



Citizens Advisory Committee (CAC) Meeting

Marion County Green Clover Hall
319 SE 26th Terrace, Ocala, FL 34471
1:00 PM

MINUTES

Members Present:

Matt Fabian
Chris Arroyo (*arrived at 1:35pm*)
Michelle Shearer
Richard Howard
Richard McGinley
Suzanne Mangram

Members Not Present:

Davis Dinkins
Steve Rudnianyn
Travis Magamoll

Others Present:

Rob Balmes
Shakayla Irby
Jim Wood, Kimley Horn

Item 1. Call to Order and Roll Call

Chairman Richard McGinley called the meeting to order at 1:01pm and Secretary Shakayla Irby called the roll there was a quorum present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on April 5, 2022. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 3a. List of Priority Projects (LOPP) Guidance and Project Templates

The List of Priority Projects (LOPP) was a process undertaken every year to identify the highest priority projects in Marion County to receive consideration for federal and state funding through the Florida Department of Transportation (FDOT) Five-Year Work Program.

Kimley-Horn was working with the TPO on the development of a revised LOPP process, including a policy and procedures document, ranking methodology and project lists.

At the meeting, Jim Wood with Kimley Horn presented the set of deliverables for review and approval, which included the LOPP Policy and Procedures Guidance, LOPP Ranking Methodology, and LOPP Project List Templates.

The LOPP Policies and Procedures Guidance is attached to pages 6-18 of this set of minutes for reference.

Mr. Wood said there were keys to successful projects:

- Complete and Accurate Information
- Local Prioritization
- Planning Alignment
- Local Support
- Other Funding Opportunities
- Responsiveness and Communication

Organization of the LOPP included:

- Top Priorities (combined list of highest priority projects from applicable categories below)
- Strategic Intermodal System (SIS)
- Non-SIS Capacity
- Safety and Operations
- Complete Streets
- Trails
- Bicycle/Pedestrian
- Transit
- Planning Studies

The updated ranking methodology of the LOPP would consist of:

- Prior Year Rank
- Project Cycle
- Local Funding Commitment
- Regional Connectivity and Partnerships
- Safety
- Congestion Management
- Multimodal
- Transportation Resilience
- Economic Development and Logistics
- Equity

Upon the conclusion of the presentation, the committee engaged in discussion.

Ms. Shearer said that there was nothing listed about Environmental Impact and Quality of Life and she felt that those should be included in the ranking methodology. She also recalled Environmental Impact being listing in the previous methodology.

Mr. Wood said that every project had to go through an environmental phase in the Project Development and Environment (PD&E) studies. Economic Development and Logistics listed in the methodology covered aspects of Environmental Impact and Quality of Life.

Mr. Balmes said that to receive federal funding on any project environmental screening had to be done and for state funding preliminary engineering analysis. In the last ranking methodology environmental impact was not listed although it may had been in the methodology prior however, environmental and quality of life could be listed in the document language.

Ms. Shearer said that at least the environmental aspect should be listed so that the general public would clearly know that the environment is something that is looked into.

Mr. Balmes mentioned that there was a fact sheet posted on the TPO website that fully explained the entire process of the LOPP to the public.

Mr. Howard made a motion to approve the LOPP Guidance and Project Templates.

Ms. Mangram seconded, and the motion passed with Michelle Shearer opposed.

4a. Fiscal Years 2023 to 2024 Unified Planning Work Program (UPWP)

Mr. Balmes presented and explained that the Unified Planning Work Program (UPWP) was a federally required two-year document that served as the TPO's working budget. The federal definition of the UPWP was ***“a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds”*** (23 CFR450.104).

Every two years, the TPO developed a UPWP. The Draft Fiscal Years 2022/23 to 2023/24

UPWP covered the next two-year period from July 1, 2022 to June 30, 2024. The UPWP was required as a basis and condition for receiving federal funding assistance by the joint planning regulations of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

As part of the development of the UPWP, a 30-day public review process was also underway from March 15 to April 15, 2022. Some of the notable highlights of the Draft UPWP were as follows:

