



AMATS MTP Update

AMATS Policy Committee Draft MTP Alternatives

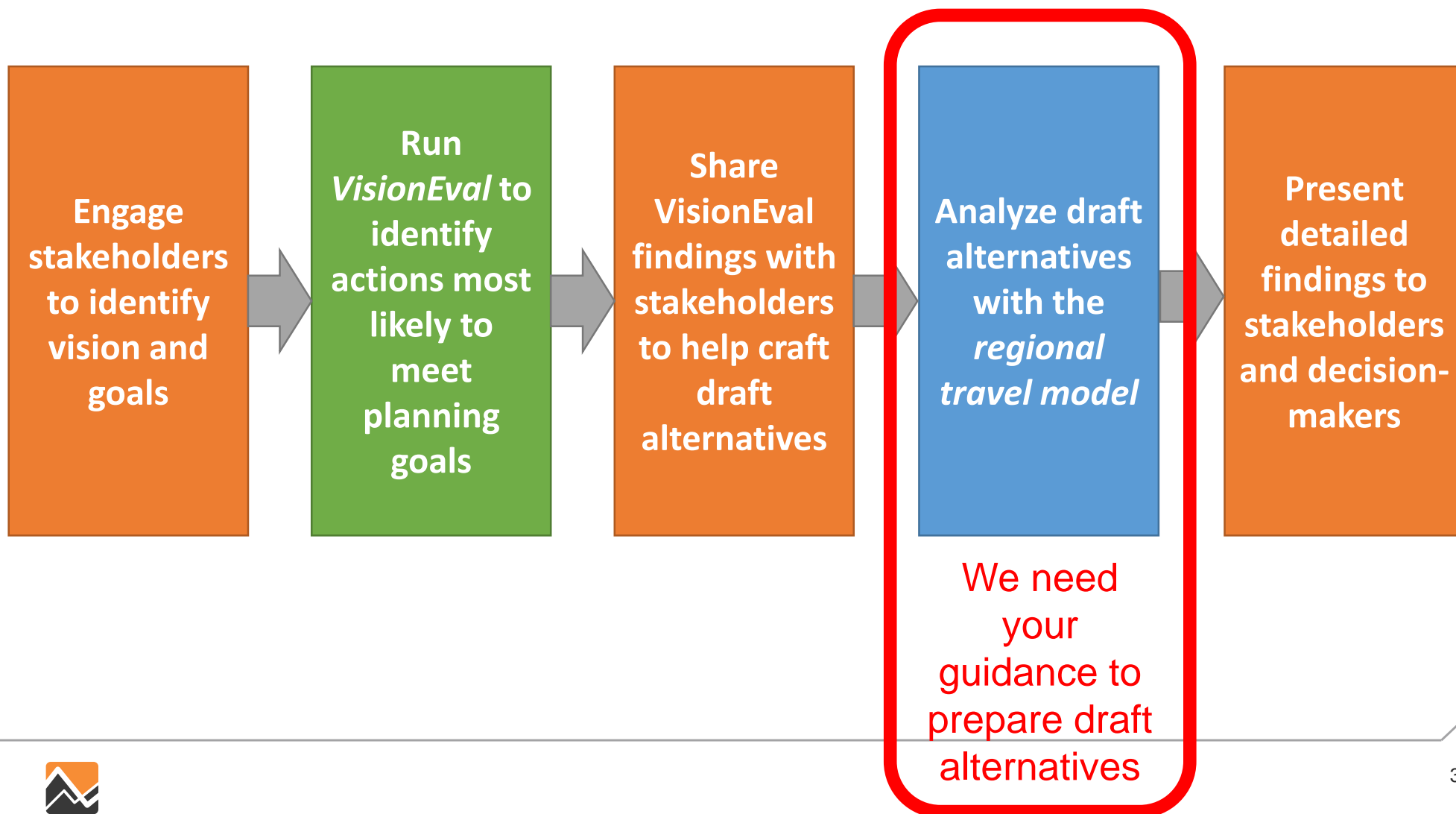
November 17, 2022

Today continues work you saw in September by considering the TAC's recommendation for MTP draft alternatives

- TAC-recommended draft MTP alternatives
- Your guidance to staff and consultant team on draft MTP alternatives



Today you act on the TAC recommendation which will enable staff to proceed to the next step in MTP development—travel forecasting





**TAC-suggested draft MTP alternatives
based on two rounds of VisionEval
forecasting**

Discussion and analysis by staff, consultants, and TAC recommend that analyzing four draft alternatives would be useful:

- **A minimize GHGs and emissions alternative**
- **A something for all MTP goals alternative**
- **Minimize GHGs** with the addition of a more-concentrated **future land use pattern**
- **Something for all goals** with the addition of a more-concentrated **future land use pattern**



