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# Glossary of Terms

## **18TH AMENDMENT**

Amendment to the State Constitution passed in 1944, stating that motor vehicle license fees, gas tax, and other state revenue intended for highway purposes may only be used for highway purposes.

## **63-20 CORPORATIONS**

Corporations established under IRS Revenue Ruling 63-20 that permits nonprofit corporations to issue tax exempt debt. This type of incorporation is sometimes used in public-private partnerships to allow private financing at interest rates that approach governmental bond rates.

## **AD DATE / PROJECT TO AD**

Advertisement date for bids on contracts for transportation projects.

## **AD VALOREM TAX**

A tax based on the value of real or personal property versus a tax based on a specific quantity of an item.

## **ADVANCE CONSTRUCTION (AC)**

Allows states to spend their own funds on a federally approved project and preserve eligibility for future federal-aid reimbursement for that project. At a later date, the state can obligate federal-aid highway funds for reimbursement of the federal share. This tool allows states to take advantage of access to a variety of capital sources, including its own funds, local funds, anticipation notes, revenue bonds, bank loans, etc., to speed project completion.

## **AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA)**

The American Recovery and Reinvestment Act of 2009 (ARRA) is a \$787 billion economic stimulus package signed into law by President Barack Obama on Feb. 17, 2009. A percentage of the package provides funding (contracts, grants, and loans) and the rest includes tax cuts and entitlements such as Medicaid and Social Security Administration payments. Washington state received \$492 million in ARRA funds for state and local highway projects, \$179 million for transit capital investments, and a total of \$781.5 million for the Pacific Northwest Rail Corridor.

## **AMERICANS WITH DISABILITIES ACT (ADA) OF 1990**

Federal law that mandates accommodations in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities, not only in federally funded projects, but also in connection with all new public places, conveyances, and employers. The significance of the ADA in transportation is mainly felt in terms of transit operations, capital improvements, and hiring.

## **APPORTIONMENT**

The distribution of federal funds among the states as prescribed by a statutory formula. Each Federal Fiscal Year, FHWA is responsible for apportioning authorized funding for the various highway programs among the states.

## **APPROPRIATION**

A legislative authorization to make expenditures and incur obligations for specific purposes from designated resources available or estimated to be available during a specified time period.

**AUTHORIZATION ACT**

Federal surface transportation legislation which is essentially a plan for funding and administering transportation programs; it creates, eliminates or modifies transportation programs (including highway, transit, ferry, safety, and research programs), authorizes the maximum amount to be spent through the programs, establishes and funds special requests such as studies and high priority projects, and provides direction to Congress and USDOT for the allocation of discretionary funds. The funds for this legislation come from federal taxes on fuel, tires, truck and trailer sales, and truck weight. The current authorization act is the Moving Ahead for Progress in the 21st Century Act (MAP-21).

**BELETED CLAIMS**

A legal claim (a billing) for services provided to the state made after the legal authority to pay for those services has lapsed.

**BIENNIUM (State)**

A 24-month fiscal period extending from July 1 of odd-numbered years to June 30 of the next odd-numbered year.

**BITUMINOUS SURFACE TREATMENT (BST)**

One or more applications of sprayed-on liquid asphalt followed by a layer of suitable aggregate to protect and preserve the surface, maintain the structural integrity or restore the surface texture and skid resistance of the roadway. Generally, BSTs are performed on low volume roadways. (See Chip Seal)

**BOND**

A written promise to pay a specified sum of money, called the face value or principal amount, at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate.

**BUDGET**

A plan of financial operations embodying an estimate of proposed expenditures for a given period and the proposed means of financing them.

**BUDGET AUTHORITY**

In federal funding, empowerment by Congress that allows federal agencies to incur obligations to spend or lend money. This empowerment is generally in the form of appropriations; however, for the major highway program categories, it is in the form of "contract authority."

**BUS RAPID TRANSIT**

A type of high-capacity bus service which adopts many features of rail rapid transit, seeking to achieve faster, more frequent service than traditional bus service. BRT may operate in its own right-of-way, have shorter headways, and longer stop spacing than traditional bus service. In practice, BRT systems around the world may adopt all or only some of these features.

