



Prioritization 3.0 / Strategic Transportation Investments

Normalization

September 10, 2013



Normalization – P3.0

Definition – Methodology for comparing quantitative scores across all modes



Challenges:

- Different criteria and weights used for evaluating projects in each mode
- National review provided no “best practice”
- Innovative approach is needed
- Several potential options evaluated:
 - Qualitative value judgment
 - Weighted benefit/cost
 - Statistical analysis



Normalization – Interim Approach used in P3.0

Initial Implementation of STI

- Statewide Mobility eligible projects – *No* normalization, scores are stand-alone for comparison (highway vs. aviation vs. freight rail)
- Regional Impact & Division Needs eligible projects – Allocate funds to Highway and Non-Highway modes based on minimum floor or percentages
 - Minimum percentages applied after local input points are assigned and scores finalized

Mode	Workgroup Recommendation	Historical Budgeted	Historical Expenditures
Highway	90% (min.)	93%	96%
Non-Highway	4% (min.)	7%	4%



Normalization Approach – P4.0

Continue research with national transportation experts

- National Cooperative Highway Research Program (NCHRP), Transportation Research Board (TRB), American Association of State Highway and Transportation Officials (AASHTO)

Conduct a statistical analysis of scores by an independent consultant after all quantitative scores are completed in 2014

- Request recommendation(s) on how to normalize

Incorporate research and analysis findings into Prioritization 4.0