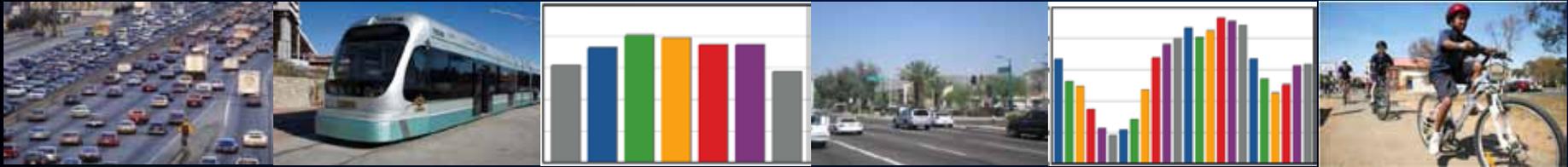


Results of the Proposition 400 Performance Audit



- § Legislative requirement established in 2004
- § Multimodal Performance Audit of the RTP
- § Starting in 2010 and every five years thereafter



§ Summary of Findings and Recommendations

January 11, 2012

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§ Recommendations

-  Proposed implementation as recommended. (MAG current practice)
-  Proposed implementation with modifications.
-  Not Proposed for implementation

1 – Formally identify and quantify RTP partners' expectations through the implementation of the RTP



2 – Work with ADOT and member jurisdictions to establish coordinated performance targets and baselines for freeways and arterials



3 – Measure and analyze all available performance data against set baselines to assess impact of projects on the overall system



§ Recommendations

- | | |
|--|---|
| 4 – Coordinate all RTP Partner’s individual performance measurement activities with MAG’s overall performance system for the RTP |  |
| 5 – Publish a dashboard-format summary of performance data on a regular basis on MAG’s website showing targets, budget and schedule by corridor and by project |  |
| 6 – In conjunction with RPTA, communicate MAG performance results and analysis to committees on a more frequently basis, such as quarterly |  |
| 7 – Continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary |  |

§ Recommendations

- | | |
|--|---|
| 8 – Develop a “report card” type feature to provide project snapshots summarizing project performance, budget schedule and % completion |  |
| 9 – Ensure consistency in reporting and facilitate the tracking of totals and data between the Annual Proposition 400 Reports, RTP Updates and LCP Reports |  |
| 10 – Develop clear and specific criteria for ranking, and project changes in conjunction with RTP partners |  |
| 11 – Document performance measures and priority criteria for selection, ranking and changes in corridors and projects |  |

§ Recommendations

12 – Have MAG require the use of the Congestion Management Program (CMP) tool among local cities and counties to identify and prioritize projects



13 – Use a performance based model as part of project change and reprioritization process using factors like volume, capacity, and/or delays



14 – Ensure documentation describes basis, source, deliberations, outcome, and rationale for resulting actions and decisions related to project and RTP changes



15 – Summarize and communicate data to MAG committees on options, alternatives, risks, opportunities and impacts for each alternative related to congestion or performance



§ Recommendations

- | | |
|---|--|
| 16 – Ensure any additional information provided to individual committee members is distributed to all committee members as well as made available to the public |  |
| 17 – Continue to develop a user-friendly guide book providing information as a “road map” clarifying how the public can influence transportation projects |  |
| 18 – Develop detailed provisions for the MOU agreements between the four RTP Partners, and possibly the City of Phoenix |  |
| 19 – Strengthen the existing transit planning MOU to describe the mechanics and specificity of process |  |
| 20 – Memorialize , document and maintain discussions at RTP Partner meetings to include items discussed, agreements reached & action items |  |

§ Recommendations ■ ■ ■

- | | |
|--|---------------------------------------|
| 21 – Through the MAG Transportation Policy Committee, or other committee, assume a stronger and more proactive leadership role in setting a framework for RTP related activities | ■ |
| 22 – Adjust MAG Transportation Policy Committee membership requirements to include RPTA and METRO transit representatives | ■ |
| 23 – Reaffirm the role of CTOC and increase effectiveness by implementing several changes; among them – to be staffed by MAG | ■ |
| 24 – Continue investigating cost efficiencies that could result from a combination of RPTA and METRO and implement measures as soon as practical | <input type="checkbox"/> |
| 25 – Work towards realizing more benefits from regionalizing bus transit activities | <input type="checkbox"/> |

Results of the Proposition 400 Performance Audit



§ Next Steps

§ Public Hearing – MAG. Jan 18th 2012

§ Per Statutes - Board Action is required from:
RPTA, VMR, MC, CTOC

§ Implementation items will be proposed for
recommendation and action at:
MAG TRC, TPC and RC

Results of the Proposition 400 Performance Audit



§ Summary of Recommendations

- 13/23 - As recommended
- 9/23 - With Modifications
- 1/23 - Not for implementation

§ For Additional Information contact:

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