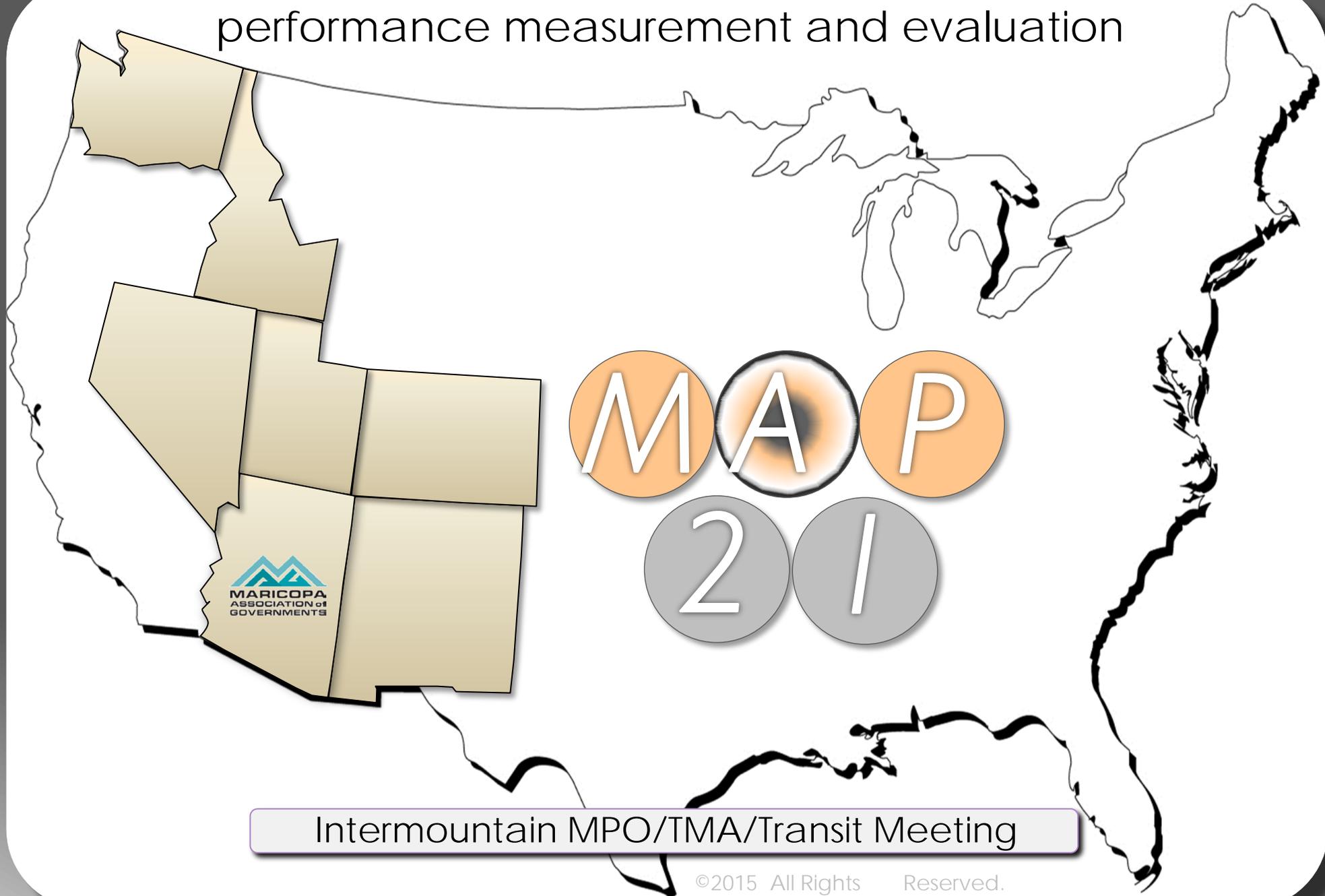


performance measurement and evaluation



Intermountain MPO/TMA/Transit Meeting

Performance Measurement and Management in MAP-21:

- Significant modifications to the federal-aid highway program
- Increasing accountability and transparency
- Improving project decision making through performance-based planning and programming



National Goals

- (1) Safety
- (2) Infrastructure Condition
- (3) Congestion Reduction
- (4) System Reliability
- (5) Freight Movement & Economic Vitality
- (6) Environmental Sustainability
- (7) Reduced Project Delivery Delays

State Level

- 2015 Performance Audit (Prop 400)
- Within a year of Final Rulemaking, states must set performance targets
- MAP-21 imposes penalties on states that fail to meet their performance targets under the NH Performance Program (NHPP) and the Highway Safety Improvement Program (HSIP)



