

APPENDIX G

Glossary of Terms and Acronyms

Who is this appendix for?

This appendix provides you, AMATS staff and consultants with the definitions of common terms and acronyms used in transportation planning.

What is included in this appendix?

The appendix includes the terms and acronyms used in the AMATS Public Participation Plan, as well as many others needed to understand and talk about transportation planning and funding, the documents that guide these activities, and the agencies and groups involved.

How should this appendix be used?

Refer to this appendix for clarification whenever you encounter an unfamiliar term.

A

ADA: Americans with Disabilities Act. Federal civil rights legislation for disabled persons passed in 1990; calls on public transit systems to make their services more fully accessible, as well as to underwrite a parallel network of paratransit service. Mandates accessibility for pedestrian facilities (e.g. curb cuts and pedestrian signal sound)

ADEC: Acronym for the State of Alaska Department of Environmental Conservation.

ADOT&PF: State of Alaska Department of Transportation and Public Facilities.

ADT: average daily traffic

Administrative modification: A minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in non-attainment and maintenance areas).

Air Quality Maintenance Areas: Geographic areas that had a history of nonattainment, but are now consistently meeting the National Ambient Air Quality Standard (NAAQS).

Alaska Marine Highway System: The State's system of vessels, terminals and routes that link most of Alaska's coastal communities from the Aleutians to the Southeast. ADOT&PF oversees the System.

AMATS: Acronym for the Anchorage Metropolitan Area Transportation Solutions. Federally mandated, multi-agency team that works together to plan and fund the transportation system in the Anchorage and Chugiak-Eagle River areas when Federal funds are being used.

AMC: Anchorage Municipal Code. The system of laws that enforces municipal policies. It is divided into 24 chapters, called “Titles.” Title 9, Traffic Code, covers general driving, parking, signs and marking. Title 21, Land Use Regulation, has transportation requirements pertaining to land development such as standards for subdivision streets, and zoning classifications. Title 24, Streets and Rights-of-Way, includes issues such as construction, snow removal, and landscaping.

Amendment: A revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or State Transportation Improvement Program (STIP) that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through-traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in non-attainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

Anchorage 2020: Anchorage Bowl Comprehensive Plan. Long range land-use plan that provides the foundation for long-range transportation planning.

Anchorage Municipal Code (AMC): The Code is the legislative tool to enforce municipal policies. It is divided into 24 chapters, generally referred to as “Titles”. The key transportation-related titles are:

- AMC Title 9: This section is entitled "Traffic Code" and covers what is considered the "traffic" aspects of transportation. Items such as traffic signs and markings, general driving regulations, and parking regulations are addressed in this Code.
- AMC Title 21: This section is entitled "Land Use Regulation" and contains transportation requirements as they pertain to various land use development issues. Requirements and standards for subdivision streets, zoning classifications and changes are covered in Title 21.
- AMC Title 24: This element of the Municipal code pertains to "Streets and Rights-of-Way”, including issues such as construction, snow removal, and landscaping.

ARDSA: Anchorage Roads and Drainage Service Area. The largest Road Service Area in Anchorage. It has full maintenance and construction authority for drainage and road facilities in the Anchorage Bowl.

Areawide Trails Plan: A planning document written in 1997 that covers existing and future trail development issues within the Municipality of Anchorage, addressing all transportation and recreational corridors. Included are: motorized trails, bike trails, cross-country trails, equestrian trails, pedestrian trails, sled dog trails, and other related classifications. The plan also provides for linkages to State and National forest lands. The current effort is now known as the Nonmotorized Transportation Plan and includes as separate elements a Pedestrian Plan, a Bicycle Plan, and a Trails Plan. The new Trails Plan will focus on recreational trails including greenbelt trails, and trails for such uses as cross-country skiing, horseback riding, dog mushing, skijoring, and snowmobiling.

Apportionment(s), SAFETEA-LU: Maximum funding levels authorized from the Federal Highway Trust Fund. These amounts are calculated annually for each state and are available for four years. Apportionment balances can only be drawn using obligation authority balance [see also “Obligation Limitation”]. Categories approved in the 2005 federal enactment of SAFETEA-LU include: Transportation Enhancements, National Highway System, Safety, Interstate Maintenance, Bridge Rehabilitation and Replacement, Surface Transportation Program, and others.

Appropriations Authority: Annual federal budget level for SAFETEA-LU program. No categorical amounts; only total program authority.

