

## MPO Glossary of Transportation Planning Terms

### A

**ACCESS MANAGEMENT** – The regulation and control of vehicular access to public roads to insure the safe and efficient operation of the roadway system.

**ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS)** – An Intelligent Transportation System process that employs a variety of detectors, cameras, and communication systems to monitor traffic, optimize signal timings on major arterials, and control the flow of traffic.

**AMERICANS WITH DISABILITIES ACT (ADA)** – Federal legislation outlining specific rights of persons with disabilities, and providing that publicly funded mass transit agencies must provide complementary paratransit service within the fixed route service area to those persons unable to use fixed-route service because of a disability.

**AVERAGE ANNUAL DAILY TRAFFIC (AADT)** – The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

### B

**BACKLOGGED** – A term applied to roads that are not designated as constrained, are operating below locally adopted level of service standards, and are not scheduled for construction in the first three years of either the FDOT's Adopted Work Program or the Six-Year Schedule of Improvements within the Pinellas County Capital Improvements Element.

**BICYCLE ADVISORY COMMITTEE (BAC)** – An MPO appointed committee comprised of representatives of various government agencies, law enforcement officials and private citizens interested in bicycle issues. The BAC advises the MPO in the process of planning and developing bicycle facilities and promoting bicycle use in Pinellas County.

**BICYCLE FACILITIES** – A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use.

**BIKE LANE** – An undivided, paved, signed and marked portion of a roadway, sharing the same right-of-way with motorized vehicles, but designated for the preferential or exclusive use of bicyclists.

**BIKEWAY** – A generic term for any road, street, path that is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

**BUS RAPID TRANSIT (BRT)** – A flexible high performance form of rapid transit that combines features of rail systems with those of over-the-road vehicles, and is characterized by being able to operate in special purpose lanes or on city streets. BRT stations are used as a link between the community and the transit system. Service is frequent enough that passengers do not need a schedule. Moreover, service is integrated with other regional transportation systems, enhancing mobility and promoting intermodal connectivity. ITS technology keeps track of vehicles, provides passengers with updated travel information, and improves safety.

## **C**

**CITIZENS ADVISORY COMMITTEE (CAC)** – Private citizens representing municipal area and at-large membership appointed by the MPO to review transportation issues and topics that will be considered by the MPO. The CAC forwards recommendations to the MPO regarding these issues and topics.

**CHAIRS COORDINATING COMMITTEE (CCC)** – A regional coordinating committee that oversees transportation planning activities in the West Central Florida region. The CCC is made up of the chairs from six member MPOs for the counties of Hernando, Hillsborough, Pasco, Pinellas, Polk, and Sarasota-Manatee. Citrus County is represented on the CCC with limited voting. In addition, the Region's FDOT District Secretaries, TBARTA and the Regional Planning Councils are represented on the CCC in a non-voting capacity. The CCC meets quarterly to develop regional solutions to transportation problems and to ensure a consistent planning approach among the six MPOs.

**COMMUNITY TRAIL** – A local, community based, paved, bicycle/pedestrian corridor designated and restricted to non-motorized traffic and designed to be built to a width less than 15 feet, and to standards that provide a high degree of safety, efficiency, and comfort for the user while reflecting the unique circumstances of the trail's location.

**COMMUNITY TRAFFIC SAFETY TEAM (CTST)** - The Pinellas Community Traffic Safety Team meets monthly with the primary goal to reduce the number of traffic fatalities, crashes, and injuries on all roadways in Pinellas County. The Team membership includes representatives from Education, Enforcement, Engineering and Emergency Response agencies.

**COMMUNITY TRANSPORTATION COORDINATOR (CTC)** – Transportation entity responsible for ensuring that coordinated transportation services are provided to the transportation disadvantaged population in the designated service area. In Pinellas County, the Pinellas County MPO is the community transportation coordinator.

**COMMUTER ASSISTANCE PROGRAM** – Program designed to encourage commuters to participate in transportation demand management initiatives, including vanpooling, telecommuting, and guaranteed ride home programs.

**CONCURRENCY** – As used in growth management and in accordance with Rule 9J-5, F.A.C., the requirement that public facilities and services needed to support development shall be available at the time the impacts of such development will occur.

