PLANNING PROCESS

- Identify Values and Needs (Fall 2008)
- Develop Vision (Spring 2009)
- Develop Modal Strategies (Fall 2009 - Winter 2009/2010)
- Project Selection & Prioritization (Spring 2010)
- Plan Creation (End of process)
TO 2040
PLAN ELEMENTS

▪ Policy Framework
▪ Land Use Direction
▪ Project Listings
▪ Performance Measurements
▪ Demographic Forecast
2040 POLICY FRAMEWORK
“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.
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 and Action Plan).
- Develop a regional mitigation strategy to focus mitigation investment towards high priority natural resources and the implementation of MetroGreen®.
- Develop environmental best practices, and model policies for transportation-related construction, operation, and maintenance functions.
2040 PROJECTS
Approx. Local Projects Nominated

- Roadway – 442 projects
- Bicycle/Pedestrian – 78 projects
- Transit – 30 projects
- Activity Center – 35 projects
- Management & Operations – 15 projects
## 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><strong>Totals</strong></td>
<td><strong>$21,477,965,000</strong></td>
<td><strong>100%</strong></td>
<td><strong>$12,611,359,776</strong></td>
<td><strong>59%</strong></td>
</tr>
</tbody>
</table>

What can we reasonable expect to afford?
## Transportation Outlook 2040

### DRAFT Financial Constraints

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Financial Capacity</th>
<th>Nominated Project Costs</th>
<th>Difference</th>
<th>% Afforded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kansas</td>
<td>$4.24</td>
<td>$5.30</td>
<td>($1.06)</td>
<td>80%</td>
</tr>
<tr>
<td>Missouri</td>
<td>$3.45</td>
<td>$6.57</td>
<td>($3.12)</td>
<td>53%</td>
</tr>
<tr>
<td>Transit</td>
<td>$0.52</td>
<td>$4.24</td>
<td>($3.72)</td>
<td>12%</td>
</tr>
<tr>
<td>Bike/Ped</td>
<td>$0.23</td>
<td>$0.45</td>
<td>($0.23)</td>
<td>50%</td>
</tr>
<tr>
<td>Systems Management</td>
<td></td>
<td>$0.49</td>
<td>($0.49)</td>
<td></td>
</tr>
<tr>
<td>Activity Centers</td>
<td></td>
<td>$0.49</td>
<td>($0.49)</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$8.43</td>
<td>$17.54</td>
<td>($9.11)</td>
<td>48%</td>
</tr>
</tbody>
</table>
## 2040 Project Evaluation

<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>5</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Improves access to or from environmental justice tracts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>Serves regional activity and employment centers</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Supports the regional freight network</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy Use and Climate Change</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>Environment</td>
<td>Preserves or restores environmentally sensitive lands, cultural resources and agricultural lands and/or includes an environmental mitigation plan</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Helps implement or connect MetroGreen® regional trails and greenways system</td>
<td></td>
<td></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>Public Health</td>
<td>Supports Creating Quality Places factors (i.e., livable communities)</td>
<td>5</td>
<td></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></td>
</tr>
<tr>
<td></td>
<td>Addresses a deferred maintenance or system maintenance need</td>
<td>5</td>
<td>15</td>
</tr>
<tr>
<td>System Performance</td>
<td>Increases efficiency of existing system</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reduces current congestion</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Volume of travel (annual average daily traffic, passenger volume)</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

**Total Points:** 100
Roadway Projects

LRTP 2040 Project Listing
Constrained Roadway Projects
New Roadway Facility
- Yes
- No
- New Facility Projects
Transit Projects
PROGRESS

MEASURING PROGRESS TOWARDS 2040
### MEASURING PROGRESS

<table>
<thead>
<tr>
<th>Category</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>Level of Transit Service - Revenue Service Hours - Ridership</td>
</tr>
<tr>
<td></td>
<td>Environmental Justice - Percent of transportation investments in EJ tracts</td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>Transportation Costs - Combined transportation and housing costs as a % of median income</td>
</tr>
<tr>
<td>Climate Change/Energy Use</td>
<td>Vehicle Miles Traveled / CO₂ - Systemwide Vehicle Miles Traveled / CO₂</td>
</tr>
<tr>
<td></td>
<td>Vehicle Occupancy - Vehicle Occupancy</td>
</tr>
<tr>
<td>Environment</td>
<td>MetroGreen Network - Percent/Miles of Metrowide Trails</td>
</tr>
<tr>
<td>Place Making</td>
<td>Multi-Modal Options - Modal Options</td>
</tr>
<tr>
<td>Public Health</td>
<td>Ozone</td>
</tr>
<tr>
<td></td>
<td>Physical Health - Physical Health</td>
</tr>
<tr>
<td>Safety and Security</td>
<td>Crash Fatality and Injury Rate - Annual crashes</td>
</tr>
<tr>
<td>System Condition</td>
<td>Bridge &amp; Pavement Condition - Pavement Condition - Bridge Condition</td>
</tr>
<tr>
<td>System Performance</td>
<td>Level of Service - Observing speed vs. posted speed on the CMS Network</td>
</tr>
<tr>
<td></td>
<td>Congestion - Percent of CMS Network Congested</td>
</tr>
<tr>
<td></td>
<td>Travel Time - Average Commute Time</td>
</tr>
<tr>
<td></td>
<td>On-Time Performance - On-Time Performance of Transit System</td>
</tr>
</tbody>
</table>

**Transit Ridership & Vehicle Revenue Hours**

- KCATA
- JCT
- Combined VRH

Graph showing trends in ridership and vehicle revenue hours from 2001 to 2007.
FORECAST
Current Land Use