ARRC: Alaska Railroad Corporation

Arterial: A functional classification of a type of roadway, which provides for medium to moderately long trips. Intersections are at-grade, and access from adjacent lots is partially controlled. Some access to adjacent major land uses may be permitted. Arterials may be divided two-directional facilities, couplets of undivided one-way roadways or, in some situations, undivided two-way roads. These facilities are often subclassified as “major arterial” and “minor arterial.” For full definition see the *Official Streets & Highways Plan*.

Attainment area: Any geographic area in which levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, PM10, PM2.5, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant. An area may be an attainment area for one pollutant and a non-attainment area for others. A “maintenance area” is not considered an attainment area for transportation planning purposes.

Authority Limitation: [see “Obligation Limitation”]

B

Bicycle Plan: Identifies a network of bicycle routes that can be used for commuting, mainly along collector and arterial streets. It also addresses bicycle safety, education, and public awareness for both bicyclists and motorists.

C

Bypass: A road designed to go around existing development. It could be classified as a freeway or expressway.

CAA: Clean Air Act. Federal legislation that requires states with areas that have not met federal air quality standards to prepare a State Implementation Plan for meeting these requirements in the development of transportation plans and programs.

CAC: Citizen Advisory Committee. In general, a group of representatives of varying stakeholder interests which works in depth on a planning or project design effort. AMATS is Federally mandated to have a CAC involved in its work. The Municipal Planning and Zoning Commission fills this requirement for AMATS.

C.A.R.E.: Community Accident Reduction Effort.

Categorical Exclusion: Actions that do not have a significant effect on the human environment. When this status is documented, a project requires neither an Environmental Assessment nor an Environmental Impact Statement.

CBERRRSA: The Chugiak/Birchwood/ Eagle River Rural Roads Service Area.

CERLRTP: Chugiak-Eagle River Long-Range Transportation Plan. Transportation plan specific to the areas north of the Anchorage bowl. See LRTP for further detail.

CIP (Capital Improvement Program): A Municipal document that addresses funding for transportation and public facilities in the Municipality of Anchorage. Most funding for CIP projects comes from local taxes.

CMAQ: Congestion Mitigation and Air Quality. Federal program that links transportation and air quality. CMAQ funds transportation projects that reduce vehicle emissions such as transit and traffic flow improvement, ride sharing, vehicle emissions inspection and maintenance programs, bicycle and pedestrian improvements, and alternative fuels.

CO: Carbon Monoxide. An odorless, colorless toxic gas found in vehicle emissions. Exposure to carbon monoxide is harmful to human health.

Centroids, Centroid Connectors: Term used in transportation modeling. Centroids and centroid connectors are an imaginary point and center of activity within a transportation analysis zone that generate and attract traffic. Each centroid has specific characteristics ranging from the number of jobs to the number of dwelling units.

Cordon Line: Term used in transportation modeling. An imaginary line that denotes the boundary of the study area.

Collector: A functional classification of a type of roadway, which offers a balanced service for both moving traffic and providing access. Relatively low-speed, short trips are accommodated. They collect traffic for local streets, larger properties (and in limited situations, single lots), and channel it to the arterial system. These facilities are further subclassified as “Residential,” “Industrial/ Commercial” and “Neighborhood”. For full definition see the *Official Streets & Highways Plan*.

Commute: A repetitive home-to-work or work-to-home trip.

Commute Alternative: Includes carpooling, vanpooling, transit, bicycling, walking, and telecommuting, as well as any alternative work-hours program.

Comprehensive Plan (Comp Plan): The Comprehensive Plan serves as a guideline for community development. The Comp Plan is a policy document that integrates social, economic, cultural, land use, environmental, transportation, and energy concerns. The Comprehensive Plan identifies the issues, goals, and objectives that provide a framework for community decision-making. The Anchorage Bowl Comprehensive Development Plan, the Anchorage CBD (Central Business District) Comprehensive Development Plan, the Turnagain Arm Comprehensive Plan, and the Eagle River/Chugiak Comprehensive Plan are each considered portions of the umbrella title, “Comprehensive Plan”. The current Comprehensive Plan for Anchorage is *Anchorage 2020: Anchorage Bowl Comprehensive Plan*.

CMS: Congestion Management System. A set of potential actions intended to reduce congestion levels on the overall transportation network within the Municipality. A successful CMS

improves traffic circulation, reduces number and cost of physical improvements to the roadway, improves air quality.

