OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE
Chuck Adams, Kansas Co-Chair
Carson Ross, Missouri Co-Chair

There will be a meeting of MARC’s Total Transportation Policy Committee on Tuesday, October 16, 2018, at 9:30 a.m. in the Board Room on the second floor of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

AGENDA

1. Welcome/Introductions
2. VOTE: September 18, 2018 Minutes*
3. VOTE: 2018 4th Quarter Amendment to the 2018-22 Transportation Improvement Program*
4. VOTE: Proposed 2019 Unified Planning Work Program for Public Review & Comment*
5. VOTE: Changes to the MARC Roadway Functional Classification System*
6. VOTE: Endorse Regional Frameworks for Autonomous Vehicles (AV) & Unmanned Aircraft Systems (UAS)*
7. REPORT: KC Regional Transportation Data Pilot – Sidewalk Labs “Replica” Model
8. REPORT: Regional Transportation Plan2050 (RTP2050)
9. REPORT: Electric Scooters
10. Other Business
11. Adjournment

*Action Items

Getting to MARC: Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found online. If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

Parking: Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our webpage.
Members, Alternates Present-Representing
Councilman Chuck Adams, Wyandotte County
Municipalities, KS Co-Chair
Commissioner Jim Allen, Johnson County
Matt Davis, Jackson County
Tom Gerend, Kansas City Streetcar
Tim Gramling, City of Independence
Richard Grenville, PortKC
Bob Heim, Platte County
Patty Hilderbrand, City of Kansas City
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Mike Krass, Cass County
Nathan Law, Miami County Municipalities
Teresa Loar, City of Kansas City
Michael McDonald, Leavenworth County Municip.
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Dena Mezger, City of Lee’s Summit
Davonna Moore, KDOT
Josh Powers, Johnson County
Fred Sherman, Johnson County Municipalities
Brian Shields, City of Overland Park
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Griffin Smith, MoDOT
Reginald Townsend, Cass County
Sheila Tracy, Northland Chamber of Commerce
Tim Vandal, Leavenworth County Municipalities
Geoffrey Vohs, Johnson County
Doug Whitacre, Johnson County Municipalities
Beth Wright, City of Olathe
Beccy Yocham, Johnson County Municipalities

Others Present
Zach Flanders, Unified Gov’t WyCo/KCK
Randy Gorton, BHC Rhodes
Alekhya Kodumuri, Unified Gov’t WyCo/KCK
Dave Kocour, Hg Consult, Inc.
Lideana Laboy, Unified Gov’t WyCo/KCK
Brandon McElhinney; Crawford, Murphy, & Tilly
Kevin Manning, City of Shawnee
Wes Minder, City of Kansas City
Clarence Munsch, GBA
Greg Rokos, City of Raymore
Steve Schultz, Bartlett & West
Sarah Shafer, Leavenworth County

MARC Staff Present
Ron Achelpohl, Director of Transp. and Environment
Aaron Bartlett, Senior Transportation Planner
Karen Clawson, Senior Transportation Planner
Beth Dawson, Senior Land Use Planner
Darryl Fields, Senior Transportation Planner
Marc Hansen, Principal Planner
Jim Hubbell, Principal Planner
Laura Machala, Transportation Planner II
Whitney Morgan, Transportation Planner II
Martin Rivarola, Assistant Director of Transportation
Land Use Planning
Drew Stiehl, Transportation Planner I
Amy Strange, Public Affairs Coordinator II
Jermain Whitmore, Program Assistant

Allison Smith, KDOT
Tammy Snyder, City of Edwardsville
Jim Tobaben, WSP USA
Eva Voss, MoDOT
1) **Welcome/Introductions**  
Councilman Chuck Adams, KS Co-Chair, called the meeting to order and self-introductions followed.

2) **Approval of August 21, 2018 Meeting Summary**  
There were no changes to the August 21, 2018 meeting summary. Mayor David Slater moved to approve the meeting summary, Janet McRae seconded and the motion carried unanimously.

3) **Sub-allocated Federal Fund Programming Recommendations**  
One of MARC’s fundamental roles as Metropolitan Planning Organization is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area.

On January 19, 2018, MARC issued a call projects for federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STP) and Surface Transportation Block Grant Program – Set Aside (TAP) funding programs estimated to total $55 million in FY 2021 and 2022. MARC received 100 applications for projects by the March 23, 2018 application deadline. The applications received are available for review at [http://www.marc2.org/tr_cfp/browseprojects.aspx](http://www.marc2.org/tr_cfp/browseprojects.aspx).

On June 7, 2018, in partnership with the KCATA, MARC issued a call for projects for the Federal Transit Administration Section 5310 funding program estimated to total $2.28 million through FFY 2019, $1.03 million of which would be released for competitive selection. MARC received 15 applications for projects by the July 26, 2018 application deadline. The applications received are available for review at [http://marc2.org/tr_5310/browseprojects.aspx](http://marc2.org/tr_5310/browseprojects.aspx).

