

Priority		CIP Scoring Criteria: Streets & Bridges			Objective	Value Score	
Improve Safety Creates an environment in which people feel confident and comfortable traveling or supports elimination of fatalities and serious injuries resulting from traffic crashes.	52%		Includes minor improvements that may improve transportation safety (e.g., curb bumpouts)	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	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		
	32%	85%	Asset Management Plan Alignment	No significant contribution to the plan	Moderately aligns with plan (utility driven projects that require higher treatment level than what the plan specifies)	Significantly aligns with plan (implements the appropriate treatment level)	
		15%	Improve Asset Condition	PASER score 9+, OR Bridge rating Good	PASER score 5, OR Bridge rating Fair	PASER score 1, OR Bridge rating Poor	
	17%			Maintains or improves existing active transportation and/or transit features	Removes a barrier or minimally increases level of comfort to sustainable modes of transportation (walking, biking, transit, micro-mobility, etc.)	Removes multiple barriers or significantly increases level of comfort to sustainable modes of transportation	
Complexity			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	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	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)		
Urgency			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)	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	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		

Priority		Objective		CIP Scoring Criteria: Active Transportation		
Improve Safety 42% Creates an environment in which people feel confident and comfortable traveling or supports elimination of fatalities and serious injuries resulting from traffic crashes.		Includes minor improvements that may improve transportation safety	Includes project elements that have a significant positive impact to transportation safety (e.g., a safety component of a larger project) OR Is a Tier 2 improvement in the transportation plan	Project is being driven by a transportation safety need (e.g., stand alone safety projects such as HSIP) OR Is a Tier 1 improvement in the transportation plan		
Expand Connectivity 19% Expands travel options throughout Ann Arbor's transportation system with wider regional networks.		Connections within neighborhoods, OR Hyperlocal and local benefit (estimated less than 100 impacted users), OR Along a local street	Neighborhood benefit (estimated 1,000+ impacted users), OR Along a collector street	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 (estimated 10,000+ impacted users), OR Along an arterial street		
Enhance Mobility and Reduce Vehicle Miles Traveled (VMT) 14% Prioritizes moving people and goods efficiently; making it easier for people to choose sustainable modes of transportation resulting in VMT reduction.		A sidewalk gap identified as mid-low in the city's sidewalk prioritization system, OR A crosswalk identified as mid-low in the city's crosswalk prioritization system, OR Project would minimally increase the availability of/access to shared mobility vehicles	A sidewalk gap identified as mid-high in the city's sidewalk prioritization system, OR A crosswalk identified as mid-high 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	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 or highest in the city's crosswalk prioritization system, OR A bike lane identified as all, ages and abilities bike network (A3) in the transportation plan, OR Project would significantly increase the availability of/access to shared mobility vehicles		
Equity 13% 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 75% Invest in areas where sources such as data, community feedback, and current or historical research show a documented racial inequity.	N/A	N/A	Investing in an area of documented racial inequity		
	Minimize Project Lifecycle Inequities 25% Minimize racial inequity impacts throughout the entire project lifecycle, including temporary impacts (during construction or implementation) and long term (after construction or implementation).	Creates temporary inequity but returns to existing conditions (i.e., no net impact to existing inequities after project completion) (e.g., bus route or sidewalk 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)		
Improve Accessibility for Persons with Disabilities 7% Improve the accessibility of community resources and benefits for persons with disabilities.		Meets minimum applicable accessibility requirements (e.g., ADA, PROWAG), AND Retains accessibility currently in place (where applicable)	Minimally exceeds applicable accessibility requirements	Significantly exceeds applicable accessibility requirements in attempt to implement Universal Design principles		
Support Placemaking 5% Supports a healthy population, sustainable environment, and robust economy, while celebrating and enhancing a unique quality of place. (Healthy People and Sustainable Place)		N/A	Includes minor improvements that improve user experience	Includes project elements that have a significant positive impact to user experience		
Complexity		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	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	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)		
Urgency		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	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	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		

