

APPENDIX A. TRANSPORTATION GLOSSARY



3-C's

The Federal-Aid Highway Act of 1962 required that transportation projects in urbanized areas with a population of 50,000 or more must base transportation decisions on a continuing, comprehensive, cooperative process with state and local governments.

Annual Average Daily Traffic (AADT)

This is a measure of traffic, showing the total volume of vehicular traffic on a roadway for a year, divided by 365.

Americans with Disabilities Act (ADA)

The ADA prohibits discrimination on the basis of disability in employment, State and local government, public accommodations, commercial facilities, transportation, and telecommunications. It also applies to the United States Congress... To be protected by the ADA, one must have a disability or have a relationship or association with an individual with a disability. An individual with a disability is defined by the ADA as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment. The ADA does not specifically name all of the impairments that are covered.

<https://www.ada.gov/cguide.htm>

Americans with Disabilities Act Accessibility Guidelines (ADAAG)

This document contains scoping and technical requirements for accessibility to buildings and facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990. These scoping and technical requirements are to be applied during the design, construction, and alteration of buildings and facilities covered by titles II and III of the ADA to the extent required by regulations issued by Federal agencies, including the Department of Justice and the Department of Transportation, under the ADA.

<https://www.access-board.gov/>

Arterials, Minor

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. Classification is based on whether the facility is in an urban or rural area. In urban areas, Minor Arterials interconnect with principal arterials, augment the urban principal arterial system, and provide service to trips of moderate length at a lower level of travel mobility than principal arterials.

(2014. VDOT. Functional Classification Comprehensive Guide)

Arterials, Principle

Other principal arterials in urban areas serve the major activity centers of a metropolitan area and the highest traffic volume corridors. These facilities carry a high proportion of total urban travel on the minimum amount of mileage and provide continuity for major rural corridors to accommodate trips entering and leaving an urban area. Lastly, Other Principal Arterials carry a significant amount of intra-area travel and serve demand between the central business district and outlying residential areas of a metropolitan area.

(2014. VDOT. Functional Classification Comprehensive Guide)

Autonomous Vehicle (AV)

This term refers to a wide range of automotive technologies ranging from driver assistance features like adaptive cruise control to fully automated vehicles that do not contain a steering wheel.

Aviation, General

All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. For ICAO statistical purposes the general aviation activities are classified into non-commercial business flights, aerial work, instructional and pleasure flying, and other flying.

(International Civil Aviation Organization)



Bike Lanes

A portion of a roadway, which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicycles.

(2012. AASHTO Guide for the Development of Bicycle Planning Facilities.)

Candidate List of Projects

The 2045 LRPT process started with a list of all known transportation recommendations from previous transportation plans and studies in the CVTPO area. Consultants developed an inventory of existing recommendations and processed those projects through the Project Evaluation Tool that resulted in the 2045 project list.

Central Virginia Planning District Commission (CVPDC)

The Central Virginia Planning District's member localities are: Amherst, Appomattox, Bedford, Campbell Counties; the City of Lynchburg; and the Towns of Altavista, Amherst, Appomattox and Brookneal. See Planning District Commissions.

Central Virginia Transportation Planning Organization (CVTPO)

This organization is the official transportation planning agency for the Central Virginia region – this boundary also encompasses areas that are anticipated to become urbanized in the coming decades. MPO's are required by federal law, guiding transportation decisions in urbanized areas of at least 50,000 residents. These organizations qualify transportation projects for federal funding on highways, transit, bike and pedestrian, and multimodal capital investments.

Civil Rights Act of 1964, Title VI

Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating, on the basis of race, color or national origin, against participants or clients of programs that receive Federal funding. Subsequent laws and Presidential Executive Orders added handicap, sex, age, or income status to the criteria for which discrimination is prohibited.

Collector, Major

In Urban Areas, these facilities provide land access and traffic circulation within residential neighborhoods, commercial, and industrial areas. These collectors distribute trips from the arterials through the aforementioned areas to their ultimate destination, collect traffic from local streets, and channel it to the arterial system.

(2014. VDOT. Functional Classification Comprehensive Guide)

Collector, Minor

In urban areas, these facilities serve both land access and traffic circulation in lower density residential and commercial/industrial areas. Typical operating characteristics of Minor Collectors include lower speeds and fewer signalized intersections. Minor Collectors penetrate residential neighborhoods, but only for a short distance.

(2014. VDOT. Functional Classification Comprehensive Guide)

Constrained Long Range Plan (CLRP)

The LRTP is a constrained plan, which means that the MPO anticipates how much transportation funding it may receive over the next two decades. The MPO calculates the cost of transportation improvements and lists those projects that fit within the budget of anticipated funding. Any projects that cannot fit in the long range budget are moved to an unconstrained Visioning List.

