

Glossary of terms

ADOT&PF or the Alaska Department of Transportation and Public Facilities – The agency within Alaska state government designated by the legislature to manage, plan, design, construct, operate and maintain transportation facilities.

AC – Advance Construction – An innovative financing tool permitted under FHWA rules that, with approval of the FHWA, allows the state to begin a federally funded project prior to the availability of federal funds to reimburse the project.

ADEC – Alaska Department of Environmental Conservation – The agency within Alaska state government responsible for air quality programs, including transportation air quality.

AHS – Alaska Highway System – The AHS is comprised of highways and ferry routes that have statewide significance but are not on the National Highway System. The AHS includes routes that connect communities and routes that link to recreational sites or areas of resource development. AHS routes provide greater utility to Alaska as a whole, than to individual communities.

AIP – Airport Improvement Program – A schedule of projects for airports throughout the state, funded with Federal Aviation Administration funds.

AMATS – Anchorage Metropolitan Area Transportation Solutions – The designated Metropolitan Planning Organization (MPO) for the Anchorage area. It is a joint local-state transportation planning and programming organization charged with developing a Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP) for the Anchorage urban area in compliance with the current federal surface transportation law.

AMHS – Alaska Marine Highway System – The State's system of ferry vessels, terminals and routes that link most of Alaska's coastal communities from the Aleutians to Southeast.

Apportionments – Program funding levels authorized from the federal Highway Trust Fund. These amounts are calculated annually and distributed to states. They are available for four years, typically. Expenditure of apportionments is generally subject to, and limited by, annually appropriated obligation authority.

Area Transportation Plan – Also known as a "Regional Transportation Plan", it is a detailed long-range multimodal transportation plan prepared by the ADOT&PF for a region or geographical area within Alaska. As defined, the area transportation plans are elements of the Statewide Long Range Transportation Plan (SWLRTP) and comprise the recommended projects for the SWLRTP for a given region. Several area transportation plans are in progress at any given time. As of the summer of 2009, update of the Southeast Alaska Transportation Plan is underway, while the Interior Alaska Transportation Plan is nearing completion. The department is preparing to begin an update to the Southwest Alaska Transportation Plan.

ARRA – The American Recovery and Reinvestment Act of 2009 – Also known as the Stimulus Act, signed into law on February 17, 2009. In response to the Great Recession, the act was meant to reinvigorate the economy by saving or creating several million jobs. About five percent of the act funds transportation projects.

ARRC – Alaska Railroad Corporation – a State owned agency responsible for management and operation of the Alaska Railroad.

Asset Management – is a business process and a decision-making framework that covers an extended time horizon, draws from economics as well as engineering, and considers a broad range of assets. The asset management approach incorporates the economic assessment of trade-offs among alternative investment options and uses this information to help make cost-effective investment decisions.

Bridge Discretionary Program – A competitive program administered by the FHWA for major bridge replacement or for new bridges that replace ferry routes.

BIA – Bureau of Indian Affairs – Some federal funds are allocated directly to the BIA for ultimate distribution to Alaska Native villages. These funds must be included in the STIP but are not controlled or allocated by the State.

Categorical Exclusion - Actions that do not individually or cumulatively have a significant effect on the human environment, for which neither an environmental assessment nor an environmental impact statement is required.

CMAQ – Congestion Mitigation/Air Quality – A specific funding program targeted to reducing air pollutants in non-attainment and air quality maintenance areas, specifically Anchorage, Eagle River, Fairbanks and Juneau.

Coarse Particulates or Particulate Matter (PM-10) – a criteria air pollutant. Coarse particulate matter includes dust, soot and other tiny bits of solid materials that are released into and move around in the air. Particulates are produced by many sources, including burning of diesel fuels by trucks and buses, incineration of garbage, mixing and application of fertilizers and pesticides, road construction, industrial processes such as steel making, mining operations, agricultural burning (field and slash burning), and operation of fireplaces and woodstoves. Particulate pollution can aggravate existing heart and lung disease, cause eye, nose and throat irritation and other health problems. (See also: Fine Particulates or particulate matter (PM-2.5))

Conformity – A federally required process used to ascertain if proposed transportation plans or projects will reduce emissions of pollutants in areas that are considered to be in non-attainment. Generally speaking, programs such as the TIP and STIP, and individual projects must be reviewed for conformity. Absent a finding of conformity, such decisions, except for specified categories of projects, plans or projects cannot be implemented in the non-attainment areas.