Funding recommendations were developed by the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committees, Mobility Advisory Committee and the Regional Transit Coordinating Council.

Additional input for the programming process was provided by the Bicycle/Pedestrian Advisory Committee, Destination Safe Leadership Team, Goods Movement Committee, Highway Committee, Regional Transit Coordinating Council, and the Sustainable Places Policy Committee.

The Air Quality Forum, TTPC and the MARC Board of Directors reviewed the proposed funding recommendations for the Surface Transportation, Congestion Mitigation/Air Quality and Transportation Alternatives programs at their August meetings.

Staff relayed comments from some TTPC members to the Missouri STP Committee at their September 11, 2018 meeting. Following deliberations, the Missouri STP committee decided to make no change to their recommendation.

A committee member asked if the comments that Independence made were discussed with the STP committee, and Ron Achelpohl responded that it was and there were no changes.

Commissioner Jim Allen moved to approve the 2018 Sub-allocated Funding Recommendations and authorize their release for public review and comment as part of the 2018 4th Quarter TIP amendment, Dena Mezger seconded and the motion carried unanimously.
Planning Sustainable Places Programming Recommendations*

The Kansas City region’s vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places initiative and Transportation Outlook 2040 (TO2040), the region’s long-range transportation plan.

In 2012, MARC’s Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee launched Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers.

The Sustainable Places Policy Committee (SPPC) worked with MARC staff earlier this year to refine the 2019 criteria for eligibility and the award process. MARC issues a call for projects that closed on June 22, 2018. MARC staff conducted an initial review and scoring of the 23 applications and worked with the Sustainable Places Policy Committee to develop a recommended list of awardees. The Committee developed the final recommended project list on August 10, 2018. The recommended list can be found [here](#).

The recommendation includes 12 planning projects from across the region:

- 9 sustainable places plans
- 2 project development activities
- 2 implementation activities

Complete street plans, corridor plans, and connectivity plans are just some of the projects included in the proposed list. These projects will be developed with a focus on the integration of transportation, land use and environment, and will include robust citizen engagement.

The Committee weighed several considerations when developing the recommended list including project scores, scalability, local jurisdiction priorities, geography, eligibility, replicability and alignment with PSP program objectives. Local sponsors are responsible for local match requirements. The consultant contracts for the projects will be held by MARC, authorization for those individual contracts will be brought to the board after they have been negotiated. The Sustainable Places Policy Committee met on August 10, 2018, and recommended a list of projects for funding.

Ms. McRae moved to approve the project funding recommendations for the Planning Sustainable Places Program as presented, Mayor Slater seconded and the motion carried unanimously.

2018 4th Quarter Amendment to the 2018-22 TIP for Public Review & Comment*

The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the TIP on a quarterly cycle to accommodate changes to projects in the TIP.

The proposed 2018 4th Quarter Amendment to the 2018-22 TIP includes 77 projects:

- 64 new projects to be added, including, but not limited to:
  - Kansas and Missouri projects recommended for 2021-22 Surface Transportation Program (STP) funding
  - Kansas and Missouri projects recommended for 2021-22 Congestion Mitigation/Air Quality Program (CMAQ) funding
  - Kansas and Missouri projects recommended for 2021-22 Transportation Alternatives Program (TAP) funding
  - FTA Section 5310 funding recommendations
• 13 modified projects
  • Scope
  • Schedule
  • Budget

Details of these projects are available for review on the Internet at:

http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/18Q4amend.aspx

Funding recommendations were developed by the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committees, Mobility Advisory Committee and the Regional Transit Coordinating Council.

Additional input for the programming process was provided by the Bicycle/Pedestrian Advisory Committee, Destination Safe Leadership Team, Goods Movement Committee, Highway Committee, Regional Transit Coordinating Council, and the Sustainable Places Policy Committee.

The Air Quality Forum, TTPC and the MARC Board of Directors reviewed the proposed funding recommendations for the Surface Transportation, Congestion Mitigation/Air Quality and Transportation Alternatives programs at their August meetings.

Beccy Yocham moved to approve the release of the 2018 4th Quarter Amendment to the FFY 2018-2022 TIP for Public Review & Comment, Mayor Slater seconded and the motion carried unanimously.

6) Establish Performance Targets for Highway System Condition and Travel Time Reliability*

The current and previous federal transportation bills, FAST Act and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

Final USDOT rules related to TPM established performance measures for system condition and travel time reliability on the National Highway System (NHS). State DOTs were required to establish performance targets for these measures by May 20, 2018. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. State DOTs will have the opportunity to update targets every 2 years, and with each update MPOs will have the option to: (a) support the state targets, or (b) establish regional targets within 180 days.