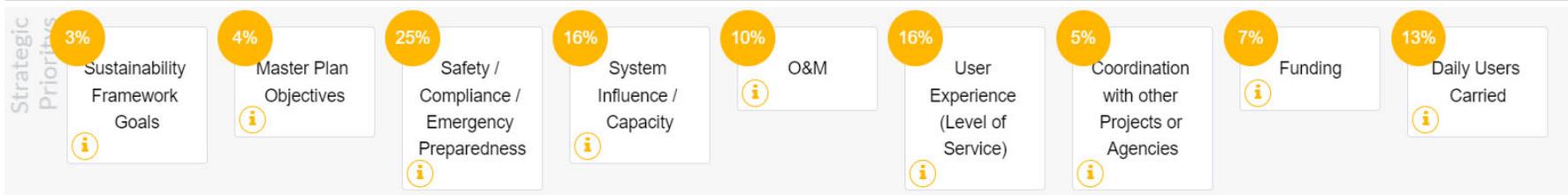
Priority		Objective		CIP Scoring Criteria: Other Infrastructure		
Improve Safety Creates an environment in which people feel confident and comfortable traveling or supports elimination of fatalities and serious injuries resulting from traffic crashes.	28%		Includes minor improvements that may improve transportation safety, OR Reduces or eliminates exposure to a low risk public health or safety hazard	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	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	
	22%	Enhance Placemaking Creates, celebrates, or enhances a unique quality of place	N/A	Placemaking is included	Placemaking is the intent of the project	
Community Benefit Supports community needs and economic development opportunities.	37%	Increase Infrastructure Capacity Creating new or increased capacity to facilitate/support future growth or users in alignment with comprehensive plans	N/A	N/A	Project creates new or increased capacity to facilitate/support future growth or users	
	41%	Scale of Benefit Number of system users benefiting 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)	Hyperlocal and local benefit (estimated less than 1,000 impacted users), OR Along a local street	Neighborhood benefit (estimated 1,000+ impacted users), 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 (estimated 25,000+ impacted users), 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	
Sustainability The ability to meet the needs of today without jeopardizing the ability of future generations to meet their needs	19%	Enhance Mobility and Reduce Vehicle Miles Traveled (VMT) 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	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	
	19%	Improve Energy Use 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)	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	
	33%	Enhance Resiliency Practices or actions that help the community, ecosystems, or infrastructure thrive, regardless of what disruptions or changes may take place	N/A	Moderately improves resiliency to shocks, stressors, or other acute disruptions	Significantly improves resiliency to shocks, stressors, or other acute disruptions	
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.	18%	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.	N/A	N/A	Investing in an area of documented racial inequity	
	25%	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).	Creates temporary inequity but returns to existing conditions (i.e., no net impact to existing inequities after project completion) (e.g., bus route or sidewalk 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)	
Improve Accessibility for Persons with Disabilities Improve the accessibility of community resources and benefits for persons with disabilities.	14%		Meets minimum applicable accessibility requirements (e.g., ADA, PROWAG), AND Retains accessibility currently in place (where applicable)	Minimally exceeds applicable accessibility requirements	Significantly exceeds applicable accessibility requirements in attempt to implement Universal Design principles	

