



# Massachusetts Bay Transportation Authority

## FY25-29 CIP | Updated Scoring Framework

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Audit & Finance Subcommittee  
October 12, 2023

# Overview

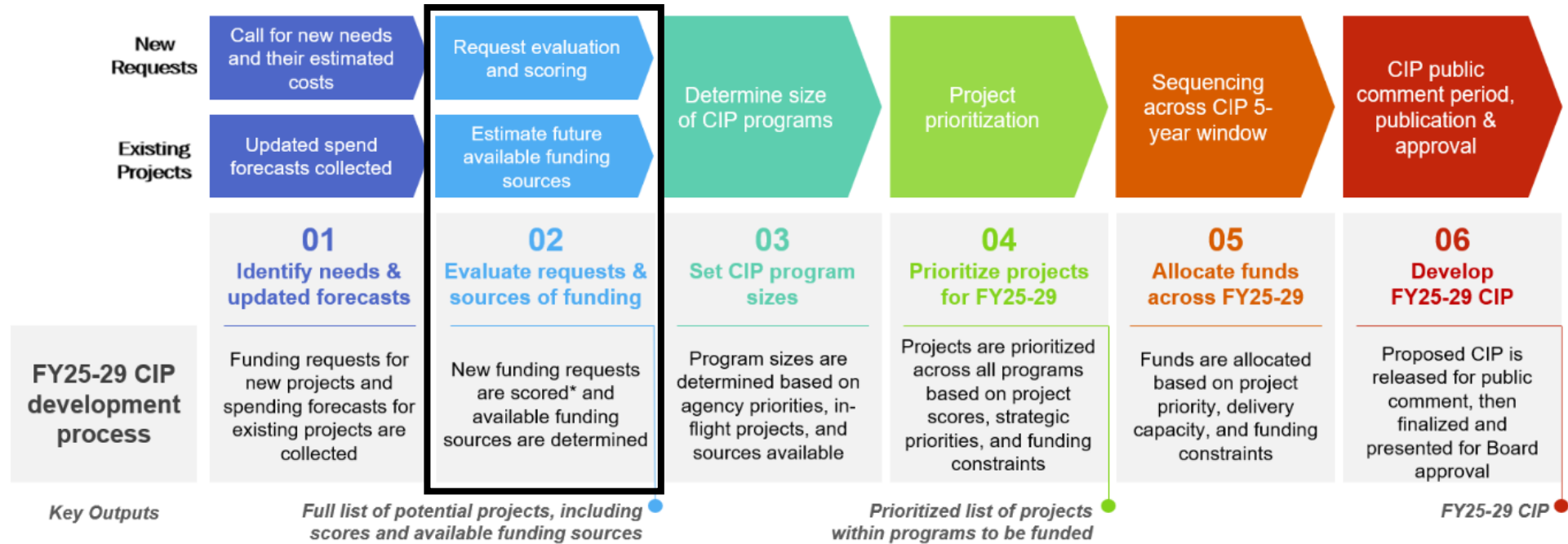
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- As part of the annual CIP development process, all funding requests for new and existing projects go through an evaluation and scoring step ("CIP scoring"), which is a process supported by MBTA staff to evaluate a project's expected outcomes.
- The results of CIP scoring serve as a starting point for funding recommendations and are one of the many inputs that inform project funding prioritization with MBTA leadership.
- For the FY25-29 CIP development cycle, the MBTA is proposing an update to CIP scoring to align criteria with the MBTA's own strategic goals and policies and the priorities of the Healey-Driscoll Administration.
- The updated framework aims to:
  - I. Enhance alignment of CIP scoring and development process with the MBTA's strategic goals and policies and Commonwealth-wide goals
  - II. Incorporate the Asset Prioritization Framework, an agency-wide standard approach to assessing condition, criticality, and risk to inform prioritization of asset repair or replacement, and
  - III. Streamline scoring process and increase clarity of evaluation criteria based on staff feedback



# Project Scoring & the CIP Development Process

- As the second step in the CIP’s development process, CIP scoring allows us to review all project requests and clarify request aspects with project managers before scoring takes place
- The results of CIP scoring establish an initial foundation for prioritizing projects that is further informed and refined through the program sizing and project prioritization steps
- While CIP project scores are used to inform project prioritization, other key inputs including available funding, agency capacity, program sequencing, and legal or regulatory requirements are also considered and play a role in developing the final funding proposal



