



OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE
Commissioner Janeé Hanzlick, Kansas Co-Chair
Mayor Leonard Jones, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, September 17, 2024, at 9:30 a.m.** This meeting will be held in a **hybrid in-person/virtual format from the Board Room in the MARC offices at 600 Broadway, Suite 200 in Kansas City, Missouri, 64105 and online via Zoom.**

A G E N D A

1. Welcome & Introductions
2. VOTE: July 16, 2024 Meeting Summary*
3. VOTE: Planning Sustainable Places 2025 Funding Recommendations *
4. VOTE: 2024 4th Quarter Amendment to the 2024-2028 Transportation Improvement Program*
5. REPORT: 2024 Suballocated Call for Projects Update
6. REPORT: World Cup Transportation Planning Update
7. COMMITTEE DISCUSSION: Connected KC 2050 Policy Framework Update
8. Other Business
9. Adjourn

**Action Items*

The meeting will be open to the public in person or via teleconference. Members of the public who wish to participate in the teleconference please email transportation@marc.org by Noon on Monday, September 16, 2024, for instructions.

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](#).

Total Transportation Policy Committee
July 16, 2024
Meeting Summary

Members and Alternates Present

Co-Chair Mayor Leonard Jones, Jackson County, MO
Richard Backlund, FHWA - Kansas Division
Cecelie Cochran, FHWA - Missouri Division
Councilmember Fred DeMoro, Lee's Summit, MO
Councilmember Lindsay French, Kansas City, MO (Northland)
Jeffrey Hardy, MoDOT
A.J. Herrmann, Kansas City, MO
Joe Johnson, Johnson County, KS Municipalities
Jenny Johnston, Northland Regional Chamber of Commerce
Leslie Karr, Overland Park, KS
Councilmember Jerry Kaylor, Jackson County, MO Municipalities
Lee Kellenberger, Johnson County, KS
Mayor Norman Larkey, Cass County, MO Municipalities
Legislator Megan Marshall, Jackson County, MO
Mayor Mike McDonough, Jackson County, MO Municipalities
Janet McRae, Miami County, KS
Wes Minder, Platte County, MO
Matt Nolker, Ray County, MO
Bill Noll, Leavenworth County, KS
Commissioner Jerry Nolte, Clay County, MO
Tawn Nugent, WTS
Joshua Powers, Johnson County, KS
Chris Redline, MoDOT
J.D. Rios, Unified Government of Wyandotte County and Kansas City, KS
Eric Rogers, BikeWalkKC
Mayor John Smedley, Platte County, MO Municipalities
Chuck Soules, Clay County, MO Municipalities
Mike Spickelmier, Leavenworth County, KS Municipalities
Chad Thompson, Kansas City, MO
Councilmember Dean Vakas, Olathe, KS
Karl Walters, Clay County, MO
Doug Wesselschmidt, Jackson County, MO
Beth Wright, Olathe, KS

Others Present

Renee Cross, Broward MPO, FL
Austin Mount, Emerald Coast Regional Council, FL
Greg Slay, Capital Region Transportation Planning Agency, FL
Erika Thompson, FHWA - Florida Division
Jill Bruss, MoDOT
John Findlay, Liberty, MO
Randy Gorton, BHC
Art Gough
Adam Hahs, Vance Brothers
Zeke Hall, MoDOT
Bob Heim, Platte County, MO
Mark Hoppe, Affinis Corporation
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Ron McLinden
Stan Meyers, Infrastructure Solutions
Kent Monter
Katie Ramirez-Gonzales, CABA
Don Schoenborn, MoDOT
Will Sharp, FHWA - Kansas Division
Allison Smith, KDOT
Mayra Toothman, Smithville, MO
Krystal Voth, Basehor, KS
Dan Weitkamp, FHWA - Missouri Division
Juan Yin, MoDOT

