

APPENDIX H

GLOSSARY OF TERMS, ACRONYMS AND ABBREVIATIONS

GLOSSARY OF TERMS, ACRONYMS & ABBREVIATIONS

ADA - THE AMERICANS WITH DISABILITIES ACT OF 1990 mandated sweeping changes in building codes, transportation and hiring practices to prevent discrimination against persons with disabilities, not just in projects involving federal dollars, but in connection with new public places, conveyances, and employers. The significance of ADA in transportation is mainly felt in terms of transit operations, capital improvements, and hiring.

ADT - AVERAGE DAILY TRAFFIC volume on a segment of roadway.

BFCG - The BENTON-FRANKLIN COUNCIL OF GOVERNMENTS is the Metropolitan Planning Organization (MPO) for the Tri-Cities and the Regional Transportation Planning Organization (RTPO) for Benton, Franklin, and Walla Walla Counties. (See page 1-1 for structure.)

CRAB - The COUNTY ROAD ADMINISTRATION BOARD was created by the Washington State Legislature in 1965 to provide statutory oversight of the 39 county road departments. The Board provides integrated services to meet the counties' needs in areas of transportation as they relate to roads, bridges, growth management, utilities, land use, and other public services. The Board administers the following programs:

- Rural Arterial Program (RAP)
- County Arterial Preservation Program (CAPP)

CTR - The COMMUTE TRIP REDUCTION legislation requires major employers in the eight most populous counties in the State to take measures to reduce the number of single-occupant vehicle (SOV) trips and the number of vehicle miles traveled (VMT) by their employees. SOV trips and VMT are targeted to be reduced from a baseline year within homogeneous trip-reduction zones by 15 percent in 1995, 25 percent in 1997, and 35 percent in 1999.

DOE - The U.S. DEPARTMENT OF ENERGY, operator of the Hanford Site.

EWITS - The EASTERN WASHINGTON INTERMODAL TRANSPORTATION STUDY is a six year study funded jointly by the Federal government and the Washington State Department of Transportation as part of the Intermodal Surface Transportation Efficiency Act of 1991. The study consists of a series of reports that provide information to help shape the multimodal network necessary for the efficient movement of both freight and people into the next century.

FGTS - The FREIGHT & GOODS TRANSPORTATION SYSTEM, consisting of state highways, county roads, and city streets carrying annual freight tonnage of 100,000 gross tons or more. (See discussion, Page 4 - 12)

FHWA - The **FEDERAL HIGHWAY ADMINISTRATION** is the agency of the U.S. Department of Transportation with jurisdiction over highways.

FTA - The **FEDERAL TRANSIT ADMINISTRATION** is the agency of the U.S. Department of Transportation with jurisdiction over transit.

GIS - GEOGRAPHIC INFORMATION SYSTEM

GMA - The **GROWTH MANAGEMENT ACT** of 1990, amended in 1991, was signed into law by the Governor to address the negative consequences of unprecedented population growth and suburban sprawl.

HCM - The **HIGHWAY CAPACITY MANUAL**, a WSDOT publication, provides methodologies for determining the operational capacities of roadways, including intersections, weaving areas, etc.

HOV - A **HIGH-OCCUPANCY VEHICLE** is a car, vanpool, or bus carrying enough people to be able to travel in the HOV or Diamond Lane. In Washington, most HOV lanes require that two or more persons travel together, although in some places three people are needed.

HSS - The **HIGHWAYS OF STATEWIDE SIGNIFICANCE** is that portion of the state system serving statewide travel, including ferry routes, long-haul freight routes, and connections to ports, and to be considered for priority funding by the Washington State Transportation Commission.

ISTEA - The **INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991**, signed into law on December 18, 1991. ISTEA implemented broad changes in the way transportation decisions are made by emphasizing diversity and balance of modes and preservation of existing systems over construction of new facilities, especially roads, and by proposing a series of social, environmental, and energy factors that must be considered in transportation planning, programming, and project selection. (Refer to subsequent TEA-21)

LOS - LEVEL OF SERVICE defines the operational characteristics of a roadway, or segment thereof. The defined range is “A” through “F”. “A” defines ideal conditions wherein motorists have freedom of movement and travel speed. As traffic volumes increase the freedom of movement and speed selection decreases. LOS “F” defines highly congested, forced flow conditions.