Commonwealth Transportation Board (CTB)

This Board consists of 17 members appointed by the governor. The board oversees transportation projects and initiatives for the Commonwealth of Virginia, including SMART SCALE the award-winning, performance-based approach used to select the right projects that generate the most benefit for tax dollars invested.

<http://www.ctb.virginia.gov/default.asp>

Commonwealth Transportation Fund

This fund receives dedicated state and federal revenues. Estimated revenue for the fund provides for allocations in the Six-Year Financial Plan adopted by the CTB. The plan provides allocations for Virginia's transportation program. Components of the Commonwealth Transportation Fund are



provided to the Department of Rail and Public Transportation, the Virginia Port Authority and the Virginia Department of Aviation. Each of these agencies use the resources provided to accomplish their mission. VDOT's revenues provide funding for debt service, highway maintenance, agency administration and construction.

(Commonwealth Transportation Board: <http://www.ctb.virginia.gov/planning/funding/default.asp>)

Complete Streets

This term refers to streets that are built to accommodate all users – pedestrians, vehicles, bicycles, and buses – and are a key building block towards building economically viable places where people want to live and work.

Comprehensive Economic Development Strategies (CEDS)

This document is a strategy-driven plan for regional economic development. It is a key component in establishing and maintaining a robust economic ecosystem by helping to build regional capacity (through hard and soft infrastructure) that contributes to individual, firm, and community success. The CEDS provides a vehicle for individuals, organizations, local governments, institutes of learning, and private industry to engage in a meaningful conversation and debate about what capacity building efforts would best serve economic development in the region.

(Economic Development Authority)

Corridor of Statewide Significance (CoSS)

Corridors originally introduced as Multimodal Investment Networks (MINS) in the Virginia Department of Transportation's VTRANS 2025, conceptualized as corridors in which high-priority multimodal projects would be implemented - as opposed to a single-mode response to mobility issues - and where statewide investment was to be focused. MINS, presently CoSS, are to accommodate all modes of travel and are comprised of vehicular highways (including parallel roads), rail infrastructure, transit services, airports, and port facilities across the Commonwealth. CoSS must: Connect regions, states, or major activity centers such as cities or large towns; Accommodate a high travel volume; and, Provide a unique function to the state and/or address statewide goals.

Demand Response Service

A "demand response system" is one where passenger trips are generated by calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick the passengers up and transport them to their destinations. The operation is characterized by the following:

- » The vehicles do not operate over a fixed route or on a fixed schedule except, perhaps, on a temporary basis to satisfy a special need.
- » Typically, the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers.
- » The following types of operations fall under the above definitions provided they are not on a scheduled fixed-route basis:
 - › Many origins – many destinations – The typical operation described above.
 - › Many origins – one destination -- For example, a pre-arranged persons with disabilities or senior citizen operation which picks up the passengers at their homes and takes them to a shopping or recreation center.
 - › One origin – many destinations -- For example, a vehicle meets a commuter train, picks up the passengers, and drives them to their homes.
 - › One origin – one destination – For example, a group of senior citizens is transported from a nursing home to a recreation center and returned.

Circular 2710.2A (1988)

Discrimination Complaint Form

Any person who believes that he or she, individually, as a member of any specific class, or in connection with any disadvantaged business enterprise, has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, as amended, or by any nondiscrimination authority, may file a complaint with the Central Virginia TPO. A complaint may also be filed by a representative on behalf of



such a person. All complaints will be referred to the Central Virginia TPO Title VI Coordinator for review and action.

Expressways

This classification is for highways that are generally divided with partial or full control-of-access. They primarily serve through traffic and major circulation movements within or around Urban Areas. These routes provide connecting links between interstates, principal arterials and minor arterials. (2014. VDOT. Functional Classification Comprehensive Guide)

FAST Act (Fixing America’s Surface Transportation)

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).

(Federal Highway Administration: <https://www.fhwa.dot.gov/fastact/summary.cfm>)

Federal Aviation Administration (FAA)

The Federal Aviation Administration (FAA), formerly the Federal Aviation Agency, was established by the Federal Aviation Act of 1958 (72 Stat. 731). The agency became a component of the Department of Transportation in 1967 pursuant to the Department of Transportation Act (49 U.S.C. 106). The mission of the FAA is to regulate civil aviation and U.S. commercial space transportation, maintain and operate air traffic control and navigation systems for both civil and military aircraft, and develop and administer programs relating to aviation safety and the National Airspace System.

(Federal Register: <https://www.federalregister.gov/agencies/federal-aviation-administration>)

Federal Highway Administration (FHWA)

This is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation’s highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). Through financial and technical assistance to State and local governments, the Federal Highway Administration is responsible for ensuring that America’s roads and highways continue to be among the safest and most technologically sound in the world.

(Federal Highway Administration: <https://www.fhwa.dot.gov/about/>)

Federal Transit Administration (FTA)

This federal agency provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. FTA also oversees safety measures and helps develop next-generation technology research.