**CONCURRENCY MANAGEMENT SYSTEM** – The process Pinellas County and local government jurisdictions use to ensure that development orders and permits issued do not result in an unacceptable degradation of the adopted levels of service in their Comprehensive Plans.

**CONGESTION MANAGEMENT PROCESS (CMP)** – A systematic process designed to emphasize effective management of existing transportation facilities through the use of travel demand and operational strategies.

**CONGESTION MITIGATION AND AIR QUALITY (CMAQ)** – A program under SAFETEA-LU which provides funding for projects that contribute to the attainment of the National Ambient Air Quality Standards (NAAQS). Eligible projects include intersection improvements, transit projects, and Transportation Management Organizations/Initiatives.

**COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN** – A unified, comprehensive strategy for public transportation services delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, lays out strategies for meeting these needs, and prioritizes services.

**COUNTYWIDE TRUCK ROUTE PLAN** – A plan adopted by the MPO that designates roads suitable for travel by heavy trucks and vehicles carrying hazardous materials.

## **D**

**DEMAND MANAGEMENT** – A set of strategies that promote increased efficiency of the transportation system by reducing the incidence of single occupant vehicle travel.

**DESIGNATED OFFICIAL PLANNING AGENCY (DOPA)**– Agency designated by the state Commission for the Transportation Disadvantaged to provide planning services to the local transportation disadvantaged service area. In Pinellas County, the Pinellas County MPO is the designated official planning agency.

**DEVELOPMENT OF REGIONAL IMPACT (DRI)** – Any development which, because of its character, magnitude, or location, would have a substantial effect on the health, safety or welfare of citizens in more than one county. This includes the traffic generation of developments above a certain size.

**DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM** – A U.S. Department of Transportation Program that helps small businesses owned and controlled by socially

and economically disadvantaged individuals, including minorities and women, to participate in contracting opportunities for federally funded capital improvement projects.

## **E**

**EFFICIENT TRANSPORTATION DECISION MAKING (ETDM)** – An FDOT initiative intended to improve and streamline the environmental review and permitting process by involving resource protection agencies and concerned communities from the first step of planning. Agency interaction continues throughout the life of the project, leading to better quality decisions and an improved linkage of transportation decisions with social, land use and ecosystem preservation decisions.

## **F**

**FEDERAL HIGHWAY ADMINISTRATION (FHWA) METROPOLITAN PLANNING (PL) FUNDS** – Source of planning funds allocated in UPWP in accordance with 23 U.S.C., Section 134.

**FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5303** – Source of transit planning funds allocated in Pinellas County UPWP in accordance with SAFETEA-LU and 49 U.S.C., Chapter 53.

**FUNCTIONAL CLASSIFICATION** – The assignment of roads into categories according to the character of service they provide in relation to the total road network to assist in determining appropriate regulatory controls and roadway design criteria.

## **H**

**HEADWAY** – The amount of time between successive arrivals of a bus on a fixed bus route.

**HIGH OCCUPANCY VEHICLE (HOV)** – Any vehicle carrying two or more passengers. The term usually refers to private vehicles.

**HIGHWAY BEAUTIFICATION ACT** - Federal legislation passed in 1965 providing for the cleanup and beautification of federal highways.

## **I**

**INCIDENT MANAGEMENT SYSTEM** – An Intelligent Transportation System monitoring process that provides traffic operators with the tools to allow quick and efficient response to accidents, hazardous spills, and other emergencies. Redundant communications systems are used to link data collection points, transportation operations centers, and travel information portals.

**INTELLIGENT TRANSPORTATION SYSTEMS (ITS)** – Encompass a broad range of communications based information, control and electronics technologies. When integrated into the transportation system infrastructure, and in vehicles themselves, these technologies help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, respond to incidents, adverse weather or other road capacity constricting events.

**INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE** - Intelligent Transportation Systems (ITS) were introduced in January 1996 by the United States DOT with a goal of saving every American up to 15 percent in travel time. In 2001, the Pinellas ITS Committee was founded to develop a countywide strategic ITS plan. The 38-member committee consists of law enforcement officers, emergency medical service representatives, convention and visitor representatives, transit representatives, elected public officials, FDOT representatives and traffic engineers.