MARC has elected to establish regional targets, and core reasons include the need to harmonize different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical trends, statewide targets, regional plans, and programmed projects. The targets were developed in coordination with State DOT and local partners, as well as subject matter experts. The attached memo details recommended targets for each of the performance measures.

Infrastructure condition and transportation system performance are both goals in Transportation Outlook 2040. It is important to emphasize the recommended targets pertain specifically to the NHS, which represents approximately 10% of streets and highways in the MARC region. While some NHS routes are locally owned and operated, the overwhelming majority is operated by State DOTs. Recommended targets are closely linked to
statewide targets adopted by KDOT and MoDOT, which are both informed by extensive data analysis and engineering judgement.

For each of the performance measures defined though the MAP-21/FAST Act rulemaking process, MARC will be required to establish targets, and monitor progress towards achieving those targets. With the establishment of targets, MARC is committing to plan and program in a manner that leads to reasonable progress towards their achievement. The targets established for the Kansas City metropolitan region will ultimately be integrated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and regional performance management process.

MARC will report progress towards achieving performance targets in the Annual Performance Measures Report, which will be made available to State DOTs upon request. There is no impact to funding levels or eligibility if MARC does not meet its targets. However, if reasonable progress towards targets is not achieved, it will be necessary to explore and document the reasons why.

The recommended targets for NHS system condition and travel time reliability were developed with input and consensus from the MARC Highway and Goods Movement Committees.

It was requested that Mr. Hubbell explain the state truck travel time index, and Mr. Hubbell briefed the committee on its meaning.

There was inquiry into if MARC will use the USDOT definition of good and poor to determine the NHS condition measures and targets, and Mr. Hubbell acknowledged that MARC would, and will provide the definitions to local agencies.

Mayor Slater moved to approve the NHS condition and travel time reliability targets for the MARC metropolitan planning area, Patty Hilderbrand seconded and the motion carried unanimously.

7) Missouri State Transportation Initiatives
Griffin Smith, with MoDOT, shared additional information about the Missouri process. In preparation for the 2020-2025 Statewide Transportation Improvement Program (STIP), MoDOT is conducting planning meetings in each district throughout the state. The intent of these meetings is to allow MoDOT to share information about the upcoming STIP with planning partners such as Metropolitan Planning Organizations, Regional Planning Commissions and others and to give planning partners the opportunity to discuss regional and local priorities for the state highway system as input for project priorities for the next STIP. The Kansas City District meeting will be held the morning of October 30 at the MARC offices.

8) Kansas Joint Legislative Transportation Vision Task Force
In 2018, the Kansas Legislature established a joint task force to study and make recommendations for future transportation funding and project priorities. Mr. Achelpohl shared additional information about this process, and Commissioner Allen gave his perspective regarding the task force as one of its members. The task force is scheduled to meet 12 times at locations around the state to address specific topics related to the program and to take testimony from the public. They met on Wednesday, September 12, 2018, at Memorial Hall in Kansas City, Kansas and will meet again in the Kansas City area on November 8 at the Kansas State University Innovation Campus in Olathe, Kansas. MARC provided testimony on regional economic issues and the need for continued state support of multi-modal transportation options.

More information about the task force is available at: http://www.kslegislature.org/li/b2017_18/committees/ctte_tf_transportation_vision_1/
9) **Planning Sustainable Places Project Report – Unified Government**

The Kansas City region’s vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places initiative and *Transportation Outlook 2040 (TO2040)*, the region’s long range transportation plan.

In 2012, MARC’s Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee launched Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers. Three rounds of projects have been funded in 2013, 2015, and 2017. A fourth call for projects has been conducted, the list of recommended projects will be presented at this meeting. The Sustainable Places Policy Committee (SPPC) provides oversight to the PSP program which continues to serve as a single local government assistance program intended to specifically respond to *TO2040* goals and facilitate the following objectives:

- Support the development and implementation of local activity center plans consistent with CSP principles and land use policy direction outlined in *TO2040*.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and sustainable development initiatives that help advance the objectives identified in the CSP initiative, *TO2040*, and the MARC Board’s adopted policy statement on regional land use.
- Support the conceptualization, development, and implementation of CSP projects.

The Planning Sustainable Places Program represents a key implementation mechanism for numerous related adopted plans, including *TO2040*.

The 2017 Planning Sustainable Places funding cycle has three additional project that have concluded their work. All are in the Unified Government: Kaw River Bridge project, Rosedale project and the Cambridge Connector project. Lideana Laboy & Zach Flanders briefed the committee on their respective projects.

10) **The Peer Cities Transit Research Report**

This report serves as a benchmark for our regional transit system and how it compares to peer transit systems in terms of funding, ridership, service area and density. The majority of the data was collected from the National Transit Database, the 5-year American Community Survey and a custom survey sent to the transit providers included in the report. It strives to provide insight into the factors that affect transit agencies around the country.

