



RESOLUTION ADOPTING GUIDANCE FOR DEVELOPMENT OF THE 2023 PROP L  
5-YEAR PRIORITIZATION PROGRAMS

WHEREAS, In November 2022, San Francisco voters approved Proposition L (Prop L), extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan; and

WHEREAS, The Prop L Expenditure Plan describes the types of projects that are eligible for funds in the 28 Expenditure Plan programs, establishes limits on sales tax funding by Expenditure Plan program, and sets expectations for leveraging of sales tax funds, but does not specify how much sales tax funds any given program would receive by year, nor does it identify specific projects for funding in programs; and

WHEREAS, The Expenditure Plan requires development of a 5-Year Prioritization Program (5YPP) for each of the 28 programs (see Attachment 1), identifying which specific projects will be funded over the next five years, as a prerequisite for allocation of funds; and

WHEREAS, The 5YPPs provide transparency about how Prop L projects are prioritized and the resulting 5-year project lists and associated sales tax programming commitments support a steady project development pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects, to line up staff resources, and to coordinate with other planned projects; and

WHEREAS, In accordance with Expenditure Plan requirements, each 5YPP will include: a prioritization methodology to rank projects; a 5-year program or list of projects; information on scope, schedule, cost and funding (including leveraging of other fund sources); and performance measures to inform future 5YPP updates; and

WHEREAS, The 2023 5YPPs will cover Fiscal Years 2023/24 through 2027/28; and



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BD061323

RESOLUTION NO. 23-57

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WHEREAS, Outreach and engagement for the development of the 5YPPs is ongoing, including an online multi-lingual survey and a Public Town Hall, which is scheduled for June 20, 2023; and

WHEREAS, Attachment 2 includes the draft guidance to project sponsors for developing the 5YPPs, including the anticipated schedule, prioritization criteria for ranking projects, and Project Information Forms that when completed by sponsors will include scope, schedule, cost, funding, and supplemental information to support project evaluation and the proposed programming request; and

WHEREAS, Staff anticipate presenting the 5YPPs to the Board for adoption in three groups, with the first group limited to time sensitive requests in July and the remaining groups in fall 2023; and

WHEREAS, At its May 24, 2023 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the Guidance for Development of the 2023 Prop L 5-Year Prioritization Programs; and be it further

RESOLVED, That the Executive Director shall communicate this information to the appropriate parties.

Attachments:

1. List of the 28 Programs in the Prop L Expenditure Plan
2. Guidance for Development of the 2023 Prop L 5-Year Prioritization Programs
  - Guidance Attachment 1 - Schedule
  - Guidance Attachment 2 - Prioritization Criteria
  - Guidance Attachment 3 - Program of Projects Template
  - Guidance Attachment 4 - Project Information Form Template



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 27th day of June 2023, by the following votes:

**Ayes:** Commissioners Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Stefani (8)

**Absent:** Commissioners Chan, Safai, and Walton (3)

DocuSigned by:  
*Rafael Mandelman* 7/18/2023  
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Rafael Mandelman Date  
Chair

DocuSigned by:  
*Tilly Chang* 7/20/2023  
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ATTEST: Tilly Chang Date  
Executive Director

## **Attachment 1. Programs in the Prop L Expenditure Plan**

Board approval of a 5-Year Prioritization Program or 5YPP is a prerequisite for allocation of Prop L funds from that program. As part of the 5YPP development process, for some of the 28 programs, we have created sub-programs to help track minimum funding amounts established in the Expenditure Plan for certain projects types (e.g. Safe Routes to School education and outreach), to group like projects together to facilitate project ranking, and/or to help ensure funding is set aside for key priorities (e.g. transit vehicle replacement and capital maintenance).

1. Muni Reliability and Efficiency Improvements
2. Muni Rail Core Capacity
3. BART Core Capacity
4. Caltrain Service Vision: Capital System Capacity Investments
5. Caltrain Downtown Rail Extension and Pennsylvania Alignment
6. Muni Maintenance
  - Vehicles (sub-program)
  - Facilities and Guideways (sub-program)
7. BART Maintenance
8. Caltrain Maintenance
9. Ferry Maintenance
10. Transit Enhancements
11. Bayview Caltrain Station
12. Mission Bay Ferry Landing
13. Next Generation Transit Investments
14. Paratransit
15. Street Resurfacing, Rehabilitation and Maintenance
  - Repaving and Reconstruction of City Streets (sub-program)
  - Replacement of Street Repair and Cleaning Equipment (sub-program)
16. Pedestrian and Bicycle Facilities Maintenance
  - Sidewalk Repair (sub-program)
  - Bicycle and Pedestrian Facilities (sub-program)
17. Traffic Signs and Signals Maintenance
18. Safer and Complete Streets
  - Capital Projects (sub-program)
  - Outreach & Education Programs (sub-program)
  - New Traffic Signals (sub-program)
19. Curb Ramps
20. Tree Planting
21. Vision Zero Ramps
22. Managed Lanes and Express Bus
23. Transformative Freeway and Major Streets Projects
24. Transportation Demand Management
25. Neighborhood Transportation Program

**Attachment 1.**  
**Programs in the Prop L Expenditure Plan**

26. Equity Priority Transportation Program
27. Development Oriented Transportation
28. Citywide/Modal Planning



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## Memorandum

**DATE:** 04.28.2023  
**TO:** Prop L Project Sponsors  
**FROM:** Anna LaForte, Deputy Director for Policy and Programming  
**SUBJECT: DRAFT** Guidance for Development of the 2023 Prop L 5-Year Prioritization Programs

This memo describes the process for developing the first Prop L 5-Year Prioritization Programs (5YPPs) and provides guidance to project sponsors on the materials that they are required to prepare. The inaugural 5YPPs will cover Fiscal Years (FYs) 2023/24 to 2027/28. The memo is organized into the following sections:

- Purpose of 5YPPs
- Overview of the 2023 5YPP Development Process
- Required Elements of the 5YPP Document
- Schedule
- Resources

### PURPOSE OF 5YPPS

Development of the 5YPPs is the process by which the Transportation Authority Board identifies the projects to be funded with Prop L funds over the next 5-year period. The 5YPPs provide transparency about how the projects are selected and they give the Board and the public an opportunity to provide input early in the project development process. When the Board adopts the 5YPPs, it creates programming commitments for the specific projects to be funded over the next five years. These multi-year project lists enable project sponsors to plan ahead and facilitate their ability to secure other funding sources to fully fund projects and line up staff and other resources to support project delivery. Transportation Authority Board approval of a Strategic Plan (described in next section) and the relevant 5YPP is a prerequisite for allocation of funds from any Expenditure Plan (EP) program.

### OVERVIEW OF THE 2023 5YPP DEVELOPMENT PROCESS

As established in the Prop L EP, each 5YPP is developed by the Transportation Authority working in close collaboration with project sponsors eligible for Prop L funds in each EP program, as well as any other interested agencies. Input from the Board, sponsors, and the public inform the 5YPP process. Overall, the 5YPP development process for Prop L is very similar to that for its predecessor, Prop K. Key differences include integrating several new or



revised criteria into the project prioritization process, such as project benefits to disadvantaged communities, and requiring the Transportation Authority to report at least once every five years on the citywide geographic distribution of sales tax allocations, and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations. Sponsors should consider this as they develop the 5-year list of projects.

**Prop L Strategic Plan Baseline.** The first step in establishing the 5YPPs is establishing the Strategic Plan Baseline. The Strategic Plan is the main tool used for the day-to-day implementation of the EP. It provides transparency and accountability about how we administer the sales tax, and it serves as a key financial planning tool for the sales tax program. There are three main components to the Strategic Plan. First it establishes **policies** for the administration of the measure. We don't expect any significant changes to the Prop L policies, including core policies such as allocating funds to one phase at a time, functioning as a reimbursement-based program, assigning financing costs to the programs advancing funds, and requiring proportional spending of Prop L and non-Prop L funds, to the extent possible. These policies directly inform project sponsor proposed programming and cash flow in the 5YPPs and are critical cash management tools that we use to minimize financing costs for the overall program while seeking to have funds ready when sponsors need them to support project delivery. Second, it establishes the **sales tax revenue forecast** for the 30 years of the measure. The revenue estimates in the Strategic Plan reflect the best available data to capture current economic conditions and expectations for growth of the sales tax. Given the changes in economic conditions since the revenue projections for the EP were established in July 2021, we will be lowering projected revenues in the 2023 Strategic Plan. And finally, it includes **expenditures** such as the cost to administer the program, and funding for projects, including any debt that may be needed to advance project delivery faster than pay-as-you-go would support.

In the Strategic Plan Baseline, we use the Strategic Plan financial model to establish the amount of sales tax revenues that will be available on an annual basis to each of the Prop L programs based on their proportional share of available revenues established in the Expenditure Plan. This sets the baseline, pay-as-you-go annual funding levels for each program. Project sponsors can then use this information when identifying their proposed lists of projects to fund in the next five years as part of 5YPP development. Through the 5YPP process, project sponsors can make requests to advance sales tax funds for specific projects, as needed to support project delivery. Financing costs will be assigned proportionately to the Prop L program or programs advancing funds which will reduce the funds available for direct project costs in the relevant program(s).