MARC Staff Present

Ron Achelpohl, Director of Transportation & Environment
Megan Broll, Transportation Program Assistant
Karen Clawson, Air & Climate Programs Manager
Taylor Cunningham, Transportation Planner III
Beth Dawson, Principal Planner
Raymart Dinglas, Public Affairs Coordinator II
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Tom Jacobs, Chief Resilience Officer & Environmental Programs Director
Katie Newman, Transportation Intern
Martin Rivarola, Assistant Director of Transportation & Land Use Planning
Cy Smith, Transportation Intern
Patrick Trouba, Transportation Planner II
Ray Webb, Traffic Operations Director

1) *Welcome/Introductions*

Missouri Co-Chair Mayor Leonard Jones called the meeting to order. Co-Chair Jones welcomed guests from Florida transportation agencies for a peer exchange, and introductions followed. A quorum for the committee was present.

2) *Approval of June 18, 2024, Meeting Summary*

Co-Chair Jones called for a motion to approve the June 18, 2024 Total Transportation Policy Committee (TTPC) meeting summary.

Committee Action:

Mayor John Smedley moved to approve the meeting summary. Legislator Megan Marshall seconded the motion, and the motion passed.

3) *VOTE: 2024 3rd Quarter Amendment to the 2024-2028 Transportation Improvement Program*

Principal Planner Marc Hansen reviewed the latest amendment to the 2024-2028 Transportation Improvement Program (TIP), which would add 55 new projects and modify 43 projects. The amendment was released for public review and comment after the previous committee meeting; one comment was noted in the meeting packet, but Mr. Hansen clarified that this comment was not specific to anything in the TIP amendment and was more relevant to the Metropolitan Transportation Plan Amendment (Item 5).

Committee Action:

J.D. Rios moved to approve the 2024 3rd Quarter Amendment to the 2024-2028 TIP. Mayor John Smedley seconded the motion, and the motion passed.

4) *VOTE: 2024 Unified Planning Work Program - Amendment #4*

Mr. Hansen reviewed the fourth amendment for the Unified Planning Work Program (UPWP), which would add the Destination Safe Comprehensive Safety Action Plan (funded through the Safe Streets for All program) to the UPWP. The amendment was released for public review and comment after the previous committee meeting. No comments were received.

Committee Action:

J.D. Rios moved to approve the Amendment #4 to the 2024 UPWP. Legislator Megan Marshall seconded the motion, and the motion passed.

5) *VOTE: CKC2050 Metropolitan Transportation Plan Amendment #8 - Project #1466*

Martin Rivarola, Assistant Director of Transportation & Land Use Planning, reviewed Amendment #8 to Connected KC 2050. The amendment updates the boundaries and project cost of the I-70 Capacity Project ([#1466](#)), and recategorizes it as a “high priority financially constrained project” as a result of being awarded non-federal construction funds by the State of Missouri. The amendment had been released for public review and comment after the previous committee meeting, and received one comment (as noted above in Item 3). The comment was not specific to this project and advocated for increased rail transit within Kansas City; the comment and its proposed response were shared with the committee.

Committee Action:

Mayor John Smedley moved to approve the CKC2050 MTP Amendment #8. Janet McRae seconded the motion, and the motion passed.

6) VOTE: 2025-2027 Disadvantaged Business Enterprise (DBE) Goal

Principal Planner Darryl Fields reviewed the proposed Disadvantaged Business Enterprise (DBE) Goal for 2025-2027, noting that setting a DBE goal is a requirement to receive direct Federal US DOT funds. No comments were received during the public review and comment period. Committee members discussed the methodology and history of the goal, which has been set at 20% for the last three years. MARC has consistently met its DBE goal since its initiation.

Committee Action:

J.D. Rios moved to approve the 2025-2027 Disadvantaged Business Enterprise (DBE) Goal, Councilmember Dean Vakas seconded the motion. The motion passed unanimously.

