

Strategic Value Scorecard – Street Construction

STRATEGIC VALUE SCORECARD

Insert Decision Model Goal

Edit

Strategic Priorities

19%

Transportation Safety/Plan

10%

Funding

11%

Coordination

20%

Pavement Asset Management Plan

17%

Pavement Condition

9%

O&M

14%

Sustainability

Strategic Objectives

53%

Expands Transportation Options



47%

Enhances Equity

Set the criteria for each level of the scale for *Transportation Safety/Plan*

Low Desirability

B *I* ~~S~~ {} U ☰ ☷ “ ∞ ⚡ Normal ⚡ ↶ ↷

- Includes minor improvements that may improve transportation safety

Medium Desirability

B *I* ~~S~~ {} U ☰ ☷ “ ∞ ⚡ Normal ⚡ ↶ ↷

- Includes project elements that have a significant positive impact to transportation safety OR
- Is a Tier 2 improvement in the transportation plan

High Desirability

B *I* ~~S~~ {} U ☰ ☷ “ ∞ ⚡ Normal ⚡ ↶ ↷

- Project is being driven by a transportation safety need OR
- Is a Tier 1 improvement in the transportation plan

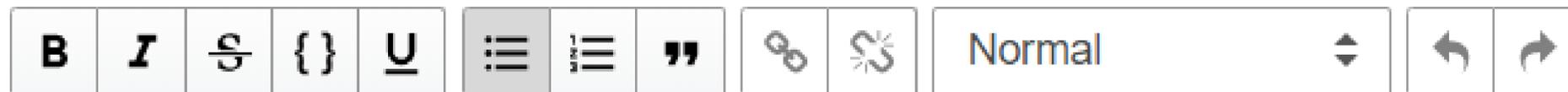
Set the criteria for each level of the scale for *Funding*

Low Desirability



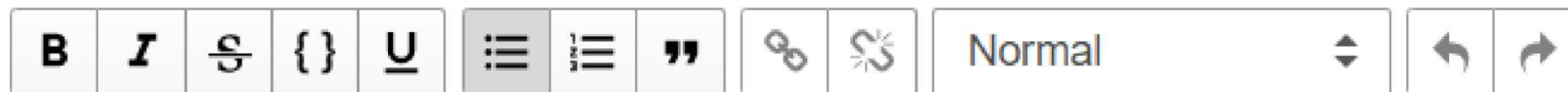
- Funding is identified from unstable/unreliable sources (i.e. General Fund, Special Assessments, Competitive Grants that are not yet awarded)

Medium Desirability



- Funding available from standard City funding sources (i.e. Act 51, Street Millage, County Millage).

High Desirability



- Has anticipated substantial project funding (>33%) from outside non-loan sources (i.e. STP, U of M, Developers, Grants, etc.)

Set the criteria for each level of the scale for *Coordination*

Low Desirability

B *I* ~~S~~ {} U ☰ ☷ “ ∞ ⚡ Normal ⚡ ⬅ ➡

- A project that has minimal interaction with other asset groups

Medium Desirability

B *I* ~~S~~ {} U ☰ ☷ “ ∞ ⚡ Normal ⚡ ⬅ ➡

- A project that is coordinated with other asset groups resulting Modest in cost savings and minimizes disruption to the public OR
- Has partnership with external agencies that minimize disruption to the public AND/OR provides opportunity to increase consistency across jurisdictional boundary

High Desirability

B *I* ~~S~~ {} U ☰ ☷ “ ∞ ⚡ Normal ⚡ ⬅ ➡

- A project that is coordinated with other asset groups resulting in Significant cost savings and minimizes disruption to the public OR
- Has partnership with external agencies that minimize disruption to the public AND/OR provides opportunity to increase consistency across jurisdictional boundary

Set the criteria for each level of the scale *Pavement Asset Management Plan*

Low Desirability

B **I** ~~S~~ {} U ☰ ☷ ” ∞ ⚡ Normal ⚡ ⬅ ➡

No significant contribution to the plan

Medium Desirability

B **I** ~~S~~ {} U ☰ ☷ ” ∞ ⚡ Normal ⚡ ⬅ ➡

Modestly aligns with plan (utility driven projects that require higher treatment level than what the plan specifies)

High Desirability

B **I** ~~S~~ {} U ☰ ☷ ” ∞ ⚡ Normal ⚡ ⬅ ➡

Significantly aligns with plan (matches recommended annual investment level)

Set the criteria for each level of the scale for *Pavement Condition*

Low Desirability

B **I** ~~S~~ {} U      Normal   

- PASER score 9+

Medium Desirability

B **I** ~~S~~ {} U      Normal   

- PASER score 5

High Desirability

B **I** ~~S~~ {} U      Normal   

- PASER score 1

Set the criteria for each level of the scale for *O&M*

Low Desirability



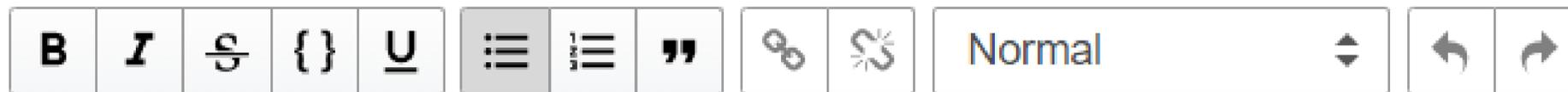
- Creates a net increase (i.e. adds facilities) in O&M

Medium Desirability



- Makes a modest contribution to O&M cost reduction (i.e. nonstructural improvements)

High Desirability



- Makes a significant contribution to O&M cost reduction (i.e. structural improvements)

Set the criteria for each level of the scale *Expands Transportation Options*



Low Desirability

B ***I*** ~~S~~ {} U ☰ ☷ ” 🔗 ↻ Normal ⚙️ ⬅️ ➡️

- Maintains or improves existing active transportation and/or transit features

Medium Desirability

B ***I*** ~~S~~ {} U ☰ ☷ ” 🔗 ↻ Normal ⚙️ ⬅️ ➡️

- Adds active transportation and/or transit features

High Desirability

B ***I*** ~~S~~ {} U ☰ ☷ ” 🔗 ↻ Normal ⚙️ ⬅️ ➡️

- Prioritizes active transportation and transit

Set the criteria for each level of the scale for *Enhances Equity*

Low Desirability



Project occurs in a neighborhood with a low percentage of households in poverty (less than 5%)

Medium Desirability



Project occurs in a neighborhood with a moderate percentage of households in poverty (5- less than 10%)

High Desirability



Project occurs in a neighborhood with a high percentage of households in poverty (greater than 10%)

<https://headwaterseconomics.org/tools/neighborhoods-at-risk/>

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