

CIP Scoring Criteria: Streets & Bridges

Strategic Value **85%**

Priority	Objective			
<p>Improve Safety 52%</p> <p>Creates an environment in which people feel confident and comfortable traveling or supports elimination of fatalities and serious injuries resulting from traffic crashes.</p>		<p>Includes minor improvements that may improve transportation safety (e.g., curb bumpouts)</p>	<p>Includes project elements that have a significant positive impact to transportation safety (e.g., a safety component of a larger project), OR Implements an improvement on a Tier 2 corridor or intersection as defined in the transportation plan</p>	<p>Project is being driven by a transportation safety need (e.g., roundabouts when implemented to improve safety), OR Implements an improvement on a Tier 1 corridor or intersection as defined in the transportation plan</p>
<p>Maintain Infrastructure 32%</p> <p>Practice effective asset management in alignment with existing plans.</p>	<p>Asset Management Plan Alignment</p> <p>Alignment with pavement and/or bridge asset management plans. 85%</p>	<p>No significant contribution to the plan</p>	<p>Moderately aligns with plan (utility driven projects that require higher treatment level than what the plan specifies)</p>	<p>Significantly aligns with plan (implements the appropriate treatment level)</p>
<p>Enhance Mobility and Reduce Vehicle Miles Traveled (VMT) 17%</p> <p>Prioritizes moving people and goods efficiently; making it easier for people to choose sustainable modes of transportation resulting in VMT reduction. Includes implementing/supporting active transportation infrastructure.</p>	<p>Improve Asset Condition 15%</p> <p>Pavement condition as defined by the most recent PASER score or bridge condition rating.</p>	<p>PASER score 9+, OR Bridge rating Good</p>	<p>PASER score 5, OR Bridge rating Fair</p>	<p>PASER score 1, OR Bridge rating Poor</p>
<p>Other Lenses</p>				
<p>Complexity 5%</p>		<p>Low technical complexity (e.g., CPM, mill and fill, rehabilitation), OR Requires coordination with multiple internal entities (e.g., DDA, Housing Commission, other Service Areas or Units), OR Requires Community Engagement in design or decision-making at the Low impact or Local level</p>	<p>Medium technical complexity (e.g., reconstruction), OR Requires coordination with 1 external agency (e.g., U-M, MDOT, The Ride, DTE), OR Requires Community Engagement in design or decision-making at the High Impact or Citywide level, OR Requires Legal/Attorney's Office involvement for easements or ROW acquisition, OR Multiple internal funding sources to coordinate, OR Requires public art installation</p>	<p>High technical complexity (e.g., new road/bridge), OR Requires coordination with railroad or multiple external agencies, OR Requires Community Engagement in design or decision-making at the High Impact and Citywide level, OR Requires Legal/Attorney's Office involvement for special assessments, OR Federal funding sources to coordinate (reporting requirements)</p>
<p>Urgency 10%</p>		<p>Competitive grant applied for but not yet awarded, OR Supports regional or interagency planning and coordination, OR A project that has minimal interaction with other asset groups, OR Funding is from standard city funding sources (e.g., millages)</p>	<p>Funding from low-interest loan source (e.g., Road Bond), OR Costs can be reduced by aligning project with another project (e.g., street resurfacing with utility replacement), OR Partial project funding (<50%) is from outside non-loan source(s) (e.g., developer, U-M cost sharing, public/private partnership, TAP, STP-U, HSIP, other grants), OR Aligning projects minimizes disruption to the public</p>	<p>Costs can be reduced by aligning project with multiple projects (e.g., street resurfacing with utility replacement), OR Substantial project funding (≥50%) from outside non-loan sources, OR Schedule is driven by other high-priority improvements that must be completed within the next two fiscal years, OR Schedule is mandated by policy direction or resolution</p>



CIP Scoring Criteria: Active Transportation

Strategic Value **80%**

Priority	Objective			
<p>Improve Safety 42%</p> <p>Creates an environment in which people feel confident and comfortable traveling or supports elimination of fatalities and serious injuries resulting from traffic crashes.</p>		<p>Includes minor improvements that may improve transportation safety</p>	<p>Includes project elements that have a significant positive impact to transportation safety (e.g., a safety component of a larger project) OR Implements an improvement on a Tier 2 corridor or intersection as defined in the transportation plan</p>	<p>Project is being driven by a transportation safety need (e.g., stand alone safety projects such as HSIP) OR Implements an improvement on a Tier 1 corridor or intersection as defined in the transportation plan</p>
<p>Expand Connectivity 19%</p> <p>Expands travel options throughout Ann Arbor's transportation system with wider regional networks.</p>		<p>Connections within neighborhoods, OR Hyperlocal benefit, OR Along a local street</p>	<p>Neighborhood benefit, OR Along a collector street</p>	<p>Connecting to transit corridors, the Border-to-Border trail, all ages and abilities network, or other larger transportation system, OR System/city-wide or regional benefit, OR Along an arterial street</p>
<p>Enhance Mobility and Reduce Vehicle Miles Traveled (VMT) 14%</p> <p>Prioritizes moving people and goods efficiently; making it easier for people to choose sustainable modes of transportation resulting in VMT reduction.</p>		<p>A sidewalk gap identified as mid-low in the city's sidewalk prioritization system, OR A crosswalk identified as low in the city's crosswalk prioritization system, OR Project would minimally increase the availability of/access to shared mobility vehicles</p>	<p>A sidewalk gap identified as mid-high in the city's sidewalk prioritization system, OR A crosswalk identified as mid in the city's crosswalk prioritization system, OR A bike lane in an area not identified in the transportation plan, OR Project would moderately increase the availability of/access to shared mobility vehicles</p>	<p>A sidewalk gap identified as high or highest in the city's sidewalk prioritization metrics or identified in the transportation plan, OR A crosswalk identified as high in the city's crosswalk prioritization system, OR A bike lane identified as a proposed all, ages and abilities (A3) bike route in the transportation plan, OR Project would significantly increase the availability of/access to shared mobility vehicles</p>
<p>Equity 13%</p> <p>The measured experience of individual, interpersonal, and organizational success and well-being across all stakeholder populations and the absence of discrimination, mistreatment, or abuse for all. Achieved by eliminating structural barriers resulting from historical and present-day inequities and meeting individuals', groups', and organizations' unique needs.</p>	<p>Invest in Areas of Documented Inequity 75%</p> <p>Invest in areas where sources such as data, community feedback, and current or historical research show a documented racial inequity.</p>	<p>N/A</p>	<p>N/A</p>	<p>Investing in an area of documented racial inequity</p>
	<p>Minimize Project Lifecycle Inequities 25%</p> <p>Minimize racial inequity impacts throughout the entire project lifecycle, including temporary impacts (during construction or implementation) and long term (after construction or implementation).</p>	<p>Creates temporary inequity but returns to existing conditions (i.e., no net impact to existing inequities after project completion) (e.g., bus route detours)</p>	<p>No impact to existing inequities (i.e., not better or worse, short or long term)</p>	<p>Addresses existing inequities (i.e., makes the conditions more equitable, long-term)</p>
<p>Improve Accessibility for Persons with Disabilities 7%</p> <p>Improve the accessibility of community resources and benefits for persons with disabilities.</p>		<p>Meets minimum applicable accessibility requirements (e.g., ADA, PROWAG), AND Retains accessibility currently in place (where applicable)</p>	<p>Minimally exceeds applicable accessibility requirements</p>	<p>Significantly exceeds applicable accessibility requirements in attempt to implement Universal Design principles</p>
<p>Support Placemaking 5%</p> <p>Supports a healthy population, sustainable environment, and robust economy, while celebrating and enhancing a unique quality of place. (Healthy People and Sustainable Place)</p>		<p>N/A</p>	<p>Includes minor improvements that improve user experience</p>	<p>Includes project elements that have a significant positive impact to user experience</p>