# CIP Scoring | Key Aspects

- All CIP funding requests, either for new or existing projects, undergo CIP scoring
- Scoring is the evaluation of a project's benefits and impacts by teams of 3-4 MBTA staff based on standard scoring criteria
- The CIP is structured around asset-based programs, evaluators are tasked with only scoring projects within the same CIP Program to ensure scoring consistency for same or like assets
- In drafting the initial funding proposal, CIP project scores are utilized to inform decisions only within the same CIP Program
  - Project scores are compared to other projects within the same program (e.g., all station facilities are evaluated for prioritization under the Passenger Facilities program)
  - Funding requests within the same CIP Program are ranked by CIP score to understand how requests align with available funding

## CIP Scoring By the Numbers: FY24-28 CIP

*Requests for new and existing projects were evaluated using eight scoring criteria, encompassing 23 sub-criteria across 10 CIP Asset-based Programs*

**200**

Requests received

**\$11.8B**

Requested funding for existing and new projects

**58**

MBTA staff volunteered to evaluate requests

**19**

Evaluation teams set up for project scoring by CIP Program

**112**

Requests recommended for partial or full funding

**\$1.5B**

New funding for existing and new projects

# CIP Scoring | Step-by-Step Process and Scoring Tools

Scoring results are used to inform the larger prioritization exercise

## Step 1: Request submission

PMs and executing departments submit project requests with project charter for evaluation. CPP reviews all requests

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY		Revised Aug 2022		
<b>FY24-28 CAPITAL PROJECT CHARTER</b>				
<b>Project Overview for</b>	R0071 Lynn Parking Garage and Surface Lot			
<b>Date Last Modified</b>	Friday, October 28, 2022			
<b>Stage</b>	CIP Request - Existing Project			
<b>Section 1 - Overview</b>				
<b>CIP Project Name</b>	Lynn Parking Garage and Surface Lot			
<b>Alternate Project Name</b>	Lynn Garage Deconstruction and Surface Lot Construction			
<b>CIP ID (if applicable)</b>	F0071			
<b>Currently Auth. Funding</b>	\$ 22,937,797	<b>Requested New Funding</b> \$ 6,272,508		
<b>Estimated Start Date</b>	4/3/2022	<b>Estimated In-Service Date</b> 2/2/2025		
<b>Estimated Finish Date</b>	7/2/2025			
<b>Sponsoring Department</b>	Railroad Operations and Parking	<b>Executing Department</b> Capital Delivery		
<b>Project Sponsor</b>	Michael Muller	<b>Project Manager</b> Dan Beaulieu		
<b>Other Key Sponsoring Staff</b>	Joseph Pavaio Bruno Lopez	<b>Other Key Executing Staff</b> Anthony DeCromieles Nazanin Mossahebi		
<b>Primary Asset Type</b>	Facilities - Parking			
<b>Additional Asset Types</b>	Facilities - Passenger Other - Bus Improvements			
<b>Mode / Line</b>				
Use drop-downs to indicate all modes involved in this project:				
	Bus	Yes	Green Line	No
	Commuter Rail	Yes	Mattapan Line	No
	Ferry	No	Paratransit	No
	Blue Line	No	Silver Line	No
	Orange Line	No	Systemwide	No
	Red Line	No		
<b>Section 2 - Project Description</b>				
The Lynn parking garage deconstruction, Lynn parking garage phase 1 project encompasses the existing parking garage and busway. The parking garage and busway were severed from the station scope and are being addressed separately. This parking garage is in a state of disrepair. Due to safety and maintenance concerns, the parking garage will be demolished and replaced with a new surface level parking lot as mitigation for the garage closure. The long term plan for this property is a land lease for Transit Oriented Development.				
<b>Project Summary</b>				
Provide a 1-2 sentence statement about the project and its purpose.				
<b>Requesting \$6.5M in additional funding for deconstruction of the Lynn Parking Garage and construction of a new surface lot at the North Shore Communities College site as mitigation for the station closure.</b>				
<b>Project Location</b>				
Be as specific as possible, provide address or facility names where known; list multiple locations if needed.				
445 Union Street, Lynn, MA 01901				

**Project Charter:** submitted by PMs when requesting funding. Provides info about project's scope, benefits, and impact in line with scoring criteria

## Step 2: Evaluator training

MBTA staff are trained on how to evaluate projects and evaluator teams are set up, by CIP program to score requests

MBTA FY24-28 Capital Investment Plan	
<b>Project Evaluation and Scoring Guide</b>	
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**Scoring Evaluation Guide:** gives detailed guidance and examples on how to score each criterion in the CIP scorecard

## Step 3: Project scoring

Evaluator teams discuss projects, and each team member submits individual project scores that are averaged for a final project score

The image shows two screenshots from the MBTA CIP scoring system. The top screenshot is the 'Project Viewer' interface, which displays project details such as 'Request ID: CIP R-1', 'Project Name: Track Replacement Request', and 'Priority: Reliability and Modernization'. It includes a 'Scorecard Summary' section with a 'Scorecard Status' of 'In Progress'. The bottom screenshot is the 'MBTA CIP Project Scoring Web Map', which shows a map of the MBTA network with project locations marked.

