

MAP-21 Planning Factors & Performance Measures Technical Report *Summary*



Overview

The federal surface transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in July of 2012. This legislation replaces the SAFETEA-LU Act of 2005. The new legislation outlines the requirements for the transportation planning process including the designation of Metropolitan Planning Organizations (MPO) to oversee the process in metropolitan areas. The Genesee County Metropolitan Alliance is the MPO for Genesee County and the Genesee County Metropolitan Planning Commission serves as the staff to the MPO.

The legislation requires that the MPO's develop a Long Range Transportation Plan (LRTP) with at least a twenty-year horizon and for the MPO's Long Range Transportation Plan to consider projects and strategies that will strive to meet eight Planning Factors. The eight MAP-21 Planning Factors are listed below along with the details on how the Genesee County Metropolitan Alliance and the 2040 Genesee County Long Range Transportation Plan (LRTP) are meeting the goals established under this legislation for MPO transportation planning. Each of the eight Planning Factors is represented in at least one or more of the 2040 LRTP technical reports. Figure 1 on the next page summarizes which technical report addresses each Planning Factor.

GCMPC staff has created a list (*Table 1*) of performance measures identified throughout the 2040 LRTP. This list will serve as a starting point for staff to track the performance of Genesee County's transportation system from year to year. The following table displays the performance measure, the years compared between, what technical report is associated with the performance measure, and what type of trend is observed. The direction of the arrow signifies if the number or percentage is rising or falling. The color represents if the trend is positive, negative, or neutral. For example, county-wide crash totals reduced by approximately 500 between 2008 and 2012. This trend would be represented by a downward, green arrow indicating a positive trend. However, if the arrow is yellow, the trend can be either positive or negative.

Summary Checklist

MAP-21 Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

Technical Reports that Address each Factor

Intermodal Freight, Land Use, Socioeconomic Projections, Regional Non-Motorized, Pavement, Bridge, and Safety Reports

Safety, Complete Streets, and Regional Non-Motorized Reports

Transit and Intelligent Transportation System (ITS) Reports

Transportation Model Report, Intermodal Freight, Coordinated Plan, and the Transit Reports

Regional Non-Motorized, Complete Streets, Transit, and the Land Use / Scenario Planning Reports

Complete Streets, Intermodal Freight, Transit, and Coordinated Plan Reports

Transit, Safety, Regional Non-Motorized, Pavement, Congestion Management, and Bridge Reports

Pavement Technical Report

Figure 1: Summary Checklist

Technical Report	Performance Measure	Year		Trend
Bridge	System-Wide "Deficient" Bridge Condition	2008	2012	▼
		49%	47%	
Complete Streets	County-Wide Crash Total (6 types)	2008	2012	▼
		3,780	3,260	
Congestion Management & Projects	Level of Service (Congested Lane Miles: Type E and F)	2005	2011	▲
		227	235	
	Vehicle Miles Travelled (Thousands)	2008	2012	▼
		4,386,305	3,997,631	
	Daily Hours of Traffic Delay	2005	2011	▲
		5,103	5,240	
On-Road Mobile Source Emissions (Hydrocarbons)	2005	2011	▼	
	16,108	10,240		
On-Road Mobile Source Emissions (Nitrogen Oxides)	2005	2011	▼	
	28,036	16,360		
Intermodal Freight	Commercial Vehicle Miles Travelled (CVMT: long term)	2008	2013	▼
		141,997,001	130,235,284	
	Commercial Vehicle Miles Travelled (CVMT: short term)	2011	2013	▲
		124,335,473	130,235,284	
Non-Motorized	Bicycle Involved Crash Injuries	2008	2012	▬
		50	50	
	Pedestrian Involved Crash Injuries	2008	2012	▼
		104	102	
Population Reach (within a 1/4 mile of Built Non-Motorized Trails)	2006	2014	▲	
	100,732	166,144		
Pavement	Federal-Aid Road Network "Poor Condition"	2009	2013	▼
		38%	31%	
Safety	Fatal and Incapacitating Injuries	2008	2012	▼
		168	138	
	Fatal and Incapacitating Injuries (per billion vehicle mile traveled)	2008	2012	▼
		38.3	34.5	
Socioeconomic Data	Population	2005	2010	▼
		449,150	425,790	
	Employment (8 sectors)	2005	2010	▲
		211,662	183,326	
Transit	Overall Transit Ridership Attainment	2009	2013	▲
		5,819,226	6,164,121	
	Population Reach (within a 1/4 mile of Primary Fixed Route services)	2000	2010	▼
		50%	47%	

Table 1: 2040 Performance Measures

