

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 Percentage of pavements of collector and arterial roads in poor condition		
		1A-9 Percentage of sidewalk & separated pathway pavement miles in poor condition		
		1A-10 *(FTA) Rolling Stock: Percentage of revenue vehicles exceeding useful life benchmark ¹	People Mover	Bus
				Cutaway Bus
				Mini-Van
				Van
		1A-11 *(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			
1A-12 *(FTA) Facilities: Percentage of facilities rated under 3.0 on the TERM scale ²	People Mover	Administration		
		Maintenance		
		Parking Structures		
	Alaska Railroad Corporation	Admin & Maintenance		
1B. Increase transportation infrastructure resiliency to natural hazards.	1B-1 Miles of programmed 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 programmed 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		

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
	2B. Improve ability to achieve timely emergency response.	2B-1 Average emergency response time <ul style="list-style-type: none"> • Anchorage Bowl Target • 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 Access & 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 vehicle miles reduced by Vanpool participants 3A-5 Percentage of programmed projects that incorporate innovative strategies and technologies to improve mobility, efficiency, or resiliency of the system
	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 3B-6 Percentage of trips taken by nonmotorized methods (e.g. walking, biking) 3B-7 Percentage of trips taken by public transportation
	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 current adopted Land Use Plans 3C-3 Percentage of projects that incorporate Complete Streets supportive elements
	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.

2050 MTP Goals	Objectives	Performance Measures
	<p>3G. Support the operation of safe and efficient scheduled transit services that minimize travel times and distances.</p>	<p>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 See performance measure 3B-7: Percentage of trips taken by public transportation</p>
	<p>3H. Design and maintain multimodal facilities to accommodate winter mobility.</p>	<p>3H-1 Miles of sidewalks with snow storage buffer 3H-2 Percentage of sidewalks miles with a snow storage buffer See performance measure 3C-1: Percentage of eligible transportation projects that have successfully completed Context Sensitive Solutions (CSS) review</p>
<p>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.</p>	<p>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 current adopted Land Use Plans³.</p>	<p>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</p>
	<p>4B. Attract community investment and tourism through improved transportation system accessibility, aesthetics, and wayfinding.</p>	<p>4B-1 Annual tourism spending within MPO area 4B-2 Percentage of programed projects that include elements that improve accessibility, aesthetics, and wayfinding</p>
	<p>4C. Promote an adaptable transportation system that supports the local and regional economy and job growth.</p>	<p>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</p>
	<p>4D. Plan and facilitate regional policy development for new technology.</p>	<p>See performance measure 3A-5: Percentage of programmed projects that incorporate innovative strategies and technologies</p>
	<p>4E. Match street design to local land use goals by applying the Context Sensitive Solutions and Complete Streets policies.</p>	<p>See performance measure 3C-3: 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</p>
<p>Goal 5: Promote a Healthy Environment Protect, preserve, and enhance the natural environment to promote sustainability and public health.</p>	<p>5A. Improve air quality and reduce greenhouse gas emissions.</p>	<p>5A-1 *(FHWA) On-road mobile source emissions reduction – carbon monoxide 5A-2 *(FHWA) On-road mobile source emissions reduction – PM₁₀ 5A-3 Per-capita VMT 5A-4 Number of publicly available electric vehicle charging stations 5A-5 Transportation-based greenhouse gas emissions 5A-6 Percentage of MOA and/or DOT&PF fleet vehicles that are electric See performance measure 3E-2: *(FHWA) Percent of non-Single-Occupancy-Vehicle (SOV) travel</p>
	<p>5B. Increase community resiliency to climate change.</p>	<p>See performance measure 1B-2: Miles of programed new public roads and rail located within the 100-year flood zone</p>

³ Current adopted Land Use Plans include the 2040 Land Use Plan and Chugiak-Eagle River Comprehensive Plan.

2050 MTP Goals	Objectives	Performance Measures
	<p>5C. Coordinate transportation and land use planning to support connections that reduce reliance on auto trips and encourage active transportation.</p>	<p>5C-1 Percentage of eligible projects that have successfully completed the Municipality of Anchorage Trail Review process</p> <p>See performance measures for objective 3B: Provide facilities to encourage transit use and improve pedestrian and bicycle travel</p> <p>See performance measures for objective 3C: Implement transportation facilities that are appropriate for the intended adjacent land use</p>
	<p>5D. Minimize and mitigate negative impacts on the natural environment by implementing the Context-Sensitive Solutions process during transportation project development.</p>	<p>See performance measures for Objective 3C: Implement transportation facilities that are appropriate for the intended adjacent land use</p>
	<p>5E. Promote healthy lifestyles by connecting everyday destinations through increased active transportation.</p>	<p>See performance measure 3B-6: Percentage of trips taken by nonmotorized methods (e.g. walking, biking)</p> <p>See performance measures for Objective 3B: Provide facilities to encourage transit use and improve pedestrian and bicycle travel</p> <p>See performance measure 6A-5: Percentage of program funding for non-motorized improvements within EJ area of 60th or greater percentile</p>
<p>Goal 6: Advance Equity Promote equitable transportation options, improvements, and maintenance activities for vulnerable populations.</p>	<p>6A. Improve multi-modal access to employment, education, recreation, and essential services for underserved neighborhoods.</p>	<p>6A-1 Percentage of EJ area of 60th or greater percentile within ¼ mile of transit stops</p> <p>6A-2 Average total transit trip time of EJ area of 60th or greater percentile for daily job commute</p> <p>6A-3 Percentage of household income spent on transportation costs: EJ area of 60th or greater percentile</p> <p>6A-4 Percentage of household income spent on transportation costs: MPO average</p> <p>6A-5 Number of non-motorized facilities added or improved within EJ area of 60th or greater percentile</p>
	<p>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.</p>	<p>See performance measure 3C-1: Percentage of eligible transportation projects that have successfully completed Context Sensitive Solutions (CSS) review</p> <p>See performance measure 5D-1: Percentage of eligible transportation projects that have successfully completed NEPA review & permitting</p>
	<p>6C. Improve the ability of underrepresented groups to participate in the transportation decision making process.</p>	<p>6C-1 AMATS-sponsored projects: Number of new engaged community members in EJ areas of 60th or greater percentile</p>