

















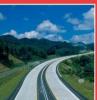


Prioritization 3.0/Strategic Transportation Investments

Alternate Highway Quantitative Scoring Criteria

September 10, 2013

















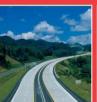


BOT Approved Highway Scoring Criteria and Weights

Funding Category	<u>QUANTITATIVE</u> Data	LOCAL INPUT	
		Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% Multimodal [& Freight + Military] = 20%		
	Total = 100%		
Regional Impact	[Travel Time] Benefit/Cost = 30% Congestion = 30% Safety = 10%	15%	15%
	Total = 70%		
Division Needs	[Travel Time] Benefit/Cost = 20% Congestion = 20% Safety = 10%	25%	25%
	Total = 50%		

Note: Div. 1, 2, 3, & 4 have agreed to use different criteria for Regional Impact and Division Needs projects.









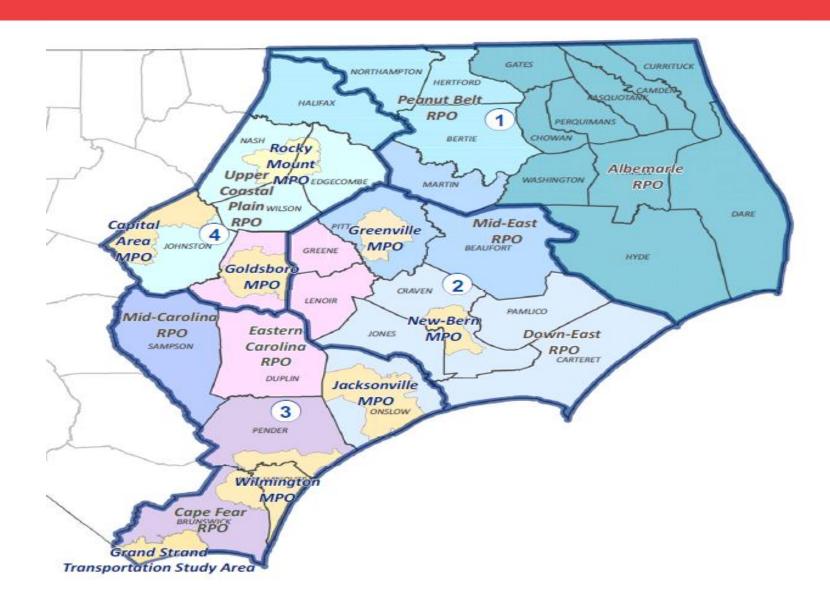






























Highway Scoring Criteria and Weights – Divisions 1 & 4 (Region A)

Funding	QUANTITATIVE	LOCAL INPUT	
Category	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% Multimodal [& Freight + Military] = 20% Total = 100%		
Regional Impact	[Travel Time] Benefit/Cost = 20% Congestion = 15% Safety = 15% Lane Width = 10% Shoulder Width = 10% Total = 70%	15%	15%
Division Needs	[Travel Time] Benefit/Cost = 10% Congestion = 10% Safety = 10% Lane Width = 10% Shoulder Width = 10% Total = 50%	25%	25%



















Highway Scoring Criteria and Weights – Divisions 2 & 3 (Region B)

Funding Category	QUANTITATIVE Data	LOCAL INPUT	
		Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% Multimodal [& Freight + Military] = 20% Total = 100%		
Regional Impact	[Travel Time] Benefit/Cost = 20% Safety = 25% Multimodal [& Freight + Military] = 25% Total = 70%	15%	15%
Division Needs	Congestion = 20% Safety = 20% Multimodal [& Freight + Military] = 10% Total = 50%	25%	25%