The Peer Cities Transit Research Report was first created in 2011 to support work by Johnson County’s Transit Funding Task Force (START), as well as to aid in ongoing discussions regarding the development of a strategy for regional transit investment in Kansas City. The report was updated in 2014 to serve as a resource for MARC’s transportation committees. The 2018 update of the report serves as the third version of the Peer Cities Transit Research Report. The full report is anticipated to be released in early 2019.

One of the committee members noted that Kansas City region has one of the lowest per capita funding levels.

The question arose as to why ridership is so low, and Whitney Morgan answered that the report mostly highlights issues and it is up to us to determine the solutions; but admitted that density and funding levels play a role.

There was a request to make note of the cost of living of areas in the report, as it would reflect why the cost may be different in some areas compared to others, which could affect ridership.
It was also mentioned that another challenge is to continue to make sure update routes in correlation to job centers, but that process is slow.

11) Regional Transportation Safety Report
Aaron Bartlett provided additional information on report and the “unlicensed drivers” focus area in his presentation. This report addresses the 2nd Quarter, Kansas City Regional Fatalities.

Quarterly Fatality Report Ending June 30th
The Kansas City Region Fatality Report ending June 30, 2018 is attached. The report tracks 15 Focus Areas identified in the Safety Blueprint. Each quarterly report represents the total recorded year-to-date roadway fatalities for the 13 county area. The Regional Safety Blueprint has a set goal of 211 or fewer fatalities in 2018.

A total of 94 fatalities have been reported through this quarter, this is one above the year-to-date 93 or fewer goal. The five-year average 2013-2017 for this period is 96.4. This year fatalities are down 3% from the five-average. The report compares fatalities by county for this period with the same period for the past five-year average. The month-by-month regional fatalities are compared to the five-year monthly average to provide a baseline.

The 15 Focus Areas are categorized into Behavioral, Infrastructure and Special User. An error was discovered and corrected in the last report that over represented “unlicensed drivers”. After correcting for this error, the year to date fatalities involving an unlicensed driver fell below the five-year year to date average. In general, fatalities appear to be close to where they were last year. We will continue to monitor fatalities and report again in December of 2018.

A committee member noted the differences between suspended and revoked, but asked if these details were available, and Mr. Bartlett commented that he wasn’t able to get the information for this meeting, but can have it in the future.

Someone else inquired how Scooter services, such as Bird & Lime, may or may not be accounted for; and Mr. Bartlett answered that we will have to wait and see since they are so new to the region.

12) Update on Status of Volkswagen Settlement Funds in Missouri and Kansas
On October 25, 2016, the United States District Court for the District of Northern California approved a settlement with Volkswagen (VW) addressing 2.0 liter diesel engines. This action was taken to partially settle allegations by EPA and California that VW used illegal defeat devices on Model Year 2009-2015 diesel vehicles to evade emission tests, resulting in an exceedance of tailpipe emissions for nitrogen oxides (NOx). The settlement requires VW to establish an environmental mitigation trust for states (including tribes, DC and Puerto Rico) to implement projects that reduce NOx emissions. In addition, a second partial consent decree was approved in December 2016 dealing with 3.0 liter diesel engines.

The State of Kansas will receive approximately $15.6 million and the State of Missouri will receive approximately $41 million from this settlement. The Missouri Department of Natural Resources Air Pollution Control Program (APCP) and the Kansas Department of Health and Environment Bureau of Air have been designated as the state agencies responsible for administering these programs and have recently released their statewide plans for expending these funds.

More information on state plans can be found here:
Kansas: http://www.kdheks.gov/bar/air-monitor/dieselgrant/dieselvw.html
Missouri: https://dnr.mo.gov/ env/apcp/vw/index.html
13) **Other Business**  
   • There was no further business to discuss.

14) **Adjournment**  
With no further business the meeting was adjourned. The next meeting of TTPC will be held October 16, 2018.
ISSUE:
VOTE: 2018 4th Quarter Amendment to the 2018-22 Transportation Improvement Program

BACKGROUND:
The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the TIP on a quarterly cycle to accommodate changes to projects in the TIP.

The proposed 2018 4th Quarter Amendment to the 2018-22 TIP includes 77 projects:

- 64 new projects to be added, including, but not limited to:
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  - FTA Section 5310 funding recommendations

- 13 modified projects
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Details of these projects are available for review on the Internet at:

http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/18Q4amend.aspx

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. No comments from the public were received.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
Funding recommendations were developed by the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committees, Mobility Advisory Committee and the Regional Transit Coordinating Council.

Additional input for the programming process was provided by the Bicycle/Pedestrian Advisory Committee, Destination SAFE Leadership Team, Goods Movement Committee, Highway Committee, Regional Transit Coordinating Council, and the Sustainable Places Policy Committee.