Corridors and Borders – The National Corridor Planning and Development Program (NCPD program) and the Coordinated Border Infrastructure Program (CBI program) are discretionary grant programs funded by a single funding source. These programs provide funding for planning, project development, construction and operation of projects that serve border regions near Mexico and Canada and high priority corridors throughout the United States. Border States and MPOs are, under the CBI program, eligible for discretionary grants for: Transportation and safety infrastructure improvements, operation and regulatory improvements, and coordination and safety inspection improvements in a border region.

Criteria Air Pollutants - Six air pollutants commonly found all over the United States. They are particle pollution (often referred to as particulate matter), ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. The Environmental Protection Agency calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria (science-based guidelines) for setting permissible levels.

Cruise Ship Tax – A state tax on cruise ship passengers. The tax provides funds for infrastructure projects that support cruise ship sponsored tourism.

CTP – Community Transportation Program – A program of the department that addresses a wide range of community transportation modes, including rural and urban roads, remote, intelligent transportation systems (see definition below) and transit.

Denali Access System Program – A program established by SAFETEA-LU to fund planning, design, engineering, and construction of road and other surface transportation infrastructure in rural Alaska. SAFETEA-LU authorized \$15 million per year directly to the Denali Commission to carry out the program in consultation with the Denali Access System Program Advisory Committee appointed by the Governor. In distributing funds for projects, the Commission is to consult the list of transportation priorities developed by the committee.

Discretionary Funding – Several dedicated funding sources wherein projects compete nationally for funding. Discretionary programs include Ferry Boat, Bridge, Scenic Byways and Public Lands.

Earmark – Earmark or earmarked projects selected during the Congressional approval process that are specific as to funding amount, purpose and geographic location. The State has no authority to change these requirements.

Environmental Justice – An emerging federal requirement based on Title VI of the 1964 Civil Rights Act and Executive Order #12898, 1994. The essence of this Executive Order, pertaining to transportation issues, is the requirement that the delivery of transportation benefits shall be equitable with regard to populations protected under the Civil Rights Act.

EDA – Economically Distressed Area – Areas identified by the US Commerce Department that have unemployment rates at least 1.5 times the national average, or where 20% or more of the population is living in poverty, or the median family income at or below 80% of federal levels. The American Recovery and Reinvestment Act gives priority to projects in EDA's as determined at the time the project funds are put under obligation.

ER – or Emergency Relief – Special federal funding allocated to projects that repair damage caused by natural disasters and catastrophic failures.

Equity Bonus – A federal funding category created in SAFETEA-LU. The Equity Bonus provides funding to states based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund and a minimum increase relative to the average dollar amount of apportionments under TEA-21. Selected states receive a guaranteed share of apportionments and High Priority Projects not less than the state's average annual share under TEA-21. This program replaced TEA-21's Minimum Guarantee program.

Forest Highway Program – A funding program for public highways on federal lands administered directly by the FHWA. In Alaska, this program uses a three-agency project selection committee including FHWA, the US Forest Service and ADOT&PF. While required to be in the STIP, the State of Alaska does not control or allocate these funds.

Ferry Boat Discretionary Program – A national discretionary program for construction of ferries and terminal facilities. SAFETEA-LU designated Alaska to receive \$10 million of \$20 million set aside each year for NHS ferry facilities. Alaska is further eligible for nationwide competition for the undesignated portion of the program.

FAA – Federal Aviation Administration – The federal agency of the US Department of Transportation responsible for funding airport and aviation projects.

FFY – Federal Fiscal Year – The period from October 1 through September 30. For example, FFY 2010 is the period from October 1, 2009 through September 30, 2010.

