

List of Acronyms

AC Advance Construct (State Fund Type)	LOS Level of Service
ADA Americans with Disabilities Act	LRT Light Rail Transit (MAX)
AQMA Air Quality Maintenance Area	MAP-21 Moving Ahead Towards Progress in the 21st Century (Federal Authorization Bill)
ARTS All Roads Transportation Safety	MAX Metropolitan Area Express (TriMet's Light Rail System)
ATMS Advanced Traffic Management System	MIS Major Investment Study
CAAA Clean Air Act Amendments of 1990 (Federal)	MPO Metropolitan Planning Organization (Metro)
CDS Congressionally Directed Spending	MSTIP Major Streets Improvement Program
CMAQ Congestion Mitigation and Air Quality (Federal Program/Fund Type)	MTIP Metropolitan Transportation Improvement Program
CONS Construction (Project Phase)	NAAQS National Ambient Air Quality Standards (Federal)
CRP Carbon Reduction Program	NEPA National Environmental Protection Act (Federal)
CPF Community Project Funding	NHFP National Highway Freight Program (Federal Program/Fund Type)
DEIS Draft Environmental Impact Statement	NHPP National Highway Performance Program (Federal Program/Fund Type)
DEQ Department of Environmental Quality (State)	NHS National Highway System
DOA Design Option Alternatives (Project Phase)	OAR Oregon Administrative Rules
EPA Environmental Protection Agency	ODOT Oregon Department of Transportation (State)
FAST Fixing America's Surface Transportation (Federal Authorization Bill)	ORS Oregon Revised Statutes (State)
FDE Final Design and Engineering (Project Phase)	OTC Oregon Transportation Commission (State)
FEIS Final Environmental Impact Statement	PD Project Development (Project Phase)
FFO Full Federal Oversight	PE Preliminary Engineering (Project Phase)
FHWA Federal Highway Administration	PERC Public Engagement Review Committee
FTA Federal Transit Administration	RAISE Rebuilding America Infrastructure with Sustainability & Equity
HB2017 House Bill 2017	RFP Regional Framework Plan (Metro)
HCT High-Capacity Transit	ROW Right-of-Way (Project Phase)
HIEV Highway Infrastructure Electric Vehicle	RTC Regional Transportation Council (MPO for Southwest Washington)
HIP Highway Infrastructure Program	RTO Regional Travel Options (Metro Program)
HOV High-Occupancy Vehicle	RTP Regional Transportation Plan (Metro)
HSIP Highway Safety Improvement Program (Federal Program/Fund Type)	RUGGO Regional Urban Growth Goals and Objectives (Metro)
IOF Immediate Opportunity Fund (State Fund Type)	SIP Oregon State (Air Quality) Implementation Plan
ISTEA Intermodal Surface Transportation Efficiency Act of 1991 (Federal Authorization Bill)	SMART South Metro Area Regional Transit (Wilsonville)
ITS Intelligent Transportation System	SOV Single-Occupancy Vehicle
JPACT Joint Policy Advisory Committee on Transportation	SPR State Planning and Research (Federal Program/Fund Type)
JTA Jobs and Transportation Act (State Program and Fund Type)	
LCDC Land Conservation and Development Commission (State)	

STBG Surface Transportation Block Grant
(Federal Program/Fund Type)
STIP Statewide Transportation Improvement
Program
STP Surface Transportation Program (Federal
Fund Type)
TA Transportation Alternatives (Federal
Program/Fund Type)
TAZ Transportation Analysis Zones
TCM Transportation Control Measures
TCSP Transportation Community and
System Preservation
TDM Transportation Demand Management
TMA Transportation Management Area
(Federal)
TMA Transportation Management Association
(Local)
TOD Transit-Oriented Development
TPAC Transportation Policy Alternatives
Committee (Regional)
TPR Transportation Planning Rule (State)

TRILOC TriMet Local Funds
TriMet Tri-County Metropolitan Transportation
District
TSM Transportation System Management
TSMO Transportation System Management and
Operations (Metro Program)
USDOT United States Department of
Transportation
VMT Vehicle Miles Traveled
WSDOT Washington State Department of
Transportation
YOE Year of Expenditure (dollars)