**CAPITAL BUDGET**

The portions of a budget, or a separate budget, devoted to proposed improvements or additions to capital assets and a means of financing those additions. In Washington State, the budgeting of capital projects financed from general fund bonds is often referred to as the Capital Budget, while transportation capital projects are included within the Transportation Budget which includes both operating and capital appropriations for transportation agencies.

**CARRY FORWARD**

In incremental budgeting, the carry-forward level is the first step in building an ensuing biennial operating budget. It is a calculation of the biennialized (two-year) cost of activities that were funded for a partial biennium and the deletion of one-time costs.

**CENTERLINE MILES**

Centerline miles represent the total length of a given road from its starting point to its end point. The number and size of the lanes on the road are ignored when calculating centerline mileage. Centerline mileage is the best gauge of overall length of roads.

**CHIP SEAL**

A single application of Bituminous Surface Treatment (BST) applied to existing pavement surfaces to correct surface raveling and oxidation of old pavements. Chip seal also provides a waterproof cover for an existing pavement structure.

**CITY TRANSPORTATION AUTHORITY**

A municipal corporation authorized by the state legislature to perform a public monorail function. The City of Seattle monorail was approved by voters of Seattle in November 2002 and dissolved by voters of Seattle in 2005.

**CLEAN AIR ACT AMENDMENTS OF 1990**

Federal law that identifies "mobile sources" (vehicles) as primary sources of pollution and calls for stringent new requirements in metropolitan areas and states where attainment of National Ambient Air Quality Standards (NAAQS) is or could be a problem.

**COMBINED LICENSING FEE**

Replaced by License Fee by Weight for trucks with gross weight of 4,000 pounds or more. Previously, the combined license fee included the base vehicle registration fee and a tax based on gross weight.

**COMMUNITY TRANSPORTATION PROVIDER**

Community Transportation Providers are private, non-profit, or governmental agencies that provide core transportation services for individuals with special needs and the general public in rural and urban areas.

**COMMUTE TRIP REDUCTION LAW (CTR)**

The CTR law requires major employers in the nine most populous counties of the state to reduce the number of single-occupant vehicle (SOV) trips and the number of vehicle miles traveled (VMT) by their employees. Other employers in those counties can also volunteer to participate in the program. Enacted as part of the state's Clean Air Act.

**COMMUTER RAIL**

A passenger railroad service using tracks that are part of the general commercial railroad system. The service is mainly for commuters and operates principally during commute rush hours. Typically this type of service uses rail cars whose seating capacity is greater than intercity rail cars that are designed for longer distances.

**COMPREHENSIVE PLAN**

A city's or county's land-use plan for long-term development. Also a legal document required by the state's Growth Management Act ([Chapter 36.70A RCW](#)).

**CONCURRENCY**

The Growth Management Act requirement that adequate public services and facilities such as water, sewer, storm drainage, and transportation infrastructure must be available or planned and funded concurrent with occupancy of new development. Also, the level of service for that infrastructure must meet standards set by the city or county.

**CONFORMITY**

A federal and state requirement that transportation plans, programs, and projects should improve, not worsen air quality. Conformity applies in those counties in which there is a nonattainment area for carbon monoxide, particulate matter, or ozone.

**CONGESTION MANAGEMENT PROCESS (CMP)**

Federal law requires large metropolitan areas (200,000 population or more) and states to develop management plans that make new and existing transportation.

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)**

A categorical funding program in the federal surface transportation law that establishes criteria and funding for projects and activities to reduce congestion and improve ambient air quality. To be eligible for CMAQ, projects and activities must contribute to achieving National Ambient Air Quality Standards and must be included in a Transportation Improvement Program (TIP).

**CONGESTION PRICING**

For tolled facilities, this strategy involves variable charges based on levels of traffic congestion and/or time of day and can be charged over a wide area or a single corridor. Also known as value pricing.

**CONTRACT AUTHORITY**

A form of federal budget authority that permits obligations to be made in advance of appropriations.

**COUNTY ROAD ADMINISTRATIVE BOARD (CRAB)**

CRAB is an oversight agency for county road organizations. As part of that function, it administers the Rural Arterial and the County Arterial preservation programs for the state.

**COUNTY TRANSPORTATION AUTHORITY**

A governing authority for local public transportation service. Three County Commissioners and three city elected officials are the governing board. Columbia and Grays Harbor Counties formed transit agencies under this governance structure.