There are five exceptions to the pay-as-you-go programming approach in the Strategic Plan Baseline where we are proposing to advance programming from the get-go. This is driven



by time sensitive programming needs for two of the Prop L Major Transit Projects: the Transbay Joint Powers Authority (TJPA) Caltrain Downtown Extension Project (\$300 M in 2020\$s) and BART's Core Capacity project (\$100 M in 2020\$s). TJPA and BART are requesting advancement of the maximum amount of sales tax funds for their respective projects to the first 8 years of the 30-year period. In order to provide a more realistic financing cost scenario for these projects, while ensuring we can meet other programs' requests for advancement of funds, we are also including accelerated programming and cash flow schedules in the Strategic Plan Baseline for three other programs. The 5 programs which will have accelerated programming and expenditure of sales tax funds are listed below along with a brief explanation:

- **Caltrain Downtown Rail Extension (DTX):** By August 2023, TJPA needs to demonstrate a commitment of 50% of non-Capital Investment Grant (CIG) funds for the project to meet the next Federal Transit Administration's (FTA) CIG program milestone. TJPA needs to have a firm programming commitment, but not allocation of funds by this time. The project is seeking more than \$3.3 billion in Federal CIG funds.
- **BART Core Capacity:** BART is requesting a programming commitment of the maximum amount of Prop L funds available (\$100 M in 2020\$s) in order to request allocation of funds as soon as September 2023 to enable it to exercise an option on its railcar replacement contract. Exercising the option in October 2023 is needed to avoid a break in the production line and lock in the current contract price.
- **Paratransit:** As contemplated during the EP development process, SFMTA has expressed an interest in advancing paratransit funding with an annual inflationary increase until funding runs out to provide stability for this key program.
- **Muni Maintenance:** This program is more than double the size of any other Prop L program so it has an outsized impact on program-wide cash needs. Given that and since SFMTA has indicated it will seek advancement of funds in this program, we are proposing to include placeholders for advanced programming and expenditures of sales tax funds in the Strategic Plan Baseline.
- **Caltrain Maintenance:** Caltrain has requested a relatively modest advancement of funds in order to support development of multi-year budgets and corresponding commitments from funding partners. With \$100 M in 2020\$s in the EP, it is one of the larger programs.

**3 Rounds of 5YPP Adoption.** While the Strategic Plan presents the overall 30-year revenues and expenditures picture, the 5YPPs focus on the specific projects to be funded over the next five years in each EP program. As we work with sponsors to develop draft 5YPPs that identify projects along with the Prop L cash flows, we will make corresponding changes to the Strategic Plan expenditures and financing assumptions, ensuring that programs remain





within their EP caps or maximum amounts. This is necessarily an iterative process where we work closely with project sponsors as the timing of cash flow needs in each of the EP programs has an impact on the amount of financing needed.

The schedule (Attachment 1) for 5YPP for adoption allows for 3 rounds of Board approvals recognizing that some 5YPPs may take a bit longer to develop (e.g., for new and substantially revised programs) and that there are limitations on sponsor resources. Round 1, which we will present to the CAC in June and Board in July, prioritizes approval of 5YPPs for a small group of programs where sponsors have indicated they have an urgent need for Prop L allocations at the beginning of the fiscal year. These programs include Street Resurfacing, Rehabilitation, and Maintenance (street cleaning equipment portion); Pedestrian and Bicycle Facility Maintenance (SFPW sidewalk maintenance); and the Neighborhood Transportation Program (program administration for a new cycle of funding available starting July 1, 2023). We are also prioritizing the Paratransit 5YPP for July Board action to provide stability for this annual program (starting July 1, 2023), as discussed above.

For Round 2, which we will present to the CAC in September and Board in October, we will take as many 5YPPs as are submitted timely and are complete. We anticipate that Round 3 would go to the Board for adoption in November. We anticipate adoption of the Final Strategic Plan in November 2023 after Board adoption of all 5YPPs. See the attached schedule for more detailed milestones and deadlines.

**Public Outreach and Engagement.** Transportation Authority staff will be conducting outreach to get specific input about which projects should be prioritized for Prop L funding over the next five years. We will gather feedback from the Board, CAC, public, and sponsors throughout the process to inform the Strategic Plan and 5YPPs. This outreach includes the following opportunities:

- May 4, 6 pm: Meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations (virtual)
- May 25, 6 pm: Public Town Hall (virtual)
- Throughout May: online multi-lingual survey (we plan to share the link by May 5)
- Presentations at community group meetings, as requested
- CAC and Board meetings through the fall. See [www.sfcta.org/events](http://www.sfcta.org/events) for the most up to date meeting schedules.

Sponsors are strongly encouraged to attend CAC and Board meetings where 5YPPs will be presented. Sponsors are welcome, but not required, to attend other outreach and public engagement meetings. The feedback that we receive will be shared with project sponsors



and integrated, as appropriate, into the 5YPPs. We will also post outreach summaries on our website and in Board materials.

## **REQUIRED ELEMENTS OF THE 5YPP**

The 2023 5YPPs will cover FYs 2023/24 to 2027/28. In compliance with EP requirements, each 5YPP will include: a prioritization methodology that ranks projects within an EP program; a 5-year Program of Projects (or project list); Project Information Forms with information on scope, schedule, cost and funding (including non-Prop L funding); and performance measures. Project sponsors will be required to prepare and submit these materials to the Transportation Authority according to the schedule in Attachment 1. The 5YPP documents will also include a review of project delivery for previously funded sales tax projects to help inform funding decisions, and a summary of public outreach and engagement.

**Project Delivery Report.** The intent of this section is to provide transparency about the history of project delivery for projects funded through the sales tax program. Transportation Authority staff will prepare a list of projects and their status (e.g., completed or underway). This section provides project sponsors an opportunity to outline what agencies are doing to address program-specific challenges. In the 2023 5YPPs, the information will reflect the status of Prop K projects. In future 5YPP updates, this section will include the status of projects funded by Prop L.

**Summary of public feedback.** Transportation Authority staff will draft this section of the 5YPP. It will include a description of the public outreach and engagement that we conducted to inform the development of the 5YPPs, a summary of feedback heard, and how that feedback was integrated, as appropriate, into the documents.

**Performance measures.** The EP requires that each program identifies performance measures informed by the Congestion Management Program, such as increased system connectivity, increased transit ridership (net new riders), reductions in travel time for existing riders, system safety, vehicle miles traveled, and increased use of alternatives to the single-occupant automobile, along with a timeline for assessing the performance measures to inform the next 5YPP updates. Performance measures will be developed through collaboration between agencies and Transportation Authority staff.

**Project Prioritization Methodology.** The intent of establishing and documenting prioritization criteria and methodology is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within an EP program. The prioritization criteria, included in Attachment 2, include the voter-approved EP required criteria - relative level of need or urgency (e.g. timely-use-of-



funds requirement for matching funds), cost-effectiveness, benefits to disadvantaged populations, level and diversity of community support – plus others that reflect key policies throughout the EP and which we use for many other sources we administer, such as project readiness, leveraging of additional sources of funding, and safety. Most programs also have additional criteria to inform priorities, such as improving transit reliability and travel time, or replacing assets at the end of their useful lives. We have shared the draft prioritization criteria and definitions with project sponsor staff and have integrated your feedback as appropriate.

Project sponsors will propose scores for their own projects by filling out the **Prioritization Criteria Scoring Tables**. Transportation Authority staff will review and adjust scores as needed to ensure consistency within a given program/sub-program and across all programs as applicable. We will look to the information provided in the Project Information Forms to support the scores.

**5-Year Project List (Program of Projects).** Project sponsors are responsible for submitting a 5-Year Program of Projects (Attachment 3) with the list of proposed Prop L projects over the 2023 5YPP period (FY 2023/24 - 2027/28) by EP program. The Program of Projects table will provide a summary of the proposed Prop L programming and cash flow needs by fiscal year for the relevant EP program. If sponsors wish to advance funds from later years of Prop L, we will first evaluate if advancing is warranted and then determine the financing costs associated with advancing the funds. Sponsors should consult the Strategic Plan Baseline to see how much funding is available through the end of the EP period in FY 2052/53.

**Project Information Forms.** Project sponsors shall provide a Project Information Form (Attachment 4) for each project to be included in the 5YPP. It should include detailed information on each project, including scope, schedule, cost estimates, and funding plan. Funding requests should be rounded to the nearest thousand. The Project Information Form needs to provide the back-up information to support the project scoring and any requests to advance funds. Transportation Authority staff will review the proposed Programs of Projects and PIFs for reasonableness and consistency with Prop L requirements. We reserve the right to not consider programming funds to projects if sponsors do not provide sufficient detail in the PIFs.

## **SCHEDULE**

Attachment 1 shows the timeline for the Strategic Plan and 5YPP development process. We will convene meetings with relevant sponsors and interested parties to help develop guidelines for some of the new programs. We will also convene meetings for discretionary programs where multiple agencies are eligible for funds. As noted above, allocations may happen concurrently with or following adoption of the 5YPP for the relevant program.



## **RESOURCES**

For more information or assistance with this process, please email [PropL@sfcta.org](mailto:PropL@sfcta.org) or contact Suany Chough at 415.522.4830 or via email at [suany.chough@sfcta.org](mailto:suany.chough@sfcta.org) or Mike Pickford at 415-522-4822 or via email at [mike.pickford@sfcta.org](mailto:mike.pickford@sfcta.org). Please let Transportation Authority staff know immediately if you have any issues accessing the resources or completing the application.

Please visit the websites listed below for reference materials and templates.

