Introduction

Anchorage Metropolitan Area Transportation Solutions (AMATS), the metropolitan planning organization for the Anchorage Bowl and Chugiak-Eagle River, is updating its Metropolitan Transportation Plan (MTP). The MTP is the primary tool AMATS uses to plan for transportation needs within the AMATS area and recommend solutions based on anticipated funding availability over a minimum 20-year horizon. The MTP is federally required to be updated every four years and applies to all modes of transportation, addresses congestion management and air quality standards, and is based on current and planned land use.

Draft Performance Measures & Targets

Goals and Objectives for the 2050 MTP have been developed and refined based on public input. To support those goals and objectives, performance measures have been drafted. Performance measures aim to make all objectives measurable, allowing progress and performance to be tracked over time. Specific targets for these performance measures will be determined following performance measure approval, and the determination of who, when, and how often applicable data will be collected and reported has been established.

The table on the following pages shows the 2050 MTP Goals & Objectives and their associated draft performance measures.

- Performance measures in **white-filled cells are federal performance measures**, required and set by federal agencies, and will not change. Please do not review or comment on federal performance measures as AMATS cannot make modifications to them.

- Performance measures in **blue-filled cells are proposed *local performance measures****, original to this 2050 MTP update.* Please spend time reviewing and commenting on these draft local performance measures.

Review Approach

1. **Review** the draft local performance measures, **highlighted in blue-cells.**
2. **Consider the usefulness** of the proposed draft local performance measure, example questions to ask may include:
    a. Does tracking this measure *meaningfully* help AMATS make progress on the objective?
    b. Is this tracked currently or can it be reasonably tracked? If not, can it be modified to become more measurable and trackable?
    c. Does this measure fit better under a different objective?
3. **Submit your feedback** by:
    a. Completing the comment form provided on the project website: www.amats2050.com
    b. Email your comments to amatsinfo@anchorageak.gov

2050 MTP Goals	Objectives	Performance Measures		
Goal 1: Maintain Existing Infrastructure Maintain transportation infrastructure in a state of good repair.	**1A**. Maintain and rehabilitate existing infrastructure to achieve a state of good repair with effective use for all modes of travel year-round.	**1A-1** *(FHWA) Percentage of pavements of the Interstate System in Good condition		
		1A-2 *(FHWA) Percentage of pavements of the Interstate System in Poor condition		
		1A-3 *(FHWA) Percentage of pavements of the non-Interstate NHS in Good condition		
		1A-4 *(FHWA) Percentage of pavements of the non-Interstate NHS in Poor condition		
		1A-5 *(FHWA) Percentage of NHS bridges classified as in Good condition		
		1A-6 *(FHWA) Percentage of NHS bridges classified as in Poor condition		
		1A-7 *(FTA) Infrastructure: Percentage of track segments under performance restriction		
		1A-8 *(FTA) Rolling Stock: Percentage of revenue vehicles exceeding useful life benchmark[1]	People Mover	Bus
				Cutaway Bus
				Mini-Van
				Van
			Alaska Railroad Corporation	Passenger Railcars
				Locomotives
		1A-9 *(FTA) Equipment: Percentage of non-revenue vehicles exceeding useful life benchmark	People Mover	Non-Revenue/Service Automobile
				Trucks & other Rubber-Tire Vehicles
			Alaska Railroad Corporation	Truck & Rubber Tired
				Steel Wheel Vehicle
				Automobile
		1A-10 *(FTA) Facilities: Percentage of facilities rated under 3.0 on the TERM scale[2]	People Mover	Administration
				Maintenance
				Parking Structures
				Passenger Facilities
			Alaska Railroad Corporation	Admin & Maintenance
				Passenger & Parking
	1B. Increase transportation infrastructure resiliency to natural hazards.	**1B-1** Miles of programed new public roads and rail located within areas of very high (zone 5) or high (zone 4) seismic ground failure susceptibility		
		1B-2 Miles of programed new public roads and rail located within the 100-year flood zone		
		1B-3 Percentage of programmed projects that incorporate nature-based solutions		
Goal 2: Improve Safety & Security Provide safer and more secure places to live, walk, bike, ride the bus, and drive.	**2A**. Reduce the number and severity of vehicle, pedestrian, bicycle, motorcycle and commercial vehicle crashes and fatalities.	**2A-1** *(FHWA) Number of fatalities		
		2A-2 *(FHWA) Fatality rate (per 100 million vehicle miles traveled)		
		2A-3 *(FHWA) Number of serious injuries		
		2A-4 *(FHWA) Rate of serious injuries (per 100 million vehicle miles traveled)		
		2A-5 *(FHWA) Number of non-motorized fatalities and serious injuries		
		2A-6 *(FTA) Total number of reportable fatalities		
		2A-7 *(FTA) Fatality rate per total vehicle revenue miles by mode		
		2A-8 *(FTA) Total number of reportable injuries		
		2A-9 *(FTA) Injury rate per total vehicle revenue mile by mode		
		2A-10 *(FTA) Total Number of reportable safety events		
		2A-11 *(FTA) Safety event rate per total vehicle miles by mode		
	2B. Improve ability to achieve timely emergency response.	**2B-1** Average emergency response time • *Anchorage Bowl Target*		