**DEMAND-RESPONSE**

"Demand-Response" service is a type of transit service where individual passengers can request transportation from a specific location to another specific location at a certain time. Service is not on a fixed route or schedule and usually requires advance reservations. Called "Dial-a-Ride" in many areas.

**DESIGN-BID-BUILD**

The "standard" contracting and project procurement procedure. The design of the project is performed prior to the advertisement of the project for bid. The project is awarded to the lowest responsive bidder. The construction of the project is performed by the successful low-bid contractor.

**DESIGN-BUILD**

A contracting and project procurement procedure. The design/build concept allows the contractor flexibility in the selection of design, materials, and construction methods. Under the design/build concept, the contracting agency identifies the parameters for the desired end result and establishes the minimum design criteria. The prospective bidders then develop design proposals. The submitted proposals are rated by the contracting agency on the basis of design quality, timeliness, management capability, and cost.

**DEVIATED FIXED ROUTE**

"Deviated Fixed Route" service is a hybrid of fixed-route and demand-response transit services. A service vehicle will travel along a fixed route, with fixed stops, on a fixed schedule, but may deviate from its course for a pre-scheduled request.

**EIGHTEENTH AMENDMENT**

Amendment to the State Constitution passed in 1944, stating that motor vehicle license fees, gas tax, and other state revenue intended for highway purposes may only be used for highway purposes.

**EXCISE TAX**

A tax imposed on the performance of an act, the engaging in an occupation, or the enjoyment of a privilege. May be applied to transactions based upon the value of the goods sold (e.g., sales tax or liquor tax) or on the units sold (gas tax or cigarette tax).

**FAREBOX RECOVERY RATE**

The percent of annual operating costs recovered by passenger fares.

**FIREWALL**

A budgetary device separating certain federal spending within the discretionary spending category from other spending in the discretionary category. Spending for programs with firewalls may not be reduced in order to increase spending for other discretionary programs. A feature of TEA-21, the firewall protected highway, highway safety, and transit revenue from being diverted to the general fund for federal fiscal years 1999-2003.

**FISCAL YEAR (Federal)**

A 12-month period extending from October 1 in one calendar year to September 30 of the next calendar year. Federal Fiscal Year (FFY) 2015 extends from October 1, 2014, to September 30, 2015.

**FISCAL YEAR (State)**

A 12-month period extending from July 1 in one calendar to June 30 of the next calendar year. State Fiscal Year (FY) 2015 extends from July 1, 2014, to June 30, 2015.

**FIXED ROUTE SERVICE**

Public transportation on a fixed schedule along a specific route with specific stops for passenger access.

**FULL FAITH AND CREDIT**

The pledge of the full taxing and borrowing powers of a government to pay its debt obligations.

**FUND**

State accounts are administratively rolled-up into funds containing like accounts. Each roll-up fund is considered a separate accounting entity for the preparation of the state's Comprehensive Annual Financial Report, or CAFR. Transportation accounts are mostly rolled-up into the Motor Vehicle Fund and the Multimodal Transportation Fund.

**GAS TAX**

Also known as the motor fuel tax. Includes taxes on motor vehicle fuel and special fuel (principally diesel). This tax is levied against each gallon of motor fuel.

**GENERAL AVIATION**

Civil aviation operations other than scheduled air services and non-scheduled air transport operation for hire. General aviation includes a wide range of activities, such as flight training, air ambulance, police aviation, aerial firefighting, gliding, and skydiving.

**GENERAL FUND**

The main source of funds appropriated by the Omnibus Appropriations Act for state government (including education, human services, natural resource functions, and general government).

**GENERAL OBLIGATION (G.O.) BOND**

A security backed by the full faith and credit of a state, locality, or other governmental authority. In the event of a default, holders of general obligation bonds have the right to compel a tax levy, other borrowing, or legislative appropriation in order to satisfy the debt obligation.

**GRANT ANTICIPATION NOTES (GAN)**

Short-term debt that is secured by grant money expected to be received after debt is issued. A GARVEE is a special type of GAN that is repaid with federal highway funds (see Grant Anticipation Revenue Vehicle).