**Scoring PowerApps Tools:** each project is scored through a questionnaire app. A Web Map provides evaluators with project location and supporting data

## Step 4: Scoring results

Results of project scoring are assembled and used to support discussions with MBTA leadership during the program sizing and prioritization steps

FY23-27 CIP Request Prioritization > Reliability and Modernization > Gateway, Signal, and Power - 14 of 50 (tie)		14 of 50: Track Replacement Project (CIP R-000 / NEW)	
<b>Track Replacement Project (CIP R-000 / NEW)</b>		<b>Preferential Ranking</b>	<b>Total Weighted Score</b>
Design and construction for full replacement of track and related track support systems on the Red Line to improve reliability and ensure a State of Good Repair.		14 of 50 (tie)	51
<b>Current Authorized Budget</b>	<b>Requested New Funding</b>	<b>Requested Total Project Budget</b>	
\$0	\$123,456,789	\$123,456,789	
<b>FY23-27 Requested Funding:</b> \$14,026,676 <b>Past FY27 Requested Funding:</b> \$0 <b>Total Requested New Funding:</b> \$14,026,676		<b>Summary of Comments</b> Evaluation team acknowledged that this is one project in a series of track replacement efforts, and further impacts to riders may be dependent on completion of full series of track replacements. Project received high scores in system preservation and policy support.	
<b>Mode / Line / Rail Line</b>		<b>System Preservation</b>	
Primary Asset Type: Infrastructure - Track		System Preservation: <span style="color: green;">+</span>	
Additional Assets Requested: N/A		Mobility: <span style="color: green;">+</span>	
Requesting Department: Capital Transformation (S,T)		Cost Effectiveness: <span style="color: green;">+</span>	
Executing Department: Office of the Chief Engineer		Environmental and Health Effects: <span style="color: green;">+</span>	
Project currently in the CIP: No		Policy Support: <span style="color: green;">+</span>	
Current Project Phase: Planning		Economic Impact: <span style="color: green;">+</span>	
Phase of Requested Funds: Design, Construction (includes implementation)		Social Equity: <span style="color: green;">+</span>	
Additional Notes: N/A		Safety: <span style="color: green;">+</span>	
		<b>Prioritization Group Recommendations</b>	
		Priority Level: TBD	Summary of Recommendations: TBD
		Recommended Ranking: TBD	This section to be completed following Prioritization meetings.

**Project Request Report Card:** project request information and scoring results are captured in a request report card



# CIP Scoring Update | Major Goals

## *FY24-28 CIP scoring*

Basis for scoring was 2015's Project Selection Advisory Council (PSAC)

Uniform project selection criteria used in all capital investments funded by MassDOT, transit-related or otherwise, focused on:

- State of Good Repair
- Safety and Security
- Mobility
- Cost Effectiveness
- Sustainability and Resiliency
- Policy Support
- Social Equity
- Economic Impact

*PSAC scoring has not been significantly updated since 2015*

## *FY25-29 CIP scoring proposal*

### *Major goals for proposed CIP scoring*

- Align CIP scoring with MBTA policies, Healey-Driscoll administration priorities, Commonwealth-wide goals and Federal policy objectives
- Incorporates the Asset Prioritization Framework, an agency-wide standard approach to assessing asset condition, criticality, and risk
- Strengthen project scoring by integrating available, up-to-date and comprehensive datasets
- Streamline and improve clarity on scoring process and criteria to support project evaluators

### *Basis for proposed CIP scoring*

#### **MBTA's Strategic Plan**

Outline of the MBTA's vision, mission, and strategic priorities, around 5 values:

- Safety
- Service
- Equity
- Sustainability
- Culture

#### **Asset Prioritization Framework**

Standard approach to assessing and integrating asset risk into asset prioritization that is aligned with the T's Strategic values:

- Asset Condition
- Safety Criticality
- Climate Vulnerability
- Operations & Maintenance
- Ridership (Overall)
- Accessibility
- Ridership Equity Impact

# Alignment with the MBTA Strategic Goals

*Aligned to the Healey-Driscoll Administration Priorities*

## Values

Safety

Service

Sustainability

Equity

Culture

Empower and support staff to develop a culture which prioritizes and promotes safety

Modernize assets and improve connectivity, while ensuring MBTA property is maintained to a state of good repair

Ensure the experiences and perspectives of our staff and riders are accounted for through transparent decision making