FHWA – Federal Highway Administration – The federal agency of the US Department of Transportation responsible for funding highway, trail and ferry projects.

Fine Particulates or Particulate Matter (PM-2.5) – a criteria air pollutant. Fine particulate matter is comprised primarily of soot and other tiny bits of solid materials released into and moving around in the air. Fine particulates are primarily produced by combustion sources, including burning of diesel fuels by trucks and buses, incineration of garbage, industrial processes, agricultural burning (field and slash burning), and operation of fireplaces and woodstoves. Fine particulate pollution has been linked to increased respiratory symptoms (irritation, coughing, difficulty breathing), reduced lung function, aggravated asthma, development of chronic bronchitis, irregular heartbeat, nonfatal heart attacks, and premature death in people with lung or heart disease. (See also: Coarse Particulates or particulate matter (PM-10))

FMATS - Fairbanks Metropolitan Area Transportation System – A joint local-state planning and programming organization, designated as the Metropolitan Planning Organization (MPO) for the North Star Borough, and the cities of Fairbanks and North Pole. The MPO develops a Transportation Improvement Program (TIP) for the Fairbanks urbanized area in compliance with the current federal surface transportation law.

FRA – Federal Railroad Administration – The federal agency of the US Department of Transportation responsible for railroad issues.

FTA – Federal Transit Administration – The federal agency of the US Department of Transportation responsible for funding public transportation or transit projects.

Functional Classification – the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. In basic terms, functional classifications for roads include:

- **Arterials:** These roads provide mobility so traffic can move from one place to another quickly and safely.

- **Collectors:** These roads link arterials and local roads and perform some duties of each.

- **Local:** These roads provide access to homes, businesses, and other property.

Functional Obsolescence – Typically used in reference to bridges, it describes bridges that do not meet contemporary design standards, typically due to inadequate lane widths, shoulder widths, vertical clearances or load capacity.

Greenhouse Gases – are gases that trap heat in the atmosphere, commonly known as the greenhouse effect. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. The principal greenhouse gases that enter the atmosphere because of human activities are carbon dioxide, methane, nitrous oxide, and fluorinated gases. The next transportation bill is expected to put limits on transportation activities that contribute to excessive greenhouse gas emissions.

High Priority Projects Program – provides designated funding for specific projects identified in SAFETEA-LU and other federal acts. These may also be known as demonstration (demo) or earmarked projects.

Interstate Highway System – The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the US to internationally significant routes in Canada and Mexico. The Interstate System is a defined set of roads designated by Congress.

ISTEA – Intermodal Surface Transportation Efficiency Act of 1991 – An act of Congress that authorized funding for highways, safety, and mass transportation for a six-year period for federal fiscal years 1992 through 1997. This law was responsible for some programs still in force today, such as CMAQ and Transportation Enhancements, and implementing the STIP planning requirements.

ITS – Intelligent Transportation System – a generic term for rapidly evolving transportation products, services and systems based on advanced technologies such as computers, communications and electronics, intended to improve the safety, efficiency and effectiveness of the transportation system.

MPO – Metropolitan Planning Organization. – An MPO is federally-designated transportation planning body for an urbanized area with a resident population over 50,000. In Alaska, Anchorage and Fairbanks are the only MPOs, known as AMATS (Anchorage Metropolitan Area Transportation Solutions) and FMATS (Fairbanks Metropolitan Area Transportation System) respectively.

Maintenance Area – when referring to air quality this means an area that had been designated as non-attainment in the past, but now meets federal air quality standards. Portions of Anchorage and Fairbanks are currently designated as maintenance areas for carbon monoxide, and are eligible to use CMAQ funds on transportation projects that will help prevent the area from slipping back into non-attainment status. Juneau has requested maintenance status for coarse particulate matter and is awaiting approval from the Environmental Protection Agency.

NAAQS – National Ambient Air Quality Standard – Standards established in the Clean Air Act for various pollutants. Those most concerning Alaska transportation issues are CO (carbon monoxide) and PM (particulate matter – dust and smoke).

