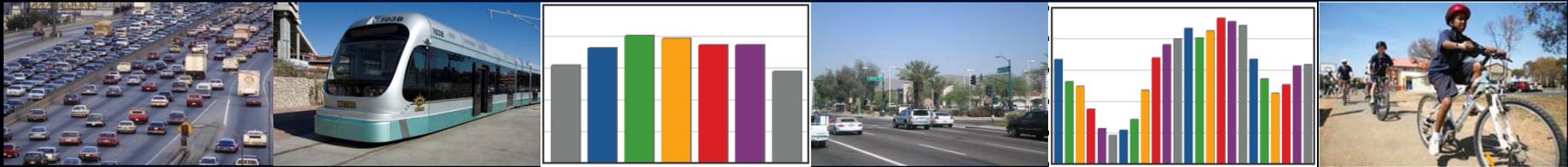


# Results of the Proposition 400

## Performance Audit

Public Hearing – MAG. Jan 18<sup>th</sup> 2012

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



January 18, 2012

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## ■ Summary of Findings and Recommendations

**“Continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary”**

- Performance data exists but tracking of results needs to improve
- Strengthen documentation and communication among RTP partners
- Ensure consistency of data and strengthen policy committees



## ■ Recommendations

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

<b>1 – Formally identify and quantify RTP partners’ expectations through the implementation of the RTP</b>		
<b>2 – Work with ADOT and member jurisdictions to establish coordinated performance targets and baselines for freeways and arterials</b>		
<b>3 – Measure and analyze all available performance data against set baselines to asses impact of projects on the overall system</b>		

## ■ 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



25 – Work towards realizing more benefits from regionalizing bus transit activities



# Results of the Proposition 400 Performance Audit



- Next Steps
  - Per Statutes - Board Action is required from:  
**RPTA, VMR, MC, STB and 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
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