

Chapter

3

MTP2040



LINK - CONNECT - MOVE

**Plan Goals,
Objectives,
and
Performance
Measures**

The 2040 MTP establishes a set of goals and objectives that are developed based on local plans, with public involvement, designed to address federal transportation planning goals and factors, and provide a means for performance based planning.

This chapter outlines the 2040 MTP goals and objectives and confirms they are consistent with current transportation planning regulations.

Chapter

3

Developing Goals and Objectives

Goals provide general guidelines about what the community intends to achieve through the transportation plan, while objectives define the strategies to attain the identified goal.

The basis for the 2040 MTP goals and objectives are those developed for the 2035 MTP and confirmed by the Interim 2035 MTP for the Anchorage Bowl and Chugiak-Eagle River. Those goals were refined to make them more measurable and to minimize redundancies (i.e., having the same measure for multiple objectives). They were refined based on public input and to also have a more direct relationship with the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Public Law 112-141) and Fixing America's Surface Transportation Act (FAST Act) (Public Law 114-94) national goals, planning factors, and local comprehensive plan goals (see Figure 3-1).

These goals (Figure 3-2) and objectives are the foundation from which recommended project and policies will be developed and approved.

Figure 3-1 Goal Development



Figure 3-2 2040 MTP Goals

Goals



GOAL 1 Preserve the Existing System: Maintain the transportation system in a state of good repair.



GOAL 4 Support the Economy: **Develop a thriving, sustainable, broad-based economy.**



GOAL 2 Improve Safety: Increase the safety and security of the transportation network.



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, including the equity of all users and social justice, while considering our northern climate and supports planned land use patterns.



GOAL 3 Improve Travel Conditions: Develop an efficient multi-modal transportation system to reduce congestion, promote accessibility, and improve system reliability.



GOAL 6 Quality Decision-Making: Make sound public investments.



2040 Goals and Objectives



Goal 1 Preserve the Existing System

Maintain the transportation system in a state of good repair.

1A. Maintain and rehabilitate the existing transportation system to achieve and maintain a state of good repair for all modes.



Goal 2 Improve Safety

Increase the safety and security of the transportation network.

- 2A. Reduce vehicle, pedestrian, and bicyclist crashes, especially those resulting in traffic fatalities and serious injuries.
- 2B. Decrease emergency response time.
- 2C. Reduce vulnerability and increase resiliency of transportation infrastructure from natural hazards and disasters.
- 2D. Minimize conflicts between freight and other motorized and non-motorized travelers.



VISION ZERO
ANCHORAGE



Goal 3 Improve Travel Conditions

Develop an efficient multi-modal transportation system to reduce congestion, promote accessibility, and improve system reliability.

- 3A. Decrease travel time.
- 3B. Improve, as necessary, expressway, arterial, and collector roads and intersections to safely and efficiently handle projected traffic.
- 3C. Establish an adequate number of access points from subdivisions to adjacent higher-order streets.
- 3D. Improve the existing transportation system efficiency through the implementation of effective and innovative transportation system management (TSM), transportation

demand management (TDM), and Intelligent Transportation System (ITS) strategies.

3E. Promote bicycle, pedestrian, and transit use.

3F. Improve accessibility to major education, recreation, employment, commercial, health care, and other public facilities.

3G. Enhance the physical connectivity between neighborhoods by increasing the number of roadway, pedestrian,

bicycle, and transit connections.

3H. Reduce congestion.

3I. Reduce the passenger vehicle miles traveled (VMT) and passenger vehicle hours traveled (VHT) per capita.

3J. Increase competitiveness of transit.

3K. Improve year-round mobility.

3L. Improve incident clearance time.

3M. Improve system reliability for all modes.



Goal 4 Support the Economy

Develop a transportation system that supports a thriving, sustainable, broad-based economy.

