

**Table 3 - Prioritization Criteria and Scoring Table
Facilities - Muni, Undesignated (EPs 20M)**

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Leveraging	Improves Efficiency of Transit Operations	
<i>Total Possible Score</i>	4	3	3	4	3	3	20
Building Progress FIX (FCA Program) - Placeholder	Specific scopes will be scored when allocations from this placeholder are requested.						0
Muni Metro East Expansion	4	0	2	0	3	3	12
New Castro Station Elevator	4	2	0	0	3	2	11
Presidio Bus Lifts	4	0	0	4	1	3	12

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in 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.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.
 Three points for a project in an adopted community based plan with evidence of diverse community support.
 Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.
 One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: 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. new signal controllers need to be installed to support TEP implementation) or to meet timely use of funds deadlines associated with matching funds.

Safety: Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.

Leveraging: Project leverages non-Prop K funds.

Improves Efficiency of Transit Operations: Project directly contributes to improved efficiency (e.g. level boarding, additional fare gates).

**Table 3 - Prioritization Criteria and Scoring Table
Street Resurfacing, Rehabilitation, and Maintenance (EP 34)**

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA					Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Pavement Condition Index (PCI) Score	Multi-Modal Routes	Equitable Distribution	Functional Classification	
Total Possible Score	4	3	3	3	4	2	1	2	22
Street Resurfacing									
23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	3	0	2	2	4	2	1	2	16
Golden Gate Ave and Laguna St Pavement Renovation	2	0	1	3	4	2	1	1	14
Sunset Blvd Pavement Renovation	2	0	1	3	3	2	1	1	13
McAllister St, 20th St, and 24th St Pavement Renovation	1	0	1	3	4	2	1	1	13
Claremont, Juanita, and Yerba Buena Pavement Renovation	1	0	1	3	4	2	1	1	13
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Need	Mandates	Cost Effectiveness		Total
Total Possible Score	4	3	3	3	3	2	2		20
Street Repair and Cleaning Equipment									
Street Repair and Cleaning Equipment	4	0	2	2	3	2	2		15

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Time Sensitive Urgency: 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. new signal controllers need to be installed to support TEP implementation) or to meet timely use of funds deadlines associated with matching funds.

Street Resurfacing Category:

Safety: Project receives three points if it is on the 2017 Vision Zero High Injury Network.
Pavement Condition Index (PCI) Score: The Pavement Condition Index (PCI) scores are used to identify and categorize the streets based on the maintenance requirements of the streets. The streets are categorized as requiring pavement preservation (PCI 60-80), resurfacing (PCI 50-60), or paving with base repair/reconstruction (PCI 0-50). Project receives 4 points if it has a PCI score of 60 or below. Public Works determines the amount of pavement preservation work based on the percentage recommended by the Pavement Management and Mapping System (PMMS).
Multi-modal Routes: Streets in the project can be used as transit routes, bicycle routes, vehicular routes and/or any combination of these routes. Project receives 2 points if street is a bicycle and transit route and 1 point if street is either a bicycle or transit route.
Equitable Distribution Across the City: Geographic equity is monitored to ensure that resurfacing projects are distributed to all neighborhoods and commercial districts in the City. Public Works uses StatMap, which shows planned paving projects on a rolling 5-year period, to identify gaps where paving projects are needed. The project will get 1 point if the project is located in a gap as identified by StatMap.

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Functional Classification: Streets classified as arterials or collectors get higher priority over local streets with similar PCIs, because the former classifications are most heavily used. Project receives 2 points if the street is an arterial and 1 points if collector.

Street Repair and Cleaning Equipment Category:

Safety: Project receives one point if it reduces harmful air pollution, one point if it improves or mitigates a documented unsafe condition for residents and one point if it improves or mitigates a documented unsafe condition for employees.

Need: Equipment has reached the end of useful life per industry-accepted levels (i.e. replacing sweepers every 5 to 7 years, packer trucks every 10 years and front end loaders and Street Flusher trucks every 8 years).

Mandates: Equipment is needed per department projects and programs (e.g. Sheriff's Work Alternative Program, which required DPW to replace its 10-passenger vans in order to carry participants to and from their cleaning worksites) or equipment is needed to comply with external regulations (e.g. alternative fuel vehicles are required by federal, state or local regulations but they cost up to 70 percent more than a non-clean air version of the vehicle).

Cost Effectiveness: New item will minimize maintenance costs compared to item being replaced.

**Table 3 - Prioritization Criteria and Scoring Table
Bicycle Circulation and Safety (EP 39)**

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	Focus on Community of Concern	Leveraging	
Total Possible Score	4	3	3	3	3	2	2	20
Bicycle Safety, Education and Outreach								
Bike To Work Day Promotion	4	1	0	0	0	1	0	6
Bicycle Outreach and Education	4	2	0	2	0	2	0	10
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	High Injury Corridor	Leveraging	Total
Total Possible Score	4	3	3	3	3	2	2	20
System Evaluation and Innovation								
Safe Streets Evaluation	4	1	2	3	3	1	0	14
Bicycle Network Expansion and Upgrades								
Beale Street Bikeway	3	2	1	2	3	0	1	12
Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	4	3	3	3	2	2	2	19
Grove Street/Civic Center Improvements	2	2	0	2	3	2	1	12
Ocean Avenue Safety Improvements	1	3	0	2	3	2	2	13
Page Street Neighborway (Webster to Stanyan)	2	2	0	2	3	1	1	11
The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	3	2	0	2	3	2	2	14
Valencia Bikeway Improvements	2	2	1	2	2	2	2	13
Citywide Neighborways	This is a placeholder. Project sponsor to score when a specific scope is identified.							
NTIP Placeholder								
Bike Parking and Transit Access								
Short-term Bike Parking	4	2	1	1	1	0	1	10
Caltrain Wayside Bike Parking Improvements	This is a placeholder. Project sponsor to score when a specific scope is identified.							

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Safety: (One point for each): Project addresses documented safety issue; reduces potential conflicts between modes; and increases security.

Provides Benefits to Multiple Users: Project receives one point each for addressing the needs of pedestrians, motorists and/or transit users.

Focus on Community of Concern: Project includes specific focus to target traditionally underrepresented groups in bicycling and communities of concern (e.g. multi-lingual materials/classes).

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	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	Focus on Community of Concern	Leveraging

High Injury Corridor: Project is located on the 2017 Vision Zero High Injury Network.

Leveraging: Project leverages non-Prop K funds.