<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., 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>	<table border="1"> <caption>Strategic Value Score vs Desirability (Complexity)</caption> <thead> <tr> <th>Desirability Level</th> <th>Strategic Value Score</th> </tr> </thead> <tbody> <tr> <td>No Desirability</td> <td>10</td> </tr> <tr> <td>Low Desirability</td> <td>35</td> </tr> <tr> <td>Medium Desirability</td> <td>65</td> </tr> <tr> <td>High Desirability</td> <td>95</td> </tr> </tbody> </table>	Desirability Level	Strategic Value Score	No Desirability	10	Low Desirability	35	Medium Desirability	65	High Desirability	95
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<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, 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>	<table border="1"> <caption>Strategic Value Score vs Desirability (Urgency)</caption> <thead> <tr> <th>Desirability Level</th> <th>Strategic Value Score</th> </tr> </thead> <tbody> <tr> <td>No Desirability</td> <td>10</td> </tr> <tr> <td>Low Desirability</td> <td>35</td> </tr> <tr> <td>Medium Desirability</td> <td>65</td> </tr> <tr> <td>High Desirability</td> <td>95</td> </tr> </tbody> </table>	Desirability Level	Strategic Value Score	No Desirability	10	Low Desirability	35	Medium Desirability	65	High Desirability	95
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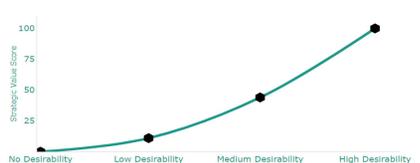
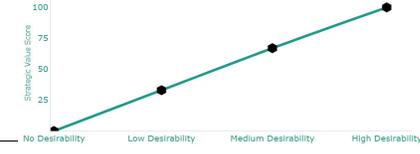
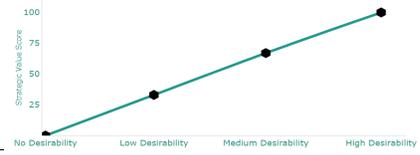
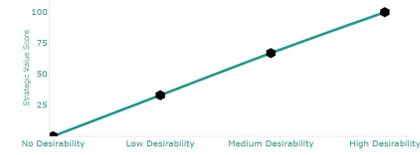
CIP Scoring Criteria: General (used for Airport and Parking)														
Priority														
Sustainability Framework Goals	Modestly contributes to meeting two to three of the City's Sustainability Framework goals	Significantly contributes to meeting two or three of the City's Sustainability Framework goals OR modestly contributes to meeting four or more of the City's Sustainability Framework goals	Significantly contributes to meeting four or more of the City's Sustainability Framework goals	<table border="1"> <caption>Strategic Value Score vs Desirability (Sustainability Framework Goals)</caption> <tr><th>Desirability</th><th>Strategic Value Score</th></tr> <tr><td>No Desirability</td><td>0</td></tr> <tr><td>Low Desirability</td><td>55</td></tr> <tr><td>Medium Desirability</td><td>85</td></tr> <tr><td>High Desirability</td><td>95</td></tr> </table>	Desirability	Strategic Value Score	No Desirability	0	Low Desirability	55	Medium Desirability	85	High Desirability	95
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Master Plan Objectives	Modestly contributes to meeting one of the City's master plan or other strategic planning document goals	Significantly contributes to meeting one of the City's master plan or other strategic planning document goals OR modestly contributes to meeting two or more of the City's master plan or other strategic planning document goals	Significantly contributes to meeting two or more of the City's master plan or other strategic planning document goals	<table border="1"> <caption>Strategic Value Score vs Desirability (Master Plan Objectives)</caption> <tr><th>Desirability</th><th>Strategic Value Score</th></tr> <tr><td>No Desirability</td><td>0</td></tr> <tr><td>Low Desirability</td><td>35</td></tr> <tr><td>Medium Desirability</td><td>65</td></tr> <tr><td>High Desirability</td><td>100</td></tr> </table>	Desirability	Strategic Value Score	No Desirability	0	Low Desirability	35	Medium Desirability	65	High Desirability	100
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Safety / Compliance / Emergency Preparedness	Moderately contributes to reducing a public health or safety hazard, but is not required for compliance	Will assist in ability to continue governmental services during emergencies OR will eliminate a low risk public health or safety hazard or reduce exposure to a high risk public health or safety exposure OR necessary to meet recommended regulatory compliance	Contributes to mandatory regulatory compliance OR will eliminate exposure to a high risk public health or safety hazard OR is necessary to assure continuance of governmental services during emergencies	<table border="1"> <caption>Strategic Value Score vs Desirability (Safety / Compliance / Emergency Preparedness)</caption> <tr><th>Desirability</th><th>Strategic Value Score</th></tr> <tr><td>No Desirability</td><td>0</td></tr> <tr><td>Low Desirability</td><td>15</td></tr> <tr><td>Medium Desirability</td><td>45</td></tr> <tr><td>High Desirability</td><td>100</td></tr> </table>	Desirability	Strategic Value Score	No Desirability	0	Low Desirability	15	Medium Desirability	45	High Desirability	100