CTP: Community Transportation Program. The CTP is developed to create partnerships with local governments to build projects that serve local and regional needs in the State. Administered by the ADOT&PF, funded primarily with federal dollars from SAFETEA-LU's Surface Transportation Program (STP).

CSD: Context Sensitive Design. See Context Sensitive Solutions.

CSS: Context Sensitive Solutions. A collaborative, interdisciplinary approach to transportation project planning that involves all stakeholders to develop a facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

CVISN: Commercial Vehicle Intelligent System Network. Electronic information system in which on-board transponders in commercial vehicles communicate with roadside receivers to automate such functions as safety information, credentials administration, electronic screening, international border clearance, automated inspection, onboard safety, hazardous materials response, and fleet and freight management.

D

DCM: Design Criteria Manual. A municipal document that provides the engineering parameters for drainage, illumination, slope, grade, elevation and so forth for all municipal and private development projects. A companion document is the Project Management Manual. The DCM/PMM is the Municipality's equivalent to the State of Alaska's Highway Preconstruction Manual.

DOT&PF: State of Alaska Department of Transportation and Public Facilities.

E

EA: Environmental Assessment. See EIA.

EIA: Environmental Impact Assessment. An assessment of the likely positive and/or negative influence a project may have on the environment. The purpose of the assessment is to ensure that decision-makers consider environmental impacts before deciding whether to proceed with new projects. The assessment process determines whether a full Environmental Impact Statement is warranted.

EIS: Environmental Impact Statement. A document that must be filed when the Federal government takes an action that significantly affects the quality of the human environment.

Environmental Justice: Making sure that adverse environmental or health effects do not fall disproportionately on minority or low-income populations. It also includes ensuring participation of such communities in the decision-making process and preventing the denial or delay of benefits to those communities.

EPA: U.S. Environmental Protection Agency. An agency of the federal government of the United States charged with protecting human health and with safeguarding the natural environment: air, water, and land. The EPA administers air quality programs and standards that relate to transportation systems.

Express bus: Bus transit service with a limited number of stops en route to major transfer points or activity centers.

Expressway: The functional classification of a divided highway that is designed primarily for through traffic, with full- or partial-control of access. Intersections are either at-grade or grade-separated. Expressways move traffic efficiently, but less quickly than freeways, due to at-grade intersections. Expressways do not provide access to adjacent land uses. Expressways are commonly owned and maintained by the State of Alaska, and their construction funded with federal assistance. For full definition see the *Official Streets & Highways Plan*.

F

FCC: Federation of Community Councils. The collective body of approximately 40 local Anchorage community councils. The FCC is a formal participant in scoring Transportation Improvement Program projects.

Feeder bus: Local bus transit service that provides passengers with connections to main line or express service.

Freeway: The functional classification of a limited access type of roadway that is intended to provide safe and efficient movement of substantial volumes of traffic at high speeds. Access is rigidly controlled, and restricted to grade-separated intersections (interchanges). Freeways in the Municipality are traditionally owned and maintained by the State of Alaska, and their construction funded with federal assistance. For full definition see the *Official Streets & Highways Plan*.

Friction Factor: A traffic modeling term. A mathematical factor that is used to describe the effort that is required to travel between two points.

FHWA: The Federal Highway Administration. An agency of the US Department of Transportation responsible for funding highways, trails, and ferries. The FHWA authorizes expenditures from the Highway Trust Fund and sets deadlines for planning documents that AMATS is responsible for meeting.

FONSI: Finding of no significant impact. The decision document for an Environmental Assessment process where it is determined that there will be no significant impacts to the environment from a project.

FRA: Federal Railroad Administration. The Federal agency which supports rail transportation by administering assistance programs, researching and enforcing safety standards, and recommends rail policy improvements.

FTA: The Federal Transit Administration. Administers federal funding to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.

G

GARVEE: Grant Anticipation Revenue Vehicle. A designation applied to a debt financing instrument that has a pledge of future Federal-aid for debt service and is authorized for Federal reimbursement of debt service and related financing costs. This financing mechanism generates up-front capital for major highway projects that the state may be unable to construct in the near term using traditional pay-as-you-go funding approaches.

GIS: Geographic information system. A system for capturing, storing, analyzing and managing data and associated attributes that are spatially referenced to the Earth. It enables precise digital location and mapping of geographical information.