The Air Quality Forum, TTPC and the MARC Board of Directors reviewed the proposed funding recommendations for the Surface Transportation, Congestion Mitigation/Air Quality and Transportation Alternatives programs at their August meetings.

RECOMMENDATION
Approve 2018 4th Quarter Amendment to the FFY 2018-2022 TIP.

STAFF CONTACT
Marc Hansen
ISSUE: Proposed 2019 Unified Planning Work Program

BACKGROUND:
The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. A draft of the 2019 UPWP is available at:


Major Transportation Planning Initiatives proposed for 2019 include:

- Respond to the FAST Act - Tasks 1.1, 2.2, 3.9, 4.1, and 5.5
- DBE and Title VI program triennial updates - Task 1.1
- Creating/Planning Sustainable Places - Task 2.1
- Update of the Metropolitan Transportation Plan - Task 2.2
- Performance Measures and Targets - Tasks 2.2, 3.9, 4.1
- Regional Household Travel Survey Completion - Task 3.10
- Development of the 2020-24 Transportation Improvement Program - Task 4.1
- Smart Moves Implementation - Task 5.1, 5.2
- Prospect Bus Rapid Transit (BRT) Implementation - Task 5.2
- Independence Avenue Bus Rapid Transit (BRT) Project Development - Task 5.3
- Environmental Assessment ) for U.S. 169 Corridor from I-70 and I-35 to MO 9, Including the Buck O'Neil Bridge over the Missouri River - Task 5.7

BUDGET CONSIDERATIONS
The Draft 2019 UPWP has been developed based on funding levels resulting from the passage of FAST Act and the 2010 Census counts for urbanized area populations in Kansas and Missouri.

COMMITTEE ACTION
MARC hosted a conference call on August 30, 2018 with its planning partners to coordinate development of the 2019 UPWP. An initial version of the 2019 UPWP was circulated among the planning partners for comment in September 2018.
RECOMMENDATION
Approve the release of the proposed 2019 Unified Planning Work Program for public review and comment.

STAFF CONTACT
Marc Hansen
ISSUE:
VOTE: Changes to the MARC Roadway Functional Classification System

BACKGROUND:
Functional classification is the process by which roadways are categorized into classes, or systems, according to the type of service they are intended to provide. This system for roadway classification was developed by the Federal Highway Administration (FHWA), and has implications for the eligibility of a roadway to receive federal transportation funding. In addition to funding eligibility, the functional classification is used for the purposes of including planning, analysis, performance reporting and travel modeling.

Periodically, MARC works with local jurisdictions and the State DOTs to review and recommend changes to the FHWA functional classification system. The tables included with this report contain a list of recommended changes. All changes comply with federal criteria and guidelines for roadway functional classification.

POLICY CONSIDERATIONS
The functional classification system is used to determine eligibility for roadways in the region to receive federal transportation funding. Eligible roadways make up what is referred to as the Federal Aid Systems. It is not used to prioritize funding or assign points during the project scoring and selection process.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The proposed changes to the functional classification system were reviewed and approved by the MARC Highway Committee on September 26, 2018. The changes will ultimately need to be approved by the MARC Board of Directors.

RECOMMENDATION
Approve the changes to the functional classification system.

STAFF CONTACT
Jim Hubbell
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<td>Minor Collector</td>
<td>Major Collector</td>
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<td>Paddock Dr</td>
<td>Local</td>
<td>Major Collector</td>
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**Kearney, MO**

**Lee's Summit, MO**

| Jefferson Rd           | Oldham Pkwy | Scherer Rd      | Local       | Major Collector |
OP Functional Class Changes

- Freeway/Expressway
- Interstate
- Major Collector
- Minor Arterial
- Minor Collector
- Principal Arterial

*FC changes are represented as hashmarks
Proposed Functional Classification Changes – Fall 2018
Kearney, MO

Minor collector to major collector

Lee’s Summit, MO

OR 50 obliterated
ISSUE:
VOTE: Endorse Regional Frameworks for Autonomous Vehicles (AV) and Unmanned Aircraft Systems (UAS)

BACKGROUND:
Emerging transportation technologies such as autonomous and connected vehicles are receiving a great deal of attention as public agencies and officials grapple with how to plan for their evolution and adoption. However, there’s another transportation technology that has “taken off” tremendously in the last few years: drones. Also referred to as unmanned aerial systems (UAS), these remotely piloted aircraft are experiencing incredible growth both in terms of units sold and the uses to which they can be put. Governments, businesses, and private individuals alike are all getting into the game.

