

# Albany Area Metropolitan Planning Organization



Part 1 - Transportation Acronyms

Part 2 - Transportation Glossary

Updated January 2021

## **Part 1: Transportation Acronyms**

Many of the acronyms listed here are expanded upon in the glossary.

**3-C:** *Continuing, Comprehensive and Cooperative Planning Process*

**3R:** Resurfacing, restoring, and rehabilitating

**AAMPO:** Albany Area Metropolitan Planning Organization

**AASHO:** American Association of State Highway Officials

**AASHTO:** American Association of State Highway and Transportation Officials

**ACT:** Area Commission on Transportation

**ADA:** Americans with Disabilities Act

**ADT & AADT:** Average Daily Traffic & Annual Average Daily Traffic

**AMPO:** Association of Metropolitan Planning Organizations

**APA:** American Planning Association

**APTA:** American Public Transportation Association

**ARBA:** American Road Builders' Association

**ARMA:** American Road Makers' Association

**ARRA:** American Recovery and Reinvestment Act

**ARTBA:** American Road and Transportation Builders' Association

**ATS:** Albany Transit System

**BMP:** Best Management Practice

**BMS:** Bridge Management System

**BRT:** Bus Rapid Transit

**BTS:** Bureau of Transportation Statistics

**CAA:** Clean Air Act

**CAA(A):** Clean Air Act Amendments

**CALM:** Corvallis Albany Lebanon Model

**CAMPO:** Corvallis Area Metropolitan Planning Organization

**CFR:** Code of Federal Regulations

**CIP:** Capital Improvement Program

**CMAQ:** Congestion Mitigation and Air Quality Program

**CMP:** Congestion Management Process (Plan)

**CMS:** Congestion Management System

**COG:** Council of Governments

**CTS:** Corvallis Transit System

**CWACT:** Cascades West Area Commission on Transportation

**DEIS:** Draft Environment Impact Statement

**DEQ:** Department of Environmental Quality

**DLCD:** Department of Land Conservation and Development

**DOT:** Department of Transportation

**EEO:** Equal Employment Opportunity  
**EIS:** Environmental Impact Statement  
**EJ:** Environmental Justice  
**EPA:** Environmental Protection Agency

**FAA:** Federal Aviation Administration  
**FAP:** Federal-aid primary  
**FAS:** Federal-aid secondary  
**FAST Act:** Fixing America's Surface Transportation Act  
**FAUB:** Federal-aid Urban Boundary  
**FEIS:** Final Environmental Impact Statement  
**FFC:** Federal Functional Classification  
**FFY:** Federal Fiscal Year  
**FHWA:** Federal Highway Administration  
**FONSI:** Finding of No Significant Impact  
**FRA:** Federal Railroad Administration  
**FTA:** Federal Transit Administration  
**FY:** Fiscal Year

**GIS:** Geographic Information System  
**GPS:** Global Positioning System

**HBP:** Highway Bridge Program  
**HCM:** Highway Capacity Manual  
**HOV:** High Occupancy Vehicle  
**HPMS:** Highway Performance Monitoring Systems  
**HRB:** Highway Research Board  
**HSIP:** Highway Safety Improvement Program  
**HSR:** High Speed Rail  
**HTF:** Highway Trust Fund

**I/M:** Inspection and Maintenance  
**IAMP:** Interchange Area Management Plan  
**ICC:** Interstate Commerce Commission  
**IGA:** Intergovernmental Agreement  
**IHS:** Interstate Highway System  
**IM:** Interstate Maintenance  
**IRF:** International Road Federation  
**ITS:** Intelligent Transportation Systems  
**IVHS:** Intelligent Vehicle Highway Systems