H

Highway Preconstruction Manual (HPM): Highway projects using federal funding assistance are subject to the development process and design standards contained in the latest version of the Highway Preconstruction Manual of the Alaska Department of Transportation and Public Facilities (ADOT&PF) The HPM is the State's equivalent to the municipal DCM. It impacts all roadways under ADOT&PF's jurisdiction. At this time, changes to the HPM are outside the purview of the Municipality. The MOA and ADOT&PF are currently revising the Agreement regarding municipal review of State road projects.

HOV: High occupancy vehicle. The technical term for a car pool vehicle with two or more people in it. People includes babies, but beagles or inflatable dolls.

HPM: Highway Preconstruction Manual. The Alaska DOT&PF design guidance manual. Highway projects that use Federal funding are subject to the development process and design standards contained in this work produced by the Alaska DOT&PF.

HSIP: Highway Safety Improvement Program. A State DOT&PF program that identifies high crash locations on Alaska roads, evaluates corrective measures, funds the most cost-effective ones, and evaluates their effectiveness after construction. These projects are typically small and therefore rapidly designed and constructed.

I

I/M Program: Abbreviation for the Inspection and Maintenance Program, an element of Anchorage's Air Quality Plan.

Intermodal: Between or including more than one means, or "mode", of transportation such as transit, rail, bicycle, walking, or private automobile.

ISER: Institute of Social and Economic Research.

ISTEA: Intermodal Surface Transportation Efficiency Act of 1991. An act of Congress providing funding authorizations for highways, safety, and mass transportation, from the Highway Trust Fund, for a six-year period for federal fiscal years 1992 through 1997.

ITS: Intelligent Transportation System. An electronic communication and control technology used to improve many aspects of transportation networks. Navigation, traffic signal control, speed monitoring, and toll payment are just a few of its potential applications.

K

KABATA: Acronym for Knik Arm Bridge and Toll Authority. The public corporation working to plan, fund, and construct a bridge across the Knik Arm of Cook Inlet to connect Anchorage with the Matanuska-Susitna Borough.

L

Land Use Regulation: AMC Title 21. [*See “Anchorage Municipal Code”*]

Limited stop bus: Service that uses only a few specific stops in order to reach important destinations such as employment centers efficiently.

Local Road: A functional classification of a type of roadway, which provides access to individual homes and other, land uses, and are discussed in Chapter 1 of the Design Criteria Manual. The required improvements to local roads are established in AMC Title 21. Improvements to local roads constructed under Road Improvement Districts (RIDs) will also follow requirements as described in AMC Title 21. The Municipal Assembly is responsible for approving RIDs and granting any waivers to the standards. [*see “Functional Classification”, “Road Improvement District”*]

LOS: Level of service. A standard means of measuring traffic congestion using road capacity and number of vehicles in a time frame as the measure. Levels range from A, the best, through F, the worst.

LRSA: Limited Road Service Area. Established by AMC Title 27 to provide limited road maintenance for rural roads on the Anchorage Hillside.

LRTP (Long-Range Transportation Plan): The LRTP is a plan that covers various modes of surface transportation such as automobile and transit. The currently adopted plan identifies the long-range planning goals and addresses the general transportation needs of the community over a 20-year forecast period, through the year 2025. Conformity to national ambient air quality standards is evaluated. This document also identifies corridor and subarea studies that provide a closer look at specific areas and identify the needs and relationship of that area to the overall transportation network. The LRTP is produced by AMATS in order to fulfill the federal requirements. Recommendations of the LRTP and ensuing studies are then used to develop the local Needs List and, subsequently, the AMATS Transportation Improvement Program (TIP).

M

MASS: Acronym for Municipality of Anchorage Standard Specifications.

Major Arterial: A functional (sub) classification of a type of roadway that provides for moderately long (inter-area), through trips between regionally significant traffic generators. Their primary function is traffic movement. They offer direct access to other arterials and

collectors, and limited access to adjacent land uses, particularly major traffic generators. Major arterials may be divided or undivided, two-directional facilities or one-way couplets. For further definition see the *Official Streets & Highways Plan*.

Milepost: The historic mile markers along the roadway in miles from the beginning of a route. The mileposts are typically not adjusted for road realignments, as the mileposts are often used for locations of businesses and residences.