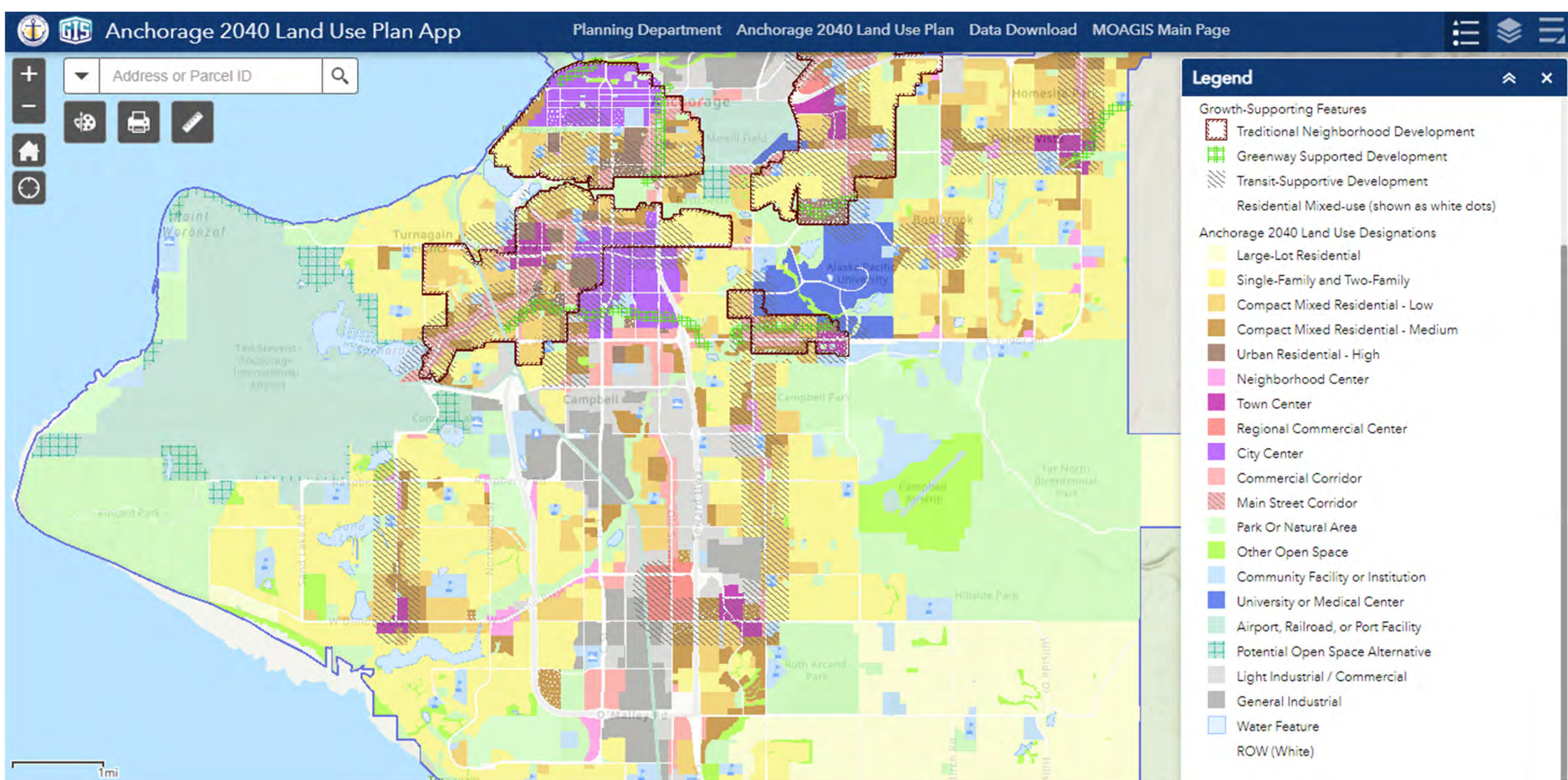
In slightly more detail, AMATS should model four draft alternatives* in the next phase:

Conceptual Description of the Action	"Minimize GHG and other emissions"	"Minimize GHG and other emissions" WITH land use	"Something for All Goals"	"Something for All Goals" WITH land use
Make investments that increase active transport trips by about 20%	X	X	X	X
Increase transit revenue miles by at least 50%	X	X	Modified	Modified
Add new transit service at the neighborhood level to reflect added routes	X	X	Modified	Modified
State increases fuel tax by at least 10 cents/gallon	X	X	X	X
Add a VMT mileage-based fee of around 3 cents/mile	X	X	O	O
Increase price by 50% and extent of priced parking	X	X	X	X
Invest in travel demand management programs to shift 10% more trips out of SOV	X	X	X	X
Invest to increase road operations efficiency effects by 10%	X	X	X	X
Increase road lane-miles by roughly 10%, focused on freight mobility	O	O	X	X
Increase public sector fleets to be 50% alternative fuels by 2050 Promote electric vehicle adoption, e.g. with policies to provide electric vehicle charging in most multi-family buildings Incentivize commercial and service vehicle move to alternative fuels (90%)	X	X	X	X
Concentrate future residents and jobs into areas designated in the Anchorage Land Use Plan, the Eagle River Town Center area, and the Wasilla-Palmer area	O	X	O	X



* in addition to the future 'no build' alternative

Land use action would further concentrate housing and jobs *growth* per the Anchorage Land Use Plan



All modeling assumes that the MTP will contain safety and maintenance/preservation investments

- Note that any pricing actions (VMT charge, fuel tax increases, parking pricing) would create added revenues for such investments



The alternatives analysis can and will examine equity in more detail



The VisionEval modeling to date suggests that the MTP should consider mitigation actions for low-income populations (e.g. discounts or exemptions for pricing strategies)



This recommendation is based on your September feedback—thank you.

What is your guidance on the draft alternatives?

We have resources to model three to four draft alternatives depending on complexity...

...and to model one final alternative that could be some modification of the draft alternatives