- The TPO and Florida Department of Transportation (FDOT) participation in a new Consolidated Grant Program (CPG), which combines FHWA PL and FTA 5305d funding into one program.
- The Infrastructure Investment and Jobs Act (IIJA) had resulted in authorized funding increased to date of \$128,283 in year one (FY 22 and 23 combined) and \$74,014 in year two (FY 24).
- The state, through FDOT, had committed to provide the local cash match requirement to TPO federal grants by applying toll revenue credits (soft-match). Which included the new CPG and existing 5305d grants. This soft-match relieves local governments in Marion County from a hard cash match requirement of 18.07% for the CPG and 10% for the 5305d grants.
- The FHWA and FTA, through the U.S. Department of Transportation, had issued eight federal planning emphasis areas (PEAs) to be integrated into TPO tasks and planning activities.
- The state, through FDOT, had issued four statewide emphasis areas, including safety, equity, and resilience and emerging mobility.

Draft UPWP Funding Summary

Funding Source	Fiscal Year 2022/2023	Fiscal Year 2023/2024
Consolidated Planning Grant (CPG)	\$707,763	\$653,494
*FHWA PL-112	\$622,150	\$567,881
FTA 5305(d)	\$85,613	\$85,613
FTA 5305(d) Carryover (prior grants)	\$146,840	\$0
CTD (Transportation Disadvantaged)	\$27,523	\$27,523
Local Funding	\$2,000	\$2,000
Total:	\$884,126	\$683,017

*Does not include the de-obligation amount of \$175,000

Upon the conclusion of the presentation, the committee engaged in discussion.

Mr. McGinley inquired funds generated by toll revenues seeing Marion County did not have toll revenues.

Mr. Balmes said that the toll revenues was state wide and shared amongst all the MPO’s in Florida.

Mr. Wood said that the soft match could be applied within the state.

The committee continued in discussion.

Mr. Balmes said that presentation was informational and that no committee action was required.

Item 5. Consent Agenda

Ms. Mangram made a motion to approve the Consent Agenda. Ms. Shearer seconded, and the motion passed unanimously.

Item 6. Comments by FDOT

Mr. Burgett notified the committee that the Dallas Pond Redesign project had been completed.

Mr. Burgett also gave additional information to the committees:

- April 11th through April 15th was Work Zone Awareness Week and that FDOT would be sending out Community Outreach Coordinators with law enforcement to educate drivers speeding through work zones.
- Secretary Jared Perdue had been appointed as State Secretary and more information would be forthcoming.

Item 7. Comments by TPO Staff

Mr. Balmes gave a reminder to the committee of the Commitment to Zero: Safety Action Plan April 14, 2022 Community Workshop from 5:30pm-8pm at the CF Klein Center.

Item 8. Comments by CAC Members

Mr. Arroyo made comments about local partners, particularly gas stations potentially contributing to repairing the transportation overall infrastructure since they had a huge impact on transportation.

Mr. McGinley said that gas stations pay upfront prior to opening due the impact the store would have with adjacent roads.

Ms. Shearer commented that the roads that were currently in place needed to be fixed before adding additional roads.

Item 9. Public Comment

There was no public comment.

Item 10. Adjournment

Chairman McGinley adjourned the meeting at 2:06pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



List of Priority Projects

Policies and Procedures Guidance

DRAFT - April 5, 2022

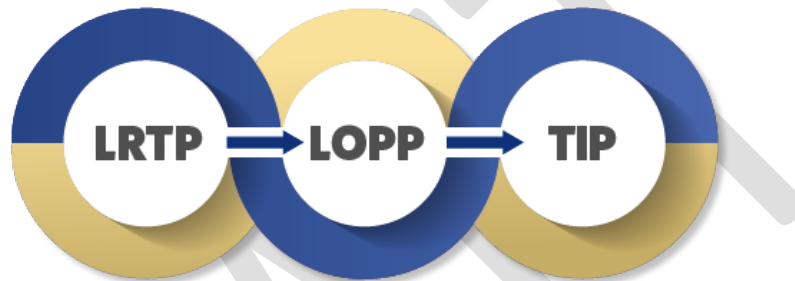
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The annual List of Priority Projects (LOPP) process is one of the most significant activities undertaken by the Ocala Marion Transportation Planning Organization (TPO). The LOPP represents the highest priority unfunded transportation needs in the TPO's planning area. **A well-organized LOPP process is critical to obtaining federal and state funding.** This *LOPP Policy and Procedures Guide* is intended to provide the TPO and partner local governments with guidance to implement a successful process that is predictable and consistent from year-to-year.