4A. Optimize the transportation system to meet the needs of the Port of Alaska, Ted Stevens Anchorage International Airport, the Alaska Railroad, the military bases, employment centers, and industrial and commercial areas, as well as enhancing intermodal capabilities.

4B. Enhance travel and tourism.

4C. Promote a dynamic transportation system that supports the local and regional economy and job growth.

4D. Set policy and plan for new technology such as autonomous vehicles and electric vehicles.



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, including the equity of all users and social justice, while considering our northern climate and supporting planned land use patterns.

- 5A. Promote transportation improvements that provide for the needs of traditionally underserved populations.
- 5B. Preserve and improve air quality to maintain the health and welfare of citizens.
- 5C. Reduce or mitigate storm water impacts of surface transportation.
- 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.

5F. Minimize adverse impacts on existing communities, such as neighborhood through-traffic movements, speeding, noise, and light pollution, etc.

5G. Minimize and mitigate impacts on the natural environment, such as water resources, fish and wildlife habitat, watersheds and wetlands, and parklands.

5H. Enhance aesthetics through transportation improvements consistent with community character.

5I. Match street design to the use and character of the community/ neighborhood through Complete Streets, recognizing that characters may vary from primarily commercial to primarily residential and from primarily urban to primarily rural.



Goal 6 Quality Decision-Making

Make sound public investments.

- 6A. Prioritize the projects within the MTP to optimize the benefit-cost ratio.
- 6B. Consider the life-cycle costs of projects when evaluating and selecting them within the MTP.
- 6C. Optimize benefits of capital expenditures.
- 6D. Continue to improve regional cooperation and planning to address important transportation issues.
- 6E. Reduce unnecessary project delivery delays (which add to project costs) through efficient coordination.
- 6F. Coordinate planning efforts across disciplines (such as transportation, land use, economic development, emergency management, parking management, public health, and the military) and geographic areas.

Federal Planning Requirements

The MTP is required to meet current federal transportation planning requirements when the plan is written and approved.

Development of the 2040 MTP was guided by regulations implementing the FAST Act, which was passed on December 4, 2015.

The FAST Act has a 5-year authorization and extends through Federal fiscal year 2020 (September 30, 2020).

MAP-21, signed into law in 2012, was a 2-year authorization to govern United States federal surface transportation spending. MAP-21 reinforced the eight planning factors introduced by SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; 2005), and established a performance- and outcome-based program with an objective for states and MPOs to invest in projects that will make progress toward national performance goals for the Federal highway program. The FAST Act also continues the national goals (and themes)

from MAP-21. These goals include:

- Safety
- Security
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

The FAST Act continues MAP-21’s overall performance management approach and added two additional factors. The 10

planning factors that metropolitan areas have to consider in their long range transportation planning process are listed in Table 3-1.

The AMATS MTP is consistent with the national transportation program, addresses priority issues, and leverages funding opportunities and initiatives incorporated in the national program.

Table 3-1 shows the relationship between the national planning factors and the 2040 MTP goals.

