

What are our future and anticipated needs?

What funds do we estimate will be available?

How do we maximize our transportation and infrastructure investments?



vibrant • connected • green

Developing a transportation investment strategy for the Kansas City region

The 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.

This vision will help us increase the vitality of our society, economy and environment through our policy framework:

Vibrant

- Economic vitality
- Placemaking
- Equity

Connected

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

Green

- Public health
- Environment
- Climate change/energy use

The Kansas City region continues to change. Our population is:

- Growing older.
- Becoming more diverse.
- Seeking more choices in how we move, live and work.

Currently, the region is home to 1.9 million people — and that number is expected to grow by 31 percent over the coming decades to roughly 2.5 million residents in 2040. In addition, employment will grow by over 320,000 jobs, an increase of more than 30 percent.

As our population increases and changes, our infrastructure needs will change. We need to consider these and other factors in order to advance our regional goals, embrace our mission and policy framework, and meet the needs of area residents in the coming years.

Our goal is to make smart decisions — **strategic investments with HIGH impact** — for the best use of the limited funds that will be available as we move forward.

Let's consider... Future changes in land use

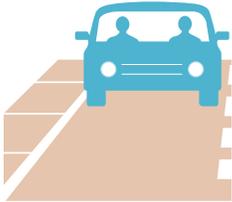
Economic Vitality

13.3% of Kansas City metro jobs are accessible by public transit; our region ranks **94 out of 100** metro areas.



Source: 2012 "Where the Jobs Are," Brookings Institution.

Safety



Roadways in the Kansas City region averaged **211 deaths** from 2008–2012. Our short-term goal is to decrease to **180 deaths**, with an ultimate goal of zero.

Source: Kansas City Regional Transportation Safety Blueprint, *Toward Zero Deaths*.

Public Health



Our three-year average for ozone/air quality was **80 parts per billion** (ppb), exceeding the federal standard of 75 ppb.

Source: MARC Air Quality

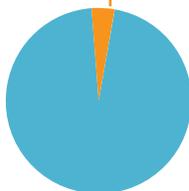
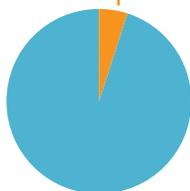
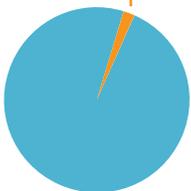
System performance

The region enjoys a **low rate of congestion**.

2010: **2%** regional network congestion

2040, without build: **5%** network congestion

2040, with build: **4%** network congestion



Source: MARC Regional Model

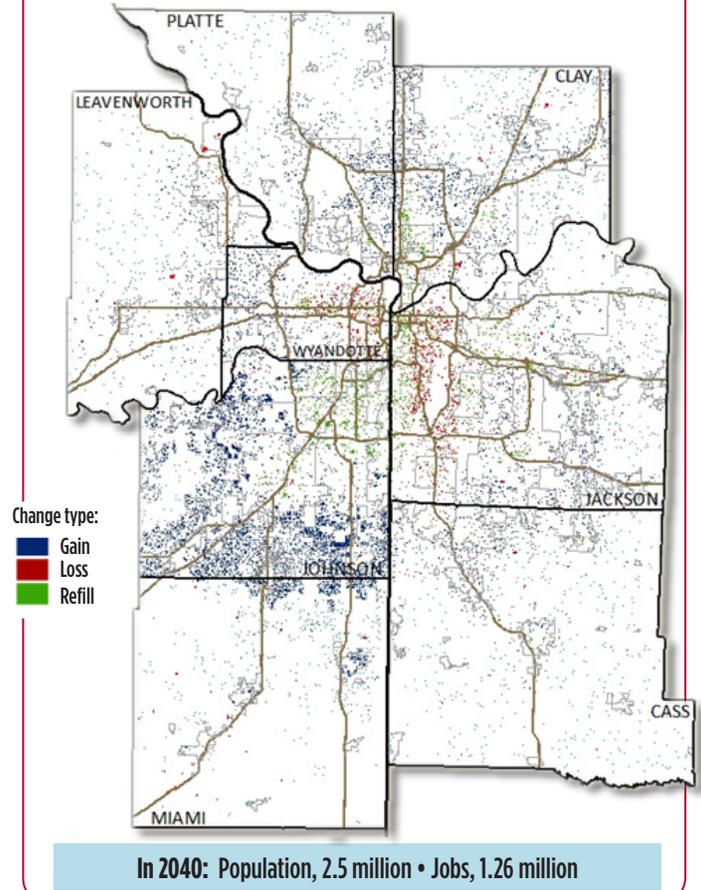
Our region also has a lower annual "hours of delay per commuter" when compared to peer regions:

27 hours in Kansas City versus **37** hours in peer regions.



