
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. (See *Funds* section for full text of the *18th Amendment*.)

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.

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.

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 funds as prescribed by a statutory formula. Federal apportionment of highway funds is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program 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 Transportation Equity Act for the 21st Century (TEA-21). It expired in September 2003 and has been extended several times since for short periods of time.

BELATED 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."

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

Identifies the base level of expenditures necessary to carry legislative authorizations in the ensuing biennium. The base includes carry forward of salary and comparable worth increases, legislatively mandated workload, or service changes and eliminations of nonrecurring costs.

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 CTA has that authority for the city of Seattle. The term "Seattle Popular Monorail Authority" is the popular name for the CTA.

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

A fee which includes the base vehicle registration fee and a tax based on gross weight. The fee is levied on truck registrations within the state. RCW 46.16.070 and 46.16.085

COMMUTE TRIP REDUCTION LAW (CTR)

This state 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. The SOV trips and VMT must be reduced from a baseline year within homogeneous trip-reduction zones. The reductions are 15 percent after 2 years, 20 percent after 4 years, 25 percent after 6 years, and 35 percent after 12 years. RCW 70.94.524 - 70.94.600.

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 plan for long-term development. Also a legal document required by the state's Growth Management Act. The detailed requirements for the plan are outlined in RCW 36.70A.

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 SYSTEMS (CMS)

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).

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. Gray's Harbor Transit is the only such agency to date.

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.

DISTRIBUTION FORMULA

Refers to the statutorily defined formula for allocating state motor fuel tax revenues to specific programs and entities.

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).

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. The TEA-21 establishes, for fiscal years 1999-2003, a firewall to protect highway, highway safety, and transit revenue from being diverted to the general fund or not being spent.

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) 2003 will extend from October 1, 2002, to September 30, 2003.

FISCAL YEAR (State)

A 12-month period extending from July 1 in one calendar to June 30 of the next calendar year.

FUND

A fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources, together with all related liabilities and residual equities or balances, and changes, which are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations.

FULL FAITH AND CREDIT

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

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.

GAS TAX

Also known as the motor fuel tax. Includes taxes on motor vehicle fuel and special fuel. This tax is levied against each gallon of motor fuel. RCW 82.36

GENERAL FUND

The main source of funds for general state government. RCW 43.79

GROSS WEIGHT FEE

Part of the combined licensing fee that is paid by trucks, buses, and for-hire vehicles, and is based upon the combined weight of vehicles and cargo.

GROWTH MANAGEMENT ACT (GMA)

A state law passed by the Legislature in 1990 and amended in 1991 which addresses the negative consequences of unprecedented population growth and suburban sprawl 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 36.70

HIGH CAPACITY TRANSPORTATION

Express or commuter service that operates on exclusive right-of-way, such as rail, bus ways, and HOV lanes.

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. The Japanese Shinkansen and French TGV are examples of the highest speed systems, and the Swedish X-2000 and Amtrak's Northeast Metroliner service are examples of slower high-speed systems.

INTELLIGENT VEHICLE HIGHWAY SYSTEMS (IVHS)

Refers to the advanced technology applications that automate highway and vehicle systems to enable more efficient and safer use of existing highways. Also known as Intelligent Transportation System (ITS).

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 during the 2005 Legislative Session. 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.

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.

LIMITATION ON OBLIGATIONS

A limit on the amount of federal assistance that may be obligated during a specified time period. A limitation on obligations does not affect the scheduled apportionment or allocation of funds; it just controls the rate at which these funds may be used.

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. Another difference is that light rail transit draws its power from

overhead catenaries, while heavy rail's power comes from an electric power source along the track. Portland's MAX system operates both in mixed traffic and on exclusive rights-of-way.

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

Identifies the additional cost of mandatory service and activities.

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. The ISTEA provides procedures under which local governments and Governor(s) may designate or redesignate an MPO.

MONORAIL

A single track, elevated public transportation system. The term also refers to the municipal corporation defined in RCW 36.94.010 and approved by voters of Seattle in November 2002.

MOTOR VEHICLE ACCOUNT

An accounting entity used to track Motor Vehicle Fund revenues not deposited into other special purpose accounts in the Motor Vehicle Fund. RCW 46.68.707

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 rate on most vehicles was 2.2 percent of vehicle value. Vehicle value is 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

A fund containing receipts from motor fuel taxes; motor vehicle registration licenses, permits, and fees; and other transportation user fees. May only be used for highway purposes as provided in the 18th Amendment of the State Constitution. Contains several special purpose accounts, including the Motor Vehicle Fund-Basic Account, which is often referred to interchangeably as the Motor Vehicle Account or Motor Vehicle Fund. The State Patrol Highway Account is also part of the larger, roll-up Motor Vehicle Fund.