Other Lenses

CIP Scoring Criteria: Active Transportation

<p>Complexity </p>		<p>Low technical complexity, OR Requires coordination with multiple internal entities (e.g., DDA, Housing Commission, other Service Areas or Units), OR Requires Community Engagement in design or decision-making at the Low impact or Local level, OR Minimally disruptive to the community (e.g., dust, noise)</p>	<p>Medium technical complexity, OR Requires coordination with 1 external agency (e.g., U-M, MDOT, The Ride, DTE), OR Requires Community Engagement in design or decision-making at the High Impact or Citywide level, OR Requires Legal/Attorney's Office involvement for easements or ROW acquisition, OR Multiple internal funding sources to coordinate, OR Requires public art installation, OR Moderately disruptive to the community (e.g., interruptions to driveways, business access - partial project duration)</p>	<p>High technical complexity, OR Requires coordination with railroad or multiple external agencies, OR Requires Community Engagement in design or decision-making at the High Impact and Citywide level, OR Requires Legal/Attorney's Office involvement for special assessments, OR Federal funding sources to coordinate (reporting requirements), OR Highly disruptive to the community (e.g., interruptions to driveways, business access - majority project duration, AAATA detour routes, haul route needed for project completion)</p>
<p>Urgency </p>		<p>Competitive grant applied for but not yet awarded, OR Supports regional or interagency planning and coordination, OR A project that has minimal interaction with other asset groups</p>	<p>Funding from low-interest loan source, OR Costs can be reduced by aligning project with another project (e.g., street resurfacing with utility replacement), OR Partial project funding (<50%) is from outside non-loan source(s) (e.g., developer, U-M cost sharing, public/private partnership, TAP, STP-U, HSIP, other grants), OR Aligning projects minimizes disruption to the public, OR Provides opportunity to increase consistency across jurisdictional boundary</p>	<p>Costs can be reduced by aligning project with multiple projects (e.g., street resurfacing with utility replacement), OR Substantial project funding (≥50%) from outside non-loan sources, OR Schedule is driven by other high-priority improvements that must be completed within the next two fiscal years, OR Schedule is mandated by policy direction or resolution</p>

CIP Scoring Criteria: Airport

Strategic Value 50%				
Priority	Objective			
Public Safety 40% Improve safety for staff and/or public.		Eliminates exposure to a low risk public health or safety hazard	Eliminates exposure to a medium risk public health or safety hazard, OR Contributes to non-urgent regulatory compliance (e.g., something that is grandfathered)	Eliminates exposure to a high risk public health or safety hazard, OR Contributes to urgent, mandatory regulatory compliance
Maintain Infrastructure 30% Practice effective asset management	Improve Pavement Condition 70% Pavement condition as defined by the most recent PCI (pavement condition index) score.	PCI Score greater than 61 (e.g., preventative maintenance)	PCI Score 41-60 (e.g., major rehabilitation)	PCI Score below 40 (e.g., reconstruction projects)
	Manage Assets Effectively 30% Extend the life of existing assets in alignment with asset management best practices.	N/A	Moderately aligns with asset management best practices	Significantly aligns with asset management best practices
Scale of Benefit 10% Number of system users benefit from the proposed project		Less than 30% of airport users are affected by this project (e.g., Taxiway D)	Less than 50% of airport users are affected by this project (e.g., Northwest T's, terminal ramp, Taxiway C)	90%+ of the users (e.g., Taxiway A or Runway projects)
Improve User Experience (Level of Service) 20% Improve quality of user experience and ease of use.		Moderately improves or maintains existing Level of Service, internally driven (not externally requested)	Provides a new or improved service requested by and that benefits a small segment of the community/user group	Significantly improves existing Level of Service OR Provides a new or improved service which is requested by and benefits a large segment of the community, such as a new facility
Other Lenses				
Complexity 10%		Low technical complexity, OR Minimally disruptive to the community (e.g., dust, noise), OR Requires Community Engagement in design or decision-making at the Low impact or Local level	Medium technical complexity, OR Requires Community Engagement in design or decision-making at the High Impact or Citywide level, OR Requires coordination with 1 external agency (e.g., U-M, MDOT, The Ride, DTE, township), OR Requires Legal/Attorney's Office involvement for limited easements or ROW acquisition, OR Multiple internal funding sources to coordinate, OR Requires public art installation, OR Moderately disruptive to the community	High technical complexity, OR Requires coordination with railroad or multiple external agencies, OR Requires Community Engagement in design or decision-making at the High Impact and Citywide level, OR Requires Legal/Attorney's Office involvement for significant or difficult easement or ROW acquisition, or special assessments, OR Federal funding sources to coordinate (reporting requirements), OR Highly disruptive to the community
Urgency 40%		Competitive grant applied for but not yet awarded, OR Funding from low-interest loan source (e.g., Energy Fund) with no loan forgiveness, OR Supports regional or interagency planning and coordination, OR A project that has minimal interaction with other asset groups	Funding is from low-interest loan source (e.g., Energy Fund) with high potential for loan forgiveness, OR Funding is from standard city funding sources (e.g., millages), OR Partial project funding (<50%) is from outside non-loan source(s) (e.g., grant funding, developer, U-M cost sharing, public/private partnership), OR Energy performance contracting (reduces the City's upfront out of pocket costs), OR Costs can be reduced by aligning project with another project, OR Aligning projects minimizes disruption to the public	Substantial project funding (≥50%) from outside non-loan sources, OR Costs can be reduced by aligning project with multiple projects, OR Schedule is driven by other high-priority improvements that must be completed within the next two fiscal years, OR Schedule is mandated by policy direction or resolution

CIP Scoring Criteria: Other Infrastructure

Strategic Value **80%**

Priority	Objective			
<p>Improve Safety 28%</p> <p>Creates an environment in which people feel confident and comfortable traveling or supports elimination of fatalities and serious injuries resulting from traffic crashes.</p>		<p>Includes minor improvements that may improve transportation safety. OR Reduces or eliminates exposure to a low risk public health or safety hazard</p>	<p>Includes project elements that have a significant positive impact to transportation safety (e.g., a safety component of a larger project) OR Implements an improvement on a Tier 2 corridor as defined in the transportation plan, OR Reduces or eliminates exposure to a medium risk public health or safety hazard</p>	<p>Project is being driven by a transportation safety need (e.g., stand alone safety projects such as HSIP) OR Implements an improvement on a Tier 1 corridor as defined in the transportation plan, OR Reduces or eliminates exposure to a high risk public health or safety hazard</p>
<p>Community Benefit</p> <p>Supports community needs and economic development opportunities.</p>	<p>Enhance Placemaking 21%</p> <p>Creates, celebrates, or enhances a unique quality of place</p>	N/A	Placemaking is included	Placemaking is the intent of the project
	<p>Increase Infrastructure Capacity 37%</p> <p>Creating new or increased capacity to facilitate/support future growth or users in alignment with comprehensive plans</p>	N/A	N/A	Project creates new or increased capacity to facilitate/support future growth or users
	<p>Scale of Benefit 41%</p> <p>Number of system users benefitting from the proposed project, and expansion of travel options throughout Ann Arbor's transportation system and wider regional networks (as applicable for transportation focused projects)</p>	Hyperlocal benefit, OR Along a local street	Neighborhood benefit, OR Enhances/improves connections within neighborhood transportation systems, OR Minimally increases the share of commute trips into/out of Ann Arbor made on transit, OR Along a collector street	System/city-wide or regional benefit, OR Enhances/improves connections to larger/regional transportation systems, OR Significantly increases the share of commute trips into/out of Ann Arbor made on transit, OR Along an arterial street
<p>Sustainability</p> <p>The ability to meet the needs of today without jeopardizing the ability of future generations to meet their needs</p>	<p>Enhance Mobility and Reduce Vehicle Miles Traveled (VMT) 49%</p> <p>Prioritizes moving people and goods efficiently; making it easier for people to choose sustainable modes of transportation resulting in VMT reduction. Includes implementing/supporting Non-motorized Transportation infrastructure to enhance mobility</p>	Removes a barrier or minimally increases level of comfort to sustainable modes of transportation (walking, biking, transit, micro-mobility, etc.)	N/A	Removes multiple barriers or significantly increases level of comfort to sustainable modes of transportation
	<p>Improve Energy Use 19%</p> <p>Minimize the negative impacts of energy use by changing the source of energy (transition to renewable energy), the type of energy (transition to electrical equipment/appliances/vehicles), and/or the amount of energy used (energy efficiency standards)</p>	Includes enough renewable energy (from onsite sources or through offsite purchases) to power some (less than 25 percent) of the total onsite energy usage OR Commitment to non-fossil fueled equipment and appliances, where a fossil fuel burning alternative was available (hot water heaters and stoves, not including heating and cooling systems) OR Aligns with most recent International Code Council (even if not adopted by State of Michigan)	Includes enough renewable energy (from onsite sources or through offsite purchases) to power most (less than 75%) of the total onsite energy usage OR Commitment to non-fossil fueled heating and cooling systems and all non-fossil fuel based equipment and appliances (if applicable in project scope)(back-up power is allowed to be fossil based) OR Infrastructure that supports electrification services and programming and impacts a small portion of the community, OR Meets LEED Platinum certification level	Includes enough renewable energy (from onsite sources or through offsite purchases) to power all of the total onsite energy usage OR Project eliminates use of fossil fuels (building, appliances, equipment, vehicles), including all back-up power sources OR Infrastructure that supports electrification services and programming and impacts a substantial portion of the community, OR Meets Passivhaus building standard
	<p>Enhance Resiliency 33%</p> <p>Practices or actions that help the community, ecosystems, or infrastructure thrive, regardless of what disruptions or changes may take place</p>	N/A	Moderately improves resiliency to shocks, stressors, or other acute disruptions	Significantly improves resiliency to shocks, stressors, or other acute disruptions