**GRANT ANTICIPATION REVENUE VEHICLE (GARVEE)**

A GARVEE is any bond or other form of debt repayable, either exclusively or primarily, with future federal-aid highway funds under Section 122 of Title 23 of the United States Code. Although the source of payment is federal-aid funds, GARVEE's cannot be backed by a federal guarantee, but are issued at the sole discretion of, and on the security of, the state issuing entity.

**GROWTH MANAGEMENT ACT (GMA)**

State law originally enacted by the Legislature in 1990 which addresses the land-use consequences of population growth in Washington State. The GMA requires all cities and counties in the state to do some planning and has more extensive requirements for the largest and fastest-growing counties and cities in the state. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans ([RCW 36.70A](#)).

**GROWTH AND TRANSPORTATION EFFICIENCY CENTERS (GTECs)**

GTECs provide commute options programs to smaller employers, residents and students. This is in contrast to the general CTR program which focuses on commute options for major employers.

**HIGH CAPACITY TRANSPORTATION (HCT) SYSTEM**

A system of public transportation services within an urbanized region operating principally on exclusive rights-of-way, as well as the supporting services and facilities necessary to implement such a system (such as interim express services and high occupancy vehicle lanes). Taken as a whole, and HCT system provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways.

**HIGH OCCUPANCY VEHICLE (HOV)**

An automobile, van, pick-up truck, or bus that carries enough people to travel in the HOV or Diamond Lane. In Washington State, most HOV lanes require that two or more persons travel together, although in some places three people are required.

**HIGH-SPEED RAIL**

A passenger railroad service offering high-speed service connecting cities or regions. Most high-speed rail systems operate in exclusive rights-of-way all or most of the time, but may share tracks with conventional railroad services in certain areas. Worldwide, the majority of high-speed rail systems achieve speeds of 185 mph. Typically these systems are characterized by continuously-welded rail, zero at-grade crossings, and minimized curvature of the right-of-way. Examples include the Japanese Shinkansen ("bullet train") and the French TGV.

**HIGHER SPEED RAIL**

Passenger rail service with speeds less than 150 mph is referred to as "higher speed rail" or "high performance rail." In the United States, most trains are limited to top speeds of 79 mph, unless equipped with automatic safety systems approved by the Federal Rail Administration. For speeds of 110 mph to 125 mph, grade crossings must be equipped with an impenetrable barrier which blocks traffic, and for speeds over 125 mph, no grade crossings are permitted. In the United States, the Acela Express, serving the Northeast Corridor, achieves speeds of 150 mph, though the average speed is less than half of the maximum.

**INTELLIGENT TRANSPORTATION SYSTEMS (ITS)**

Refers to the application of technology to solving traffic congestion. ITS systems are multimodal and examples include traffic signal control systems, variable message signs, parking guidance and information systems, and bridge deicing systems. Intelligent Vehicle Highway Systems (IVHS) automate highway and vehicle systems to enable more efficient and safer use of existing highways.

**INTERCITY PASSENGER RAIL**

A passenger railroad service using either exclusive railroad tracks or tracks that are part of the general railroad system. Such service connects cities or regions, often crossing state boundaries. By federal law, Amtrak has exclusive rights to provide intercity service.

**INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)**

The 1991 – 1998 federal surface transportation act which preceded TEA-21. (See "Authorization Act" for description of legislation.)

**INTERNATIONAL FUEL TAX AGREEMENT (IFTA)**

An agreement whereby states and provinces collect special fuel taxes from interstate truckers based in that state or province and distribute the taxes due to other jurisdictions. Each trucking company on a quarterly basis determines fuel taxes owed to each jurisdiction based on miles traveled and the tax rate in each jurisdiction.

**INTERNATIONAL REGISTRATION PLAN (IRP)**

An agreement whereby states and provinces collect motor vehicle registration fees from interstate truckers based in that state or province and distribute the taxes due to other jurisdictions. Each trucking company determines registration fees owed to each jurisdiction based on miles traveled and the tax rate in each jurisdiction.

**JOINT TRANSPORTATION COMMITTEE (JTC)**

The Joint Transportation Committee (JTC) was created in 2005. The purpose of the committee is to review and research transportation programs and issues to better inform state and local government policymakers, including legislators. The JTC's executive committee consists of the chairs and ranking members of the House Transportation Committee and the Senate Transportation Committee. The chairs of the House and Senate Transportation Committees serve as co-chairs of the JTC. Other legislators who are not JTC members may serve on JTC working groups depending on the subject matter of the committee's oversight and research projects.

