



PERFORMANCE-BASED RESOURCE GOVERNANCE & POLICY ASSESSMENT



ABOUT THE CLIENT

Industry	Government / Transportation
Revenues	\$65 billion (budget)
Employees	2,000
Location	USA
BOS Service	Policy & Governance

Key Challenges

- Public-sector resource allocation lacked direct access to tested private-sector tools and data-management practices.
- State transportation agencies needed clearer methods for setting performance goals and targets.
- The roles and institutional relationships supporting performance-based allocation needed to be defined.

Project Scope

- 50 US states
- State and local Departments of Transportation
- Ground transport, principally roadways and rail infrastructure
- Construction, operation and maintenance
- In-house and subcontracted services

Financial Benefits Realized

- Some private-sector benchmarks were adapted for transportation agencies, saving taxpayers money year-on-year.

Why Boston Strategies International was Selected

- Project delivered in partnership with Cambridge Systematics
- Ability to apply private-sector performance practices to high-impact public-sector guidance.
- Expertise in performance-based contracting & budgeting, budget & cost tracking data systems, and process optimization.

Project Approach

- Catalogued existing performance and resource-allocation procedures, authorities, databases and workflows.
- Benchmarked against private-sector equivalents.
- Compiled case studies to exemplify and describe best practices
- Wrote a white paper to guide policy transition toward outcomes-based budgeting and resource allocation.

Operational Benefits Realized

- Clearly defined institutional relationships needed to sustain the process.
- Clearer organizational roles, relationships, and decision contexts.
- Detailed case studies to inform and guide state DOT goal-setting and allocation processes.