**INTERMODAL** – Denotes the seamless movement of people or cargo between transport modes (e.g., rail to heavy truck).

**INTERMODAL FACILITIES** – Transportation facilities that provide for linkages between travel modes, such as rail or bus stations at airports.

## **J**

**JOB ACCESS REVERSE COMMUTE (JARC)** – 49 USC Section 5316 a FTA grant program to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low income individuals.

**JOINT CITIZENS ADVISORY COMMITTEE (CAC)** – Hillsborough, Pasco, Hernando, Sarasota-Manatee, Polk and Pinellas county CAC representatives who meet to discuss and review transportation issues of regional significance.

**JOINT PARTICIPATION AGREEMENT (JPA)** – A general agreement on the terms of legal joint participation between two or more government agencies and/or public partnerships in planning or implementing a process or capital project, which is subject to the legal terms and constraints agreed upon in the executed document.

## **L**

**LEVEL OF SERVICE (LOS)** – A qualitative measure of roadway performance expressed in letter grades ranging from A through F, with A roads operating under optimum free-flow conditions and F roads operating under the most deficient conditions characterized by forced-flow traffic with considerable delays.

LIMITED ENGLISH PROFICIENCY (LEP) PLAN – A strategy developed by the MPO to help recognize and assist a person who does not speak, read, write or understand English very well.

LOCAL COORDINATING BOARD (LCB) – A 15 member board comprised of representatives of the MPO Board, social service agencies, PSTA, private transportation providers, School Board, FDOT and citizens responsible for governing the Pinellas County Transportation Disadvantaged Program.

LONG RANGE TRANSPORTATION PLAN (LRTP) – A long-range (20 to 25-year) strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities that takes into account all modes of transportation including automobile, bicycle, air, rail, surface freight, and pedestrian travel. In air quality maintenance areas, the plan is updated every three years and may be amended as a result of changes in federal, state and local funding, socioeconomic conditions, major improvement studies, congestion management process plans, interchange justification studies and environmental impact studies.

## **M**

METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL (MPOAC) – A statewide organization created by the Florida Legislature to augment the role of the individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy decisions.

MPO LEVEL OF SERVICE REPORT – Annual report containing transportation performance and operations data such as average annual daily traffic counts, level of service grades, volume-to-capacity ratios and speed limits.

MPO PUBLIC PARTICIPATION PLAN – Sets forth strategies for generating meaningful public involvement in the course of preparing, developing and implementing MPO plans, programs and projects.

MPO LONG RANGE TRANSPORTATION PLAN (LRTP) - Plan adopted by the Pinellas County MPO which sets forth the future transportation system of Pinellas County, and takes into account all modes of transportation, including automobile, bicycle, air, transit, surface freight, and pedestrian travel.

MPO LONG RANGE TRANSPORTATION PLAN UPDATE – A process of updating the MPO LRTP to account for and analyze changes in transportation patterns, socioeconomic conditions, technology, and policies since the most recent adoption date.

MULTIMODAL – Any planning process, capital improvement, or transportation system which takes into account all available modes of travel including vehicle, mass transit, rail, aviation, bicycle, and pedestrian activity.

## **N**

NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS) – Minimum air quality standards established by the Clean Air Act Amendments of 1990.

NEW FREEDOM – 49 USC Section 5317 a FTA formula grant program to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society.

## **P**

PARATRANSIT SERVICE – Demand response transportation provided in lieu of fixed-route bus service, including taxi and wheelchair van transportation.

PEDESTRIAN TRANSPORTATION ADVISORY COMMITTEE (PTAC) – MPO appointed committee comprised of representatives of state and local governments and the National Safety Council as well as private citizens. The PTAC assists the MPO in its efforts to serve the needs of pedestrians in Pinellas County.

PINELLAS AREA TRANSPORTATION STUDY (PATS) – Refers to Pinellas County as the area for which the MPO is responsible.