Milepoint: The measured (accumulated) distance from a given or known point to the referenced location, usually the beginning of the route. The milepoints are typically updated to reflect road realignments. The beginning route points for Milepoint calculation may differ from those for Milepost. Milepoint is the official ADOT&PF linear referencing system method for transportation data inventory.

Minor Arterial: A functional (sub) classification of a type of roadway that provides for medium-length (intra-area), urban trips and serves high intensity commercial and residential generators. Their primary function is traffic movement. Minor arterials also offer direct access to adjacent land uses, other arterials, collectors, and major residential streets. Minor arterials are generally undivided, two-directional facilities. For further definition see the *Official Streets & Highways Plan*.

MOA: Acronym for the Municipality of Anchorage, Alaska. The MOA is a unified local government comprised of three distinct subareas: Eagle River/Chugiak/Birchwood/Eklutna, the Anchorage Bowl, and the Turnagain Arm communities of Girdwood, Bird, and Indian.

Modal Choice Analysis: A transportation modeling term. The process used to estimate the number of travelers who will use each of the available transportation modes (train, car, bus) to reach their destination.

Model: A computerized set of equations used to forecast traffic volumes and public transit ridership in a future year. A model can be used to approximate the effect of making changes to a complex system such as the road network of a city.

mph: miles per hour

MPO: Metropolitan Planning Organization. The organizational entity designated by law (23 U.S. Code 134 and Section 8 of the Federal Transit Act) with lead responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPO's are established by agreement of the Governor and units of general-purpose local government that together represents 75 percent of the affected population of an urbanized area. AMATS is the MPO for the Municipality of Anchorage.

Multimodal: Representing more than one mode of transportation.

N

NAAQS: National Ambient Air Quality Standards. National standards for the quality of air, set to protect public health and to protect against damage to animals, vegetation, buildings, and against the hazards of decreased visibility.

Needs List, AMATS: A document produced by AMATS that is the basis for the Transportation Improvement Program. The AMATS Needs List is incorporated into the Statewide Needs List, or “Transportation Needs and Priorities in Alaska.”

Needs List, Statewide: The informal name of “Transportation Needs & Priorities in Alaska”, which lists all transportation and facility needs in the State, including highways, ferries, trails, transit, airports, harbors and facilities, by priority.

NEPA: National Environmental Policy Act. Federal law enacted in 1970 establishing the requirement for Environmental Impact Assessments and Environmental Impact Statements for Federally funded projects.

NHS: National Highway System. A network of primary highways and ferry routes designated by the FHWA, US Department of Transportation, considered most important to interstate travel, national defense, connection with other modes of transportation, and are essential to international commerce. The focus of the NHS is the long-range movement of people, goods and services. Currently 2,100 miles of state highways and 1,900 miles of ferry routes, including designated terminals and all eight vessels of the Alaska Marine Highway System, are eligible to receive NHS funding, for which the ADOT&PF is responsible. In the Municipality of Anchorage, the programming of NHS project funding is handled by ADOT&PF, in consultation with AMATS.

Nodes: A traffic modeling term. Nodes are points at which links terminate. Links may terminate at destinations or at intersections with other links.

Non-attainment area: A designation of the Environmental Protection Agency (EPA) indicating that a geographic region has not met the National Ambient Air Quality Standard (NAAQS) for a transportation-related pollutant(s). In Alaska, portions of Anchorage, Fairbanks, and Juneau are so designated

Non-NHS: Non-National Highway System. The Non-NHS includes the remainder of the area roadways. AMATS designates the priorities for the non-National Highway System, based upon a project priority process used in the development of the AMATS Needs List.

Nonmotorized Transportation Plan: An update of the 1997 Areawide Trails Plan in 3 parts — Pedestrian Plan, Bicycle Plan, and Trails Plan. It examines and recommends facilities in all 3 areas, listing projects whose priorities have been determined by the public, making recommendations for implementation of these projects, for policies that will strengthen the plan, and for strategies for educating the public for safe use of these facilities.

O

Obligation Limitation: The total amount of federal highway funds available for projects in a given year. This amount results from annual Congressional appropriations and does not necessarily match the annual total apportionments authorized by SAFETEA-LU. The State can use obligation authority only in conjunction with available apportionment balances.

OSHLP (Official Street and Highway Landscape Plan): The MOA Official Street & Highway Landscape Plan provides guidelines for the inclusion of landscaping along primary transportation corridors for both aesthetics and slope stabilization. The Landscape Improvement Study furnishes additional guidance.

