

**Tech Memo 1A Goals, Objectives, and Performance Measures Staff Comment/Response Summary for TAC Meeting on 8/10/2017
From Public Review Period June 14, 2017 to July 14, 2017**

Goal or Objective	Name	Affiliation	Date	Comment	Staff Response	Recommended Action
Goal 3	Nancy Pease	Citizen	7/14/2017	<p>Goal 3A, Decrease travel time during peak period hours, is a limited measure of efficiency. Anchorage 2020 calls for energy efficiency and land use efficiency, including optimal use of parking (Goal 30). In addition, building roads to handle peak-traffic delays is inherently inefficient if the peak delays last only for an hour or two on weekdays. Another glaring omission of the MTP goals is the need to reduce parking demand in order to achieve a more compact land use pattern that can support transit.</p> <p>Revise Goal 3 to create a more multi-faceted definition of efficiency: <ul style="list-style-type: none"> • Provide an acceptable level of service during peak travel hours, without overbuilding roads. </p>	<p>This is not a measureable Goal or Objective, but a policy statement. Acceptable LOS needs to first be defined by sub-area (C-ER, Anchorage Bowl), and may be further refined for Anchorage LUP Town Centers and TOD/TSC areas/corridors, as appropriate. 2035 MTP includes a Policy and Action Item TS-E to investigate modifications to the roadway LOS standards by subareas. Staff recommends retaining and refining TS-E and Policy, as appropriate, in the Implementation Chapter of the 2040 MTP.</p>	<p>No change. Staff will carry forward the recommendation for consideration as part of the Implementation Chapter.</p>
Goal 3	Nancy Pease	Citizen	7/14/2017	<ul style="list-style-type: none"> • Balance the cost-benefit of building for peak hours; and apply non-construction techniques for congestion mitigation. 	<p>First part of comment: This is not a measureable Goal or Objective, but a policy statement. Staff recommends including this as an action item for consideration in the Implementation Chapter of the MTP. Second part of comment: This is already covered under objective 3D.</p>	<p>No change. Staff will carry forward the recommendation for consideration as part of the Implementation Chapter.</p>
Goal 3	Nancy Pease	Citizen	7/14/2017	<ul style="list-style-type: none"> • Include land use efficiency in determining where and how expansive new road projects should be. 	<p>This is not a measureable Goal or Objective, but a policy statement. Acceptable LOS needs to first be defined by sub-area (C-ER, Anchorage Bowl), and may be further refined for Anchorage LUP Town Centers and TOD/TSC areas/corridors, as appropriate. 2035 MTP includes a Policy and Action Item TS-E to investigate modifications to the roadway LOS standards by subareas. Staff recommends retaining and refining TS-E and Policy, as appropriate, in the Implementation Chapter of the 2040 MTP.</p>	<p>No change. Staff will carry forward the recommendation for consideration as part of the Implementation Chapter.</p>
Goal 3	Nancy Pease	Citizen	7/14/2017	<ul style="list-style-type: none"> • Evaluate the “induced driving” effect of congestion reduction. 	<p>This is not a measureable Goal or Objective. Staff recommends including this for consideration as an action item in the Implementation Chapter of the MTP.</p>	<p>No change. Staff will carry forward for review as part of the Implementation Chapter.</p>