**LCDC:** Land Conservation and Development Commission  
**LOS:** Level of Service  
**LRT:** Light Rail Transit

**L RTP:** Long-Range Transportation Plan

**MaaS:** Mobility as a Service

**MAP-21 Act:** Moving Ahead for Progress in the 21<sup>st</sup> Century Act

**MIS:** Major Investment Study

**MOA:** Memorandum of Agreement

**MOU:** Memorandum of Understanding

**MOVES:** Motor Vehicle Emission Simulator

**MPO:** Metropolitan Planning Organization

**MSA:** Metropolitan Statistical Area

**MTIP:** Metropolitan Transportation Improvement Program

**MTP:** Metropolitan Transportation Plan, also called a Regional Transportation Plan (RTP)

**MUTCD:** Manual on Uniform Traffic Control Devices

**MWACT:** Mid-Willamette Valley Area Commission on Transportation

**NAA:** Non-Attainment Area

**NAAQS:** National Ambient Air Quality Standards

**NEPA:** National Environmental Policy Act of 1969

**NHFP:** National Highway Freight Program

**NHPP:** National Highway Performance Program

**NHS:** National Highway System

**NHTSA:** National Highway Traffic Safety Administration

**NOX:** Nitrogen Oxides

**O&M:** Operations and Maintenance

**OCWCOG:** Oregon Cascades West Council of Governments

**ODOT:** Oregon Department of Transportation

**OHP:** Oregon Highway Plan

**OM&P:** Operations, Maintenance and Preservation

**OMPOC:** Oregon MPO Consortium

**ORFS:** Oregon Roads Finance Committee

**OTC:** Oregon Transportation Commission

**OTIA:** Oregon Transportation Investment Act

**OTP:** Oregon Transportation Plan

**OTREC:** Oregon Transportation Research and Education Consortium

**PCI:** Pavement Condition Index

**PCR:** Pavement Condition Rating

**PE:** Preliminary Engineering

**PEA:** Planning Emphasis Areas

**PL:** Planning Funds

**PMT:** Project Management Team

**POP:** Program of Projects

**PPM:** Policy and Procedure Memorandum

**PPP:** Public Participation Plan  
**PS&E:** Plans, Specifications, and Estimates

**RFP:** Request for Proposal  
**ROW:** Right of Way  
**RR:** Railroad  
**RTP:** Regional Transportation Plan, also called a Metropolitan Transportation Plan (MTP)  
**RTPO:** Rural Transportation Planning Organization

**SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users

**SDC:** System Development Charge

**SFY:** State Fiscal Year

**SIB:** State Infrastructure Bank

**SIP:** State Implementation Plan

**SOV:** Single Occupancy Vehicle

**SPR:** State Planning and Research funds

**SRTS:** Safe Routes to School

**STA:** Special Transportation Area

**STBG:** Surface Transportation Block Grant Program

**STF:** Special Transportation Fund

**STIP:** Statewide Transportation Improvement Program

**C-STIP:** Construction STIP

**D-STIP:** Development STIP

**STP:** Surface Transportation Program (now called Surface Transportation Block Grant Program)

**STP-E:** Surface Transportation Program –Enhancement

**STP-R:** Surface Transportation Program –Rural

**STP-S:** Surface Transportation Program –State

**STP-U:** Surface Transportation Program –Urban

**STPP:** Surface Transportation Policy Project

**TAC:** Technical Advisory Committee

**TAZ:** Traffic Analysis Zone

**TCM:** Transportation Control Measure

**TDM:** Transportation Demand Management

**TDP:** Transit Development Plan

**TGM:** Transportation Growth Management

**TIFIA:** Transportation Infrastructure Finance and Innovation Act of 1998

**TIP:** Transportation Improvement Program, can be either Metropolitan TIP (MTIP) or State TIP (STIP)

**TMA:** Transportation Management Area

**TNC:** Transportation Network Company

**TO:** Transportation Options

**TOD:** Transit Oriented Development

**TPAU:** Transportation Planning Analysis Unit, part of ODOT

**TPR:** Transportation Planning Rule

**TRB:** Transportation Research Board  
**TSI:** Transportation System Improvements  
**TSM:** Transportation System Management  
**TSP:** Transportation System Plan  
**TUF:** Transportation Utility Fee

**UGB:** Urban Growth Boundary  
**UPWP:** Unified Planning Work Program  
**U.S.C.:** United States Code  
**UZA:** Urbanized Area

**V/C:** Volume to Capacity Ratio  
**VMT:** Vehicle Miles Traveled  
**VOCs:** Volatile Organic Compounds  
**VPD:** Vehicles Per Day

## Part 2: Transportation Glossary

**5303:** FTA 5303 Metropolitan Planning funds are used for multimodal planning in an MPO area. One of two main sources of a MPO's operating funds (the other being PL funds).

**5307:** FTA 5307 funding is provided to MPOs for public transportation capital, planning, job access and reverse commute projects. 5307 funds may also be used for operating expenses in MPOs of less than 200,000 or if the system has fewer than 100 buses. The City of Albany, which operates Albany Transit System, is the Direct Recipient of AAMPO's 5307 funds. The funds should be expended by the City of Albany consistent with the AAMPO regional transportation plan and the guidance provided by the AAMPO Policy Board.