OS&HP (Official Streets & Highways Plan): Adopted by the Assembly into the Anchorage Municipal Code, the OS&HP identifies the location and functional classification of roadways recommended in the LRTP. The OS&HP is used during land subdivision and development to ensure that right-of-way for planned roads is properly and adequately reserved. Also intended to guide high traffic generation development along the appropriate class(es) of roadway.

Operating revenues: Monies used to fund general day-to-day costs of running transportation systems. This would include fuel, salaries, and replacement parts for a transit system, and maintaining pavement, filling potholes and maintaining signals for roads.

P

P&Z: Planning and Zoning Commission. An appointed body of citizens within the Municipality of Anchorage. One of its functions is to serve as the official Citizen Advisory Committee to AMATS.

PC: Policy Committee. The formal decision making body of AMATS that approves final planning and programming documents.

Pedestrian Plan: The part of the Nonmotorized Transportation Plan that covers pedestrian facilities adjacent to streets and roadways as well as walkways that connect subdivisions and schools. Plans include ADA compliance, removal of obstructions in sidewalks, lighting and signage.

PIP: Public Involvement Program. A program identifying the processes and techniques required to be proactive in transportation decision-making.

PM-2.5: particulate matter less than 2.5 microns in diameter

PM-10: particulate matter less than 10 microns in diameter

PMM: Project Management Manual. A municipal policy document that guides individuals who are responsible for the development and construction of municipal projects.

Program: A staged, multi-year, intermodal list of transportation projects to be funded, consistent with the applicable local or state transportation plans and planning processes, and based on financial constraints.

R

RID: Road Improvement District. A defined area in which required improvements are constructed to local roads in accordance with Title 21 of the AMC. The Municipal Assembly is responsible for approving RIDs and granting any waivers to the standards.

ROD: Record of Decision. Document issued as the final step in the Environmental Impact Statement process. It identifies the selected alternative, presents the basis for the decision, specifies the “environmentally preferable alternative” and provides information on the adopted means to mitigate environmental impacts.

Routes: A traffic modeling term describing pathways through a network. Routes are composed of links and nodes.

S

SAFETEA: Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003.

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act — A Legacy for Users. An act of Congress authorizing federal surface transportation programs for highways, highway safety and transit, from the Highway Trust Fund, for the five-year period federal fiscal years 2005 through 2009.

SIP: State Implementation Plan for Air Quality. This document describes the strategies necessary to bring non-attainment areas into conformity with the National Ambient Air Quality Standards. The SIP is a plan that shows how the State of Alaska will meet air quality standards, as required by the 1977 Clean Air Act Amendments.

SOV: Single-occupancy vehicle. A vehicle occupied only by the driver.

STIP: Statewide Transportation Improvement Program. A transportation improvement program produced by the ADOT&PF. AMATS holds special status under federal regulation for program development. As an urban area with a population greater than 200,000, the Anchorage urban area falls under TMA (Transportation Management Area) rules. Under SAFETEA-LU, AMATS is empowered to determine its own priority for projects and prepare its own Transportation Improvement Program (TIP) based on funding allocated to AMATS within the STIP. In the other 49 states, TMAs are allocated funds based on a statutory formula. SAFETEA-LU contains an exception to this requirement for Alaska, in that the allocation of funds for Alaska TMAs is determined by ADOT&PF within the STIP. The adopted AMATS TIP is incorporated by amendment into the Alaska STIP in its entirety.

STP: Surface Transportation Program. A categorical funding program created with the ISTEA. Based upon a specific clause found in the ISTEA legislation, these funds may be spent on any public road in Alaska, regardless of classification. Of the STP funds, ten percent must be spent on Transportation Enhancement projects. Funds may be used for a wide variety of purposes, including: roadway construction, reconstruction, resurfacing, restoration and rehabilitation; roadway operational improvement; capital costs for transit projects; highway and transit safety improvements; bicycle and pedestrian facilities; scenic and historical transportation facilities; and preservation of abandoned transportation corridors. The federal funds ratio varies and is either 90.97% or 93.4% depending upon the specific work category.

Study Area: A traffic modeling term describing the region within which estimates of travel demand are desired.

T

TAZ: traffic analysis zone. A small area defined in traffic demand models for analysis purposes.

