

## APPENDIX A. Abbreviations and Glossary

### Abbreviations

ADA	Americans with Disabilities Act	FHWA	Federal Highway Administration
ADT	average daily traffic	FONSI	Finding of No Significant Impact
AMATS	Anchorage Metropolitan Area Transportation Solutions (formerly “Study”)	FRA	Federal Railroad Administration
Anchorage 2020	<i>Anchorage 2020: Anchorage Bowl Comprehensive Plan</i>	FTA	Federal Transit Administration
ARDSA	Anchorage Roads and Drainage Service Area	GARVEE	Grant Anticipation Revenue Vehicle
ARRC	Alaska Railroad Corporation	GIS	geographic information system
CIP	Capital Improvement Program	HOV	high-occupancy vehicle
CMAQ	congestion mitigation and air quality	ISER	Institute of Social and Economic Research
CMS	Congestion Management System	ITS	Intelligent Transportation System
CO	carbon monoxide	LOS	level of service
CSD	context-sensitive design	LRSA	limited road service area
CVISN	Commercial Vehicle Intelligent System Network	L RTP	Long-Range Transportation Plan
DOT&PF	Alaska Department of Transportation and Public Facilities	MOA	Municipality of Anchorage
EA	Environmental Assessment	mph	miles per hour
EIS	Environmental Impact Statement	MPO	Metropolitan Planning Organization
EPA	U.S. Environmental Protection Agency	NEPA	National Environmental Policy Act
		NHS	National Highway System

OS&HP	Official Streets and Highways Plan	TAZ	traffic analysis zone
PM-2.5	particulate matter less than 2.5 microns in diameter	TEA-21	Transportation Equity Act for the 21st Century
PM-10	particulate matter less than 10 microns in diameter	TDM	transportation demand management
ROD	Record of Decision	TIP	Transportation Improvement Program
SAFETEA	Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003	TSAIA	Ted Steven Anchorage International Airport
SOV	single-occupancy vehicle	TSM	transportation system management
STIP	Statewide Transportation Improvement Program	VHT	vehicle hours traveled

## Glossary

### **Americans with Disabilities Act (ADA):**

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.

**Anchorage Metropolitan Area Transportation Solutions (AMATS):** A 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. AMATS (formerly known as the Anchorage Metropolitan Area Transportation Study) comprises representatives from a variety of organizations.

**Anchorage Municipal Code (AMC):** 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 is titled "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.
- AMC Title 21 is titled "Land Use Regulation" and contains transportation requirements pertaining to various land use development issues. Requirements and standards for subdivision streets, zoning classifications, and changes are covered in Title 21.

- AMC Title 24 is titled "Streets and Rights-of-Way." Its content includes issues such as construction, snow removal, and landscaping.

**Anchorage Roads and Drainage Service Area (ARDSA).** The largest Road Service Area in Anchorage. ARDSA has full maintenance and construction authority for drainage and road facilities in a geographic area that covers the Anchorage Bowl.

**Areawide Trails Plan:** A planning document (prepared in April 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.

**Arterial:** A functional classification of a type of roadway that provides for trips of medium to moderately long length. 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 *Major Arterial, Minor Arterial, and Official Streets and Highways Plan*.)

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

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

**Categorical Exclusion:** A category of actions that do not individually or cumulatively have a significant effect on the human environment. When ability to demonstrate this status is documented, a project requires neither an Environmental Assessment nor an Environmental Impact Statement.

**Census block :** A small area bounded on all sides by visible features, such as streets, roads, streams, and railroad tracks, and by invisible boundaries, such as city, town, township, and county limits, property lines, and short, imaginary extensions of streets and roads.

**Citizen Advisory Committee (CAC):** A committee that every organization like Anchorage Metropolitan Area Transportation Solutions (AMATS) in the United States is federally mandated to have. The Municipal Planning and Zoning Commission fills this requirement for AMATS.

**Clean Air Act (CAA):** Federal legislation that requires each state with areas that have not met federal air quality standards to prepare a State Implementation Plan (SIP). The sweeping 1990

amendments to the CAA established new air quality requirements for the development of metropolitan transportation plans and programs.