Needs List – The common name for Transportation Needs and Priorities in Alaska; a document formerly produced by ADOT&PF that listed all desired transportation projects in the state, including highways, ferries, trails, transit, airports, harbors, and buildings. The Needs List has been replaced by the Needs Database, available online.

NHS – National Highway System – A network of highways and ferry routes in the United States designated by Congress as the most important to interstate travel, national defense, and interstate commerce. Designations are based on recommendations by the FHWA.

Non-Attainment Area – a geographic area in which the level of a criteria air pollutant is higher than the level allowed by the federal standards. In Alaska, there are two areas classified as moderate non-attainment: Juneau-Mendenhall Valley and Eagle River. Portions of the Fairbanks North Star Borough and the Juneau-Mendenhall Valley are expected to be classified as non-attainment areas for fine particulate matter in 2009. Since the previous STIP was published both Anchorage and Fairbanks have improved air quality and are now classified as maintenance areas for carbon monoxide. (See also: Maintenance Area)

Non-Metropolitan Consultation Rule – A process to ensure consultation with local government officials in non-metropolitan areas for transportation planning programs administered by ADOT&PF including the Statewide Long Range Transportation Plan (SWLRTP) and the State Transportation Improvement Program as required by federal regulations (23 CFR 450). The process is described in more detail on the department's website: www.dot.state.ak.us/stwdplng/cip_stip/pubinfo.shtml

Obligation Authority – the total amount of federal highway funds that can be authorized for projects in a given federal fiscal year. This amount results from annual Congressional appropriations and has historically been less than the annual total program apportionments authorized by the surface transportation reauthorization acts (ISTEA, TEA-21, SAFETEA-LU).

PEB – Project Evaluation Board – The board empowered to evaluate and score projects; it is a team of managers from the Alaska Department of Transportation and Public Facilities. There is a board for surface transportation and another for aviation.

Performance Measures – is the process whereby an organization establishes the parameters within which programs, investments, and acquisitions are reaching the desired results. This process of measuring performance often requires the use of statistical evidence to determine progress toward specific defined organizational objectives.

Public Lands Discretionary – A program administered by the FHWA under Federal Lands Highways for highways on public lands. Alaska can apply for nationwide competitive funds annually.

SAFETEA-LU – The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users - The current law describing the surface transportation policy of the United States, and making program allocations for funding in various categories to the states. The act became law on August 10, 2005 and is valid until the end of September 2009, but has been extended via continuing resolutions of the Congress.

Shadow Tolls - Shadow tolls are payments made by a government to the private sector operator of a road based, at least in part, on the number of vehicles using the road and the distance they travel. Originated in England, shadow tolls are not currently used in the U.S.

SIB – State Infrastructure Bank – A SIB is a revolving fund mechanism for financing a wide variety of highway and transit projects through loans and credit enhancement. SIBs are designed to complement traditional Federal-aid highway and transit grants by providing States increased flexibility for financing infrastructure investments.

State Implementation Plan (SIP) – a detailed description of the programs a state will use to carry out its responsibilities under the Clean Air Act. Alaska's SIP is prepared by the ADEC. State implementation plans are collections of the regulations used by a state to reduce air pollution. The Clean Air Act requires that EPA approve each state implementation plan. Members of the public are given opportunities to participate in review and approval of state implementation plans. Transportation elements called for in the SIP are eligible for CMAQ funds and must be implemented in the year defined in the SIP.

STIP – State Transportation Improvement Program – A staged, multi-year, statewide, intermodal program of surface transportation projects which is governed by surface transportation regulations and funded primarily with surface transportation program funds. The STIP is prepared by ADOT&PF and is approved by FTA and FHWA.

Structural Deficiency – Bridges that have deteriorated decks (the driving surface), superstructures (the supports right below the deck), and/or sub-structures (the foundation and supporting posts and piers) can be classified as structurally deficient. The classification does not necessarily mean that a bridge is unsafe, but it does mean that the bridge requires maintenance and repair, and/or eventual rehabilitation or replacement to address deficiencies.