7) REPORT: Peer Regions Transit Study

Martin Rivarola shared the major findings of the report that compared the Kansas City region against eleven other metropolitan areas around the country on transit funding and ridership. Peer regions were selected based on comparable size or geography, or as aspirational examples based on transit performance. Generally, regions that receive much of their operating funding from their respective states have higher performing transit systems, and several of the aspirational cities also had regional or county wide sales tax revenues. Kansas City ridership rebounded from Covid-related decreases more quickly than peer cities, suggesting a higher proportion of riders rely on transit services. This study will provide contextual information for the region's Smart Moves transit plan.

The committee discussed methodology and differences in funding and restrictions across Kansas and Missouri, noting that the study did not focus on formula-based federal investments. The committee also discussed the potential impact of sales tax revenue at different intervals, the benefits of zero fare public transit, and operational costs. More details from the report are available at www.marc.org/transportation/plans-and-studies/peer-regions-transit-report.

8) REPORT: Electric Vehicle Readiness Plan Update

Air & Climate Programs Manager Karen Clawson presented an update on the Electric Vehicle (EV) Readiness Plan, which will help identify locations for new charging infrastructure, prioritize recommendations for policies/programs that increase access, and work with municipalities to find and pursue grants and other funding opportunities. The regional plan will incorporate data from a variety of local planning efforts as well as studying current EV ownership rates and feedback from public engagement. Next steps for the study include studying ownership type (private/commercial/government) and vehicle class, availability and locations of existing publicly accessible charging stations, and partnering with utility companies to evaluate capacity and expansion priorities. Ms. Clawson also informed the committee of the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure (CFI) grant, with the application deadline of August 28. Jurisdictions are encouraged to apply and can reach out to MARC for additional support in preparing an application.

Discussion included the consideration of classifying/utilizing charging infrastructure for ebikes as EVs, EV charging requirements for multi-family developments, the worldwide impact of extracting and processing the materials for EV batteries, and possibly providing guidance for choosing EVs based on range and battery size. The committee also discussed the funding of roadways and accounting for heavier EVs. KDOT shared that they are currently updating their National Electric Vehicle Infrastructure (NEVI) plan, and are in need of a station to build out

the I-70 corridor in Wyandotte County (they did not receive any bids during the last RFP). MoDOT noted they are staying within their existing footprint for EV infrastructure.

9) *REPORT: 2024 Missouri Local Federal-Aid Program Management*

Marc Hansen reported on the 2024 obligation targets for transportation funds set by MoDOT, aimed at reducing unobligated balances of federal funds in the region and positioning the state to be able to access additional resources as they become available through the FHWA August redistribution process. The obligation target is set at 120% of the annual allocation of federal transportation funding received through the Surface Transportation Block Grant (STBG) program, the Transportation Alternatives (TA) program, the Carbon Reduction Program (CRP) and the Congestion Mitigation Air Quality (CMAQ) program. Adjustments to STBG and TA programming were approved by TTPC in March to account for deferred projects, but additional deferments since that time have placed MARC at risk of not meeting the established obligation targets. At the July Missouri Surface Transportation Program (STP) Priorities Committee meeting, five projects on the program were awarded additional funding at 25% of their existing awarded funding, which is the allowable limit to programming modifications without needing a full TIP amendment. The projects, their existing funds, approved increases, and the revised totals were shared with the committee. Administrative adjustments were also made to CMAQ programming to increase funding to KCATA for a transit vehicles project to account for other projects that would be unable to obligate funds this year.

Mr. Hansen reviewed the allocations and obligation targets for each program, adjustments based on deobligated projects, and final programmed amounts. With the recent administrative adjustments, we are on target to meet (or even exceed) the obligation targets set forth by MoDOT. Mr. Hansen also commented that KDOT's budget process requires programming to get as close to a zero balance as possible each year in all programs (so it does not currently have a large unspent balance). In previous years, MoDOT allowed large metro areas to carry balances for up to three years and MARC adhered to those guidelines; with increased funding due to the Bipartisan Infrastructure Law and August redistribution funding, MoDOT (and other states across the country) have recently changed their approach to budgeting to maximize eligibility for federal funds and promote faster implementation of projects. Committee members spoke in favor of encouraging reasonable progress on projects, in particular with regard to regional transit projects in anticipation of the 2026 World Cup.

