



Transportation is part of our experience every day, connecting us to jobs, our families, entertainment, the things we buy and other basic needs. It enables us to have a high quality of life.

The transportation system is made up of many pieces that work together to move people and goods around and through the metro area — including people, vehicles, roadways, bridges, sidewalks, rivers, railways and traffic signals.

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.).

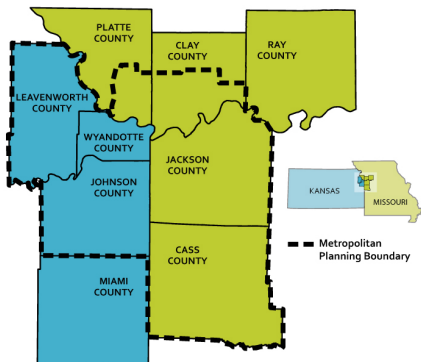
By establishing transportation goals for the region, we lay a foundation for the kinds of plans and projects that will provide the best transportation solutions.

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.

About MARC

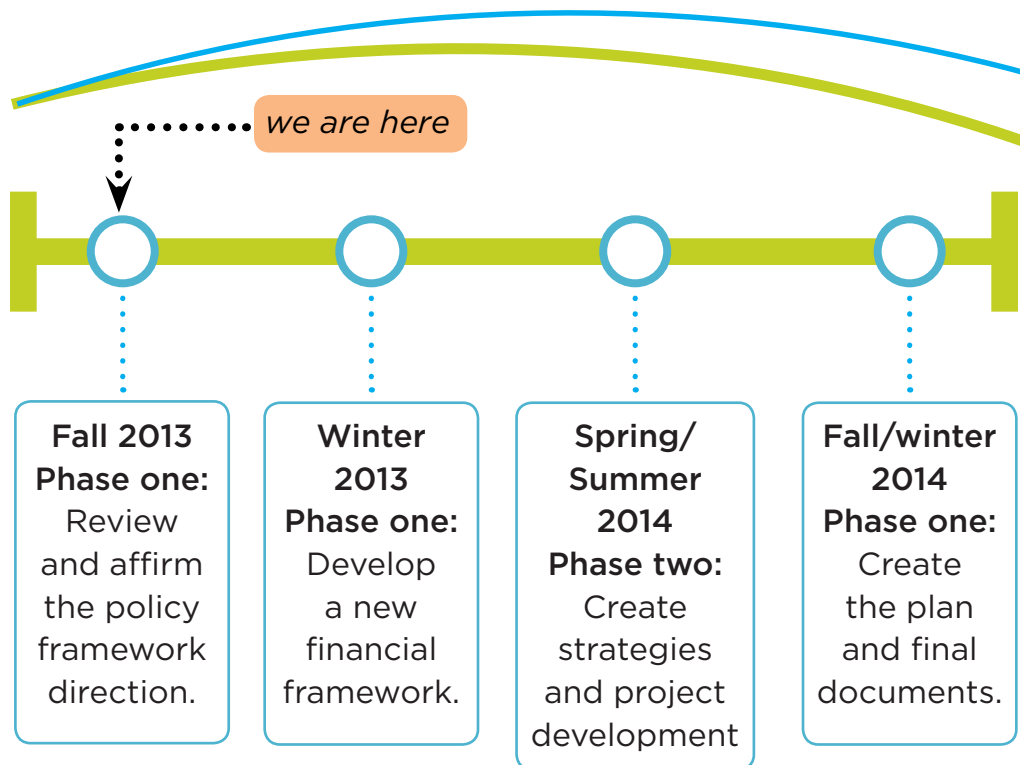


Two states • Nine counties
119 cities

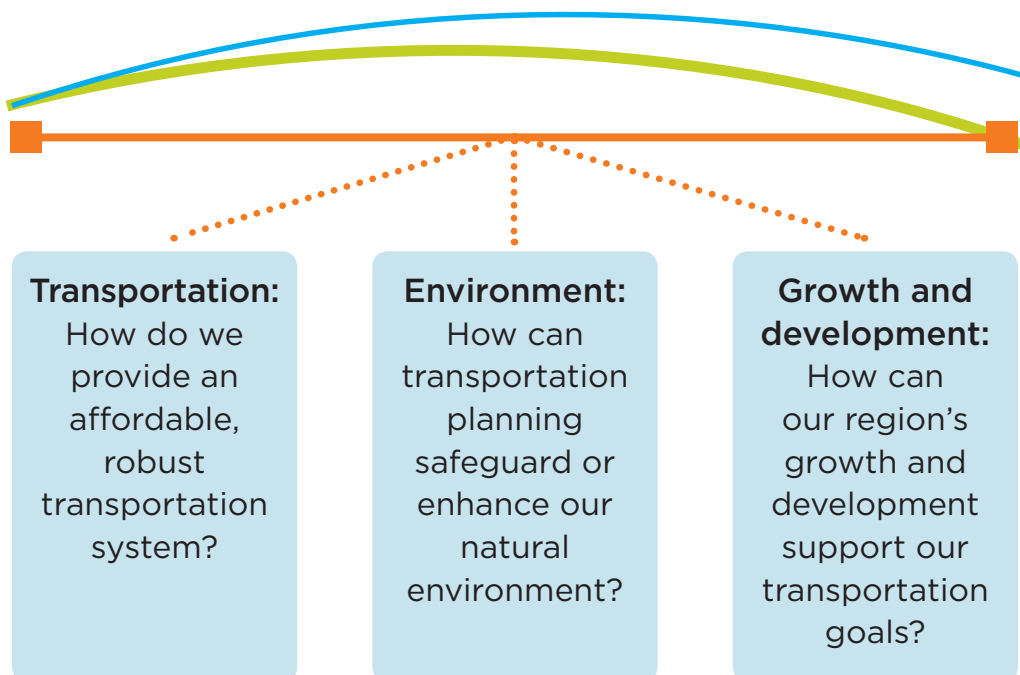
The Mid-America Regional Council (MARC) serves as the association of city and county governments and the metropolitan planning organization for the bistate Kansas City area.

MARC works with federal and local governments, state departments of transportation, transit providers, area stakeholders and the public to develop a metropolitan transportation plan that will help move the region toward the goal of achieving a rising quality of life for everyone.

Timeline for Transportation Outlook 2040 update process:



Our Approach to developing the plan:



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, support equitable access to opportunities, and protects the environment.

Reviewing the Performance Measures

How are we doing as a region towards achieving our goals?

