



**Attachment 2.
DRAFT Prop L Prioritization Criteria and Definitions**

	DRAFT Criteria	DRAFT Definition
<p>Prop L-Wide Criteria (Note: Every program also has a safety criterion, but the definition varies by program and is found under the respective programs.)</p>	Project Readiness	Priority shall be given to projects likely to need funding in the fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.
	Relative Level of Need or Urgency (time sensitive)	Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.
	Benefits to Disadvantaged Populations	Priority will be given to projects that directly benefit disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations. [Benefits will be evaluated by assessing the direct impact on accessing transportation (e.g. new or enhanced infrastructure, new service or improved service, improving safety, etc.) Projects that can clearly demonstrate benefits to disadvantaged populations will rank more highly.]
	Level and Diversity of Community Support	Project has demonstrated public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color and/or disadvantaged communities. Priority shall be given to projects with clear and diverse community support, including from disadvantaged populations and/or identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study or station area plan that is community driven. If a project was not identified in a community-based planning process, projects with evidence of support from neighborhood stakeholders and groups <u>plus</u> citywide groups will be given priority over projects with evidence of support from either neighborhood stakeholders or citywide groups.



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	Leveraging	Project leverages non-Prop L funds.
Prop L-Wide Criteria (Note: Not part of criteria table/scoring.)	Geographic Distribution	Priority shall be given to projects that advance the goal of achieving a fair geographic distribution of funding that takes into account the various needs of San Francisco's neighborhoods.
	Cost-Effectiveness	Priority shall be given to projects that are relatively cost-effective, e.g. project can demonstrate cost savings from coordination with other projects, project has gone through a value engineering effort, proposed scope efficiently and effectively addresses identified needs.



A. Major Transit Projects

Program	DRAFT Criteria	DRAFT Definition
Major Transit Projects (all programs) Criteria	Safety	Project addresses documented safety issue(s), reduces potential conflicts between modes, and/or increases security. Additional priority for projects benefiting users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee).
Muni Reliability and Efficiency Improvements	Improves Reliability	Project results in improved reliability, including less variable travel times and better headway adherence.
	Improves Travel Time	Project results in trip time reduction.
	Accessibility and Connectivity	Project increases transit accessibility and/or connectivity (e.g. stop improvements, travel information improvements, wayfinding, crosswalks, bulbouts, bicycle parking, and improved connections to regional transit).
Muni Rail Core Capacity	Increases Capacity	Project increases passenger capacity by supporting longer and more frequent trains. Projects that meet the FTA's Core Capacity minimum threshold of a 10% capacity increase will score higher.
	Improves Reliability	Project results in improved rail service reliability, including less variable travel times and better headway adherence. Projects that install next generation communications-based train control systems will be given high priority.
BART Core Capacity	Increases Capacity	Project increases passenger capacity through the existing Transbay Tube.
	Improves Reliability	Project improves rail service schedule adherence.
	Commensurate Alameda/Contra Costa County Contribution	Alameda and Contra Costa Counties have contributed or committed to a commensurate amount.
Caltrain Downtown Rail Extension and Pennsylvania Alignment	N/A	Prop L-wide criteria applied only (Project Readiness, Relative Level of Need or Urgency, Benefits to Disadvantaged Populations, Level and Diversity of Community Support, Leveraging, Safety).



B. Transit Maintenance & Enhancements

Program	DRAFT Criteria	DRAFT Definition
Transit Maintenance & Enhancements (all programs) Criteria	Safety	Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.
Muni Maintenance: Vehicles (sub-program)	Need (Asset Useful Life)	Replaces asset at end of useful life or for transit vehicles address best practices for mid-life overhauls so that assets operate safety and reliably through the end of their useful life.
	Improves Efficiency of Transit Operations	Project supports reliable transportation services and improved efficiency.
Muni Maintenance : Facilities and Guideways (sub-program)	Need (Asset Useful Life)	Replaces asset at end of useful life.
	Improves Efficiency of Transit Operations	Project supports reliable transportation services and improved efficiency.
BART Maintenance	Need (Asset Useful Life)	Replace asset at end of useful life or overhaul/modernize mid-life to either extend useful life or so that assets operate safely and reliably through the end of their useful life.
	Improves Efficiency of Transit Operations	Project supports reliable transportation services and improved efficiency.
Caltrain Maintenance	Need (Asset Useful Life)	Replaces asset at end of useful life or for transit vehicles address best practices for mid-life overhauls so that assets operate safety and reliably through the end of their useful life.
	Improves Efficiency of Transit Operations	Project supports reliable transportation services and improved efficiency.
Ferry Maintenance	Need (Asset Useful Life)	Replaces asset at end of useful life
	Increases Capacity	Project supports increased capacity at ferry terminals to accommodate increases in ferry ridership.