[1] Useful Life Benchmark: The expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment.
[2] Transit Economic Requirements Model (TERM) Scale. A 1-5 rating: (https://www.transit.dot.gov/PerformanceManagement)

2050 MTP Goals	Objectives	Performance Measures
		• *Chugiak Eagle River Target*
	2C. Minimize conflicts between different modes of travel, reduce unsafe behaviors, and increase attentiveness and awareness.	**2C-1** Percentage of programmed projects that include elements that reduce intermodal conflict points
		2C-2 Percentage of programmed projects that include nonmotorized and transit security elements
		2C-3 Total number of reportable injuries in vehicle-bicycle events
		2C-4 Total number of fatalities in vehicle-bicycle events
		2C-5 Total number of reportable injuries in vehicle-pedestrian events
		2C-6 Total number of fatalities in vehicle-pedestrian events
Goal 3: Improve Mobility Options Support an efficient, reliable, and connected transportation system that equitably improves access and mobility to all activities.	**3A.** Improve the existing transportation system efficiency through the implementation of effective and innovate strategies and technologies, such as: Transportation System Management and Operations (TSMO), Transportation Demand Management (TDM), and Intelligent Transportation Systems (ITS).	**3A-1** *(FHWA) Percent of person miles traveled on the Interstate System that are reliable
		3A-2 *(FHWA) Percent of person miles traveled on the non-Interstate NHS that are reliable
		3A-3 *(FTA) Mean distance between major mechanical failures by mode
		3A-4 Number of Vanpool (RideShare) users
		3A-5 Percentage of programmed projects that incorporate innovative strategies and technologies
	3B. Provide facilities to encourage transit use and improve pedestrian and bicycle travel.	**3B-1** Miles of nonmotorized infrastructure added or improved through programed transportation projects
		3B-2 Percentage of funding allocated to projects that add or improve nonmotorized facilities
		3B-3 Percentage of projects that include nonmotorized accommodations
		3B-4 Number of bus stops improved or added
		3B-5 Miles of sidewalk and pathways that are not ADA compliant
	3C. Implement transportation facilities that are appropriate for the intended adjacent land use.	**3C-1** Percentage of eligible transportation projects that have successfully completed Context Sensitive Solutions (CSS) review
		3C-2 Percentage of programed transportation facilities that comply with or implement the Land Use Plan
	3D. Enhance the connectivity of the existing transportation network, minimizing barriers and disconnections, and improving multi-modal access to activity centers.	**3D-1** Percentage of activity centers designated in the Land Use Plan within ¼ mile of transit stops
		3D-2 Percentage of employment within ¼ mile of transit service
		See performance measures for Objective 3B: Provide facilities to encourage transit use and improve pedestrian and bicycle travel
	3E. Manage congestion to support land use goals and facility efficiency while avoiding unwanted induced demand impacts.	**3E-1** *(FHWA) Annual hours of peak-hour excessive delay per capita
		3E-2 *(FHWA) Percent of non-Single-Occupancy-Vehicle (SOV) travel
		See performance measure 3A-5: Percentage of programmed projects that incorporate innovative strategies and technologies
		See performance measures for Objective 3B: Provide facilities to encourage transit use and improve pedestrian and bicycle travel.
		See performance measures for Objective 3D: Enhance the connectivity of the existing transportation network, minimizing barriers and disconnections, and improving multi-modal access to activity centers.
	3G. Support the operation of safe and efficient scheduled transit services that minimize travel times and distances.	**3G-1** Average transit system service headways (min)
		3G-2 Annual transit revenue hours of service per capita
		3G-3 Daily transit passenger trips (average weekday)
		3G-4 Passengers per service hour (average weekday)
		3G-5 Transit travel time ratio