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System Influence / Capacity	Meets future user demand	Addresses immediate user demand that benefits a small segment of the user population	Addresses immediate user demand that benefits a large segment of the user population	<table border="1"> <caption>Strategic Value Score vs Desirability (System Influence / Capacity)</caption> <tr><th>Desirability</th><th>Strategic Value Score</th></tr> <tr><td>No Desirability</td><td>0</td></tr> <tr><td>Low Desirability</td><td>35</td></tr> <tr><td>Medium Desirability</td><td>65</td></tr> <tr><td>High Desirability</td><td>100</td></tr> </table>	Desirability	Strategic Value Score	No Desirability	0	Low Desirability	35	Medium Desirability	65	High Desirability	100
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O & M (Operations & Maintenance)	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 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	<table border="1"> <caption>Strategic Value Score vs Desirability (O & M (Operations & Maintenance))</caption> <tr><th>Desirability</th><th>Strategic Value Score</th></tr> <tr><td>No Desirability</td><td>0</td></tr> <tr><td>Low Desirability</td><td>55</td></tr> <tr><td>Medium Desirability</td><td>85</td></tr> <tr><td>High Desirability</td><td>100</td></tr> </table>	Desirability	Strategic Value Score	No Desirability	0	Low Desirability	55	Medium Desirability	85	High Desirability	100
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User Experience (Level of Service)	Modestly improves existing Level of Service	Provides a new service requested by and that benefits a small segment of the community	Significantly improves existing Level of Service OR provides a new service which is requested by and benefits a large segment of the community	<table border="1"> <caption>Strategic Value Score vs Desirability (User Experience (Level of Service))</caption> <tr><th>Desirability</th><th>Strategic Value Score</th></tr> <tr><td>No Desirability</td><td>0</td></tr> <tr><td>Low Desirability</td><td>15</td></tr> <tr><td>Medium Desirability</td><td>45</td></tr> <tr><td>High Desirability</td><td>100</td></tr> </table>	Desirability	Strategic Value Score	No Desirability	0	Low Desirability	15	Medium Desirability	45	High Desirability	100
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CIP Scoring Criteria: General (used for Airport and Parking)				
Priority	←-----→			
Coordination with other Projects & Agencies	Promotes regional or interagency planning and coordination OR public/private partnership	Costs can be modestly reduced (<20%) by aligning project with another project (e.g., street reconstruction with utility replacement) OR no cost savings will be realized but aligning with another project minimizes disruption to the public	Costs can be significantly reduced (≥20%) by aligning project with another project (e.g., street reconstruction with utility replacement) OR schedule is driven by other high-priority improvements that must be completed within the next two fiscal years	
Funding	Has uncertain funding source(s) (e.g., Special Assessment, General Fund) OR has anticipated funding from low-interest loan source (e.g., SRF, DWRF, Energy Fund) with no loan forgiveness	Funding available from standard City funding sources (e.g., utility rates, road millage, etc.) OR has anticipated funding from low-interest loan source (e.g., DWRF, SRF, Energy Fund) with high potential for loan forgiveness OR has anticipated partial project funding (<50%) from outside non-loan source(s)	Has anticipated substantial project funding (≥50%) from outside non-loan sources (e.g., STP, grant funding, developer, Township financed)	
Daily Users Carried	Carries less than 1,000 users per day	Carries 1,001 - 10,000 users per day	Carries 10,001 or more users per day	
Complexity	Project to address need will not affect any other infrastructure item	Project to address need will affect 1 or 2 other infrastructure item(s)	Project to address need will affect 3 or more infrastructure items	
Urgency		Bridge is critical to operation of related system OR at least one critical facility	Bridge is critical to operation of related system AND at least one critical facility	

