proactive environmental stewardship.

5. **Place making** — Coordinate transportation and land-use planning to create quality places and strengthen the region.

6. **Public health** — Facilitate healthy, active living.

7. **Safety and security** — Improve safety and security for all transportation users.

8. **System condition** — Ensure transportation system is maintained in good condition.

9. **System performance** — Manage the system to achieve reliable and efficient performance.

The plan’s 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 system vision:
A safe, balanced, regional multimodal transportation system that is coordinated with land-use planning, supports equitable access to opportunities, and protects the environment.
### Accessiblility
- **Transit service** — service hours and boardings
- **Bicycle-pedestrian accessibility** — number of TIP projects
- **Environmental Justice** — percent of federal funds in EJ tracts

### Climate change / energy use
- **Vehicle miles traveled (VMT)** — VMT per capita
- **Vehicle occupancy** — avg. number of vehicle occupants

### Economic vitality
- **Freight movement** — tons of goods moved
- **Activity centers** — number of annual TIP projects in activity centers
- **Transportation costs** — annual cost of congestion per commuter

### Environment
- **MetroGreen network** — completed MetroGreen network
- **Carbon dioxide** — system-wide and per-commuter emissions during congestions

### Safety and security
- **Crash fatalities** — annual crash fatalities / per VMT
- **Disabling injuries** — number of disabling crash injuries / per VMT

### System condition
- **Bridge conditions** — percent of deficient and functionally obsolete bridges
- **Pavement conditions** — roads “poor” in Kan., or “not good” in Mo.

### System performance
- **Travel speeds** — avg. MPH on highways
- **Congestion** — percent of urban roadway congestion
- **Travel time** — annual hours of delay per commuter

### Place making
- **Multimodal options** — alternative transportation work trips vs. driving alone

### Public health
- **Ozone pollution** — ground-level ozone and annual ozone pollution violations
- **Physical health** — percent of obesity and physical inactivity in the region
What’s next...

Going forward, we will be having additional public meetings about:

• Review and help develop the policy framework and policy goals, similar to today.

• Developing the financial framework to support the policies and goals.

• Create the necessary strategies and project development to implement policies.

• Final plan development and review documents.

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