PINELLAS COUNTY GEOGRAPHIC INFORMATION SYSTEM (GIS) – Socioeconomic and land use data utilized for the MPO Long Range Transportation Plan is derived from this GIS which is administered by the Pinellas County Board of County Commissioners Business Technology Services Department.

PINELLAS MOBILITY INITIATIVE COMMITTEE - Formerly, the Major Investment Study Steering Committee, the Pinellas Mobility Initiative (PMI) Committee was formed in 2001 to assist the MPO in identifying long range transit solutions in Pinellas County. The committee consists of nine elected officials, and CAC, TCC, FDOT and transit representatives.

PINELLAS SUNCOAST TRANSIT AUTHORITY (PSTA) – The Pinellas County transit agency.

## **Q**

QUALIFIED TRANSPORTATION FRINGE BENEFITS - Employers may provide employees with transportation benefits, the value of which is exempt from federal taxes

up to specified annual limits. Qualified transportation benefits include transit passes, rides in a commuter highway vehicle, or reimbursement for commuting by bicycle.

## **R**

**REGIONAL TRANSPORTATION ANALYSIS (RTA) TRAFFIC DEMAND MODEL** – State-sponsored modeling program used to forecast traffic volumes and to simulate future travel conditions for personal and commercial vehicles and public transit in FDOT District Seven.

## **S**

**SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU)** – An Act of the US Congress authorizing federal highway and transit programs for fiscal years 2005 through 2009.

SAFETEA-LU establishes numerous new transportation programs and reauthorizes many of the programs created under ISTEA and TEA-21.

**SCHOOL TRANSPORTATION SAFETY COMMITTEE** - The School Transportation Safety Committee (STSC) was established by the MPO in 1998. The STSC is made up of representatives of the School Board, Board of County Commissioners and local municipalities. The STSC was formed to consider transportation and safety matters that involve both the School Board and local jurisdictions.

**ST. PETERSBURG DOWNTOWN TRANSPORTATION MANAGEMENT ORGANIZATION** - Organization formed in 1996 to develop parking management strategies, promote transit services, and assist with and promote ride-share programs in downtown St. Petersburg.

**STATE IMPLEMENTATION PLAN (SIP)** – A federally approved State Plan that documents emission control strategies for criteria pollutants (such as carbon monoxide, nitrogen dioxide, ozone, lead, particulate matter, and sulfur dioxide), which are applicable in air quality nonattainment and attainment/maintenance areas to protect the air quality in the airshed. State Implementation Plans can be extensive, containing state regulations or other enforceable documents and supporting information such as emission inventories, monitoring networks, and modeling demonstrations.

**STRATEGIC INTERMODAL SYSTEM (SIS)** – A transportation system comprised of facilities and services of statewide and interregional significance, including appropriate components of all modes.

**SURFACE TRANSPORTATION PROGRAM (STP)** – One of the key federal funding programs in SAFETEA-LU. It provides flexibility in expenditure of "road" funds for non-motorized and transit modes and for a category of activities known as transportation enhancements. It also broadens the definition of eligible transportation activities to

include pedestrian and bicycle facilities and enhancement of community and environmental quality with ten categories of activities. The STP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities.

## T

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY (TBARTA)** – An authority formed by the legislature in 2007 to study regional transportation opportunities in the Tampa Bay Region.

**TAMPA BAY REGION** - Area served by the Tampa Bay Regional Planning Council, comprised of Pinellas, Pasco, Hillsborough, Manatee, and Sarasota counties.

**TECHNICAL COORDINATING COMMITTEE (TCC)** – Over 30 member committee representing local governments, the School Board, PSTA and the Pinellas County Department of Environmental Management that assists the MPO by reviewing transportation plans and programs and making recommendations based on their technical adequacy.

**TELECOMMUTING** - An arrangement whereby employees work at a location other than the conventional office site, usually from home or an office close to home, which results in the electronic transfer of information rather than movement of people to and from the workplace.

**TELEMEDICINE** – The use of communications and information technologies for medical consultation and delivery of clinical care.