Retain, attract, and invest in a diverse and qualified workforce that represents our ridership

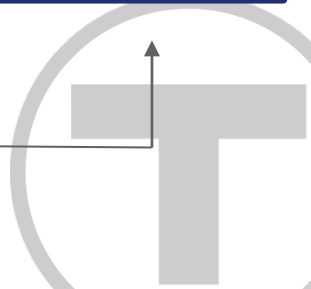
Support the economic vitality of the region by providing riders with dependable, frequent, and accessible service

Increase the environmental sustainability and resilience of our transit system

Attract new riders, retain existing riders, and increase the percentage of transit-trips in the region

Communicate openly about our costs and the revenue needed to support our ongoing service and the growth of our system

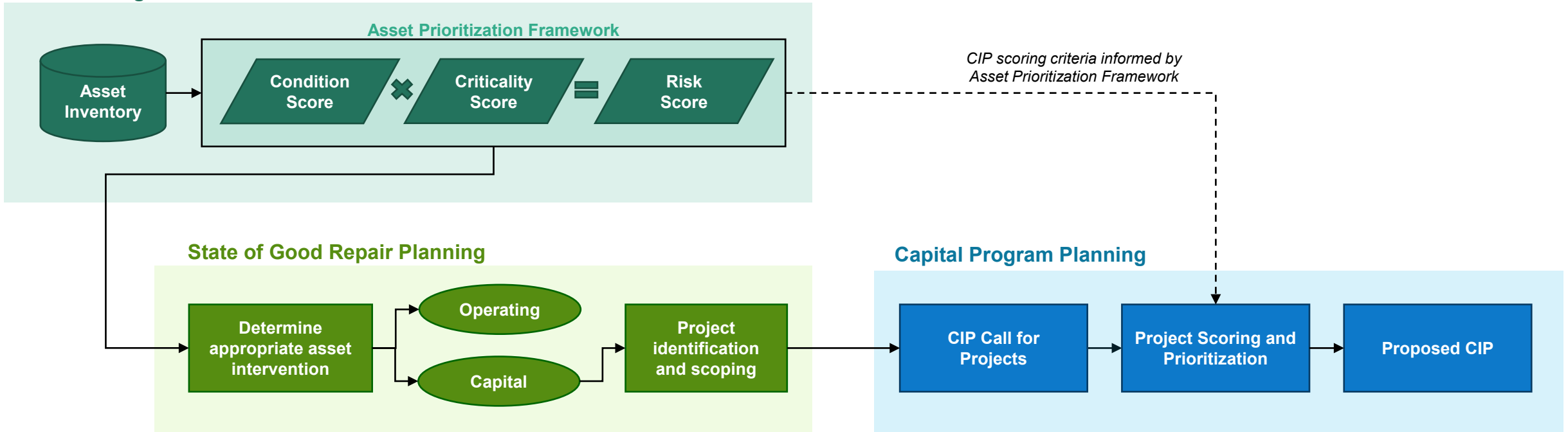
## Goals



# Alignment with Asset Management

- The Asset Management and Capital Program Planning teams, in collaboration with stakeholders across the MBTA, have developed an agency-wide standard approach to assessing asset condition, criticality, and risk.
- The Asset Prioritization Framework directly integrates the MBTA's strategic goals of safety, service, equity, and sustainability into asset prioritization through increased data availability, better-defined business processes, and strong coordination between the Asset Management and Capital Program Planning teams.
- The FY25-29 CIP scoring proposal would directly integrate the new asset prioritization framework with project scoring.

## Asset Management and Prioritization





# FY25-29 Proposed Scorecard Highlights

The updated scoring framework:



Was developed in close coordination with key MBTA stakeholders and subject matter experts



Strengthens Service criteria and scoring weight to support investments that impact the highest number of riders as well as operations and maintenance functions that are critical for service



Aligns Sustainability and Resilience sub-criteria with climate vulnerability assessments, energy efficiency targets, and state design standards



Incorporates ridership data on transit critical populations to strengthen Equity scoring beyond mapping data

**J40**

Adds Justice 40 data into Equity scoring to ensure sources are also aligned with Federal policy

- The Justice 40 Initiative, as per *Executive Order 14008*, seeks to ensure that 40% of the overall benefits of Federal investments, including transportation, flow to disadvantaged communities



Includes housing and land-use development sub-criteria in alignment with Healey-Driscoll Administration priorities



# FY25-29 Proposed Scorecard | Types of Sub-Criteria

The updated scoring framework, includes 20 sub-criteria that collect and utilize data in four distinct ways:

## Automated project scores

(10 Data-driven sub-criteria)