CIP Scoring Criteria: Other Infrastructure

<p>Equity 18%</p> <p>The measured experience of individual, interpersonal, and organizational success and well-being across all stakeholder populations and the absence of discrimination, mistreatment, or abuse for all. Achieved by eliminating structural barriers resulting from historical and present-day inequities and meeting individuals', groups', and organizations' unique needs.</p>	<p>Invest in Areas of Documented Inequity 75%</p> <p>Invest in areas where sources such as data, community feedback, and current or historical research show a documented racial inequity.</p>	<p>N/A</p>	<p>N/A</p>	<p>Investing in an area of documented racial inequity</p>
	<p>Minimize Project Lifecycle Inequities 25%</p> <p>Minimize racial inequity impacts throughout the entire project lifecycle, including temporary impacts (during construction or implementation) and long term (after construction or implementation).</p>	<p>Creates temporary inequity but returns to existing conditions (i.e., no net impact to existing inequities after project completion) (e.g., bus route detours)</p>	<p>No impact to existing inequities (i.e., not better or worse, short or long term)</p>	<p>Addresses existing inequities (i.e., makes the conditions more equitable, long-term)</p>
<p>Improve Accessibility for Persons with Disabilities 14%</p> <p>Improve the accessibility of community resources and benefits for persons with disabilities.</p>		<p>Meets minimum applicable accessibility requirements (e.g., ADA, PROWAG), AND Retains accessibility currently in place (where applicable)</p>	<p>Minimally exceeds applicable accessibility requirements</p>	<p>Significantly exceeds applicable accessibility requirements in attempt to implement Universal Design principles</p>

Other Lenses

<p>Complexity 5%</p>		<p>Low technical complexity, OR Requires coordination with multiple internal entities (e.g., DDA, Housing Commission, other Service Areas or Units), OR Requires Community Engagement in design or decision-making at the Low impact or Local level, OR Minimally disruptive to the community (e.g., dust, noise)</p>	<p>Medium technical complexity, OR Requires Community Engagement in design or decision-making at the High Impact or Citywide level, OR Requires coordination with 1 external agency (e.g., U-M, MDOT, The Ride, DTE), OR Requires Legal/Attorney's Office involvement for limited easements or ROW acquisition, OR Multiple internal funding sources to coordinate, OR Requires public art installation, OR Moderately disruptive to the community (e.g., interruptions to driveways, business access - partial project duration)</p>	<p>High technical complexity, OR Requires coordination with railroad or multiple external agencies, OR Requires Community Engagement in design or decision-making at the High Impact and Citywide level, OR Requires Legal/Attorney's Office involvement for significant or difficult easement or ROW acquisition, or special assessments, OR Federal funding sources to coordinate (reporting requirements), OR Highly disruptive to the community (e.g., interruptions to driveways, business access - majority project duration, AAATA detour routes, haul route needed for project completion)</p>
<p>Urgency 15%</p>		<p>Competitive grant applied for but not yet awarded, OR Supports regional or interagency planning and coordination, OR A project that has minimal interaction with other asset groups, OR Funding is from standard city funding sources (e.g., millages)</p>	<p>Funding from low-interest loan source, OR Costs can be reduced by aligning project with another project (e.g., street resurfacing with utility replacement), OR Partial project funding (<50%) is from outside non-loan source(s) (e.g., developer, U-M cost sharing, public/private partnership, TAP, STP-U, HSIP, other grants), OR Aligning projects minimizes disruption to the public</p>	<p>Costs can be reduced by aligning project with multiple projects (e.g., street resurfacing with utility replacement), OR Substantial project funding (≥50%) from outside non-loan sources, OR Schedule is driven by other high-priority improvements that must be completed within the next two fiscal years, OR Schedule is mandated by policy direction or resolution</p>

CIP Scoring Criteria: City Owned Buildings

Strategic Value 50%				
Priority	Objective			
Public Safety Improve safety for staff and/or public.	28% Achieve Regulatory Compliance Compliance with local, state and federal regulations; e.g., Meet building code, fire code, MIOSHA compliance, EEOC	20% N/A	Contributes to non-urgent regulatory compliance (e.g., something that is grandfathered)	Contributes to urgent mandatory regulatory compliance
	Enhance Hazard Mitigation/ Resilience Sustainable action that reduces or eliminates long-term risk to people and property from future disasters. Hazard mitigation includes long-term solutions that reduce the impact of disasters in the future. <i>Measures for this objective are based on FEMA guidance.</i>	80% Physical Damage: Reduces future damage to buildings, contents, infrastructure, landscaping, vehicles, etc.	Loss of Service/Function: Avoids loss of service or function of a facility that provides service to the public, such as utilities, emergency operations (i.e., police, fire), and other government facilities.	Injury or Death: Avoids human injury and/or loss of life by addressing hazards and protecting vulnerable populations.
Minimize O&M Cost Ability to lower/minimize O & M costs.		Makes modest contribution to O&M cost reduction	Makes modest contribution to O&M cost reduction AND Creates opportunities to improve operational flexibility, use of technology, or extends asset life	Makes significant contribution to O&M cost reduction (e.g., replacing aging infrastructure) AND Creates opportunities to maximize operational flexibility, use of technology, or extends asset life, or utilizes materials or techniques that provide lowest overall life-cycle costs
Equity The measured experience of individual, interpersonal, and organizational success and well-being across all stakeholder populations and the absence of discrimination, mistreatment, or abuse for all. Achieved by eliminating structural barriers resulting from historical and present-day inequities and meeting individuals', groups', and organizations' unique needs.	Invest in Areas of Documented Inequity Invest in areas where sources such as data, community feedback, and current or historical research show a documented racial inequity.	75% N/A	N/A	Investing in an area of documented racial and economic inequity
	Minimize Project Lifecycle Inequities Minimize racial inequity impacts throughout the entire project lifecycle, including temporary impacts (during construction or implementation) and long term (after construction or implementation).	25% Creates temporary inequity but returns to existing conditions (i.e., no net impact to existing inequities after project completion) (e.g., bus route detours)	No impact to existing inequities (i.e., not better or worse, short or long term)	Addresses existing inequities (i.e., makes the conditions more equitable, long-term)
Sustainability The ability to meet the needs of today without jeopardizing the ability of future generations to meet their needs	14% Maximize Renewable Energy Usage Reduce greenhouse gas emissions by using solar, wind, geothermal, etc. energy sources with a goal of powering city facilities with 100% renewable energy	23% Includes enough renewable energy (from onsite sources or through offsite purchases) to power some (less than 25%) of the total onsite energy usage	Includes enough renewable energy (from onsite sources or through offsite purchases) to power most (less than 75%) of the total onsite energy usage	Includes enough renewable energy (from onsite sources or through offsite purchases) to power all of the total onsite energy usage
	Electrify Reduce the use of fossil gas, diesel, and propane by using electrical equipment, appliances, and vehicles.	17% Commitment to non-fossil fueled equipment and appliances, where a fossil fuel burning alternative was available (hot water heaters and stoves, not including heating and cooling systems)	Infrastructure that supports electrification services and programming and impacts a small portion of the community OR Commitment to non-fossil fueled heating and cooling systems, AND All non-fossil fueled equipment and appliances (if applicable in project scope) (back-up power is allowed to be fossil based)	Infrastructure that supports electrification services and programming and impacts a substantial portion of the community, OR Project eliminates use of fossil fuels (building, appliances, equipment, vehicles), including all back-up power sources