1. [Prop L Transportation Sales Tax](https://www.sfcta.org/ExpenditurePlan) - general information about Prop L  
<https://www.sfcta.org/ExpenditurePlan>
2. [Prop L Expenditure Plan](https://www.sfcta.org/sites/default/files/2023-04/2022_Expenditure_Plan_Clean.pdf) - detailed text of Prop L  
[https://www.sfcta.org/sites/default/files/2023-04/2022\\_Expenditure\\_Plan\\_Clean.pdf](https://www.sfcta.org/sites/default/files/2023-04/2022_Expenditure_Plan_Clean.pdf)
3. [2023 5YPP Guidance and Templates](https://www.sfcta.org/2023-prop-l-5ypp-guidance-and-templates) - documents referenced in this memo  
<https://www.sfcta.org/2023-prop-l-5ypp-guidance-and-templates>

### Attachments

- Attachment 1: Schedule
- Attachment 2: Prioritization Criteria
- Attachment 3: Program of Projects Template
- Attachment 4: Project Information Form Template

**2023 Prop L Strategic Plan/5-Year Prioritization Programs (5YPPs)  
Draft Schedule\***

April 28, 2023	SFCTA releases draft Guidance for Development of the 2023 Prop L 5YPPs
May 2023	Transportation Authority conducts online survey, presentations to community groups as requested
May 4, 2023 6:00 pm	Meeting for interested members of the former Expenditure Plan Advisory Committee and representatives of equity-focused, community based organizations (virtual)
May 24, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Strategic Plan Baseline</li> <li>• Guidance for Development of the 2023 Prop L 5YPPs</li> </ul>
May 26, 2023	Round 1 5YPPs: sponsors submit draft Project Information Forms, 5-Year Program of Projects, Prioritization Criteria Scoring Tables, and performance measures
June 12, 2023	Round 1 PIFs posted on SFCTA website
June 13 and 27, 2023	Transportation Authority Board Meeting - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Strategic Plan Baseline</li> <li>• Guidance for Development of the 2023 Prop L 5YPPs</li> </ul>
June 20, 2023 6:00 - 7:00 pm	Prop L Town Hall (virtual)
June 28, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Round 1 5YPPs</li> </ul>
July 11 and 25, 2023	Transportation Authority Board Meeting - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Round 1 5YPPs</li> </ul>
July 14, 2023	Round 2 5YPPs: draft materials due to Transportation Authority staff
August 15, 2023	Round 3 5YPPs: draft materials due to Transportation Authority staff

September 8, 2023	Round 2 PIFs posted on SFCTA website
September 27, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Round 2 5YPPs</li> </ul>
September 29, 2023	Round 3 PIFs posted on SFCTA website
October 17 and 24, 2023	Transportation Authority Board Meetings - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Round 2 5YPPs</li> </ul>
October 25, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Round 3 5YPPs</li> <li>• 2023 Final Strategic Plan</li> </ul>
November 14 and 28, 2023	Transportation Authority Board Meetings - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Round 3 5YPPs</li> <li>• 2023 Final Strategic Plan</li> </ul>

\* CAC and Board meeting dates are subject to change. Please check the Transportation Authority's website for the most up-to-date schedule ([www.sfcta.org/agendas](http://www.sfcta.org/agendas)). 5YPP and SP development schedule is also subject to change. Please check the Transportation Authority's website for the most up-to-date schedule ([www.sfcta.org/2023-prop-l-5ypp-guidance-and-templates](http://www.sfcta.org/2023-prop-l-5ypp-guidance-and-templates)).



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

	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<p align="center"><b>Prop L-Wide Criteria</b> (Note: Every program also has a safety criterion, but the definition varies by program and is found under the respective programs.)</p>	<b>Project Readiness</b>	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.
	<b>Relative Level of Need or Urgency (time sensitive)</b>	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.
	<b>Benefits to Disadvantaged Populations</b>	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.]
	<b>Level and Diversity of Community Support</b>	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.



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

	<p><b>Leveraging</b></p>	<p>Project leverages non-Prop L funds.</p>
<p><b>Prop L-Wide Criteria</b> (Note: Not part of criteria table/scoring.)</p>	<p><b>Geographic Distribution</b></p>	<p>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.</p>
	<p><b>Cost-Effectiveness</b></p>	<p>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.</p>





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

**A. Major Transit Projects**

<b>Program</b>	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<b>Major Transit Projects (all programs) Criteria</b>	<b>Safety</b>	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).
<b>Muni Reliability and Efficiency Improvements</b>	<b>Improves Reliability</b>	Project results in improved reliability, including less variable travel times and better headway adherence.
	<b>Improves Travel Time</b>	Project results in trip time reduction.
	<b>Accessibility and Connectivity</b>	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).
<b>Muni Rail Core Capacity</b>	<b>Increases Capacity</b>	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.
	<b>Improves Reliability</b>	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.
<b>BART Core Capacity</b>	<b>Increases Capacity</b>	Project increases passenger capacity through the existing Transbay Tube.
	<b>Improves Reliability</b>	Project improves rail service schedule adherence.
	<b>Commensurate Alameda/Contra Costa County Contribution</b>	Alameda and Contra Costa Counties have contributed or committed to a commensurate amount.
<b>Caltrain Downtown Rail Extension and Pennsylvania Alignment</b>	<b>N/A</b>	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).



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

**B. Transit Maintenance & Enhancements**

<b>Program</b>	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<b>Transit Maintenance &amp; Enhancements (all programs) Criteria</b>	<b>Safety</b>	Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.
<b>Muni Maintenance: Vehicles (sub-program)</b>	<b>Need (Asset Useful Life)</b>	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.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>Muni Maintenance : Facilities and Guideways (sub-program)</b>	<b>Need (Asset Useful Life)</b>	Replaces asset at end of useful life.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>BART Maintenance</b>	<b>Need (Asset Useful Life)</b>	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.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>Caltrain Maintenance</b>	<b>Need (Asset Useful Life)</b>	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.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>Ferry Maintenance</b>	<b>Need (Asset Useful Life)</b>	Replaces asset at end of useful life
	<b>Increases Capacity</b>	Project supports increased capacity at ferry terminals to accommodate increases in ferry ridership.



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

<b>Transit Enhancements</b>	<b>System Access &amp; Connectivity</b>	Project improves customer access (e.g. pedestrian access improvements, additional elevators or escalators, bike storage, etc.) and/or transit connections.
	<b>Improves Customer Experience</b>	Project improves the customer experience such as bus stop improvements (with priority for those serving disadvantaged communities), wayfinding, shelters, and real time travel information.
	<b>Increases Capacity</b>	Project increases transit capacity, such as purchase and rehab of historic streetcars, purchase of additional motor coaches, and paratransit expansion vehicles.
<b>Bayview Caltrain Station</b>	<b>N/A</b>	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>Mission Bay Ferry Landing</b>	<b>N/A</b>	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>Next Generation Transit Investments</b>	<b>TBD</b>	



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

**C. Paratransit**

<b>Program</b>	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<b>Paratransit (operations &amp; capital projects)</b>	<b>Safety</b>	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.
<b>Paratransit: Capital Projects</b>	<b>Improves Customer Experience</b>	Project improves customer experience (e.g. provides more user friendly options for payment).
<b>Paratransit: Capital Projects</b>	<b>Replaces Asset at End of Useful Life</b>	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.



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

**D. Streets and Freeways**

<b>Program</b>	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<b>Streets and Freeways (all programs) Criteria</b>	<b>N/A</b>	
<b>Street Resurfacing, Rehabilitation, and Maintenance:</b> Repaving and Reconstruction of City Streets (sub-program)	<b>Safety</b>	Project includes streets on the High Injury Network.
	<b>Pavement Condition Index</b>	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.
	<b>Multi-Modal Benefits</b>	Streets that are transit routes and/or bicycle routes will receive higher priority.
<b>Street Resurfacing, Rehabilitation, and Maintenance:</b> Replacement of Street Repair and Cleaning Equipment (sub-program)	<b>Safety</b>	Improves or mitigates a documented unsafe condition for employees.
	<b>Need</b>	Projects that are replacing assets at the end of their useful life will be prioritized. Clean fuel vehicles shall be considered if feasible.
<b>Pedestrian and Bicycle Facilities Maintenance:</b> Sidewalk Repair (sub-program)	<b>Safety</b>	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.
	<b>Proximity to Key Resources</b>	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.
<b>Pedestrian and Bicycle Facilities Maintenance:</b> Bicycle and Pedestrian Facilities (sub-program)	<b>Safety - High Injury Network</b>	Project is on the High Injury Network.
	<b>Need</b>	Project replaces asset at end of its useful life or repairs or replaces damaged/worn assets.
<b>Traffic Signs and Signals Maintenance</b>	<b>Need (Asset Useful Life)</b>	Project replaces asset that has reached the end of useful life per industry-accepted levels.
	<b>Safety</b>	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.



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

	<b>Signal Priority for Transit and/or Emergency Vehicles</b>	Projects which reduce delays and improve reliability for transit and/or emergency vehicles.
<b>Safer and Complete Streets: Capital Projects</b> (sub-program)	<b>Safety</b>	Project addresses documented safety issue(s) and/or reduces potential conflict between modes or is located on the High Injury Network.
	<b>Benefits Multi-Modal Users</b>	Project directly benefits multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists).
	<b>Proximity to Key Resources</b>	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.
	<b>Complete Streets Elements</b>	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).
<b>Safer and Complete Streets: Outreach &amp; Education Programs</b> (sub-program)	<b>Safety</b>	Project addresses documented safety issue(s).
<b>Safer and Complete Streets: New Traffic Signals</b> (sub-program)	<b>Safety</b>	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).
	<b>Supports Transit First</b>	Project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.
<b>Curb Ramps</b>	<b>Disability Status of Requester</b>	Requests from a person with a disability are given the highest initial priority.
	<b>Condition of Existing Curb Ramps</b>	Intersections with at least one corner with curb ramps in poor condition are given the highest initial priority.



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

	<b>Proximity to Key Resources</b>	Proximity to government offices and facilities, transportation, places of public accommodation, healthcare facilities, and schools.
	<b>Proximity to Other Construction Project Locations</b>	Projects reflect consideration of proximity to other construction and/or curb ramp project locations (for construction efficiency purposes).
	<b>Safety</b>	Intersection located on High Injury Network.
<b>Tree Planting</b>	<b>Canopy Coverage</b>	Priority will be given to tree planting in neighborhoods or areas with relatively low canopy coverage.
	<b>Empty Basins</b>	Priority will be given to tree planting in existing empty tree basins where trees are missing.
<b>Vision Zero Ramps</b>	<b>Safety</b>	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.
<b>Managed Lanes and Express Bus</b>	<b>Safety</b>	Project addresses documented safety issue(s) and/or reduces potential conflicts between modes.
	<b>Improves Reliability</b>	Project improves transit service reliability, and if applicable, improves reliability for carpools.
	<b>Improves Travel Time</b>	Project results in trip time reduction for transit and, if applicable, carpools.
<b>Transformative Freeway and Major Street Projects</b>	<b>TBD</b>	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.