### Asset Prioritization Framework

6 sub-criteria under Safety, Service, Equity, S&R

- Includes sub-criteria that incorporate the Asset Prioritization Framework's asset condition and criticality factors to generate project scores

### Project Location and Mapping Data

4 sub-criteria under Equity, Economic Vitality

- Includes sub-criteria that use project location and their relationship with census data and other sources to generate project scores

## Evaluator-driven sub-criteria

(10 sub-criteria scored using data provided in the project charter)

### MBTA Subject-Matter Experts

2 sub-criteria under Safety

- Includes sub-criteria scored by MBTA subject-matter experts who evaluate how projects address safety risks and security vulnerabilities

### Scoring by MBTA Evaluators

8 sub-criteria under Service, Equity, S&R, Financial Sustainability

- Includes sub-criteria scored by evaluators based on information available on the project charter and a scoring evaluation guide



# FY25-29 Proposed Scorecard

Scoring has been modified to place a holistic emphasis on Safety and Service Reliability with added emphasis on Asset Condition, Safety and Service Criticality, Operations and Maintenance functions, Climate Vulnerability, and Impact on Ridership.

			Proposed Scoring Weights
Criteria <sup>1</sup>	Description	Sub-criteria ( <b>bold</b> indicate new or updated sub-criteria)	Reliability and Modernization <sup>2</sup>
<b>State of Good Repair, Safety, and Security</b>	The extent to which the project contributes to a state of good repair; alignment with asset management goals; addressing documented or identified safety issues and hazards; and addressing security vulnerabilities and risks	<b>State of Good Repair Criteria (25%)</b> <ul style="list-style-type: none"> <li><b>Asset Condition (5 points)</b></li> <li><b>Safety Criticality (5 points)</b></li> </ul> <b>Safety and Security Criteria (15%)</b> <ul style="list-style-type: none"> <li>Impact on System Safety (7 points)</li> <li>Impact on System Security (3 points)</li> </ul>	<b>40%</b> (50% before)
<b>Service</b>	The extent to which the project contributes to improved service reliability, decreases headways, and improves customer experience and ridership as per the MBTA's Service Delivery Policy	<ul style="list-style-type: none"> <li><b>Operations and Maintenance (2 points)</b></li> <li><b>Impact on Ridership (2 points)</b></li> <li><b>Service Criticality (2 points)</b></li> <li>Impact on Service Reliability (2 points)</li> </ul>	<b>20%</b> (10% before)
<b>Sustainability and Resiliency</b>	The extent to which the project supports sustainability and climate mitigation, adaptation, and resilience, improves air quality and reduces greenhouse gases, and results in a reduction of pollution	<ul style="list-style-type: none"> <li><b>Climate Vulnerability (4 points)</b></li> <li><b>Severe Weather Resiliency (2 points)</b></li> <li>Air Quality and GHG Reduction (2 points)</li> <li><b>Reduce Pollution and/or Natural Resource Consumption (2 points)</b></li> </ul>	<b>15%</b> (10% before)
<b>Equity</b>	The extent to which the project equitably distributes economic, social, and health benefits to residents and removes barriers to accessibility through the MBTA system	<ul style="list-style-type: none"> <li><b>Benefits to Ridership Equity (4 points)</b></li> <li><b>Benefits to Justice 40 Disadvantaged Communities (2 points)</b></li> <li>Benefits to Accessibility (2 points)</li> <li>Benefits to EJ and Title VI Communities (2 points)</li> </ul>	<b>15%</b> (10% before)
<b>Economic Vitality</b>	The extent to which the project supports abundant housing and job growth in the Commonwealth	<ul style="list-style-type: none"> <li>Impact on Communities with Transit-Supportive Land Use (5 points)</li> <li>Impact on Housing Choice Communities (5 point)</li> </ul>	<b>5%</b> (5% before)
<b>Financial Sustainability</b>	The extent to which the project impacts operating costs and revenues and maximizes the return on the public's investment	<ul style="list-style-type: none"> <li>Impact on Operating Costs (5 points)</li> <li>Impact on Operating Revenues (5 points)</li> </ul>	<b>5%</b> (10% before)

<sup>1</sup>Recognizing that the proposed criteria has been aligned with the MBTA's Strategic Plan goals and values, the previous Policy Support criteria, which scored how projects were aligned with the Strategic Plan, has been removed; <sup>2</sup>The totals in parenthesis (% before) will sum up to 95%, with the remaining 5% tied to the removed Policy Support criteria. The proposed weights, highlighted in bold, allocate those 5% to Service