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Transit Enhancements	System Access & Connectivity	Project improves customer access (e.g. pedestrian access improvements, additional elevators or escalators, bike storage, etc.) and/or transit connections.
	Improves Customer Experience	Project improves the customer experience such as bus stop improvements (with priority for those serving disadvantaged communities), wayfinding, shelters, and real time travel information.
	Increases Capacity	Project increases transit capacity, such as purchase and rehab of historic streetcars, purchase of additional motor coaches, and paratransit expansion vehicles.
Bayview Caltrain Station	N/A	Prop L-wide criteria applied only (Project Readiness, Relative Level of Need or Urgency, Benefits to Disadvantaged Populations, Level and Diversity of Community Support, Leveraging, Safety).
Mission Bay Ferry Landing	N/A	Prop L-wide criteria applied only (Project Readiness, Relative Level of Need or Urgency, Benefits to Disadvantaged Populations, Level and Diversity of Community Support, Leveraging, Safety).
Next Generation Transit Investments	TBD	



C. Paratransit

Program	DRAFT Criteria	DRAFT Definition
Paratransit (operations & capital projects)	Safety	Project improves safety and/or improves security. Projects that address documented safety issues and/or improve safety for multiple parties (e.g. passengers, operators/paratransit staff, pedestrians, and other street users) will be given additional priority.
Paratransit: Capital Projects	Improves Customer Experience	Project improves customer experience (e.g. provides more user friendly options for payment).
Paratransit: Capital Projects	Replaces Asset at End of Useful Life	Project replaces vehicle or assets (e.g. debit card systems) at end of useful life. Vehicle projects should support electrification of the paratransit fleet, as appropriate.



D. Streets and Freeways

Program	DRAFT Criteria	DRAFT Definition
Streets and Freeways (all programs) Criteria	N/A	
Street Resurfacing, Rehabilitation, and Maintenance: Repaving and Reconstruction of City Streets (sub-program)	Safety	Project includes streets on the High Injury Network.
	Pavement Condition Index	Project includes streets with identified maintenance requirements based on the Pavement Condition Index. Streets are categorized as requiring pavement preservation (PCI 60-80), resurfacing (PCI 50-60), or paving with base repair/reconstruction (PCI 0-50). Projects with a PCI score of 60 or below will receive higher priority.
	Multi-Modal Benefits	Streets that are transit routes and/or bicycle routes will receive higher priority.
Street Resurfacing, Rehabilitation, and Maintenance: Replacement of Street Repair and Cleaning Equipment (sub-program)	Safety	Improves or mitigates a documented unsafe condition for employees.
	Need	Projects that are replacing assets at the end of their useful life will be prioritized. Clean fuel vehicles shall be considered if feasible.
Pedestrian and Bicycle Facilities Maintenance: Sidewalk Repair (sub-program)	Safety	Priority will be given to locations with reports of trip-and-fall accidents and locations with the highest likelihood of generating claims against the City and County of San Francisco.
	Proximity to Key Resources	Priority will be given to locations in proximity to community assets serving vulnerable populations (senior centers, hospitals), bus stops, and areas with high pedestrian volumes.
Pedestrian and Bicycle Facilities Maintenance: Bicycle and Pedestrian Facilities (sub-program)	Safety - High Injury Network	Project is on the High Injury Network.
	Need	Project replaces asset at end of its useful life or repairs or replaces damaged/worn assets.
Traffic Signs and Signals Maintenance	Need (Asset Useful Life)	Project replaces asset that has reached the end of useful life per industry-accepted levels.
	Safety	Project addresses documented safety issue(s) and/or reduces potential conflict between modes. Additional priority for projects benefiting multiple users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee), or located on the High Injury Network.