Purpose of the LOPP

The LOPP serves as the bridge between the TPO's Long Range Transportation Plan (LRTP) and the annual selection of projects by FDOT for inclusion in the Five-Year Work Program which the TPO's Transportation Improvement Program (TIP) will align with.



STATUTORY REQUIREMENTS

Per Section 339.175(8), Florida Statutes, all Florida MPOs/TPOs are required to annually develop and submit a list of priority projects to FDOT. The prevailing principles to be considered by MPOs/TPOs when developing a list of project priorities are:

- Preserving existing transportation infrastructure
- Enhancing Florida's economic competitiveness
- Improving travel choices to ensure mobility

The LOPP must be based upon project selection criteria that, at a minimum, consider the following:

1. The approved MPO/TPO long-range transportation plan
2. The Strategic Intermodal System Plan [s. 339.64]
3. The priorities developed pursuant to the Transportation Regional Incentive Program (TRIP) [s. 339.2819(4)]
4. The results of the transportation management systems
5. The MPO's/TPO's public-involvement procedures

ALIGNMENT WITH OTHER PLANS

As noted above, it is critical for projects submitted within the LOPP to be aligned with the TPO's LRTP. Similarly, the projects that are being advanced should be consistent with the respective local government's Comprehensive Plan. A key concept for transportation projects being prioritized and programmed for funding is *planning consistency*.

It is important for projects to be described consistently as they proceed from the LRTP Cost Feasible Plan to the LOPP, the TIP, and ultimately into project development. This is a requirement for federally funded projects so changes to a project beyond certain thresholds will require amendments of the LRTP and TIP to ensure planning consistency is maintained.

LOPP Process

The LOPP process is continuous and dynamic, with the highest priority projects advancing each year as funding is programmed and the project phases move forward. The highest priority projects in the LOPP will typically remain at the top of a given list from year-to-year until they move forward to be programmed for funding in the FDOT Work Program and TIP. Reaffirming priorities annually provides greater predictability for local sponsors, improves coordination with FDOT, and improves prospects for project funding. Once a project has been fully funded through construction in the FDOT Work Program/TIP [and is completed], it will no longer remain on the LOPP. Projects will typically advance more quickly or be ranked higher on a list based on prioritization factors such as the amount of local funding available (see *LOPP Prioritization and Ranking section*).

SCHEDULE AND KEY MILESTONES

The success of each year’s LOPP in paving the way for project funding depends on a schedule that facilitates effective coordination, communication, and prioritization. It is critical for the approved annual LOPP with associated documentation for all priority projects to be ready for submission to FDOT by the annual deadline which is typically July 1. The annual Ocala Marion TPO LOPP process will follow the Typical LOPP Schedule in the table below. Specific deadlines and meeting dates (e.g., Call for Projects and Technical Assistance Meetings) will be communicated by the TPO to partner local governments during the Call for Projects period.

TYPICAL LOPP SCHEDULE	
Key LOPP Activity	General Milestone Dates
Call for Projects	November – January
Compilation of Initial Project Lists (unranked)	January - February
Technical Assistance Meetings with Project Sponsors	February
Project Ranking and Prioritization	March
Coordination with FDOT to Identify Project Information Application Needs	March - April
Presentation of Draft LOPP to TPO Board/Committees	April
Presentation of Revised Draft LOPP to TPO Board/Committees (as needed)	May
Finalization of FDOT Project Information Applications for Applicable Projects	May – June
Presentation of Final LOPP to TPO Board/Committees	June
Adoption of Final LOPP by TPO Board	June
Submission of the Final LOPP and Project Information Applications to FDOT	No later than June 30

AGENCY ROLES AND EXPECTATIONS

The LOPP is a collaborative process between the TPO, Marion County, the cities of Belleview, Dunnellon, Ocala, and the Florida Department of Transportation. The following represents the general roles of each agency in the development of each year's LOPP.