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

**E. Transportation System Development & Management**

<b>Program</b>	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<b>Transportation System Development &amp; Management (all programs) Criteria</b>	<b>Leveraging</b>	For pilot programs, must identify potential source for ongoing funding should the program prove successful.
<b>Transportation Demand Management</b>	<b>Safety</b>	Project addresses documented safety and/or security issue.
	<b>Mode Shift and/or Time Shift</b>	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.
	<b>Cost-Effectiveness</b>	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.
<b>Neighborhood Transportation Program</b>	<b>Safety</b>	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.
<b>Equity Priority Transportation Program</b>	<b>Safety</b>	Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security.
	<b>Supports Equitable Access</b>	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.
	<b>Geographic Distribution</b>	For plans and studies, priority will be given to EPCs that have not had a recent community-based transportation planning process.
	<b>Limited Other Funding Options</b>	For project development and implementation, priority will be given to projects/project phases that have limited other funding options (in Prop L or otherwise).
	<b>Supports Increased Housing Density in</b>	Through community-based planning, project identifies and/or enables project development and implementation of transportation improvements that support increased housing density in



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

<b>Development-Oriented Transportation</b>	<b>Low-Density Neighborhoods</b>	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.
	<b>Priority Development Areas (PDAs)</b>	Projects supporting development in adopted Priority Development Areas will be prioritized.
<b>Citywide/Modal Planning</b>	<b>Safety</b>	Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security.





**Attachment 4. Prop L Sales Tax Program  
Project Information Form (PIF) Template**



Project Name and Sponsor			
<b>Project Name:</b>			
<b>Implementing Agency:</b>			
Prop L Expenditure Plan Information			
<b>Prop L Program:</b>			
<b>Prop L Sub-Program (if applicable):</b>			
<b>Other Prop L Programs (if applicable):</b>			
Project Information			
<b>Brief Project Description for MyStreetSF (80 words max):</b>			
<b>Project Location and Limits:</b>			
<b>Supervisorial District(s):</b>			
<b>Is the project located on the 2022 Vision Zero High Injury Network ?</b>		<b>Is the project located in an Equity Priority Community (EPC)?</b>	
<b>Which EPC(s) is the project located in?</b>			
<b>Detailed Scope (may attach Word document):</b> Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).			
maps, drawings, photos of current conditions, etc. to support understanding of the project.			
<b>Type of Environmental Clearance Required:</b>			
<b>Coordinating Agencies:</b> Please list partner agencies and identify a staff contact at each agency.			

**Attachment 4. Prop L Sales Tax Program  
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Phase	% Complete	In-house - Contracted - Both				
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
<b>Notes</b>						

**Attachment 4. Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>Project Name:</b>	0			
<b>Project Cost Estimate</b>		<b>Funding Source</b>		
<b>Phase</b>	<b>Cost</b>	<b>Prop L</b>	<b>Other</b>	<b>Source of Cost Estimate</b>
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	\$ -	\$ -	\$ -	
<b>Percent of Total</b>				

<b>Funding Plan - All Phases - All Sources</b>						<b>Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)</b>				
<b>Fund Source</b>	<b>Prop L Program</b>	<b>Phase</b>	<b>Fund Source Status</b>	<b>Fiscal Year of Allocation (Programming Year)</b>	<b>Total Funding</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>
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<b>Total By Fiscal Year</b>					<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Notes**

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.		Additional Instructions
<b>Project Name</b>	0	
<b>Relative Level of Need or Urgency (time sensitive)</b>		Describe time sensitivity of the project, e.g. it needs to proceed in proposed timeframe to enable construction coordination or to meet timely use of funds deadlines associated with matching funds.
<b>Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):</b>		Does the project have demonstrated public support from communities disproportionately impacted by past discriminatory practices? Describe any community outreach that has occurred and whether the project is included in a community-based plan (e.g. Community Based Transportation Plan, Participatory Budgeting process, neighborhood transportation plan, corridor improvement study, or station area plan that is community driven). If not in a community-based plan, provide evidence of support from neighborhood stakeholders and citywide groups.
<b>Benefits to Disadvantaged Populations and Equity Priority Communities</b>		Describe how the project directly benefits disadvantaged populations, whether the project is located in an Equity Priority Community or not. Benefits will be evaluated by assessing the direct impact on accessing transportation (e.g. new or enhanced infrastructure, improving safety, etc).
<b>Compatibility with Land Use, Design Standards, and Planned Growth</b>		Is the project compatible with existing and planned land uses, with adopted standards for urban design and for the provision of pedestrian amenities, and supportive of planned growth in transit-friendly housing, employment, and services?
<b><a href="#">San Francisco Transportation Plan Alignment (SFTP)</a></b>		Select all goals that apply from the drop-down list to the left.
		Describe how the project advances the selected SFTP goal(s).
<b>The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope &amp; Schedule tab.</b>		<b>Additional Instructions</b>
<b>The Prop L Expenditure Plan program selected in the Scope &amp; Schedule tab will display here.</b>		

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 1 Muni Reliability and Efficiency Improvements</b> Please fill out all questions in this section for projects that fall under the Muni Reliability and Efficiency Improvements program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Improves Reliability</b>		Describe how the project improves reliability, including less variable travel times and better headway adherence.
<b>Improves Travel Time</b>		Describe how the project results in trip time reduction.
<b>Accessibility and Connectivity</b>		Describe how the project increases transit accessibility and/or connectivity.
<b>EP 2 Muni Rail Core Capacity</b> Please fill out all questions in this section for projects that fall under the Muni Rail Core Capacity program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Increases Capacity</b>		Describe how the project increases passenger capacity. Does the project meet FTA's Core Capacity minimum threshold of a 10% capacity increase?
<b>Improves Reliability</b>		Describe how the project improves rail service reliability, including less variable travel times and better headway adherence.



**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 3 BART Core Capacity</b> Please fill out all questions in this section for projects that fall under the BART Core Capacity program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Increases Capacity</b>		Describe how the project increases passenger capacity through the existing Transbay Tube.
<b>Improves Reliability</b>		Describe how the project improves transit service schedule adherence.
<b>Commensurate Alameda/Contra Costa County Contribution</b>		Have Alameda and Contra Costa Counties contributed or committed to a commensurate amount of funding?
<b>EP 5 Caltrain Downtown Rail Extension and Pennsylvania Alignment</b> Please fill out all questions in this section for projects that fall under the Caltrain Downtown Rail Extension and Pennsylvania Alignment program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 6 Muni Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Muni Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life) (Vehicles Sub-program)</b>		Describe if the project replaces an asset at the end of its useful life or for transit vehicles addresses best practices for mid-life overhauls so that assets operate safely and reliably through the end of their useful life.
<b>Improves Efficiency of Transit Operations (Vehicles Sub-program)</b>		Describe how the project supports reliable transportation services and improved efficiency.
<b>Need (Asset Useful Life) (Facilities and Guideways Sub-program)</b>		Describe if the project replaces and asset at the end of its useful life.
<b>Improves Efficiency of Transit Operations (Facilities and Guideways Sub-program)</b>		Describe how the project supports reliable transportation services and improved efficiency.
<b>EP 7 BART Maintenance</b>		
Please fill out all questions in this section for projects that fall under the BART Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life)</b>		Describe if the project replaces an asset at the end of its useful life or overhauls/modernizes mid-life to either extend the useful life or so that assets operate safely and reliably through the end of their useful life.
<b>Improves Efficiency of Transit Operations</b>		Describe how the project supports reliable transportation services and improved efficiency.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 8 Caltrain Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Caltrain Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life)</b>		Describe if the project replaces an asset at the end of its useful life or for transit vehicles addresses best practices for mid-life overhauls so that assets operate safely and reliably through the end of their useful life.
<b>Improves Efficiency of Transit Operations</b>		Describe how the project supports reliable transportation services and improved efficiency.
<b>EP 9 Ferry Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Ferry Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life)</b>		Describe if the project replaces an asset at the end of its useful life.
<b>Increases Capacity</b>		Describe how the project supports increased capacity at ferry terminals to accommodate increases in ferry ridership.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<p align="center"><b>EP 10 Transit Enhancements</b></p> <p>Please fill out all questions in this section for projects that fall under the Transit Enhancements program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>System Access &amp; Connectivity</b>		Describe how the project improves customer access and/or transit connections.
<b>Improves Customer Experience</b>		Describe how the project improves or enhances the customer experience, particularly for disadvantaged communities.
<b>Increases Capacity</b>		Describe how the project increases transit capacity, such as purchase and rehab of historic streetcars, purchase of additional motor coaches, and paratransit vehicle expansion.
<p align="center"><b>EP 11 Bayview Caltrain Station</b></p> <p>Please fill out all questions in this section for projects that fall under the Bayview Caltrain Station program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<p align="center"><b>EP 12 Mission Bay Ferry Landing</b></p> <p>Please fill out all questions in this section for projects that fall under the Mission Bay Ferry Landing program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<p align="center"><b>EP 13 Next Generation Transit Investments</b></p> <p>Please fill out all questions in this section for projects that fall under the Next Generation Transit Investments program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>TBD</b>		Criteria will be informed by discussions with project sponsors, and recommendations fro the San Francisco Transportation Plan, Connect SF Transit Investment Strategy and other plans.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 14 Paratransit</b>		
Please fill out all questions in this section for projects that fall under the Paratransit program in the Prop L Expenditure Plan.		
<b>Safety (Operations and Capital Projects)</b>		Describe how the project improves safety and/or improves security. Describe if the project addresses documented safety issues and/or improves safety for multiple parties (e.g., passengers, operators/paratransit staff, pedestrians, and other street users).
<b>Improves Customer Experience (Capital Projects)</b>		Describe how the project improves the customer experience (e.g. provides more friendly options for payment).
<b>Replaces Asset at End of Useful Life (Capital Projects)</b>		Describe how 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.
<b>EP 15 Street Resurfacing, Rehabilitation, and Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Street Resurfacing, Rehabilitation, and Maintenance program in the Prop L Expenditure Plan.		
<b>Safety (Repaving and Reconstruction of City Streets - Sub-program)</b>		If the project is located on the High Injury Network, please list the locations.
<b>Pavement Condition Index (Repaving and Reconstruction of City Streets - Sub-program)</b>		Specify if the 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).
<b>Multi-modal Benefits (Repaving and Reconstruction of City Streets - Sub-program)</b>		List the streets in the project that are on transit routes and/or bicycle routes.
<b>Safety (Replacement of Street Repair and Cleaning Equipment - Sub-program)</b>		Describe how the project improves or mitigates a documented unsafe condition for employees.
<b>Need (Replacement of Street Repair and Cleaning Equipment - Sub-program)</b>		Is this project replacing assets at the end of their useful life? Has the department considered replacing the asset with clean fuel vehicles? If not, why not.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<p align="center"><b>EP 16 Pedestrian and Bicycle Facilities Maintenance</b></p> <p align="center">Please fill out all questions in this section for projects that fall under the Pedestrian and Bicycle Facilities Maintenance program in the Prop L Expenditure Plan.</p>		
<b>Safety (Sidewalk Repair - Sub-program)</b>		Does the project include 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?
<b>Proximity to Key Resources (Sidewalk Repair - Sub-program)</b>		Describe if the project includes locations in proximity to community assets serving vulnerable populations, bus stops, and areas with high pedestrian volumes.
<b>Safety (Bicycle and Pedestrian Facilities - Sub-program)</b>		If the project is located on the High Injury Network, please list the locations.
<b>Need (Bicycle and Pedestrian Facilities - Sub-program)</b>		Describe if the project replaces asset at end of its useful life or repairs or replaces damaged/work assets.
<p align="center"><b>EP 17 Traffic Signs and Signals Maintenance</b></p> <p align="center">Please fill out all questions in this section for projects that fall under the Traffic Signs and Signals Maintenance program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe and provide data showing how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. Indicate if the project benefits multiple users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Indicate if project is located on the High Injury Network and provide location.
<b>Need (Asset Useful Life)</b>		State if the project is replacing an asset that has reached the end of useful life per industry-accepted levels.
<b>Signal Priority for Transit and/or Emergency Vehicles</b>		Describe how project reduces delays and improves reliability for transit and/or emergency vehicles.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<p align="center"><b>EP 18 Safer and Complete Streets</b></p> <p>Please fill out all questions in this section for projects that fall under the Safer and Complete Streets program in the Prop L Expenditure Plan.</p>	
<b>Safety (Capital Projects - Sub-program)</b>	<p>Define and provide data to support the safety issue(s) that is being addressed by the project. Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. If project is on the High Injury Network indicate that and provide location.</p>
<b>Benefits Multi-Modal Users (Capital Projects - Sub-program)</b>	<p>Describe how the project directly benefits multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists).</p>
<b>Proximity to Key Resources (Capital Projects - Sub-program)</b>	<p>Describe if the project includes locations in proximity to community assets serving vulnerable populations, bus stops, and areas with high pedestrian volumes.</p>
<b>Complete Streets Elements (Capital Projects - Sub-program)</b>	<p>Describe the complete streets elements that are included in the project, calling out those improvements that provide enhancement over the previous condition and that go above and beyond improvements triggered by street repair or construction work such as providing ADA compliant curb ramps.</p>
<b>Safety (Outreach and Education Programs - Sub-program)</b>	<p>Describe how the project addresses documented safety issue(s) and provide data or research demonstrated effectiveness, as relevant.</p>
<b>Safety (New Traffic Signals - Sub-program)</b>	<p>Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. Provide data or research demonstrated effectiveness, as relevant.</p>
<b>Supports Transit First (New Traffic Signals - Sub-program)</b>	<p>Discuss how the project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.</p>