2050 MTP Goals	Objectives	Performance Measures
	3H. Design and maintain multimodal facilities to accommodate winter mobility.	**3H-1** Percentage of programmed road projects that include a plowing buffer for parallel non-motorized facilities
		3H-2 Percentage of sidewalks with a plowing buffer or are part of a snow removal program
		See performance measure 3C-1: Percentage of eligible transportation projects that have successfully completed Context Sensitive Solutions (CSS) review
Goal 4: Support the Economy Develop a transportation system that supports a thriving, sustainable, broad-based economy, while maintaining or enhancing the surrounding area's land use character.	**4A.** Enhance intermodal capabilities of the transportation system to meet the needs of freight generators, the military bases, and other employment centers and industrial and commercial areas, while maintaining compatibility with the Land Use Plan.	**4A-1** *(FHWA) Truck Travel Time Reliability Index
		4A-2 Annual hours of delay along major freight corridors
		See performance measures for Objective 3D: Enhance the connectivity of the existing transportation network, minimizing barriers and disconnections, and improving multi-modal access to activity centers.
	4B. Attract community investment and tourism through improved transportation system accessibility, aesthetics, and wayfinding.	**4B-1** Annual tourism spending within MPO area
		4B-2 Percentage of programed projects that include elements that improve accessibility, aesthetics, and wayfinding
	4C. Promote an adaptable transportation system that supports the local and regional economy and job growth.	See performance measure 3A-5: Percentage of programmed projects that incorporate innovative strategies and technologies
		See performance measure 3B-3: Percentage of projects that include nonmotorized accommodations
		See performance measure 4A-2: Annual hours of delay along major freight corridors
	4D. Plan and facilitate regional policy development for new technology.	See performance measure 3A-5: Percentage of programmed projects that incorporate innovative strategies and technologies
	4E. Match street design to local land use goals by applying the Context Sensitive Solutions and Complete Streets policies.	**4E-1** Percentage of projects that incorporate Complete Streets supportive elements
		See performance measures for Objective 3C: Implement transportation facilities that are appropriate for the intended adjacent land use.
Goal 5: Promote a Healthy Environment Protect, preserve, and enhance the natural environment to promote sustainability and public health.	**5A.** Improve air quality and reduce greenhouse gas emissions.	**5A-1** *(FHWA) On-road mobile source emissions reduction – carbon monoxide
		5A-2 *(FHWA) On-road mobile source emissions reduction – PM_{10}
		5A-3 Per-capita VMT *(targets are a % of growth)*
		5A-4 Number of publicly available electric vehicle charging stations
		See performance measure 3E-2: *(FHWA) Percent of non-Single-Occupancy-Vehicle (SOV) travel
	5B. Increase community resiliency to climate change.	See performance measure 1B-2: Miles of programed new public roads and rail located within the 100-year flood zone
	5C. Coordinate transportation and land use planning to support connections that reduce reliance on auto trips and encourage active transportation.	**5C-1** Percentage of eligible projects that have successfully completed the Municipality of Anchorage Trail Review process.
		See performance measures for objective 3B: Provide facilities to encourage transit use and improve pedestrian and bicycle travel.
		See performance measures for objective 3C: Implement transportation facilities that are appropriate for the intended adjacent land use.
	5D. Minimize and mitigate negative impacts on the natural environment by implementing the Context-Sensitive Solutions process during transportation project development.	**5D-1** Percentage of eligible transportation projects that have successfully completed NEPA review & permitting.
		See performance measures for objective 3C: Implement transportation facilities that are appropriate for the intended adjacent land use.
	5E. Promote healthy lifestyles by connecting everyday destinations through increased active transportation.	See performance measures for Objective 3B: Provide facilities to encourage transit use and improve pedestrian and bicycle travel.
		See performance measure 6A-1: Percentage of EJ area of 60th or greater percentile within ¼ mile of transit stops
		See performance measure 6A-2: Average total transit trip time of EJ area of 60th or greater percentile for daily job commute
		See performance measure 6A-5: Percentage of program funding for non-motorized improvements within EJ area of 60th or greater percentile

2050 MTP Goals	Objectives	Performance Measures
Goal 6: Advance Equity Promote equitable transportation options, improvements, and maintenance activities for vulnerable populations.	**6A.** Improve multi-modal access to employment, education, recreation, and essential services for underserved neighborhoods.	**6A-1** Percentage of EJ area of 60th or greater percentile within ¼ mile of transit stops
		6A-2 Average total transit trip time of EJ area of 60th or greater percentile for daily job commute
		6A-3 Percentage of household income spent on transportation costs: EJ area of 60th or greater percentile
		6A-4 Percentage of household income spent on transportation costs: MPO average
		6A-5 Percentage of program funding for non-motorized improvements within EJ area of 60th or greater percentile
	6B. Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations.	See performance measure 3C-1: Percentage of eligible transportation projects that have successfully completed Context Sensitive Solutions (CSS) review
		See performance measure 5D-1: Percentage of eligible transportation projects that have successfully completed NEPA review & permitting
	6C. Improve the ability of underrepresented groups to participate in the transportation decision making process.	**6C-1** AMATS-sponsored projects: Minimum percentage of public involvement budgets allocated specifically to engage vulnerable populations