

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.

Project Prioritization Criteria

The main component of the 2050 MTP is a fiscally constrained list of recommended transportation projects for the AMATS area. To develop that final list, projects must be identified, analyzed, and prioritized based on need, anticipated outcome, and fiscal constraints. The public and agency stakeholders will provide AMATS with conceptual projects they would like to see in the AMATS area between now and 2050 (*coming this spring*). Those projects will be evaluated using the Project Prioritization Criteria.

The Project Prioritization Criteria presented in this document will be used to make ‘round one’ decisions about which projects should be considered for inclusion in the MTP. **Project Prioritization Criteria will be used to inform decision makers on the anticipated ability of a proposed project to meet the 2050 Goals & Objectives.** High scoring projects should be consistent with the 2050 Goals & Objectives; low scoring projects will be inconsistent or only partly consistent with the Goals & Objectives.

Once scores are developed, decision makers, including AMATS staff, the Technical Advisory Committee and Policy Committee, will review the scoring outcomes and apply fiscal constraints. Additional analysis including transportation modeling, a community impact assessment, and scenario planning that incorporates growth projections for the AMATS area will also inform decision makers’ final project selections. Public input and review will occur throughout this process. Again, the score a project receives using the project prioritization criteria is informational—not the final decision.

Project Prioritization Table

The Project Prioritization Criteria table below is organized first by corresponding MTP goal. It is then organized by the general project type:

- (1) Complete Streets / Major Infrastructure (Corridor) Project
- (2) Bicycle or Pedestrian Project
- (3) Transit Project

To score a project using the table, complete the following steps:

1. Determine the general project type (choose which column you will be using).
 - a. Only use the corresponding column to score the project. The other project-type columns will remain blank, as they are not applicable.
2. Review the criteria, and select points based on point descriptions.



- a. If “select one” is stated in the description, choose the description that best fits the recommended project, adjusting the point value for any applicable bonuses and penalties. A project may receive negative points for multiple criteria.
 - b. If “select all that apply” is stated in the description, add the point values of all applicable statements, adjusting for any applicable penalties. A project may receive negative points for multiple criteria.
3. Add the total points for each MTP goal.
 4. Combine the point totals for each MTP goal to receive the final project score.

2050 MTP PROJECT PRIORITIZATION CRITERIA						
MTP Goal 1: Maintain Existing Infrastructure						
Criterion	Complete Streets/Major Infrastructure (Corridor Project)	Max Points	Bicycle/Pedestrian Project	Max Points	Transit Project	Max Points
Improves Existing Surface Transportation Infrastructure Condition	<p><i>Select one.</i></p> <p>+8 Project improves the surface condition of existing roads or bridges and nonmotorized infrastructure</p> <p>+5 Project only improves the pavement condition of existing roads or bridges</p> <p>+0 Project does not improve the condition of existing surface transportation infrastructure</p> <p><u>Bonus</u></p> <p>+4 Project improves the condition of transit-supportive infrastructure</p>	12	<p><i>Select one.</i></p> <p>+6 Project improves the surface condition of existing bicycle or pedestrian infrastructure</p> <p>+0 Project does not improve the condition of existing bicycle or pedestrian infrastructure</p> <p><u>Bonus</u></p> <p>+4 Project improves the condition of transit-supportive infrastructure</p>	10	<p><i>Select one.</i></p> <p>+12 Project improves the condition of transit-supporting infrastructure along a Transit Supportive Development Corridor</p> <p>+8 Project improves the condition of transit-supportive infrastructure outside of a Transit Supportive Development Corridor</p> <p>+0 Project does not improve the condition of transit-supporting infrastructure</p>	12
Improves Natural Hazard Resiliency	<p><i>Select one.</i></p> <p>+8 Project purpose and need is to address known/identified natural hazard risks</p> <p>+4 Project incorporates elements that reduce known/identified natural hazard risks</p> <p>+0 Natural hazard risks are minimal or not expected for this project</p> <p><u>Penalty</u></p> <p>-8 Project increases natural hazard risk or fails to mitigate known hazards</p>	8	<p><i>Select one.</i></p> <p>+10 Project purpose and need is to address known/identified natural hazard risks</p> <p>+5 Project incorporates elements that reduce known/identified natural hazard risks</p> <p>+0 Natural hazard risks are minimal or not expected for this project</p> <p><u>Penalty</u></p> <p>-8 Project increases natural hazard risk or fails to mitigate known hazards</p>	10	N/A	0
Improves Transit Rolling Stock	N/A	0	N/A	0	<p><i>Select one.</i></p> <p>+8 Project replaces assets at the end of FTA useful life or buys new assets to accommodate additional service</p> <p>+4 Project provides routine capital repair or maintenance</p> <p>+0 Project does not improve rolling stock</p>	8
Goal 1 Subtotal (Max 20)						