**LANE MILES**

Lane miles are calculated by multiplying the centerline mileage of a road by the number of lanes it has. Lane mileage provides a total amount of mileage covered by lanes belonging to a specific road. This measurement is a useful gauge of maintenance and preservation workload.

**LEVEL-OF-SERVICE (LOS)**

A qualitative measure describing operational conditions within a traffic stream. This term refers to a standard measurement which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F. The counties or cities must cooperatively develop level-of-service standards for public services and infrastructure as a part of the policies governing growth management.

**LIGHT RAIL**

A range of electric-powered rail systems, from street cars operated as single units on streets with mixed traffic to trains of vehicles operating in exclusive, grade separated rights-of-way. The distinction between light rail transit and heavy rail is primarily based on carrying capacity; the latter carries more passengers.

**LIMITATION ON OBLIGATIONS**

A limit on the amount of federal assistance that may be contractually obligated during a specified time period.

**LONG-RANGE PLAN**

A 20-year forecast plan now required at both the metropolitan and state levels, that must consider a wide range of social, environmental, energy, and economic factors in determining overall regional goals and how transportation can best meet these goals.

**MAINTENANCE LEVEL**

In incremental budgeting, the maintenance level is the second step in building an ensuing biennial operating budget. It incorporates new costs associated with mandatory caseload, enrollment, inflation, and other legally unavoidable costs.

**MEDIUM SPEED ELECTRIC VEHICLES**

Medium speed electric vehicles can only attain maximum speeds between 25-35 mph. Operation only allowed on roads with a speed limit not greater than 35 mph and requires a driver license.

**METROPOLITAN PLANNING ORGANIZATION**

The agency designated by the Governor (or Governors in a multi-state area) to administer the federally required transportation planning process in a metropolitan area. An MPO must be in place in every urbanized area with a population over 50,000. The MPO is responsible for the 20-year long-range plan and the Transportation Improvement Program. The official name for an MPO may also be Council of Governments, Planning Association, Planning Authority, Regional or Area Planning Council, or Regional or Area Planning Commission.

**MONORAIL**

A single track, elevated public transportation system. The term also refers to city transportation authorities established to perform a monorail function ([Chapter 35.95A RCW](#)).

**MOTOR VEHICLE ACCOUNT**

A state account which receives motor fuel taxes and state vehicle license fees; expenditures subject to the 18<sup>th</sup> amendment to the state constitution.

**MOTOR VEHICLE EXCISE TAX (MVET)**

Tax imposed on vehicle owners for the privilege of owning and operating motor vehicles in Washington. Prior to repeal in 2000, the state rate on most vehicles was 2.2 percent of vehicle value. Vehicle value was determined by statutory valuation schedules and the original manufacturer's suggested retail price (MSRP) for vehicle. The excise tax was also an option for local high capacity transit and HOV lane development in King, Pierce, and Snohomish counties. In 2002, Initiative 776 set the gross weight fee for small trucks at \$30 per year, repealed the authorization for MVET for high capacity transit, and repealed the \$15 local option vehicle fee.

**MOTOR VEHICLE FUND**

Reference is often interchangeable with the Motor Vehicle Account. The Motor Vehicle Fund is referenced in the 18<sup>th</sup> amendment to the state constitution as a special fund into which vehicle license fees and excise taxes on fuel are deposited. Expenditures are limited to highway purposes. Additionally, the fund is an administrative roll-up fund and a separate accounting entity for the preparation of the state's Comprehensive Annual Financial Report, or CAFR. Many other state accounts are "created in the Motor Vehicle Fund" thus subject to 18<sup>th</sup> amendment restrictions.

**MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)**

The current federal surface transportation authorization act, MAP-21 is expected to provide over \$1.2 billion in apportionment to Washington State for FFYs 2015 and 2016.

**MULTIMODAL TRANSPORTATION ACCOUNT**

Account where certain transportation monies which are not constitutionally restricted to highways are deposited.

**NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)**

Standards created by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. The EPA established NAAQS measures for six pollutants: carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

**NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)**

A federal law designed to ensure that environmental factors are weighted equally when compared to other factors in a decision making process undertaken by federal agencies. Highway projects funded all or in part by federal funds are subject to the Act. The state corollary is the State Environmental Policy Act (SEPA). The NEPA process may involve the preparation of an Environmental Assessment (EA) or an Environmental Impact Statement (EIS). The governing federal agency prepares a Record of Decision (ROD) at the conclusion of the process describing the alternatives evaluated, identifying the preferred alternative, and describing efforts to avoid or minimize environmental impacts.

**NATIONAL HIGHWAY SYSTEM (NHS)**

Designated by Congress in 1995. The NHS contains all Interstate routes, a large percentage of urban and rural principal arterials, and strategic highways and connectors. MAP-21 expands the NHS to include an additional 60,000 miles of principle arterials.

### **NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)**

The Clean Water Act requires point source dischargers of pollutants to obtain a permit, known as a NPDES or "stormwater" permit. The Department of Transportation is affected by this requirement because of highway runoff. The Department of Ecology administers the permitting process.

### **NEIGHBORHOOD ELECTRIC VEHICLES**

NEVs can achieve a maximum speed between 20-25 mph. Operation is only allowed on roads with speed limit of 25 mph or less and requires a driver license.

### **NET FOR DISTRIBUTION**

As applied to motor fuel taxes: gross collections less refunds for nonhighway use, transfers to nonhighway accounts in lieu of refunds, administrative expenses of the Department of Licensing.

### **NICKEL ACCOUNT**

Account enacted to finance a list of highway improvements identified in the 2003 transportation budget and revenue package. Primarily funded by a 5 cent tax increase and a 15 percent increase in truck weight fees. Funds placed into this account are subject to the 18<sup>th</sup> Amendment of the Washington State Constitution and may only be used for highway purposes.

### **NONATTAINMENT AREA**

A nonattainment area does not meet the National Ambient Air Quality Standards. In Washington, Seattle/Tacoma, Spokane, and Vancouver are nonattainment areas for ozone and/or carbon monoxide. There are other nonattainment areas for particulate matter.

### **OBLIGATION**

Commitment made by federal agencies to pay out money as distinct from the actual payments, which are "outlays." Generally, obligations are incurred after the enactments of budget authority.

### **OBLIGATION AUTHORITY**

An annual determined limitation on the obligation of funds distributed through the federal budget. It controls the rate at which these funds may be used.

### **OFFICE OF FINANCIAL MANAGEMENT (OFM)**

The agency that, on behalf of the Governor, develops budget proposals, manages agency budgets, develops state policy, generates official state demographic statistics, oversees accounting for state government, and performs other related functions.

### **OPERATING BUDGET**

A plan of current expenditures for day-to-day operations and the proposed means of financing them. The operating budgets for transportation agencies are contained within the omnibus Transportation Budget. The term "Operating Budget" or "General Fund Budget" is sometimes used as a general term for Omnibus Appropriations Act that provides the operating budgets for state agencies other than the transportation agencies.

### **PARATRANSIT**

A variety of smaller, often flexibly scheduled-and-routed transportation services using low-capacity vehicles, such as vans. These services usually serve the needs of persons that standard mass-transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities. Often referred to as "Special Needs Transportation."

### **PROVISO**

A clause in a legislative bill that sets out specific conditions or exceptions to the general law.

**PUBLIC-PRIVATE PARTNERSHIPS (PPP/PPI/P3)**

Public Private Partnerships allow varying levels of private sector participation in the financing and delivery of public projects. Risk is allocated between the private and public sectors rather than residing only with the public sector.

**PUBLIC TRANSPORTATION BENEFIT AREA (PTBA)**

The transit agency governance model which predominates for local transit agencies in Washington State. PTBAs are controlled by a board of elected officials from jurisdictions within the PTBA. Also known as transit districts and are distinguished from city or county transit departments by being separate governmental entities.

**REGIONAL TRANSIT AUTHORITY (RTA)**

An agency authorized by the state legislature to provide high capacity transportation. An RTA may be formed by a vote of county councils of two or more contiguous counties each having a population of 400,000 or more. King, Pierce and Snohomish counties approved the formation of an RTA in 1993. In 1997 the RTA board adopted the term "Sound Transit" as the popular name for the RTA.

