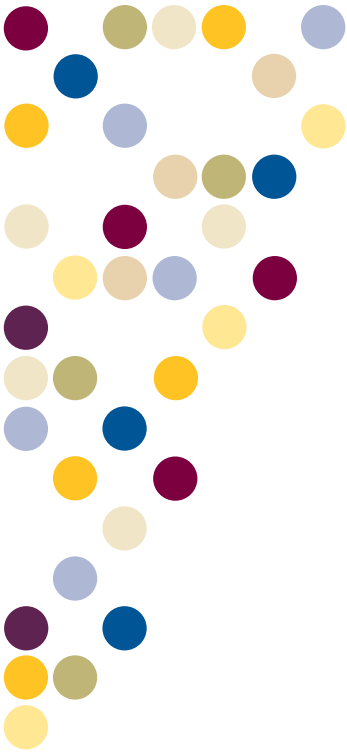


Executive summary

Transportation Outlook 2030 Update



From its earliest days as a small settlement along the banks of the Missouri River, Kansas City's fortunes have been tied to transportation. River navigation, followed by railroads, interstate highways, and an international airport have all shaped the metropolitan area. Transportation has influenced the local economy, the pattern of development in the region, and the general quality of life. The plans we make today for our transportation systems will certainly impact our future community. It is with this recognition of both challenge and opportunity that the Mid-America Regional Council (MARC) has developed *Transportation Outlook 2030 Update*, the region's long-range transportation plan.

Overview of the LRTP

Transportation Outlook 2030 Update describes how the region will manage, operate and invest in its multimodal transportation system over the next three decades. The plan describes goals and objectives for the region, policies to help the region make progress toward the goals, and actions to support the policies, including implementation of specific transportation investments.

The plan views transportation in terms of the movement of people and goods, not just vehicles. While the plan is divided into sections corresponding to specific transportation modes (e.g., highways, public transportation, bicycles), it stresses the interrelationships between these modes and promotes the integration of the individual facilities and services into a system that efficiently and cost-effectively meets the access and mobility needs of the region.

Policy framework

Transportation plays a significant role in the daily lives of the region's residents. But it does more than simply help us get from point A to point B. We use the transportation system to get to our jobs, see our doctors, buy our groceries, visit friends and relatives, and carry out numerous daily activities. Recognizing this central role that transportation plays in our community, *Transportation Outlook 2030 Update* is a policy-driven plan that responds to and supports broad regional goals and objectives.



Regional goal

In 2001, after a series of region-wide conversations and surveys, MARC released *Metro Outlook*, a working prototype for how the region might measure its progress in meeting 21st century challenges. *Transportation Outlook 2030 Update* builds on the work initiated through *Metro Outlook* to explore and explain our region's ability to solve problems and make progress. *Metro Outlook* established that metropolitan Kansas City has one basic goal: "to create a region where the quality of life is continually improving for everyone. Not progress for some at the expense of others, not progress now at the expense of future generations, and not economic progress at the expense of social health and natural wealth."

Create a region where the quality of life is rising for everyone.

Transportation goals

During the development of *Transportation Outlook 2030* in 2002, the issue was to identify ways our transportation resources could assist in meeting the regional goal. Out of extensive community dialogue, four areas of influence or impact were identified, and these became the transportation goals for the region.

- Transportation resources can help **support a healthy, strong, regional economy** that will allow the region to build the private, public and philanthropic wealth to sustain significant investment and reinvestment in the region.
- Transportation resources can **maximize access to opportunity** for all area residents, ensuring that everyone can participate in all the community has to offer.
- Transportation resources can **support quality built and natural environments** to make the region the kind of place that will retain and attract the most important resource of our future economy — educated, innovative people.
- Well-managed and operated transportation systems can **improve the safety, security and well-being of the traveling public.**



Policy direction

The regional goal and the transportation goals and objectives set the broad policy framework for *Transportation Outlook 2030 Update*. However, since the long-range plan's initial development in 2002, local officials and area residents have recommended a priority focus on the policies and actions in four areas. These areas reflect opportunities for the region to make the most progress toward these goals and objectives. They are the criteria by which the region's transportation expenditures will be judged to ensure that the public's priorities are reflected in the projects that are funded.

This focused policy direction will guide the region's planning and programming activities.