- Residential
- Low-Density Residential
- Commercial
- Industrial
- Office
- Mixed Use
- Public/Semipublic
- Parks, Open Space
- Right-of-Way
- Vacant or Agriculture
Local planning efforts:

- **Gladstone** – Comprehensive Plan
- **Overland Park** – Vision Metcalf
- **Liberty** – Blueprint for Liberty
- **Lenexa** – Vision 2030
- **Raymore** – Growth Management Plan
- **Roeland Park** – Comprehensive Plan
Local planning efforts:

- **Kansas City, Mo.** – Trails KC, Climate Protection Plan, Downtown Area Plan
- **Mission** – Comprehensive Plan
- **Kansas City, Kan.** – Traditional Neighborhood Development and narrow lot design guidelines
Local planning efforts:

- Platte County – Platte Profile
- Lee’s Summit – 360 Charting Tomorrow
- Riverside – Comprehensive Master Plan
Together, these begin to define a regional response:

Common thread: A vision of sustainability

- Higher-density, mixed-use development
- More options to walk, bike, ride transit
- Redevelopment
- Transit-oriented development
- Natural preservation
Adopt Policies That
Activity Centers
High-Priority Corridors
Historic City Centers
Protect Natural Areas:
- Floodplain
- Parks
- High-quality agricultural land
- MetroGreen® greenways
- Stream buffers
Planned Land Use

Aggregate of city and county comprehensive plans

Ultimate build-out population: 5.5 million people
Change in Population or Employment

Baseline

Adaptive

- Gain
- Loss
- Refill
- No Change
Draft Policy Statement

- Preserve and protect the region’s natural resources
- Create local plans for new development and redevelopment that establish targets and clearly define priority areas
- Give priority to funding transportation projects that serve activity centers along locally identified corridors
Draft Policy Statement

- Adopt planning tools, such as form-based codes, that encourage development in activity centers and along key transportation corridors.

- Target public investment and the use of incentives to remove barriers that inhibit adaptation to market changes and attract more intense development to strategic corridors and centers.
Draft Policy Statement

- Use public policies and investments to focus development where it can be served most efficiently and affordably
- Increase levels of transit service along priority corridors
- Develop new and innovative incentive packages to achieve redevelopment implemented at the local level
NOT in Draft Policy Statement

- Capacity threshold before constructing new sewers
- Restrictions on incentives in greenfield areas
- Tax-base sharing to reduce competition for retail
- Expectations of significant improvement to public safety and schools in distressed communities
From Policy to Forecast

- Consistency with past trends
Historical County Shares of Regional Population Growth

Historical Shares of Population Growth

- Jackson
- Johnson
- Clay
- Wyandotte
DRAFT Forecast County Shares of Population Growth

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>population change</th>
<th>household change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sum</td>
<td>Share</td>
</tr>
<tr>
<td>Cass</td>
<td>61,510</td>
<td>8%</td>
</tr>
<tr>
<td>Clay</td>
<td>170,132</td>
<td>21%</td>
</tr>
<tr>
<td>Jackson</td>
<td>126,476</td>
<td>16%</td>
</tr>
<tr>
<td>Johnson</td>
<td>305,610</td>
<td>39%</td>
</tr>
<tr>
<td>Leavenworth</td>
<td>24,891</td>
<td>3%</td>
</tr>
<tr>
<td>Platte</td>
<td>79,151</td>
<td>10%</td>
</tr>
<tr>
<td>Wyandotte</td>
<td>24,768</td>
<td>3%</td>
</tr>
<tr>
<td>Total</td>
<td>792,537</td>
<td>100%</td>
</tr>
</tbody>
</table>
From Policy to Forecast

- Consistency with past trends
- All sewers planned by 2040 are built
Areas with sewers by 2040

SEWER
4  Sewers planned, no date
5  Sewers incomplete by 2030
6  2020-2030 sewer development
7  2010-2020 sewer development
8  Incomplete by 2010
9  2000-2010 sewer development
10 Sewer available throughout
From Policy to Forecast

- Consistency with past trends
- All sewers planned by 2040 are built
- Redevelopment rate between 10 and 20 percent, on average, over the 30-year period
WHAT IS THE REALM OF POSSIBILITY?

When policy discussion began in January 2010

Source: Overland Park
WHAT IS PROBABLE?

At conclusion of policy discussion in April 2010
From Policy to Forecast

- Consistency with past trends
- All sewers planned by 2040 are built
- Redevelopment rate between 10 and 20 percent, on average, over the 30-year period
- Redevelopment focused in priority corridors and historic city centers
Change in Population or Employment

Baseline

DRAFT Forecast
Change in Population or Employment

DRAFT Forecast

Adaptive

- **Gain**
- **Loss**
- **Refill**
- **No Change**
Change in Population or Employment

Baseline | DRAFT Forecast | Adaptive
Coming Attractions

- 2010 Census results will be received in April 2011
- Monitor development and redevelopment at the parcel level
- Prepare an updated forecast by June 2012
  - And every 2 years thereafter.
Why is this plan important?

- Defines direction and vision 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

- TTPC/Board Review – March 2010
- Incorporation of final forecast - April
- Public Review and Comment - April - May 2010
- TTPC/Board Adoption – June 2010
- Initiate Plan Implementation and Outline Priority Next Steps
Discussion and Public Comments
Do you agree with the plan’s policy direction?
Is the draft forecast of regional growth and development reasonable?
What are the keys to this plan’s success?
What do you want to see in the region’s next long-range transportation plan?
Thank You

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Frank Lenk
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www.marc.org/2040