



TPO Board Meeting

Marion County Commission Auditorium

601 SE 25th Avenue, Ocala, FL 34471

April 26, 2022

4:00 PM

MINUTES

Members Present:

Councilman Ire Bethea
Commissioner Kathy Bryant
Councilmember Kristen Dryer
Mayor Kent Guinn
Councilman James Hilty
Commissioner Ronald Livsey
Commissioner Michelle Stone
Mayor Bill White (*arrived at 4:05pm*)
Commissioner Carl Zalak (*arrived at 4:03pm*)

Members Not Present:

Commissioner Craig Curry
Commissioner Jeff Gold
Councilmember Barry Mansfield

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Jim Wood, Kimley- Horn
Amber Gartner, Kimley- Horn
Rakinya Hinson, FDOT
Noel Cooper, City of Ocala
Roger Henderson
Stephen Alianiello
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Ire Bethea called the meeting to order at 4:00pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

Shakayla Irby, Administrative Assistant called the roll and a quorum was present.

Item 3. Proof of Publication

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview and Dunnellon and Marion County meeting calendars on April 19, 2022. The meeting was also published to the TPO's Facebook and Twitter pages.

Item 4A. Consent Agenda

Mr. Hilty made a motion to approve the Consent Agenda. Ms. Dreyer seconded, and the motion passed unanimously.

Item 5A. Approval of Fiscal Years (FY) 2022/2023 Commission for Transportation Disadvantaged Grant Agreement

Mr. Balmes presented and said the Transportation Disadvantaged Trust Fund was administered by the Florida Commission for Transportation Disadvantaged (CTD) per Florida Statutes (427.0159). The purpose of the CTD as it pertained to Metropolitan Planning Organizations (MPO/TPOs) was to ensure dedicated funding for carrying out responsibilities in support of the Local Coordinating Boards for Transportation Disadvantaged.

On an annual basis, the TPO entered into a grant agreement with the CTD to perform specific tasks and responsibilities as a condition of being reimbursed for a planning grant. In Fiscal Year (FY) 2022/2023 (July 1, 2022), the TPO would be eligible to be reimbursed for a total of \$27,551 in grant funding in support of the Transportation Disadvantaged Local Coordinating Board (TDLCB). The amount reflected a net increase of \$28 from FY 2021/2022.

Ms. Stone made a motion to approve the FY 2022/2023 Commission for Transportation Disadvantaged Grant Agreement. Ms. Dreyer seconded, and the motion passed unanimously.

Item 5B. TPO Travel Policy Resolution

Mr. Balmes presented and said the TPO maintained a Travel Policy to establish formal procedures for the reimbursement or payment of expenses incurred when staff and board members were on official TPO business.

The most recent updates to the Travel Policy were approved by the Board on February 22, 2022.

As part of a review of the draft Fiscal Years 2023 to 2024 Unified Planning Work Program, the Florida Department of Transportation (FDOT) District 5 Liaison staff recommended the addition of a specific resolution to the TPO's Travel Policy. A resolution was established for a more formal documentation of official updates by the TPO Board.

Mr. Balmes clarified to board members that nothing had been changed in the Travel Policy the resolution had just been included based on the recommendation of the FDOT.

Mr. Zalak made a motion to approve the TPO Travel Policy Resolution. Ms. Stone seconded, and the motion passed unanimously.

Item C. FY 2022/23 to 2023/24 Draft Unified Planning Work Program (UPWP)

Mr. Balmes presented and said the Draft Fiscal Years 2022/23 to 2023/24 Unified Planning Work Program (UPWP) covered the next two-year period from July 1, 2022 to June 30, 2024. Based upon a 30-day public and partner review process, the TPO received comments from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Florida Department of Transportation.

The board was presented with the comments received from partner agencies, accompanied by TPO responses.

Mr. Balmes provided a presentation of the changes made to the Draft UPWP.

Comments and responses to the Draft UPWP are provided on pages of this set of minutes for reference.

Ms. Stone mentioned a section under the TPO Agreements section of the Draft UPWP on page 5 that stated, "The Agreement establishes the TPO as the official planning agency for the Ocala urbanized area and other urbanized areas and clusters within Marion County as shown in Figure 1." Ms. Stone said it appeared that the TPO was only the planning agency for the shaded areas on the map in Figure 1 when really the TPO was the planning agency for all of Marion County.

Mr. Balmes said the particular map depicted how the TPO was identified federally and all MPOs and TPOs were designated based upon having an urbanized area of 50,000 and above. The map was tied to the census designated urbanized areas.

Ms. Stone said that the wording should be changed to "all of Marion County" specifying urbanized areas were identified in Figure 1 however, the TPO covered all of Marion County as the official planning agency for "Marion County and the Ocala Urbanized Area and other Urbanized Areas."

Mr. Balmes said that the TPO could use the language in the Transportation Improvement Program (TIP) document that read, "The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County." Also the section that read, "Figure 1 illustrates TPO planning area which includes all of Marion County and the cities of Belleview, Dunnellon and Ocala."