10) *Other Business*

- Section 5310 program funds application deadline is Friday, July 19, 2024.
- Phase 2 Suballocated Call for Projects ends Friday, July 26, 2024.
- Committee members will receive information about an event on August 23, 2024 to brief stakeholders on the 2026 World Cup.
- The August TTPC meeting may be cancelled; a cancellation notice will be distributed to committee members and interested parties to confirm closer to the planned meeting date.

11) *Adjournment*

With no other business, Co-Chair Jones adjourned the meeting.

TTPC AGENDA REPORT

September 2024
Item No. 3

ISSUE:

VOTE: Planning Sustainable Places 2025 Funding Recommendations

BACKGROUND:

The Kansas City region’s vibrant, green, and connected centers and corridors are central to the [Creating Sustainable Places](#) initiative, and the region’s long-range transportation plan, [Connected KC 2050](#).

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 planning resources to advance sustainable projects in their corridors and centers.

MARC issued a call for projects that closed on June 14, 2024. MARC staff conducted an initial review and scoring of the 20 applications and worked with the Sustainable Places Policy Committee (SPPC) to develop a recommended study list. The SPPC will take action on the final recommendation list on September 13, 2024. The recommended list is available at: <https://marc.org/document/2025-ssp-funding-recommendations>, and will be updated with any changes after the September 13th SPPC meeting.

The recommendation before you includes 16 planning projects from across the region:

- 13 Sustainable Places Plans
- 3 Project Development Plans

Complete streets, connectivity and trail improvements are just some of the study topics included in the proposed list. These studies will include a focus on the integration of transportation, land use and environment, and include robust community engagement. The project scores, scalability, local jurisdiction priorities, geography, 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 MARC Board after they have been negotiated.

BUDGET CONSIDERATIONS:

REVENUES	
KS Surface Transportation Program (FFY 2025)	\$ 720,000
MO Federal Transportation Admin. (FFY 2025)	\$ 900,000
Local Match	\$ 665,775
Transportation Fee	\$ 14,985
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$ 151,875
Contractual	\$2,148,885

COMMITTEE ACTION:

Approve the recommended funding list from the Sustainable Places Policy Committee.

RELATED JURISDICTIONS:

This item impacts the entirety of the MARC region.

RECOMMENDATION:

Approve the proposed funding for the Planning Sustainable Places Program as presented.

STAFF CONTACT:

Taylor Cunningham

Beth Dawson

TTPC AGENDA REPORT

September 2024
Item No. 4

ISSUE:

VOTE: 2024 4th Quarter Amendment to the *2024-2028 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 both a quarterly cycle and as needed to accommodate changes to projects in the *TIP*.

The proposed 2024 4th Quarter Amendment to the *2024-2028 Transportation Improvement Programs* includes 8 projects:

- 3 new projects to be added, including but not limited to:
 - #380246 - KDOT - I-35, Mill and Overlay from W. 93rd Street to north of I-635
 - #590360 - MoDOT - RT H, Pavement resurfacing in Buchanan, Clay, and Clinton Counties
 - #956005 - Johnson County Transit - Buses and Associated Equipment
- 5 modified projects
 - Scope
 - Schedule
 - Budget

Details of these projects are available for review on the Internet at:
<https://www.marc.org/document/2024-tip-4th-quarter-amendment>

POLICY CONSIDERATIONS:

MARC's Public Involvement Plan requires that the *TIP* be released for public review and comment prior to adoption.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the release of the 2024 4th Quarter Amendment to the *FFY 2024-2028 TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

September 2024
Item No. 5

ISSUE:

REPORT: 2024 Suballocated Call for Projects Update

BACKGROUND:

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 June 20, 2024, MARC opened the second phase of the call projects for 2027-2028 federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Surface Transportation Block Grant Program - Set Aside (TAP) programs, and 2025-2028 Carbon Reduction Program (CRP) funding. Funding available through these programs for 2023-2024 is estimated to total approximately \$150 million. MARC received 108 complete applications for projects by the July 26, 2024, application deadline.