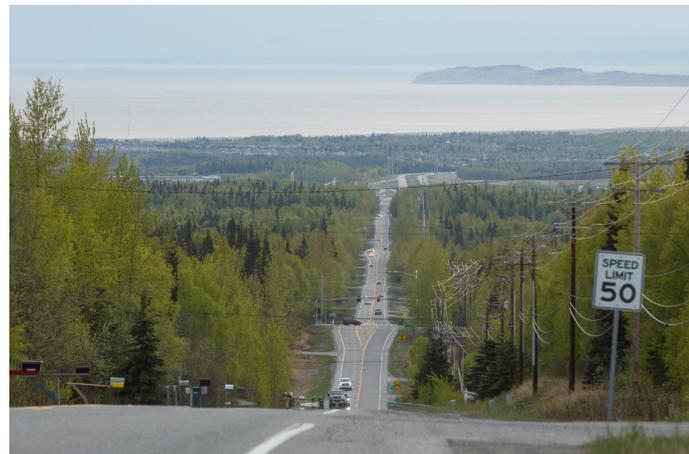


Table 3-1 Comparison of FAST Act Planning Factors to 2040 MTP Goals

FAST ACT Planning Factor	2040 MTP Goal
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	4, 6
Increase the safety of the transportation system for motorized and non-motorized users.	2
Increase the security of the transportation system for motorized and non-motorized users.	2
Increase accessibility and mobility of people and freight.	3, 4
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	5, 6
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	3, 4, 5
Promote efficient system management and operation.	3
Emphasize the preservation of the existing transportation system.	1
Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation	2, 5
Enhance travel and tourism.	4

Performance Measures and Targets

Under MAP-21 and later updated with the FAST Act, Congress directed FHWA and FTA to develop a set of Performance Measures that address safety, infrastructure condition, system performance, traffic congestion, on-road mobile source emissions, and freight movement. These performance measures are to be used for a data-driven process to increase transparency of federal funding and provide a framework for data driven decisions. Through various rulemakings FHWA and FTA developed performance measures that State DOTs, MPOs, and Transit Providers who receive federal funding are required to incorporate into their planning processes. MPOs are given an option to set their own targets or support the State DOTs with their targets. AMATS has elected to support the Alaska DOT in their FHWA targets and set targets for the FTA required measures.

The National Highway System (NHS), as described on page 4//10, represents a large portion of the roadway network for the 2040 MTP. These roads are subject to a higher level of federal requirements due to the significant vehicular traffic they carry. The Federally required performance measures, shown in Table 3-2, reflect recent targets set that cover the NHS and interstate routes within the AMATS area.

While the targets in Table 3-2 are statewide targets, the AMATS area contributes a large number of routes to these targets and plays a key role in ensuring the State and AMATS help to meet these established targets.

The FHWA targets apply only to interstate and NHS facilities, shown on Figure 4-5 on page 4//13 except for Safety, which applies to all public roads.

Figure 3-3 Relationship between Goals, Performances Measures, and Targets

Targets are a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a set time period.

Performance Measures provide quantifiable evidence to determine progress toward meeting the goals.