MPO - A **METROPOLITAN PLANNING ORGANIZATION** is the agency designated by the Governor (or governors in multi-state areas) to administer the federally required transportation planning in a metropolitan area. An MPO must be in place in every urbanized area over 50,000 population. The MPO is responsible for the long-range plans and the transportation improvement program. The official name for an MPO may also be Council of Governments, Planning Association, Planning

Authority, Regional or Area Planning Council, Regional or Area Planning Commission. The Tri-Cities MPO is addressed on Page 1-3.

MTP - METROPOLITAN TRANSPORTATION PLAN a federally required 20-year plan for making transportation investment decisions in metropolitan areas. (See Page 1-19.)

NAAQS - NATIONAL AMBIENT AIR QUALITY STANDARDS were set by the Environmental Protection Agency to define air pollution. EPA established NAAQS measures for six pollutants: Carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide. (See discussion, Page 1-14.)

NHS - The NATIONAL HIGHWAY SYSTEM designated by Congress in 1995 contains all Interstate routes, a large percentage of urban and rural principal arterials, and strategic highways and connectors. TEA-21 funding is available for NHS. (See Page 4-1.)

NONATTAINMENT AREA - A nonattainment area does not meet NAAQS. In Washington, Seattle/Tacoma, Spokane, and Vancouver are nonattainment areas for ozone and/or carbon monoxide. There are other nonattainment areas for particulate matter.

PAC - The POLICY ADVISORY COMMITTEE of BFCG consists of regional elected officials. (See discussion, Page 1-1.)

PTBA - The PUBLIC TRANSIT BENEFIT AREA designates the area of operation of a public transit system and the taxing area that helps finance that operation.

RTP - A REGIONAL TRANSPORTATION PLAN, coordinating transportation planning efforts of all member jurisdictions, is required of all Regional Transportation Planning Organizations receiving funding for regional planning under the Regional Transportation Planning Program of the GMA. The regional plan must consider a wide range of social, environmental, energy, and economic factors in determining overall regional goals and how transportation can best meet these goals. (See discussion, Page 1-20.)

RTPO - REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS were authorized by the Legislature in 1990 as part of the Growth Management Act. They are created by local governments to coordinate transportation planning among jurisdictions and to develop a regional transportation plan. The Benton-Franklin-Walla Walla RTPO is addressed on Pages 1-3 and 1-7.

RTS - The REGIONAL TRANSPORTATION SYSTEM consists of: 1) All state-owned transportation facilities and services (highways, park-and-ride lots, etc); 2) All local principal arterials and selected minor arterials the RTPO considers necessary to the Plan; 3) Any other transportation facilities and services, including airports,

transit facilities and services, roadways, rail facilities, marine transportation facilities, pedestrian/bicycle facilities, etc., that the RTPO considers necessary; and 4) Any transportation facility or service that regional need or impact places in the plan, as determined by the RTPO.

SAFETEA-LU - The **SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT - A LEGACY FOR USERS** enacted in 2005 to replace and build on the initiatives of the 1998 TEA-21, streamlines environmental processes and project delivery; promotes design-build; promotes innovative financing and flexibility; further emphasizes safety, including on rural roads; safe routes to schools; freight transportation; bridge rehabilitation or replacement; congestion relief; transportation planning; transit; pedestrian/bicycle transportation; system preservation; and scenic byways.

SCENIC & RECREATIONAL HIGHWAYS established by the state legislature in the 1960s, are recognized for their scenic and recreational values, are part of the National Scenic Byways system, and are administered by the Heritage Corridors Program (HCP) of the Washington State Department of Transportation. Emphasis is on preservation, maintenance, and enhancement of heritage resources, access to those resources, and on related tourism. Local partnering, long-term stewardship, and public involvement are key elements of successful heritage corridors.

SEPA - The **STATE ENVIRONMENTAL POLICY ACT** requires the evaluation of environmental impacts associated with a project or agency action prior to approval. Its purposes are: 1) to make decision makers aware of the environmental consequences of their actions, and 2) to involve the public and other interested parties in the analysis.

SOV - A **SINGLE OCCUPANCY VEHICLE** is a vehicle with only one person, the driver.

STIP - The **STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM** compiled from all Regional Transportation Improvement Programs (TIPs) for approval by the Governor, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The STIP contains only federally funded or partially funded projects, not projects funded entirely with state and local monies. The STIP is a prioritized three-year transportation investment strategy addressing the goals of the state long-range plan.

STP - The **SURFACE TRANSPORTATION PROGRAM** is one of the key capital programs in TEA-21. It provides flexibility in expenditure of “road” funds for nonmotorized and transit modes and for a category of activities known as transportation enhancements, a broadening of the definition of eligible transportation activities to include pedestrian and bicycle facilities and enhancement of community and environmental quality through ten categories of activities. See discussion, Page 1-12.