**Collector:** A functional classification of a type of roadway that offers a balanced service for both moving traffic and providing access. Relatively low-speed, short trips are accommodated. A collector collects traffic for local streets and larger properties (and in limited situations, single lots), and channels it to the arterial system. These facilities are further subclassified as “Residential,” “Industrial/ Commercial,” and “Neighborhood.”

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

**Commute alternative:** Includes car pooling, van pooling, transit, bicycling, walking, and telecommuting, as well as any alternative work-hours program.

**Comprehensive Plan:** A document that serves as a guideline for community development. It 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 Chugiak-Eagle River 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* (Anchorage 2020).

**Congestion Management Program:** A set of potential actions that, if taken, would reduce congestion levels on the overall transportation network within the Municipality of Anchorage. 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.

**Congestion Mitigation and Air Quality (CMAQ):** A program that emphasizes the importance of the link between transportation and air quality. To that end, CMAQ program funding is applied to transportation projects that reduce vehicle emissions and help improve air quality. Transit and traffic flow improvement projects are included, as are projects such as ride sharing, vehicle emissions inspection and maintenance programs, bicycle and pedestrian improvements, and alternative fuels.

**Design Criteria Manual (DCM):** 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 (PMM). The DCM/PMM is the Municipality of Anchorage’s equivalent to the State of Alaska’s Highway Preconstruction Manual.

**Dwelling unit:** A building, or portion of a building, that contains separate living facilities.

**Environmental Assessment (EA):** An environmental impact document prepared in compliance with to the National Environmental Policy Act. When the significance of impacts of a transportation project proposal is uncertain, an EA is prepared to assist in making this determination. If it is found that significant impacts will result, the preparation of an Environmental Impact Statement is required.

**Environmental Impact Statement (EIS):** An environmental impact document prepared in compliance with to the National Environmental Policy Act. An EIS must be prepared if it is determined that a federally sponsored project with federal involvement may have a significant impact.

**Express bus:** Bus transit service with a limited number of stops, either from a collector area directly to a specific destination or in a particular corridor with 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, because of 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 Highway Preconstruction Manual of the Alaska Department of Transportation and Public Facilities

sets specific guidelines for acceptable design and construction of expressway facilities. International Airport Road, between the international airport and Minnesota Drive is designated as a Class IV Expressway on the Official Streets and Highways Plan.

**Federal Highway Administration (FHWA):** An agency of the U.S. Department of Transportation responsible for funding highways, trails, and ferries. FHWA authorizes expenditures from the Highway Trust Fund and sets deadlines for planning documents that the Anchorage Metropolitan Area Transportation Solutions (AMATS) is responsible for meeting.

**Federal Transit Administration (FTA):** An agency of the U.S. Department of Transportation that develops federal policy on public transit issues and allocates capital and operating funds for public transit projects (formerly the Urban Mass Transit Administration).

**Federation of Community Councils (FCC):** A municipally funded body composed of almost 40 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 mainline arterial service, an express bus service station, or an express bus stop or terminal.

**Finding of No Significant Impact (FONSI):** The decision document for an Environmental Assessment. If it is determined that there will be no

significant impacts from a project, a FONSI is prepared to conclude the process and document the decision. A FONSI is issued when environmental analysis and interagency review during the Environmental Assessment process find a project to have no significant impacts on the quality of the environment.

**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 of Anchorage are traditionally owned and maintained by the State of Alaska, and their construction funded with federal assistance. The Highway Preconstruction Manual of the Alaska Department of Transportation and Public Facilities sets specific guidelines for acceptable design and construction of expressway facilities. Seward Highway (Chester Creek to Rabbit Creek Road), Glenn Highway (Bragaw Street to the Mat-Sub-boundary), and Minnesota Drive (International Airport Road to Seward Highway) are designated as Class V Freeways on the Official Streets and Highways Plan.

**Geographic information system (GIS):** GIS is an information system that is designed to work with data referenced by spatial or geographic coordinates. It may be considered a “tool” for analysis and decision making. It may be composed of maps, databases and point information.