**TRAFFIC ANALYSIS ZONE (TAZ)** – A traffic analysis zone is a special area delineated by state and/or metropolitan planning organizations for compiling and tabulating traffic-related land use and socioeconomic data- used as planning assumptions to forecast travel demand. Traffic analysis zones are also used as the origin and/or destination for trip making. A TAZ usually consists of one or more Census blocks, block groups, or Census tracts.

**TRANSIT DEVELOPMENT PLAN (TDP)** – PSTA's planning, development and operational guidance document required for Florida Public Transit Block Grant funding. The TDP is used in creating the mass transit elements of the MPO Long Range Transportation Plan, the TIP and the FDOT Work Program.

**TRANSPORTATION DEMAND MANAGEMENT (TDM)** – Using various techniques, such as vanpooling, increasing transit use, and telecommuting, to reduce the demand for SOV travel and vehicle-miles traveled (VMT).

TRANSPORTATION DISADVANTAGED (TD) – Those persons who, because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities. These persons also include children who are handicapped or high risk or at risk as defined in Ch. 411, F.S.

TRANSPORTATION DISADVANTAGED (TD) PROGRAM – Program created by Ch. 427, F.S., to coordinate and provide funding for transportation services to transportation disadvantaged persons.

TRANSPORTATION ENHANCEMENT PROGRAM – A federal funding program under SAFETEA-LU Sections 1113, 1122 and 6003 that apportions a 10% set-aside of the Surface Transportation Funding Program to transportation enhancements such as provision of bicycle and pedestrian facilities, provision of safety and educational activities for pedestrian and bicyclists, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, land rehabilitation and operation of historic transportation buildings, preservation of abandoned railway corridors, control and removal of outdoor advertisement, archeological planning and research, environmental mitigation, and environmental museums.

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA 21) - Federal legislation that provided funding for urban area over 200,000 in population is automatically a TMA, which subjects it to additional planning requirements but also entitles it to funds earmarked for large urbanized areas under the Surface Transportation Program.

TRANSPORTATION IMPACT FEE – An assessment levied by local governments against land development activity to help mitigate its impact to the existing transportation infrastructure by funding transportation improvements required to provide for public services and facilities needed to service the proposed new growth in land development.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – A five-year program of transportation improvements adopted annually by the MPO that incorporates state and federal work programs along with the capital improvement programs/elements of local governments within the MPO's jurisdiction.

TRANSPORTATION MANAGEMENT AREA (TMA) – Areas subject to special requirements under SAFETEA-LU that benefit from preferential treatment with regard to air quality needs and local authority to select transportation projects. Any urban area over 200,000 in population is automatically a TMA, which subjects it to additional planning requirements but also entitles it to funds earmarked for large urbanized areas under the Surface Transportation Program.

TRANSPORTATION MANAGEMENT INITIATIVE (TMI) – Organization formed to encourage and coordinate the participation of local businesses in transportation demand management activities. These agencies are also known as transportation management organizations (TMO).

TRANSPORTATION SYSTEM MANAGEMENT (TSM) – A program involving the implementation of traffic control measures, such as HOV lanes, signal timing adjustments, median closings, and access management strategies to increase the operating efficiency of the traffic circulation system.

TRI COUNTY ACCESS PLAN (TCAP) – The locally coordinated public transit human service transportation plan for the urban area which includes Pinellas, Pasco and Hillsborough counties. Projects selected for JARC and New Freedom funding must be derived from this plan.

TRIP ATTRACTION VARIABLES - Based on employment conditions, trip attraction variables are used by the Regional Transportation Analysis traffic demand model to simulate the attraction of vehicle trips to destination points in Pinellas County.

TRIP PRODUCTION VARIABLES - Based on land use conditions and population statistics, trip production variables are used by the Regional Transportation Analysis traffic demand model to simulate the generation of vehicle trips from points of origin in Pinellas County.

## **V**

VANPOOL – A group of six or more passengers sharing a prearranged ride to and from work in a van.

## **W**

WEST CENTRAL FLORIDA AIR QUALITY COMMITTEE (WCFAQCC) – Formed to provide a continuing forum for the many public and private agencies of the region that deal with air quality.

## **Z**

ZONAL DATA – Trip simulation data that is organized according to individual traffic analysis zones for the Regional Transportation Analysis traffic demand model.