Throughout the fall of 2024, the Active Transportation Programming Committee, the Kansas and Missouri STP Priorities Committees, and the new Transportation Emissions Committee will be working to develop funding recommendations for these programs.

Staff will provide summary details about the applications received and the next steps in the programming process at the meeting.

POLICY CONSIDERATIONS:

TTPC adopted a programming policy statement for suballocated federal funding with the adoption of Connected KC 2050 on June 16, 2020.

BUDGET CONSIDERATIONS:

MARC will collect a 1.0% project fee for all federal funds awarded through this call for projects.

COMMITTEE ACTION:

TTPC authorized a call for projects on February 20, 2024.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Marc Hansen

TTPC AGENDA REPORT

September 2024
Item No. 6

ISSUE:

REPORT: World Cup Transportation Planning Update

BACKGROUND:

Kansas City has been selected as one of the 16 host cities for the World Cup to be held in June and July of 2026. The event is billed as the largest sporting event in history and will draw significant numbers of visitors to the region and will create new demands for all forms of transportation to serve the six matches scheduled at Arrowhead Stadium, the fan fest site at the Liberty Memorial, landside access to KCI airport and other local events that may be scheduled around the tournament.

The organizer of the local event, KC2026, has recently hired Jason Sims as their Director of Transportation and has also selected a consulting team to support planning and procurement of transportation services for the event. MARC staff is participating in the transportation work group for the event along with other public and private sector partners.

Mr. Sims will provide an update on the transportation planning activities for the event at the meeting. More information is available at <https://kansascityfwc26.com/>

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl
Martin Rivarola

TTPC AGENDA REPORT

September 2024
Item No. 7

ISSUE:

COMMITTEE DISCUSSION: Connected KC 2050 Policy Framework Update

BACKGROUND:

MARC is currently updating Connected KC 2050 (CKC2050), the region's long-range metropolitan transportation plan (MTP), originally adopted in June of 2020. The MTP is a key element of the metropolitan planning process and is required to be updated at least every five years under the Federal Infrastructure Investment and Jobs Act of 2022 (IIJA). The MTP includes goals, strategies and prioritized projects for a planning horizon of at least 20 years and serves as a framework to guide investment of federal transportation funds within the region. This policy framework is intended to reflect the planning factors that are required by federal planning rules and regulations as well as other priorities which may be unique to the region.

MARC has conducted extensive community engagement for this update of the MTP, including commissioning a statistically valid public opinion survey to gain greater insight regarding public preferences and priorities for the goals and strategies of the plan.

At the meeting, MARC staff will share information about the status of the current update and comparative information about the relationship of the current plan's policy framework to actual trends in related performance measures. Staff will also lead a facilitated discussion with the committee about proposed updates to the policy framework and ideas about how to make it more impactful in actual performance outcomes for the regional transportation system.

DISCUSSION QUESTIONS:

- Does the proposed policy framework of goals and strategies properly reflect public preferences and priorities? If not, what should be added, adjusted or emphasized differently?
- Will the proposed policy framework advance progress towards all of the goals of the plan? If not, what adjustments are needed to do so?
- How can the proposed policy framework facilitate more balanced outcomes in cases where proposed investments may advance some goals at the expense of others?