Ocala Marion TPO

The TPO serves as the facilitator of the LOPP process and is responsible for the following activities:

- Support jurisdictions in the identification of projects eligible for consideration in the LOPP
- Provide information and guidance related to available project funding sources and applicable processes
- Leads project scoring and ranking process in collaboration with project sponsors
- As-needed support for the development of FDOT Project Information Application
- Submission of each year's required LOPP documentation to FDOT

Local Jurisdictions

During each year's LOPP process, Marion County, Belleview, Dunnellon, and Ocala are expected to provide and/or participate in the following:

- Submit a prioritized list of projects that has been approved by its respective board as defined in this guidance
- Participate in TPO-led meetings related to initial list reviews, project prioritization, and FDOT Project Information Application (PIA) needs
- Preparation of complete and accurate PIA forms for submission to FDOT

Florida Department of Transportation

FDOT can provide valuable information to the TPO and project sponsors during the LOPP process. This includes providing cursory review of draft priority lists, confirming application requirements, and providing guidance and consultation on the organization of the various project lists.

SUBMISSION OF PROJECTS

The process for the annual LOPP begins with each jurisdiction submitting a list of its highest priority projects for consideration. By submitting this list early in the process, the TPO can lead an efficient approach to analyze projects and appropriately direct the efforts of local governments in the development of only the necessary applications and information. An FDOT Project Information Application (PIA) needs to be completed or on-file for all projects being submitted for funding consideration. Projects that are in the current version of the LOPP should still be included in lists submitted by project sponsors. This helps the TPO and FDOT to determine if a new PIA is required or if an existing application only needs updated information such as updated project schedule or estimated costs.



Organization of the LOPP

The LOPP includes the following lists by project category:

1. Top Priorities (combined list of highest priority projects from applicable categories below)
2. Strategic Intermodal System (SIS)
3. Non-SIS Capacity
4. Safety and Operations
5. Complete Streets
6. Trails
7. Bicycle/Pedestrian
8. Transit
9. Planning Studies

LOPP Prioritization and Ranking

The ranking methodology for the TPO's List of Priority Projects was developed to guide a clear and fair process to annually score and rank projects. This methodology was approved by the TPO Board on ##, 2022 as part of an overall update to LOPP policies and procedures. The ranking methodology is intended to:

- Support the goals of the TPO's 2045 Long Range Transportation Plan (LRTP)
- Provide a clear and transparent process that is easily implementable by TPO staff
- Provide a balance of quantitative criteria and flexibility to strategically prioritize projects
- Leverage accessible and readily available data from sources such as the LRTP, Congestion Management Process (CMP), and Safety Action Plan to facilitate project ranking
- Place increased emphasis on improving congestion, safety, freight mobility, and resiliency of the transportation network

RANKING ELEMENTS

Development of the LOPP will consist of two key components to comprehensively screen and rank projects:

1. Criteria Score
2. Strategic Refinement

Each of these components is described below.

Criteria Score

The criteria score is a quantitative component that evaluates projects based upon of specific criteria outlined and described below. There are a total of **100** points available for the quantitative score. Each of the criteria categories have been selected to advance the TPO's LRTP goals, federal Performance Measures (where applicable), and other local/TPO priorities.

Strategic Refinement

This component recognizes that when the Draft LOPP ranking is viewed in entirety, there may remain a desire to make refinements to the rank of an individual project or small number of projects based upon strategic needs. This refinement would be conducted only if necessary, to address factors not otherwise adequately captured in the development of the Draft LOPP. This step would be considered during Draft LOPP review by the CAC, TAC, and Board during their May meetings.

- The CAC and TAC will evaluate the Draft LOPP and determine if there are any strategic refinements to the priority order for an individual project or small number of projects. If so, any recommended adjustments will require committee vote to be formal recommendations that are transmitted to the Board.
- The Draft LOPP and any CAC/TAC recommended strategic refinements will be reviewed by the TPO Board. The Board will first consider the Draft LOPP for approval and then separately consider any recommended strategic refinements for approval.

The TPO will update the LOPP based upon the actions of the Board. The CAC, TAC and Board will review the Final LOPP for approval during their June meetings.

CRITERIA SCORE

The Criteria Score consists of twelve (12) criteria that are summarized in the Criteria Scoring Matrix (page 11). The criteria are described below.

Prior Year Rank

1. Prior Year Rank Measure

This scoring criteria recognizes the rank of a given project in the prior LOPP. Consideration of a project's prior ranking helps support program stability and predictability by acknowledging the TPO's previously approved position of projects. Prior year rank also emphasizes the primary goal of moving projects toward full implementation.