**REGIONAL TRANSPORTATION INVESTMENT DISTRICT (RTID)**

A regional transportation government that may be formed in the region comprised of King, Pierce and Snohomish Counties. A regional plan including project lists and financing mechanism must be approved by voters of the region. The RTID legislation was passed in the 2002 Legislative Session.

**REGIONAL TRANSPORTATION PLAN**

A state-required plan of all Regional Transportation Planning Organizations (RTPOs) receiving funding for regional planning under the Regional Transportation Plan Program of the Growth Management Act.

**REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS**

Authorized by the Legislature in 1990 as part of the Growth Management Act. RTPOs are created by local governments to coordinate transportation planning among jurisdictions and to develop a regional transportation plan. Washington State provides funding and a formal mechanism that is available to all local governments (and not only those required to plan under GMA) and the state to coordinate transportation planning for regional transportation facilities. Currently, RTPOs are formed through voluntary associations of local governments within regions defined as at least one county with at least 100,000 population or at least three counties if the combined population is less than 100,000.

**RESCISSION**

Legislation enacted by Congress that cancels the availability of budget authority previously enacted before the authority would otherwise expire.

**REVENUE ALIGNED BUDGET AUTHORITY (RABA)**

Authorized under TEA-21, RABA is the adjustment in federal funding made annually to the highway program, from FFY 2000 through FFY 2003 as a result of the adjustment in the firewall level for highways. The firewall level is adjusted to reflect revised receipt estimates (anticipated to be increases) for the Highway Account of the Highway Trust Fund. Then, adjustments equal to the firewall adjustment are made to federal-aid highway authorizations and obligation limitation for the fiscal year. Due to declining receipts the formula would have required adjusting federal transportation funding downward in 2002 and 2003; however, Congress authorized additional funding to make up the difference. The provision was not reauthorized when TEA-21 was temporarily extended.

**REVENUE VEHICLE HOUR**

The measurement in hours that a public transportation system operates each vehicle in fixed route services (not including time to or from the assigned route), or makes demand response service available for public use.

**REVENUE VEHICLE MILE**

The measurement in miles that a public transportation system operates each vehicle (not including the distance to or from the assigned route).

**REVOLVING FUND**

A fund which has a source of repayment. The amounts expended from the fund are restored with earnings from operations, transfers from other funds, or repayments of loans. Expenditures from revolving funds may or may not require appropriation authority. Internal Service Funds are revolving funds used by state agencies to account for activities that provide goods and services to other state departments on a cost-reimbursement basis. Loan funds, such as the Public Works Assistance Account, are also revolving funds which are replenished as loan recipients pay off obligations.

**SAFETEA-LU**

Federal surface transportation legislation that succeeded TEA-21. Congress passed this legislation in 2005.

**SPECIAL NEEDS TRANSIT**

See Paratransit.

**STATE ENVIRONMENTAL POLICY ACT (SEPA)**

Requires the evaluation of environmental impacts associated with a project or agency action prior to approval. Its purposes are to make decision-makers aware of the environmental consequences of their actions and to involve the public and other interested parties in the analysis. The state corollary to the National Environmental Policy Act (NEPA).

**STATE INFRASTRUCTURE BANK**

A state or multi-state revolving fund that provides loans, credit enhancement, and other forms of financial assistance to surface transportation projects. The state Transportation Infrastructure Account was created in 1996 to function in this capacity.

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

The STIP is a four-year, prioritized program of federally funded state transportation projects as well as regionally significant state and local transportation projects. Federally funded projects must be included in the STIP before FHWA or FTA will authorize the funding. Projects included in the STIP must be consistent with the long-term transportation plan, must conform to regional air quality implementation plans, and must be financially constrained (achievable within existing or reasonably anticipated funding sources).

**SURFACE TRANSPORTATION PROGRAM (STP)**

The Surface Transportation Program was originally established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and is the most flexible of all the federal-aid programs, allowing for funding of the widest array of transportation projects.

**TRANSIT ORIENTED DEVELOPMENT**

A private or public/private real estate development project that creates, expands, maintains or preserves a mixed-use community or neighborhood within walking distance of a transit center. Transit-oriented development policies are largely a function of local comprehensive planning policies and rules.