Data Field Definitions – Public Website

County	The County(s) in which the project is located.
ID	This is a unique identification number assigned to a program or project by the MPO (Metro) to organize all transportation projects within the Metropolitan Transportation Improvement Program (MTIP).
Lead Agency	The agency responsible for leading the delivery of the project.
ODOT Key	This is a unique identification number assigned to a program or a project by the ODOT to organize all transportation projects within the State Transportation Improvement Program (STIP).
Phase	<p>The type of work being completed on the project with funds programmed for the fiscal year identified. Includes:</p> <ul style="list-style-type: none"> • Planning: activities associated with preparing projects for implementation, from broad systems planning to project development activities. • Preliminary engineering: work to create construction and environmental documents. • Right of way: activities associated with investigating needs for use of land for the construction or operation of a project. • Construction: activities associated with the physical construction of a project. • Other: Activities for programs or projects not defined by one of the other phase activities defined above.
Plan Cycle	Identifies four-year MTIP cycles and three-year CFP cycles.
Plan Revision	Identifies the MTIP actions (drafts, adoptions, and amendments) associated with the current project records.
Project Description	<p>In general, project descriptions address the following:</p> <ul style="list-style-type: none"> • Where a project is located (if not included in the project name) • What the project will be doing o Which funding program (as applicable) • When (as applicable) • Why we are doing the project (what benefits will the public receive)
Project Title	A project name's main goal is to identify where it is taking place or to provide a general description of the work to be done.
Project Type	<p>Used to categorize projects at the highest level (type, category, feature) to distinguish the mode and feature attributes of a transportation project.</p> <ul style="list-style-type: none"> • Roadway: projects located on the arterial, collector or local street systems and serve/benefit motor vehicle capacity or function, unless the roadway motor vehicle elements are ancillary to a Transit, Active Transportation, or Other project type. • Highway: projects located on the Throughway system and serve/benefit motor vehicle capacity or function, unless the motor vehicle elements are ancillary to a Transit, Active Transportation, or Other project type. • Transit: projects to primarily implement a public transportation function. • Active Transportation/Complete Streets: projects to primarily implement elements that support people utilizing non-motor vehicle modes such as walking, rolling, and bicycling. • Planning: activities that support the planning of the transportation

	<p>system. Does not include project development activities.</p> <ul style="list-style-type: none"> • Other: for any project that does not fit one of the above types, including projects/programs that are primarily TDM, TSMO, TOD or Freight Rail type.
RFFA ID	This is the 5-digit Regional Flexible Funds Allocation (RFFA) project identification number assigned by Metro when applications are submitted during the Call For Projects (CFP) cycle (5****).
Road/Route Name	This field is populated by ODOT and used for US Numbered Highway designation (e.g. US 30), Interstate designation (e.g. Interstate 205) or State Highway designations (e.g. OR 8).
RTP ID	This is a unique identification number assigned to a program or project by the MPO (Metro) to organize all transportation projects within the long-range Regional Transportation Plan.
System Investment Type	<p>This is a different way to categorize projects and “roll-up” into types that allow them to be distinguished by whether they are providing a new/expanded facility, preservation of an existing facility, operating or improving the functionality of an existing facility/service, or planning for the transportation system.</p> <p>Single select menu options:</p> <ul style="list-style-type: none"> • Capital project: Projects that are providing new modal capacity or functionality to the transportation system. • Preservation & Maintenance (Asset Management): Projects whose primary purpose is to restore or maintain existing assets and functionality of the transportation system. • System Management & ITS: Projects or activities that are improving the functionality and/or performance of the existing transportation network but not providing a new mode to the system. Includes projects such as the deployment of technology to improve system performance or safety, tools to provide information to travelers about system conditions, and agreements for cooperative multi-agency operation of system assets. • Operations: Projects, programs, or funding bucket whose function is the operation of transit services or the roadway network. • Planning: System, Corridor, or Pre-NEPA project activities to evaluate and define transportation system and project needs, including modal type and general location. • Other
Total Cost	The total amount of federal, state and local funding programmed and made available to each project.
Year	The programming year is the federal fiscal year funds are expected to be available for the project.
YOES	All funds programmed in the MTIP are represented in year of expenditure (YOE) dollars.