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	Signal Priority for Transit and/or Emergency Vehicles	Projects which reduce delays and improve reliability for transit and/or emergency vehicles.
Safer and Complete Streets: Capital Projects (sub-program)	Safety	Project addresses documented safety issue(s) and/or reduces potential conflict between modes or is located on the High Injury Network.
	Benefits Multi-Modal Users	Project directly benefits multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists).
	Proximity to Key Resources	Priority will be given to locations in proximity to community assets serving vulnerable populations (schools, senior centers, hospitals), bus stops, and areas with high pedestrian volumes.
	Complete Streets Elements	Priority will be given to projects that include complete streets elements. Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions. Enhancements include complete streets elements for pedestrians, cyclists, and/or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).
Safer and Complete Streets: Outreach & Education Programs (sub-program)	Safety	Project addresses documented safety issue(s).
Safer and Complete Streets: New Traffic Signals (sub-program)	Safety	Project addresses documented safety issue(s) and/or reduces potential conflicts between modes. Higher priority for projects benefiting multiple types of users (e.g. pedestrians, cyclists, motorists).
	Supports Transit First	Project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.
Curb Ramps	Disability Status of Requester	Requests from a person with a disability are given the highest initial priority.
	Condition of Existing Curb Ramps	Intersections with at least one corner with curb ramps in poor condition are given the highest initial priority.



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	Proximity to Key Resources	Proximity to government offices and facilities, transportation, places of public accommodation, healthcare facilities, and schools.
	Proximity to Other Construction Project Locations	Projects reflect consideration of proximity to other construction and/or curb ramp project locations (for construction efficiency purposes).
	Safety	Intersection located on High Injury Network.
Tree Planting	Canopy Coverage	Priority will be given to tree planting in neighborhoods or areas with relatively low canopy coverage.
	Empty Basins	Priority will be given to tree planting in existing empty tree basins where trees are missing.
Vision Zero Ramps	Safety	Project addresses documented safety issue(s) and/or reduces potential conflict between modes. Additional priority for projects benefiting users of multiple modes (e.g. passenger, pedestrian, cyclist, transit) and projects located on the High Injury Network.
Managed Lanes and Express Bus	Safety	Project addresses documented safety issue(s) and/or reduces potential conflicts between modes.
	Improves Reliability	Project improves transit service reliability, and if applicable, improves reliability for carpools.
	Improves Travel Time	Project results in trip time reduction for transit and, if applicable, carpools.
Transformative Freeway and Major Street Projects	TBD	Criteria and/or program guidelines will be informed by the community engagement process, discussions with project sponsors and stakeholders as well as findings from the San Francisco Transportation Plan (2050) and Streets and Freeways Study.



E. Transportation System Development & Management

Program	DRAFT Criteria	DRAFT Definition
Transportation System Development & Management (all programs) Criteria	Leveraging	For pilot programs, must identify potential source for ongoing funding should the program prove successful.
Transportation Demand Management	Safety	Project addresses documented safety and/or security issue.
	Mode Shift and/or Time Shift	Project will lead to a shift in single-occupancy vehicle trips to more sustainable modes such as transit, biking and walking, and/or shifts trips to less congested times. Additional priority given with evidence that benefits of program continue after program completion.
	Cost-Effectiveness	Cost effectiveness can be demonstrated by status as Plan Bay Area high-performer, cost per single-occupancy vehicle trip reduced, or cost-effectively increasing person throughput.
Neighborhood Transportation Program	Safety	Project addresses documented safety issue(s); and/or reduces potential conflicts between modes. Projects that benefit users of multiple modes, e.g. walking, cycling, driving, etc. will be given additional priority.
Equity Priority Transportation Program	Safety	Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security.
	Supports Equitable Access	Plans or capital projects that help reduce disparities and gaps in equitable access (physical, geographic, affordability) to jobs and key services such as schools, senior centers, and other community sites. Full points for projects that provide broad geographic benefits and/or significantly improve access in an EPC or for a disadvantaged population. Partial points for projects that provide benefits with limited geographic distribution and/or moderate access improvements in an EPC or for a disadvantaged population.
	Geographic Distribution	For plans and studies, priority will be given to EPCs that have not had a recent community-based transportation planning process.
	Limited Other Funding Options	For project development and implementation, priority will be given to projects/project phases that have limited other funding options (in Prop L or otherwise).
	Supports Increased Housing Density in	Through community-based planning, project identifies and/or enables project development and implementation of transportation improvements that support increased housing density in



Development-Oriented Transportation	Low-Density Neighborhoods	existing, primarily low-density neighborhoods. Transportation Authority staff will consult with the Planning Department to develop a definition of "low-density" neighborhoods for the purpose of applying this criterion.
	Priority Development Areas (PDAs)	Projects supporting development in adopted Priority Development Areas will be prioritized.
Citywide/Modal Planning	Safety	Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security.