

# APPENDIX A: GLOSSARY

**AASHTO - American Association of State Highway and Transportation Officials** - AASHTO is the national organization of the state transportation departments. Of relevance is the set of standards promulgated by AASHTO for the design of roadways and bridges.

**ATMS - Advanced Traffic Management System** - See ITS.

**AIP - Airport Improvement Program** - The program of capital projects for the region's airports. CDRPC is the responsible agency.

**Alternatives Analysis** - Alternatives analysis are detailed studies and assessment of the various transportation options available for the purpose of selecting one for implementation. Ideally, all feasible alternatives will be investigated. An Alternatives Analysis is required if funds are sought from the Federal Transit Administration for capital-intensive major transportation projects.

**Alternative Fuel** - An alternative fuel is a liquid or gaseous non-petroleum fuel. The term usually refers to alcohol fuels, mineral fuels, natural gas, and hydrogen.

**ADA - Americans with Disabilities Act** - Significant civil rights legislation passed in 1990 that prohibits discrimination against individuals with disabilities. With certain statutory exceptions, public and private entities providing fixed route or demand responsive transportation services must provide service comparable to what is available for the public to individuals with disabilities.

**AADT - Annual Average Daily Traffic** - The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**Appropriation** - Appropriation legislation 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.

**Apportionment** - At the federal level, approval by the Office of Management and Budget (OMB) for an agency to spend funds appropriated by Congress. The public reporting of the OMB approved apportionment, detailing the amount of transit formula funding available to each urbanized area or designated recipient, is done by the Federal Transit Administration (FTA) and is commonly referred to as "the apportionment".

**Area Sources** - Area sources of air pollutants are small sources that are too small, too numerous to be included as stationary sources of pollution (see definition below). However, collectively they contribute significantly to air pollution. Examples include dry cleaners, lawn mowers, and barbecues.

**Authorization** - Authorization legislation at the federal level creates programs including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended, as in ... "such sums as may be necessary". General revenue funds to be spent under an authorization must be appropriated by separate legislation.

**CAAA** - See listing under FCAA.

**Capital Costs** - Non-recurring or infrequently recurring costs of long-term assets, such as land, guideways, stations, buildings, and vehicles. The costs often include related expenses, for example, depreciation and property taxes.

**CDRPC - Capital District Regional Planning Commission** - The comprehensive planning agency for the four-county Capital District, encompassing Albany, Rensselaer, Saratoga, and Schenectady counties. Primary work areas include forecasting, airport planning, and analysis of Census data.

**CDTA - Capital District Transportation Authority** - CDTA is the public transit authority organized under the laws of New York State for the four-county Capital District. Created in 1970, CDTA operates fixed route bus service and STAR paratransit service.

**CDTC - Capital District Transportation Committee** - CDTC is the regional transportation planning and financing agency for the four-county Capital District. CDTC was created in 1965. It is the designated metropolitan planning organization for the region.

**Class I Bike Path** - A travelway completely separate from the roadway and shoulder which is designated for cycling by means of signs and sometimes striping and other identifying markings. The travelway may be either within or outside (i.e. an independent bikeway) the highway right-of-way.

**Class II Bike Lane** - A Class II bike lane is a restricted travelway, or part of the roadway or shoulder, designated for cycling along a specific portion of the roadway or shoulder (i.e. comprising a lane for cycling) by means of signs and striping and sometimes other identifying markings. A physical barrier may or may not be employed to separate cycling from motorized traffic.

**Class III Shared Roadway** - A travelway, part of a roadway, which is designated for cycling by means of signing and sometime other identifying markings. No physical separation of cycling and motorized traffic is provided.

**Clearance or Clearance Limit** - The limiting dimensions of height and width for cars in order that they may safely clear all bridges, tunnels, station platforms and other structures as well as equipment on adjacent tracks. Clearance on existing facilities (both rail and highway) is a major freight movement issue as the size and height of vehicles for goods movement increases.

**Commute** - Regular travel between home and a fixed location, usually a job. The term is often applied only to travel in the direction of the main flow of traffic, to distinguish it from "reverse commute".