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Goal 3	Nancy Pease	Citizen	7/14/2017	• Evaluate the induced parking demand, and seek to minimize new parking demand.	Parking policy is a land use/development issue that affects transportation, and requires institutional coordination. 2035 MTP includes a Congestion Management Policy to "establish responsibility, accountability, and resources for MOA departmental staff to "steward and promote the development of parking management programs." The 2040 MTP will review this policy for any needed refinements and strategic Action Items, and continue to emphasize the integration of land use and transportation systems. See Goal 5, Objectives 5E, 5D, and 6F. Staff recommends adding " parking management" to 6F.	Administrative Edit: Add "parking management" to Objective 6F: "Coordinate planning efforts across disciplines (such as transportation, land use, economic development, parking management, emergency management, public health, and the military) and geographic areas."
Goal 3	Nancy Pease	Citizen	7/14/2017	• Include increased percentages of transit use as a measure of efficiency.	Objectives 3E and 3J cover Transit Use/Competitiveness.	No change.
Goal 5	Nancy Pease	Citizen	7/14/2017	Goal 5 Promote Environmental Sustainability The words "respect the community's natural and built environment" are weak and vague and have no legal standing. This language in no way reflects the intent of the Anchorage 2020 plan to "protect, preserve, and enhance" open spaces, water resources, water quality. Revise Goal 5 to replace the word "respect" with protect, preserve and enhance the natural environment.	Staff recommends editing Goal 5 to replace "respect" with "protect, preserve, and enhance" to more closely align with the FHWA national planning factor and Anchorage 2020.	Administrative Edit. GOAL 5 Promote Environmental Sustainability: In developing the transportation network, protect, preserve, and enhance the community's natural and built environment and quality of life while considering our northern climate and supports planned land use patterns.
Goal 5	Nancy Pease	Citizen	7/14/2017	Revise Goal 5 to include the specific adopted land use patterns of infill and redevelopment and promotion of denser employment centers.	This is only a part of the picture. The 2040 MTP looks at the entire land use for the Anchorage Bowl and Chugiak/Eagle River sub-areas. Staff recommends retaining, "supports planned land use patterns."	No change.
Goal 5	Nancy Pease	Citizen	7/14/2017	Include a new subsection to Goal 5: Favor energy efficient transportation and reduction of greenhouse gas emissions, in construction, maintenance, and operation of transportation projects.	This is a policy level statement. Staff recommends including this for review as an action item in the Implementation Chapter of the MTP.	No change. Staff will carry forward for review as part of the Implementation Chapter.
Objective 2A	Nancy Pease	Citizen	7/14/2017	Goal 2A focuses on safety failures: e.g. crashes and injuries. Expand Goal 2A, or add a new goal to increase prevention of injuries through design and management, including designed speed controls in neighborhoods and school zones, number of pedestrian crossings per mile of arterial and collector, etc.	MTP Goals and Objectives should not include solutions strategies. Staff recommends consideration of a new MTP policy as part of the Implementation Chapter that addresses accident/injury prevention through design, management, education, and enforcement.	No change. Staff will carry forward the recommendation for consideration as part of the Implementation Chapter.

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Objective 2A	Rabbit Creek Community Council	Community Council	7/14/2017	RCCC supports incentives and criteria for safe walking routes to schools and other community centers. Draft MTP 2040 Goal 2A, to reduce vehicle, pedestrian, and bicycle crashes, needs to add language to the effect: through safe crossings and other design features.	These are design level details that are not appropriate for the Goals and Objectives. MTP Goals and Objectives should not include solutions strategies.	No change.
Objective 3G	Rabbit Creek Community Council	Community Council	7/14/2017	RCCC supports protection of neighborhood quality of life and safety by reducing high-speed and cut-through traffic in neighborhoods. It is not always appropriate to increase roadway connections between neighborhoods: revise draft MTP 2040 Goal 3G to include "while deterring cut-through and high-speed traffic". On the other hand, we encourage non-motorized connections within and between neighborhoods and community destinations.	This is covered by proposed objective 5F.	No change.
Objective 3I	Rabbit Creek Community Council	Community Council	7/14/2017	RCCC affirms the Anchorage 2020 Comprehensive Plan goal of reducing vehicle miles traveled per capita (page 65), which appears in draft MTP Goal 3I. RCCC would like to expand this goal to mention reduction in dependency on private automobiles and single-occupancy vehicle miles traveled. MTP 2040 models should be configured to estimate these performance measures. These measures should be added to performance criteria.	A new federally required performance measure, % of non-SOV travel and the CMP performance measure VMT per capita addresses these issues.	No change.
Objective 5B	Nancy Pease	Citizen	7/14/2017	Revise Goal 5B to include: "...and to reduce greenhouse gas emissions".	This is a policy level statement. Staff recommends including this for review as an action item in the Implementation Chapter of the MTP.	No change. Staff will carry forward for review as part of the Implementation Chapter.
Objective 5G	Rabbit Creek Community Council	Community Council	7/14/2017	The draft MTP Goal 5G, to minimize and mitigate impacts on the natural environment, is vague and weak and does not reflect the intent of Anchorage 2020. MTP Goal 5G needs revision.	Staff disagrees. Proposed objective 5c covers storm water run-off.	No change.
General Comments on Tech Memo 1A	Meredith Noble	Citizen	6/8/2017	With such short notice, we didn't have time to thoroughly review Technical Memo 1a: Goals, Objectives and Performance Measures, but we align our comments with those shared by the Anchorage Citizen's Coalition.	Thank you for your comment.	Commenter's name is included with Anchorage Citizen's Coalition specific comments below.
General Comments on Tech Memo 1A	Rabbit Creek Community Council	Community Council	6/10/2017	5. RCCC requests additional opportunity for comment on AMATS goals and objectives. RCCC's concern is that significant elements of the Comprehensive Plan are not represented in AMATS goals and objectives. For example, parking significantly impacts land use and transportation. According to "Anchorage Bowl Comprehensive Plan 2020", Policy 30: "Transportation and land-use programs shall (emphasis added) include: ... e) optimal use of parking". However, AMATS goals, objectives, and draft screening criteria, are silent on parking.	Tech Memo 1A was provided for public review from June 14 to July 14. Parking policy is a land use/economic development issue that affects transportation, and requires institutional coordination. 2035 MTP includes a Congestion Management Policy to "establish responsibility, accountability, and resources for MOA departmental staff to "steward and promote the development of parking management programs." The 2040 MTP will review this policy for any needed refinements and strategic Action Items, and continue to emphasize the integration of land use and transportation systems. See Goal 5, Objectives 5E, 5D, and 6F. Staff recommends adding "parking management" to Objective 6F.	Administrative Edit: Add "parking management" to Objective 6F: "Coordinate planning efforts across disciplines (such as transportation, land use, economic development, parking management, emergency management, public health, and the military) and geographic areas."
General Comments on Tech Memo 1A	Rabbit Creek Community Council	Community Council	7/14/2017	Rabbit Creek Community Council (RCCC) affirms our ongoing interest in the Anchorage 2020 land use patterns that emphasize infill development in the central urban areas, while maintaining lower residential density on the Hillside. This pattern increases the efficiency of public infrastructure investments, including transportation investments. The transportation plan should acknowledge and support this intended land use pattern.	This is covered under the proposed Goal 5; "supports planned land use patterns".	No change.