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 19 Curb Ramps</b>		
Please fill out all questions in this section for projects that fall under the Curb Ramps program in the Prop L Expenditure Plan.		
<b>Safety</b>		If the project is located on the High Injury Network, please list the locations.
<b>Other Curb Ramp Prioritization: Disability Status of Requester, Condition of Existing Curb Ramps, Proximity to Key Resources, Proximity to Other Construction Project Locations</b>		Given the high volume of curb ramps locations anticipated in an annual allocation request, SFPW will describe how the curb ramps are prioritized, including disability status of requester, condition of existing curb ramps, proximity to key resources, proximity to other construction project locations, and location on the High Injury Network. At time of allocation, SFPW will need to confirm that it has prioritized locations consistent with the 5YPP criteria. If requested, SFPW shall provide SFCTA access to the data for the purposes of confirming that the prioritization criteria are applied as described.
<b>EP 20 Tree Planting</b>		
Please fill out all questions in this section for projects that fall under the Tree Planting program in the Prop L Expenditure Plan.		
<b>Canopy Coverage</b>		Priority will be given to tree planting in neighborhoods or areas with relatively low canopy coverage. Given the high volume of tree planting locations anticipated in an annual allocation request, SFPW will describe how the planting locations are prioritized, including canopy coverage and empty basins. At time of allocation, SFPW will need to confirm that it has prioritized locations consistent with the 5YPP criteria. If requested, SFPW shall provide SFCTA access to the data for the purposes of confirming that the prioritization criteria are applied as described.
<b>Empty Basins</b>		Priority will be given to tree planting in existing empty tree basins where trees are missing. Given the high volume of tree planting locations anticipated in an annual allocation request, SFPW will describe how the planting locations are prioritized, including canopy coverage and empty basins. At time of allocations, SFPW will need to confirm that it has prioritized locations consistent with the 5YPP criteria. If requested, SFPW shall provide SFCTA access to the data for the purposes of confirming that the prioritization criteria are applied as described.
<b>EP 21 Vision Zero Ramps</b>		
Please fill out all questions in this section for projects that fall under the Vision Zero Ramps program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), and/or reduces potential conflict between modes. Indicate if the project benefits users of multiple modes (e.g. pedestrian, cyclist, motorist, transit). Provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.



**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<p align="center"><b>EP 22 Managed Lanes and Express Bus</b></p> <p>Please fill out all questions in this section for projects that fall under the Managed Lanes and Express Bus program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes.
<b>Improves Reliability</b>		Describe how the project improves transit service reliability, and if applicable, improves reliability for carpools.
<b>Improves Travel Time</b>		Describe how the project results in trip time reduction for transit and, if applicable, carpools.
<p align="center"><b>EP 23 Transformative Freeway and Major Street Projects</b></p> <p>Please fill out all questions in this section for projects that fall under the Transformative Freeway and Major Street Projects program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes.
<b>TBD</b>		Criteria and/or program guidelines will be informed by the community engagement process, discussions with project sponsors, and recommendations fro the San Francisco Transportation Plan, Connect SF Streets and Freeways Study and other plans.
<p align="center"><b>EP 24 Transportation Demand Management</b></p> <p>Please fill out all questions in this section for projects that fall under the Transportation Demand Management program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Define and provide data to support the safety and/or security issue(s) that is being addressed by the project. Describe how the project addresses the documented issue(s).
<b>Mode Shift and/or Time Shift</b>		Describe how the project will lead to a shift in single-occupancy vehicle trips to more sustainable modes. Provide any evidence of effectiveness, including whether benefits of program continue after program completion.
<b>Cost-Effectiveness</b>		Discuss if project demonstrated cost-effectiveness as demonstrated by status as a Plan Bay Area high-performer, cost per single-occupancy vehicle trip reduced, or cost-effectively increasing person throughput, as applicable.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>Pilot Program Funding Plan</b>		For pilot programs, identify an ongoing funding plan should the program prove successful. Note the Transportation Authority will develop guidelines for pilots eligible to be funded by Prop L from this and other Prop L programs.
<p align="center"><b>EP 25 Neighborhood Transportation Program</b> Please fill out all questions in this section for projects that fall under the Neighborhood Transportation program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project.
<b>Pilot Program Funding Plan</b>		For pilot programs, identify an ongoing funding plan should the program prove successful. Note the Transportation Authority will develop guidelines for pilots eligible to be funded by Prop L from this and other Prop L programs.
<p align="center"><b>EP 26 Equity Priority Transportation Program</b> Please fill out all questions in this section for projects that fall under the Equity Priority Transportation program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project addresses the documented safety issue(s), reduces potential conflict between modes, and/or increases security. Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Supports Equitable Access</b>		Describe how the project reduces disparities and gaps in equitable access to jobs and key services.
<b>Geographic Distribution</b>		Does this project include a plan or study in an Equity Priority Community that has not had a recent community-based transportation planning process?
<b>Limited Other Funding Options</b>		Does this project have other funding options (in Prop L or otherwise).
<b>Pilot Program Funding Plan</b>		For pilot programs, identify an ongoing funding plan should the program prove successful. Note the Transportation Authority will develop guidelines for pilots eligible to be funded by Prop L from this and other Prop L programs.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<p align="center"><b>EP 27 Development-Oriented Transportation</b></p> <p>Please fill out all questions in this section for projects that fall under the Development-Oriented Transportation program in the Prop L Expenditure Plan.</p>		
<p><b>Supports Increased Housing Density in Low-Density Neighborhoods</b></p>		Describe how the project will identify and/or enable project development and implementation of transportation improvements that support increased housing density in 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.
<p><b>Priority Development Areas (PDAs)</b></p>		Does this project support development in adopted Priority Development Areas?
<p align="center"><b>EP 28 Citywide/Modal Planning</b></p> <p>Please fill out all questions in this section for projects that fall under the Citywide/Modal Planning program in the Prop L Expenditure Plan.</p>		
<p><b>Safety</b></p>		Define and provide data to support the safety issue(s) that is being addressed by the project. Describe how the project addresses the documented safety issue(s), reduces potential conflict between modes, and/or increases security. If the project is located on the High Injury Network, please list the locations.

