

## ATTACHMENT I

Recommended Changes to the Goals, Policies and Data Included in the MTP 2040  
**These recommendations were unanimously approved at the RCCC's February 13<sup>th</sup> meeting with 14 yeas, zero nays, and zero abstentions.**

### **Climate Action Plan, energy efficiency, and greenhouse gas emissions**

The draft MTP needs specific, data-based objectives for reducing greenhouse gas emissions and increasing energy efficiency to implement the Anchorage Climate Action Plan (ACAP) adopted by the Anchorage Assembly, May 21, 2019.

The ACAP sets a goal of reducing greenhouse gas (GHG) emissions by 40% by 2030 and by 80% by 2080 (from the emission levels of 2008). The ACAP notes that, "Transportation causes 42 percent of greenhouse gas emissions in Anchorage."

Other U.S. cities (e.g., Portland, Seattle, Boulder) have clear and specific data-based objectives for reducing GHG. For examples, see Transportation Plans from Portland, Oregon (<https://www.portlandoregon.gov/transportation/67263>) and Boulder County, Colorado (<https://www.bouldercounty.org/transportation/plans-and-projects/transportation-master-plan/>).

This draft MTP provides no goals, no objectives, no data collection, *no mention at all of vehicular contribution to greenhouse gas emissions and climate change*. While this draft cites the existence of the ACAP (Appendix D, page 6), it offers only one vague Policy, 3-3 (page 8-6): "Promote reduction of the carbon footprint resulting from the transportation system in the AMATS area through the more efficient movement of people and goods.)" Policy 3 is lip-service: it could be interpreted to imply that peak-hour roadway congestion is a main cause of GHG. The carbon footprint must be calculated to include the total vehicle miles traveled, and the miles traveled in single occupant vehicles, as well as the construction and maintenance of additional lane-miles and acres of roads, interchanges, and parking.

In continuing to improve the MTP, AMATS staff need to follow through on earlier written intentions:

"The draft MTP will include a section on GHG emissions. The 2040 MTP includes a task to review various methods of estimating GHG emissions, and will make a recommendation to AMATS."

"AMATS does not currently have a policy or position on energy consumption. Staff recommends a policy on energy consumption/energy efficiency." (Tech Memo 1A from 8/10/2017)

This draft MTP has one objective (3-I) that could reduce GHG: reduce the passenger vehicle miles traveled (VMT) and passenger vehicle hours traveled (VHT) per capita. In actuality, the MTP does the opposite, enabling the miles traveled to increase 29% and hours traveled to increase 25% by 2040. Severe congestion (Level of service E and F) will increase 80 to 90 percent by 2040. (Table 7-9, P. 7-60). This draft is freeway-intensive; does not reduce VMT; and does not support a shift to transit commuting or rail freight.

**RCCC recommends the following to incorporate GHG reduction actions into the MTP 2040:**

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**Recommendation 1. Adopt a method to estimate GHG emissions from AMATS transportation system (construction, maintenance, transport), and commit to an annual calculation and public reporting relative to the Anchorage Climate Action Plan goals.**

Revise the AMATS modeling to include GHG reduction targets adopted in the ACAP.

**Recommendation 2. Adopt a multi-pronged climate change goal and imperative similar to Boulder, CO:**

**Accelerated efforts are needed to reduce GHG emissions.** Reducing vehicle miles traveled; increasing the number of people who walk, bike, and take transit; and reducing the number of fossil fuel powered vehicles on the road will help us meet our goals. The city should move quickly to implement programs such as electrifying vehicles and buses, enhancing regional transit, offering free and expanded local transit and expanding paid/managed parking.

**Recommendation 3. Adopt specific, measurable objectives, with data collection and a public-reporting plan to:**

- reduce vehicle miles traveled,
- shift mode-share to reduce the percent of travel in single-passenger vehicles,
- support a shift to non-GHG emission vehicles, and
- increase the percent of residents in walkable neighborhoods (80 percent of residents within 15 minutes' safe walking of basic services)

**Recommendation 4. Adopt a policy on energy efficiency and energy consumption.**

Adjust the project scoring criteria to award points to projects that minimize fossil fuel consumption and GHG emissions from construction, maintenance, and vehicle operation.

### **Other recommended changes**

**Recommendation 5: Incorporate up-to-date data in the models, especially for population.**

The data is mostly pre-2014 (e.g. Glenn Highway Crash Data 2005-2014 and bike statistics 2007-2014. The transit statistics are from 2007-2016, even though there was a dramatic restructuring of routes in 2017. Population growth predictions are from 2016, before the depletion of our state's budget and the out-migration of residents.

**Recommendation 6: Change current GOAL 5 by splitting it into two parts:**

- **Promote environmental stewardship and sustainability.**
  - Add an additional objective: Reduce emissions of greenhouse gases from the AMATS system by 40 percent from 2008 levels, by 2040.
- **Protect and enhance health and well-being**
  - Add an additional objective: expand affordable and convenient transportation options for traditionally underserved populations, including children, elders, and people with disabilities.

**Recommendation 7: Revise the project scoring criteria to increase the points for sustainable, safer, and more equitable travel modes.**

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Old traffic patterns and projects should not be self-perpetuating. The Prioritization Criteria (Tables on pages 5-28 to 5-30) give maximum points to highways and freeways, and to projects that are the “next logical phase” or have “no foreseeable obstacles”. Furthermore, nothing in the scoring criteria specifically awards points for environmental sustainability or neighborhood impacts. This prevents the evolution of the transportation system to meet 21<sup>st</sup> century needs and realities.

Chapter 7 (page 2) acknowledges that the public and other stakeholders want the transportation system to change by becoming:

- More multi-modal
- More environmentally sustainable
- Safer
- Connecting neighborhoods better
- Including new technology, and
- Improving mobility for everyone.

Unfortunately, this draft plan “balances what residents want” with the “needs” of vehicular travel increases from past decades (p 7-2).

The MTP Prioritization Criteria need to be revised, with public input to place more value on sustainable, safer, and more equitable transportation.

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Boulder, CO and Portland, OR have specific goals and measurable objectives, all on one page. Anchorage's MTP needs similar clear, concise, MEASURABLE targets that will ensure accountability.

**Following is an excerpt from the Boulder County, CO transportation plan showing specific, measurable objectives that aim to reduce GHG emissions:**

### 01. VMT

By creating high-quality travel choices, reduce vehicle miles of travel (VMT) in the Boulder Valley by 2030:

- **Overall:** by 20 percent
  - **Daily resident VMT:** to 7.3 miles per capita
  - **Non-resident one-way commute VMT:** to 11.4 miles per capita
- MEASURES**
- Total VMT
  - Daily resident VMT
  - Average one-way commute distance for non-residents

### 02. MODE SHARE

Increase walking, biking, and transit to 80 percent of all trips for residents and to 40 percent of work trips for non-residents.

**MEASURES**

- Resident mode share
- Non-resident mode share

	Proposed 2030 Mode Share Targets	
	Resident Trips	Non-Resident Trips
Ped	25%	0%
Bike	30%	2%
Transit	10%	12%
SOV	20%	60%
MOV	15%	2

### 03. CLIMATE

By 2030, reduce transportation-sector GHG emissions by 50 percent and continuously reduce mobile source emissions of other air pollutants.

**MEASURES**

- Number of million metric tons of GHG produced
- Number (or share of) of electric vehicles in city, transit and private fleets.

### 08. WALKABLE NEIGHBORHOODS

Increase the share of residents living in walkable (15-minute) neighborhoods to 80 percent.

**MEASURES**

- Percent of residents living in a walkable neighborhood