# Key Milestones and Next Steps for CIP Development

September	<ul style="list-style-type: none"><li>• CIP kick-off and call for projects, CIP information sessions held with MBTA departments</li></ul>
October	<ul style="list-style-type: none"><li>• Project proposals due via CIP intake process</li></ul>
November	<ul style="list-style-type: none"><li>• Review of CIP requests and scoring of all CIP requests by multidisciplinary evaluation teams</li><li>• Develop initial estimate of capital funding sources using the outcome of the Q2 cashflow exercise</li></ul>
December	<ul style="list-style-type: none"><li>• Program sizing with leadership, asset condition incorporated to help set agency investment priorities</li></ul>
January	<ul style="list-style-type: none"><li>• Prioritization of project proposals, based on scoring and evaluation</li><li>• Refine and finalize CIP public engagement approach with MBTA Community Outreach</li></ul>
February	<ul style="list-style-type: none"><li>• Development of initial project list, including new projects for funding</li><li>• Refine sources and sequencing for draft project list</li></ul>
March	<ul style="list-style-type: none"><li>• Release proposed FY25-29 CIP for public comment</li><li>• Hold 30-day public engagement process, host public meetings to collect feedback on the proposed plan</li></ul>
April	<ul style="list-style-type: none"><li>• Incorporate any CIP changes in response to public comments; submit draft plan to MassDOT</li><li>• Release 5-year TIP to the Boston Metropolitan Planning Organization (MPO)</li></ul>
May	<ul style="list-style-type: none"><li>• Present final FY25-29 CIP to MBTA Board of Directors for approval</li><li>• MassDOT-wide CIP presented to MassDOT Board and vote to release for public comment</li></ul>
June	<ul style="list-style-type: none"><li>• MassDOT Board vote to approve final MassDOT-wide CIP</li></ul>

*\*\*As details are known, the following key milestones will be updated to incorporate scheduled MBTA Subcommittee and Board Meetings*

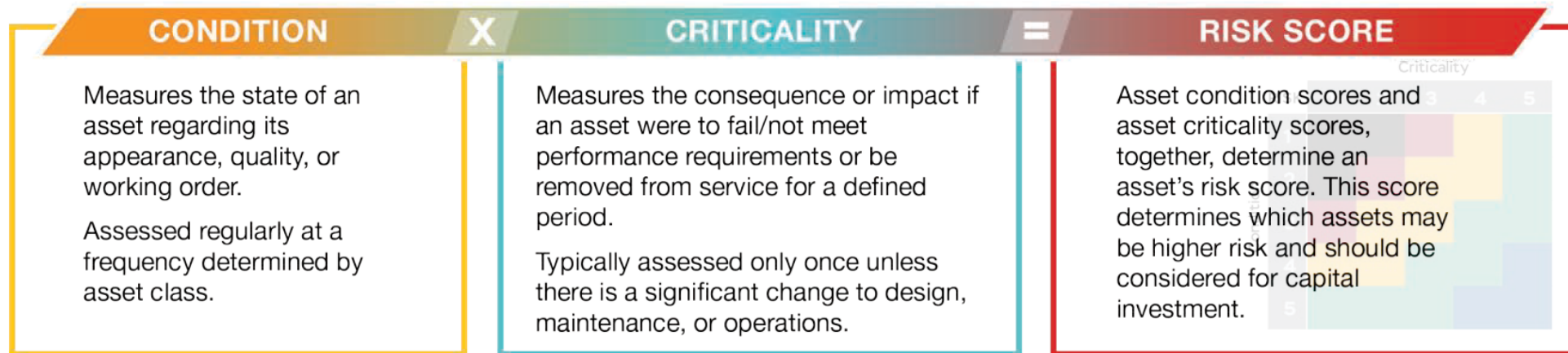


# Appendix



# Asset Prioritization Framework

- The Asset Management and Capital Program Planning teams, in collaboration with stakeholders across the MBTA, have developed an Asset Prioritization Framework, using each asset's condition and criticality, to support the agency's understanding of which assets are higher risk and should be considered and prioritized for capital investment
  - The **Condition Score** refers to the state of an asset regarding its appearance, quality, or working order and the probability of asset failure or underperformance. Condition is rated on a scale of 1-5, with a lower Condition Score indicating worse condition.
  - The **Criticality Score** refers to the relative impact of an asset's failure or underperformance regarding safety, service, equity, and sustainability. Criticality is rated on a scale of 1-5, with a lower Criticality Score indicating the asset is more critical.
- Risk Score** is the product of an asset's Condition and Criticality Scores. Risk indicates both the likelihood of failure and the consequence of failure and informs the relative priority for capital investment. The Risk Score is calculated on a scale of 0-25, with a lower score indicating higher risk and thus higher priority for investment.