MPO Level

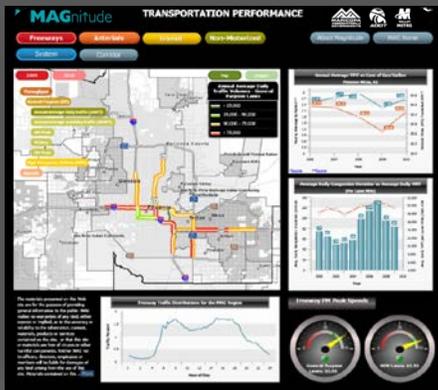
- Within 180 days of the establishments of State's targets
- MPOs must establish performance measures and targets that reflect national goals
- Measures must be coordinated with state DOTs and transit providers



Web-based



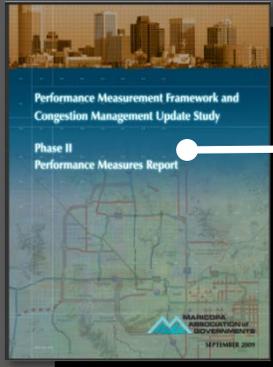
Dashboard



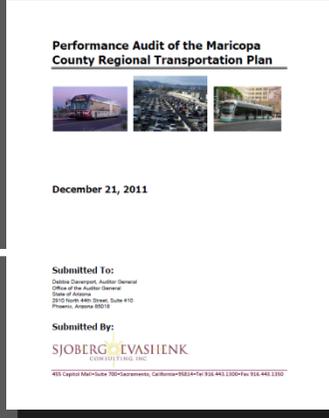
Project Cards



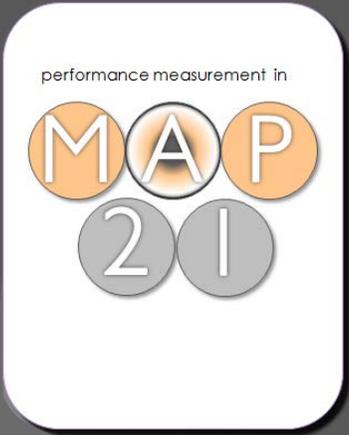
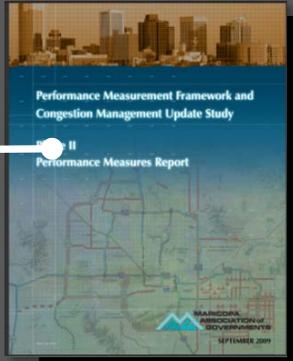
PM Framework



Performance Audit



CMP Update



Evaluative Tool



Case Study A: RTP Freeway Projects						
CMP OBJECTIVES		1	2	3	4	
Minimize Delay and Improve Travel Time	Project impact in terms of reducing travel time or delay.	4	2	3	4	
Reduce Travel Time Variability	Project impact in terms of reducing travel time variability, crash risk, or weaving/merge conflicts.	4	2	3	4	
Improve System Connectivity	Project impact in terms of improving connections to regional intermodal or emergency facilities?	2	3	4	3	
Increase Alternative Mode Share	Project impact in terms of reducing mode share for drive alone trips or increasing alternative mode share.	3	2	3	3	
Improve LCV/Reduce Congestion	Project impact in terms of reducing the level of service of the facility and increasing roadway capacity.	4	2	2	4	
Reduce Emissions & Fuel Consumption	Project impact in terms of reducing vehicle emissions?	2	3	2	2	
Measures of Cost Effectiveness	Project impact in terms of systemwide benefits (project benefits outweighing the costs).	3	3	2	3	
		Score:	3.14	2.43	2.57	3.29

Project / Block Type	Criteria for Determining Support	Score			
		1	2	3	4
Management and Operations (M/O)	1. Is the project located within ITS priority areas identified by the MTC?	Yes to 0 of 4 questions	Yes to 1 of 4 questions	Yes to 2 of 4 questions	Yes to 3 or more questions
	2. Is the project located within an ITS priority corridor as defined in the ITS Strategic Plan?				
	3. Is the project included in the MTC ITS Strategic Plan?				
	4. Is the project consistent with the MTC Regional ITS Roadmap?				
	5. Does the project enhance traffic management capabilities for special events?				
	6. Does the project improve roadway safety? (This question is not applicable for CMPO corridor projects.)				
	7. Does the project coordinate signal systems across jurisdictional boundaries and improve progression?				
	8. Does the project improve accuracy, timeliness and availability of real time information to the public?				
	9. Does the project review advanced traffic data collection and analysis capabilities?				