CIP Scoring Criteria: City Owned Buildings

	<p>Maximize Energy Efficiency 60%</p> <p>Maximize efficiency by adhering to energy saving standards.</p>	<p>Aligns with most recent International Code Council (even if not adopted by State of Michigan), OR Uses Energy Star appliances</p>	<p>Meets LEED Platinum certification level</p>	<p>Meets Passivhaus building standard</p>
<p>Improve Accessibility for Persons with Disabilities 11%</p> <p>Improve the accessibility of community resources and benefits for persons with disabilities.</p>		<p>Meets minimum applicable accessibility requirements (e.g., ADA, PROWAG, Section 504), AND retains accessibility currently in place (where applicable)</p>	<p>Minimally exceeds applicable accessibility requirements</p>	<p>Significantly exceeds applicable accessibility requirements in attempt to implement Universal Design principles</p>
<p>Improve User Experience (Level of Service) 10%</p> <p>Improve quality of user experience and ease of use. Includes improvements to emergency response (time and coverage).</p>		<p>Moderately improves or maintains existing Level of Service, internally driven (not externally requested)</p>	<p>Provides a new or improved service requested by and that benefits a small segment of the community/user group</p>	<p>Significantly improves existing Level of Service OR Provides a new or improved service which is requested by and benefits a large segment of the community, such as a new facility</p>
Other Lenses				
<p>Complexity 10%</p>		<p>Low technical complexity, OR Minimally disruptive to the community (e.g., dust, noise), OR Requires coordination with multiple internal entities (e.g., DDA, Housing Commission, other Service Areas or Units), OR Requires Community Engagement in design or decision-making at the Low impact or Local level</p>	<p>Medium technical complexity, OR Requires Community Engagement in design or decision-making at the High Impact or Citywide level, OR Requires coordination with 1 external agency (e.g., U-M, MDOT, The Ride, DTE), OR Requires Legal/Attorney's Office involvement for limited easements or ROW acquisition, OR Multiple internal funding sources to coordinate, OR Requires public art installation, OR Moderately disruptive to the community (e.g., interruptions to driveways, business access - partial project duration)</p>	<p>High technical complexity, OR Requires coordination with railroad or multiple external agencies, OR Requires Community Engagement in design or decision-making at the High Impact and Citywide level, OR Requires Legal/Attorney's Office involvement for significant or difficult easement or ROW acquisition, or special assessments, OR Federal funding sources to coordinate (reporting requirements), OR Highly disruptive to the community (e.g., interruptions to driveways, business access - majority project duration, AAATA detour routes, haul route needed for project completion)</p>
<p>Urgency 40%</p>		<p>Competitive grant applied for but not yet awarded, OR Funding from low-interest loan source (e.g., Energy Fund) with no loan forgiveness, OR Supports regional or interagency planning and coordination, OR A project that has minimal interaction with other asset groups</p>	<p>Funding is from low-interest loan source (e.g., Energy Fund) with high potential for loan forgiveness, OR Funding is from standard city funding sources (e.g., millages), OR Partial project funding (<50%) is from outside non-loan source(s) (e.g., grant funding, developer, U-M cost sharing, public/private partnership), OR Energy performance contracting (reduces the City's upfront out of pocket costs), OR Costs can be reduced by aligning project with another project, OR Aligning projects minimizes disruption to the public</p>	<p>Substantial project funding (≥50%) from outside non-loan sources, OR Costs can be reduced by aligning project with multiple projects, OR Schedule is driven by other high-priority improvements that must be completed within the next two fiscal years, OR Schedule is mandated by policy direction or resolution</p>

CIP Scoring Criteria: Parking

Parking facility repairs are budgeted for and prioritized based on a 20-year structure maintenance plan that is updated every three years. This planning work is performed by an engineering firm specializing in parking structure maintenance and restoration. Project location and scope are determined with the following priorities in mind:

- Preserve public health/Life safety
- Maintain infrastructure
 - Extend usable life of asset
 - Avoid structural compromises
- Reduce operations and maintenance cost
- Achieve energy efficiency and sustainability goals
- Balance types of repair needs (structural, operational, aesthetic)
- Evaluate project costs and budget availability