**Conformity** - Conformity is a determination made by MPOs and the US DOT that transportation plans and programs in nonattainment areas meet the "purpose" of the SIP (see definition below), which is to reduce pollutant emissions to meet air quality standards.

**CMAQ - Congestion Mitigation and Air Quality Program** - A funding program created in the ISTEA for projects and activities that reduce congestion and improve air quality in regions that do not meet federal air quality standards. Such regions are defined as "non-attainment".

**Congestion** - the level at which transportation system performance is no longer acceptable to the traveling public due to traffic interference. The level of acceptable system performance may vary by type of transportation facility, geographic location, public tolerance, and/or time of day.

**CMS - Congestion Management System** - A CMS process provides information on transportation system performance to decision-makers. This information is used to select and implement cost-effective strategies to manage the transportation system to alleviate traffic congestion and enhance mobility.

**CHIPS - Consolidated Highway Improvement Program** - CHIPS is a state-funding program for local road improvements.

**Constant Dollars** - Current dollars, that is, the value of the dollar for the year selected as a base, adjusted for projected inflation. Constant dollars are used to remove the distortion caused by inflation in making comparisons. The adjusted values are termed constant measurement year dollars, for example, constant 1994 dollars.

**Cooperation** - Defined in regulation as "Actions taken are subject to the concurrence of the identified parties."

**Coordination** - Coordination is defined in regulation as "The comparison of the transportation plans, programs, and schedules of one agency with related plans, programs and schedules of other agencies or entities with legal standing, and the subsequent adjustment of plans, programs and schedules to maintain consistency and reduce or resolve possible omissions, duplications, or conflicts."

**Consultation** - Defined in regulation as "One party confers with another identified party and, prior to taking action(s), considers that parties views."

**Corridor** - A corridor is any major transportation route that includes parallel limited access highways, major arterials, or transit lines. With regard to traffic incident management, a corridor may include more distant transportation routes that can serve as viable alternatives to each other in the event of accidents.

**Disability** - In the Americans with Disabilities Act (ADA), the term disability is defined to include any physical or mental impairment that substantially limits one or more major life activities, a record of such an impairment, or being regarded as having such an impairment. Major life activities include caring for one's self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning, and working. Persons with cognitive disabilities and those with contagious or noncontagious disease (including tuberculosis and HIV disease) are specifically included in this definition.

**Discretionary Funds** - Discretionary funds may be spent according to the discretion of a designated person, agency, or authority.

**Earmarking** - The practice of Congress to define in statute the funding that is to be provided for specific projects.

**Emissions Budget** - The part of the SIP (see definition below) that identifies the allowable emissions levels, mandated by the NAAQS for certain pollutants emitted from mobile, stationary, and area sources. The emissions levels are used for meeting emission reduction milestones, attainment, or maintenance demonstrations.

**Emissions Inventory** - A complete list of sources and amounts of pollutant emissions within a specific area and time interval. Part of the SIP (see below).

**Enhancements** - TEA-21 defines transportation enhancement activities for the purpose of funding under the Surface Transportation Program as "the provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures, facilities and canals, preservation of abandoned railway corridors including the conversion and use thereof for pedestrian or bicycle trails, control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff."

**EAP - Environmental Action Plan** - New York State's Environmental Action Plan describes the process to be used by the NYSDOT in developing Federal Highway Administration federal-aid transportation projects for which NYSDOT has either an implementation or funding responsibility. The EAP ensures full consideration of social, economic, and environmental factors to make transportation decisions and that are made in the best overall public interest.

**EA - Environmental Assessment** - An environmental study under the NEPA (see definition below) to determine whether an Environmental Impact Statement (EIS) is required.

**EIS - Environmental Impact Statement** - A project specific document, required by NEPA, that examines the social, environmental, and economic impacts of a major proposal. Specific findings are required to be made by responsible agencies regarding these impacts, their mitigation, and the examination of alternatives to the proposed project.

**EPA - Environmental Protection Agency** - The federal agency charged with protecting the environment.

**Excess Delay** - A measure developed by the CDTC of the amount of time spent in congested traffic in excess of the time that would have been spent without congestion. For example, if it would normally take someone twenty minutes to commute from work to home without congestion, but the trip takes thirty minutes because of congestion, then 10 minutes of excess delay was experienced. This excess delay is added up for all travelers to obtain the system-wide estimates shown in this report.