In June 2017, the Mid-America Regional Council launched a regional effort to examine AV/CV issues and create a policy framework that will help the region position itself to maximize opportunities and minimize negative impacts of these new and potentially disruptive transportation technologies. MARC formed an AV Task Force and convened a broad group of stakeholders, including seven work groups that each focused on a key policy area outlined in the whitepaper, which can be found here: http://marc.org/Transportation/Plans-Studies/pdfs/Driving-Change-AV-White-Paper.aspx

During the months of May, June and July 2018, MARC staff also worked with a UAS Leadership Team comprising a broad cross-section of regional stakeholders to develop a strategic approach to implementing UAS technologies within the Greater Kansas City region. Over the course of 3 engagements, the Leadership Team collaboratively built out an UAS Strategic Framework, which includes a vision, values and principles, and action steps for implementation. The Framework is primarily focused on activities to be undertaken within the public sector to ensure safe and successful UAS implementation.

Summaries of both regional frameworks are attached.

POLICY CONSIDERATIONS
UAS Strategic Framework: The Regional UAS Strategic Framework is intended to serve as a resource for MARC staff, its member organizations and regional partners. Its development involved a diverse stakeholder involvement process, and the framework will guide strategic implementation of UAS technologies within the region.

Autonomous Vehicle Policy Framework: MARC encourages state policies that enable and encourage autonomous and connected vehicles to be deployed in a safe, efficient and effective manner that promotes local innovation, decision-making and public-private partnerships.
BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The Total Transportation Policy Committee endorsed the AV and UAS frameworks on October 16, 2018.

RECOMMENDATION
Endorsement of the AV and UAS regional frameworks.

STAFF CONTACT
Amanda Graor
Jim Hubbell
Ron Achelpohl
In June 2017, the Mid-America Regional Council launched a regional effort to examine autonomous and connected (AV) vehicle issues and create a policy framework that will help the region position itself to maximize opportunities and minimize negative impacts of these new and potentially disruptive transportation technologies. MARC formed an AV Task Force and convened a broad group of stakeholders, including seven work groups that each focused on a key policy area and identified priorities for moving forward.

POLICY FOCUS AREAS

- Travel demand management and system performance.
- Infrastructure, planning and investment.
- Data management.
- Environment and land use.
- Equitable access and mobility services.
- Economic and workforce opportunity.
- Certification, liability and insurance.

What are Autonomous and Connected Vehicles?

Autonomous vehicles are defined by the Society of Automotive Engineers (SAE) as having systems that perform part or all of the dynamic driving task on a sustained basis. SAE provides detailed definitions for six levels of driving automation, ranging from no driving automation (level 0) to full driving automation (level 5).

Connected vehicles are vehicles that use any of a number of different communication technologies to communicate with the driver, other cars on the road, roadside infrastructure, and the “cloud.”
Identify ongoing opportunities to provide AV information, education and training to a wide range of stakeholders in the region.

The need for education and training was identified as a priority for all seven work groups. This includes general awareness for the traveling public, as well as more detailed, technical information for decision-makers and job training for workers who need new skills. Initial steps will focus on determining who needs information and what types of information, education and training they will need, both in the short term and as AV adoption rates increase.

Research, develop and build regional consensus on land-use policies related to AV implementation.

In the current funding climate, it is unrealistic to expect major new investments in infrastructure to support AVs. Instead, work group members suggest focusing on using existing infrastructure in different ways. For example, shared use of AVs might lead to more curb space devoted to drop-off/pick-up zones in lieu of parking spots. Efforts to maintain current transportation infrastructure in a state of good repair could be broadened to incorporate new uses.

Develop pricing strategies to address shifts in revenue sources.

Traditional revenue streams such as parking meters, fuel taxes and licensing and registration fees will be disrupted by widespread use of AVs. Ownership models are likely to shift from individual to shared, multi-party owners or subscription services. Initial work in this area could explore new fee structures, perhaps based on vehicle miles traveled, as well as new revenue opportunities, including charges for private companies to tap into public fiber networks or other existing infrastructure. As fleet operators are likely to be early adopters, pricing strategies involving the trucking industry, public transportation and other fleet services should be prioritized.

Develop agreements for sharing and storing data.

Regional strategies for sharing data — what data to share, how to share it, and with whom — will likely require the adoption of Memorandum of Understanding agreements by local governments, as well as investments in hardware and software systems to store and share data. Initial work in this area should also address privacy and security issues. Public/private partnerships may offer opportunities for revenue generation.

Ensure equitable access to the opportunities provided by AV technology.

AV technology could greatly expand access to opportunity for underserved populations, but it also has great potential to leave people behind. As policies and strategies are developed, public officials should be mindful of the digital divide. App-based AV services should offer alternatives for users who are not able to pay with a credit card or use a smart phone.