CIP Scoring Criteria: Parks & Recreation

Strategic Value					
Priority	Objective				
Quality of Life	23%	39%	Provides ADA access AND/OR Provides amenities not easily found within 1 mile radius from the project location	Provides ADA access plus limited Universal access AND/OR Provides amenities not easily found within 1/2 mile radius from the project location	Provides full Universal access AND/OR Provides amenities not easily found within ¼ mile radius from the project location AND/OR Provides an amenity in a neighborhood with a high percentage of households in poverty (greater than 10%) per Neighborhoods at Risk
		32%	Enhances Customer Experience and Satisfaction Response to a localized need	Provides a larger area opportunity for play and learning AND/OR enhances the visitor Experience (comfort / cleanliness / enjoyment) AND/OR improves overall customer Satisfaction	Creates diverse Recreation Opportunities and Experiences AND/OR provides new recreation opportunities or experiences
		29%	Creates Excellent Parks & Spaces Provides a respite from Built Environment AND/OR provides a connection to natural world	Meets Low Desirability PLUS helps to enhance human connection, gatherings and events AND/OR aesthetic/Place Making	Meets Medium Desirability PLUS helps support Innovation AND/OR stewardship of cultural resources
Sustainability	16%	54%	Protect Natural Systems Project meets rules and regulations regarding stormwater runoff OR project has minimal positive impact on existing natural system and biodiversity OR project has minimal positive impact on natural resources	Meets at least 2 of the 4 following objectives: - Project exceeds rules and regulations on stormwater runoff by reducing volume of stormwater and improving quality of stormwater runoff AND/OR - Project links together two or more high quality natural areas AND/OR - Project creates natural systems which increases the biodiversity of an area AND/OR - Project has a positive impact on natural resources	Meets at least 3 or 4 of the 4 following objectives: - Project exceeds rules and regulations on stormwater runoff by reducing volume of stormwater and improving quality of stormwater runoff AND/OR - Project links together two or more high quality natural areas AND/OR - Project creates natural systems which increases the biodiversity of an area AND/OR - Project has a positive impact on natural resources
		46%	Contribute to A2Zero Goals Project does not contribute to an A2Zero Strategy* AND project does not contribute to the City's interconnected non-motorized transportation network AND Does not play a role in the production of local food AND energy sources from the project come from the existing power grid *Power Our Electrical Grid with 100% Renewable Energy; Switch our Appliances...from Gasoline, Diesel, Propane, Coal, and Natural Gas to Electric; Significantly Improve the Energy Efficiency in our... Recreational Sites and Government Facilities; Reduce the Miles we Travel in our Vehicles by at least 50%; Change the Way We Use, Reuse, and Dispose of Materials.; Enhance the Resilience of Our People and Our Place	Project contributes to at least one of the A2Zero Resilience Strategies as outlined above AND/OR project improves and enhances the City's interconnected non-motorized transportation network AND/OR improves or expands existing local food production projects AND/OR project operates with partial renewable energy sources (less than 50%) or does not require power	Project contributes to two or more of the A2Zero Resilience Strategies as outlined above AND/OR project extends the City's interconnected non-motorized transportation network (Another level - Extending the City's interconnected non-motorized transportation network to underserved communities) AND/OR generates opportunities to add to the City's local food production programs AND/OR project operates with partial renewable energy sources (greater than 50%) or generates a surplus of energy that can be used to offset energy demands elsewhere in the Park System.
Financial Health	29%		- Partnerships & Grants: City assumes all capital costs OR - Impacts Operating Budget: Project increases operating budget expenditures, generates no additional revenue. (example – a new boardwalk in a nature area)	- Partnerships & Grants: Partnerships and/or grant funding cover less than 50% of the capital project cost OR - Impacts Operating Budget: Project decreases operating budget expenditures with little or no impact on revenue (example – mechanical upgrades to Vets Pool that reduce utility and chemical costs – revenue might increase slightly if there is less pool down time), OR increased operating expenditures as a result of the project are offset by new revenues for a net zero effect.	- Partnerships & Grants: Partnerships and/or grant funding cover more than 50% of the capital project cost OR - Impacts Operating Budget: Project generates new revenues that exceed new expenditures (example, Argo Cascades).
Park System Infrastructure	32%	50%	Meet or exceed Regulatory Compliance & Industry Standards Results in meeting minimal current industry standards	Results in meeting all current industry standards	Results in exceeding all current standards and adopts recommended practices that are not required
		50%	Maintain Infrastructure Condition Provides minimal infrastructure condition improvement	Provides moderate infrastructure condition improvement	Provides substantial infrastructure condition improvement

CIP Scoring Criteria: Sanitary

Strategic Value **80%**

Priority	Objective			
<p>System Capacity</p> <p>Manage the system to ensure sufficient capacity.</p>	<p>31%</p> <p>Support future growth 60%</p> <p>New or increased capacity to facilitate/support future growth or future customers</p>	<p>Extensions to developed parcels not yet served by City sanitary (note: funded by capital cost recovery charges and extension charges)</p>	<p>Improvements that support growth opportunities in a localized area, OR Extensions to undeveloped parcels (e.g., R1, R2)</p>	<p>Improvements that support high-density growth opportunities, OR Improves trunkline capacity to support growth</p>
	<p>40%</p> <p>Improve existing capacity</p> <p>Restores/maintains or improves system capacity for existing customers</p>	<p>Maintain/restore current capacity (e.g., lining due to structural condition, roots, calcification)</p>	<p>Moderately improves capacity - project addresses some inflow and infiltration (I&I) removal (e.g., lining a leaky pipe, manhole rehab)</p>	<p>Moderate to large I&I removal projects, OR Significant wet weather capacity improvement related projects, OR Improvements to meet current design standards</p> <p>(Examples: City-wide FDD program, major diversion/structure project e.g., Fuller/Glen, storage tanks, sealing manholes, relief sewers)</p>
<p>Sustainability</p> <p>The ability to meet the needs of today without jeopardizing the ability of future generations to meet their needs</p>	<p>31%</p> <p>Improve Energy Use 75%</p> <p>Minimize the negative impacts of energy use by changing the source of energy (transition to renewable energy), the type of energy (transition to electrical equipment/appliances/vehicles), and/or the amount of energy used (energy efficiency standards)</p>	<p>Includes enough renewable energy (from onsite sources or through offsite purchases) to power some (less than 25 percent) of the total onsite energy usage OR Commitment to non-fossil fueled equipment and appliances, where a fossil fuel burning alternative was available (hot water heaters and stoves, not including heating and cooling systems) OR Aligns with most recent International Code Council (even if not adopted by State of Michigan)</p>	<p>Includes enough renewable energy (from onsite sources or through offsite purchases) to power most (less than 75%) of the total onsite energy usage OR Commitment to non-fossil fueled heating and cooling systems and all non-fossil fuel based equipment and appliances (if applicable in project scope)(back-up power is allowed to be fossil based) OR Infrastructure that supports electrification services and programming and impacts a small portion of the community, OR Meets LEED Platinum certification level</p>	<p>Includes enough renewable energy (from onsite sources or through offsite purchases) to power all of the total onsite energy usage OR Project eliminates use of fossil fuels (building, appliances, equipment, vehicles), including all back-up power sources OR Infrastructure that supports electrification services and programming and impacts a substantial portion of the community, OR Meets Passivhaus building standard</p>
	<p>25%</p> <p>Enhance Resiliency</p> <p>Practices or actions that help the community, ecosystems, or infrastructure thrive, regardless of what disruptions or changes may take place</p>	<p>N/A</p>	<p>Moderately improves resiliency to shocks, stressors, or other acute disruptions: Handle/accept/process a surge in volume during wet weather events, OR Continue uninterrupted operations</p>	<p>Significantly improves resiliency to shocks, stressors, or other acute disruptions: Handle/accept/process a surge in volume during wet weather events in area where modeling demonstrates capacity constraints, OR Continue uninterrupted operations</p> <p>(Possible examples: Source removal through city-wide FDD program, major diversion/structure project e.g., Fuller/Glen, storage tanks, sealing manholes, relief sewers)</p>
<p>Maintain Infrastructure</p> <p>Practice effective asset management</p>	<p>24%</p> <p>Maintain and improve asset condition 67%</p> <p>Extend the life of existing assets in alignment with asset management plans and improve customer experience (e.g., addressing nuisance odors)</p>	<p>Asset renewal (rehabilitation or replacement) that moderately aligns with asset management plans (e.g., street driven projects that implement sanitary improvements sooner than what the plan specifies)</p>	<p>Asset renewal (rehabilitation or replacement) for some assets within the project limits, in alignment with existing asset management plans</p>	<p>Asset renewal (rehabilitation or replacement) for most or all assets within the project limits, in alignment with existing asset management plans, OR Reduces O&M cost, OR Creates opportunities to maximize operational flexibility or use of technology, OR Utilizes materials or techniques that provide lowest overall life-cycle costs</p>
	<p>33%</p> <p>Manage Risk</p> <p>Manage assets considering consequence of failure and likelihood of failure in order to meet level of service objectives and reduce risk.</p>	<p>Collection: Pipe risk grade 1-2 (per Argon software), OR PLANT: Maintains or replaces low risk infrastructure/equipment</p>	<p>Collection: Pipe risk grade 3 (per Argon software), OR PLANT: Maintains or replaces moderate risk infrastructure/equipment OR Reduces risk by adding redundancy</p>	<p>Collection: Pipe risk grade 4-5 (per Argon software), OR PLANT: Maintains or replaces high risk infrastructure/equipment</p>