TEA-21: Transportation Equity Act for the 21st Century. Comprehensive Federal transportation enabling legislation enacted in June 1998.

TDM: transportation demand management. Measures which are intended to reduce vehicular traffic during peak “rush” hours. They range widely and may include such things as pedestrian

facility improvements, showers for bicycle commuters, flex-time schedules and telecommuting for workers, congestion pricing of tolls, or high-occupancy vehicle lanes.

TIP: Transportation Improvement Program. A three-year capital program of transportation projects, focused on federal, funding for roadway, trails, and transit capital projects for the urbanized area. The TIP covers federal, state and local funding for roadway, transit, trails and enhancement projects. The document includes new projects, as well as previously funded projects, which require additional effort.

TMA: Transportation Management Area. An area subject to special Federal requirements for congestion management systems, project selection, and certification.

TORA: Acronym for Transfer of Responsibility Agreement.

TRAAK: Trails and Recreational Access for Alaska. TRAAK is a component of Governor Knowles' Transportation Initiative (June 1995), established to improve access and recreational opportunities in the State. Administered by the ADOT&PF, TRAAK addresses trails, scenic highways, recreational access points and interpretive facilities. Funded primarily with federal dollars from SAFETEA-LU's STP (Surface Transportation Program).

Traffic Code: AMC Title 9 [*see "Anchorage Municipal Code"*]

Trails Plan: Portion of the Nonmotorized Transportation plan that covers recreational trails with focus on recreational trails including greenbelt trails, and trails for such uses as cross-country skiing, horseback riding, dog mushing, skijoring, and snowmobiling.

Transit Development Plan (TDP): The Transit Development Plan is a short-term (5-year) implementation tool for meeting the goals of the Long-Range Transportation Plan.

Transit Facilities Design Guidelines: This document specifies guidelines and recommended methodology for the location and design of bus stops and other transit facilities within the Municipality. Items addressed include: transit vehicle dimensions, location and design of bus pullouts and other transit amenities.

Transportation Enhancement: Transportation Enhancements has been of particular interest to the general public and users of non-traditional transportation related facilities. Enhancement projects are defined as: "provisions of facilities for pedestrians and bicycles; acquisition of scenic easements...or historic sites; scenic or historic highway programs; landscaping and other scenic beautification; historic preservation, rehabilitation and operation of historic highway buildings, structures, or facilities (including railroad facilities); preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails); control and removal of outdoor advertising, archaeological planning and research; and mitigation of water pollution due to highway runoff."

Trip: A traffic modeling term describing a journey between one point and another.

Trip Assignment Analysis: A traffic modeling term describing the process used to estimate the routes (for each mode) that will be used to travel from origin to destination. This process yields the total number of vehicles or passengers that a particular route can expect to service.

Trip Distribution Analysis: A traffic modeling term describing the process used to determine the number of produced trips from each zone that will be attracted by each of the remaining zones.

Trip Generation Analysis: A traffic modeling term describing the data collection and analysis process that is used to estimate the number of trips that each zone will produce and attract.

TSAIA: Acronym for Ted Stevens Anchorage International Airport

TSM: Transportation System Management. A congestion management approach focusing on identifying operational improvements to new and existing facilities. These can include traffic signal enhancements and deployment of intelligent transportation system components.

TAZ: A traffic modeling acronym for Transportation Analysis Zone(s): A transportation analysis zone is the unit of geography most commonly used in conventional transportation planning models. The size of a zone varies, but for typical metropolitan areas, a zone of under 3000 people is common. The spatial extent of zones typically varies in models, ranging from very large areas to as small as city blocks or buildings in central business districts.

U

UCP: The Utility Corridor Plan identifies the long-term system requirements for transmission of utility services -- including electric power, natural gas, water, sewer, telephone and other wire communications. The UCP is both a planning tool and a means for its own implementation.

UDC: Urban Design Commission. The Municipal commission that reviews and makes recommendations for public facilities such as street and roadway landscape improvement projects. The members provide advice on urban design matters.

UPWP: Unified Planning Work Program. Federally-required document outlining the activities to be undertaken in support of federally funded transportation projects.

USDOT: U.S. Department of Transportation. The Federal agency responsible for highways, mass transit, aviation, and ports, and the implementation of national transportation policy.

Utility Function: A traffic modeling term describing a mathematical function that expresses the advantages and disadvantages of a particular transportation mode.

V

VHT: Vehicle hours traveled

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