**2023 Prop L Strategic Plan/5-Year Prioritization Programs (5YPPs)  
Draft Schedule\***

April 28, 2023	SFCTA releases draft Guidance for Development of the 2023 Prop L 5YPPs
May 2023	Transportation Authority conducts online survey, presentations to community groups as requested
May 4, 2023 6:00 pm	Meeting for interested members of the former Expenditure Plan Advisory Committee and representatives of equity-focused, community based organizations (virtual)
May 24, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Strategic Plan Baseline</li> <li>• Guidance for Development of the 2023 Prop L 5YPPs</li> </ul>
May 26, 2023	Round 1 5YPPs: sponsors submit draft Project Information Forms, 5-Year Program of Projects, Prioritization Criteria Scoring Tables, and performance measures
June 12, 2023	Round 1 PIFs posted on SFCTA website
June 13 and 27, 2023	Transportation Authority Board Meeting - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Strategic Plan Baseline</li> <li>• Guidance for Development of the 2023 Prop L 5YPPs</li> </ul>
June 20, 2023 6:00 - 7:00 pm	Prop L Town Hall (virtual)
June 28, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Round 1 5YPPs</li> </ul>
July 11 and 25, 2023	Transportation Authority Board Meeting - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Round 1 5YPPs</li> </ul>
July 14, 2023	Round 2 5YPPs: draft materials due to Transportation Authority staff
August 15, 2023	Round 3 5YPPs: draft materials due to Transportation Authority staff

September 8, 2023	Round 2 PIFs posted on SFCTA website
September 27, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Round 2 5YPPs</li> </ul>
September 29, 2023	Round 3 PIFs posted on SFCTA website
October 17 and 24, 2023	Transportation Authority Board Meetings - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Round 2 5YPPs</li> </ul>
October 25, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Round 3 5YPPs</li> <li>• 2023 Final Strategic Plan</li> </ul>
November 14 and 28, 2023	Transportation Authority Board Meetings - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Round 3 5YPPs</li> <li>• 2023 Final Strategic Plan</li> </ul>

\* CAC and Board meeting dates are subject to change. Please check the Transportation Authority's website for the most up-to-date schedule ([www.sfcta.org/agendas](http://www.sfcta.org/agendas)). 5YPP and SP development schedule is also subject to change. Please check the Transportation Authority's website for the most up-to-date schedule ([www.sfcta.org/2023-prop-l-5ypp-guidance-and-templates](http://www.sfcta.org/2023-prop-l-5ypp-guidance-and-templates)).



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

	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<p><b>Prop L-Wide Criteria</b> (Note: Every program also has a safety criterion, but the definition varies by program and is found under the respective programs.)</p>	<b>Project Readiness</b>	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.
	<b>Relative Level of Need or Urgency (time sensitive)</b>	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.
	<b>Benefits to Disadvantaged Populations</b>	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.]
	<b>Level and Diversity of Community Support</b>	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.



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

	<p><b>Leveraging</b></p>	<p>Project leverages non-Prop L funds.</p>
<p><b>Prop L-Wide Criteria</b> (Note: Not part of criteria table/scoring.)</p>	<p><b>Geographic Distribution</b></p>	<p>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.</p>
	<p><b>Cost-Effectiveness</b></p>	<p>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.</p>



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

**A. Major Transit Projects**

<b>Program</b>	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<b>Major Transit Projects (all programs) Criteria</b>	<b>Safety</b>	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).
<b>Muni Reliability and Efficiency Improvements</b>	<b>Improves Reliability</b>	Project results in improved reliability, including less variable travel times and better headway adherence.
	<b>Improves Travel Time</b>	Project results in trip time reduction.
	<b>Accessibility and Connectivity</b>	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).
<b>Muni Rail Core Capacity</b>	<b>Increases Capacity</b>	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.
	<b>Improves Reliability</b>	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.
<b>BART Core Capacity</b>	<b>Increases Capacity</b>	Project increases passenger capacity through the existing Transbay Tube.
	<b>Improves Reliability</b>	Project improves rail service schedule adherence.
	<b>Commensurate Alameda/Contra Costa County Contribution</b>	Alameda and Contra Costa Counties have contributed or committed to a commensurate amount.
<b>Caltrain Downtown Rail Extension and Pennsylvania Alignment</b>	<b>N/A</b>	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).





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

**B. Transit Maintenance & Enhancements**

<b>Program</b>	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<b>Transit Maintenance &amp; Enhancements (all programs) Criteria</b>	<b>Safety</b>	Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.
<b>Muni Maintenance: Vehicles (sub-program)</b>	<b>Need (Asset Useful Life)</b>	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.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>Muni Maintenance : Facilities and Guideways (sub-program)</b>	<b>Need (Asset Useful Life)</b>	Replaces asset at end of useful life.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>BART Maintenance</b>	<b>Need (Asset Useful Life)</b>	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.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>Caltrain Maintenance</b>	<b>Need (Asset Useful Life)</b>	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.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>Ferry Maintenance</b>	<b>Need (Asset Useful Life)</b>	Replaces asset at end of useful life
	<b>Increases Capacity</b>	Project supports increased capacity at ferry terminals to accommodate increases in ferry ridership.



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

<b>Transit Enhancements</b>	<b>System Access &amp; Connectivity</b>	Project improves customer access (e.g. pedestrian access improvements, additional elevators or escalators, bike storage, etc.) and/or transit connections.
	<b>Improves Customer Experience</b>	Project improves the customer experience such as bus stop improvements (with priority for those serving disadvantaged communities), wayfinding, shelters, and real time travel information.
	<b>Increases Capacity</b>	Project increases transit capacity, such as purchase and rehab of historic streetcars, purchase of additional motor coaches, and paratransit expansion vehicles.
<b>Bayview Caltrain Station</b>	<b>N/A</b>	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>Mission Bay Ferry Landing</b>	<b>N/A</b>	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>Next Generation Transit Investments</b>	<b>TBD</b>	



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

**C. Paratransit**

<b>Program</b>	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<b>Paratransit (operations &amp; capital projects)</b>	<b>Safety</b>	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.
<b>Paratransit: Capital Projects</b>	<b>Improves Customer Experience</b>	Project improves customer experience (e.g. provides more user friendly options for payment).
<b>Paratransit: Capital Projects</b>	<b>Replaces Asset at End of Useful Life</b>	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.



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

**D. Streets and Freeways**

<b>Program</b>	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<b>Streets and Freeways (all programs) Criteria</b>	<b>N/A</b>	
<b>Street Resurfacing, Rehabilitation, and Maintenance:</b> Repaving and Reconstruction of City Streets (sub-program)	<b>Safety</b>	Project includes streets on the High Injury Network.
	<b>Pavement Condition Index</b>	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.
	<b>Multi-Modal Benefits</b>	Streets that are transit routes and/or bicycle routes will receive higher priority.
<b>Street Resurfacing, Rehabilitation, and Maintenance:</b> Replacement of Street Repair and Cleaning Equipment (sub-program)	<b>Safety</b>	Improves or mitigates a documented unsafe condition for employees.
	<b>Need</b>	Projects that are replacing assets at the end of their useful life will be prioritized. Clean fuel vehicles shall be considered if feasible.
<b>Pedestrian and Bicycle Facilities Maintenance:</b> Sidewalk Repair (sub-program)	<b>Safety</b>	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.
	<b>Proximity to Key Resources</b>	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.
<b>Pedestrian and Bicycle Facilities Maintenance:</b> Bicycle and Pedestrian Facilities (sub-program)	<b>Safety - High Injury Network</b>	Project is on the High Injury Network.
	<b>Need</b>	Project replaces asset at end of its useful life or repairs or replaces damaged/worn assets.
<b>Traffic Signs and Signals Maintenance</b>	<b>Need (Asset Useful Life)</b>	Project replaces asset that has reached the end of useful life per industry-accepted levels.
	<b>Safety</b>	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.



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

	<b>Signal Priority for Transit and/or Emergency Vehicles</b>	Projects which reduce delays and improve reliability for transit and/or emergency vehicles.
<b>Safer and Complete Streets: Capital Projects</b> (sub-program)	<b>Safety</b>	Project addresses documented safety issue(s) and/or reduces potential conflict between modes or is located on the High Injury Network.
	<b>Benefits Multi-Modal Users</b>	Project directly benefits multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists).
	<b>Proximity to Key Resources</b>	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.
	<b>Complete Streets Elements</b>	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).
<b>Safer and Complete Streets: Outreach &amp; Education Programs</b> (sub-program)	<b>Safety</b>	Project addresses documented safety issue(s).
<b>Safer and Complete Streets: New Traffic Signals</b> (sub-program)	<b>Safety</b>	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).
	<b>Supports Transit First</b>	Project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.
<b>Curb Ramps</b>	<b>Disability Status of Requester</b>	Requests from a person with a disability are given the highest initial priority.
	<b>Condition of Existing Curb Ramps</b>	Intersections with at least one corner with curb ramps in poor condition are given the highest initial priority.



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

	<b>Proximity to Key Resources</b>	Proximity to government offices and facilities, transportation, places of public accommodation, healthcare facilities, and schools.
	<b>Proximity to Other Construction Project Locations</b>	Projects reflect consideration of proximity to other construction and/or curb ramp project locations (for construction efficiency purposes).
	<b>Safety</b>	Intersection located on High Injury Network.
<b>Tree Planting</b>	<b>Canopy Coverage</b>	Priority will be given to tree planting in neighborhoods or areas with relatively low canopy coverage.
	<b>Empty Basins</b>	Priority will be given to tree planting in existing empty tree basins where trees are missing.
<b>Vision Zero Ramps</b>	<b>Safety</b>	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.
<b>Managed Lanes and Express Bus</b>	<b>Safety</b>	Project addresses documented safety issue(s) and/or reduces potential conflicts between modes.
	<b>Improves Reliability</b>	Project improves transit service reliability, and if applicable, improves reliability for carpools.
	<b>Improves Travel Time</b>	Project results in trip time reduction for transit and, if applicable, carpools.
<b>Transformative Freeway and Major Street Projects</b>	<b>TBD</b>	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.