Projects receive points based upon their prior LOPP ranking according to the following:

- Prior Year LOPP ranking of 1-5 = 10 points
- Prior Year LOPP ranking of 6-10 = 8 points
- Prior Year LOPP ranking of 11-15 = 6 points
- Prior Year LOPP ranking of 16-20 = 4 points
- Prior Year LOPP ranking above 20 or not ranked = 0 points

Project Cycle

2. Project Phase Measure

This scoring criteria evaluates the status of projects in their development phase and allocates more points to projects that are further along in project development. Points are allocated based on a project's highest funded phase. Note: projects can only be scored by one phase at a time.

Projects receive points based upon the highest funded phase:

- Project is fully funded through all phases (Maintain in TIP and Work Program) = 10 points
- Project is fully funded through all phases except Construction (Requesting Construction Funding) = 8 points
- Project is fully funded through Design (Requesting ROW) = 6 points
- Project is fully funded through PD&E phase (Requesting Design Funding) = 4 points
- Project is fully funded through Planning/Feasibility phase (Requesting PD&E phase) = 2 points

Local Funding Commitment

3. Local Funding Commitment Measure

Projects receive points based upon the amount of local matching funding committed and available for the project:

- 50% Local Match Commitment = 10 points
- 25% Local Match Commitment = 7.5 points
- Less than 25% Local Match Commitment = 5 points
- No Local Match Commitment = 0 points

Regional Connectivity and Partnerships

Considers if a project is supported by a formal partnership between two or more agencies or record of ongoing coordination to complete a project. For example, whether the project is a Transportation Regional Incentive Program (TRIP) or is a project that has documented support of two or more jurisdictions.

4. Regional Connectivity and Partnership Measure

Projects receive points based on the following:

- Project represents a formal partnership between two or more agencies = 10 points
- Project has a demonstrated record of ongoing coordination between two or more agencies = 5 points
- Project does not represent a formal partnership and/or ongoing coordination between two or more agencies = 0 points

Safety

This scoring criteria identifies projects that include safety improvements or address a safety issue. Projects are scored based on the High Injury Network and crashes identified as part of the development of the TPO's *Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion* document.

5. Safety Measure – Killed, Seriously Injured Crashes (KSI)

Points are allocated if KSI crashes have been documented within the project limits:

- Yes = 5 points
- No = 0 points

6. Safety Measure – High Injury Network

Points are allocated if the project limits are located on the High Injury Network:

- Yes = 5 points
- No = 0 points

Congestion Management

7. Congestion Management Measure

Identifies projects that improve capacity for vehicular traffic on congested corridors. Projects are scored based on the data within the most recent version of the TPO's *Congestion Management Plan and State of the System Report*, which identifies current and projected levels of congestion based on the volume-to-capacity (V/C) ratios.

Projects receive points based on the following:

- Project on Extremely Congested Corridor (V/C > 1.08) = 10 points
- Project on Congested Corridor (V/C > 1.00) = 7.5 points
- Project on Corridor Approaching Congestion = 5 points
- Project on Corridor that is Not Congested = 0 points

Multimodal

This scoring criteria evaluates projects that enhance multimodal options and connectivity.

8. Multimodal Measure – Alignment with 2045 LRTP Bicycle, Sidewalk and Trail Priorities

Points are assigned based upon whether the project is and/or connects to a specific Bicycle Facility, Sidewalk and/or Trail priority as listed in the 2045 LRTP's Multimodal Boxed Funds Projects list:

- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP and connects to an existing Non-Motorized Facility – 10 pts
- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP – 5 points
- Not a specific Bicycle Facility, Sidewalk and/or Trail Project facility – 0 points

Transportation Resilience

Identifies projects that improve the resiliency and reliability of the area's transportation system based upon the TPO's *Transportation Resilience Guidance (January 2022)* and the *Marion County Local Mitigation Strategy*.

9. Transportation Resilience Measure – Evacuation Routes

Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route:

- Project improves a designated evacuation route = 10 points
- Project improves a corridor directly connecting to a designated evacuation route = 5 points
- Project does not improve, or directly connect to, a designated evacuation route = 0 points

Economic Development and Logistics

Identifies projects that accommodate and promote economic growth by improving access to areas of high employment growth and through the efficient movement of freight, based upon data compiled in the 2045 LRTP.