MTP Goal 2: Improve Safety & Security						
Criterion	Complete Streets/Major Infrastructure (Corridor Project)	Max Points	Bicycle/Pedestrian Project	Max Points	Transit Project	Max Points
Improves Safety	<p>Select one.</p> <p>+6 Project improves safety at an above-average collision location</p> <p>+3 Project improves safety at a location with below-average or unknown collisions, but MOA Traffic & Safety Engineer and/or DOT Traffic Engineer concur project is expected to prevent crashes or serious injuries</p> <p>+0 Project does not include safety measures in its scope</p> <p><u>Bonus</u></p> <p>+2 Improves bicycle safety</p> <p>+2 Improves pedestrian safety</p> <p>+2 Improves transit-user safety</p> <p><u>Penalty</u></p> <p>-12 Project creates conflicts between transportation modes</p>	12	<p>Select one.</p> <p>+12 Project separates or minimizes conflicts between vehicular and non-motorized users in an area with documented bicycle/pedestrian collisions</p> <p>+6 Project separates or minimizes conflicts between vehicular and non-motorized users in an area without documented bicycle/pedestrian collisions</p> <p>+0 Project does not include safety measures in its scope</p>	12	N/A	0
Improves Security	<p>Select one.</p> <p>+4 Project includes features that improve security for pedestrians, bicyclists, and/or transit users (e.g. lighting, blue light emergency phone systems)</p> <p>+0 Project does not include features that improve security for pedestrians, bicyclists, or transit users</p> <p><u>Penalty</u></p> <p>-8 Project decreases security</p>	4	<p>Select one.</p> <p>+8 Project includes features that improve security for pedestrians, bicyclists, and/or transit users (e.g. lighting, blue light emergency phone systems)</p> <p>+0 Project does not include features that improve security for pedestrians, bicyclists, or transit users</p> <p><u>Penalty</u></p> <p>-4 Project decreases security</p>	8	<p>Select one.</p> <p>+20 Project includes features that improve security for pedestrians, bicyclists, and/or transit users (e.g. lighting, blue light emergency phone systems)</p> <p>+0 Project does not include features that improve security for pedestrians, bicyclists, or transit users</p> <p><u>Penalty</u></p> <p>-4 Project decreases security</p>	20
Improves Emergency Response	<p>+4 Improves emergency evacuation routes, alternatives, diversion routes, or secondary egress</p> <p>+0 No anticipated impact to emergency response</p> <p><u>Penalty</u></p> <p>-8 Project reduces emergency evacuation routes, alternatives, diversion routes, or secondary egress</p>	4	N/A	0	N/A	0
Goal 2 Subtotal (Max 20)						