SWLRTP – Statewide Long-Rang Transportation Plan – A federally-mandated plan that provides the basis for the development of STIP projects. In Alaska, the SWLRTP consists of the Statewide Long Range Transportation Policy Plan (SWLRTPP), area transportation plans, and modal or system plans. The SWLRTPP develops transportation policy, goals, and objectives for the state as a whole. Area transportation plans are prepared for specific geographic areas of the state, and recommend projects for inclusion in the STIP. Modal or system plans such as the State Bicycle and Pedestrian Plan, Alaska Aviation System Plan, and Strategic Highway Safety Plan provide programmatic direction specific to a particular transportation mode or system.

TCSP – Transportation and Community and System Preservation Program – A discretionary grant program that provides funds to states, MPOs, local and tribal governments for projects that address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

TEA-21 – Transportation Equity Act for the 21st Century – The surface transportation authorization act that was in force between 1998 and August 2005. It followed ISTEA and preceded SAFETEA-LU.

TIFIA – Transportation Infrastructure Finance and Innovation Act. – Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.

TIP – Transportation Improvement Program – A subset of the STIP developed by AMATS or FMATS for transportation programs and projects within the MPO boundary. TIPs are approved by the MPO and the Governor and then incorporated into the STIP by reference.

Time Trap – By federal highway regulations, a project must proceed to the earlier of construction or right of way acquisition within 10 years. If those requirements are not met, the state may have to repay any expenditures that have been reimbursed.

TRAAK – Trails and Recreational Access for Alaska – A funding category of the STIP that addresses trails, scenic highways, recreational access points and interpretive facilities.

2012-2015 STIP Surface Transportation Funding Sources

Funding available to the state comes from several funding agencies, most notably the Federal Highway Administration and Federal Transit Administration. The state receives several categories of funding from each of these agencies. Each category (often referred to as fund codes) have distinctive rules for project eligibility, match ratios, and other programming factors. The following descriptions address the most significant of these categories, called apportionments.

In the project tables we've identified tentative apportionment designations for each proposed project. These apportionment assignments are estimates and are subject to change. The following paragraphs describe the apportionment categories, eligible project types, apportionment code and the ratio of federal funds. The proportion not paid by federal funds is the state, local or third party match.

Fund Code Descriptions

1934 (Transportation Improvement Earmarks) – Funds for transportation improvement projects specified in Section 1934 of SAFETEA-LU. Funds are available only for the projects specified in the legislation. The federal funds ratio is 90.97%.

3288 (H.R. 3288 Earmarks) – In the Consolidated Appropriations Act, 2010, PL 111-117, Division A, Title I, Department of Transportation, Congress earmarked funds for projects in Alaska. These funds are not available for other projects. The federal share is 100%.

3PF (Third Party Funds) – Funding contributed by parties other than the State usually to provide required matching funds.

AC (Advance Construction) – An innovative financing tool permitted under FHWA rules that, with approval of the FHWA, allows the state to begin a project using state funds prior to the availability of federal funds. This tool allows the state flexibility to use its resources to more efficiently schedule project start-ups.

ACC (Advance Construction Conversion) – Accounting tool to track the repayment of state funds used to begin a project prior to the availability of federal funds.

AC-T (Targeted Advance Construction) – An innovative financing tool permitted under FHWA rules that, with approval of the FHWA, allows the state to begin a project using state funds prior to the availability of federal funds. These funds typically are budgeted for ongoing or recurring projects.

ACC-T (Targeted Advance Construction Conversion) – An accounting tool used to track the repayment of state funds used for Targeted Advance Construction projects.

BOND (Bonds) – Funding generated by the sale of bonds by the state.

BR (Bridge) – These funds are available for deficient highway bridges eligible for replacement or rehabilitation and must be over waterways, other topographical barriers, other highways or railroads. They must also be significantly important and unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. The federal funds ratio varies, typically 93.4% if spent on Interstate routes or 90.97% otherwise.

BRER (Bridge Emergency Repairs/ State funded – bond) – Bridge projects funded with State Geo Bond Bridge Repairs funds.