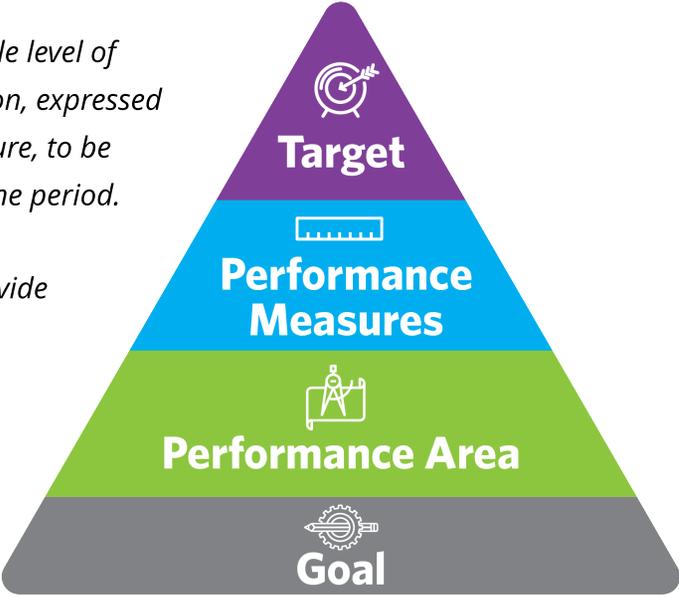


Table 3-2 Federally required performance measures and approved targets

FHWA Goal	Performance Area	Performance Measure	2018 Targets	2019 Targets	2020 Targets	2021 Targets	2022 Targets	2023 Targets	2024 Targets
Safety (PM1)	Injuries & Fatalities	■ Number of fatalities	75	75	80 or less	--	--	--	--
		■ Fatality rate (per 100 million vehicle miles traveled)	1.5	1.5	1.5 or less	--	--	--	--
		■ Number of serious injuries	375	350	400 or less	--	--	--	--
		■ Serious injury rate (per 100 million vehicle miles traveled)	7.5	7	7.5 or less	--	--	--	--
		■ Number of non-motorized fatalities and non-motorized serious injuries	55	55	70 or less	--	--	--	--
Infrastructure Condition (PM2)	Pavement Condition	■ Percentage of pavements on the Interstate System in Good condition	20%	20%	20%	20%	--	--	--
		■ Percentage of pavements on the Interstate System in Poor condition	10%	10%	10%	10%	--	--	--
		■ Percentage of pavements on the non-Interstate NHS in Good condition	15%	15%	15%	15%	--	--	--
		■ Percentage of pavements on the non-Interstate NHS in Poor condition	15%	15%	15%	15%	--	--	--
	Bridge Condition	■ Percentage of NHS bridges classified as in Good condition	40%	40%	40%	40%	--	--	--
		■ Percentage of NHS bridges classified as in Poor condition	10%	10%	10%	10%	--	--	--
Performance of the NHS, Freight, and CMAQ Measures (PM3)	Performance of the National Highway System	■ Percent of person miles traveled on the Interstate System that are reliable	92%	92%	92%	92%	--	--	--
		■ Percent of person miles traveled on the non-Interstate NHS that are reliable	70%	70%	70%	70%	--	--	--

These performance measures are consistent with the State Asset Management Plan

Note: For additional information about performance measures, including a definition of each measure, please visit <https://www.fhwa.dot.gov/tpm/rule.cfm>

Table 3-2 Federally required performance measures and approved targets cont.

FHWA Goal	Performance Area	Performance Measure	2018 Targets	2019 Targets	2020 Targets	2021 Targets	2022 Targets	2023 Targets	2024 Targets
	Freight Movement/Economic Vitality	<ul style="list-style-type: none"> Truck Travel Time Reliability Index 	2.0	2.0	2.0	2.0	--	--	--
	Congestion Reduction	<ul style="list-style-type: none"> Annual Hours of Peak-Hour Excessive Delay Per Capita* 	N/A	N/A	N/A	N/A	--	--	--
		<ul style="list-style-type: none"> Percent of non-Single-Occupant Vehicle Travel* 	N/A	N/A	N/A	N/A	--	--	--
	Environmental Sustainability	<ul style="list-style-type: none"> On-Road Mobile Source Emissions Reduction - Carbon Monoxide 	20	20	40	40	--	--	--
		<ul style="list-style-type: none"> On-Road Mobile Source Emissions Reduction - PM₁₀ 	2	2	4	4	--	--	--
FTA Goal	Performance Area	Performance Measure	2018 Targets	2019 Targets	2020 Targets	2021 Targets	2022 Targets	2023 Targets	2024 Targets
Transit Asset Management	Rolling Stock	<ul style="list-style-type: none"> Bus 	--	--	12%	20%	24%	10%	8%
		<ul style="list-style-type: none"> Cutaway Bus 	--	--	38%	9%	n/a	4%	21%
		<ul style="list-style-type: none"> Mini-Van 	--	--	1%	1%	1%	1%	1%
		<ul style="list-style-type: none"> Van 	--	--	1%	1%	1%	1%	1%
		<ul style="list-style-type: none"> Passenger Railcars 	--	0%	--	--	--	--	--
		<ul style="list-style-type: none"> Locomotives 	--	28%	--	--	--	--	--
	Equipment	<ul style="list-style-type: none"> Non Revenue/Service Automobile 	N/A	N/A	33%	26%	26%	26%	26%
		<ul style="list-style-type: none"> Truck and other Rubber Tire Vehicles 	N/A	N/A	100%	100%	100%	100%	100%
		<ul style="list-style-type: none"> Truck & Rubber Tired 	N/A	38%	--	--	--	--	--
		<ul style="list-style-type: none"> Steel Wheel Vehicle 	N/A	47%	--	--	--	--	--
		<ul style="list-style-type: none"> Automobile 	N/A	42%	--	--	--	--	--

Table 3-2 Federally required performance measures and approved targets cont.

