

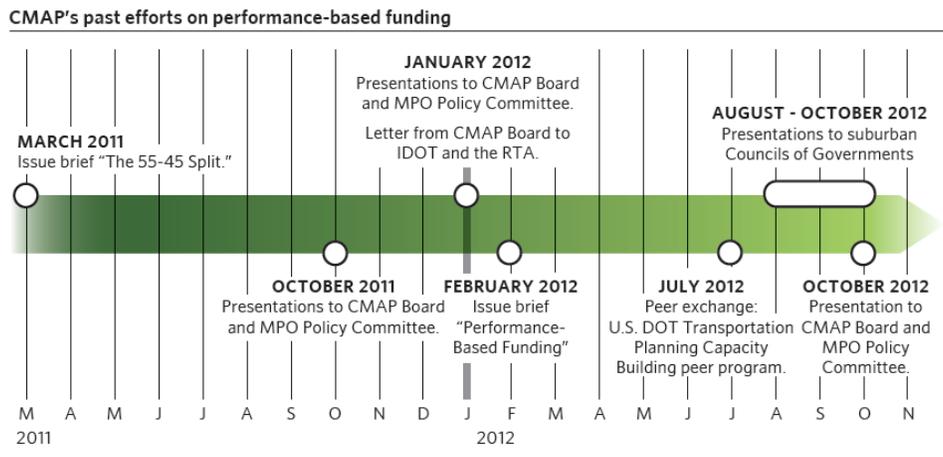


MEMORANDUM

To: Council of Mayors Executive Committee
From: CMAP staff
Date: November 2, 2012
Re: Performance-Based Evaluation Criteria for Transportation Funding

The Board and MPO Policy Committee of the Chicago Metropolitan Agency for Planning voted at their joint meeting October 10, 2012 to request that IDOT establish a state-level technical advisory group to promote the implementation of performance-based funding. The vote was unanimous, save one abstention from the IDOT representative.

Since the passage of GO TO 2040, CMAP has articulated the need for the State and regional stakeholders to implement performance-based funding for transportation. One year ago, CMAP introduced this concept as a high priority to a joint meeting of the CMAP Board and MPO Policy Committee. 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. These efforts are detailed in the timeline below.



Source: CMAP staff.

To advance performance-based funding for transportation projects in Illinois, the CMAP Board and MPO Policy Committee recommend the following steps.

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

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 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.

For more information on this topic, please see the full memorandum submitted to the CMAP Board and MPO Policy Committee [here](#).

ACTION REQUESTED: Information