**TRANSPORTATION BENEFIT DISTRICT**

Special taxing district which may be created by cities or counties to fund improvements to and operation of the transportation system.

**TRANSPORTATION BUDGET**

One of three state budget bills. Contains appropriations used to support state transportation operating and capital programs. Most appropriated revenue is from transportation user taxes and fees.

**TRANSPORTATION CONTROL MEASURES**

Implemented to enable nonattainment areas to meet their emissions goals. They can include TDM measures, parking policies and pricing, or other system improvements that reduce congestion.

**TRANSPORTATION DEMAND MANAGEMENT (TDM)**

Transportation demand management strategies are ways of addressing transportation system congestion and efficiency from the demand side. An effort to reduce the number of people traveling by single-occupant vehicles (SOV), especially during peak demand. Strategies include carpools, vanpools, transit, as well as time-of-day pricing and real-time traveler information.

**TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)**

The federal surface transportation highway funding authorization act for federal fiscal years 1998-2003 (October 1, 1997 - September 30, 2003). Retained and built on most programs established under the previous legislation (see Intermodal Surface Transportation Efficiency Act of 1991 - ISTEA). New elements included guaranteed and protected spending levels (see Firewall and Revenue Aligned Budget Authority), increased spending, and a new way of addressing funding equity between states.

**TRANSPORTATION FUND**

An administrative roll-up fund and separate accounting entity for the preparation of the state's Comprehensive Annual Financial Report, or CAFR. This roll-up fund includes transportation accounts not restricted by the 18th Amendment to the State Constitution.

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Metropolitan Planning Organizations are required by federal law to develop a four-year TIP, which includes a prioritized list of projects and demonstration of financial constraint for the program. The TIP must be updated at least every four years, but MPOs in Washington update their TIPs every one or two years to remain consistent with the update of the Statewide Transportation Improvement Program (STIP). TIPs from all regions of the state are compiled to produce the STIP.

**TRANSPORTATION INFRASTRUCTURE FINANCE INNOVATION ACT (TIFIA)**

A federal credit program for projects of national significance that includes secured loans, loan guarantees, and lines of credit.

**TRANSPORTATION MANAGEMENT AREA (TMA)**

Transportation Management Areas (TMAs) are large MPOs. Urbanized areas over 200,000 in population are automatically designated as TMAs and are subject to special planning requirements under federal surface transportation laws (e.g., ISTEA, TEA-21). Additional areas may be designated TMAs if the Governor and the MPO or affected local officials request designation. TMAs have greater project selection authority for transportation improvement projects using federal Surface Transportation Program funds, but must also develop Congestion Management Systems and are subject to triennial certification reviews by FHWA and FTA.

**TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)**

The Transportation Partnership Act of 2005 increased fuel taxes by 9.5 cents and imposed vehicle weight fees on cars, light trucks and SUVs. Revenues are deposited to the TPA Account; expenditures from this account may only be used for projects or improvements identified as 2005 transportation partnership projects, including any principal and interest on bonds authorized for the projects or improvements.

**TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE (TPEAC)**

Formed in 2001 to examine opportunities to streamline environmental permitting of transportation projects including developing a pilot process for projects, a one-stop permit decision-making process for projects of statewide significance, and a programmatic permitting process. Formerly codified in 47.06C RCW, the law expired on March 31, 2006. Similar efforts to facilitate timely permitting are continued by the Multi-Agency Permitting (MAP) Team.

**TRANSPORTATION SYSTEM MANAGEMENT (TSM)**

A variety of actions and activities designed to make the existing transportation system more efficient. For example, traffic light or signal synchronization.

**UNINCORPORATED TRANSPORTATION BENEFIT AREA (UTBA)**

A transit district whose area only includes unincorporated areas (areas not in city boundaries). The County Commission is the governing body. UTBAs have been formed in Garfield and Whitman Counties.

**URBAN GROWTH AREA**

Areas where urban growth will be encouraged under the Growth Management Act. Counties and cities must cooperatively establish the urban growth areas. Cities must be located inside urban growth area. Once established, cities cannot annex land outside the urban growth boundary. Growth outside of the urban growth boundary must be rural in character.

**VALUE PRICING**

Also known as Congestion Pricing. The use of charges for road usage to manage congestion; encouraging users to vary usage by increasing user costs during peak periods.