CMAQ (Congestion Mitigation/Air Quality) – These funds are for projects that can be proven to reduce

traffic congestion and/or improve air quality in federally designated non-attainment areas. Projects such as park and ride lots, transit bus replacement, vehicle inspection and maintenance program improvements, signal coordination, ride sharing, and paving for dust control qualify for these funds. The federal funds ratio varies and is either 90.97% or 100% depending upon the specific category of work.

CORB (Coordinated Border Infrastructure Program) – A formula program revised in SAFETEA-LU to improve the safe movement of motor vehicles at or across the land border between the U.S. and Canada and the land border between the U.S. and Mexico. The revised program replaces the TEA-21 Coordinated Border Infrastructure discretionary program which ends after 2005. The federal funds ratio varies from 90.97% to 100% depending on the type of project and its location.

CST (Cruise Ship Tax) – Proceeds from the state tax on cruise ship passengers available to use on projects that support cruise operations.

DBE (Disadvantaged Business Enterprise) – A program to ensure equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. The statute provides that at least 10% of the amounts made available for any Federal-aid highways, mass transit, and transportation research and technology program be expended with certified DBEs.

DEN (Denali Commission) – A program established by SAFETEA-LU to fund planning, design, engineering, and construction of road and other surface transportation infrastructure in rural Alaska. SAFETEA-LU authorized \$15 million per year directly to the Denali Commission to carry out the program in consultation with the Denali Access System Program Advisory Committee, appointed by the Governor.

E115 (Section 115 Earmarks) – In the Federal FY 2004 Consolidated Appropriations Act, section 115 of Division F, dealing with Transportation Appropriations, Congress earmarked funds for projects in Alaska. These funds are not available for other projects. The federal share is 100%.

E117 (Section 117 Earmarks) – In the Federal FY 2005 Consolidated Appropriations Act, PL 108-447, section 117 of Division H, dealing with Transportation Appropriations, Congress earmarked funds for projects in Alaska. These funds are not available for other projects. The federal share is 100%.

E330 (Section 330 Earmarks) – In the Federal FY 2003 Consolidated Appropriations Resolution, PL 108-7, section 330 of Division I, dealing with Transportation Appropriations, Congress earmarked funds for projects in Alaska. These funds are not available for other projects. The federal share is 100%.

EMFX (Earmark Flexible) – Section 186 of the FFY 2006 federal appropriations bill changed the availability of several deductive and non-deductive earmarks for the Knik Arm and Gravina Island bridge projects, allowing the state to use them for any eligible purpose. The match ratio is determined by the type of project funded from this source.

FBD (Ferry Boat Discretionary Funds) – Each year, the Federal Highway Administration receives applications from states for the nationwide allocation of Ferry Boat Discretionary funds. Projects must be for the construction or improvements to ferryboats or ferry terminal facilities on National Highway System routes. Funds are available only in the year approved. While a portion is set aside for Alaska (see FBDA below) Alaska may also apply for the nationwide funds. The federal funds ratio is 80%.

FBDA (Ferry Boat Discretionary Funds – Alaska set aside) – A portion of the Ferry Boat Discretionary funds, for the construction or improvements to ferryboats or ferry terminal facilities on National Highway System routes, is set aside for projects in Alaska. Funds are available only in the year approved. The federal funds ratio is 80%.

FH (Forest Highways) – planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within forestlands. These funds may be seen in conjunction with projects in the Tongass or Chugach National Forests.

HIPR (High Priority 1602) – In TEA-21 section 1602, Congress earmarked funds for over 1,800 projects in many states. Alaska received over \$68 million for sixteen projects. These funds are not available for other projects. The federal share is 80%.

HPRL (High Priority 1702) – In SAFETEA-LU section 1702, Congress earmarked funds for over 5,000 projects nationwide. Generally, these funds are not available for other projects; although the funding for some projects may be loaned to other projects within the list. The federal share is 90.97%.

HPRM - functionally the same as HPRL for general purposes, the different codes indicates to funding personnel where to look for legislative language.