10. Economic Development and Logistics Measure – Employment Growth

Points are allocated to projects that improve access to employment growth areas as defined in the 2045 LRTP:

- Project limits within or adjacent to High Employment Growth Area = 5 points
- Project limits within or adjacent to Medium-High Employment Growth Area = 4 points
- Project limits within or adjacent to Medium Employment Growth Area = 3 points
- Project limits within or adjacent to Medium-Low Employment Growth Area = 2 points
- Project limits within or adjacent to Low Employment Growth Area = 0 points

11. Economic Development and Logistics Measure – Freight

Points are allocated to projects that enhance efficient and reliable movement of freight and goods within Marion County, based upon the Freight Score assigned to the segment in the 2045 LRTP:

- Project limits include High Freight Score segment = 5 points
- Project limits include Medium Freight Score segment = 3.5 points
- Project limits include Low Freight Score segment = 2 points
- Project limits do not include a Freight Score segment = 0 points

Equity

Identifies projects that would serve Marion County's Equity Areas identified in the 2045 LRTP. Equity Areas were defined based the location of five disadvantaged populations by Census Block (People living in poverty; Minority population; People without a vehicle; Seniors; and Youth).

12. Equity Measure – Disadvantaged Populations

Points are allocated based on whether the project is adjacent to, or traverses the Equity Areas identified in the 2045 LRTP:

- Project is adjacent to, or traverses an Equity Area with three (3) Disadvantaged Populations = 10 points
- Project is adjacent to, or traverses an Equity Area with two (2) Disadvantaged Populations = 7.5 points
- Project is adjacent to, or traverses an Equity Area with one (1) Disadvantaged Population = 5 points
- Project is not adjacent to, or does not traverse an Equity Area = 0 points

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CRITERIA SCORING MATRIX

Criteria Score Categories	Measure	Maximum Score	L RTP Goal(s)*	Performance Measure(s)**
Prior Year Rank	1. Projects will receive points based upon their prior year LOPP ranking.	10	4	-
Project Cycle	2. Points are allocated based on a project's highest funded phase.	10	4	-
Local Funding commitment	3. Points are allocated based on amount of local matching funding committed and available for the project.	10	4	-
Regional Connectivity and Partnerships	4. Points are allocated if the project represents a formal partnership or ongoing coordination between two or more agencies.	10	4	-
Safety	5. Points are allocated if fatal and serious injury (KSI) crashes have been documented within the project limits.	5	3	PM1
	6. Points are allocated if the project limits are located on the High Injury Network.	5		
Congestion Management	7. Points are allocated based on the level of congestion identified on the corridor where the project is located.	10	1, 2, 3	PM3
Multimodal	8. Points are allocated if the project is or connects to a specific Bicycle Facility, Sidewalk or Trail priority as listed in the 2045 LRTP's Multimodal Boxed Funds Projects list.	10	1, 3, 5	PM1/PM3
Transportation Resilience	9. Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route.	10	3, 5, 6	-
Economic Development and Logistics	10. Points are allocated to projects that improve access to employment growth areas.	5	2, 5	PM3
	11. Points are allocated to projects that enhance the efficient and reliable movement of freight and goods within Marion County.	5		
Equity	12. Points are allocated to projects based on their proximity to disadvantaged populations.	10	1	-
TOTAL MAXIMUM CRITERIA SCORE		100		

*LRTP Goals

1. Promote Travel Choices that are Multimodal and Accessible
2. Provide Efficient Transportation that Promotes Economic Development
3. Focus on Improving Safety and Security of the Transportation System
4. Ensure the Transportation System Meets the Needs of the Community
5. Protect Natural Resources and Create Quality Places
6. Optimization and Preserve Existing Infrastructure

**Performance Measures (if applicable)

- PM1 – Safety Measures - including traffic fatalities and serious injuries, pedestrian/bicycle fatalities and serious injuries; and transit incidents
- PM2 – Pavement and Bridge Condition Measures - including roadway, bridge, and transit capital asset condition and how well they are maintained
- PM3 – System Performance Measures - including highway congestion, travel reliability, freight movement reliability, and mobile source emissions

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