

FIGURE 11-5

Main Criteria Identifier	MAIN CRITERIA DESCRIPTION	Sub Criteria Identifier	CAPITAL INVESTMENT PLAN PRIORITIZATION CRITERIA SUB CRITERIA DESCRIPTION	CRITERIA MEASUREMENT
1	<p>MISSION CRITICAL: This main criteria category include projects that directly impact the transit system's ability to meet the goals and objectives of the MTA Strategic Plan and Proposition E Service Standards. The Proposition E Service Standards consist of system reliability, system performance, staffing performance, customer and employee safety and satisfaction.</p>	A	<p>SYSTEM RELIABILITY & PERFORMANCE: This sub criteria includes projects that ensure efficient and effective service delivery by improving overall transit system reliability, transit system performance, and promoting transit service integration. This subcriteria includes projects that focus on the following areas:</p> <p>Service Delivery: This area includes project that improve direct service delivery in the areas of muni operations, traffic and engineering, and parking services.</p> <p>Work Productivity: This area includes projects that improve and/or increase employee productivity by reducing workload and work hours; increasing the skills and abilities of the employee while performing duties; and allows an employee to perform a task more expeditiously. <i>EXAMPLE: Installation of Driver Training Simulator</i></p> <p>Customer/Passenger Satisfaction: This area includes projects that improve and/or increase passenger ability to receive transit information, improves passenger mobility, improves transfer between modes, and improves passenger comfort and satisfaction. <i>EXAMPLE: Next Bus a communications system (Next Bus)</i></p> <p>Financial Impacts: This area includes projects that support cost effective and efficiency measures and/or generates revenues. These projects reduce administrative costs, operations and maintenance costs, and other operating budget costs within the transit system.</p>	<p>HIGH - The project has a significant to great impact on improving/increasing the criteria.</p> <p>MED - The project has a moderate to medium impact on improving/increasing the criteria.</p> <p>LOW - The project has least to little impact on improving/increasing the criteria.</p>

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1	MISSION CRITICAL Cont'd:	B	<p>REGULATORY COMPLIANCE/LEGALLY MANDATED: This sub criteria includes projects that address <i>specific and clearly identifiable</i> regulatory compliance issues that are legally mandated to meet requirements establish Federal, State, and Local laws, regulations, and ordinances such as the Americans with Disabilities Act (ADA), State Clean Air regulations (Air Quality), Environmental Quality Act, Proposition I, and City building codes.</p> <p><i>EXAMPLE: Deficiencies that have been reported in a safety audit or review by a regulatory agency.</i></p>	<p>HIGH - The project has a significant to great impact on compliance with Federal, State, or Local laws, regulations, and ordinances and addresses an imminent noncompliant issue with the corrective lead time of 6 months to 1 year.</p> <p>MED - The project has a moderate to medium impact on compliance with Federal, State, or Local laws, regulations, and ordinances and addresses a noncompliant issue with the corrective lead time of 1 to 3 years.</p> <p>LOW - The project has a least to little impact on compliance with Federal, State, or Local laws, regulations, and ordinances and addresses a noncompliant issue with the corrective lead time of 3 to 5 or more years.</p>
1		C	<p>HEALTH, SAFETY, & SECURITY: This sub criteria includes projects that mitigate or eliminate identified health, safety, and security risks within the transit system. Includes projects that addresses safety hazards within facilities and in the operation of vehicles and equipment; reduces accident fatalities, mitigates unsafe working environments, and reduces passenger related safety issues. Also, includes projects that addresses security deficiencies in the detection of, or response to, threats to persons from planned acts of violence, life threatening emergencies or natural disasters. Includes projects to secure and protect transit assets.</p>	<p>HIGH - The project has a significant to great impact on improving/increasing the criteria.</p> <p>MED - The project has a moderate to medium impact on improving/increasing the criteria.</p> <p>LOW - The project has least to little impact on improving/increasing the criteria.</p>