**5310:** FTA 5310 funds are used to enhance mobility of seniors and those with disabilities. In Oregon, 5310 Special Transportation Fund (STF) agencies receive the 5310 funds on behalf of the smaller MPOs (with populations less than 200,000). The STF agencies coordinate with MPOs to determine how 5310 funds will be spent within the MPO area. AAMPO's STF agency is Linn County.

**5311:** FTA 5311 funds are used for capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000 (non-urbanized areas outside of MPOs).

**5339:** FTA 5339 funds for transit capital improvements (e.g. bus purchases, bus facilities). Previously called 5309 funds.

**Albany Area Metropolitan Planning Organization (AAMPO):** The Albany Area Metropolitan Planning Organization includes the cities of Jefferson, Millersburg, Albany and Tangent, Benton and Linn Counties, and ODOT. AAMPO is responsible for programming regional transportation planning in their area.

**Albany Transit System (ATS):** Albany Transit System provides public transportation to the Albany area and also operates the Linn-Benton Loop bus service. Unlike some public transportation providers, ATS is division of the City of Albany, not a standalone entity.

**Alternative Modes of Transportation:** Forms of transportation that provide transportation alternatives to the use of single-occupant automobiles. Examples include: rail, transit, carpools, bicycles, and walking.

**Americans with Disabilities Act (ADA):** Federal civil rights legislation signed into law in 1990 for persons with disabilities that prohibits discrimination specifically in the areas of employment, public accommodation, public services, telecommunications, and transportation. Transportation requirements include the provision of "comparable paratransit service" that is equivalent to general public fixed-route service for persons who are unable to use regular bus service due to a disability.

**Average Daily Traffic (ADT) & Annual Average Daily Traffic (AADT):** Average daily traffic is the estimated mean daily traffic volume. ADTs can be calculated from any sample of repeated daily counts of traffic volumes, with duration as short as one week. Because that short-duration count may be

subject to seasonal fluctuation or other sources of bias, ADTs are often *annualized* by applying adjustment factors from nearby permanent count stations. The resulting average annual daily traffic (AADT) is often used to describe traffic volume characteristics of a roadway in a planning context.

**Area Commission on Transportation (ACT):** Regional entities responsible for coordinating transportation planning throughout Oregon. ODOT requires local ACTs to establish a relationship with MPOs in their area and to coordinate in the prioritization of projects in their respective planning efforts.

**Balanced Transportation System:** A system that provides a range of transportation options and takes advantage of the inherent efficiencies of each mode.

**Bus Rapid Transit (BRT):** Bus rapid transit is a high-quality bus-based transit system that delivers fast and efficient service. BRT often includes one or more of the following elements that distinguish it from regular bus service: dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations. Because BRT contains features similar to a light rail or subway system, it is often considered more reliable, convenient and faster than regular bus services. With the right features, BRT is able to avoid the delays that can slow regular bus services, like being stuck in traffic and queuing to pay on board.

**Corvallis Albany Lebanon Model (CALM):** The Corvallis Albany Lebanon Model (CALM) is an analysis tool used to forecast travel patterns (auto, walk, bike, transit) on the transportation system. CALM models how travel and transportation system conditions are likely to respond to changes in land use, population, employment, new transportation facilities, transit service, and public policy. The CALM model is managed by ODOT's Transportation Planning and Analysis Unit (TPAU). Both AAMPO and CAMPO use CALM to help forecast travel patterns when updating their individual regional transportation plans.

**Capacity:** A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period. The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour or persons per hour.

**Capital Improvement Program (CIP):** A plan for future capital infrastructure and program expenditures which identifies each capital project, its anticipated start and completion, and allocates existing funds and known revenue sources for a given period of time. Each local government has a CIP.

**Cascades West Area Commission on Transportation (CWACT):** Area Commissions on Transportation are advisory bodies chartered by the Oregon Transportation Commission. CWACT includes Linn, Lincoln and Benton Counties.

**Comprehensive Plan:** An official document adopted by a local government that describes the general, long-range policies on how the community's future development should occur. A local comprehensive plan must be in compliance with Oregon state land use planning goals.

**Congestion:** A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times.

**Congestion Management System (CMS):** Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods to levels that meet state and local needs.

**Corvallis Area Metropolitan Planning Organization (CAMPO):** The Corvallis Area Metropolitan Planning Organization includes the cities of Corvallis, Philomath and Adair Village, Benton County, and ODOT. CAMPO is responsible for programming regional transportation planning in the CAMPO planning area.

**Corvallis Transit System (CTS):** Corvallis Transit System provides public transportation to the Corvallis area and also operates the Philomath Connection bus service. Unlike some public transportation providers, CTS is division of the City of Corvallis, not a standalone entity.

