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## X. GLOSSARY OF TERMS

**ADVANCE CONSTRUCTION (AC)** - A plan whereby the State, Cities, or Counties may utilize their own funds to temporarily fund federal-aid projects when federal fund apportionment for a fiscal year has been expended. Funding is then converted to federal-aid when new apportionment is received at the beginning of a new fiscal year.

**AMERICANS WITH DISABILITIES ACT (ADA)** - A civil rights law enacted in 1990 that prohibits discrimination against people with disabilities in the areas of employment, transportation, telecommunications, and public accommodation. Special facilities to accommodate persons with disabilities, such as special low curb cuts at intersections for wheelchair traffic, are required by law.

**APPORTIONMENT** - Federal-aid funds appropriated to each state over a multi-year period as a result of an act of Congress. Current funding is authorized by the Transportation Equity Act for the 21<sup>st</sup> Century signed into law in June, 1998. Funds are allocated in a number of different categories and have certain restrictions for use within those categories.

**ARTERIALS** - Include those classes of highways emphasizing a high level of mobility for the through movement of traffic. Land access is subordinate to this primary function. Generally, travel speeds and distances are greater on these facilities compared to the other classes. The highest classes of arterials, interstates and freeways, are limited access to allow the free flow of traffic.

**AVERAGE DAILY TRAFFIC (ADT)** - The average number of vehicles passing a given point on a roadway in a 24-hour day.

**BIKEWAY** - Any road, street, or path that is designated to accommodate bicycle travel. Bikeways do not have to be separated facilities and may be shared with other travel modes.

**BUS RAPID TRANSIT (BRT)** - Bus Rapid Transit is a rubber wheeled self-propelled transit mode capable of operating in ordinary mixed traffic, limited purpose lanes, exclusive lanes, on aerial structures, and in subway. Bus Rapid Transit is characterized by, but not limited to, distinct vehicles using bus lanes, technology, and limited stops to combine light rail like speeds and convenience with bus flexibility. For the purpose of the 2030 LRP Update, Bus Rapid Transit includes modern, high-capacity buses; segments of bus lanes to avoid significant congestion; light-rail like stations, queue jumpers, and signal priority. Station spacing is generally at one-mile intervals outside of the Central Business District. Operating frequencies are assumed to mirror that of the current Salt Lake to Sandy TRAX Line.

**CAPACITY DEFICIENCY** - Occurs when the number of vehicles on a roadway exceeds the desired level of service threshold volumes for that roadway.

**CAPITAL FUNDS** - Funding dedicated to new projects or projects to improve or replace elements of the transportation system, including freeway widening, rail extensions, transit station improvement, new bicycle and pedestrian lanes, and so forth (Also see “Operating Funds.”)

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**CARBON MONOXIDE (CO)** - Is a colorless gas formed by incomplete combustion of fuel. Anywhere combustion takes place (i.e., industrial processes, home heating, etc.) high concentrations of carbon monoxide can develop.

**COLLECTORS** - Roads and streets that collect traffic from the lower facilities and distribute it to the higher facilities. Collectors provide both mobility and land access. Generally, trip lengths, speeds, and volumes are moderate.

**COMMUTER RAIL** - Commuter trains are typically electric or diesel propelled passenger trains operating on the general, freight railway network, within an urban area or between an urban center and it's outlying suburban communities. The principal passenger community is persons making single day return trips within an urban metropolitan area. For the purpose of the 2030 LRP Update, this includes diesel Push/Pull trains as well as Federal Railroad Administration Compliant Diesel Motorized Units with generally five mile station spacing outside of the Central Business District. It excludes electrified trains.

**CONGESTION MANAGEMENT SYSTEMS (CMS)** - A process of identifying congested locations, evaluating strategies to mitigate congestion, recommending prioritized mitigation projects, and determining their effectiveness. Required by ISTEA in air quality non-attainment areas.