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		Sub Criteria Identifier	SUB CRITERIA DESCRIPTION	
2	<p>PRESERVATION: This main criteria include projects that focus on the replacement, rehabilitation, modification, and preventive maintenance of <i>existing</i> capital assets (such as facilities, fleet, equipment, systems, railway/track, guide way, traffic lighting & signals, overhead lines, and transit stations) to preserve an asset in a "State of Good Repair." NOTE: A deteriorated asset is one that is beyond its useful life cycle or normal replacement cycle.</p>	A	<p>REPLACEMENT: This sub criteria includes projects that mainly replaces, exchanges and/or substitutes an <i>existing</i> asset which is beyond its useful life cycle or normal replacement cycle with a different asset. Includes minor improvements as a result of the major replacement.</p>	<p>HIGH - The asset is significantly to greatly beyond it's useful life cycle or normal replacement cycle and may cause imminent health, safety, or security risks.</p> <p>MED - The asset is moderately beyond it's useful life cycle or normal replacement cycle and may cause some health, safety, or security risks.</p> <p>LOW - The asset is slightly beyond it's useful life cycle or normal replacement cycle and may cause some health, safety, or security risks.</p>
2		B	<p>REHABILITATION: This sub criteria includes projects that mainly rehabilitates, renovates, treatments, and/or remedies to an <i>existing</i> assets to continue the use of the asset . Include major improvements to an asset that may extend the useful life cycle of the asset.</p>	<p>HIGH - The asset is significantly to greatly beyond it's useful life cycle and may cause imminent health, safety, or security risks.</p> <p>MED - The asset is moderately beyond it's useful life cycle and may cause some health, safety, or security risks.</p> <p>LOW - The asset is slightly beyond it's useful life cycle and may cause some health, safety, or security risks..</p>
2		C	<p>MAINTENANCE: This sub criteria includes projects that focus on fleet preventative maintenance (non-routine), facilities maintenance (routine), traffic signal and lighting maintenance, traffic stripping and markings on an existing asset during its useful life cycle.</p> <p>EXAMPLE: <i>LRV Mid-life Overhaul of major components or systems.</i></p>	<p>HIGH - The project has a significant to great impact on improving/increasing the criteria.</p> <p>MED - The project has a moderate to medium impact on improving/increasing the criteria.</p> <p>LOW - The project has least to little impact on improving/increasing the criteria.</p>

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3	TRANSPORTATION INITIATIVES: This main criteria category include projects that address funding and political priorities established and/or highly recommended by federal, state, regional, and local governing bodies which may impact the mission and priorities of the MTA.	A	FEDERAL INITIATIVES: This sub criteria includes projects supported by a Federal agency or governing body which impact the MTA's priorities in one or more of the following: Funding availability, political support, project readiness, and linkages to other projects. <i>EXAMPLE: Projects funded by the FTA</i>	HIGH - The Initiative has a significant to great impact on the Agency. MED - The Initiative has a moderate to medium impact on the Agency. LOW - The Initiative least to little impact on the Agency.
3		B	STATE/REGIONAL INITIATIVES: This sub criteria includes projects supported by a State/Regional agency or governing body which impact the MTA's priorities in one or more of the following: Funding availability, political support, project readiness, and linkages to other projects. <i>EXAMPLE: Projects funded by State I-BOND; Projects funded by MTC; or Joint projects with BART, AC Transit, CAL TRAIN.</i>	HIGH - The Initiative has a significant to great impact on the Agency. MED - The Initiative has a moderate to medium impact on the Agency. LOW - The Initiative least to little impact on the Agency.
3		C	LOCAL INITIATIVES: This sub criteria includes projects supported by a Local agency or governing body which impact the MTA's priorities in one or more of the following: Funding availability, political support, project readiness, and linkages to other projects. <i>EXAMPLE: Projects funded by SFCTA or political support from the Mayor's Office, Board of Supervisors, or MTAB.</i>	HIGH - The Initiative has a significant to great impact on the Agency. MED - The Initiative has a moderate to medium impact on the Agency. LOW - The Initiative least to little impact on the Agency.

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4	<p>MISSION DEVELOPMENT: This main criteria category include projects that enhance and/or expand the existing transit system; projects that develop and or create new or additional transit services or systems; and projects that acquire new assets to support the transit system.</p>	A	<p>ENHANCEMENT: This sub criteria includes projects that enhances and enriches the quality of the existing transit system thereby improving system reliability and service delivery. Includes projects that upgrade systems and/or enhances and enriches the features or components of an existing asset. Include Transit-Oriented Development (TOD) related projects.</p> <p><i>EXAMPLE: Electric motors being installed on existing manual pull doors.</i></p>	<p>HIGH - The project has a significant to great impact on improving/increasing the criteria.</p> <p>MED - The project has a moderate to medium impact on improving/increasing the criteria.</p> <p>LOW - The project has least to little impact on improving/increasing the criteria.</p>
4		B	<p>EXPANSION: This sub criteria includes projects that expand, augment, and increase capacity of the existing transit system thereby improving system reliability and service delivery. Include projects to increase existing service and systems, changes to transit modes in an existing corridor, planning studies to expand existing transit services and systems.</p> <p><i>EXAMPLE: Adding an additional bus service along with the existing LRV service to address overcrowding on a corridor.</i></p>	<p>HIGH - The project has a significant to great impact on improving/increasing the criteria.</p> <p>MED - The project has a moderate to medium impact on improving/increasing the criteria.</p> <p>LOW - The project has least to little impact on improving/increasing the criteria.</p>
4		C	<p>NEW SERVICE/NEW ASSET: This sub criteria includes projects that add new service to the transit system which <i>is not currently being provided in the existing</i> transit system. These project will increase Prop E service levels beyond current levels to improve system reliability, system performance, and service delivery. Includes the purchase of new assets.</p> <p><i>EXAMPLE: The new service of Third Street to the transit system.</i></p>	<p>HIGH - The project has a significant to great impact on improving/increasing the criteria.</p> <p>MED - The project has a moderate to medium impact on improving/increasing the criteria.</p> <p>LOW - The project has least to little impact on improving/increasing the criteria.</p>