

**Existing and Proposed Orange County Transportation Authority  
Active Transportation Program Project Prioritization Methodology**

On October 10, 2016, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a local prioritization methodology to prioritize projects submitted for Active Transportation Program (ATP) funding, consistent with plans adopted by local and regional governments within the county. Prioritization of ATP projects is also consistent with Board direction through the state and federal programming guidelines for bicycle projects that list a project's readiness as a priority for funding. For the 2019 ATP and future cycles, staff is proposing to use the same methodology with the following changes:

- Total points to be assigned are proposed to increase from ten to 20, consistent with the Southern California Association of Governments (SCAG) call for projects;
- Providing points to projects included in OC Active, currently under development; and
- "Project is included in a local agency bicycle or pedestrian master plan or active transportation plan" is expanded to "Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan."

<b>Plan</b>	<b>Approved<sup>1</sup> (Maximum of Ten Points)</b>	<b>Proposed<sup>2</sup> (Maximum of 20 Points)</b>
A planned bikeway in the Orange County Commuter Bikeways Strategic Plan (or OC Active currently under preparation)	5	10
Project is included in the Orange County district bikeway strategies	5	10
Project is included in the OCTA non-motorized Metrolink Accessibility Strategy	5	10
Project is a sidewalk on the Master Plan of Arterial Highways	5	5
Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan	3	5
Project is included in a local Safe Routes to Schools Plan	2	5
Project is included in a specific plan or corridor plan	2	2
Project is included in local agency general plan or circulation element	1	2

<sup>1</sup> Per the SCAG guidelines, through the 2017 ATP, the maximum points that can be assigned by the county transportation commission is ten points. These local prioritization points were added to the score provided by the state.

<sup>2</sup> Per the SCAG guidelines, through the 2019 ATP, the maximum points that can be assigned by the county transportation commission is 20 points. These local prioritization points will be added to the score provided by the state.

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The plans that are referenced above were developed consistent with OCTA's mission to develop and implement transportation solutions to enhance the quality of life and keep Orange County moving. The projects included in the plans tend to focus on gap closure and regional bike corridors. Further, they are the most directly relevant plans that have been developed in Orange County which meet the goals of the state ATP.

OCTA-led projects will be eligible for the additional points in the same manner as the local agency projects. The regional plans listed in the methodology were developed in coordination with all the local Orange County agencies. Basing the assignment of points solely upon a project being included in various regional and local plans that focus on gap closures, community issues, Safe Routes to Schools, and regional bicycle and pedestrian corridors, ensures that projects submitted by OCTA can receive equitable consideration.

### **Disadvantaged Communities Methodology**

To maximize funding for Orange County projects, staff will evaluate the points assigned to each project to confirm that 25 percent of the regional funding goes to projects that will benefit disadvantaged communities as required by SB 99 (Chapter 359, Statutes of 2013). Staff will consider reprioritization of points to projects if the highest scoring projects in Orange County do not meet the requirement.