**Expressway** - Expressways are divided arterial highway for through traffic. An expressway has full or partial control of access and generally has grade separations at major intersections.

**Federal Action** - Federal actions are defined in regulation as "Any activity engaged in by a department, agency, or instrumentality of the Federal government, or any activity that a department, agency or instrumentality of the Federal government supports in any way, provides financial assistance for, license, permits, or approves." This definition is particularly significant in the implementation of the Federal Clean Air Act (FCAA), which applies to all projects that require "federal action".

**Federal-aid Highways** - Those highway eligible for assistance under Title 23 of the United States Code (a.k.a. TEA-21), except those functionally classified as local or rural minor collectors.

**FCAA - Federal Clean Air Act Amendments of 1990** - The FCAA is also known as the CAAA. Landmark legislation passed by Congress that renews the Federal Clean Air Act and makes significant program changes. For the transportation sector, significant changes include a definition of conformity for the formulation of regulations, and requirements for the use and development of clean fuels and vehicles.

**FHWA - Federal Highway Administration** - The federal agency responsible for the approval of transportation projects that affect the defined federal highway system. Administratively, it is under US DOT and is the sister agency of FTA (see below).

**FTA - Federal Transit Administration** - The federal department of mass transportation, which is under US DOT (formerly called the Urban Mass Transportation Administration or UMTA). FTA is the sister agency of FHWA.

**FTA Section 5309 (formerly Section 3) Funds** - Discretionary and formula transit capital funds provided by the federal government through FTA. There are funding categories for New Rail Starts and Extensions (earmarked by Congress), Fixed guideway (formula-based), and Bus and Bus Facilities (discretionary). The minimum local match is 20%. Projects that meet the mandates of the ADA or the FCAA are funded on a 90% federal - 10% local basis.

**FTA Section 5310 Funds** (formerly Sections 16 and 16(b)(2)) - Capital funds apportioned to states by the federal government through FTA to non-profit providers of transportation for the elderly and disabled. This program is administered annually in the Capital District by NYSDOT.

**FTA Section 8 Funds** - Federal transit funds, provided through FTA, for metropolitan transportation planning and technical studies.

**FTA Section 5307 (formerly Section 9) Program Capital Funds** - Formula capital funds, provided through FTA, for capital purchases (buses, support building, etc..) only. Section 5307 is the largest source of capital funding for CDTA.

**FTA Section 5307 (9) Operating Funds** - Transit operating funds, provided through FTA, to support annual operating costs. Section 5307 funds are distributed by formula, based on congressional appropriations.

**FTA Section 5307 (formerly Section 9) Planning Funds** - Federal transit funds, provided through FTA, for metropolitan transportation planning and technical studies.

**FTA Section 5311 (formerly Section 18) Funds** - Transit formula funds provided by FTA to rural areas that can be used for either capital or operating expenses.

**FONSI - Finding of No Significant Impact** - A FONSI is a document that describes the reasons that a project will not have a significant effect on the environment. Projects with approved FONSI do not require the preparation of an environmental impact statement (EIS) under NEPA.

**FY - Fiscal Year** - Federal fiscal years, used in federally mandated documents like the TIP, go from October 1 to September 31. New York State fiscal years, used in documents like the State Budget, go from April 1 to March 31. CDTC operates on an April 1 to March 31 fiscal year.

**Fixed Guideway** - Light rail, commuter rail, automated guideway, or express buses on exclusive right-of-way are all examples of fixed guideway transit. The common characteristic that is shared is the stable ("fixed") nature of the right-of-way provided for the passage of the transit vehicle. The term "fixed guideway" is used to convey the generic concept, as opposed to any predisposition to a specific technology.

**Formula Funding** - Funds that are distributed on a formula basis to a region or agency. Oftentimes data from the latest census is used in the calculation of funding levels.

**Freeway** - A divided highway for through traffic that has full access control and grade separations at all intersections is called a freeway.

**Functional Classification** - The grouping of streets and highways into classes, or systems according to the character of service that they provide. Facilities are divided according to the degree to which they provide access to places vs. mobility between places. The recognition that individual roads do not serve travel independently, and that most travel involves movement through a network of roads, is basic to functional classification.