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

**E. Transportation System Development & Management**

<b>Program</b>	<b>DRAFT Criteria</b>	<b>DRAFT Definition</b>
<b>Transportation System Development &amp; Management (all programs) Criteria</b>	<b>Leveraging</b>	For pilot programs, must identify potential source for ongoing funding should the program prove successful.
<b>Transportation Demand Management</b>	<b>Safety</b>	Project addresses documented safety and/or security issue.
	<b>Mode Shift and/or Time Shift</b>	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.
	<b>Cost-Effectiveness</b>	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.
<b>Neighborhood Transportation Program</b>	<b>Safety</b>	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.
<b>Equity Priority Transportation Program</b>	<b>Safety</b>	Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security.
	<b>Supports Equitable Access</b>	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.
	<b>Geographic Distribution</b>	For plans and studies, priority will be given to EPCs that have not had a recent community-based transportation planning process.
	<b>Limited Other Funding Options</b>	For project development and implementation, priority will be given to projects/project phases that have limited other funding options (in Prop L or otherwise).
	<b>Supports Increased Housing Density in</b>	Through community-based planning, project identifies and/or enables project development and implementation of transportation improvements that support increased housing density in

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

<b>Development-Oriented Transportation</b>	<b>Low-Density Neighborhoods</b>	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.
	<b>Priority Development Areas (PDAs)</b>	Projects supporting development in adopted Priority Development Areas will be prioritized.
<b>Citywide/Modal Planning</b>	<b>Safety</b>	Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security.







**Attachment 4. Prop L Sales Tax Program  
Project Information Form (PIF) Template**



Project Name and Sponsor			
<b>Project Name:</b>			
<b>Implementing Agency:</b>			
Prop L Expenditure Plan Information			
<b>Prop L Program:</b>			
<b>Prop L Sub-Program (if applicable):</b>			
<b>Other Prop L Programs (if applicable):</b>			
Project Information			
<b>Brief Project Description for MyStreetSF (80 words max):</b>			
<b>Project Location and Limits:</b>			
<b>Supervisorial District(s):</b>			
<b>Is the project located on the 2022 Vision Zero High Injury Network ?</b>		<b>Is the project located in an Equity Priority Community (EPC)?</b>	
<b>Which EPC(s) is the project located in?</b>			
<b>Detailed Scope (may attach Word document):</b> Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).			
maps, drawings, photos of current conditions, etc. to support understanding of the project.			
<b>Type of Environmental Clearance Required:</b>			
<b>Coordinating Agencies:</b> Please list partner agencies and identify a staff contact at each agency.			

**Attachment 4. Prop L Sales Tax Program  
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Phase	% Complete	In-house - Contracted - Both				
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
<b>Notes</b>						

**Attachment 4. Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>Project Name:</b>	0			
<b>Project Cost Estimate</b>		<b>Funding Source</b>		
<b>Phase</b>	<b>Cost</b>	<b>Prop L</b>	<b>Other</b>	<b>Source of Cost Estimate</b>
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	\$ -	\$ -	\$ -	
<b>Percent of Total</b>				

<b>Funding Plan - All Phases - All Sources</b>						<b>Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)</b>				
<b>Fund Source</b>	<b>Prop L Program</b>	<b>Phase</b>	<b>Fund Source Status</b>	<b>Fiscal Year of Allocation (Programming Year)</b>	<b>Total Funding</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>
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<b>Total By Fiscal Year</b>					<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Notes**

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.		Additional Instructions
<b>Project Name</b>	0	
<b>Relative Level of Need or Urgency (time sensitive)</b>		Describe time sensitivity of the project, e.g. it needs to proceed in proposed timeframe to enable construction coordination or to meet timely use of funds deadlines associated with matching funds.
<b>Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):</b>		Does the project have demonstrated public support from communities disproportionately impacted by past discriminatory practices? Describe any community outreach that has occurred and whether the project is included in a community-based plan (e.g. Community Based Transportation Plan, Participatory Budgeting process, neighborhood transportation plan, corridor improvement study, or station area plan that is community driven). If not in a community-based plan, provide evidence of support from neighborhood stakeholders and citywide groups.
<b>Benefits to Disadvantaged Populations and Equity Priority Communities</b>		Describe how the project directly benefits disadvantaged populations, whether the project is located in an Equity Priority Community or not. Benefits will be evaluated by assessing the direct impact on accessing transportation (e.g. new or enhanced infrastructure, improving safety, etc).
<b>Compatibility with Land Use, Design Standards, and Planned Growth</b>		Is the project compatible with existing and planned land uses, with adopted standards for urban design and for the provision of pedestrian amenities, and supportive of planned growth in transit-friendly housing, employment, and services?
<b><a href="#">San Francisco Transportation Plan Alignment (SFTP)</a></b>		Select all goals that apply from the drop-down list to the left.
		Describe how the project advances the selected SFTP goal(s).
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.		<b>Additional Instructions</b>
The Prop L Expenditure Plan program selected in the Scope & Schedule tab will display here.		

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 1 Muni Reliability and Efficiency Improvements</b> Please fill out all questions in this section for projects that fall under the Muni Reliability and Efficiency Improvements program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Improves Reliability</b>		Describe how the project improves reliability, including less variable travel times and better headway adherence.
<b>Improves Travel Time</b>		Describe how the project results in trip time reduction.
<b>Accessibility and Connectivity</b>		Describe how the project increases transit accessibility and/or connectivity.
<b>EP 2 Muni Rail Core Capacity</b> Please fill out all questions in this section for projects that fall under the Muni Rail Core Capacity program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Increases Capacity</b>		Describe how the project increases passenger capacity. Does the project meet FTA's Core Capacity minimum threshold of a 10% capacity increase?
<b>Improves Reliability</b>		Describe how the project improves rail service reliability, including less variable travel times and better headway adherence.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 3 BART Core Capacity</b> Please fill out all questions in this section for projects that fall under the BART Core Capacity program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Increases Capacity</b>		Describe how the project increases passenger capacity through the existing Transbay Tube.
<b>Improves Reliability</b>		Describe how the project improves transit service schedule adherence.
<b>Commensurate Alameda/Contra Costa County Contribution</b>		Have Alameda and Contra Costa Counties contributed or committed to a commensurate amount of funding?
<b>EP 5 Caltrain Downtown Rail Extension and Pennsylvania Alignment</b> Please fill out all questions in this section for projects that fall under the Caltrain Downtown Rail Extension and Pennsylvania Alignment program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.