MTP Goal 3: Improve Access & Mobility Options						
Criterion	Complete Streets/Major Infrastructure (Corridor Project)	Max Points	Bicycle/Pedestrian Project	Max Points	Transit Project	Max Points
Improves Transportation System Efficiency	<p><i>Select one.</i></p> <p>+4 Project includes strategies or technologies that help to reduce demand for single-occupant vehicle travel</p>	4	<p><i>Select one.</i></p> <p>+5 Project includes technologies that encourage or improve nonmotorized travel (e.g. heated sidewalks, permeable pavement)</p>	5	<p><i>Select one.</i></p> <p>+4 Project includes strategies or technologies that improve transit travel or encourage transit use</p>	4
Improves ADA Accessibility	<p><i>Select one.</i></p> <p>+4 Project purpose and need is to address known/identified ADA concerns</p> <p>+0 Project purpose and need is not primarily ADA accessibility</p> <p><u>Penalty</u></p> <p>-8 Project hinders accessibility for people experiencing disabilities</p>	4	<p><i>Select one.</i></p> <p>+5 Project purpose and need is to address known/identified ADA concerns</p> <p>+0 Project purpose and need is not primarily ADA accessibility</p>	5	<p><i>Select one.</i></p> <p>+4 Project purpose and need is to address known/identified ADA concerns</p> <p>+0 Project purpose and need is not primarily ADA accessibility</p>	4
Improves Bicycle & Pedestrian Network	<p><i>Select one.</i></p> <p>+4 Project improves the existing bicycle or pedestrian network</p> <p>+2 Project closes a gap in the bicycle or pedestrian network</p> <p>+1 Project adds a new nonmotorized facility</p> <p>+0 Project does not improve nonmotorized facility</p> <p><u>Penalty</u></p> <p>-8 Project negatively impacts the existing/planned bicycle or pedestrian network</p>	4	<p><i>Select one.</i></p> <p>+5 Project improves the existing bicycle or pedestrian network</p> <p>+3 Project closes a gap in the bicycle or pedestrian network</p> <p>+1 Project adds a new nonmotorized facility</p>	5	<p><i>Select one.</i></p> <p>+4 Project accommodates bicycle parking/storage or bike share station</p> <p>+0 Project has no significant impact on bicycle mode transfer</p>	4
Improves Transit Access & Accommodations	<p><i>Select one.</i></p> <p>+4 Improves/fixes existing transit access or accommodations</p> <p>+2 Addresses current lack of transit access or accommodations</p> <p>+0 No impact to transit access</p> <p><u>Penalty</u></p> <p>-8 Reduces access or accommodations for transit users</p>	4	<p><i>Select one.</i></p> <p>+5 Improves/fixes existing transit access or accommodations</p> <p>+3 Addresses current lack of transit access or accommodations</p> <p>+0 No impact to transit access</p>	5	<p><i>Select one.</i></p> <p>+4 Improves/fixes existing transit access or accommodations</p> <p>+2 Addresses current lack of transit access or accommodations</p> <p>+0 No impact to transit access</p>	4
Improves Transit Performance	<p><i>Select one.</i></p> <p>+4 Project significantly improves transit movement or reduces passenger delay</p> <p>+2 Project slightly improves transit movement or reduces passenger delay</p> <p>+0 Project does not improve transit movement or reduce passenger delay</p> <p><u>Penalty</u></p> <p>-8 Project expected to negatively impact transit movement or increase passenger delay</p>	4	N/A	0	<p><i>Select all that apply.</i></p> <p>+1 Project improves route frequency</p> <p>+1 Project expands service coverage</p> <p>+1 Project improves on-time performance</p> <p>+1 Project improves transit on-boarding/off-boarding times</p>	4
Goal 3 Subtotal (Max 20)						

MTP Goal 4: Support the Economy						
Criterion	Complete Streets/Major Infrastructure (Corridor Project)	Max Points	Bicycle/Pedestrian Project	Max Points	Transit Project	Max Points
Improves Truck Freight Movement	<p>Select one.</p> <p>+5 Project improves truck freight movement on a designated freight corridor by addressing an identified freight deficiency</p> <p>+2 Project improves truck freight movement on any other corridor</p> <p>+0 Project does not improve truck freight movement</p> <p><u>Penalty</u></p> <p>-5 Project hinders freight movement on a designated freight corridor.</p>	5	<p>Select one.</p> <p>+5 Project improves truck freight movement on a designated freight corridor by separating freight and non-motorized users</p> <p>+2 Project improves truck freight movement on any other corridor by separating freight and non-motorized users</p> <p>+0 Project does not improve freight movement</p>	5	<p>Select one.</p> <p>+5 Project improves truck freight movement on a designated freight corridor by separating freight and transit service</p> <p>+2 Project improves truck freight movement on any other corridor by separating freight and transit service</p> <p>+0 Project does not improve freight movement</p>	5
Support Major Employment & Commercial Areas	<p>Select one.</p> <p>+5 Project enhances bicycle/pedestrian/transit access to and within a major employment or commercial area</p> <p>+0 Project does not affect bicycle/pedestrian/transit access to or within a major employment or commercial area</p> <p><u>Penalty</u></p> <p>-5 Project impedes bicycle/pedestrian/transit access to or within a major employment or commercial area</p>	5	<p>Select one.</p> <p>+5 Project enhances bicycle/pedestrian access to and within a major employment or commercial area</p> <p>+0 Project does not affect bicycle/pedestrian access to or within a major employment or commercial area</p>	5	<p>Select one.</p> <p>+5 Project enhances transit access to and within a major employment or commercial area</p> <p>+0 Project does not affect transit access to or within a major employment or commercial area</p>	5
Incorporates Land Use Context	<p>Select all that apply.</p> <p>+5 Project purpose and need is to address a known/identified land use conflict</p> <p>+1 Project improves nonmotorized access to and/or within a growth supporting feature overlay¹ identified in the Land Use Plan</p> <p>+1 Project improves transit access to and/or within a growth supporting feature overlay¹ identified in the Land Use Plan</p> <p>+1 Project implements elements recommended in the Land Use Plan (ex. Main Street Corridor features, Transit-Supportive Development)</p> <p><u>Chugiak-Eagle River Off-Set</u></p> <p>+3 If project is located within the Chugiak-Eagle River area and not covered by the Land Use Plan, but improves the transportation/land-use connection</p> <p><u>Penalty</u></p> <p>-8 Project hinders implementation of current adopted Land Use Plans</p>	8	<p>Select all that apply.</p> <p>+5 Project purpose and need is to address a known/identified land use conflict</p> <p>+1 Project improves nonmotorized access to and/or within a growth supporting feature overlay¹ identified in the Land Use Plan</p> <p>+1 Project improves transit access to and/or within a growth supporting feature overlay¹ identified in the Land Use Plan</p> <p>+1 Project implements elements recommended in the Land Use Plan (ex. Main Street Corridor features, Transit-Supportive Development)</p> <p><u>Chugiak-Eagle River Off-Set</u></p> <p>+3 If project is located within the Chugiak-Eagle River area and not covered by the Land Use Plan, but improves the transportation/land-use connection</p>	8	<p>Select all that apply.</p> <p>+6 Project purpose and need is to address a known/identified land use conflict</p> <p>+1 Project improves transit access to and/or within a growth supporting feature overlay¹ identified in the Land Use Plan</p> <p>+1 Project implements elements recommended in the Land Use Plan (ex. Main Street Corridor features, Transit-Supportive Development)</p> <p><u>Chugiak-Eagle River Off-Set</u></p> <p>+2 If project is located within the Chugiak-Eagle River area and not covered by the Land Use Plan, but improves the transportation/land-use connection</p>	8