STRAHNET - The **STRATEGIC HIGHWAY NETWORK**, identified by the Department of Defense, consists of strategic federal and state routes that are designated as part of the National Highway System (NHS).

TAC - The **TECHNICAL ADVISORY COMMITTEE** of BFCG consists of one staff representative of each regional jurisdiction. (See Page 1-1.)

TCM - **TRANSPORTATION CONTROL MEASURES** are implemented to enable nonattainment areas meet their emissions goals. They can include Transportation Demand Management measures, parking policies and pricing, or other system improvements which reduce congestion.

TDM - **TRANSPORTATION DEMAND MANAGEMENT** measures try to reduce the proportion of SOV commuters. TDM measures can include promotion of non-SOV modes of transportation, car and vanpool formation assistance, transit subsidies, and a variety of other measures. (See discussion, Page 2-16.)

TEA-21 - **TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY** enacted in 1998 to replace and build on the initiatives of the 1991 ISTEA, emphasizes funding flexibility, the environment, strong planning processes, safety, enhancing communities, and advancing economic growth and competitiveness through efficient and flexible transportation.

TIB - The **TRANSPORTATION IMPROVEMENT BOARD** is financed by the Washington State Legislature to assist local agencies to preserve and improve transportation systems by providing assistance; support economic development; promote multi-jurisdictional and multimodal coordination; and promote public/private cooperation. The TIB administers the following programs:

- City Hardship Assistance Program (CHAP) Program
- Small City Program (SCP)
- Transportation Partnership Program (TPP)
- Arterial Improvement Program (AIP)
- Pedestrian Safety & Mobility Program (PSMP)
- Public Transportation Systems Program (PTSP)

TIP - A **TRANSPORTATION IMPROVEMENT PROGRAM** is a three-year transportation investment strategy required under TEA-21, similar to the six-year program required by State law, which addresses the goals of the long-range plans and lists priority projects and activities for the region. (At the state level, the TIP is also known as a STIP. TIPS from all regions are incorporation in the STIP.) Refer to Page 1-11.

TMA - **TRANSPORTATION MANAGEMENT AREAS** are subject to special requirements under ISTEA and in some cases benefit from preferential treatment with regard to air quality needs and local authority to select transportation

projects. Any urban area over 200,000 population is automatically a Transportation Management Area, which subjects it to additional planning requirements but also entitles it to funds earmarked for large urbanized areas under the Surface Transportation Program. Additional areas may be designated TMAs if the governor and the MPO or affected local officials request designation. Such a designation would entitle them to greater local project selection authority through their MPOs and to STP funds earmarked for large urban areas. (It should be noted that by agreement within Washington State, all MPOs have essentially been given that authority.) Designation as TMA also carries additional responsibilities for the preparation of a Congestion Management System. (TMAs are not to be confused with **Transportation Management Associations**, voluntary groups set up to manage and reduce the number of trips taken in an area. These associations are often created and managed by employers.)

Tri-MATS - The **Tri-CITIES METROPOLITAN AREA TRANSPORTATION STUDY** is the Metropolitan Planning Organization (MPO), consisting of the Technical Advisory Committee (TAC), the Policy Advisory Committee (PAC) and the Regional Council Board. See discussion on Page 1-1.

TSM - TRANSPORTATION SYSTEMS MANAGEMENT describes a variety of actions and activities designed to make the existing transportation system more efficient. It includes, for example, traffic synchronization.

UPWP - The **UNIFIED PLANNING WORK PROGRAM** of BFGC describes planning activities proposed to be undertaken during the fiscal year and the financial resources necessary to complete those activities. Refer to Page 1-11.

URBAN AREAS are urban places having populations of 5,000 or more and meeting certain population density requirements.

URBANIZED AREAS are areas of one or more cities with a population of 50,000 or more and surrounding incorporated or unincorporated areas that meet certain criteria for population size and density. Urban and Urbanized Areas are addressed on Page 1-4.

VMT - VEHICLE MILES TRAVELED described the number of miles traveled during a typical trip, for example, a typical commute trip. It can serve as an indicator for demand management activities.

WSDOT - The **WASHINGTON STATE DEPARTMENT OF TRANSPORTATION**.

WTP - The **WASHINGTON TRANSPORTATION PLAN** currently being updated by WSDOT in cooperation with metropolitan and regional transportation planning organizations, focuses on statewide transportation issues and provides an overall vision of the future of transportation in the state.