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General Comments on Goals	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	When AMATS selects projects for funding, we should expand the usual criteria of adding lanes, reducing congestion and project readiness - - to include measurable outcomes for community goals such as • Reduce household transportation costs,	Staff disagrees. This proposed goal does not align well with Anchorage 2020 Land Use and Transportation Goal to offer "affordable, viable choices among various modes of travel that serve all parts of the community." Increased transportation costs could potentially be required in the future to provide viable choices that serve all parts of the community.	No change.
General Comments on Goals	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	• Add economic value and activity to neighborhoods and commercial centers,	Staff disagrees. This is already covered under Goal 4, Support the Economy: Develop a transportation system that supports a thriving, sustainable, broad-based economy, and Objective 4C, Promote a dynamic transportation system that supports the local and regional economy and job growth.	No change.
General Comments on Goals	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	• Contribute to compact urban development, i.e.: serves employment centers, schools, parks and community facilities,	Staff disagrees. This is already covered under the following Objectives: 3F, Improve accessibility to major education, recreation, employment, commercial, health care, and other public facilities; 5D, Use coordinated transportation and land use planning techniques that support intermodal connections to reduce reliance on auto trips; 5E, Coordinate transportation and land use decisions to support livable, northern communities; 6F, Coordinate planning efforts across disciplines (such as transportation, land use, economic development, emergency management, public health, and the military(and geographic areas.	No change.
General Comments on Goals	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	• Safe and reliable mobility,	Staff disagrees. Safety and Reliability/Mobility are separate issues and should not be combined. Safety is covered by Goal 2, Improve Safety, and objectives 2A-2D. Reliability/Mobility are covered by Goal 3, Improve Travel Conditions, and objectives 3K, Improve year-round mobility for all modes, and 3M, Improve system reliability for all modes.	No change.
General Comments on Goals	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	• Provide transportation choices,	This is covered under Goal 3, Improve Travel Conditions: Develop an efficient multi-modal transportation system.	No change.