FTA Goal	Performance Area	Performance Measure	2018 Targets	2019 Targets	2020 Targets	2021 Targets	2022 Targets	2023 Targets	2024 Targets
	Facilities	■ Administration	--	--	1%	1%	1%	1%	1%
		■ Maintenance	--	--	1%	1%	1%	1%	1%
		■ Parking Structure	--	--	1%	1%	1%	1%	1%
		■ Passenger Facilities	--	--	1%	1%	1%	1%	1%
		■ Admin & Maintenance	--	0%	N/A	N/A	N/A	N/A	N/A
		■ Passenger & Parking	--	0%	N/A	N/A	N/A	N/A	N/A
	Infrastructure	■ Track	--	2.59%	--	--	--	--	--
Safety (Transit)	Fatalities	■ Total number of reportable fatalities and rate per total vehicle revenue mile by mode**	N/A	N/A	--	--	--	--	--
	Injuries	■ Total number of reportable injuries and rate per total vehicle revenue miles by mode**	N/A	N/A	--	--	--	--	--
	Safety Events	■ Total number of reportable events and rate per total vehicle mile by mode**	N/A	N/A	--	--	--	--	--
	System Reliability	■ Mean distance between major mechanical failures by mode**	N/A	N/A	--	--	--	--	--

Note: N/A means that a target is not required for that year. -- means that a target is not set yet, but will be at a later date.

* Targets are not required for AMATS until after January 1, 2022

** Targets are not due until after July 20, 2020

Air Quality

Federal funding for local transportation projects is statutorily tied to achieving and maintaining minimum National Ambient Air Quality Standards (NAAQS). The AMATS region currently meets requirements for all six air pollutants for which there are standards. However, levels of PM-10 and CO sometimes approach or exceed standards. While benzene is still a concern to area residents, ambient benzene levels declined substantially by 2013, coinciding with a significant reduction in the benzene content of gasoline and new 2012 EPA rules establishing cold temperature motor vehicle emissions standards for new vehicles.

The Anchorage Bowl urbanized area is designated as a CO Limited Maintenance Area. On January 7, 2013, the Environmental Protection Agency



redesignated Eagle River area as a PM₁₀ Limited Maintenance Area, signifying that the area which historically violated the PM₁₀ NAAQS is not in attainment of that standard and has an EPA-approved PM₁₀ air quality maintenance plan to remain so. Because motor vehicles are primary sources of air pollution, AMATS must demonstrate that this MTP will not cause the region to fail to meet standards. Particular attention must be paid to PM₁₀, CO emissions, and compliance with the Anchorage CO Limited Maintenance Plan prepared by the MOA for the CO Limited Maintenance Area and the Eagle River PM₁₀ Limited Maintenance Plan. A limited maintenance plan is a maintenance plan option with a streamlined NAAQS compliance demonstration process that EPA allows areas with sufficiently low potential to incur a future exceedance of the applicable NAAQS. This process is known as an Air Quality Conformity Determination and is discussed in detail in Chapter 9.

Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994) is a requirement for assuring the transportation planning process is consistent with Title VI of the Civil Rights Act of 1964. Each federal agency is required to identify high and adverse health or environmental effects of its programs on minority populations and low-income populations. As a result, MPOs, like AMATS, have to identify and address disproportionately high and adverse public health and environmental effects of transportation policies, programs, and activities on minority and low-income populations. How these issues are addressed by this plan is discussed in Appendix C.

Safety and Security

The FAST Act expanded on the safety and security provisions contained in SAFETEA-LU and MAP-21. Safety and Security is discussed in Appendix D.