**CONGESTION MITIGATION / AIR QUALITY PROGRAM (CMAQ)** - Is a categorical program created under the Intermodal Surface Transportation Efficiency Act. It directs funding to projects that contribute to meeting national air quality standards.

**CORRIDOR STUDIES** - A typical highway or transit study focusing on a segment of a particular travel corridor. Land use, access issues, capacity, level of service, geometrics, impacts, and safety concerns are studied. Alternatives are developed and analyzed, and recommendations are made. Corridor studies are usually prepared with the participation of the affected communities and government agencies.

**DELAY** - A unit of time measure reflecting increased travel time resulting from traffic congestion.

**DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)** - A document that provides a full description of the proposed project, the existing environment, and analysis of the anticipated beneficial and adverse environmental effects of all reasonable alternatives. (Also see "Final Environmental Impact Statement" (FEIS).)

**ENHANCED BUS SYSTEM** - Enhanced Bus, also known as Type I BRT, is a rubber wheeled self-propelled transit mode capable of operating in ordinary mixed traffic and limited purpose lanes but without significant exclusive lanes. Enhanced Bus is characterized by, but not limited to, standard vehicles using technology and limited stops to improve transit speeds. For the purpose of the 2030 LRP Update, Bus Rapid Transit includes standard articulated buses; light-rail like stations, queue jumpers, and signal priority. Station spacing is generally at one-mile intervals outside of the Central Business District. Operating frequencies are assumed to mirror that of the current Salt Lake to Sandy TRAX Line.

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**ENVIRONMENTAL ASSESSMENTS (EA)** - A document prepared for federal actions where it is not clearly known how significant the environmental impact might be. If, after preparing an Environmental Assessment, it is determined that the project's impacts are significant, an Environmental Impact Statement is then prepared. If not, a "Finding Of No Significant Impact" (FONSI) is documented and issued by the FTA or FHWA. (Also see "Finding Of No Significant Impact.")

**ENVIRONMENTAL IMPACT STATEMENT (EIS)** - written statement containing an assessment of the anticipated significant beneficial and detrimental effects which the agency decision may have upon the quality of the human environment for the purposes of: (1) assuring that careful attention is given to environmental matters, (2) providing a vehicle for implementing all applicable environmental requirements, and (3) to insure that the environmental concerns are successfully addressed.

**EXPENDITURE** - In transportation terms, this is any allowable expense associated with particular project or program.

**FEDERAL HIGHWAY ADMINISTRATION (FHWA)** - An administrative division of the United States Department of Transportation responsible for roadway programs throughout the country.

**FEDERAL TRANSIT ADMINISTRATION (FTA)** - Another branch of the United States Department of Transportation responsible for mass transit projects throughout the country.

**FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)** - A document that provides a full description of the proposed project, the existing environment, and analysis of the anticipated beneficial and adverse environmental effects of all reasonable alternatives. (Also see "Draft Environmental Impact Statement.") A FEIS addresses comments submitted regarding a draft environmental impact statement.

**FINDING OF NO SIGNIFICANT IMPACT (FONSI)** - A statement indicating that a project was found to have no significant impacts on the quality of the human environment and for which a full environmental impact statement will, therefore, not be prepared.

**FLEXIBLE FUNDING** - Unlike funding that flows only to highways or only to transit by a rigid formula, this is money that can be invested on a range of transportation projects. Examples of flexible funding categories include the STP and CMAQ programs.

**FIXED GUIDEWAY** - A system of vehicles that can operate only on its own guideway constructed for that purpose. Examples of fixed guideways systems include rapid rail, light rail transit, exclusive right-of-way bus operations, trolley coaches, and ferry boats.

**FUNCTIONAL CLASSIFICATION** - Is a grouping of roads, streets, and highways in a hierarchy based on the type of highway service they provide. Streets and highways do not operate independently. Instead, they are part of an interconnected network and each one performs service in moving traffic throughout the system. Generally, streets and highways perform two types of service. They provide either traffic mobility or land access. They can be ranked in terms of the proportion of service they perform. The functional classifications are respectively listed in order of traffic service and mobility; freeway, principal arterials, minor arterials, collectors, and local streets.