# Asset Prioritization Framework | Criticality Score

- The **Criticality Score** refers to the relative impact of an asset's failure or underperformance regarding safety, service, equity, and sustainability. Criticality is applied to all assets and is rated on a scale of 1-5, with a lower Criticality Score indicating the asset is more critical.

MBTA Strategic Priorities	Criticality Factor	Factor Weight	Description
Safety	Safety	30%	Consider whether an asset is classified as safety-critical or not
Sustainability	Climate Vulnerability	20%	Consider climate vulnerability including extreme heat, sea level rise and storm surge, inland flooding, high winds, and winter weather
Service	Operations & Maintenance	20%	Consider impacts on operations and maintenance including an asset’s operational importance, redundancy, time to repair, and regulatory compliance.
	Ridership (Overall)	10%	Consider the volume of riders impacted should an asset fail or go out of service for a period of time.
Equity	Ridership Equity Impact	15%	Consider the proportion of riders impacted that are low income, minority, low vehicle households, seniors, or persons with disabilities.
	Accessibility	5%	Consider whether an asset is an accessibility feature or not that would impact people with disabilities or seniors

# FY25-29 Proposed Scorecard with Data Sources

Criteria (Strategic Values)	Description	Sub-criteria ( <b>bold</b> indicate new or updated sub-criteria)	Data Sources
<b>State of Good Repair</b>	The extent to which the project contributes to a state of good repair and asset management	<b>Asset Condition (5 points)</b>	Asset condition indicator
		<b>Safety Criticality (5 points)</b>	Asset criticality factor
<b>Safety and Security</b>	The extent to which the project addresses documented or identified safety issues/hazards and security vulnerabilities/risks	Impact to Safety (7 points)	Safety department scores
		Impact to Security (3 points)	Security department scores
<b>Service</b>	The extent to which the project contributes to improved service reliability, decreases headways, and positively impacts ridership as per the MBTA's Service Delivery Policy	<b>Operations and Maintenance (4 points)</b>	Asset criticality factor
		<b>Impact on Ridership (2 points)</b>	Asset criticality factor / Ridership data
		<b>Service Criticality (2 points)</b>	Project charter and evaluators
		Impact on Service Reliability (2 points)	Project charter and evaluators
<b>Sustainability and Resilience</b>	The extent to which the project supports sustainability and climate mitigation, adaptation, and resilience, improves air quality and reduces greenhouse gases, and results in a reduction of pollution	<b>Climate Vulnerability (4 points)</b>	Asset criticality factor
		<b>Severe Weather Resiliency (2 points)</b>	Project charter and evaluators / RMAT
		Air Quality and GHG Reduction (2 points)	Project charter and evaluators
		<b>Reduce Pollution and/or Natural Resource Consumption (2 points)</b>	Project charter and evaluators
<b>Equity</b>	The extent to which the project equitably distributes economic, social, and health benefits to residents and removes barriers to accessibility through the MBTA system	<b>Benefits to Ridership Equity (4 points)</b>	Project charter and evaluators
		<b>Benefits to Justice 40 Disadvantaged Communities (2 points)</b>	USDOT
		Benefits to Accessibility (2 points)	Project charter and evaluators
		Benefits to MBTA's Title VI Communities (2 points)	CTPS / MBTA Title VI Analysis
<b>Economic Vitality</b>	The extent to which the project supports abundant housing and job growth in the Commonwealth	Benefits to Communities with Transit-Supportive Land Use (5 points)	MAPC / eTOD initiative
		Benefits to Housing Choice Communities (5 points)	Housing Choices Initiative
<b>Financial Sustainability</b>	The extent to which the project impacts operating costs and revenues and maximizes the return on the public's investment	Impact on Operating Costs (5 points)	Project charter and evaluators
		Impact on Operating Revenues (5 points)	Project charter and evaluators