**Council of Government (COG):** Council of Governments are voluntary associations that represent member local governments, mainly cities and counties, that seek to provide cooperative planning, coordination, and technical assistance on issues of mutual concern that cross jurisdictional lines. While all COGs are different, COG work often includes senior and disability services, community service programs, community and economic development, and transportation planning.

**Department of Land Conservation and Development (DLCD):** The state department that administers Oregon's statewide land use program. The Land Conservation and Development Commission (LCDC) is the appointed policy board that guides DLCD.

**Department of Transportation (DOT):** When used alone, indicates U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency (e.g., Oregon Department of Transportation is ODOT).

**Environmental Justice (EJ):** Environmental justice is the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no population bears a disproportionate share of negative environmental consequences resulting from industrial, municipal, and commercial operations or from the execution of federal, state, and local laws; regulations; and policies. Meaningful involvement requires effective access to decision makers for all, and the ability in all communities to make informed decisions and take positive actions to produce environmental justice for themselves.

**Federal Aid Urban Boundary (FAUB):** Federal Aid Urban Boundaries establish the dividing line between urban and rural federal functional classifications (FFC). The FAUB includes the urbanized area with consideration also given to major traffic generators, major bus routes, interchanges, bridges and continuity of roadway classification.

**Federal Fiscal Year (FFY):** The federal fiscal year (FFY), sometimes shortened to just fiscal year (FY), is the time period from October 1<sup>st</sup> through September 30<sup>th</sup>. This time period differs slightly from the Oregon state fiscal year (SFY), which runs from July 1<sup>st</sup> through June 30<sup>th</sup>.

**Federal Functional Classification (FFC):** Federal Functional Classification is the system by which roads are grouped into functional systems according to the type of service and amount of traffic the facility carries. Functional classification is used to determine design standards of roads and determines federal aid funding eligibility. Classes, from highest to lowest, include: interstate, freeway/expressway, arterial, collector, and local roads. Each classification represents a different balance of mobility and access. Highways have high mobility (you can travel very far, very fast), but low access (they have limited on and off ramps and do not directly serve abutting land uses). Local neighborhood roads have low mobility (they do not extend very far and you cannot go very fast), but high access (the road provides direct access to all of the homes and business along it).

**Federal Highway Administration (FHWA):** A branch of the U.S. Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads.

**Federal Transit Administration (FTA):** A branch of the U.S. Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the Nation's communities and natural environment, and to strengthen the national economy.

**Financial Programming:** A short-term commitment of funds to specific projects identified in the Transportation Improvement Program (see TIP).

**Fiscal or Financial Constraint:** Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

**Fixing America's Surface Transportation Act (FAST Act):** Federal transportation act governing federal surface transportation spending in effect from 2015 to 2021. The Act was originally set to expire in September of 2020 but was extended one year until 2021.

**Geographic Information System (GIS):** Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

**Goal 12:** One of 19 statewide planning standards of Oregon that make up the state land use planning program. Goal 12 relates to transportation and reads: "To provide and encourage a safe, convenient and economic transportation system." See Transportation Planning Rule.

**Goals:** A desired result or purpose. In planning, a goal is a broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal may never be completely attainable, but it is used as a point toward which the community may strive.

**High-Occupancy Vehicle (HOV):** Vehicles carrying two or more people. The number that constitutes an HOV for the purposes of HOV highway lanes may be designated differently by different transportation agencies.

**Intelligent Transportation Systems (ITS):** The application of advanced technologies to improve the efficiency and safety of transportation systems.

**Intergovernmental Agreement (IGA):** A formally adopted agreement between units of government that articulates the respective roles, duties and responsibilities of the agencies party to the agreement.

**Interim Benchmarks:** Transportation System Plans (TSP) required by the Transportation Planning Rule must include interim benchmarks for use in evaluating progress at 5-year intervals. Where interim benchmarks are not met, the TSP must be amended to include new or additional efforts.

**Intermodal:** The ability to connect, and the connections between, modes of transportation. A facility, station, terminal, or hub may be called intermodal if it serves as a junction for multiple modes of transportation. For example, a terminal facility that integrates rail, road, mass transit, bus, inland waterways, and taxis. The term is very similar to multimodal.

**Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA):** Legislative initiative by the U.S. Congress that restructured funding for transportation programs; authorized an increased role for regional planning commissions/MPOs in funding decisions; and required comprehensive regional and statewide long-term transportation plans.

**Interstate Highway System (IHS):** The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the U.S. to internationally significant routes in Canada and Mexico.