¹ Growth supporting features from the 2040 Land Use Plan are: Transit-supportive Development, Greenway-supporting Development, Traditional Neighborhood Design, and Residential Mixed-use Development. More information can be found on page 60 of the Anchorage 2040 Land Use Plan.

Promotes Community Investment & Tourism	<p><i>Select one.</i></p> <p>+2 Project improves aesthetics or wayfinding +0 Project does not improve aesthetics or wayfinding</p>	2	<p><i>Select one.</i></p> <p>+2 Project improves aesthetics or wayfinding +0 Project does not improve aesthetics or wayfinding</p>	2	<p><i>Select one.</i></p> <p>+2 Project includes features that enhance transit user-friendliness or wayfinding, or aesthetics at bus stops +0 Project does not include features that enhance transit user-friendliness or wayfinding, or aesthetics at bus stops</p>	2
Goal 4 Subtotal (Max 20)						
MTP Goal 5: Promote a Healthy Environment						
Criterion	Complete Streets/Major Infrastructure (Corridor Project)	Max Points	Bicycle/Pedestrian Project	Max Points	Transit Project	Max Points
Improves Air Quality / Reduces Greenhouse Gas Emissions	<p><i>Select one.</i></p> <p>+5 Project is expected to help improve air quality and/or reduce greenhouse gas emissions in a health equity focus area² within the top concentration +3 Project is expected to help improve air quality and reduce greenhouse gas emissions in a health equity focus area** in the second-highest concentration +1 Project is expected to help improve air quality and reduce greenhouse gas emissions in a health equity focus area** in the third-highest concentration +0 Project is not expected to improve air quality within a health equity focus area**</p> <p><u>Penalty</u> -10 Project is expected to worsen air quality within a health equity focus area</p>	5	<p><i>Select one.</i></p> <p>+8 Project is located in a health equity focus area** within the top concentration +4 Project is located in a health equity focus area** in the second-highest concentration +2 Project is located in a health equity focus area** in the third-highest concentration +0 Project is not located in a health equity focus area**</p>	8	<p><i>Select one.</i></p> <p>+8 Project is located in a health equity focus area** within the top concentration +4 Project is located in a health equity focus area** in the second-highest concentration +2 Project is located in a health equity focus area** in the third-highest concentration +0 Project is not located in a health equity focus area**</p>	8
Protects Sensitive Natural Areas	<p><i>Select one.</i></p> <p>+5 Project includes features beyond those required, which positively impacts sensitive natural areas³ (e.g. high-value wetlands, critical habitat, anadromous streams) +0 Project avoids or mitigates negative impacts to sensitive natural areas</p> <p><u>Penalty</u> -10 Project negatively impacts sensitive natural areas</p>	5	<p><i>Select one.</i></p> <p>+8 Project includes features beyond those required, which positively impacts sensitive natural areas (e.g. high-value wetlands, critical habitat, anadromous streams) +0 Project avoids or mitigates negative impacts to sensitive natural areas</p> <p><u>Penalty</u> -8 Project negatively impacts sensitive natural areas</p>	8	N/A	0

² Health Equity Focus Areas are found in the AMATS Non-Motorized Plan.