**High-occupancy vehicle (HOV) lane:** The technical term for a car pool or commuter lane.

**Household:** All the persons who occupy a housing unit. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters.

**Highway Preconstruction Manual (HPM):** The state manual for design guidance. Highway projects that use 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 (DOT&PF). The HPM is the state’s equivalent to the municipal Design Criteria Manual. It affects all roadways under DOT&PF’s jurisdiction.

**Inspection and Maintenance Program (I/M Program):** An element of Anchorage’s Air Quality Plan.

**Intelligent Transportation System (ITS):** A system that uses modern electronic, communication and control technologies to provide travelers with better information on traffic condition, provide vehicles with safety equipment, and improve the transportation infrastructure.

**Intermodal:** Between or including more than one means, or mode, of transportation, such as automobile, transit, ship, bicycle, and walking.

**Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA):** Landmark federal legislation (pronounced “ice tea”) signed into law in 1991 and

that made broad changes in the way transportation decisions are made. It provided funding authorizations for highways, safety, and mass transportation from the Highway Trust Fund. ISTEA emphasized diversity and balance of modes, as well as the preservation of existing systems before construction of new facilities. ISTEA expired in 1997, but much of its program structure is carried forward in new federal legislation.

**Land Use Regulation:** Anchorage Municipal Code Title 21. (See *Anchorage Municipal Code*.)

**Level of Service (LOS):** A standard means of measuring traffic congestion by evaluating the capacity of a road with respect to the number of vehicles using the road in a given time frame. LOS is categorized into six levels, A through F, with LOS A representing the best possible condition and F representing the worst.

**Limited stop bus:** Bus transit service that serves only specific stops with the intent of serving important destinations such as major employment centers efficiently.

**Local Road:** A functional classification of a type of roadway that provides access to individual homes and other land uses and is discussed in Chapter 1 of the Design Criteria Manual. The required improvements to local roads are established in Anchorage Municipal Code (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 *Road Improvement District*.)

**Long-Range Transportation Plan (LRTP):** 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 for a 20-year forecast period, through the year 2010. 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 the Anchorage Metropolitan Area Transportation Solutions (AMATS) 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 subclassification of a type of roadway that provides for moderately long (inter-area), through trips between regionally significant traffic generators. Its primary function is traffic movement. A major arterial offers direct access to other arterials and collectors and limited access to adjacent land uses, particularly major traffic generators. A major arterial may be divided or undivided, a two-directional facilities, or a one-way couplet. Major arterials are designated in the Official Streets and Highways Plan (OS&HP). In the Municipality of Anchorage, these facilities are most

often owned and maintained by the Alaska Department of Transportation and Public Facilities, with construction funded by the Federal Highways Administration. (See *Arterial and Official Streets and Highways Plan*.)

**Metropolitan Planning Organization (MPO):** 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. An MPO is established by agreement of the Governor and the units of general-purpose local government that together represents 75 percent of the affected population of an urbanized area. Anchorage Metropolitan Area Transportation Solutions (AMATS) is the MPO for Anchorage.

**Minor Arterial:** A functional subclassification of a type of roadway that provides for medium-length (intra-area), urban trips and serves high-intensity commercial and residential generators. Its primary function is traffic movement. A minor arterial also offers direct access to adjacent land uses, other arterials, collectors, and major residential streets. A minor arterial is generally an undivided, two-directional facility. Minor Arterials are designated in the Official Streets and Highways Plan. (See *Arterial and Official Streets and Highways Plan*.)

**Model:** A computerized set of equations used to forecast traffic volumes and public transit ridership in a future year.



**Multimodal:** Representing more than one mode of transportation, especially within a system or corridor.

**Multimodal transportation planning:** Efforts to plan transportation improvements that consider more than one mode of travel; for example, driving, ridesharing, use of public transit, bicycling, walking, and other modes. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place, be it by truck, train, bicycle, automobile, airplane, bus, foot, or even a computer modem.

**National Ambient Air Quality Standards (NAAQS):** National standards for the quality of air. Primary standards set limits to protect public health, including the health of “sensitive” populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.