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General Comments on Goals	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	• Clean air and water,	Clean Air is covered under Goal 5, Promote Environmental Sustainability; Objectives 5B, Preserve and improve air quality to maintain the health and welfare of citizens. Clean Water is covered under 5C, Reduce or mitigate storm water impacts of surface transportation, and 5G, Minimize and mitigate impacts on the natural environment, such as water resources, fish and wildlife habitat, watersheds and wetlands...	No change.
General Comments on Goals	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	• Reduce greenhouse gases,	AMATS does not currently have a policy or position on GHG emissions. An MOA Climate Action Plan is anticipated by the end of 2017 that will provide guidance. The 2040 MTP includes a task to review various methods of estimating GHG emissions, and will make a recommendation to AMATS. The draft MTP will include a section on GHG emissions.	No change. Staff will carry forward for consideration as part of the Implementation Chapter.
General Comments on Goals	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	• Impact those with low incomes, limited English proficiency, no access to an automobile, or those over age 65,	Staff recommends adding "including the equity of all users and social justice" to Goal 5.	Administrative Edit. Rewrite Goal 5 to the following "In developing the transportation network respect the communities natural and built environment and quality of life, including the equity of all users and social justice, while considering our northern climate and supports planned land use patterns".
General Comments on Goals	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	• Impact areas of high latent demand,	Staff understands this refers to how people would respond to new options, such as better walking, cycling and public transit services. AMATS Bicycle Plan and Pedestrian Plan address community needs expressed for these modes. MOA Public Transportation Dept. coordinates with MOA Planning on the LUP to target areas planned for densification. Needs identified in the MTP must also be fiscally constrained. Staff recommends considering this as a policy in the MTP Implementation Chapter.	No change. Staff will carry forward for review as part of the Implementation Chapter.

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General Comments on Goals	Bart Rudolph	Agency	7/14/2017	There should be a goal more focused on equitable access.	Staff concurs. Staff recommends adding "including the equity of all users and social justice" to Goal 5.	Administrative Edit. Rewrite Goal 5 to the following "In developing the transportation network respect the communities natural and built environment and quality of life, including the equity of all users and social justice, while considering our northern climate and supports planned land use patterns".
General Comments on Objectives	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	<p>Cheryl - Please include these examples of measurable objectives that derive from Anchorage's community wide goals found in Anchorage 2020. ACC can provide examples of data bases that other communities use to calculate comparable outcomes.</p> <p>Nora - 4. Here are examples of measureable objectives that derive from Anchorage's community wide goals.</p> <p>Meredith - With such short notice, we didn't have time to thoroughly review Technical Memo 1a: Goals, Objectives and Performance Measures, but we align our comments with those shared by the Anchorage Citizen's Coalition.</p>	Staff note: These statements are preambles to identical comments below. Thank you for your comment.	No response required, see individual comments that follow.
General Comments on Objectives	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	<p>A. Economic Prosperity - Current and future residents benefit from Anchorage's sustained economic competitiveness and prosperity.</p> <ul style="list-style-type: none"> Attract new businesses and family-wage jobs, and retain those that are already here. Increase access to jobs by all modes. Improve access to jobs for both residents and employers. Provide for the efficient movement of goods by both rail and truck and support multi-modal freight transportation. 	Economic Prosperity is already covered under Goal 4, Support the Economy: Develop a transportation system that supports a thriving, sustainable, broad-based economy, and objectives 4A-4C, and Access is covered by Goal 3, Improve Travel Conditions: Develop an efficient multi-modal transportation system to reduce congestion, promote accessibility, and improve system reliability, and objectives 3A-3M.	No change.
General Comments on Objectives	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	<p>B. Vibrant Neighborhoods and Community Centers - People live, work and play in vibrant neighborhoods where their everyday needs are easily accessible.</p> <ul style="list-style-type: none"> Support the preservation and production of affordable housing in the city. Reduce the amount of land dedicated to vehicle parking by providing for and encouraging alternative ways to travel. Prioritize transportation projects that enable active, healthy communities. New projects respect the character and plans of neighborhoods. Use transportation investments to reinforce growth in and multi-modal access to 2040 City and Town Centers and ensure that development in those areas is consistent with and supports transportation investments. 	These are policy level statements. Staff recommends considering these statements for inclusion in the Implementation Chapter of the MTP as policies/action items.	No change. Staff will carry forward the recommendation for consideration as part of the Implementation Chapter.