CIP Scoring Criteria: Sanitary

<p>Public Health and Safety</p> <p>14%</p> <p>Improve safety for staff and/or public</p>	<p>Achieve Regulatory Compliance 50%</p> <p>Meet or exceed local, county, state and federal standards/regulations</p>	N/A	<p>Addresses non-urgent regulatory compliance (e.g., compliance with city standards such as addressing non-standard connections, upsizing to meet minimum pipe diameter requirements, or improving capacity to achieve city design-storm)</p>	<p>Addresses urgent mandatory regulatory compliance (e.g., compliance with EGLE design-storm, ACO requirements, TMDL Phosphorus limits)</p>
	<p>Reduce Public Health Hazards 50%</p> <p>Improves safety and health for staff and/or public</p>	N/A	<p>Moderately reduces exposure to, or frequency of, a public health or safety hazard (e.g., H2S, SSOs, basement backups for the collection system or occupational safety hazards at the plant)</p>	<p>Significantly reduces exposure to, or frequency of, a public health or safety hazard (e.g., H2S, SSOs, basement backups for the collection system or occupational safety hazards at the plant)</p>
<p>Other Lenses</p>				
<p>Complexity 5%</p>		<p>Low technical complexity, OR Minimally disruptive to the community (e.g., dust, noise), OR Requires coordination with multiple internal entities (e.g., DDA, Housing Commission, other Service Areas or Units), OR Requires Community Engagement in design or decision-making at the Low impact or Local level</p>	<p>Medium technical complexity, OR Requires Community Engagement in design or decision-making at the High Impact or Citywide level, OR Requires coordination with 1 external agency (e.g., U-M, MDOT, The Ride, DTE), OR Requires Legal/Attorney's Office involvement for temporary easement (e.g., construction, grading, access), OR Multiple internal funding sources to coordinate, OR Requires public art installation, OR Moderately disruptive to the community (e.g., interruptions to driveways, business access - partial project duration)</p>	<p>High technical complexity, OR Requires coordination with railroad or multiple external agencies, OR Requires Community Engagement in design or decision-making at the High Impact and Citywide level, OR Requires Legal/Attorney's Office involvement for permanent easement or ROW acquisition, or special assessments, OR Federal funding sources to coordinate (reporting requirements), OR Highly disruptive to the community (e.g., interruptions to driveways, business access - majority project duration, AAATA detour routes, haul route needed for project completion)</p>
<p>Urgency 15%</p>		<p>Competitive grant applied for but not yet awarded, OR Supports regional or interagency planning and coordination, OR Slight impact on life or property if delayed, OR Project has to happen within 3-5 years for any other reason (e.g., regulatory orders with a deadline, legal ruling, schedule is mandated by policy direction or resolution)</p>	<p>Costs can be reduced and disruption to the public minimized by aligning project with another project (e.g., street resurfacing with underground utility improvements), OR Partial project funding (<50%) is from outside non-loan source(s) (e.g., developer, U-M cost sharing, public/private partnership, grants), OR Provides opportunity to increase consistency across jurisdictional boundary, OR Moderate impact on life or property if delayed, OR Project has to happen within 2 years for any other reason</p>	<p>Funding from low-interest loan source (e.g., SRF), OR Costs can be reduced and disruption to the public can be minimized by aligning project with multiple projects (e.g., street resurfacing with underground utility improvements), OR Substantial project funding (≥50%) from outside non-loan sources, OR Project schedule driven by partner agency (e.g., U-M, AAPS, WCWRC), OR Significant impact on life or property if delayed, OR Project has to happen immediately or within 1 year, for any other reason</p>

CIP Scoring Criteria: Solid Waste

Strategic Value 80%				
Priority	Objective			
Infrastructure Condition Maintain assets and infrastructure in good repair	Achieves Regulatory Compliance 37% Compliance with local, state and federal regulations	N/A	Contributes to non-urgent regulatory compliance (e.g., something that is grandfathered)	Contributes to urgent mandatory regulatory compliance
	Ensure Safety for Facility Users 33% Improves safety for staff and/or public	Eliminate exposure to a low risk public health or safety hazard	Eliminate exposure to a medium risk public health or safety hazard	Eliminate exposure to a high risk public health or safety hazard
	Minimize O&M Costs 16% Optimize operational efficiency by creating opportunities to maximize operational flexibility, use of technology, extending asset life, or utilizing materials or techniques that provide lowest overall life-cycle costs	Minimally reduces O&M cost	Moderately reduces O&M cost	Significantly reduces O&M cost
	Meets or Exceeds Leading Industry Practices 14% Meets or Exceeds Leading Industry Practices	N/A	Meets existing leading industry practices	Establishes a best in class industry practice
User Experience (Level of Service) 24% Improves the quality of the users experience or ease of use.	Minimally improves existing Level of Service, OR Provides a new service requested by and that minimally benefits the community/user group	Moderately improves existing Level of Service, OR Provides a new service requested by and that moderately benefits the community/user group	Significantly improves existing Level of Service, OR Provides a new service requested by and that significantly benefits the community/user group	
Sustainability The ability to meet the needs of today without jeopardizing the ability of	Support a Circular Economy 55% Projects that foster the reduction of waste by keeping materials in use	Adds new or replaces existing infrastructure using some sustainable materials	Includes enough renewable energy (from onsite sources or through offsite purchases) to power most (less than 75%) of the total onsite energy usage	Includes enough renewable energy (from onsite sources or through offsite purchases) to power all of the total onsite energy usage
	Enhance Resilience 32% Practices or actions that help the community, ecosystems, or infrastructure thrive, regardless of what disruptions or changes may take place.	N/A	Adds new or replaces existing infrastructure using all sustainable materials, OR Infrastructure that supports circular economy services and programming and impacts a small portion (by volume or impact) of the waste stream	Repairs existing infrastructure rather than replacing, OR Infrastructure that supports circular economy services and programming and impacts a substantial portion (by volume or impact) of the waste stream

CIP Scoring Criteria: Solid Waste



<p>without jeopardizing the ability of future generations to meet their needs</p>	<p>12%</p> <p>Improve Energy Use</p> <p>Minimize the negative impacts of energy use by changing the source of energy (transition to renewable energy), the type of energy (transition to electrical equipment/appliances/vehicles), and/or the amount of energy used (energy efficiency standards)</p>	<p>Includes enough renewable energy (from onsite sources or through offsite purchases) to power some (less than 25 percent) of the total onsite energy usage OR Commitment to non-fossil fueled equipment and appliances, where a fossil fuel burning alternative was available (hot water heaters and stoves, not including heating and cooling systems) OR Aligns with most recent International Code Council (even if not adopted by State of Michigan)</p>	<p>Includes enough renewable energy (from onsite sources or through offsite purchases) to power most (less than 75%) of the total onsite energy usage OR Commitment to non-fossil fueled heating and cooling systems and all non-fossil fuel based equipment and appliances (if applicable in project scope)(back-up power is allowed to be fossil based) OR Infrastructure that supports electrification services and programming and impacts a small portion of the community, OR Meets LEED Platinum certification level</p>	<p>Includes enough renewable energy (from onsite sources or through offsite purchases) to power all of the total onsite energy usage OR Project eliminates use of fossil fuels (building, appliances, equipment, vehicles), including all back-up power sources OR Meets Passivhaus building standard</p>
<p>System Capacity</p> <p>Impact on existing users and the larger network.</p> <p>16%</p>		<p>Provides the opportunity to add local capacity in the future</p>	<p>Provides the opportunity to add regional capacity in the future, OR Adds required local capacity (i.e., to support existing city services/programs)</p>	<p>Adds capacity to support the region</p>
<p>Plan Implementation</p> <p>Achievement of recommendations identified in the Solid Waste Resource Management Plan.</p> <p>8%</p>		<p>N/A</p>	<p>Makes progress toward implementing a plan recommendation</p>	<p>Implements plan recommendations</p>
<p>Other Lenses</p>				
<p>Complexity</p> <p>5%</p>		<p>Low technical complexity, OR Minimally disruptive to the community (e.g., dust, noise), OR Requires coordination with multiple internal entities (e.g., DDA, Housing Commission, other Service Areas or Units), OR Requires Community Engagement in design or decision-making at the Low impact or Local level</p>	<p>Medium technical complexity, OR Requires Community Engagement in design or decision-making at the High Impact or Citywide level, OR Requires coordination with 1 external agency (e.g., U-M, MDOT, The Ride, DTE), OR Requires Legal/Attorney's Office involvement for limited easements or ROW acquisition, OR Multiple internal funding sources to coordinate, OR Requires public art installation, OR Moderately disruptive to the community (e.g., interruptions to driveways, business access - partial project duration)</p>	<p>High technical complexity, OR Requires coordination with railroad or multiple external agencies, OR Requires Community Engagement in design or decision-making at the High Impact and Citywide level, OR Requires Legal/Attorney's Office involvement for significant or difficult easement or ROW acquisition, or special assessments, OR Federal funding sources to coordinate (reporting requirements), OR Highly disruptive to the community (e.g., interruptions to driveways, business access - majority project duration, AAATA detour routes, haul route needed for project completion)</p>
<p>Urgency</p> <p>15%</p>		<p>Competitive grant applied for but not yet awarded, OR Funding from low-interest loan source (e.g., Energy Fund) with no loan forgiveness, OR Supports regional or interagency planning and coordination, OR A project that has minimal interaction with other asset groups</p>	<p>Funding is from low-interest loan source (e.g., Energy Fund) with high potential for loan forgiveness, OR Funding is from standard city funding sources (e.g., millages), OR Partial project funding (<50%) is from outside non-loan source(s) (e.g., grant funding, developer, U-M cost sharing, public/private partnership), OR Energy performance contracting (reduces the City's upfront out of pocket costs), OR Costs can be reduced by aligning project with another project, OR Aligning projects minimizes disruption to the public</p>	<p>Substantial project funding (≥50%) from outside non-loan sources, OR Costs can be reduced by aligning project with multiple projects, OR Schedule is driven by other high-priority improvements that must be completed within the next two fiscal years, OR Schedule is mandated by policy direction or resolution</p>