# FY25-29 Proposed Scoring Criteria and Weights

Criteria <sup>1</sup>	Proposed Scoring Weights	
	Reliability and Modernization <sup>2</sup>	Justification
State of Good Repair	<b>25%</b> (30% before)	<ul style="list-style-type: none"> <li>The goal is to prioritize projects that curb safety hazards and risks, that support asset management and service reliability, and that positively impact the highest numbers of riders</li> </ul>
Safety and Security	<b>15%</b> (20% before)	<ul style="list-style-type: none"> <li>A current sub-criterion was updated to score projects on how they contribute to safe, redundant, and critical operations and maintenance (O&amp;M). Previously under State of Good Repair, the sub-criterion was moved to Service which explains the rebalancing of weights</li> </ul>
Service	<b>20%</b> (10% before)	<ul style="list-style-type: none"> <li>The Service criteria was also strengthened to integrate ridership impact based on ridership data and the service criticality of assets, which supports the weight increase in this criteria</li> </ul>
Sustainability and Resiliency	<b>15%</b> (10% before)	<ul style="list-style-type: none"> <li>Better data and new sub-criteria that relies on the results of up-to-date climate vulnerability assessments to score projects is a key reason for the proposed weight increase</li> <li>Scoring was aligned with energy efficiency targets and the state's climate change guidelines</li> </ul>
Equity	<b>15%</b> (10% before)	<ul style="list-style-type: none"> <li>New sub-criterion that looks at ridership equity based on ridership data to complement census/mapping data is a key reason for the proposed weight increase</li> <li>Scoring now includes Justice 40 data which is required for federal programs related to the BIL</li> </ul>
Economic Vitality	<b>5%</b> (5% before)	<ul style="list-style-type: none"> <li>Weights for the Economic Vitality criteria remain the same as in the current scorecard</li> </ul>
Financial Sustainability	<b>5%</b> (10% before)	<ul style="list-style-type: none"> <li>Weights for the Financial Sustainability criteria were reduced to allow increase in Sustainability and Resilience and Equity criteria</li> </ul>

<sup>1</sup>Recognizing that the proposed criteria has been aligned with the MBTA's Strategic Plan goals and values, the previous Policy Support criteria, which scored how projects were aligned with the Strategic Plan, has been removed; <sup>2</sup>The totals in parenthesis (% before) will sum up to 95%, with the remaining 5% tied to the removed Policy Support criteria. The proposed weights, highlighted in bold, allocate those 5% to Service

# FY24-28 CIP Scoring Criteria and Weights

Criteria	Description	Sub-criteria	Scoring Weights
			Rel. / Mod.
<b>State of Good Repair</b>	The extent to which the project contributes a state of good repair on the transportation system and aligns with asset management goals	<ul style="list-style-type: none"> <li>Asset Condition (6 points)</li> <li>Impact to Other Assets (2 point)</li> <li>Operations Criticality (2 points)</li> </ul>	<b>30%</b>
<b>Safety and Security</b>	The extent to which the project addresses documented or identified safety issues and hazards, and security vulnerabilities and risks	<ul style="list-style-type: none"> <li>Impact on System Safety (7 points)</li> <li>Impact on System Security (3 points)</li> </ul>	<b>20%</b>
<b>Mobility</b>	The extent to which the project is intended to provide modal options efficiently and effectively for all users through benefits to reliability, accessibility, and other measures of service quality.	<ul style="list-style-type: none"> <li>Impact on Reliability (2 points)</li> <li>Impact on Accessibility (2 points)</li> <li>Impact on Customer Experience (2 points)</li> <li>Impact on Riders (4 points)</li> </ul>	<b>10%</b>
<b>Cost Effectiveness</b>	The extent to which the project impacts operating costs and revenues and maximizes the return on the public's investment.	<ul style="list-style-type: none"> <li>Impact on Operating Costs (5 points)</li> <li>Impact on Operating Revenues (5 points)</li> </ul>	<b>10%</b>
<b>Sustainability and Resiliency</b>	The extent to which the project supports climate sustainability and resiliency, meets state goals of improving air quality and reducing greenhouse gases, and results in a reduction of pollution.	<ul style="list-style-type: none"> <li>Flood Risk (3 points)</li> <li>Severe Weather Resiliency (3 points)</li> <li>Air Quality and GHG Reduction (2 points)</li> <li>Reduce Pollution and/or Natural Resource Consumption (2 points)</li> </ul>	<b>10%</b>
<b>Policy Support</b>	The extent to which the project is aligned with MBTA policy priorities, including Focus 40.	<ul style="list-style-type: none"> <li>Alignment with Focus40 (5 points)</li> <li>Alignment with MBTA Strategic Planning Report (5 points)</li> </ul>	<b>5%</b>
<b>Social Equity</b>	The extent to which the project equitably distributes social, economic, and health benefits to residents and local businesses.	<ul style="list-style-type: none"> <li>Benefits to EJ and Title VI Communities (7 points)</li> <li>Additional Equity Benefits to Vulnerable Populations (3 points)</li> </ul>	<b>10%</b>
<b>Economic Impact</b>	The extent to which the project supports economic growth in the Commonwealth.	<ul style="list-style-type: none"> <li>Impact on Connectivity to Employment Centers (3 points)</li> <li>Impact on Corridors At or Near Capacity (3 points)</li> <li>Impact on Communities with Transit-Supportive Land Use (3 points)</li> <li>Impact on Housing Choice Communities (1 point)</li> </ul>	<b>5%</b>