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**HIGH FREQUENCY BUS SERVICE** - High Frequency Bus is a standard bus transit mode capable of operating in ordinary mixed traffic. High Frequency Bus is characterized by approximately 15 minute headways covering at least the peak commuter period. For the purpose of the 2030 LRP Update, High Frequency Bus does not include special buses, stations, or technologies. Station spacing is varies by demand.

**ILLUSTRATIVE PROJECTS** - A regionally significant project that has no identified funding that would be included in the 2030 LRP Update if additional resources could be identified or were to become available.

**INTELLIGENT TRANSPORTATION SYSTEM (ITS)** - The development or application of technology (electronics, communications, or information processing) to improve the efficiency and safety of surface transportation systems. ITS is divided into five categories that reflect the major emphasis of application: (1) Advanced Traffic Management Systems, (2) Advance Traveler Information Systems, (3) Advanced Public Transportation Systems, (4) Automatic Vehicle Control Systems and (5) Commercial Vehicle Operations.

**INTERMODAL CENTER** - A transportation facility that is specially designed to accommodate several modes of passenger and freight movement including commuter rail, light rail transit, intercity bus, intra-city bus, airport limousine service, cargo container transfers, piggyback trailers, car rental facilities, taxis, private parking, and other transportation services.

**INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)** - The past transportation act which changed many of the traditional methods and procedures of transportation planning. This act replaced many of the former federal-aid funding programs and increased the responsibility of the Metropolitan Planning Organization (MPO).

**LEVEL OF SERVICE** - A measure of highway congestion ranging from free flow to forced flow on a scale of A to F. Facilities are usually designed for levels C or D.

**LINKED TRIP** - A linked trip is a person's entire trip between an origin and destination, which may involve transferring between vehicles (e.g., bus and rail transit), or multiple stops, such as stopping at a daycare center or store along a commute trip. An unlinked trip is a passenger trip make on a single vehicle, such as a single automobile or bus ride.

**LOCAL STREETS AND ROADS** -Their primary function is to provide land access. Travel speeds, distances, and volumes are generally low, and through traffic is usually discouraged.

**LONG RANGE TRANSPORTATION PLAN (LRTP)** - A financially constrained, long range plan, with at least a 20-year time frame, of the anticipated highway and transit needs in a specific area. Transportation needs are based on projected socioeconomic and land use growth within the area. The Wasatch Front Regional Council is responsible for the Long Range Transportation Plan for both the Salt Lake and Ogden/Layton Urbanized Areas. The current plan title is the Wasatch Front Urban Area Long Range Transportation Plan Update: 2004-2030.

**MANAGEMENT SYSTEMS** - A requirement of ISTEA to address short range needs. All states are required to have management systems in place. Metropolitan Planning Organizations have been

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delegated authority to maintain a Congestion Management System (CMS) only in urban areas designated as a Transportation Management Area (TMA). UDOT maintains pavement, bridge, and safety management systems.

**METROPOLITAN AREA** - This area includes the existing urbanized area plus any contiguous area expected to become urbanized in the 20 year forecast period. The Metropolitan Area also must include all of the non-attainment areas for ozone and carbon monoxide pollutants.

**METROPOLITAN PLANNING ORGANIZATION (MPO)** - Designated by the Governor under the provisions of the 1973 Federal-Aid Highway Act. This organization shares responsibility with the State for developing long and short range transportation plans and programs. It provides a forum for discussion and consensus on issues which transcend jurisdictional boundaries. The Wasatch Front Regional Council is the MPO for the Salt Lake and Ogden/Layton Urbanized Areas.

**MULTIMODAL** - Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place, be it by truck, train, bicycle, automobile, airplane, bus boat, foot or even telecommuting with a computer modem.

**NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)** - Enacted in 1969, requires that any activity or project receiving federal funding or other federal approvals (including transportation projects) undergo analyses of potential impacts to see how the activity or project might impact the community, the natural environment, and the health and welfare of the citizens. These analyses include social, economic, and environmental (SEE) concerns ranging from community cohesion to threatened and endangered species.