CIP Scoring Criteria: Stormwater

Strategic Value 80%				
Priority	Objective			
Maintain Infrastructure Practice effective asset management	45% Manage Risk Manage assets considering consequence of failure and likelihood of failure in order to meet level of service objectives and reduce risk.	55% Pipe risk grade 1-2 (per Argon software), OR Slightly restores natural or built function	Pipe risk grade 3 (per Argon software), OR Moderately restores natural or built function	Pipe risk grade 4-5 (per Argon software), OR Significantly restores natural or built function
	45% Maintain and improve asset condition Extend the life of existing assets in alignment with asset management plans	45% Asset renewal (rehabilitation or replacement) that moderately aligns with asset management plans (e.g., street driven projects that implement stormwater improvement at higher treatment level or sooner than what the plan specifies)	Asset renewal (rehabilitation or replacement) for some assets within the project limits, in alignment with existing asset management plans	Asset renewal (rehabilitation or replacement) for most or all assets within the project limits, in alignment with existing asset management plans, OR Reduces O&M cost, OR Creates opportunities to maximize operational flexibility or use of technology, OR Utilizes materials or techniques that provide lowest overall life-cycle costs
Manage Stormwater Manage stormwater to protect public health, safety, welfare, & environment as identified in the Ann Arbor Stormwater Level of Service and Rate Analysis Project.	29% Reduce Flooding Impact Improve system capacity to reduce impacts to life, livelihood, and property as a result of significant storm events.	70% Improves conveyance (e.g., culvert and headwall projects)	Reduces flooding in a localized area (e.g., structure removal)	Reduces flooding in a regional area (e.g., increase storage/regional detention), OR Improves stormwater management in Allen Creek
	30% Improve Water Quality Ability to address water quality standards based on regulatory frameworks (e.g., the Federal Clean Water Act) as well as ecological principles	30% Detention of stormwater	Underground or hardscape infiltration (e.g., porous pavement, pipe infiltration), OR Reduction in TMDLs, OR Non TMDL pollutant removal	Reduction of TMDLs AND Green infrastructure/infiltration, (e.g., raingarden, bioswale) OR Streambank stabilization
Enhance Resiliency Enhance resiliency to ensure the community cannot only survive but thrive regardless of disruptions due to stormwater.		Meets minimum requirements for stormwater storage	N/A	Maximize stormwater storage with available space and funding beyond current Public Services Standard Specifications
Scale of Benefit Number of system users benefitting from the proposed project		Hyperlocal and local benefit	Neighborhood benefit	System/city-wide or regional benefit

Other Lenses

CIP Scoring Criteria: Stormwater

<p>Complexity </p>		<p>Low technical complexity, OR Minimally disruptive to the community (e.g., dust, noise), OR Requires coordination with multiple internal entities (e.g., DDA, Housing Commission, other Service Areas or Units), OR Requires Community Engagement in design or decision-making at the Low impact or Local level</p>	<p>Medium technical complexity, OR Requires Community Engagement in design or decision-making at the High Impact or Citywide level, OR Requires coordination with 1 external agency (e.g., WCWRC, U-M, MDOT, The Ride, DTE), OR Requires Legal/Attorney's Office involvement for temporary easement (e.g., construction, grading, access), OR Multiple internal funding sources to coordinate, OR Requires public art installation, OR Moderately disruptive to the community (e.g., interruptions to driveways, business access - partial project duration)</p>	<p>High technical complexity, OR Requires coordination with railroad or multiple external agencies, OR Requires Community Engagement in design or decision-making at the High Impact and Citywide level, OR Requires Legal/Attorney's Office involvement for permanent easement or ROW acquisition, or special assessments, OR Federal funding sources to coordinate (reporting requirements), OR Highly disruptive to the community (e.g., interruptions to driveways, business access - majority project duration, AAATA detour routes, haul route needed for project completion)</p>
<p>Urgency </p>		<p>Competitive grant applied for but not yet awarded, OR Supports regional or interagency planning and coordination, OR Slight impact on life or property if delayed, OR Project has to happen within 3-5 years for any other reason (e.g., regulatory orders with a deadline, legal ruling, schedule is mandated by policy direction or resolution)</p>	<p>Costs can be reduced and disruption to the public minimized by aligning project with another project (e.g., street resurfacing with underground utility improvements), OR Partial project funding (<50%) is from outside non-loan source(s) (e.g., developer, U-M cost sharing, public/private partnership, grants), OR Provides opportunity to increase consistency across jurisdictional boundary, OR Moderate impact on life or property if delayed, OR Project has to happen within 2 years for any other reason</p>	<p>Funding from low-interest loan source (e.g., SRF), OR Costs can be reduced and disruption to the public can be minimized by aligning project with multiple projects (e.g., street resurfacing with underground utility improvements), OR Substantial project funding (≥50%) from outside non-loan sources, OR Project schedule driven by partner agency (e.g., U-M, AAPS, WCWRC), OR Significant impact on life or property if delayed, OR Project has to happen immediately or within 1 year, for any other reason</p>