**GEIS - Generic Environmental Impact Statement** - A SEQR (see definition below) document that examines the environmental impacts of a program of actions. A GEIS is done when an entire area, such as the Albany Airport, is rapidly developing and area-wide policies are called for.

**GIS - Geographic Information System** - GIS is a computerized system of compiling, presenting, and analyzing geographic based data. Map images of the road network can be overlaid with land use zoning information, environmental concerns, census data, and other useful information. CDTC is developing a GIS to aid in the transportation planning process.

**GOP - Goal Oriented Program** - NYSDOT's internal capital program for state facilities and fund sources. The program is based on the achievement of performance based goals for the state transportation system.

**HOV - High Occupancy Vehicle** - An HOV is any passenger vehicle that meets or exceeds a certain predetermined number of passengers. Sometimes this type of vehicle is called a multiple occupant vehicle (MOV). For designation of dedicated freeway lanes, a responsible jurisdiction may define an HOV as two or more occupants, with federal approval. A definition of three or more requires no additional federal approvals.

**HBRR - Highway Bridge Repair and Replacement** - A federal funding program for the repair, rehabilitation, and replacement of bridges. Administered by NYSDOT, both state-owned and local bridges are eligible for this capital program.

**HPMS - Highway Performance Monitoring System** - The system used by FHWA to provide information to Congress, the States, and the public on the extent and physical condition of the nation's highway system, its use, performance, and needs. The system includes an inventory of the nation's highways including traffic volumes.

**(H)SMS - Highway Safety Management System** - Systematic processes to ensure that all opportunities to improve highway safety (defined as the reduction of traffic accidents, and deaths, injuries, and property damage on public roads) are identified, considered, and implemented where appropriate.

**IAP - Industrial Access Program** - The IAP is a state-funding program for transportation projects to improve transportation access to industrial facilities. Projects must directly help to retain or attract jobs. The IAP is administered by NYSDOT.

**I/M or I & M - Inspection and Maintenance Program** - An emissions testing and inspection program implemented by states in nonattainment areas to ensure that the emissions control devices on vehicles are properly maintained.

**ITS - Intelligent Transportation System** - A technology-intensive approach to traffic and transportation management and operations designed to improve the performance of the existing network of roads. Components include signal coordination and timing, incident management, travel advisory radio, transit improvements, and other operational strategies to improve efficiency.

**IVHS - Intelligent Vehicle and Highway System** - ISTEA established the IVHS Program to enhance the capacity, efficiency, and safety of the federal-aid highway system and to serve as an alternative to additional physical capacity. Automated highways and vehicles are one component of this approach. IVHS is defined to mean the development of application of electronics, communications or information processing (including advanced traffic management systems, commercial vehicle operations, advanced traveler information systems, commercial and advanced vehicle control systems, advanced public transportation systems, satellite vehicle tracking systems, and advanced vehicle communications systems) used singly or in combination to improve the efficiency and safety of surface transportation systems.

**Intermodal Facility** - Intermodal facilities connect different modes of transportation. Intermodal transportation facilities serve intrastate, interstate, and international movement of goods and people. Examples include a light rail system that serves an airport or a rail terminal at a shipping port.

**IMS - Intermodal Management System** - A systematic process that collects and analyzes data on intermodal facilities, connections, choices, coordination, and cooperation. It provides information to decision-makers to select cost-effective strategies for the movement of both goods and people.

**ISTEA - Intermodal Surface Transportation Efficiency Act of 1991** - ISTEA legislation was passed by Congress in December 1991 and provided for a major restructuring of the highway program. Key components of the Act include:

- a greatly increased flexibility in the programming of projects,
- a level playing field between highway and transit projects with a consistent 80/20 matching ratio,
- ties to the Federal Clean Air Act and Americans with Disabilities Acts, and
- an emphasis on maintenance of the existing system and operational improvements.

**Interstate Maintenance** - TEA-21 establishes a funding category for maintenance of the Interstate system that specifically limits the use of these funds to maintenance of the existing system. Eligible activities include reconstruction of bridges, interchanges and overcrossings along existing Interstate routes, including the acquisition of right-of-way where necessary and preventative maintenance. Project selection by NYSDOT; included in CDTC TIP.