Glossary of Terms

<p style="text-align: center;">All Roads Transportation Safety (ARTS)</p>	<p>Formerly known as the Jurisdictionally Blind Safety Program, is an Oregon Department of Transportation Program that is designed to address safety needs on all public roads in Oregon. The program’s goals are to:</p> <ul style="list-style-type: none"> • Increase awareness of safety on all roads; • Promote best practices for infrastructure safety; • Complement behavioral safety efforts; • Focus limited resources to reduce fatal and serious injury crashes in the state of Oregon. <p>The program is data driven to achieve the greatest benefits in crash reduction and is blind to jurisdiction.</p>
<p style="text-align: center;">Fixing America’s Surface Transportation Act (FAST Act)</p>	<p>A funding and authorization bill to govern United States federal surface transportation spending, signed by President Obama on December 4, 2015. The FAST Act established funding levels and federal policy for our nation’s highways and public transit systems for fiscal years 2016-2020. The \$305 billion, five-year bill maintains the core highway and transit funding programs established by its predecessor MAP-21, and establishes the National Highway Freight Program, a formula program focused on goods movement.</p>
<p style="text-align: center;">Federal Highway Administration (FHWA)</p>	<p>The U.S. Department of Transportation agency responsible for administering the federal highway aid program to individual states, and helping to plan, develop and coordinate construction of federally-funded highway projects. FHWA also governs the safety of hazardous cargo on the nation’s highways. The FHWA implements transportation legislation approved at the congressional level that appropriates all federal funds to states, MPOs and local governments.</p>
<p style="text-align: center;">Intelligent transportation systems (ITS)</p>	<p>Electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of the transportation system. ITS can include both vehicle-to-vehicle communication (which allows cars to communicate with one another to avoid crashes and vehicle-to-infrastructure communication (which allows cars to communicate with the roadway) to identify congestion, crashes or unsafe driving conditions, manage traffic flow, or provide alternate routes to travelers.</p>
<p style="text-align: center;">Level-of-service (motor vehicle network)</p>	<p>A traditional measure of congestion, calculated by dividing the number of motor vehicles passing through a section of roadway during a specific increment of time by the motor vehicle capacity of the section. For example, a LOS of 1.00 indicates the roadway facility is operating at its capacity.</p> <p>Traditionally, motor vehicle LOS has been used in transportation system planning, project development and design as well as in operational analyses and traffic analysis conducted during the development review process. As a system plan, the RTP uses the interim regional policy to diagnose the extent of motor vehicle congestion on throughways and arterials during different times of the day and to determine adequacy in meeting the region’s needs.</p>