Source: MARC 2013 Performance report

Land use forecast for 2040



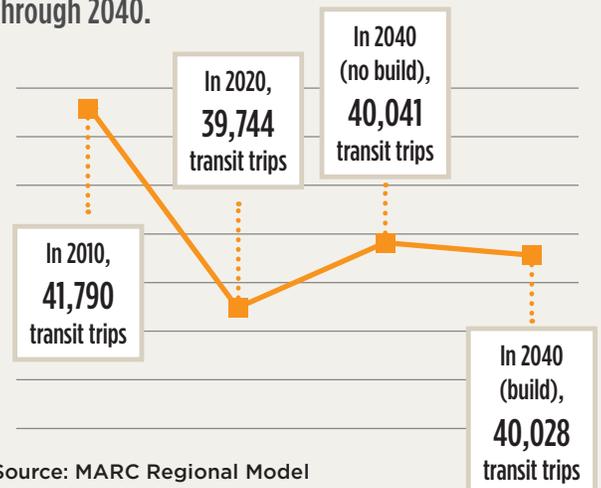
Mode Shift

Our region has experienced a minimal shift in mode-sharing from driving alone. As of 2011, only **17% of commuters use alternative modes** of transportation.



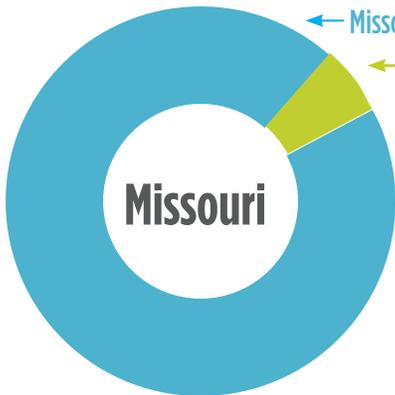
Source: MARC 2013 Performance report

Take a look at **regional transit trip trends** through 2040.



Source: MARC Regional Model

Look at the numbers: What can we afford?



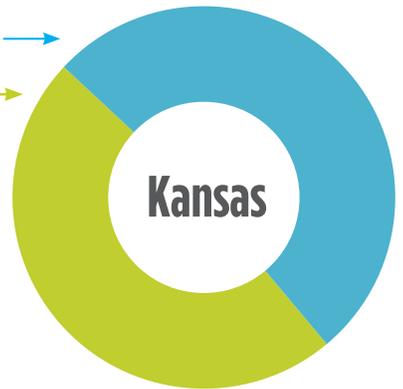
← Missouri state system Operation & Maintenance (O&M) costs: \$2.65 billion

← Remaining available funds: \$162 million

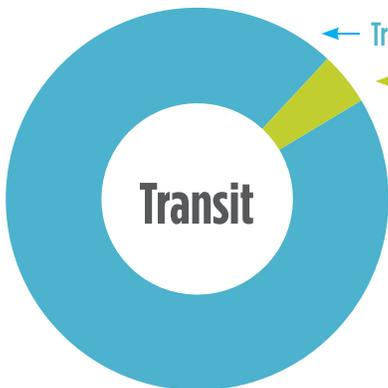
While the MoDOT transportation system in the Kansas City area will have total transportation revenue of **\$2.8 billion** through 2040, the O&M costs for the current transportation system will be roughly **\$2.65 billion**, leaving only **\$162 million, or 6 percent**, in remaining funds available for future needs.

Kansas state system O&M costs: \$739.3 million →

← Remaining available funds: \$683.5 million →



The Kansas state system in the Kansas City region is forecasted to have **\$1.4 billion** in revenue with O&M cost for the current transportation system totalling **\$740 million**, leaving **\$680 million, or 48 percent**, in funds available for future needs.