| Accessibility | | Environment | | Safety and security | |
|---|---|---|--|---|---|
| • Transit service — service hours and boardings |  | • MetroGreen network — completed MetroGreen network |  | • Crash fatalities — annual crash fatalities / per VMT |  |
| • Bicycle-pedestrian accessibility — number of TIP projects |  | • Carbon dioxide — system-wide and per-commuter emissions during congestions |  | • Disabling injuries — number of disabling crash injuries / per VMT |  |
| • Environmental Justice — percent of federal funds in EJ tracts |  | Place making | | System condition | |
| Climate change / energy use | | • Multimodal options — alternative transportation work trips vs. driving alone |  | • Bridge conditions — percent of deficient and functionally obsolete bridges |  |
| • Vehicle miles traveled (VMT) — VMT per capita |  | Public health | | • Pavement conditions — roads “poor” in Kan., or “not good” in Mo. |  Kan.  Mo. |
| • Vehicle occupancy — avg. number of vehicle occupants |  | • Ozone pollution — ground-level ozone and annual ozone pollution violations |  | System performance | |
| Economic vitality | | • Physical health — percent of obesity and physical inactivity in the region |  | • Travel speeds — avg. MPH on highways |  |
| • Freight movement — tons of goods moved |  | | | • Congestion — percent of urban roadway congestion |  |
| • Activity centers — number of annual TIP projects in activity centers |  | | | • Travel time — annual hours of delay per commuter |  |
| • Transportation costs — annual cost of congestion per commuter |  | | | | |

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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