General - Strategic Value Scorecard



CIP Scoring Criteria: Parks & Recreation			
Priority	Objective		
Quality of Life	Provides Access	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
	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 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
	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
			Provides full Universal access AND/OR Provides amenities not easily found within 1/4 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
			Creates diverse Recreation Opportunities and Experiences AND/OR provides new recreation opportunities or experiences
			Meets Medium Desirability PLUS helps support Innovation AND/OR stewardship of cultural 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



CIP Scoring Criteria: Parks & Recreation

Priority	Objective														
Sustainability	<p>Contribute to A2Zero Goals</p>	<p>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</p> <p>*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</p>	<p>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</p>	<p>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.</p>	<table border="1"> <caption>Sustainability Strategic Value Score</caption> <thead> <tr> <th>Desirability Level</th> <th>Strategic Value Score</th> </tr> </thead> <tbody> <tr> <td>No Desirability</td> <td>0</td> </tr> <tr> <td>Low Desirability</td> <td>~15</td> </tr> <tr> <td>Medium Desirability</td> <td>~45</td> </tr> <tr> <td>High Desirability</td> <td>100</td> </tr> </tbody> </table>	Desirability Level	Strategic Value Score	No Desirability	0	Low Desirability	~15	Medium Desirability	~45	High Desirability	100
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Financial Health		<p>- Partnerships & Grants: City assumes all capital costs OR</p> <p>- Impacts Operating Budget: Project increases operating budget expenditures, generates no additional revenue. (example – a new boardwalk in a nature area)</p>	<p>- Partnerships & Grants: Partnerships and/or grant funding cover less than 50% of the capital project cost OR</p> <p>- 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.</p>	<p>- Partnerships & Grants: Partnerships and/or grant funding cover more than 50% of the capital project cost OR</p> <p>- Impacts Operating Budget: Project generates new revenues that exceed new expenditures (example, Argo Cascades).</p>	<table border="1"> <caption>Financial Health Strategic Value Score</caption> <thead> <tr> <th>Desirability Level</th> <th>Strategic Value Score</th> </tr> </thead> <tbody> <tr> <td>No Desirability</td> <td>0</td> </tr> <tr> <td>Low Desirability</td> <td>~15</td> </tr> <tr> <td>Medium Desirability</td> <td>~45</td> </tr> <tr> <td>High Desirability</td> <td>100</td> </tr> </tbody> </table>	Desirability Level	Strategic Value Score	No Desirability	0	Low Desirability	~15	Medium Desirability	~45	High Desirability	100
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Park System Infrastructure	<p>Meet or exceed Regulatory Compliance & Industry Standards</p>	<p>Results in meeting minimal current industry standards</p>	<p>Results in meeting all current industry standards</p>	<p>Results in exceeding all current standards and adopts recommended practices that are not required</p>	<table border="1"> <caption>Regulatory Compliance Strategic Value Score</caption> <thead> <tr> <th>Desirability Level</th> <th>Strategic Value Score</th> </tr> </thead> <tbody> <tr> <td>No Desirability</td> <td>0</td> </tr> <tr> <td>Low Desirability</td> <td>~15</td> </tr> <tr> <td>Medium Desirability</td> <td>~45</td> </tr> <tr> <td>High Desirability</td> <td>100</td> </tr> </tbody> </table>	Desirability Level	Strategic Value Score	No Desirability	0	Low Desirability	~15	Medium Desirability	~45	High Desirability	100
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<p>Maintain Infrastructure Condition</p>	<p>Provides minimal infrastructure condition improvement</p>	<p>Provides moderate infrastructure condition improvement</p>	<p>Provides substantial infrastructure condition improvement</p>	<table border="1"> <caption>Infrastructure Condition Strategic Value Score</caption> <thead> <tr> <th>Desirability Level</th> <th>Strategic Value Score</th> </tr> </thead> <tbody> <tr> <td>No Desirability</td> <td>0</td> </tr> <tr> <td>Low Desirability</td> <td>~25</td> </tr> <tr> <td>Medium Desirability</td> <td>~65</td> </tr> <tr> <td>High Desirability</td> <td>100</td> </tr> </tbody> </table>	Desirability Level	Strategic Value Score	No Desirability	0	Low Desirability	~25	Medium Desirability	~65	High Desirability	100	
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Priority Objective

Parks & Recreation- Strategic Value Scorecard

