



CMAP

GO TO 2040

Performance Measures and Performance-Based Funding

MAP-21, GO TO 2040, and Volpe Peer Exchange

Alex Beata

Chicago Metropolitan Agency for Planning

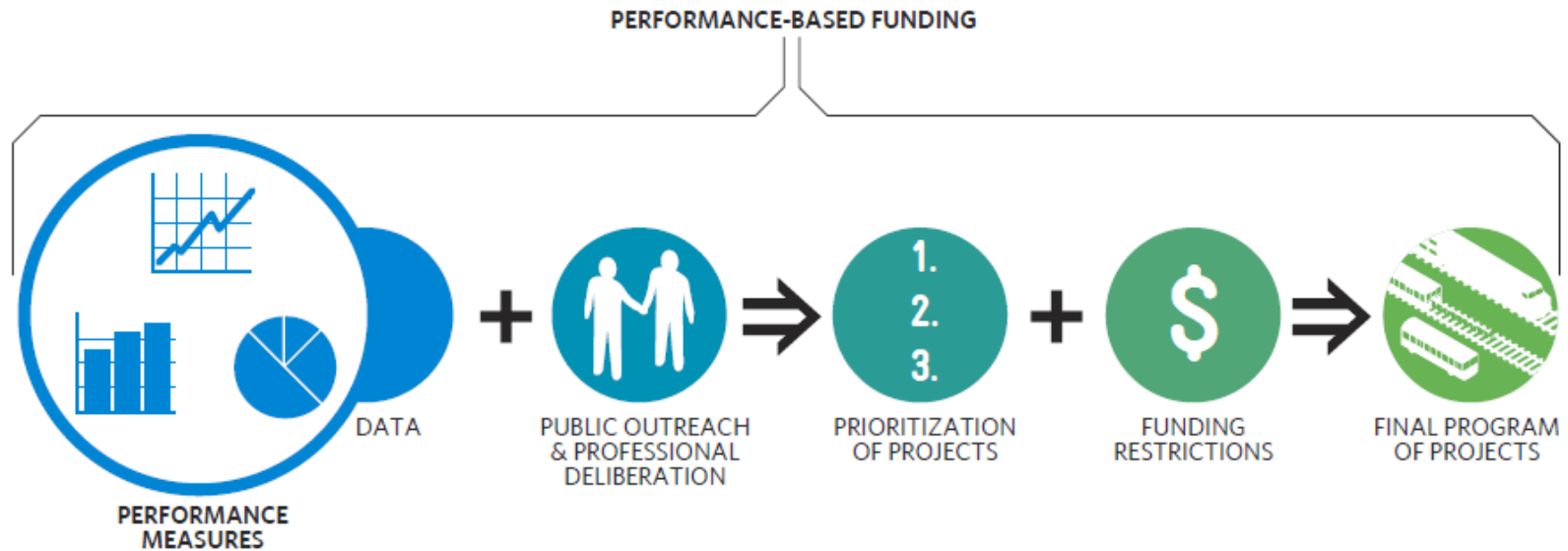


Outline

- Definitions
- MAP-21 and performance measurement
- GO TO 2040 and past CMAP efforts
- Volpe peer exchange: overview and major takeaways
- Conclusion



Definitions



Note: This image illustrates that performance measures are a form of data, and just one component of a larger performance-based funding process.
Source: Chicago Metropolitan Agency for Planning.

“Performance measures” vs. “performance-based funding”



MAP-21 and Performance Measures

1. U.S. DOT to establish performance measures and formally define “SOGR” for transit
2. State DOTs and transit agencies to develop performance targets
3. MPOs to meet performance targets through LRTPs and TIPs



MAP-21 and Performance Measures

- Performance planning requirements
 - State DOTs: Risk-based asset management plan, strategic highway safety plans
 - Transit agencies: Asset management plans
 - MPOs: Large MPOs required to develop CMAQ performance plans
- Performance reporting requirements
 - Within 5 years, U.S. DOT to report on state DOTs' and MPOs' performance-based planning