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General Comments on Objectives	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	D. Reduced Greenhouse Gases - Anchorage and its transportation system leads in minimizing contributions to climate change. <ul style="list-style-type: none"> • Reduce transportation-related greenhouse gas emissions. • Prioritize environmentally sustainable projects using a sensible, balanced approach. 	AMATS does not currently have a policy or position on GHG emissions. An MOA Climate Action Plan is anticipated by the end of 2017 that will provide guidance. The 2040 MTP includes a task to review various methods of estimating GHG emissions, and will make a recommendation to AMATS. The draft MTP will include a section on GHG emissions.	No change. Staff will carry forward for consideration as part of the Implementation Chapter.
General Comments on Objectives	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	E. Clean Air and Water - Current and future generations enjoy clean air, clean water and healthy wildlife habitats. <ul style="list-style-type: none"> • Reduce transportation-related energy and land consumption and the region's dependence on unstable energy sources. • Protect the region's water quality and natural stream flows. 	Clean Air is under Goal 5, Promote Environmental Sustainability; Objectives 5B, Preserve and improve air quality to maintain the health and welfare of citizens. Clean Water is under 5C, Reduce or mitigate storm water impacts of surface transportation, and 5G, Minimize and mitigate impacts on the natural environment, such as water resources, fish and wildlife habitat, watersheds and wetlands... An MOA Climate Action Plan is anticipated by the end of 2017 that will provide guidance. Draft MTP is expected to include a section on GHG emissions. AMATS does not currently have a policy or position on energy consumption. Staff recommends consideration of a policy on energy consumption/energy efficiency.	No change. Staff will carry forward for consideration as part of the Implementation Chapter a potential policy on energy consumption/efficiency.
General Comments on Objectives	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	F. Equity - The benefits and burdens of growth and change are distributed equitably. Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined. Promote equity of all people independent of age, race, ethnicity, economic status, and physical ability. Create and implement context-sensitive design standards.	These are policy level statements. Staff recommends considering these statements for inclusion in the Implementation Chapter of the MTP as policies/action items.	No change. Staff will carry forward the recommendation for consideration as part of the Implementation Chapter.

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General Comments on Objectives	Cheryl Richardson (Anchorage Citizen's Coalition), Nora Gecan, Meredith Noble	Cheryl Richardson - Anchorage Citizen's Coalition Nora Gecan - Citizen Meredith Noble - Citizen	Cheryl - 6/7/2017 Nora - 6/8/2017 Meredith - 6/8/2017	H. Ensure Fiscal Stewardship <ul style="list-style-type: none"> • Transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses. • Fund and maintain the existing transportation system adequately. • Select new projects that can be efficiently maintained. • Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs. • Make transportation investment decisions that use public resources effectively and efficiently, using a performance-based planning approach supported by data and analyses that include all transportation modes. • Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the transportation system for all modes of travel. 	These are policy level statements. Staff recommends considering these statements for inclusion in the Implementation Chapter of the MTP as policies/action items.	No change. Staff will carry forward the recommendation for consideration as part of the Implementation Chapter.
General Comments on Objectives	Rabbit Creek Community Council	Community Council	7/14/2017	As an efficiency objective, as well as a project screening criterion, the MTP 2040 should include language to the effect of "avoid piecemeal road improvements that create new bottlenecks or traffic impact zones." The secondary effects of new or increased traffic from a proposed road project must be considered. For example, Policy 9E of the Hillside District Plan states: "Prior to the establishment of the Hillside Road Management Entity, avoid new public projects that increase problems on substandard parts of the existing road system."	This is covered under the proposed Goal 3 Improve Travel Conditions and Goal 6 Quality Decision Making.	No change.
General Comments on Performance Measures	Nancy Pease	Citizen	7/14/2017	Please consider the following revisions to the AMATS/MTP performance measures: 1. Congestion reduction. The national measure of non-single-occupant vehicle travel is an important one that should be included in the Anchorage MTP. Transit ridership should also be measured as an indicator of congestion reduction. The existing AMATS measures of rideshare/van pool/bicycle/pedestrian trips fail to include either transit ridership, or multi-occupant vehicle ridership.	Percentage of non-SOV travel is a federal required measure included on Table 5-4 of Tech Memo 1A. Transit Ridership is included as part of the Congestion Management Process as a measure.	No change.
General Comments on Performance Measures	Nancy Pease	Citizen	7/14/2017	2. Safety. The proposed new performance measures in Table 5-2 (Tech Memo #1) are jargon that require further definition for the average citizen. However, crashes or "events" are a measure of lack of safety. Add some measures of enhanced safety: such as the total number of controlled or grade-separated crossings per mile of arterial and collector roads.	Table 5-2 lists federally required Federal Transit Administration performance measures. Specific solutions strategies should not be included in performance measures.	No change.