Additional background to support this conversation can be found following this staff report.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. This item is for discussion only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

Connected KC 2050 - Policy Focused Discussion (TTPC - September 17, 2024)

CKC2050 Goals

The Metropolitan Transportation Plan advances five goals related to access, safety, climate, environment, and public health, as follows:

- Access to Opportunities - Support a connected system that enables access to all activities, allowing all people to succeed by removing transportation barriers
- Public Health and Safety - Foster healthy communities and individuals by providing safe and secure places to live, walk, bike, roll, ride the bus and drive with clean air to breathe
- Healthy Environment - Prioritize and support investments that reduce pollution and greenhouse gas emissions and preserve and restore ecosystem health
- Transportation Choices - Provide a range of transportation choices for all communities across the region to allow for ease of travel as well as public health and environmental benefits
- Economic Vitality - Maintain a multimodal transportation system that supports the efficient movement of all people and goods and promotes economic development

CKC2050 Strategies

The plan identifies a set of broader strategies that play an important role in realizing our regional vision. These include:

- Focusing energy and investment on key activity centers and the corridors that connect them.
- Identifying new sources of sustainable public and private funding.
- Choosing multi-benefit investments that impact many outcome areas which make investments go further (like complete streets or public transit).
- Managing and sharing reliable data and preparing for emerging technologies.
- Ensuring that the system's impact on the climate decreases over time, builds resilience and reduces climate risks, by
 - reducing or avoiding the need to travel,
 - increasing the share of more environmentally friendly modes,
 - improving energy efficiency of vehicle technology, and
 - sequestering greenhouse gases already in the atmosphere.

CKC2050 Plan Update Survey - Major findings & themes ([Board presentation here](#))

Outreach and engagement work has been conducted in support of the CKC2050 plan update. Major themes and lessons learned from this engagement work have included:

- Nearly all regional residents strongly support the following:
 - Healthy environment with healthy water quality and clear air to breathe
 - Keeping roads and bridges in good condition (asset management)
 - Safety on all types of transportation modes in the region must be increased
 - Affordable housing is seen as a major need across the region
- Most regional residents believe we should prioritize or support projects and programs that address the needs of disadvantaged populations
- Most regional residents support regional or county by county investments in public transportation to expand transit options across the region
- Electric vehicles were met with mixed support
 - Half of respondents expressed interest in purchasing an EV (while half expressed no interest)
 - Top barriers include purchase price, insufficient driving range, and long charge times

KANSAS CITY REGION - SYSTEM PERFORMANCE [\(April 2023 MARC Report\)](#)

Performance metrics reflect a persistent lack of progress (or even backsliding) on policy goals related to safety, system condition, asset management, public health, and environment and resilience. Areas with consistent lack of progress or decline include:

- Fatalities and serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries
- % of pavement and bridges in good condition.
- Daily Vehicle Miles Traveled (VMT) Per Capita
- Greenhouse gas emissions reduction goals ([Climate Action Plan](#))
- [Transit Accessibility](#) (% of population and jobs within a ¼-mile walk shed of high-frequency scheduled transit service during peak hours.)

Summarized trendlines from MARC’s system performance report and other associated/related materials can be summarized below as follows:

Topic	Measure	On Track?
Safety	Number of fatalities	No, but improving
	Number of serious injuries	No
	Serious injury rate	No
	Fatality Rate	No
	Non-motorized fatalities and serious injuries	No
State of good repair	% Interstate pavement in good condition	Yes
	% Interstate pavement in poor condition	No
	% non-interstate NHS pavement condition	No
	% bridges in good condition	No
	% bridges in poor condition	Yes
System performance & reliability	Non-interstate travel time reliability	Yes, but getting worse
	Interstate travel time reliability	Yes, but getting worse
	Truck travel time reliability	Yes, but getting worse
Daily Vehicle Miles Travelled per capita	(Voluntary MARC measure)	No, but improving
Greenhouse gas emission	(Voluntary MARC measure)	No, but improving
Transit accessibility	(Voluntary MARC measure)	No