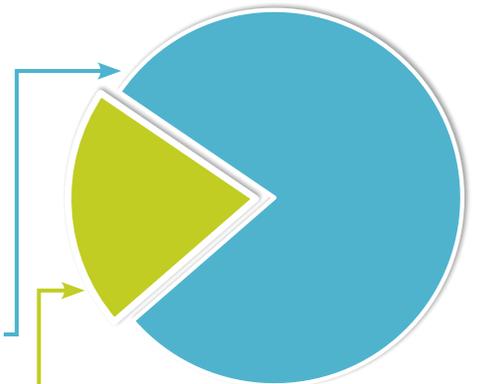
← Transit systems O&M costs: \$4.5 billion

← Remaining available funds: \$211 million

Our transit systems will have total transportation revenue of **\$4.7 billion**, with current O&M costs of roughly **\$4.5 billion**, leaving only **\$211 million, or 4 percent**, available for future needs.

In summary, of the total revenue expected over the life of the plan, **only 20 percent is available** for new investments after accounting for operation and maintenance costs.

Total revenue	\$9,963,062,714
Total O&M	-\$7,881,160,879
Remaining	\$2,081,901,834



Streets and highways: 60%

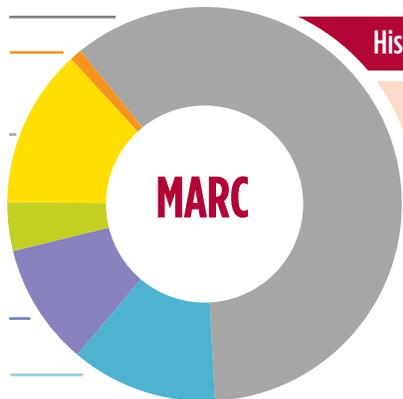
Safety: 1%

Bike/pedestrian: 13%

Environmental/scenic/historic: 4%

Transit: 10%

Transportation management: 12%



Historic investment allocation*

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.*

*2012-2016 Transportation Improvement Program (TIP)

Establishing our regional priorities

Project needs

Roadway projects

 The Missouri state system needs \$2.1 billion, compared to \$162 million in available funds, 8% of needs afforded.

- Example of Missouri roadway needs:
- I-35 North expansion: \$192 million
 - I-435 expansion from State Line to Three Trails: \$87 million
 - I-49/US 71 interchange at 211th Street: \$14 million

The Kansas state system needs a total of \$2 billion, compared to the \$680 million in available funds — 33% of needs afforded.



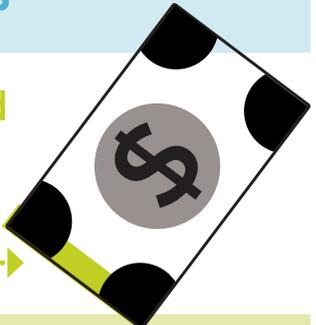
- Example of Kansas roadway needs:
- Johnson County Gateway, Phase 2: \$300 million
 - K-7 expansion and interchanges: \$268 million
 - I-35 expansion from I-435 to 67th Street: \$108 million

 **Livability projects and initiatives** that coordinate local land-use and transportation strategies, advance transit-oriented initiatives and support streetscape and walkability improvements.

- Example of Livability needs:
- Lenexa City Center improvements: \$20 million
 - Raytown downtown streetscape: \$4 million
 - Regional Planning Sustainable Places Program: \$10 million

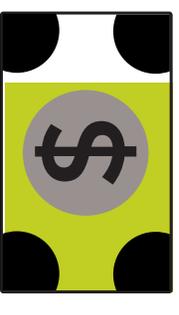
Transit projects

Regional transit providers need a total of \$2.1 billion compared to \$211 million available, 10% of needs afforded.



- Examples of transit needs:
- Prospect Bus Rapid Transit: \$43 million
 - Downtown Streetcar, Phase II: \$500 million
 - State Avenue Bus Rapid Transit: \$22 million

Bike/Ped projects

 Bicycle and pedestrian projects needs total \$420 million, compared to \$346 million in available funds, or 75% of bike/ped needs afforded.

- Examples of Bike/Ped needs:
- Katy Trail acquisition and extension: \$80 million
 - Turkey Creek Trail: \$1.5 million
 - Lansing Trail System: \$3 million

 **Transportation Outlook 2040**

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The information contained in this documents reflects estimates; revenue amounts and cost estimates are subject to change.