**Land Conservation and Development Commission (LCDC):** A seven-member commission of volunteer citizens established by Senate Bill 100 in 1973 to develop and administer Oregon's statewide planning goals. The commission sets and guides policy for the administrative department, DLCD.

**Land Use:** Refers to the manner in which portions of land or the structures on them are used, i.e. commercial, residential, retail, industrial, etc.

**Land Use Board of Appeals (LUBA):** A board established by the state legislature in 1979 to hear and decide on contested land-use cases

**Level of Service (LOS):** Level of service is a measure by which transportation planners estimate the quality of operations at specific transportation facilities such as roads, lanes, and intersections. LOS

characterizes the operating conditions on the facility in terms of speed, travel time, freedom to maneuver, and traffic interruptions. LOS is described on a grade scale and ranges from A (least congested, free flowing traffic) to F (most congested, stop and go traffic). LOS has traditionally been vehicle centric; focusing on throughput of cars and relying heavily on measures of capacity and vehicle delay. Transportation planners and communities have recognized that focusing solely on traditional LOS when making transportation investment decisions sometimes comes at the expense of other modes of transportation. To this end, many communities are now using multi-modal LOS (MMLOS) to better account for quality of service for all modes of transportation along a corridor.

**Limited English Proficient (LEP) Persons:** Persons for whom English is not their primary language and who have a limited ability to speak, understand, read, or write English. It includes people who reported to the U.S. Census that they do not speak English well or do not speak English at all.

**Long-Range Transportation Plan (LRTP):** See Regional Transportation Plan

**Memorandum of Agreement (MOA):** A memorandum of agreement is a document written between parties to cooperatively work together on an agreed upon project or meet an agreed upon objective. The purpose of an MOA is to have a written understanding of the agreement between parties. The MOA can also be a legal document that is binding and hold the parties responsible to their commitment or just a partnership agreement.

**Memorandum of Understanding (MOU):** A memorandum of understanding is a legal document describing a bilateral agreement between parties. It expresses a convergence of will between the parties, indicating an intended common line of action, rather than a legal commitment. MOUs generally lacks the bind power of a contract.

**Metropolitan Planning Organization (MPO):** A federally designated regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.

**Metropolitan Statistical Area (MSA):** Metropolitan statistical areas consist a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core. MSAs are delineated by the U.S. Office of Management and Budget areas according to published standards that are applied to Census Bureau data.

**Metropolitan Transportation Improvement Program (MTIP):** A staged, multiyear (typically three to five years) listing of surface transportation projects proposed for federal, state and local funding within a metropolitan area. MPOs are required to prepare a MTIP as a short range programming document to complement its long-range Regional Transportation Plan (RTP). Metropolitan TIPS (MTIPs) contain projects with committed or reasonably certain funds. MTIPs and projects for non-metropolitan areas of the state are combined in the state transportation improvement program (STIP). Note that MTIPS are more often referred to as simply "TIPS". Also see State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP).

**Metropolitan Transportation Plan (MTP):** See Regional Transportation Plan (RTP).

**Micromobility:** Micromobility refers to a range of small, lightweight mobility devices, both electric and non-electric, that are driven by individual users. Micromobility devices include private bicycles, shared bicycles, electric pedal assisted bicycles (E-bikes), scooters, electric scooters, skateboards, and electric skateboards, among others. Electrified micromobility devices generally operate at speeds of 20 mph or less.

**Mitigation:** Means to avoid, minimize, rectify, or reduce an impact, and in some cases, to compensate for an impact.

**Mobility as a Service (MaaS):** Mobility as a Service is the integration of various forms of transportation services, such as light rail, bus, taxi, and bikeshare, into a single mobility service accessible on demand. The platform is often app based and allows users to plan and purchase “rides” for their entire trip at once.

**Mode:** A specific form of transportation, such as automobile, subway, bus, rail, bicycle, walking, or airplane.

**Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21):** Federal transportation act governing federal surface transportation spending that was in effect from 2012 to 2015. MAP-21 was superseded by the FAST Act in December 2015.

**Multimodal:** Refers to using or involving several types of transportation, such as both rail and bus. A multimodal trip may be made by a combination of walking and taking a bus. A multimodal network is one that serves multiple modes of travel.

**National Ambient Air Quality Standards (NAAQS):** The Clean Air Act, which was last amended in 1990, requires EPA to set National Ambient Air Quality Standards (40 CFR part 50) for pollutants considered harmful to public health and the environment.

**National Highway Freight Program (NHFP):** Program administered by the FHWA to improve the efficient movement of freight on the National Highway Freight Network. Funds are allocated to the Oregon Department of Transportation annually through a formula methodology.