³ Examples include wildlife crossings, bioswales, natural stormwater treatments, setbacks to protect natural areas.

Reduces Vehicle Miles Traveled (VMT)	<p><i>Select one.</i></p> <p>+5 Project is expected to reduce per-capita VMT +0 Project is expected to have an insignificant effect on per-capita VMT</p> <p><u>Penalty</u></p> <p>-10 Project is expected to increase per-capita VMT by inducing demand for Single-Occupancy-Vehicle (SOV) use</p>	5	<p><i>Select one.</i></p> <p>+4 Project primarily serves a transportation purpose +0 Project primarily serves a recreational purpose</p>	4	<p><i>Select one.</i></p> <p>+6 Project likely to encourage mode shift to transit +0 Project unlikely to encourage mode shift to transit</p>	6
Promotes Healthy Lifestyles	<p><i>Select one.</i></p> <p>+5 Project includes features that promote physical activity in addition to basic nonmotorized infrastructure +3 Project includes basic nonmotorized infrastructure +0 Project does not include nonmotorized infrastructure</p> <p><u>Penalty</u></p> <p>-5 Project removes or worsens existing nonmotorized infrastructure</p>	5	N/A	0	<p><i>Select one.</i></p> <p>+6 Project improves transit access to places of physical activity (e.g. parks, trailheads, recreation centers) +0 Project does not significantly improve access to places of physical activity</p>	6
Goal 5 Subtotal (Max 20)						
MTP Goal 6: Advance Equity						
Criterion	Complete Streets/Major Infrastructure (Corridor Project)	Max Points	Bicycle/Pedestrian Project	Max Points	Transit Project	Max Points
Improves Transportation Accessibility to Desired Destinations for Vulnerable Populations ⁴	<p><i>Select one.</i></p> <p>+20 Project is located within an EJ area of 60th or greater percentile and will improve transportation accessibility to desired destinations for vulnerable populations +10 Project is not located within an EJ area of 60th or greater percentile, but will improve transportation accessibility to desired destinations for vulnerable populations +0 Project is unlikely to significantly improve transportation accessibility to desired destinations for vulnerable populations</p> <p><u>Penalty</u></p> <p>-10 Project is not located within an EJ area of 60th or greater percentile, but will negatively impact transportation accessibility to desired destinations for vulnerable populations⁵ -20 Project is located within an EJ area of 60th or greater percentile and will negatively impact transportation accessibility to desired destinations for vulnerable populations</p>	20	<p><i>Select one.</i></p> <p>+20 Project is located within an EJ area of 60th or greater percentile and will improve transportation accessibility to desired destinations for vulnerable populations +10 Project is not located within an EJ area of 60th or greater percentile, but will improve transportation accessibility to desired destinations for vulnerable populations +0 Project is unlikely to significantly improve transportation accessibility to desired destinations for vulnerable populations</p>	20	<p><i>Select one.</i></p> <p>+20 Project is located within an EJ area of 60th or greater percentile and will improve transportation accessibility to desired destinations for vulnerable populations +10 Project is not located within an EJ area of 60th or greater percentile, but will improve transportation accessibility to desired destinations for vulnerable populations +0 Project is unlikely to significantly improve transportation accessibility to desired destinations for vulnerable populations</p>	20
Goal 6 Subtotal (Max 20)						
Final Score (Max 120)						

⁴ Vulnerable populations refer to a broad category that includes minority and low-income populations, but may also include other demographic categories that face transportation challenges, including persons experiencing disabilities and children.

⁵ Negative impacts to vulnerable populations can include, but are not limited to: Barriers to mobility, negative economic impacts, negative aesthetic and visual effects, relocation and displacement, and negative impacts to land use.

Performance Evaluation Measures by Alternative (based on AMATS Travel Model)					
Criterion	2019 Base Year	2050 Existing + Committed	[Insert Alt 1]	[Insert Alt 2]	[Insert Alt 3]
VMT per Capita					
VHT per Capita					
VHD per Capita					
Average Time for Low-Income Trips					
Average Time for All Trips					
Average Cost for Low-Income Trips					
Average Cost for All Trips					
Average Trip Cost as a Percentage of Median Household Income					
Total Trips					