



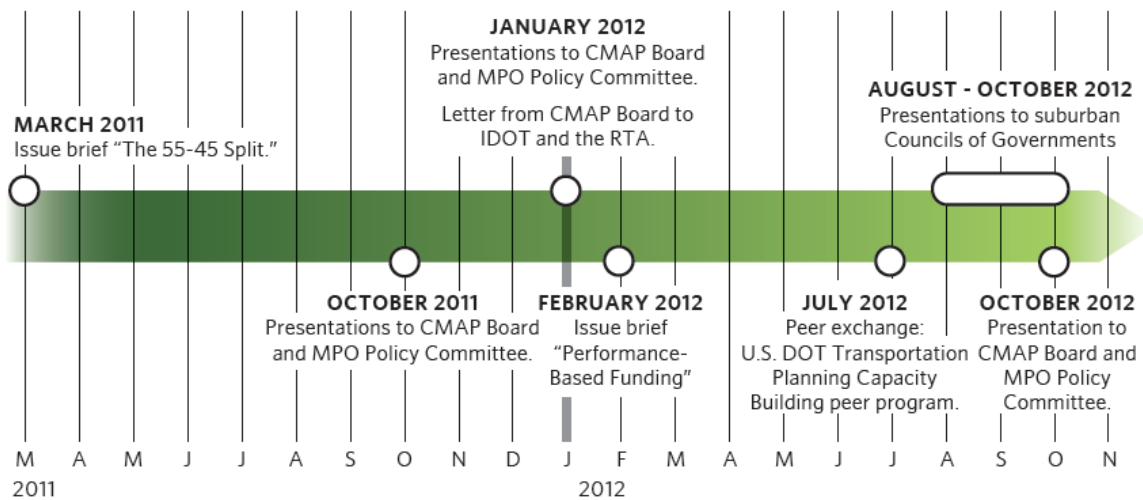
MEMORANDUM

To: Regional Coordinating Committee
From: CMAP Staff
Date: October 3, 2012
Re: Performance-Based Evaluation Criteria for Transportation Funding

CMAP’s work on performance based funding originated through the Regional Coordinating Committee over one year ago. Since then, CMAP staff has engaged state, regional, and local partners in a far-reaching conversation about the benefits of a more transparent process for allocating scarce capital dollars.

The following timeline summarizes the various presentations made by CMAP staff, key staff meetings with IDOT, and various Policy Updates and Issue Briefs posted by CMAP on the topic of performance-based funding for transportation:

CMAP’s past efforts on performance-based funding



Source: CMAP staff.

In spring 2012, CMAP staff applied for funding through the U.S. DOT Transportation Planning Capacity Building Program to host a peer exchange. The application was approved, and CMAP hosted visiting officials from IDOT, the Illinois MPO Advisory Council, and departments of transportation and metropolitan planning organizations from three peer states (Minnesota, North Carolina, and Pennsylvania). The peer exchange was held from July 10-11, 2012, and the findings are summarized in a recent [Policy Update](#). In addition, U.S. DOT has completed a draft report on the findings from the peer exchange. This report is included in your packet and is also located [here](#).

In the late summer and fall of 2012, CMAP staff continued its outreach efforts, presenting the key takeaways from the July peer exchange to the various Councils of Mayors, as well as the CMAP Transportation Committee and the Regional Transportation Operations Coalition. Additionally, CMAP staff analyzed the newly-passed MAP-21 bill for its language on performance measurement. That work is contained in this [Policy Update](#) from August 2012.

In September 2012, CMAP staff hosted a Regional Peer Exchange as a follow-up event to the July peer exchange. The regional event brought together regional highway and transit implementing agencies to discuss their capital programming processes. Participating agencies included IDOT District 1, the Illinois Tollway, the region's six largest counties, the Council of Mayors, CMAP, the City of Chicago, the City of Naperville, RTA, CTA, Metra, and Pace. The findings from that event will soon be posted as a Policy Update.

Proposal to CMAP Board and MPO Policy Committee

Today, CMAP staff will propose specific next steps to the joint meeting of the CMAP Board and MPO Policy Committee for advancing the implementation of performance based funding. The proposal focuses on the Illinois Department of Transportation's multiyear highway program. The specific recommendations for the Board and MPO's consideration appear directly below.

1) IDOT should form a technical advisory group for implementing performance-based funding.

Staff asks that the Board and MPO Policy Committee request IDOT to convene a state technical advisory group. The group should form at the beginning of state FY 2014 and produce a report by the end of state FY 2014. This group would consist of IDOT staff and staff from the state's MPOs. The state technical advisory group would focus on four main themes:

- First, this group would consider organizing the state highway program into broad programmatic categories or "buckets" – for example highway maintenance, highway modernization, and highway expansion. This effort would include definitions for each category, as well as mechanisms to classify projects with multiple or ambiguous work types.
- Second, this group would be charged with determining performance measures for the programmatic categories as well as formal scoring procedures.

- Third, this group would set broad parameters for the inclusion of MPO input into the prioritization process. CMAP stresses that MPOs should have flexibility to develop their own prioritization methodologies.
- Fourth, this group would be charged with developing an overall timeline for the new performance-based funding system, with a goal of implementing the new system in state FY 2015.

2) CMAP should initiate a regional process for developing the agency's internal prioritization and selection methodology to evaluate candidate projects. This work would be coordinated through CMAP's committee structure and would be delivered by the end of state FY 2014. This exercise would engage the region in a formal process on how to measure and prioritize projects, and would provide an opportunity for CMAP staff to organize the appropriate data. This work will require considerable reorientation of CMAP staff resources in FY 2014 across the policy, planning and programming, and research and analysis departments.

This timeline aligns with new federal requirements. MAP-21 requires the U.S. Department of Transportation to determine performance measures and state departments of transportation, in consultation with metropolitan planning organizations, to set performance targets for those measures. CMAP's proposal would assist the State not only to satisfy these upcoming requirements, but transcend them to implement a true performance-based system for allocating dollars and projects. In other words, this process should strive for much more than what MAP-21 mandates.

CMAP staff recommends that State Planning and Research (SPR) dollars, the federal Unified Work Program (CMAP and other MPOs' primary source of funding), or some combination of the two be used to finance the research activities of the state technical advisory group. This effort will require dedicated staff resources from the MPOs and IDOT, and could also be supported by a consultant's services.

ACTION REQUESTED: Discussion

###