ILLU (Illustrative) – Indicates projects that would be funded and advanced if funding becomes available either through receipt of additional funds or because another project cannot be advanced; the specific source or sources of funds will be determined when and if the project is selected to be funded.

IM (Interstate Maintenance) – Funds used for resurfacing, restoration, rehabilitation and reconstruction of the Interstate Highway System. The state selects and prioritizes all IM projects for funding. The federal funds ratio is 93.4%

IRR (Indian Reservation Roads) – transportation planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities serving federally-recognized Indian tribes.

NHPP (National Highway Performance Program) – In MAP-21 section 1106, Congress designated the NHPP to provide support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. This funding code incorporates previous NHS, IM and some BR fund codes. The federal funds ratio is 90.97%.

NHS (National Highway System) – A system of highways considered most important to interstate travel, national defense, connection with other modes of transportation, and are essential to international commerce. The system includes the current interstate highways and much of the old primary system. Federal law designated Alaska's system of NHS routes in December 1995. Currently, over 2,100 miles of highway and all the vessels of the Alaska Marine Highway System, including designated terminals, are eligible for NHS funding. The federal funds ratio is 93.4% if used on a section of interstate, or 90.97% if it is not.

OSF (Other State Funds) – Funding from non-federal state funds that have been appropriated.

PLD (Public Lands Discretionary Funds) – This is a nationwide competitive program. Eligible projects are on roads that are in or adjacent to federal lands. Most of the projects will be found in the Alaska Highway System. The federal share is 100%.

PLNG (State Planning) – These funds are designated for the mandatory planning tasks the department undertakes, including preparation of the Statewide Transportation Plan (SwTP) and State Transportation Improvement Program (STIP), statistical measurements of the transportation system (traffic volumes, pavement condition, accident locations, causes and severity, and physical characteristics of roads and highways), mapping, and management systems. The federal funds ratio is 80%.

PPP (Public-Private Partnership Financing) – Funds intended to be provided by a private entity in a partnership with a public entity (state, federal or local government) to support construction of a project, the funds to be repaid typically by the collection of tolls.

PSF (Proposed State Funds) – Funding proposed from non-federal state funds that are not yet appropriated but are believed to be sufficiently likely that we have included them in a project's budget.

RES (Research) – These funds are designated for research tasks the department undertakes, including engineering and economic studies and applied research. The federal funds ratio is 80%.

RHE (Rail Hazard Elimination Program) – This purpose of this program is to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings. This program funds the federal requirement that each state conducts and systematically maintain a survey of all highways to identify railroad crossings that may require separation, relocation, or protective devices, and establish and implement a schedule of projects for this purpose. The federal funds ratio is 90%.

RTP (Recreational Trails Program) – This funding category is intended to develop and maintain recreational trails and trail related facilities for both non-motorized and motorized recreational trail uses. This program is administered by the Department of Natural Resources. The federal funds ratio is 90.97%.

SA (Safety) – Safety projects include hazard elimination, railroad crossing, and railroad protective devices. In order to qualify, the project must be identified through the Highway Safety Improvement Program, which seeks to identify hazardous locations throughout the state based on accident histories. The federal funds ratio varies and is either 90% or 100% depending upon the specific category of work.

SA40 (Safety Sanction) – This special category of safety funds addresses highway hazard eliminations similar to Safety (SA) above, 100% federal. The funds are made available by a sanction or reduction to Alaska's Interstate Maintenance, National Highway System and Surface Transportation Program apportionments. Each year, 3% of these program funds are reallocated because Alaska does not have conforming laws addressing repeat DUI and open alcoholic containers on motorcycles.

SCBY (Scenic Byways) – This is a small category designated for planning, design and development of scenic byways programs on existing surface transportation routes. The funds Alaska receives under this program are based on successful competition with applicants nationwide. The federal funds ratio is 80%.

SFGL (State Funds – Gasline) – State funds for gas line projects

SM (State Match) – The State's share of project costs required to match federal program funds. Depending on the particular federal program requirements, the state's share of the costs, the state match required, will vary from as little as zero percent to as much as 50%. Most often the state's share will range from 9.03% to 20%.