Criteria	Weight	PROJECT RANKINGS							
		1	2	3	4	5	6	7	8
OPERATIONAL IMPROVEMENT	25%	5	7	7	4	4	4	4	3
CONSUMERS	5%	4	4	4	4	4	4	4	5
PROJECT VOLUME / ADAPT	5%	7	7	7	4	4	4	4	5
CONGESTION COST REDUCTION CP	3%	5	5	5	7	4	7	4	5
Total Weighted Score		2.05	2.05	2.05	1.95	1.95	1.95	1.95	1.95
Rank Order		2	2	2	3	3	3	3	3
CMP OBJECTIVES	25%	3.33	2.80	2.50	2.50	2.50	2.20	2.20	2.20
PROGRESSIVE IMPROVEMENT	25%	4	4	4	4	4	4	4	4
Total Weighted Score		3.37	3.20	3.00	3.00	3.00	2.80	2.80	2.80
Rank Order		1	2	3	3	3	4	4	4
Total Weighted Score	4.02	3.76	3.50	3.20	3.20	3.00	2.80	2.80	2.80
Rank Order	2	3	3	5	6	7	8	8	8

Freeways

Arterials

Transit

Non-Motorized

System

Corridor

ADOT FMS

Private Sector Data

2009

2010

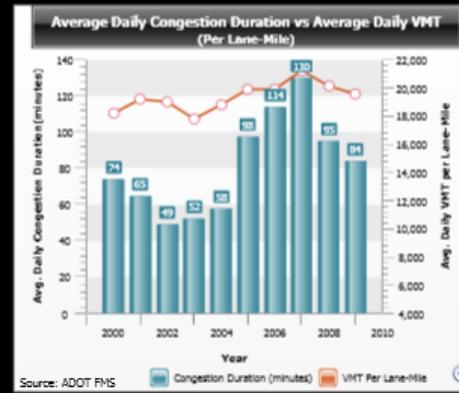
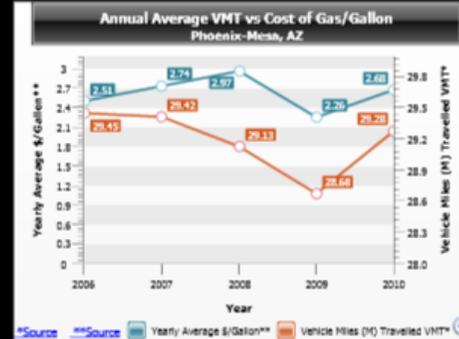
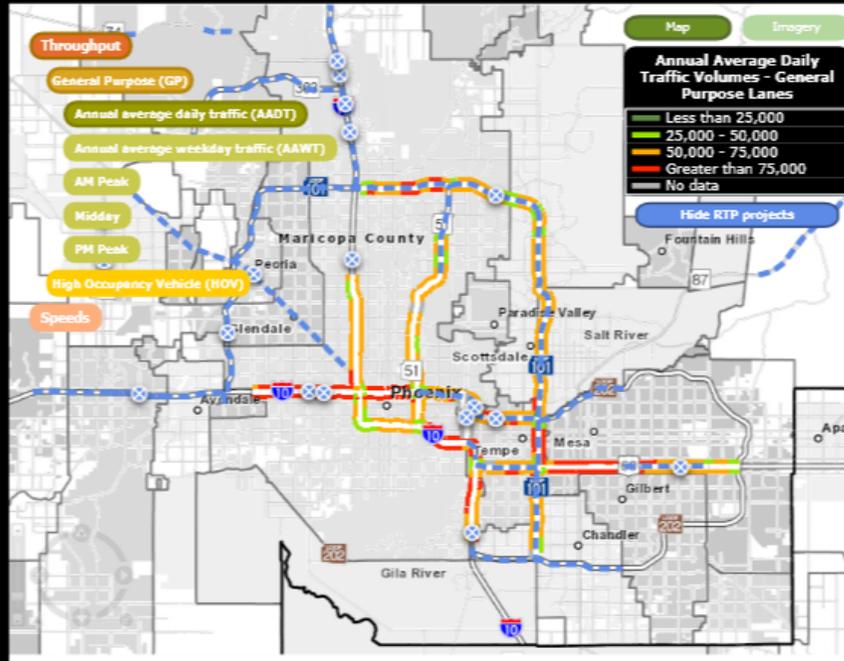
2011