**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 6 Muni Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Muni Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life) (Vehicles Sub-program)</b>		Describe if the project replaces an asset at the end of its useful life or for transit vehicles addresses best practices for mid-life overhauls so that assets operate safely and reliably through the end of their useful life.
<b>Improves Efficiency of Transit Operations (Vehicles Sub-program)</b>		Describe how the project supports reliable transportation services and improved efficiency.
<b>Need (Asset Useful Life) (Facilities and Guideways Sub-program)</b>		Describe if the project replaces and asset at the end of its useful life.
<b>Improves Efficiency of Transit Operations (Facilities and Guideways Sub-program)</b>		Describe how the project supports reliable transportation services and improved efficiency.
<b>EP 7 BART Maintenance</b>		
Please fill out all questions in this section for projects that fall under the BART Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life)</b>		Describe if the project replaces an asset at the end of its useful life or overhauls/modernizes mid-life to either extend the useful life or so that assets operate safely and reliably through the end of their useful life.
<b>Improves Efficiency of Transit Operations</b>		Describe how the project supports reliable transportation services and improved efficiency.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 8 Caltrain Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Caltrain Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life)</b>		Describe if the project replaces an asset at the end of its useful life or for transit vehicles addresses best practices for mid-life overhauls so that assets operate safely and reliably through the end of their useful life.
<b>Improves Efficiency of Transit Operations</b>		Describe how the project supports reliable transportation services and improved efficiency.
<b>EP 9 Ferry Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Ferry Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life)</b>		Describe if the project replaces an asset at the end of its useful life.
<b>Increases Capacity</b>		Describe how the project supports increased capacity at ferry terminals to accommodate increases in ferry ridership.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<p align="center"><b>EP 10 Transit Enhancements</b></p> <p>Please fill out all questions in this section for projects that fall under the Transit Enhancements program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>System Access &amp; Connectivity</b>		Describe how the project improves customer access and/or transit connections.
<b>Improves Customer Experience</b>		Describe how the project improves or enhances the customer experience, particularly for disadvantaged communities.
<b>Increases Capacity</b>		Describe how the project increases transit capacity, such as purchase and rehab of historic streetcars, purchase of additional motor coaches, and paratransit vehicle expansion.
<p align="center"><b>EP 11 Bayview Caltrain Station</b></p> <p>Please fill out all questions in this section for projects that fall under the Bayview Caltrain Station program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<p align="center"><b>EP 12 Mission Bay Ferry Landing</b></p> <p>Please fill out all questions in this section for projects that fall under the Mission Bay Ferry Landing program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<p align="center"><b>EP 13 Next Generation Transit Investments</b></p> <p>Please fill out all questions in this section for projects that fall under the Next Generation Transit Investments program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>TBD</b>		Criteria will be informed by discussions with project sponsors, and recommendations fro the San Francisco Transportation Plan, Connect SF Transit Investment Strategy and other plans.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 14 Paratransit</b>		
Please fill out all questions in this section for projects that fall under the Paratransit program in the Prop L Expenditure Plan.		
<b>Safety (Operations and Capital Projects)</b>		Describe how the project improves safety and/or improves security. Describe if the project addresses documented safety issues and/or improves safety for multiple parties (e.g., passengers, operators/paratransit staff, pedestrians, and other street users).
<b>Improves Customer Experience (Capital Projects)</b>		Describe how the project improves the customer experience (e.g. provides more friendly options for payment).
<b>Replaces Asset at End of Useful Life (Capital Projects)</b>		Describe how 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.
<b>EP 15 Street Resurfacing, Rehabilitation, and Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Street Resurfacing, Rehabilitation, and Maintenance program in the Prop L Expenditure Plan.		
<b>Safety (Repaving and Reconstruction of City Streets - Sub-program)</b>		If the project is located on the High Injury Network, please list the locations.
<b>Pavement Condition Index (Repaving and Reconstruction of City Streets - Sub-program)</b>		Specify if the 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).
<b>Multi-modal Benefits (Repaving and Reconstruction of City Streets - Sub-program)</b>		List the streets in the project that are on transit routes and/or bicycle routes.
<b>Safety (Replacement of Street Repair and Cleaning Equipment - Sub-program)</b>		Describe how the project improves or mitigates a documented unsafe condition for employees.
<b>Need (Replacement of Street Repair and Cleaning Equipment - Sub-program)</b>		Is this project replacing assets at the end of their useful life? Has the department considered replacing the asset with clean fuel vehicles? If not, why not.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<p align="center"><b>EP 16 Pedestrian and Bicycle Facilities Maintenance</b></p> <p align="center">Please fill out all questions in this section for projects that fall under the Pedestrian and Bicycle Facilities Maintenance program in the Prop L Expenditure Plan.</p>		
<b>Safety (Sidewalk Repair - Sub-program)</b>		Does the project include 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?
<b>Proximity to Key Resources (Sidewalk Repair - Sub-program)</b>		Describe if the project includes locations in proximity to community assets serving vulnerable populations, bus stops, and areas with high pedestrian volumes.
<b>Safety (Bicycle and Pedestrian Facilities - Sub-program)</b>		If the project is located on the High Injury Network, please list the locations.
<b>Need (Bicycle and Pedestrian Facilities - Sub-program)</b>		Describe if the project replaces asset at end of its useful life or repairs or replaces damaged/work assets.
<p align="center"><b>EP 17 Traffic Signs and Signals Maintenance</b></p> <p align="center">Please fill out all questions in this section for projects that fall under the Traffic Signs and Signals Maintenance program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe and provide data showing how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. Indicate if the project benefits multiple users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Indicate if project is located on the High Injury Network and provide location.
<b>Need (Asset Useful Life)</b>		State if the project is replacing an asset that has reached the end of useful life per industry-accepted levels.
<b>Signal Priority for Transit and/or Emergency Vehicles</b>		Describe how project reduces delays and improves reliability for transit and/or emergency vehicles.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<p align="center"><b>EP 18 Safer and Complete Streets</b></p> <p>Please fill out all questions in this section for projects that fall under the Safer and Complete Streets program in the Prop L Expenditure Plan.</p>	
<b>Safety (Capital Projects - Sub-program)</b>	<p>Define and provide data to support the safety issue(s) that is being addressed by the project. Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. If project is on the High Injury Network indicate that and provide location.</p>
<b>Benefits Multi-Modal Users (Capital Projects - Sub-program)</b>	<p>Describe how the project directly benefits multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists).</p>
<b>Proximity to Key Resources (Capital Projects - Sub-program)</b>	<p>Describe if the project includes locations in proximity to community assets serving vulnerable populations, bus stops, and areas with high pedestrian volumes.</p>
<b>Complete Streets Elements (Capital Projects - Sub-program)</b>	<p>Describe the complete streets elements that are included in the project, calling out those improvements that provide enhancement over the previous condition and that go above and beyond improvements triggered by street repair or construction work such as providing ADA compliant curb ramps.</p>
<b>Safety (Outreach and Education Programs - Sub-program)</b>	<p>Describe how the project addresses documented safety issue(s) and provide data or research demonstrated effectiveness, as relevant.</p>
<b>Safety (New Traffic Signals - Sub-program)</b>	<p>Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. Provide data or research demonstrated effectiveness, as relevant.</p>
<b>Supports Transit First (New Traffic Signals - Sub-program)</b>	<p>Discuss how the project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.</p>

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>EP 19 Curb Ramps</b>		
Please fill out all questions in this section for projects that fall under the Curb Ramps program in the Prop L Expenditure Plan.		
<b>Safety</b>		If the project is located on the High Injury Network, please list the locations.
<b>Other Curb Ramp Prioritization: Disability Status of Requester, Condition of Existing Curb Ramps, Proximity to Key Resources, Proximity to Other Construction Project Locations</b>		Given the high volume of curb ramps locations anticipated in an annual allocation request, SFPW will describe how the curb ramps are prioritized, including disability status of requester, condition of existing curb ramps, proximity to key resources, proximity to other construction project locations, and location on the High Injury Network. At time of allocation, SFPW will need to confirm that it has prioritized locations consistent with the 5YPP criteria. If requested, SFPW shall provide SFCTA access to the data for the purposes of confirming that the prioritization criteria are applied as described.
<b>EP 20 Tree Planting</b>		
Please fill out all questions in this section for projects that fall under the Tree Planting program in the Prop L Expenditure Plan.		
<b>Canopy Coverage</b>		Priority will be given to tree planting in neighborhoods or areas with relatively low canopy coverage. Given the high volume of tree planting locations anticipated in an annual allocation request, SFPW will describe how the planting locations are prioritized, including canopy coverage and empty basins. At time of allocation, SFPW will need to confirm that it has prioritized locations consistent with the 5YPP criteria. If requested, SFPW shall provide SFCTA access to the data for the purposes of confirming that the prioritization criteria are applied as described.
<b>Empty Basins</b>		Priority will be given to tree planting in existing empty tree basins where trees are missing. Given the high volume of tree planting locations anticipated in an annual allocation request, SFPW will describe how the planting locations are prioritized, including canopy coverage and empty basins. At time of allocations, SFPW will need to confirm that it has prioritized locations consistent with the 5YPP criteria. If requested, SFPW shall provide SFCTA access to the data for the purposes of confirming that the prioritization criteria are applied as described.
<b>EP 21 Vision Zero Ramps</b>		
Please fill out all questions in this section for projects that fall under the Vision Zero Ramps program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), and/or reduces potential conflict between modes. Indicate if the project benefits users of multiple modes (e.g. pedestrian, cyclist, motorist, transit). Provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<p align="center"><b>EP 22 Managed Lanes and Express Bus</b></p> <p>Please fill out all questions in this section for projects that fall under the Managed Lanes and Express Bus program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes.
<b>Improves Reliability</b>		Describe how the project improves transit service reliability, and if applicable, improves reliability for carpools.
<b>Improves Travel Time</b>		Describe how the project results in trip time reduction for transit and, if applicable, carpools.
<p align="center"><b>EP 23 Transformative Freeway and Major Street Projects</b></p> <p>Please fill out all questions in this section for projects that fall under the Transformative Freeway and Major Street Projects program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes.
<b>TBD</b>		Criteria and/or program guidelines will be informed by the community engagement process, discussions with project sponsors, and recommendations fro the San Francisco Transportation Plan, Connect SF Streets and Freeways Study and other plans.
<p align="center"><b>EP 24 Transportation Demand Management</b></p> <p>Please fill out all questions in this section for projects that fall under the Transportation Demand Management program in the Prop L Expenditure Plan.</p>		
<b>Safety</b>		Define and provide data to support the safety and/or security issue(s) that is being addressed by the project. Describe how the project addresses the documented issue(s).
<b>Mode Shift and/or Time Shift</b>		Describe how the project will lead to a shift in single-occupancy vehicle trips to more sustainable modes. Provide any evidence of effectiveness, including whether benefits of program continue after program completion.
<b>Cost-Effectiveness</b>		Discuss if project demonstrated cost-effectiveness as demonstrated by status as a Plan Bay Area high-performer, cost per single-occupancy vehicle trip reduced, or cost-effectively increasing person throughput, as applicable.



**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>Pilot Program Funding Plan</b>		For pilot programs, identify an ongoing funding plan should the program prove successful. Note the Transportation Authority will develop guidelines for pilots eligible to be funded by Prop L from this and other Prop L programs.
<b>EP 25 Neighborhood Transportation Program</b> Please fill out all questions in this section for projects that fall under the Neighborhood Transportation program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project.
<b>Pilot Program Funding Plan</b>		For pilot programs, identify an ongoing funding plan should the program prove successful. Note the Transportation Authority will develop guidelines for pilots eligible to be funded by Prop L from this and other Prop L programs.
<b>EP 26 Equity Priority Transportation Program</b> Please fill out all questions in this section for projects that fall under the Equity Priority Transportation program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses the documented safety issue(s), reduces potential conflict between modes, and/or increases security. Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Supports Equitable Access</b>		Describe how the project reduces disparities and gaps in equitable access to jobs and key services.
<b>Geographic Distribution</b>		Does this project include a plan or study in an Equity Priority Community that has not had a recent community-based transportation planning process?
<b>Limited Other Funding Options</b>		Does this project have other funding options (in Prop L or otherwise).
<b>Pilot Program Funding Plan</b>		For pilot programs, identify an ongoing funding plan should the program prove successful. Note the Transportation Authority will develop guidelines for pilots eligible to be funded by Prop L from this and other Prop L programs.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<p align="center"><b>EP 27 Development-Oriented Transportation</b></p> <p>Please fill out all questions in this section for projects that fall under the Development-Oriented Transportation program in the Prop L Expenditure Plan.</p>		
<p><b>Supports Increased Housing Density in Low-Density Neighborhoods</b></p>		Describe how the project will identify and/or enable project development and implementation of transportation improvements that support increased housing density in 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.
<p><b>Priority Development Areas (PDAs)</b></p>		Does this project support development in adopted Priority Development Areas?
<p align="center"><b>EP 28 Citywide/Modal Planning</b></p> <p>Please fill out all questions in this section for projects that fall under the Citywide/Modal Planning program in the Prop L Expenditure Plan.</p>		
<p><b>Safety</b></p>		Define and provide data to support the safety issue(s) that is being addressed by the project. Describe how the project addresses the documented safety issue(s), reduces potential conflict between modes, and/or increases security. If the project is located on the High Injury Network, please list the locations.