

**Orange County Transportation Authority, Active Transportation Program
Project Prioritization Methodology**

On September 12, 2024, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a prioritization methodology for projects submitted for Active Transportation Program (ATP) funding.

The Board-approved methodology assigns points to projects based on what plans recommend the improvements described in the project. The points assignment by plan or project type is listed in the table below.

Plan	Point Value (Maximum of 20 Points¹)
A planned bikeway in OC Active	10
Project is included in the Orange County Bike Connectors Gap Closure Feasibility Study or the Nonmotorized Metrolink Accessibility Strategy	10
Pedestrian or bikeway improvements that connect to a Transit Opportunity Corridor identified in OC Transit Vision	10
Pedestrian improvements within a half mile or bikeway improvements within three miles of one of the Prioritized High-Potential Hub Locations identified in the Orange County Mobility Hubs Strategy	5
Project is included in a regional or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan	5
Project is included in a local safety plan, including but not limited to, Safe Routes to Schools, Local Roadway Safety Plan, Vision Zero Plan, or implements countermeasures to identified crash typologies in the project area consistent with the Orange County Systemic Safety Plan	5
Project closes a gap on a sidewalk along a roadway on the Master Plan of Arterial Highways	2
Project is included in a specific plan, corridor plan, or multimodal study	2
Project is included in local agency general plan or circulation element	2

This methodology rewards projects that provide regional connectivity, complement transit service in Orange County, encourage multimodal mobility, and have a clear safety need.

¹ The adopted 2025 ATP Southern California Association of Governments Regional Guidelines establish that 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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OCTA-led projects are 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 point assignment upon inclusion in various regional and local plans that focus on gap closures, community issues, Safe Routes to Schools, and regional bicycle and pedestrian corridors ensure that all projects can receive equitable consideration.

Disadvantaged Communities Methodology

To maximize funding for Orange County projects, staff evaluates 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). There is a risk that Orange County projects could lose funding if the region doesn't meet the 25 percent threshold and pulls a project from another region to receive funding. In order to avoid allowing Orange County targeted funds to go to projects in other counties, staff may need to adjust project prioritization to assist the region in meeting this requirement, ensuring the funding stays in Orange County.

Plans, Quick-Builds, and Non-Infrastructure Projects Methodology

The regional guidelines require that up to five percent of funding available for the region be directed to plans, non-infrastructure, and quick-build projects. Once the projects that will be part of the regional project selection process are known, staff will adjust the priorities in order to maximize the use of the funds across Orange County.