NEXT STEPS

As the metropolitan planning organization and association of local governments for the bistate Kansas City region, MARC has a unique capacity to lead regional efforts to prepare for AV implementation. Changing transportation technologies will not only cross state and local government boundaries, but will also impact much more than the transportation system. MARC staff will engage its strong network of partners across a broad range of regional initiatives to implement priority strategies and adopt a more detailed work plan and define expected outcomes over the next two years.
Regional Unmanned Aircraft Systems Strategic Framework

Mid-America Regional Council

September 2018

VISION STATEMENT

The Kansas City region is drone-friendly and a proactive leader in the safe operation of unmanned aircraft systems. Through strong partnerships with public and private agencies, the region strives to create a policy and regulatory environment for UAS that supports high quality economic development, urban planning, emergency services, public safety and related public services. The region actively promotes innovation, training and education for professional UAS operators and general guidance for recreational users.

What are UAS?

Unmanned aircraft systems (UAS), sometimes called drones, are aircraft without a human pilot onboard — instead, UAS are controlled from an operator on the ground.

ACTION STEPS

MARC will play a coordinating role in advancing the following actions:

A | CONVENE REGIONAL UAS STAKEHOLDERS
- Foster a working relationship with the Federal Aviation Administration (FAA).
- Establish a permanent UAS leadership group.
- Facilitate partnerships between various jurisdictions, departments, disciplines and private entities.

B | ENABLE PUBLIC AGENCY ADOPTION AND IMPLEMENTATION OF UAS TECHNOLOGIES
- Build trust through education and transparency with local elected officials and the general public.
- Develop local UAS programs that focus on:
  - Economic development, such as construction and infrastructure inspection.
  - Public service, such as conducting searches (especially where danger exists for humans), collecting data, photographing areas and limited-scope short-term surveillance.

Congress has provided the FAA with exclusive authority to regulate aviation safety, the efficiency of the navigable airspace, and air traffic control, among other things. State and local governments are not permitted to regulate any type of aircraft operations, such as flight paths or altitudes, or the navigable airspace.
During the months of May, June and July 2018, the Mid-America Regional Council hosted a series of facilitated planning meetings to discuss the potential development of a regional unmanned aircraft systems (UAS) framework. The topic of UAS is important to the Kansas City region. In response to significant and continually growing interest from various stakeholder groups, including the MARC Board of Directors, MARC staff has worked to identify and respond to needs in this area. In June 2017, a survey of more than 400 regional stakeholders found:

- An increase in the use of UAS by public agencies — 27 percent currently use UAS. Of those not using UAS, more than two-thirds are interested.
- A strong need for education and training on regulations, policy guidance and information on best practices.

This framework will develop actionable steps that MARC and the region can implement to address opportunities and challenges associated with UAS.

The initiative was led by Greg Williams, founder of the Regional Drone Users Group and captain with the Kansas City, Missouri, Police Department, and Larry Peet, acting executive director of the Johnson County Airport Commission. The leadership team members represented a blend of city and county managers, information technology specialists, university representatives, local airport officials, public works employees, public safety and zoning/codes administrators, attorneys and legal experts.

The scope of work and purpose for the planning meetings included:

1. Create a leadership group that can build capacity and provide sustainable commitment.
2. Create a regional strategic framework that includes a vision, values and guiding principles.
3. Build the key components of a first-year UAS work plan.

VALUES AND PRINCIPLES
To be successful in these endeavors, it is important that new connections be made while maintaining strong working relationships based on the following values and principles:

- Trust
- Respect.
- Safety.
- Partnership.
- Inclusion.
- Innovation.
**TTPC AGENDA REPORT**

**October 2018**

**Item No. 7**

**ISSUE:**
REPORT: KC Regional Transportation Data Pilot - Sidewalk Labs “Replica” Model

**BACKGROUND:**
In fall 2017, MARC entered an agreement with Sidewalk Labs and regional partners to develop and test an unprecedented transportation data analysis tool for the greater Kansas City region. The transportation data tool being developed for the Kansas City region is called “Replica,” and the primary goal of the tool is to help local public agencies better understand how people travel within a particular region. In addition to MARC, this 1-year pilot project involves KCATA, KC Streetcar, BikeWalk KC, and the cities of Overland Park, Olathe and Kansas City, MO.

Using a wide variety of data from both public and private sources, Sidewalk Labs has developed a model (Replica) that “replicates” travel within the Kansas City region for a typical day in a particular quarter (3-month period) in 2018. Recently, Sidewalk Labs completed and documented efforts to validate and calibrate Replica using real-world data and professional judgement. MARC staff will share a brief update on the status of the project, share examples of use cases, and invite questions and discussion from meeting attendees.

**POLICY CONSIDERATIONS**
MARC’s transportation planning work requires large amounts of regional data regarding household travel patterns, origins and destinations, mode share, system speeds and other information in order to calibrate travel demand models, identify transportation needs and support development of regional plans and programs. MARC and its regional partners are in constant pursuit of better data and tools to use in support of performance based planning and programming. Sidewalk Labs’ Replica, and products like it, have the potential to drive better decisions that ultimately lead to improved transportation outcomes.