**Life Cycle Cost Analysis** - Procedure for evaluating projects or investments by evaluating future costs over the expected useful life of the facility.

**LOS - Level of Service** - LOS is a measure of congestion that compares actual or projected traffic volume with the maximum capacity of the intersection or road in question. LOS A indicates a free flow of traffic; LOS C is moderate congestion; LOS F is very congested, with a failure of the system to operate. LOS concepts can also be applied to other transportation services as an indication of the quality and quantity of transportation service provided.

**Maintenance** - Maintenance activities are non-construction activities that preserve the function of the existing transportation system.

**Maintenance Area** - Defined in law (the FCAA) as "Any geographic region of the United State that the EPA has designated (under Section 175A of the FCAA) for a transportation related pollutant(s) for which a national ambient air quality standard exists." This designation is used after nonattainment areas reach attainment.

**Major Activity Center** - A major activity center is a geographical area characterized by a large transient population and heavy traffic volumes and densities; for example, central business district, major air terminal, large university, large shopping center, industrial park, or sports arena.

**Major Metropolitan Transportation Investment** - USDOT regulations define a major metropolitan transportation investment as a ... "project that involves new construction or extension of controlled access principal arterials, or the capacity expansion of a controlled access principal arterial by at least one lane (or an equivalent increase in capacity through access control or technological improvement) or construction or extension of a busway, high occupancy vehicle (HOV) facility, or fixed guideway transit facility, or adding lanes to a busway or adding tracks to

fixed guideway transit facility, or a substantial investment in service on a fixed guideway." This definition is significant for the kinds of projects subject to analysis by the MPO in its planning process. While TEA-21 deletes the ISTEA requirement for a standalone "Major Investment Study" prior to decisions regarding the scope and nature of such projects, CDTC will continue to consider the need for an analysis comparable to an MIS on a case-by-case basis.

**Metropolitan Planning Area** - The area, established by the MPO (see below) and the Governor in accordance with TEA-21 regulations, in which the federally mandated metropolitan planning process must be carried out. This is the four-county Capital District, with the exception of the portion of northern Saratoga County in the Glens Falls urbanized area.

**MPO - Metropolitan Planning Organization** - A MPO is a federally required transportation planning body responsible for the *Regional Transportation Plan (RTP)* and the *Transportation Improvement Program (TIP)* in its region. The adoption of these documents is a prerequisite for the receipt of federal transit and highway funding. CDTC is the MPO for the four-county Capital District, encompassing Albany, Schenectady, Rensselaer, and Saratoga counties (with the exception of the Glens Falls urban area in northern Saratoga).

**MTS - Metropolitan Transportation System** - An integrated, multimodal transportation system consisting of the major highways, arterials and transit routes used to move people and goods around a region.

**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, transportation hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM-10). Mobile sources are subject to a different set of regulations than are stationary and area sources of air pollutants.

**Mode** - A mode is a particular form of travel, for example, walking, traveling by automobile, traveling by bus, traveling by train.

**NAAQS - National Ambient Air Quality Standards** - The standards set by EPA for various pollutants known to cause health related problems, including ozone and its precursors (nitrous oxides and hydrocarbons), carbon monoxide, lead, sulfur dioxide, and particulate matter (PM-10).

**NEPA - National Environmental Policy Act of 1969** - Federal legislation (42 USC 4321 *et seq.*) that requires an analysis of the environmental impact of all federal actions.

**NHS - National Highway System** - ISTEA established a 155,000-mile NHS to provide an interconnected system of principal arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities, and other intermodal transportation facilities. The NHS must also meet national defense requirements and serve interstate and interregional travel. Designation of the actual routes in the system is a cooperative process whereby the states (NYSDOT) propose the NHS to the U.S. Secretary of Transportation. Congressional approval by November 1995 is required. Eligible projects of NHS funding include new construction, reconstruction, and rehabilitation of highways, operational improvements, mass transit projects in a NHS corridor, safety improvement, transportation planning, traffic management and control, parking facilities, carpool projects, and bicycle and pedestrian projects. In areas that do not meet federal clean air standards, up to 100% of NHS funding is transferable to the STP upon request of the state.