MAP-21 and Performance Measures

- Generally, no penalties for failure to meet targets
- Three major exceptions:
 - States that fail to develop asset management plans for NHS face lower federal cost share (65 percent)
 - NHPP: Failure to meet Interstate maintenance or bridge targets leads to spending requirements
 - HSIP: Failure to meet safety targets leads to spending requirements



MAP-21 focuses on performance measurement rather than performance-based programming



GO TO 2040 and Performance-Based Funding

- GO TO 2040 calls for strategic investment in transportation
 - Better prioritization of projects
 - Identification of new, innovative revenues
- Projects should be based on performance-driven criteria
- State must address the “55/45 split” for highway dollars



CMAP Issue Brief



CMAP Recommendation for a Three-Step Highway Funding Process

<p style="text-align: center;">→</p> <p>Step 1: Determine Regional Priorities and Develop List of Candidate Projects</p> <ul style="list-style-type: none">• Initial preparatory step• Each MPO would meet internally to determine its goals and priorities for statewide funding allocations and evaluation criteria.• Each MPO would also determine lists of potential highway projects in its region. IDOT would identify potential projects in non-metropolitan areas.• MPOs would determine their own processes to complete the above; CMAP's selection process for GO TO 2040 major capital projects and the CMAQ program are examples.	<p style="text-align: center;">→</p> <p>Step 2: Determine Statewide Goals, Funding Levels, and Evaluation Criteria</p> <ul style="list-style-type: none">• A state-level policy group—including MPOs—would meet to determine overall goals and priorities for the transportation system.• This group would pool state highway funds (excluding CMAQ and STP) and allocate them into three broad programmatic areas:<ul style="list-style-type: none">◦ Maintenance◦ Modernization◦ Expansion• The state-level policy group would determine performance measures and evaluation criteria for the programmatic areas and their subcategories.• The evaluation criteria for modernization and expansion projects would provide a formal role for MPOs.	<p>Step 3: Statewide Project Selection for the Multiyear Highway Program</p> <ul style="list-style-type: none">• Projects determined in Step 1 would compete for funding from the various categories.• Projects would be scored using the performance measures identified in Step 2.• Projects would be programmed according to the professional judgment of the state-level policy group. Projects would be funded from highest-ranking to lowest-ranking until the relevant funds are exhausted.• The evaluation process would be transparent and deliberative, and would result in a multiyear highway program.
---	---	--

<http://www.cmap.illinois.gov/policy-updates>



FHWA/FTA Peer Exchange

- Topic: Performance-based evaluation criteria and transportation funding
- Dates and Location: July 10-11, 2012 at CMAP
- Sponsor: FHWA-FTA Transportation Planning Capacity Building Peer Program
- Peer agencies:
 - MnDOT and Metropolitan Council
 - NCDOT and CAMPO
 - PennDOT and DVRPC



Main Takeaways

1) Transparent Data, Transparent Process



Main Takeaways

- 1) Transparent Data, Transparent Process
- 2) MPOs are Formally Involved**



Main Takeaways

- 1) Transparent Data, Transparent Process
- 2) MPOs are Formally Involved
- 3) De-politicization and Credibility**



Main Takeaways

- 1) Transparent Data, Transparent Process
- 2) MPOs are Formally Involved
- 3) De-politicization and Credibility
- 4) Implementation - “Start Small”**



Main Takeaways

- 1) Transparent Data, Transparent Process
- 2) MPOs are Formally Involved
- 3) De-politicization and Credibility
- 4) Implementation - “Start Small”
- 5) Measures and Targets - “Bucket Approach”**



Benefits

- Improved project selection process, incorporation of broader evaluation criteria
- Improved transparency, credibility, and accountability of public investments
- Improved working relationships among transportation stakeholders



Challenges

- Requires close collaboration among multiple parties
- Longer development process
- Requires support from executive leadership and dedicated staff



Next Steps

- Continue to coordinate with IDOT and RTA at the staff level
- Upcoming Regional Peer Exchange
 - Topic: Capital development processes among regional implementing agencies
 - Date: September 17-18, 2012
 - Location: CMAP offices
 - Participants: IDOT District 1, RTA, Service Boards, Illinois Tollway, Counties, Councils of Mayors, Municipalities



Questions?

Thank You!

Alex Beata

312-386-8706

abeata@cmap.illinois.gov