2012

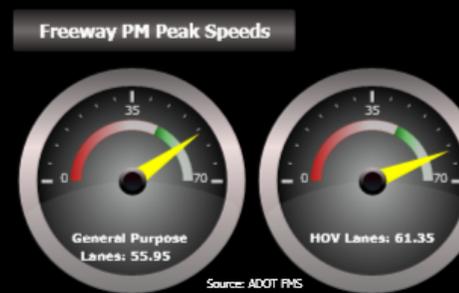
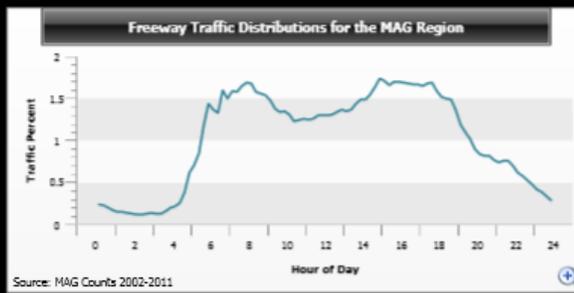
2013

Go to RTP Project Cards

Go to Analytical Tools



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Loop 202/RED MOUNTAIN TRAC # H687101
 I-10/SR-51 to 101 Loop - Addition of new eastbound lanes
 101 Loop to Scottsdale Rd. - Addition of new westbound lanes

Project Card
 May 2012

RTP Phase I

Project Description

The 11-mile Loop 202 (Red Mountain Freeway) widening Project adds new eastbound lanes between I-10/SR 51 and Loop 101 and new westbound lanes between Loop 101 and Scottsdale Road.

Project Benefits

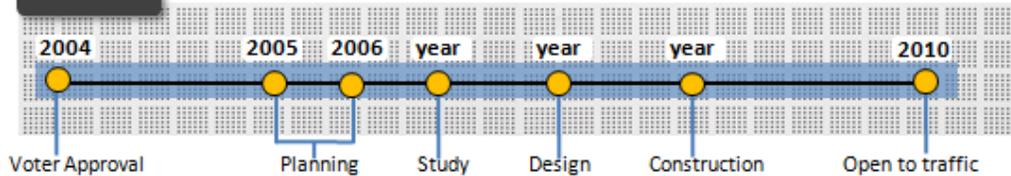
With the opening of new HOV lanes between Loop 101 and Gilbert Road on a coordinated, multi-project effort, drivers who use Loop 202 have a wider freeway stretching 18 miles between Phoenix and Mesa, a culmination of a 20-month-long effort to improve traffic flow on the Red Mountain Freeway.

Improvements will include:

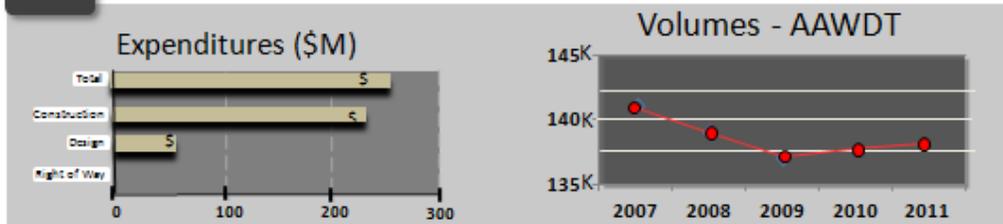
- Eastbound**
- One general-purpose lane from the I-10/SR 51 Traffic Interchange (TI) to Scottsdale Road
 - Two general-purpose lanes from Scottsdale Road to Loop 101/Loop 202 TI (to develop six general-purpose lanes approaching the system interchange)
- Westbound**
- Two general-purpose lanes from the Loop 101/Loop 202 TI to McClintock Drive (to develop three general-purpose and one HOV lane through the system interchange)
 - One general-purpose lane from McClintock Drive to Scottsdale Road



Schedule



Cost



projectcardsazmag.gov

I-17 Black Canyon TRAC # H706001
 SR-74 Carefree Hwy - New traffic interchange

Project Card
 July 2012

RTP Phase I

Project Description

The project removed and then reconstructed a new traffic interchange at Interstate 17 and State Route 74 (Carefree Highway). The new traffic interchange is a full-diamond interchange with the addition of two loop ramps. Also included were auxiliary lanes on I-17, lighting upgrades, improved drainage and rubberized asphalt.



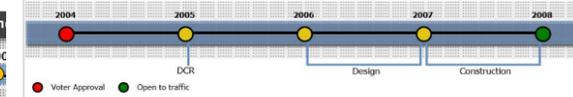
Improvements Include:
 New traffic interchange

Project Benefits

The loop ramps allow for seamless merging for the heavily traveled directions of northbound I-17 to westbound SR 74 and westbound SR 74 to southbound I-17. Because it was paved with rubberized asphalt, traffic noise was reduced and drivers have a smoother ride.



Schedule



Cost



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