	LOS is also used to determine consistency of the RTP with the Oregon Highway Plan for state-owned facilities. See also volume-to-capacity ratio and regional mobility policy.
Metropolitan Planning Organization (MPO)	A federally-required policy body responsible for the transportation planning, project selection and scheduling the use of federal transportation funds in its region. Governed by policy board, MPOs are required in urbanized areas with populations more than 50,000 and are designated by the governor of the state. Oregon currently has eight MPOs covering the metropolitan areas of Portland, Salem-Keizer, Corvallis area, Eugene-Springfield, Rogue Valley (Medford-Ashland,) Bend area, Albany area, and Middle Rogue. JPACT and the Metro Council constitute the MPO for the Portland region. The MPO conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) for capital improvements identified for a four-year construction period, a Unified Planning Work Program (UPWP), a congestion management process (CMP), federal performance-based planning and target-setting and conformity to the state implementation plan for air quality for transportation related emissions.
Metropolitan Transportation Improvement Program (MTIP)	The MTIP includes all federally funded transportation projects in the Portland metropolitan planning area, including projects planned by TriMet, the Oregon Department of Transportation and local agencies receiving federal funds allocated by Metro. The MTIP is incorporated in the Statewide Transportation Improvement Program (STIP), which identifies the state's four-year transportation capital improvements. See also transportation improvement program.
National Highway System (NHS)	Title 23 of the U.S. Code section 103 states that the purpose of the NHS is to provide an interconnected system of principal routes that serve major population centers, international border crossings, ports, airports, public transportation facilities, intermodal transportation facilities, major travel destinations, meet national defense requirements, and serve interstate and inter-regional travel. Facilities included in the NHS are of regional significance.
Project Development (PD)	A phase in the transportation planning process during which a proposed project undergoes a more detailed analysis of the project's social, economic and environmental impacts and various project alternatives to determine the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. After a project has successfully passed through this phase, it may move forward to right-of-way acquisition and construction phases. Project development activities include: Environmental Assessment (EA)/Environmental Impact Statement (EIS) work, Design Options Analysis (DOA), management plans, and transit Alternatives Analysis (AA).
Right-of-way (ROW)	Land that is publicly-owned, or in which the public has a legal interest, usually in a strip, within which the entire road facility (including travel lanes, medians, sidewalks, shoulders, planting areas, bikeways and utility easements) resides. The right-of-way is usually acquired for or devoted to multi-modal transportation purposes including bicycle, pedestrian, public transportation and vehicular travel.

<p>Regional Travel Options (RTO) Program</p>	<p>Metro program guided by a five-year strategic plan aimed at reducing the demand for roadway travel, particularly single occupant vehicle travel. More specifically, Metro’s RTO program includes:</p> <ul style="list-style-type: none"> • a coordinated education and outreach effort to efficiently use public dollars to reach key audiences • an employer outreach program to save employers and employees money • a regional Safe Routes to School effort that supports local education programs in schools to teach kids how to walk and bicycle to school safely • a regional rideshare program that makes carpooling safer and easier and helps people with limited transit access have options to get around • a grant program that funds partner efforts, such as The Street Trust's Bike Commute Challenge, TriMet's and TMA's work with employers, Ride Connection's RideWise travel training program for seniors and people with disabilities, and Portland Sunday Parkways, to name a few • funding for bicycle racks, wayfinding signage and other tools that help people to walk and bicycle • funding for pilot projects to test new ways to reach the public through technology or innovative engagement methods.
<p>Regional Transportation Plan (RTP)</p>	<p>A long-range metropolitan transportation plan that is developed and adopted for the greater Portland metropolitan planning area (MPA) covering a planning horizon of at least 20 years. Usually RTPs are updated every five years through the federally-mandated metropolitan transportation planning process. The plan identifies and analyzes transportation needs of the metropolitan region and creates a framework for implementing policies and project priorities. Required by state and federal law, it includes programs to better maintain, operate and expand transportation options to address existing and future transportation needs. The RTP also serves as the regional transportation system plan under the Oregon Transportation Planning Rule.</p>
<p>Surface Transportation Block Grant (STBG)</p>	<p>A federal source of funding for projects and activities that is the most flexible in its use. Projects and activities which states and localities can use STBG include: projects that preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure and transit capital projects, including intercity bus terminals.</p>
<p>State Transportation Improvement Program (STIP)</p>	<p>The four-year funding and scheduling document for major street, highway and transit projects in Oregon. The STIP is produced by ODOT, consistent with the Oregon Transportation Plan (the statewide transportation plan) and other statewide plans as well as metropolitan transportation plans and MTIPs. The STIP covers the entire state and is overseen by the Oregon Transportation Commission (OTC). It must include all the metropolitan region’s TIPs without change as well as a list of specific projects proposed by ODOT in the non-metropolitan areas. Updated every three years, the STIP determines when and if transportation projects will be funded by the state with state or federal funds.</p>