**NYSDEC - New York State Department of Environmental Conservation** - The state environmental protection agency responsible for air quality planning matters, particularly the adoption of the SIP (see definition below).

**NYSDOT - New York State Department of Transportation**: NYSDOT is the state transportation agency that is the owner/operator of the state highway system. NYSDOT also distributes state funds to transit operators. NYSDOT is organized into a Main Office, which deals with statewide issues, and regional offices. CDTC is entirely within Region 1 of NYSDOT.

**NYSTA - New York State Thruway Authority** - The Thruway Authority is the state agency responsible for the operations, maintenance, and improvement of the New York State Thruway. The Thruway Authority was recently expanded to encompass the barge canal system and to undertake economic development projects in selected areas of the state.

**Nonattainment Area** - A nonattainment area is defined in law (the FCAA) as "Any geographic region of the United States that the EPA has designated as nonattainment for a transportation related pollutant(s) for which a national ambient air quality standard exists." There are levels of non-attainment: marginal, moderate, major, and severe. The Capital District is designated as a marginal non-attainment area for ozone, and is in attainment for all other pollutants.

**Obligation** - Obligation is an action by an administrative agency approving the spending of money for a specific purpose to a specific grant recipient.

**OA - Obligational Authority** - The authority granted by USDOT for the states to obligate appropriated federal funds. OA is generally less than appropriated amounts, with the difference used to offset the apparent federal deficit on paper. OA provides Congressional control over program spending levels at the federal level.

**Operational Improvement** - TEA-21 defines an operational improvement as ... "a capital improvement for traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, and programs and such other capital improvements to public roads as the Secretary may designate, by regulation." The term does not include resurfacing, restoring, or rehabilitating improvements, construction of additional lanes, interchanges, grade separations, or the construction of a new facility at a new location.

**Operations** - Those activities associated with managing, controlling, and regulating highway traffic.

**Paratransit** - Paratransit services are more flexible and personalized than conventional fixed route, fixed scheduled service, but do not include such exclusionary services as charter bus trips. The vehicles are usually low- or medium-capacity highway vehicles, and their service offered is adjustable in various degrees to individual user's desires. Its categories are public, which is available to any user who pay a predetermined fare (such as taxis), and semi-public, which is available only to people of a certain group, such as the elderly, employees of a company, or residents of a neighborhood.

**Partnering** - A management approach characterized by teamwork to achieve a common end -- usually an improvement in the quality of the product or process. Partnering is used in the construction industry to develop formal agreements between the DOT and the contractor that result in an improved product.

**Pavement Design** - A project level activity where detailed consideration is given to alternative combinations of subbase, base, and surface materials which will provide adequate load carrying capacity. Factors considered include materials, traffic, percent trucks, climate, maintenance, and drainage.

**PMS - Pavement Management System** - A systematic process that collects and analyzes pavement information for the purpose of selecting cost-effective strategies to maintain pavements in a serviceable condition.

**Peak** - The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or evening (p.m.) peak.

**PE - Preliminary Engineering** - Preliminary engineering is the phase of project implementation that occurs after programming, but before right-of-way acquisition and construction. It includes environmental analysis and preliminary design.

**Pricing** - A strategy for charging users. It may be used to ration demand, cover costs, or achieve other policy objectives.

**Principal Arterial** - The functional classification system at the federal level defines principal arterials for rural areas, urbanized area, and small urban areas. (Note: other definitions of principal arterials exist.) In urbanized areas, the principal arterial system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. Significant intra-area travel, such as between major inner city communities, or between major suburban centers, as well and continuity for all rural arterials which intercept the urban boundary, are also included. Forty to sixty-five percent (40 -65%) of the VMT (see definition below) is accounted for on this system. Because of the nature of travel served by the principal arterials system, almost all fully and partially controlled access facilities will be part of this functional system. However, this system is not restricted to controlled access routes.

**Privatization** - Privatization is the contracting of public services or selling public assets to private industry.

**Programming** - The inclusion of a candidate project in an officially adopted TIP or STIP. The decision to program a project is based on an evaluation of its merits compared to other candidate actions. Programming is a commitment to the future implementation of the project, contingent upon the completion of required environmental analyses and funding availability.