**National Environmental Policy Act of 1969 (NEPA):** Legislation that established a supplemental mandate for federal agencies to consider the potential environmental consequences of their proposals, document the analysis, and make this information available to the public for comment prior to implementation.

**National Highway System (NHS):** A network of primary highways and ferry routes designated by the Federal Highway Administration, U.S. Department of Transportation, considered most important to interstate travel, national defense,

connection with other modes of transportation, and essential to international commerce. The focus of the NHS is the long-range movement of people, goods, and services. This approximately 160,000-mile network consists of the 42,500 miles of the Interstate System, plus other key roads and arterials throughout the United States. In the Municipality of Anchorage, the programming of NHS project funding is handled by the Alaska Department of Transportation and Public Facilities in consultation with Anchorage Metropolitan Area Transportation Solutions. These principle arterials or connections to major transportation terminals include (1) **the Seward Highway** from Fifth Avenue to the southern Municipality of Anchorage (MOA) boundary line near Portage, (2) **the Glenn Highway** (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 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 Air Force Base.

**Nonattainment area:** A designation of the U.S. Environmental Protection Agency indicating that a geographic region has not met the National Ambient Air Quality Standard (NAAQS) for one or more transportation-related pollutants. In Alaska, portions of Anchorage, Fairbanks, and Juneau are so designated.

**Non-National Highway System (non-NHS):** The portion of the transportation system outside the National Highway System that includes the remainder of the area roadways. The Anchorage Metropolitan Area Transportation Solutions (AMATS) designates the priorities for the non-NHS, based on a project priority process used in the development of the AMATS Needs List.

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

**Official Streets and Highways Plan (OS&HP):** The plan that 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 and coordinate 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. For transit, costs include fuel, salaries, and replacement parts; for roads, operating costs involve maintaining pavement, filling potholes, paying worker salaries, and other expenses.

**People Mover Route Restructuring Plan.** The 2002 Municipality of Anchorage report titled *The People Mover Blueprint: A Plan to Restructure the Anchorage Transit System*. This report, prepared by

RLS and Associates, Inc., presents the results of a comprehensive analysis of the People Mover route structure to identify ways to provide more of a customer focus to the bus system. The recommended route structure will increase public transportation ridership because service will be more frequent, routes will be more direct, new routes will be provided, buses will run earlier and later in the day, transfers will be easier and quicker to make, and schedules will be easier to remember.

**Planning:** A phase in transportation system development to determine the likely future transportation needs of an area.

**Planning and Zoning Commission (P&Z):** An appointed Municipality of Anchorage body that, in one of its functions, serves as the official Citizen Advisory Committee to the Anchorage Metropolitan Area Transportation Solutions (AMATS).

**Policy Committee (PC):** The formal decisionmaking body of Anchorage Metropolitan Area Transportation Solutions (AMATS), which approves final planning and programming documents.

**Project Management Manual (PPM):** The document presenting municipal policy that guides individuals who are responsible for the development and construction of municipal projects. (See *Design Criteria Manual*.)

**Programming:** A phase in transportation system development when the type and level of resources needed to design and build a project are

determined and the scheduling of those resources occur.

**Public Involvement Program (PIP):** A program identifying the processes and techniques required to be proactive in transportation decisionmaking.

**Public Transportation Development Plan (PTDP):** A short-term (5-year) program that outlines the intended development of the public transit system for each year during that period. It includes a detailed program of capital equipment needs, system management, and operations.

**Record of Decision (ROD):** A document issued as the final step in the Environmental Impact Statement process. The ROD identifies the selected alternative, presents the basis for the decision, identifies all the alternatives considered, specifies the “environmentally preferable alternative,” and provides information on the adopted means to avoid, minimize, and compensate for environmental impacts.

**Road Improvement District (RID):** A defined area in which required improvements constructed to local roads must follow requirements as described in Title 21 of the Anchorage Municipal Code. The Municipal Assembly is responsible for approving RIDs and granting any waivers to the standards. (See *Local Road and Design Criteria Manual*.)

**Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA):** Federal legislation that carries on much of the program structure begun under the Intermodal

Surface Transportation Efficiency Act of 1991. Expected to be re-authorized in 2005, it provides funding authorizations for highways, safety, and mass transportation from the Highway Trust Fund.