**National Highway Performance Program (NHPP):** Program administered by the FHWA to support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the national highway system. To meet funding requirements, projects must be on an eligible facility and be consistent with metropolitan and statewide planning requirements. Funds are allocated to the Oregon Department of Transportation annually through a formula methodology.

**Objective:** An attainable target that the community attempts to reach during the process of striving to meet a goal. An objective may also be considered as an intermediate point that will help fulfill the overall goal.

**Oregon Cascades West Council of Governments (OCWCOG):** A voluntary association of local governments in Linn, Benton, and Lincoln Counties, Oregon. Dedicated to solving area-wide problems, OCWCOG helps area cities, counties, ports, and member tribes reach their common goals.

**Oregon Department of Transportation (ODOT):** The State agency that manages the highway system within Oregon. ODOT's mission is to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. ODOT is the administrative agency that responds to policy set by the Oregon Transportation Commission (OTC).

**Oregon Transportation Commission (OTC):** Establishes state transportation policy and guides the planning, development and management of a statewide integrated transportation network. The governor appoints five commissioners, ensuring that different geographic regions of the state are represented. One member must live east of the Cascade Range; no more than three can belong to one political party. The OTC serves as the Board of Directors for Oregon Department of Transportation (ODOT).

**Oregon Transportation Plan (OTP):** The comprehensive, long-range (twenty year) plan for a multimodal transportation system for the state which encompasses economic efficiency, orderly economic development, safety and environmental quality. The OPT is Oregon's State Long Range Regional Transportation Plan.

**Paratransit:** Alternative known as "special or specialized" transportation which often includes flexibly scheduled and routed transportation services. These services use low capacity vehicles such as vans to operate within normal urban transit corridors or rural areas. Services usually cater to the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

**Performance Measures:** Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates. Used as feedback in the decision-making process.

**Planning Emphasis Area (PEA):** FHWA, in consultation with FTA, develops planning emphasis areas outlining specific policy, procedural and technical topics that MPOs should consider as they implement their unified annual work programs (UPWP).

**Planning Funds (PL funds):** FHWA Metropolitan Planning funds comprise the majority of MPO funding and are one of two main sources of a MPO's operating funds (the other being 5303 funds). PL funds support MPO operations and tasks outlined in the annual Unified Planning Work Program. This includes developing long-range regional transportation plans, transportation improvement programs, and the planning process in general. PL funds are funds distributed to each state by an apportionment formula prescribed by law.

**Policy:** A statement adopted as part of a plan to provide a specific course of action moving the community towards attainment of its goals. Due to budget constraints and other activities, all policies cannot be implemented at the same time. Generally, those with metropolitan-wide implications should receive priority consideration.

**Policy Board:** An intergovernmental policy group that makes decisions and guides a body's work. The AAMPO policy board is comprised of elected representatives from Jefferson, Millersburg, Albany, Tangent, and Benton and Linn Counties as well as an ODOT staff person and a citizens' representative. The AAMPO Policy Board provides policy guidance on the transportation planning process in the AAMPO area.

**Program of Projects (POP):** Each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval a POP. Often times the MPO Transportation Improvement Program serves as the TIP.

**Public Facility Plan:** A plan required by state law for any city with an urban growth boundary encompassing a population greater than 2,500. A plan outlining the sewer, water and transportation facilities needed to serve such an urbanized area.

**Public Hearing:** A formal event held prior to a decision that gathers community comments and positions from all interested parties for public record and input into decisions.

**Public Involvement Plan (PIP):** See Public Participation Plan.

**Public Meeting:** A formal or informal event designed for a specific issue or community group where information is presented and input from community residents is received.

**Public Participation:** The active and meaningful involvement of the public in the development of transportation plans and programs.

**Public Participation Plan (PPP):** A federally required plan outlining an MPO's public outreach efforts. The plan describes the public involvement goals and objectives, and methods of involving the public in transportation decisions. Also referred to as a Public Involvement Plan (PIP).

**Recipient:** Any state, political subdivision, instrumentality, or any public or private agency, institution, department or other organizational unit receiving financial assistance from the Federal government.

**Refinement Plan:** Refinement plans are a detailed examination of the service needs and land use issues relevant to a particular area.

**Regional Transportation Plan (RTP):** A document resulting from regional collaboration and consensus on a region's transportation system, and serving as the defining vision for the region's transportation systems and services. In metropolitan areas, the plan identifies all of the transportation improvements

scheduled for funding over a minimum of the next 20 years and is referred to as a Metropolitan Transportation Plan (MRTP), though this is often shortened to just RTP.