**PIN - Project Identification Number** - A PIN is a unique number assigned by NYSDOT to identify projects in the capital program.

**Project Selection** - After the programming process is complete, projects are selected for the obligation of federal funds based on readiness and inclusion in the first three years of the TIP/STIP.

**PTMS - Public Transportation Management System** - A process that collects data and analyzes transit facilities, equipment, and rolling stock information on an ongoing basis. It provides information for decision-makers to select cost-effective strategies for maintaining transit facilities, equipment, and rolling stock in a serviceable condition.

**RTP - Regional Transportation Plan** - A comprehensive long range (20-25 year) plan for the transportation system of the region, updated every three years by the MPO (CDTC in the Capital District). The RTP includes goals, objectives, and policies. The RTP also recommends specific transportation improvements. Two financial scenarios are developed: one fiscally constrained to existing revenue sources only; and the other reflecting a funding plan for full implementation of recommended transportation improvements.

**Regionally Significant** - The rule on metropolitan planning defines regionally significant as "any transportation facility with an arterial or higher functional classification, plus any other facility that serves regional travel needs (such as access to and from the area outside the region, to major activity centers in the region, or to transportation terminals) and would normally be included in the modeling for the transportation network."

**Regionally Significant Actions** - The rule on air quality conformity from EPA defines regionally significant actions as "Federal actions whose direct and indirect emissions of any pollutant represent 10% or more of a nonattainment area or maintenance area's total emissions for that pollutant."

**ROW - Right of Way** - Land required for a transportation facility.

**Rural Area** - Any area of a state not included in the Census-defined urbanized areas.

**SOV - Single Occupant Vehicle** - A SOV is a vehicle with only one occupant.

**STAR - Special Transit Available upon Request** - Demand responsive transit service provided by the CDTA that is available to disabled residents of the Capital District. Service is available in areas where regular CDTA fixed route service is provided. 24-hour advance reservations are required. One-way fare varies from \$1.50 to \$2.10, depending on the distance traveled.

**SALB - State Aid to Local Bridges** - A state funding program that provides funding for the repair, rehabilitation, and replacement of local bridges. SALB is administered by NYSDOT.

**SDF - State Dedicated Fund** - State funds that are dedicated for transportation purposes. The legislature establishes the split between transit and highway funding. Funding levels are part of the annual budget negotiation process. Project selection is performed by NYSDOT. Only State highway facilities are eligible.

**SEQR - State Environmental Quality Review Act** - State law (6NYCRR 617) requires the review and evaluation of the environmental impacts of state and local discretionary actions, including the issuance of discretionary permits, licenses, and approvals; the undertaking of projects; and the adoption of resource management plans, rules, and policies that affect the environment.

**SIP - State Implementation Plan** - An air quality plan mandated by the Federal Clean Air Act (FCAA), produced by the New York State Department of Environmental Conservation, Air Resources Division. The SIP contains procedures to monitor, control, maintain, and enforce compliance with federal air quality standards.

**STIP - Statewide Transportation Improvement Program** - Defined in regulation as ... "A staged multi-year program of transportation projects that are capital and non-capital, highway and transit, metropolitan and non-metropolitan, federally funded and non-federally funded."

**STP - Statewide Transportation Plan** - Defined in regulation as ... "The official transportation plan that (prepared by NYSDOT): (1) is intermodal in scope, including bicycle and pedestrian features, (2) addresses at least a twenty year planning horizon, and (3) covers the entire state."

**Stationary Sources** - Stationary sources of air pollutants are relatively large, fixed sources of emissions (i.e. chemical process industries, petroleum refining and petrochemical operations, or wood processing).

**STP - Surface Transportation Program** - STP is one of the essential capital programs created in the TEA-21; it provides flexibility in expenditure of funds for highways, transit, pedestrian, and bicycle facilities.

**STEP Model - Systematic Traffic Evaluation and Planning Model** - Travel simulation model developed by CDTC, using TMODEL2 software. The STEP model is used to estimate traffic on existing and future networks as well as the impacts and traffic benefits of system improvements.