CIP Scoring Criteria: Water

Strategic Value **80%**

Priority	Objective			
<p>Achieve Regulatory Compliance/ Public Health and Safety 33%</p> <p>Reduce public health hazards by meeting or exceeding local, state and federal regulations, and industry standards</p>	N/A		Addresses non-urgent regulatory compliance (e.g., compliance with city standards such as addressing non-standard connections, or upsizing to meet minimum pipe diameter requirements)	Addresses urgent mandatory regulatory compliance (e.g., ISO fire flow standards, EGLE requirements for disinfection, FERC, PFAS, Safe Drinking Water Act, etc.)
<p>Maintain Infrastructure 27%</p> <p>Practice effective asset management</p>	<p>Manage Risk 70%</p> <p>Manage assets considering consequence of failure and likelihood of failure in order to meet level of service objectives and reduce risk.</p>	<p>Distribution: Pipe risk category color of Green (low risk) (per PAN model) Plant: Maintains or replaces low risk infrastructure/equipment</p>	<p>Distribution: Pipe risk category color of Yellow/Orange (medium risk)(per PAN model) OR Consolidation Plant: Maintains or replaces moderate risk infrastructure/equipment</p>	<p>Distribution: Pipe risk category color of Red (high risk) (per PAN model) OR Looping for fire flow or redundancy Plant: Maintains or replaces high risk infrastructure/equipment</p>
	<p>Maintain and improve asset condition 30%</p> <p>Extend the life of existing assets in alignment with asset management plans</p>	<p>Replacement that moderately aligns with asset management plans (e.g., projects driven by the need to address pavement condition, that implement water improvements sooner than what the plan specifies)</p>	<p>Replacement for some assets within the project limits, in alignment with existing asset management plans</p>	<p>Replacement for most or all assets within the project limits, in alignment with existing asset management plans, OR Reduces O&M cost, OR Ensures operational ability (e.g., valve replacement/addition to minimize impacted areas during shut-down), OR Enhances use of technology to maintain or improve system, OR Utilizes materials or techniques that provide lowest overall life-cycle costs</p>
<p>System Capacity 19%</p> <p>Manage the system to ensure sufficient capacity.</p>	<p>Improve existing capacity 67%</p> <p>Restores/maintains or improves system capacity for existing customers</p>	<p>Maintain/restore current capacity (e.g., size for size pipe replacement or other infrastructure/equipment replaced as-is)</p>	<p>Moderately improves capacity (e.g., 1 pipe size diameter upsizing to meet current design standards for fire flow)</p>	<p>Significantly improves capacity (e.g., 2 pipe size diameters or greater upsizing to meet current design standards for fire flow, or area of known fire flow constraint; infrastructure/equipment replacements that provide capacity flexibility; or, projects that diversify source water to reduce dependency on the river)</p>
	<p>Support future growth 33%</p> <p>New or increased capacity to facilitate/support future growth or future customers</p>	<p>Extensions to developed parcels not yet served by City water (note: funded by capital cost recovery charges and extension charges)</p>	<p>Improvements that support growth opportunities in a localized area, OR Extensions to undeveloped parcels (e.g., R1, R2)</p>	<p>Improvements that support high-density growth opportunities, OR Improves transmission or outstation capacity to support growth</p>
<p>Customer Experience/ Water Quality 13%</p> <p>Improves water quality or pressure</p>		<p>Distribution Project: Minimally improves existing Level of Service (e.g., ordinary replacement with main size same or one size greater), OR Plant: Minimally improves water quality, water pressure, or water flow (i.e., system capacity)</p>	<p>Distribution Project: Moderately improves existing Level of Service (e.g., project that adds redundancy, upsizes main by greater than one size, or is in an area with a modest number of complaints), OR Provides a new service (extension projects), OR Plant: Moderately improves water quality, water pressure, or water flow (i.e., system capacity)</p>	<p>Distribution Project: Significantly improves existing Level of Service (e.g., in area with high number of complaints or in an area with filters, or creates looping for water quality), OR Provides a new service which is requested by abutting owners, OR Plant: Significantly improves water quality, water pressure, or water flow (i.e., system capacity)</p>
<p>Sustainability 7%</p> <p>The ability to meet the needs of today</p>	<p>Improve Energy Use 75%</p> <p>Minimize the negative impacts of energy use by changing the source of energy (transition to renewable energy), the type of energy (transition to electrical equipment/appliances/vehicles), and/or the amount of energy used (energy efficiency standards)</p>	<p>Includes enough renewable energy (from onsite sources or through offsite purchases) to power some (less than 25 percent) of the total onsite energy usage OR Commitment to non-fossil fueled equipment and appliances, where a fossil fuel burning alternative was available (hot water heaters and stoves, not including heating and cooling systems) OR Aligns with most recent International Code Council (even if not adopted by State of Michigan)</p>	<p>Includes enough renewable energy (from onsite sources or through offsite purchases) to power most (less than 75%) of the total onsite energy usage OR Commitment to non-fossil fueled heating and cooling systems and all non-fossil fuel based equipment and appliances (if applicable in project scope)(back-up power is allowed to be fossil based) OR Infrastructure that supports electrification services and programming and impacts a small portion of the community, OR Meets LEED Platinum certification level</p>	<p>Includes enough renewable energy (from onsite sources or through offsite purchases) to power all of the total onsite energy usage OR Project eliminates use of fossil fuels (building, appliances, equipment, vehicles), including all back-up power sources OR Infrastructure that supports electrification services and programming and impacts a substantial portion of the community, OR Meets Passivhaus building standard</p>

CIP Scoring Criteria: Water				
without jeopardizing the ability of future generations to meet their needs	<p>Enhance Resiliency 25%</p> <p>Practices or actions that help the community, ecosystems, or infrastructure thrive, regardless of what disruptions or changes may take place</p>	N/A	<p>Moderately improves resiliency to shocks, stressors, or other acute disruptions: Continue uninterrupted operations, OR Protect against contamination, spills, and emerging contaminants, OR Treat drinking water in response to environmental threats and impacts from climate change</p>	<p>Significantly improves resiliency to shocks, stressors, or other acute disruptions: Continue uninterrupted operations, OR Protect against contamination, spills, and emerging contaminants, OR Treat drinking water in response to environmental threats and impacts from climate change</p> <p>(Possible examples: diversification of water sources, treatment optimization)</p>
Other Lenses				
Complexity 5%		<p>Low technical complexity, OR Minimally disruptive to the community (e.g., dust, noise), OR Requires coordination with multiple internal entities (e.g., DDA, Housing Commission, other Service Areas or Units), OR Requires Community Engagement in design or decision-making at the Low impact or Local level</p>	<p>Medium technical complexity, OR Requires Community Engagement in design or decision-making at the High Impact or Citywide level, OR Requires coordination with 1 external agency (e.g., U-M, MDOT, The Ride, DTE), OR Requires Legal/Attorney's Office involvement for temporary easement (e.g., construction, grading, access), OR Multiple internal funding sources to coordinate, OR Requires public art installation, OR Moderately disruptive to the community (e.g., interruptions to driveways, business access - partial project duration)</p>	<p>High technical complexity, OR Requires coordination with railroad or multiple external agencies, OR Requires Community Engagement in design or decision-making at the High Impact and Citywide level, OR Requires Legal/Attorney's Office involvement for permanent easement or ROW acquisition, or special assessments, OR Federal funding sources to coordinate (reporting requirements), OR Highly disruptive to the community (e.g., interruptions to driveways, business access - majority project duration, AAATA detour routes, haul route needed for project completion)</p>
Urgency 15%		<p>Competitive grant applied for but not yet awarded, OR Supports regional or interagency planning and coordination, OR Slight impact on life or property if delayed, OR Project has to happen within 3-5 years for any other reason (e.g., regulatory orders with a deadline, legal ruling, schedule is mandated by policy direction or resolution)</p>	<p>Costs can be reduced and disruption to the public minimized by aligning project with another project (e.g., street resurfacing with underground utility improvements), OR Partial project funding (<50%) is from outside non-loan source(s) (e.g., developer, U-M cost sharing, public/private partnership, grants), OR Provides opportunity to increase consistency across jurisdictional boundary, OR Moderate impact on life or property if delayed, OR Project has to happen within 2 years for any other reason</p>	<p>Funding from low-interest loan source (e.g., DWRF), OR Costs can be reduced and disruption to the public can be minimized by aligning project with multiple projects (e.g., street resurfacing with underground utility improvements), OR Substantial project funding (≥50%) from outside non-loan sources, OR Project schedule driven by partner agency (e.g., U-M, AAPS), OR Significant impact on life or property if delayed, OR Project has to happen immediately or within 1 year, for any other reason</p>