**Single-occupancy vehicle (SOV):** A vehicle with one occupant, the driver, who is sometimes referred to as a “drive-alone.”

**State Implementation Plan for Air Quality (SIP):** The document describing the strategies necessary to bring nonattainment areas into conformity with the National Ambient Air Quality Standards. The SIP shows how the State of Alaska will meet air quality standards, as required by the 1977 Clean Air Act Amendments.

**Statewide Transportation Improvement Program (STIP):** A transportation improvement program produced by the Alaska Department of Transportation and Public Facilities (DOT&PF). The Anchorage Metropolitan Area Transportation Solutions (AMATS) holds special status under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) for program development. As an urban area with greater than 200,000 population, the Anchorage urban area falls under the Transportation Management Area (TMA) rules. Under ISTEA, 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. ISTEA contains an exception to this requirement for Alaska, in that the



allocation of funds for Alaska TMAs is determined by DOT&PF within the STIP.

**Surface Transportation Program (STP):** A new categorical funding program created with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). A specific clause found in the ISTEA legislation directs that these funds may be spent on any public road in Alaska, regardless of classification. Of the STP funds, 10 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 percent or 93.4 percent, depending on the specific category of work.

**Technical Advisory Committee (TAC):** A formal body of representatives from various agencies and interests that reviews transportation planning documents and advises the Policy Committee of Anchorage Metropolitan Area Transportation Solutions (AMATS).

**Traffic Code:** Anchorage Municipal Code Title 9. (*See Anchorage Municipal Code.*)

**Trails and Recreational Access for Alaska (TRAAK):** A program and component of Governor Knowles' Transportation Initiative (June 1995) established to improve access and recreational

opportunities in the state. Administered by the Alaska Department of Transportation and Public Facilities, TRAAK addresses trails, scenic highways, recreational access points, and interpretive facilities. The program is funded primarily with federal dollars from the Surface Transportation Program.

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

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

**Transportation demand management (TDM):** A general term for strategies that result in more efficient use of transportation resources. Representative low-cost ways to reduce demand by automobiles on the transportation system include programs to promote telecommuting, flex time, and ridesharing.

**Transportation Enhancement:** A category of projects defined in the Intermodal Surface Transportation Efficiency Act as involving "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." Transportation Enhancement projects have been of particular interest to the general public and users of nontraditional transportation-related facilities.

**Transportation Equity Act for the 21st Century (TEA-21):** The most recent comprehensive federal transportation enabling legislation, enacted on June 9, 1998. This act retains and expands many of the programs created in 1991 under the Intermodal Surface Transportation Efficiency Act (ISTEA). It reauthorizes federal surface transportation programs for 6 years (1998–2003) and significantly increases overall funding for transportation.

**Transportation Improvement Program (TIP):** A 3-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 that require additional effort.

**Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU):** Legislation reauthorizing the federal highway and transit programs formerly authorized under Transportation Equity Act for the 21st Century (TEA-21).

**Transportation Management Area (TMA):** An area subject to special federal requirements for congestion management systems, project selection, and certification. These special requirements are for urbanized areas having a population of more than 200,000.

**Transportation system management (TSM):** A congestion management approach that focuses on identifying improvements to new and existing facilities of an operational nature. The techniques rely on better management and operation of transportation facilities to improve traffic flow and safety. Examples include traffic signal enhancements and deployment of intelligent transportation system components.

**Urban Design Commission (UDC):** A group whose members review and make recommendations for public facilities such as street and roadway landscape improvement projects. The members provide advice on urban design matters.

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

**U.S. Department of Transportation (USDOT):** The federal cabinet-level agency that is responsible for highways, mass transit, aviation, and ports and implements the nation's overall transportation policy. Headed by the Secretary of Transportation, the USDOT includes the Federal Highway Administration and the Federal Transit Administration, among others.

**U.S. Environmental Protection Agency (EPA):** The federal agency that reviews air quality conformity analysis and advises the Federal Highway Administration and Federal Transit Authority on approval of a conformity finding.