**TEA-21 – The Transportation Equity Act for the 21<sup>st</sup> Century** - The federal surface transportation program signed into law in June 1998 to succeed ISTEA. The act established new, higher funding levels for highway and transit programs through authorizations of funding for six years (out through FFY03) and by guaranteeing appropriation of the vast majority of trust fund revenues.

**TMODEL2** - Commercial traffic simulation model software package, used to develop and calibrate the regional traffic model for the Capital District by the CDTC. The Capital District-specific version of the model is called the STEP model.

**Toll Credits** - Thruway projects financed 100% with internal (toll generated) funds. The amount of these funds may be used to supply the state share of federally assisted projects.



**(S)TOA - (State) Transit Operating Assistance** - State funding program for transit operating assistance. STOA is administered by NYSDOT.

**TCM - Transportation Control Measure** - A measure intended to reduce pollutant emissions from motor vehicles. Examples of TCMs include programs to encourage ridesharing or public transit usage, and city or county trip reduction ordinances. As a marginal air quality nonattainment area, the Capital District is not required to implement TCMs, but is in practice, voluntarily implementing many such programs.

**TDM - Transportation Demand Management** - A set of strategies to reduce the demand for transportation including, but not limited to, employer trip reduction, ridesharing, incorporation of flexible work schedules, and land use strategies to cluster development.

**TDD - Transportation Development District** - A special property tax district created to generate revenues for traffic mitigation projects in a developing area.

**TIP - Transportation Improvement Program** - Defined in federal regulation as ... "A staged multi-year program of transportation projects for a metropolitan planning area, excluding planning and research activities." A spending plan for federal funding expected to flow to the region from all sources for transportation projects of all types. By federal law, CDTC prepares the TIP annually with the cooperation of local governments, transit operators, and the New York Department of Transportation. The TIP officially covers a five-year period -- commitment beyond five years may be noted.

**TMA - Transportation Management Area** - As defined by TEA-21, a TMA is designated by the Secretary of Transportation for all urbanized areas over 200,000 with boundaries contiguous to that of the MPO. TMAs must include a congestion management system (CMS) in their planning process and are responsible for project selection under the STP program.

**TMA - Transportation Management Association** - Voluntary groups set up to manage and reduce the number of trips taken in an area. TMAs are often begun by employers in heavily congested corridors. TMAs are considered a benefit to employees to help relieve the stress of daily commuting.

**TSM - Transportation Systems Management** - Low-cost improvements to make the transportation system work more efficiently, such as traffic signal coordination, turnouts for buses, and bicycle lanes.

**UPWP - Unified Planning Work Program** - The UPWP is a federally required document that is cooperatively developed annually by CDTC with NYSDOT, NYSDEC, and local agencies. The UPWP describes all metropolitan transportation planning activities anticipated during a 1 to 2 year period, regardless of fund source.

**USDOT - United States Department of Transportation** - USDOT is the department of the federal government that includes the Federal Highway Administration (FHWA), Federal Aviation Administration (FAA) and the Federal Transit Administration (FTA). USDOT is headed by the Secretary of Transportation, a cabinet-level post.

**Urbanized Area** - An area with a population of 50,000 or more designated by the U.S. Census Bureau, within boundaries that are identified by state and local officials, subject to approval by the Secretary of Transportation.

**User Costs** - Costs borne by the user of a transportation facility. Also includes the excess costs due to those who cannot use a facility due to closure, load or height restrictions. The costs include travel time, motor vehicle operating, and accident costs.

**Vanpool** - The coordination of trips by commuters from a common area to a work site using a leased van. Participants pay a monthly fee to cover expenses. The driver undertakes a contractual obligation to manage the vanpool. He/she is compensated for his/her efforts.

**VHD - Vehicle Hours of Delay** - The estimated hours of delay experienced by vehicles on specified components of the transportation network.

**VMT - Vehicle Miles Traveled** - The sum of distances traveled by all motor vehicles in a specified region. Travel demand forecasting (modeling) is used to generate the average trip lengths for a region. The average trip length measure can then be used in estimating vehicle miles of travel, which in turn is used in estimating gasoline usage or mobile source emissions of air pollutants.