- Increasing the emphasis on **maintaining existing transportation infrastructure**
- Increasing the choice of **travel modes** available across the region
- Working to **better integrate transportation projects** into the fabric of the community
- Better **managing the region's roadway capacity**



Spending priorities

MARC estimates that \$16.8 billion will be available over the next 25 years to build, maintain and enhance the region's transportation needs. Based on public input and consultation with local and state officials, the following expenditures are reflected in *Transportation Outlook 2030 Update*:

Roadway Maintenance	\$4.7 billion
New Roadway Capacity	\$6.0 billion
Transit Operating	\$2.7 billion
Transportation System/ Management	\$2.1 billion
Transit Capital Enhancements*	\$1.0 billion
Planning	\$74 million
	\$46 million

*Enhancements funds include landscaping, beautification, historic preservation, and bicycle/pedestrian facilities.



The future of transportation

The next 25 years will present significant challenges and opportunities in the Kansas City region. The region will add over 500,000 new residents, it will continue to spread out, it will continue to diversify, and as the baby boom generation matures, it will continue to grow older as a region.

As the region moves toward 2030, it will add over 600,000 new jobs. Most likely, those jobs will not be in the manufacturing industry that has sustained the region in the past. Rather, the Kansas City area, like the rest of the nation, will continue to experience greater reliance on the service industry to grow its economy. All of these factors will shape future transportation investments. *Transportation Outlook 2030 Update* seeks to guide transportation decisions that will address our challenges and ensure our success in the future.



Key components of Transportation Outlook 2030 Update

- Major roadway projects will address many congestion bottlenecks: I-35/U.S. 69 in Kansas, I-70 in Missouri, and an improved Missouri River crossing on the Paseo Bridge.
- An increased focus on maintenance will help make the 8,000 miles of roadways safer and last longer.
- The Smart Moves regional transit system will provide expanded and enhanced bus, bus rapid transit, and commuter rail services across the region — including those targeted to elderly and disabled residents, and those accessing jobs for the first time.
- "Smart highway" freeway management systems such as Kansas City Scout, will monitor, respond to and inform the public of changing travel conditions.
- Traffic signal coordination projects like Operation Green Light will help traffic move more easily on arterial roads and streets.
- Bike routes and trails, including the MetroGreen system of greenways and trails, will make it possible to safely bike to numerous destinations across the region.
- Improved street design will support and encourage all means of transportation — walking, bicycling, transit, and driving — in a balanced way.

Special Considerations for *Transportation Outlook 2030 Update*



Environmental justice

Environmental justice, as described in a 1994 Presidential Executive Order, seeks to ensure that minority and low-income populations are not denied the benefits or receive disproportionate impacts from the transportation system. *Transportation Outlook 2030 Update* addressed environmental justice concerns first by ensuring that minority and low-income populations were aware of and involved in the development of the plan.

Transportation Outlook 2030 Update was analyzed in terms of its benefits and impacts to low-income and minority populations. The conclusion was that low-income and minority populations are not adversely impacted and are not denied benefits from the proposed LRTP projects.



Air Quality conformity

The Clean Air Act Amendments of 1990 established requirements that transportation plans, programs and projects conform with air quality plans for transportation-related pollutants in non-attainment and maintenance areas. The Kansas City area is currently designated an ozone attainment area, though air quality modeling indicates that the region will likely struggle to keep its attainment status.

As a result, MARC has developed a Clean Air Action Plan (CAAP). The CAAP is a comprehensive list of strategies the region has begun to voluntarily employ to provide residents with healthier air and keep the region in compliance with the federal standard. The investments included in *Transportation Outlook 2030 Update* conform to the region's air quality plans and will help the region achieve its air quality goals.

MARC

Mid-America Regional Council

**The entire long-range transportation plan
Transportation Outlook 2030 Update is available online:
www.marc.org/outlook2030**

MARC's role in planning

The Mid-America Regional Council (MARC) serves as the metropolitan planning organization (MPO) for the Kansas City region. MPOs are established by federal statute to serve urbanized areas with populations greater than 50,000 people. Through the MPO, local and state government officials cooperatively develop transportation plans and programs for the cities and counties within the metropolitan area.

The next major revision of *Transportation Outlook 2030 Update* will likely occur in 2010. Between now and then, the region will tackle a number of issues in areas where further policy development is anticipated. Planning activities listed in the plan's Action Steps will be completed, conducted or initiated. Finally, specific improvement projects and programs will move forward from the plan to various programming processes to secure funds and move toward implementation. MARC will work with its planning partners, area stakeholders, and the community at large to ensure that the plans that are developed and the projects and programs that are implemented help move the region toward its goal of achieving a rising quality of life for everyone.

MARC encourages your feedback as we continue to address our region's changing needs. Send comments to lrtpl@marc.org.

The preparation of this report was financed in part with funding from United States Department of Transportation (USDOT), administered by the Kansas Department of Transportation (KDOT) and the Missouri Department of Transportation (MoDOT). The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of USDOT, KDOT and MoDOT.