**BUDGET CONSIDERATIONS**
None.

**COMMITTEE ACTION**
None.

**RECOMMENDATION**
None. Information only.
STAFF CONTACT
Jim Hubbell
Ron Achelpohl
**ISSUE:**
REPORT: Regional Transportation Plan 2050 (RTP2050)

**BACKGROUND:**
The Mid-America Regional Council (MARC) is responsible for developing and maintaining a metropolitan transportation plan (MTP) to guide federal investments and serve as a blueprint for managing the region’s transportation system. *Transportation Outlook 2040*, the current MTP, was adopted in 2015 and the next plan will be due by June of 2020.

MARC is now working to develop the regional transportation plan for 2050, “RTP2050”. The first completed initial steps in this process have been:
- Development of RTP2050 “road map”,
- Support towards MARC Board adoption of revised “regional vision statement” to guide future integrated planning work (including transportation and other issue areas),
- Identification of transportation needs through “Needs Assessment” process
- Adoption of Interim Policy Framework to guide future steps in development of RTP2050,
- Public Engagement efforts, including development of “story-telling” online platform, including:
  a. RTP2050 Chapter 1 - Overview
  b. RTP2050 Chapter 2 - Needs Assessment
- Completion of transportation model sensitivity testing/scenario analysis (slides 10-36), in which initial transportation “investment packages” and land use (population/employment) growth scenarios were tested for performance in various metrics.

Upcoming steps in the RTP2050 development process will include:
- Development of “Story Map Chapter 3” - Scenario Analysis report,
- Ongoing targeted engagement efforts, online engagement, focus groups & MARC committee outreach.
- RTP Project Selection - The RTP must include financially constrained regionally significant projects. MARC will be deploying a process to develop this listing of projects over various months in 2019. (“RTP Project Selection Methodology Proposal” attached)

At the upcoming TTPC meeting in October, MARC Staff will report on progress to date and provide an overview on future steps. For more information, please see: [www.marc.org/2050](http://www.marc.org/2050)

**POLICY CONSIDERATIONS**
The plan identifies needs and budget federal transportation funds that the metro area expects to receive over the next three decades. Currently, TO2040 contains:
- **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 to help accomplish goals.

Once adopted, updated policies/goals and strategies identified in the MTP will guide transportation investments in our region in future years.

**BUDGET CONSIDERATIONS**
None.

**COMMITTEE ACTION**
Sustainable Places Policy Committee, Air Quality Forum, Regional Transit Coordinating Council, Highway, Bicycle Pedestrian Advisory Committee, Aviation, Goods Movement, Technical Forecast Committee, and the MARC Board of Directors have all participated in prior discussions to support this work.

**RECOMMENDATION**
None. Information only

**STAFF CONTACT**
Martin Rivarola
RTP Project Selection Methodology Proposal

Schedule/Timeline

**November 2018**
- Issue notice of 2019 RTP project selection process to agencies which sponsored TO2040 projects. Projects included in current TO2040 will be asked to be resubmitted with updated project information (scope, cost, funding mechanisms, etc.) in order to be considered for RTP 2050.

**December 2018 /January 2019:**
Work with Committees/stakeholders to reach consensus on appropriate solutions for regional needs.
- Develop initial MARC generated project list.
  - Individually consult with system owner/sponsors regarding MARC generated project list prior to public release of list.
- Develop Project Scoring Criteria.
- Develop Project Costing process.
- Present to Steering Workgroup by January 17th, 2019. Seek concurrence.
- Present to TTPC/Board. Seek concurrence.

**February:**
- Launch “Request for comments/Call for Projects”.

**April:**
- Close out “Request for Comments/Call for Projects”.
- Present to steering workgroup by April 11th, 2019.

**May/June:**
- Score Projects/Build Transportation network scenarios.

**July:**
- Complete scenario analysis efforts.
- Present results to Steering Workgroup by July 15th, 2019.
- Present to TTPC/Board.
- (Public Engagement & feedback)

**October:**
- Finalize Project Selection
- Present to steering workgroup by October 7th, 2019.
- Present to TTPC/Board.

**November/December:**
- Project selection completion. Seek approval from TTPC/Board
ISSUE:
REPORT: Electric Scooters

BACKGROUND:
Dockless mobility devices, such as e-scooters and dockless bikeshare devices, are being introduced across the country. These new mobility options raise important questions about transportation planning, land-use planning, and how best to respond to rapid and disruptive mobility innovations within various regulatory frameworks.

BUDGET CONSIDERATIONS
None.

RECOMMENDATION
None. Information Only.

STAFF CONTACT
Drew Stiehl