

AMATS
Calendar Years 2006 – 2007
Unified Planning Work Program

Appendix 'B'

Glossary of
Acronyms, Terms
and Documents

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ADA: Americans with Disabilities Act.

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

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

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.

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.

Areawide Trails Plan: A planning document that covers existing and future trail development issues within the Municipality of Anchorage (MOA), 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.

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.

ARDSA: acronym for the Anchorage Roads and Drainage Service Area.

Arterial: A functional classification of a type of roadway, which provides for medium- to moderately long- length 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".

[see "Functional Classification", "Major Arterial", "Minor Arterial", "OS&HP"]

Authority Limitation:
[see "Obligation Limitation"]

CAAA: Clean Air Act Amendments.

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

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

CIP, MOA (Capital Improvement Program):

A 6-year outline of programmed expenditures within the Municipality of Anchorage. The predominant focus of the CIP is State and local funding, particularly State legislative grants and local bond monies for transportation projects, including roadway, transit, trails and other projects. The Municipal Office and Management and Budget oversees the development of the CIP. 632 W Sixth Avenue, eighth floor, 343-4282.

CMAQ: acronym for Congestion Mitigation and Air Quality.

CO: acronym for Carbon Monoxide.

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”. [see “Functional Classification”, “Arterial”, “OS&HP”].

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”.

CTP: Community Transportation Program. The CTP is a component of Governor Knowles’ Transportation Initiative (June 1995), 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 ISTEAs’ Surface Transportation Program (STP).

Congestion Management Program:

This is a set of potential actions which, if taken, would reduce congestion levels on the overall transportation network within the Municipality. The results of the recommended actions would have the effect of improving traffic circulation, reducing the number and cost of physical improvements to the roadway, and improving air quality.

Design Criteria Manual (DCM):

The Design Criteria Manual is a municipal document which 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 the Project Management Manual. The DCM/PMM is the Municipality’s equivalent to the State of Alaska’s Highway Preconstruction Manual.

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. The ADOT&PF Highway Preconstruction Manual sets specific guidelines as to acceptable design and construction of expressway facilities. International Airport Road, between the Airport and Minnesota Drive is designated as a Class IV Expressway on the Official Streets and Highways Plan (OS&HP). [see “Functional Classification”, “Highway Preconstruction Manual”, “OS&HP”]

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. The ADOT&PF Highway Preconstruction Manual sets specific guidelines as to acceptable design and construction of expressway facilities. New Seward Highway (Chester Creek to Rabbit Creek Road), Glenn Highway (Bragaw Street to the Mat-Su boundary), and Minnesota Drive (International Airport Road to New Seward Highway) are designated as Class V Freeways on the Official Streets and Highways Plan (OS&HP). [see “Functional Classification”, “Highway Preconstruction Manual”, “OS&HP”]

FHWA: The Federal Highway Administration, an agency of the US Department of Transportation responsible for funding highways, trails, and ferries.

FTA: The Federal Transit Administration, an agency of the US Department of Transportation responsible for funding transit systems. [formerly the Urban Mass Transit Administration]

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.

HSIP: Highway Safety Improvement Program.

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.

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.

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

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”]

LRSA : Limited Road Service Area.

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 which 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).

Major Arterial: A functional (sub)classification of a type of roadway which 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. Major arterials are designated in the Official Streets and Highways Plan (OS&HP). In the Municipality, these facilities are most often owned and maintained by the State of Alaska, Department of Transportation and Public Facilities, with construction funded by the Federal Highways Administration. [see “*Functional Classification*”, “*Arterial*”, “*OS&HP*”]

Minor Arterial: A functional (sub)classification of a type of roadway which 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. Minor Arterials are designated in the Official Streets and Highways Plan (OS&HP). [see “*Functional Classification*”, “*Arterial*”, “*OS&HP*”]

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.

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 which together represents 75 percent of the affected population of an urbanized area. The only MPOs in Alaska are AMATS (Anchorage) and FMATS (Fairbanks).

Multimodal: Representing more than one mode of transportation.

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.

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. The System includes the current interstate highways and much of the old federal aid primary (FAP) system. Alaska’s final system of NHS routes was signed into law in December 1995. 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. The federal funds ratio varies and is either 93.4% or 90.97%, depending upon the specific category of work. ADOT&PF’s goal is to upgrade the NHS in a 14-year period. In the Municipality of Anchorage, the programming of NHS project funding is handled by ADOT&PF, in consultation with AMATS. These principle

arterials or connections to major transportation terminals include: (1) **the New Seward Hwy** from Fifth Avenue to the southern MOA boundary line near Portage, (2) **the Glenn Hwy** (Fifth/Sixth Avenue) from 'L' Street east to the MOA boundary near Knik River; (3) **Minnesota Drive** from Fifth Avenue to its connection with the New Seward Highway, (4) **Post Access** from Fifth Avenue north to Hollywood Drive and the north end of the Port of Anchorage, (5) **International Airport Road** west of Minnesota Drive, (6) **Muldoon Road**, (7) **Tudor Road**, and (8) **Boniface Parkway** access to Elmendorf AFB.

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. In Anchorage, areas of the Eagle River area are designated non-attainment for PM-10 (particulate matter of 10 microns or less), while portions of the Anchorage Bowl are designated non-attainment for CO (carbon monoxide).

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.

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. [see also "Apportionment(s)"]. The State can use obligation authority only in conjunction with available apportionment balances.

OSHP (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.

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

Project Management Manual: The Project Management Manual (PPM) is a municipal policy which guides individuals who are responsible for the development and construction of municipal projects. [see "*Design Criteria Manual*"]

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.

Road Improvement District (RID): Required improvements to local roads constructed under Road Improvement Districts (RIDs) follows requirements as described in AMC Title 21. The Municipal Assembly is responsible for approving RIDs and granting any waivers to the standards. [see "*Local Road*", "*Design Criteria Manual*"]

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. An act of Congress, signed by President George W. Bush on August 10, 2005, 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 which shows how the State of Alaska will meet air quality standards, as required by the 1977 Clean Air Act Amendments.

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.

Though funding for AMATS was garnered through the State's scoring process, based on projects submitted under both the CTP and TRAAK programs, the AMATS project selection process is not bound by this allocation to spend these funds in the same categories. NHS projects within AMATS remain a State responsibility, but are included in the AMATS TIP. 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.

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.

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"]

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.”

Utility Corridor Plan (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.

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