Mr. Balmes said the Figure 1 map could be replaced in the UPWP with the Figure 1 map in the TIP.

Mr. Balmes also said the map could be included in the appendix as well.

Ms. Stone made a motion to amend the FY 2022/23 to 2023/24 Draft UPWP with the information that had been reviewed and approve the FY 2022/23 to 2023/24 Draft UPWP with the amendment. Mr. Hilty seconded, and the motion passed unanimously.

5D. List of Priority Projects (LOPP) Guidance Document

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 7-19 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

Ms. Stone asked if the list of priority projects would be in separate lists accompanied by a master list of priorities.

Mr. Wood responded that the master list would have a consolidation of top priorities from sub-lists.

Mr. Zalak asked if the list prioritized traffic congestion projects.

Mr. Wood said the information from the congestion management process was used to determine the higher priority projects.

The board discussed congestion management in the LOPP guidance process.

Mr. Balmes mentioned that congested corridors had been identified in the congestion management plan.

Ms. Stone talked about the level of service being added into the criteria scoring.

Mr. Zalak said he would like to see the top ten congested areas on a future agenda.

The board continued discussion about congestion management and how it tied into the LOPP guidance process.

Ms. Stone made a motion to approve the LOPP Guidance Document as presented. Ms. Dreyer seconded, and the motion passed unanimously.

Item 6. Comments by FDOT

Ms. Rakinya Hinson with FDOT gave the following updates to the board:

- Dallas Pond Redesign on U.S. 301 Drainage Construction (FDOT Financial Information Number 411256-5) - Final walk through and acceptance was on March 30, 2022.
- Work Zone Awareness Week April 11-15, 2022. FDOT conducted educational traffic stops in the construction area of US 441 from SR 35 to SR 200.
- District Secretary, Jared Perdue had been appointed as State Secretary.

Item 7. Comments by TPO Staff

Mr. Balmes provided the following comments to the board:

- The TPO held a Commitment to Zero Community Workshop- April 14, 2022 with around 45 people in attendance.
- Commitment to Zero Stakeholder meeting to be held May 14, 2022.
- The adopted 2045 Long Range Transportation Plan (LRTP) could be amended during the five year cycle in order to add, remove or modify a transportation project in the Cost Feasible and Needs Plan elements. The TPO conducted a call for 2045 LRTP Amendments on April 18, 2022 to local jurisdictions and Florida Department of Transportation (FDOT). Any proposed LRTP amendments would be due to the TPO by May 20, 2022. The process involved an email notification to all four jurisdictions and FDOT.
- The Federal Highway Administration (FHWA) Florida Division had conducted a Program Accountability Results (PAR) reviews of the TPO and two other non-Transportation Management Area (TMA) Metropolitan Planning Organizations (MPO) in Florida (Indian River, Lake~Sumter) regarding federal compliance with long range transportation plans (LRTP). The purpose of the PAR review was to assess LRTP compliance and fiscal constraint in order to meet federal requirements. The TPO was selected in 2021 to be part of the initial round statewide PAR reviews in both Fiscal Years (FY) 2021 (2040 LRTP) and 2022 (2045 LRTP). Based upon the completion of the PAR for the three MPO's, the Ocala Marion TPO was recognized for full consistency with all fiscal constraint requirements. The TPO had met all requirements and was in compliance with U.S. Code of Federal Regulations.

Item 8. Comments by TPO Board Members

There were no comments.

Item 9. Public Comment

There were no public comments.

Item 10. Adjournment

The meeting was adjourned by Chairman Bethea at 4:59pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



List of Priority Projects (LOPP)

Policies and Procedures Guidance

DRAFT – April 13, 2022

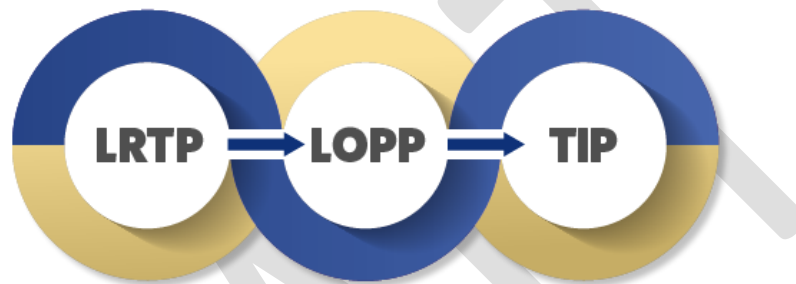
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The annual List of Priority Projects (LOPP) process is one of the most significant activities undertaken by the Ocala Marion Transportation Planning Organization (TPO). The LOPP represents the highest priority unfunded transportation needs in the TPO's 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. The project development cycle includes the following phases:

- Planning or Feasibility Study [optional]
- Environmental Review/Project Development & Environment (PD&E)
- Design
- Right of Way [if additional right of way is needed]
- Construction

Each project will go through an environmental review phase to determine whether it will advance. This step ensures that each project is comprehensively evaluated for potential impacts to environmental, sociocultural, archaeological, and historical resources.

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

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