**Right of Way (ROW):** Public space legally established for the use of pedestrians, vehicles or utilities. Right-of-way typically includes the street, sidewalk and buffer strip areas.

**Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU):** Federal transportation act governing federal surface transportation spending that was in effect from 2005 through 2012. SAFETEA-LU was superseded by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

**Safe Routes to School (SRTS):** Safe Routes to School is an approach that promotes walking and bicycling to school through infrastructure improvements, safety education, and incentives to encourage walking and bicycling to school. SRTS programs can be implemented by a department of transportation, metropolitan planning organization, local government, school district, or even a school. SRTS National Center provides extensive resources schools can use to encourage walking and biking.

**Stakeholders:** Individuals and organizations involved in or affected by the transportation planning process. Include federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.

**State Fiscal Year (SFY):** The Oregon state fiscal year is the time period from July 1<sup>st</sup> through June 30<sup>th</sup>. This time period differs slightly from the federal fiscal year (FFY or FY), which runs from October 1<sup>st</sup> through September 30<sup>th</sup>.

**State Infrastructure Bank (SIB):** 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 plan mandated by the CAA that contains procedures to monitor, control, maintain, and enforce compliance with the NAAQS.

**State Planning and Research Funds (SP&R, SPR):** Primary source of funding for statewide long-range transportation planning.

**Statewide Transportation Improvement Program (STIP):** Prepared by ODOT, the STIP is a staged, multiyear (typically three to five years) listing of projects proposed for federal, state, and local funding encompassing the entire state. It is a compilation of the Metropolitan Transportation Improvement Programs (MTIPs) prepared for the metropolitan areas, as well as project information for the non-metropolitan areas of the state and for transportation between cities. An MTIP must be incorporated into the STIP before MTIP projects can be funded by the State or the Federal Government. Also see Metropolitan Transportation Improvement Program (MTIP) and Transportation Improvement Program (TIP).

**Statewide Transportation Improvement Fund (STIF):** A State of Oregon program established by Section 122 of HB 2017 Transportation Funding Package which provides a dedicated source of funding for improving or expanding public transportation service.

**Subrecipient:** Any entity that receives Federal financial assistance as a pass-through from another entity.

**Surface Transportation Block Grant (STBG):** The Surface Transportation Block Grant Program (previously Surface Transportation Program), administered by the FHWA, is a multi-modal program which provides funds for a broad range of transportation uses and may be used for projects on any Federal-aid highway that is not functionally classified as a local or rural minor collector. STBG funding has the most flexible eligibilities among all Federal-aid highway programs, funds can be used for highway, transit, bicycle, pedestrian and other transportation options projects.

**Technical Advisory Committee (TAC):** A committee of technical staff from the public works and planning departments of Adair Village, Corvallis, Philomath, Benton County, ODOT and Oregon State University. Ex-officio members of the TAC may include FHWA, FTA, Oregon Department of Land Conservation and Development (DLCD), Oregon Department of Environmental Quality (DEQ), and Oregon Division of State Lands (DSL). Provides technical expertise and recommendations to the Policy Board.

**Title VI:** Title VI of the Civil Rights Act of 1964. Prohibits discrimination based on race, color, or national origin (including limited English proficiency) in any program receiving federal assistance.

**Transit Development Plan (TDP):** Transit Development Plans are long range plans that express transit provider goals and identify needs and strategies to achieve them over a 20-year horizon or other specified time frame. A TDP is also an opportunity to inform and help integrate transit needs into Transportation System Plan (TSP) updates and other planning processes.

**Transportation Conformity:** Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

**Transportation Corridor:** Major or high volume routes for moving people, goods and services from one point to another. They may serve many transportation modes or be for a single mode such as an air corridor.

**Transportation Demand Management (TDM):** "Demand-based" techniques which are designed to change travel behavior in order to improve the performance of transportation facilities and to reduce the need for additional road capacity. Methods include the use of alternative modes, ride-sharing and vanpool programs and trip-reduction programs and/or ordinances.

**Transportation Growth Management (TGM):** The Transportation Growth Management program is a joint partnership of ODOT and DLCD that aims to help governments across Oregon plan long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses. The TGM program explicitly recognizes that land use decisions affect transportation options, and transportation decisions influence land use patterns. The TGM program consists of five program areas, including the planning grant program. The planning grant program offers

grants to support policy decisions through development of transportation plans or integrated land use and transportation plans. Examples of TGM grant projects include city level transportation system plans (TSPs), downtown plans, bicycle and pedestrian plans, and mobility hub feasibility studies.

