Transportation can have significant effects on mobility, economic development, environmental quality, and quality of life for the Kansas City region. We must put thoughtful plans in place today in order to create high quality transportation facilities and services at a reasonable cost with minimal environmental impact that enhance economic activity far into the future.

The Regional Transportation Plan 2050 — or RTP 2050 — is the Kansas City region’s metropolitan transportation plan (MTP). Federal law requires metropolitan planning organizations (MPOs) create a plan that outlines a vision and goals for the transportation network in their region.

As the MPO for Kansas City, MARC works with the state departments of transportation and public transportation providers — with input from the public — to identify how the region will manage and operate a multimodal transportation system that includes public transportation, highway, freight, bicycle, pedestrian and accessible transportation for the disabled and elderly. The system outlined by RTP 2050 must meet the region’s economic, transportation, development and sustainability goals — among others — while working within the limits of potential funding for future projects.

The current plan, adopted in 2015, is called Transportation Outlook 2040 and can be viewed at www.TO2040.org.

A metropolitan transportation plan must:
- Cover a 20+ year horizon.
- Include both long- and short-range strategies that provide for the development of an integrated multimodal transportation system.
- Be updated every five years.
- Use the latest available estimates and assumptions for populations, land use, travel, employment, congestion, and economic activity.
- Include a list of projects and corresponding financial strategies to fund them based on reasonable expected federal, state, local and private revenues.

RTP 2050 will:
- Respond to issues uncovered through scenario planning work including technology, demographics, climate change and economic forces.
- Develop a more adaptive plan that asks “what if?”
- Develop scenarios for new revenues.
- Develop a more integrated approach to regional planning.
The process to develop RTP 2050 will take nearly two years to complete and has been broken down into several task areas.

1. **Discovery and Needs Assessment**
   - This phase will focus on gathering information about big picture needs in the region. These needs will be supported by a variety of analyses, including how the region is performing in areas related to the 10 policy framework goals that drive the vision of the current metropolitan transportation plan, *Transportation Outlook 2040*. Feedback from the public and MARC committees will also inform the needs assessment process.
   - **Important committee actions**
     - Population and employment forecast adopted by MARC’s Technical Forecast Committee.

2. **Storytelling & Policy Framework**
   - MARC will use the information from the prior phase to construct and tell the story of transportation in the Kansas City region, as well as illuminate challenges and opportunities on the horizon. Staff will develop a new Policy Framework for the plan that responds to these challenges and opportunities.
   - **Important committee actions**
     - Policy Framework adopted by the Total Transportation Policy Committee and MARC Board of Directors.

3. **Scenario Analysis**
   - A new step in the RTP 2050 process is to develop and test different scenarios with the regional transportation model. This analysis will foster a deeper understanding and dialogue about different transportation and land use alternatives, and how they can help achieve the vision set forth by the Policy Framework. This task will consist of three phases:
     1. No-build analysis — Evaluate a future scenario that only includes currently funded projects, but no additional improvement.
     2. Technology analysis — Use existing tools to simulate the possible impacts of future transportation technologies, such as connected and autonomous vehicles (CAV).
     3. Network analysis — Develop and test unique transportation network alternatives to understand how different investments impact future performance.
   - Scenarios used in each phase will be based on public and stakeholder input and tested using a variety of performance metrics. The results will inform the policy discussions and project selection process in the next phase.
   - **Important committee actions**
     - The work group will provide input on scenario development.
     - Staff will present scenario development recommendations and scenario outcomes to TTPC and the MARC Board of Directors.

4. **Project Selection**
   - RTP 2050 is required to include a financially constrained list of projects that will help the region meet its long-term transportation vision and are aligned with the adopted Policy Framework. MARC will issue a call for projects in which the departments of transportation from Kansas and Missouri and local governments will submit regionally important projects for inclusion in the plan. Projects will be prioritized and selected through a coordinated process involving the public, regional transportation stakeholders and MARC planning committees.
   - **Important committee actions**
     - Relevant committees will recommend packages of projects (e.g., the Bicycle and Pedestrian Committee (BPAC) will recommend bicycle and pedestrian projects).

5. **Plan Development**
   - Staff will develop elements of the plan in coordination with MARC’s committees. Staff will check in with relevant committees at key points to get feedback on draft strategies and narrative. Once the draft plan is completed, the documents will be posted online for the public and stakeholders to review.
   - **Important committee actions**
     - None. Staff will work with relevant policy committees during development of the plan chapters.

6. **Plan Adoption**
   - Once the plan documents have reached a final draft stage, MARC will provide one last opportunity for public and stakeholder input. A 30-day public comment period is required before adopting a metropolitan transportation plan. Once the public comment period has ended, MARC staff will respond to each comment in writing and consider revisions to the plan based on that feedback.
   - **Important committee actions**
     - TTPC will release the final draft of the plan for a 30-day public review and comment period.
     - TTPC will review comments, staff responses and consider the final plan for recommended adoption.
     - MARC Board of Directors will consider final approval of the plan.
Public & Stakeholder Engagement

MARC will engage the public and transportation stakeholders throughout the plan development process. Presentations to MARC committees, the RTP 2050 work group, TTPC, and the MARC Board of Directors will summarize public and stakeholder feedback and how it was used in plan development. For more information about how MARC will engage the public, read the RTP 2050 Public and Stakeholder Engagement Plan at marc.org/2050.

MARC Committees

MARC’s policy and programming committees will help shape various policy aspects of the plan. These committees will ensure the plan meets federal requirements and that each committee’s respective plan section(s) follow the vision set forth by the Policy Framework. Committees will also be responsible for strategy development and project selection that will make up the final project listing in the plan.

RTP 2050 Work Group

The work group includes many local leaders who are representatives from each of MARC’s transportation and community development committees, as well as representatives from the state departments of transportation and federal transportation agencies. The work group will focus on the development of RTP 2050, provide guidance and policy advice to TTPC as the plan is developed, and act as a sounding board and liaison between staff, various MARC committees and the public.

Total Transportation Policy Committee (TTPC)

TTPC serves as the umbrella over all transportation policy and programming committees at MARC. TTPC will receive many RTP 2050 presentations from staff and will be asked to advise or make recommendations at important milestones throughout the process. Decisions and recommendations made by TTPC will be taken to the board for final action.

MARC Board of Directors

As the official leadership body for the MPO, the board will have final decision-making authority on the RTP 2050 and its Policy Framework, strategies, projects, and official public review and comment period.

In a series of pop-up public engagements throughout the Kansas City area in February 2018, MARC staff asked the public what they thought transportation would be like in 2050.