**NATIONAL HIGHWAY SYSTEM (NHS)** - This approximate 160,000-mile network consists of the 42,500 miles of the Interstate system, plus other key roads and arterials throughout the United States. Designated by Congress in 1995 pursuant to a requirement of the Intermodal Surface Transportation Efficiency Act, the NHS is designed to provide an interconnected system of principal routes to serve major travel destinations and population centers. The NHS is also a funding category in TEA-21.

**OPERATING FUNDS** - Money used to fund general, day-to-day costs of running transportation systems. For highways, operating costs involve maintaining pavement, filling potholes, paying salaries, and so forth. For transit, operating cost include salaries, insurance, administration, maintenance of vehicles and track, replacement parts, and fuel costs.

**OZONE (O<sub>3</sub>)** - Is a colorless gas associated with smog or haze conditions. Ozone is not a direct emission, but a secondary pollutant formed when precursor emissions, hydrocarbons and nitrogen oxides, react in the presence of sunlight.

**PARATRANSIT SERVICES** - Generally more flexible and personalized than regular bus route service, paratransit services use a variety of vehicles including large and small buses, vans, cars, and taxis. Paratransit can serve a particular population, such as persons with disabilities.

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**PARK-AND-RIDE** - An arrangement whereby people can drive to a transit hub, transfer station, or terminal, park their automobiles in designated lots and use public transportation or carpool to their destinations.

**PARTICULATE MATTER (PM<sub>10</sub>)** - Is any material less than 10 microns in size. Particulate matter can be caused by wind-blown soil, dust from paved and unpaved roads, and emissions from diesel engines. Particulate matter of this size is too small to be filtered by the nose and lungs. PM<sub>2.5</sub> is even smaller material that measures 2.5 microns in size.

**PEAK PERIOD** - The time between 6:00 and 9:00 a.m. and between 3:00 and 6:00 p.m. on a weekday, when traffic is usually heavy and dominated by commuters

**QUEUE JUMPER** - Where a separate set of signals for transit are combined with either a short section of exclusive lane or transit exemptions to turning requirements are made to allow transit to by-pass a queue (line) of automobiles that develops at congested points such as intersections, interchange ramps, or bridge approaches.

**REGIONALLY SIGNIFICANT PROJECT** - A transportation project or facility which serves regional transportation needs, such as access to or from areas outside of the region, major activity centers, major planned developments, or transportation terminals. Included as regionally significant projects would be all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

**RIDESHARING** - Car and van pooling intended primarily to serve the commuter work trip. Formalized ridesharing programs are co-sponsored by the Utah Transit Authority.

**RIGHT-OF-WAY (ROW)** - Land, usually in public ownership, through which a transportation facility passes, including the area for shoulders, parking strips, sidewalks, multipurpose trails, bicycle paths, and other cross section elements. Right-of-way also includes rails and trackbeds for fixed guideway transit facilities.

**SIGNAL PRIORITIZATION** - Existing traffic signals or a separate set of signals for transit are made to be activated by buses. Detector devices are installed on the bus or embedded in the approach lane to trigger a signal change or extend signal green time for transit vehicles. Activation of the device may be always available to the transit vehicle or may be limited to only late vehicles. In addition to transit use, emergency vehicles may use the same devices in a more aggressive way to decrease their response time.

**STATE IMPLEMENTATION PLAN (SIP)** - A plan showing how the State will meet air quality standards as required by the 1977 Clean Air Act - Amended. Included are emission inventories and controls for industrial, area, and mobile sources of pollution.

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)** - A five-year program of highway and transit projects for the State. It is a compilation of projects utilizing various federal and state funding programs, and includes highway projects on the state, city, and county highway systems, as well as projects in National Parks, National Forests, and Indian Reservations.