**Transportation Improvement Program (TIP):** A staged, multiyear (typically three to five years) listing of surface transportation projects proposed for federal, state and local funding. MPOs are required to prepare a TIP as a short range programming document to complement its long-range Regional Transportation Plan (RTP). Metropolitan TIPs (MTIPs) contain projects with committed or reasonably certain funds. MTIPs and projects for non-metropolitan areas of the state are combined in the state transportation improvement program (STIP). Also see State Transportation Improvement Program (STIP) and Metropolitan Transportation Improvement Program (MTIP).

**Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA):** A federal credit program under which the U.S. DOT may provide three forms of credit assistance -secured (direct) loans, loan guarantees, and standby lines of credit -for surface transportation projects of national or regional significance. The fundamental goal is to leverage federal funds by attracting substantial private and non-federal co-investment in critical improvements to the nation's surface transportation system.

**Transportation Management Area (TMA):** All urbanized areas over 200,000 in population, and any other area that requests such designation. The MPO is responsible for transportation planning within a TMA.

**Transportation Needs:** These are estimates of the movement of people and goods that are consistent with an acknowledged comprehensive plan and the requirements of the Transportation Planning Rule. Needs are typically based on projections of future travel demands resulting from a continuation of current trends as modified by policy objectives, including those expressed in Statewide Planning Goal 12 and the Transportation Rule, especially those for avoiding principal reliance on any one mode of transportation.

**Transportation Network Company (TNC):** Transportation network companies are companies that provide app based ride hailing or ridesharing services, such as Uber and Lyft. TNCs are differentiated from traditional taxi services in that TNCs drivers use their personal cars to provide rides and rely on an app to match riders with nearby drivers.

**Transportation Options (TO) program:** The Transportation Options program is a program focused on implementing the Oregon Transportation Options Plan. This includes managing demand across the transportation system, educating students and the public on travel options and how to safely use them, connecting veterans, low income populations, communities of color, and others with ways to get to and from work or school, supporting vanpooling, and more.

**Transportation Planning:** A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time, and evaluates alternatives for the transportation system of the area and the most expeditious

use of local, state, and federal transportation funding. Long-range planning is typically done over a period of 20 years; short-range programming of specific projects usually covers a period of 4 to 5 years.

**Transportation Planning and Analysis Unit (TPAU):** A division within ODOT that provides transportation modeling services and technical assistance to jurisdictions throughout the state.

**Transportation Planning Rule (TPR):** A state planning administrative rule adopted by the Land Conservation and Development Commission in 1991 that was enacted to implement Statewide Planning Goal 12 (Oregon’s statewide transportation planning goal). This rule requires that all cities, counties and MPOs develop a 20-year transportation plan that outlines how investments are to be made to provide an integrated transportation system plan. MPOs are required to prepare an RTP/MTP and all local jurisdictions within a MPO are required to prepare TSPs that are consistent with the RTP/MTP.

**Transportation System Management (TSM):** The techniques for increasing the efficiency, safety, capacity or level of service of the existing transportation system without increasing its size. Examples include traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, ramp metering, and restriping for high occupancy vehicle (HOV) lanes.

**Transportation Systems Plan (TSP):** A 20-year plan for transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas. Usually, a plan produced by a local government, e.g. City of Philomath, Benton County, etc.

**Travel Mode:** The means of transportation used, such as automobile, bus, bicycle, or by foot. Typically referred to as simply “mode”.

**Unified Planning Work Program (UPWP):** A federally required annual report describing the MPO’s transportation work program and budget, and detailing the various local, state and federal funding. Its purpose is to coordinate the planning activities of all participants in the planning process.

**Urban Growth Boundary (UGB):** A site-specific line encompassing a city that separates existing and future urban development from rural lands. Urban levels and densities of development, complete with urban levels of services, are planned within the UGB. UGBs are periodically reviewed and expanded to provide more land for urban development when deemed necessary. Establishment and upkeep of a UGB is a requirement of the state land use planning program.

**Urbanized Area (UA):** Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.

**Vehicle Miles of Travel (VMT):** The sum of distances traveled by all motor vehicles in a specified region. A requirement of the state Transportation Planning Rule is reducing vehicle miles traveled per capita.

**Volume to Capacity Ratio (V/C):** The volume to capacity ratio measures the level of congestion on a roadway by dividing the volume (vehicles per day) of traffic (existing or future) by the capacity of the roadway. High V/C generally indicate a roadway is overburdened, while a low V/C indicates excess capacity.