<p>Transportation Alternatives Program</p>	<p>The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century Act (MAP-21) and is codified at 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out the TAP. The national total reserved for the TAP is equal to 2% of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.</p>
<p>Transportation demand management (TDM)</p>	<p>The application of a set of strategies and programs designed to reduce demand for roadway travel, particularly single occupant vehicle trips, through various means (e.g. education, outreach, marketing, incentives, technology). The strategies aim to affect when, where and how much people travel in order to make more efficient use of transportation infrastructure and services. Strategies include offering other modes of travel such as walking, bicycling, ride-sharing and vanpool programs, car sharing, alternative work hours, education such as individualized marketing, policies, regulations and other combinations of incentives and disincentives that are intended to reduce drive alone vehicle trips on the transportation network. Metro's TDM program is called the Regional Travel Options (RTO) program. See also Regional Travel Options Program.</p>
<p>Transportation Management Area (TMA)</p>	<p>An urbanized area with a population over 200,000, as defined by the U.S. Census Bureau and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation. These areas must comply with special transportation planning requirements regarding congestion management process, project selection, processes for development of tan RTP and MTIP and certification identified in 23 CFR 450.300-340.</p>
<p>Transit Oriented Development (TOD)/Metro Transit Oriented Development Program</p>	<p>A mixed-use community or neighborhood designed to encourage transit use, bicycle and pedestrian activity, containing a rich mix of residential, retail, and workplaces in settings designed for bicycle and pedestrian convenience and transit accessibility. Metro began a regional Transit Oriented Development program in 1998 as part of a strategy to leverage the region's significant investment in high-capacity transit. As part of Metro's TOD Program, the agency strategically invests to stimulate private development of higher-density, affordable and mixed-use projects near transit to help more people live, work and shop in neighborhoods served by high-quality transit. In addition, the program invests in "urban living infrastructure" like grocery stores and other amenities, provides technical assistance to communities and developers, and acquires and owns properties in transit-served areas and solicits proposals from qualified developers to create transit-oriented communities in these places. To date, the TOD program</p>

	investments totaling \$16 million have leveraged more than \$697 million in private development activity across 45 completed TOD projects.
Transportation Planning Rule (TPR)	Oregon's statewide planning goals established state policies in 19 different areas. The TPR implements the Land Conservation and Development Commission's Planning Goal 12 (Transportation) which requires ODOT, MPOs, Counties and Cities, per OAR 660-012-0015 (2) and (3), to prepare a Transportation System Plan (TSP) to identify transportation facilities and services to meet state, regional and local needs, as well as the needs of the transportation disadvantaged and the needs for movement of goods and services to support planned industrial and commercial development, per OAR 660-012-0030(1).
Vehicle miles traveled (VMT)	A common measure of roadway use by multiplying miles traveled per vehicle by the total number of vehicles for a specified time period. For purposes of this definition, "vehicles" include automobiles, light trucks and other passenger vehicles used for the movement of people. The definition does not include buses, heavy trucks and other vehicles that involve commercial movement of goods.
Congestion Mitigation and Air Quality (CMAQ)	A federal source of funding for projects and activities that reduce congestion and improve air quality, both in regions not yet attaining federal air quality standards and those engaged in efforts to preserve their attainment status.
Federal Transit Administration (FTA)	U.S. Department of Transportation agency that provides financial and planning assistance to help plan, build and operate rail, bus and paratransit systems. The agency also assists in the development of local and regional traffic reduction programs.
High-occupancy vehicle (HOV)	A vehicle carrying more than two passengers with the exception of motorcycles.
Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141)	Reauthorization of Federal highway funding, signed into law by President Obama on July 6, 2012. Subsequent adoption of the FAST Act does not replace MAP-21 in all areas regulation of transportation safety planning and funding, so both must be referenced.
Oregon Transportation Commission (OTC)	The Oregon Transportation Commission is a five-member governor-appointed government agency that manages the state highways and other transportation in the state of Oregon, in conjunction with the ODOT
Single-occupant vehicle (SOV)	A private motorized passenger vehicle carrying one occupant (the driver only). Also referred to as a drive alone vehicle.
Transportation system management (TSM)	A set of strategies for increasing travel flow on existing facilities through improvements such as ramp metering, traffic signal synchronization, incident response and access management.
United States Department of Transportation (USDOT)	The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports; it is headed by the Secretary of Transportation. The DOT includes the Federal Highway Administration and the Federal Transit Administration, among others.