

Transportation Planning Acronyms and Terms

3-C	Comprehensive, Continuing and Coordinated
ACT	Area Commission on Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AQCD	Air Quality Conformity Determination
AQMA	Air Quality Maintenance Area
CAAA	Clean Air Act Amendments
CBD	Central Business District
CMAQ	Congestion Mitigation & Air Quality
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CO LMP	Carbon Monoxide (CO) Limited Maintenance Plan
COATS	California Oregon Advanced Transportation Systems
DEQ	Department of Environmental Quality
DLCD	Department of Land Conservation and Development
EJ	Environmental Justice
EMME/2	Computerized Transportation Modeling Software
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year: <i>October 1 to September 31</i>
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTZ	Foreign Trade Zone
FY	Fiscal Year: <i>Oregon / July 1 to June 30</i>
GCP	General Corridor Planning
GIS	Geographic Information Systems
GPS	Global Positioning System
HOT	High Occupancy Toll lane with extra charge for single occupants
HOV	High Occupancy Vehicle lane for vehicles with more than one occupant
HPMS	Highway Performance Monitoring System
I/M or I & M	Inspection and Maintenance Program for emissions control
IAMP	Interchange Area Management Plan
IGA	Intergovernmental Agreements
IM	Interchange Management
ITS	Intelligent Transportation Systems
JCT	Josephine Community Transit
JJTC	Jackson-Josephine Transportation Committee
LCDC	Land Conservation and Development Commission
LMP	Limited Maintenance Plan
LOS	Level of Service A measure of traffic congestion from A (free-flow) to F (grid-lock)
LRT	Light Rail Transit self-propelled rail cars such as Portland's MAX
LSNP	Local Street Network Plan
MAP-21	Moving Ahead for Progress in the 21 st Century (P.L. 112-141) Signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and

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	2014, MAP-21 is the first long-term highway authorization enacted since 2005.
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization A planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area
MRMPO	Middle Rogue Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NHS	National Highway System
NPTS	Nationwide Personal Transportation Survey
NTI	National Transit Institute
OAR	Oregon Administrative Rules
ODEQ	Oregon Department of Environmental Quality
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
OHAS	Oregon Household Activity Survey
OHP	Oregon Highway Plan
OMPOC	Oregon MPO Consortium
OMSC	Oregon Modeling Steering Committee
ORS	Oregon Revised Statutes
OSTI	Oregon Sustainable Transportation Initiative
OSUM	Oregon Small Urban Model
OTC	Oregon Transportation Commission, ODOT's governing body
OTP	Oregon Transportation Plan
PAC	Public Advisory Council
PL112 / PL Funds	Public Law 112, Federal Transportation Planning Funds
PM _{2.5}	Particulate Matter of less than 2.5 micrometers
PM ₁₀	Particulate Matter of less than 10 micrometers
PPP	Public Participation Program
RPS	Regional Problem Solving RVCOG study examining how to plan for double the current population
RTP	Regional Transportation Plan
RVACT	Rogue Valley Area Commission on Transportation
RVCCC	Rogue Valley Clean Cities Coalition
RVCOG	Rogue Valley Council of Governments
RVMPO	Rogue Valley Metropolitan Planning Organization
RVTD	Rogue Valley Transportation District
SA	Strategic Assessment
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STA	Special Transportation Area
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zones
TCM	Traffic Control Measures

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TDM	Transportation Demand Management
TGM	Transportation & Growth Management
TGMP	Transportation & Growth Management Program
TIP	Transportation Improvement Program
TO	Transportation Options
TOD	Transit Oriented Development
TPAU	Transportation Planning Analysis Unit
TPR	Transportation Planning Rule
TSM	Transportation Systems Management
TSP	Transportation System Plan
UCA	Urban Containment Area
UGB	Urban Growth Boundary
UGBMA	Urban Growth Boundary Management Agreements
UPWP	Unified Planning Work Program
URA	Urban Redevelopment Authority
USDOT	U.S. Department of Transportation
V/C	Volume to Capacity
VHT	Vehicle Hours of Travel
VMT	Vehicle Miles of Travel

3C (“Three C’s”) = **Continuing, Comprehensive and Cooperative:** This term refers to the requirements set forth in the Federal Highway Act of 1962 that transportation projects in urbanized areas be based on a “continuing, comprehensive transportation planning process carried out cooperatively by states and local communities.” ISTEA’s planning requirements broaden the framework for such a process to include consideration of important social, environmental and energy goals, and to involve the public in the process at several key decision making points.

Appropriation: Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Authorization: Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Capital Costs: Non-recurring or infrequently recurring cost of long-term assets, such as land, buildings, vehicles, and stations.

Conformity Analysis: A determination made by the MPOs and the US DOT that transportation plans and programs in non-attainment areas meet the “purpose” of the SIP, which is to reduce pollutant emissions to meet air quality standards.

Emissions Budget: The part of the SIP that identifies the allowable emissions levels for certain pollutants emitted from mobile, stationary, and area sources. The emissions levels are used for meeting emission reduction milestones, attainment, or maintenance demonstration.

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Emissions Inventory: A complete list of sources and amounts of pollutant emissions within a specific area and time interval (part of the SIP).

Exempt / Non-Exempt Projects: Transportation projects which will not change the operating characteristics of a roadway are exempt from the Transportation Improvement Program conformity analysis. Conformity analysis must be completed on projects that affect the distance, speed, or capacity of a roadway.

Federal-aid Highways : Those highways eligible for assistance under Title 23 of the United States Code, as amended, except those functionally classified as local or rural minor collectors.

Functional Classification: The grouping of streets and highways into classes, or systems according to the character of service that they are intended to provide, e.g., residential, collector, arterial, etc.

Key Number: Unique number assigned by ODOT to identify projects in the TIP/STIP.

Maintenance: Activities that preserve the function of the existing transportation system.

Maintenance Area: “Any geographical region of the United States that the EPA has designated (under Section 175A of the CAA) for a transportation related pollutant(s) for which a national ambient air quality standard exists.” This designation is used after non-attainment areas reach attainment.

Mobile Sources: Mobile sources of air pollutants include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants of greatest concern are carbon monoxide (CO), transportation hydrocarbons (HC), nitrogen oxides (NO_x), and particulate matter (PM₁₀). Mobile sources are subject to a different set of regulations than are stationary and area sources of air pollutants.

Non-attainment Area: “Any geographic region of the United States that the EPA has designated as non-attainment for a transportation related pollutant(s) for which a national ambient air quality standard exists.”

Regionally Significant: From OAR 340-252-0030 (39) "Regionally significant project" means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- a) All principal arterial highways;
- b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and
- c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.