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**SURFACE TRANSPORTATION PROGRAM (STP)** - One of the key funding programs in TEA-21. STP monies are “flexible,” meaning they can be spent on roads and highways, as well as on pedestrian and bicycles facilities and mass transit.

**3-C PLANNING PROCESS (3-C)** - Continuing, comprehensive and cooperative (3-C) transportation planning is conducted by Metropolitan Planning Organizations in urbanized areas. The existence of a certified process is a necessary condition for the use of federal transportation funds.

**TRAFFIC CONTROL MEASURES (TCM)** - Measures which can improve air quality through a reduction in travel or through a reduction in vehicle emission rates by improved traffic flow. Examples include ride sharing programs, transit service, and signal coordination.

**TRAFFIC OPERATIONS CENTER** - The Utah Department of Transportation’s central facility designed to operate and coordinate a variety of TSM and ITS systems, including a network of traffic signals, fiber optics links, traffic sensors, ramp meters, variable message signs, closed-circuit television cameras, and emergency response personnel.

**TRANSIT HUBS** - Locations where transfer connections between transit modes is facilitated, usually at shopping centers or other high-pedestrian locations.

**TRANSIT DEVELOPMENT PROGRAM (TDP)** - A short-term (usually five years) plan of transit service and facility improvements to meet the transit goals of the region.

**TRANSPORTATION DEMAND MANAGEMENT (TDM)** - TDM programs and methods designed to maximize the people-moving capability of the transportation system by increasing the number of persons in a vehicle, or by influencing the time of, or need to, travel. To accomplish these types of changes, TDM programs must rely on incentives or disincentives to make these shifts in behavior attractive.

**TRANSPORTATION EQUITY ACT for the 21<sup>st</sup> CENTURY (TEA-21)** - Federal legislation authorizing highway, highway safety, transit, and other federal surface transportation programs through the year 2003. It continues and expands the programs established by the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. Both acts placed greater emphasis on planning and identified several planning factors that must be addressed.

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** - A five-year capital improvements program of highway and transit projects including operational and low cost projects to increase efficiency of the existing transportation network as well as capital intensive alternatives prescribed in the Long Range Transportation Plan.

**TRANSPORTATION MANAGEMENT AREA (TMA)** - An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the MPO (or affected local officials), and officially designated by the administrators of the FHWA and the FTA. The TMA designation applies to the entire metropolitan planning area(s).

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**TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES (TSM)** - Programs and methods to improve the efficiency and effective capacity of the transportation system. Techniques that might be utilized are signalization, ramp metering, HOV ramps and lanes, one-way streets, and improvements to transit.

**URBAN AREA** - A city or group of cities with population in excess of 5,000. Boundaries are determined by local elected officials, but may not be less than urban area boundaries as defined by the U.S. Bureau of the Census. There are twelve urban areas in Utah.

**URBANIZED AREA** - A city or group of cities with population in excess of 50,000. Boundaries are determined by local elected officials, but may not be less than urbanized area boundaries as defined by the United States Bureau of the Census. There are currently five urbanized areas in Utah --- Salt Lake, Ogden/Layton, Logan, Provo/Orem, and St. George.

**URBAN TRANSPORTATION PLANNING PROCESS (UTPP)** - The UTPP includes the methodologies used in the development of the Long Range and Short Range Elements of the Transportation Plan. The process is intended to identify existing and projected transportation problems within an urban area.

**UTAH TRANSPORTATION COMMISSION** - A seven-member commission whose members are appointed by the Governor with advice and consent of the Senate. Six of the members are selected to represent specific areas of the state, and one member represents the state at large. Duties of the commission are to determine priorities and funding, location and establishment of state highways and airports, hold public meetings and provide for public involvement in transportation matters, make rules on behalf of UDOT, and advise the department on statewide transportation policy.

**VEHICLES PER DAY (VPD)** - The total number of vehicles including buses and trucks which pass by a specific point during the day.

**VEHICLES MILES TRAVELED (VMT)** - The amount of vehicle travel on a designated set of roadways multiplied by the total mileage of those roadways.