SRTS (Safe Routes to School) – This new funding category created by SAFETEA-LU is intended to fund the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. Between 10% and 30% of the funds must be allocated for non-infrastructure-related activities to encourage walking and bicycling to school. The federal funds ratio is 100%.

STP (Surface Transportation Program) – Flexible funding that may be used by the state and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, bus terminals and facilities. Unlike other states, Alaska is allowed to use these funds on any public road in Alaska, regardless of classification. The federal funds ratio varies, typically 93.4% if spent on interstate routes or 90.97% otherwise.

TCSP (Transportation and Community and System Preservation) – A discretionary grant program that provides funds to states, MPOs, local and tribal governments for projects that address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. The federal share is 90.97%.

TA (Transportation Alternatives) – The Moving Ahead for Progress in the 21st Century Act (MAP-21) replaced the Transportation Enhancement (TE) Activities with the Transportation Alternatives Program (TA), a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU. The federal funds ratio is 90.97%.

URPL (Metropolitan Planning) – In Alaska, these funds can be used in any urban area within the state. Planning processes and special planning studies are eligible activities within this program. The federal funds ratio is 90.97%.

TRANSIT AND RAIL Fund Codes

5307RR - FTA (Alaska Railroad Passenger Operations) – A portion of Section 5307 funds, Capital and Operating Funds for Urbanized Areas specifically set aside for the Alaska Railroad for costs related to passenger operations.

5309 - FTA (Capital Program) – This program provides capital assistance for three primary activities:

□ **(5309BU)** New and replacement buses and facilities □ **(5309FG)** Modernization of existing rail and ferry systems □ **(5309NS)** (New Starts) New fixed-guideway systems (including ferry systems)

Congress usually fully earmarks all available funding. In SAFETEA-LU Congress set aside a portion of the New Start funds for capital improvements on Alaska and Hawaii ferry systems (the two states split the set-aside). Congress also set aside a portion of the Capital Program New Starts funds for the Denali Commission for docks, waterfront development projects, and related transportation infrastructure. On occasion, a recipient agency will apply for section 5309 funds on behalf of transit agencies throughout the state and ask DOT&PF to administer these funds. When this happens, the funds are distributed through the annual Alaska Community Transportation Grant application process. The federal funds ratio is 80%.

5310 - FTA (Elderly and Persons with Disabilities Program) – This program funds transportation services to meet the special needs of the elderly and persons with disabilities. Funds are apportioned to the states based on the number of elderly and persons with disabilities in each state. Grants are available to nonprofit organizations (and sometimes governmental entities approved by the state) for the purchase of vehicles, related equipment, and the purchase of rides. SAFETEA-LU listed Alaska as one of a select group of states to participate in a pilot program that would allow a portion of these funds to be used to cover operating costs (at a 43.14% match) of projects that meet the special needs of elderly individuals and individuals with disabilities. The federal funds ratio for the remainder of these funds is 90.97%.

5311 (Non-urbanized Area Formula Program) – This program provides funding to enhance public transportation in rural and small urban areas. It also assists in the maintenance, development, improvement, and use of public transportation systems. A component of this program is the Rural Transit Assistance Program (RTAP), which provides training and technical assistance to transit operators. The federal funds ratio is 90.97% for capital projects and project administration, and up to 56.86% for operating assistance. RTAP projects are 100% federally funded.

5316 (Job Access and Reverse Commute) – This program funds new or expanded transportation projects for low-income individuals who may live in the city core and work in suburban locations, or work non-traditional work schedules. Formula allocations are based on the number of low-income persons in the state and are apportioned to urban areas over 200,000 residents, urban areas under 200,000, and to the state for non-urban areas. SAFETEA-LU revised this program to allocate funds to the states on a formula basis instead of the discretionary program it was under TEA-21. The federal funds ratio is 50% for operating assistance and 80% for capital.

5337GR (Section 5337 State of Good Repair) – A new formula-based State of Good Repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

5339 – (Bus and Bus Facilities) – Funding for capital expenses for eligible rural public transit systems.