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 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. The ISTEA funding was available for the NHS.

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

A part of the Clean Water Act that requires point source dischargers of pollutants to obtain a permit. The Department of Transportation is affected by this requirement because of highway runoff. The Department of Ecology administers the permitting process.

NET FOR DISTRIBUTION

As applied to the gas tax: 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 18th Amendment of the Washington State Constitution and may only be used for highway purposes. (See *Funds* section for full text of the *18th Amendment*.)

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

Plans of current expenditures and the proposed means of financing them. The operating budget is the primary means to ensuring that the financing, acquisition, spending, and service delivery activities of the state are controlled. 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.

PROVISO

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

PUBLIC-PRIVATE PARTNERSHIPS (PPP/PPI)

The Public Private Initiatives Act (PPI) enacted in 1993 and the Transportation Innovative Partnerships act of 2005 (Public Private Partnerships (PPP)) were enacted to provide flexibility for transportation projects to be financed using both public and private funds. This program is administered by the Department of Transportation. (*See Public Private Partnerships for chronology and program details*).

PUBLIC TRANSPORTATION BENEFIT AREA (PTBA)

Jurisdiction established to provide transit services and is the predominant governing authority for local transit agencies. 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. RCW 36.57A

REGIONAL TRANSIT AUTHORITY (RTA)

One of the agencies authorized by the state legislature to provide high capacity transportation. The RTA has that authority for King, Pierce and Snohomish counties. 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 plan required 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.

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.

REVOLVING FUND

A fund provided to carry out a cycle of operations. The amounts expended from the fund are restored with earnings from operations or by transfers from other funds, so that it is always intact, in the form of cash, receivables, inventory, or other assets. Expenditures from revolving funds do not require direct appropriation authority; however, all revenue in the fund comes from accounts for which appropriation authority has been provided.

SAFETEA-LU

Federal surface transportation legislation that succeeded TEA-21. Congress passed this legislation in 2005. It has an increased focus on safety and freight mobility. (*See Funding section for more details*).

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.

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.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

A short-term transportation planning document covering at least a three-year period and updated at least every two years. The STIP includes a priority list of projects to be carried out in each of the three years. 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).

STATE IMPLEMENTATION PLAN (SIP)

A three-year investment strategy required at the state level that addresses the goals of the state long-range plan and lists priority projects and activities throughout the state.

SURFACE TRANSPORTATION PROGRAM (STP)

One of the primary capital programs in federal surface transportation law. It provided flexibility in expenditure of "road" funds for nonmotorized and transit modes and for a category of activities known as transportation enhancements. It also broadened the definition of eligible transportation activities to include pedestrian and bicycle facilities and enhancement of community and environmental quality with 10 categories of activities.

TORT CLAIMS

Regarding amounts provided in the budget, tort claims are payments for claims based on a grievance for which the state has been found to be legally responsible. A tort is a wrongful act other than a breach of contract for which a civil action for damages can be brought.

TRANSPORTATION BUDGET

One of three state budget bills. Contains appropriations used to support state transportation programs. Most appropriated revenue is from transportation user 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)

An effort to reduce the number of people traveling by single-occupant vehicles (SOV) by promoting non-SOV modes of transportation (e.g., carpools, vanpools, transit). TDM efforts may also discourage the use of SOVs by imposing tolls or taxes.

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

Fund that includes transportation accounts not restricted by the 18th Amendment of the State Constitution. The Multi-modal Account is part of the Transportation Fund.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A three-year transportation investment strategy required under federal law. It is similar to the six-year program required by state law, which addresses the goals of the long-range plans and lists priority projects and activities for the region. [At the state level, the TIP is also known as a state transportation improvement plan (STIP), not to be confused with a SIP. TIPs from all regions are incorporated in 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)

Expenditures from this account must be used only for projects or improvements identified as 2005 transportation partnership projects or improvements in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements. Funded by 2005 fuel tax increase.

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. The committee is made up of representatives of cities, counties, the Departments of Transportation, Fish and Wildlife, and Ecology, and four legislators, as well as representatives from industry, environmental groups, and state and federal agencies.

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 (UCTA)

A transit district whose area only includes unincorporated areas (areas not in city boundaries). The County Commission is the governing body. The only UCTA is in Garfield County.

URBAN GROWTH AREA

Areas where urban growth will be encouraged. 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.