(Federal Transit Administration: <https://www.transit.dot.gov/>)

Fixed-Route Transit

A system of transporting individuals (other than by aircraft), including the provision of designated public transportation service by public entities and the provision of transportation service by private entities, including, but not limited to, specified public transportation service, on which a vehicle is operated along a prescribed route according to a fixed schedule.

(National Rural Transit Assistance Program: <https://www.nationalrtap.org/>)

Functional Classification

The process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Most travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role that a particular roadway flow of traffic through the network. Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service each roadway provides. Planners and engineers use this hierarchy of



roadways to properly channel transportation movements through a highway network efficiently and cost effectively.

(2015. Region 2000. Central Virginia Long Range Transportation Plan)

Level of Service (LOS)

A system for measuring the traffic flow on highways. In this graduated system, different grades represent either free-flowing or congested traffic levels. The following definitions are taken from VDOT: <http://www.virginiadot.org/projects/resources/LOS-defined.pdf>.

Level of Service A

Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.

Level of Service B

Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.

Level of Service C

Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.

Level of Service D

High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.

Level of Service E

Unstable flow at or near capacity levels with poor levels of comfort and convenience.

Level of Service F

Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

Local Roads

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on Local Roads. In

urban areas, Local Roads serve primarily as direct access to abutting land. Local Roads provide access to higher order systems and all facilities not on one of the higher systems. Through traffic movement is deliberately discouraged for Local Roads in urban areas.

(2014. VDOT. Functional Classification Comprehensive Guide)

Long Range Transportation Plan (LRTP)

This document is a federally mandated plan that outlines the region's priority transportation improvements for the ensuing decades. For the MPO area, also called the Metropolitan Planning Area (MPA), the LRTP is a fundamental and critical document that unlocks federal funding for the region's transportation investments. Without the LRTP, these federal funds would be unavailable, causing most transportation projects to be too expensive for local or even state coffers.

MAP-21

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure. (Federal Highway Administration: <https://www.fhwa.dot.gov/map21/summaryinfo.cfm>)

Metropolitan Planning Area (MPA)

This is the geographic area of a Metropolitan Planning Organization (MPO). While the term MPO describes the organization, MPA describes its boundaries or service area.

Metropolitan Planning Organization (MPO)

This is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement



between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law. When submitting a transportation improvement program to the state for inclusion in the statewide program, MPOs self-certify that they have met all federal requirements.

(Federal Transit Administration: <https://www.transit.dot.gov/>)

National Household Travel Survey

Conducted by the Federal Highway Administration (FHWA), the NHTS is the authoritative source on the travel behavior of the American public. It is the only source of national data that allows one to analyze trends in personal and household travel. It includes daily non-commercial travel by all modes, including characteristics of the people traveling, their household, and their vehicles.

(Federal Highway Administration: <https://nhts.ornl.gov/>)

National Plan of Integrated Airport Systems (NPIAS)

This plan identifies nearly 3,330 existing and proposed airports that are included in the national airport system, the roles they currently serve, and the amounts and types of airport development eligible for Federal funding under the Airport Improvement Program (AIP) over the next 5 years. The FAA is required to provide Congress with a 5-year estimate of AIP eligible development every two years. The NPIAS contains all commercial service airports, all reliever airports, and selected public-owned general aviation airports.

(Federal Aviation Administration: https://www.faa.gov/airports/planning_capacity/npias/)

New Freedom Program

On March 29, 2007 FTA issued its circular entitled, New Freedom Program Guidance and Application Instructions. This circular issues guidance on the administration of the New Freedom Program under 49 U.S.C. 5317, and guidance for the preparation of grant applications. This issuance incorporates provisions of SAFETEA-LU. This program is expired. Activities formerly funded under the New Freedom program are eligible for funding under FTA's

Enhanced Mobility of Seniors & Individuals with Disabilities Program (Section 5310). See Section 5310 Program.

(Federal Transit Administration: <https://www.transit.dot.gov/>)

Office of Intermodal Planning and Investment (OIPI)

This Virginia transportation agency is located within the Office of the Secretary of Transportation to support and advise the Secretary of Transportation, which serves as chair of the Commonwealth Transportation Board. OIPI coordinates VTrans updates, working closely with partner transportation agencies.

On-Demand Transit

See Demand Response Service definition.

Performance-Based Planning

This applies to performance management principles to transportation system policy and investment decisions, providing a link between management and long-range decisions about policies and investments that an agency makes in its transportation system. Performance-based planning and programming is a system-level, data-driven process to identify strategies and investments. Long-range planning helps to define key goals and objectives and to analyze and evaluate strategies and scenarios for meeting goals. Connecting performance measures to goals and objectives through target setting provides a basis for understanding and sharing information with stakeholders and the public.

(Federal Highway Administration: <https://ops.fhwa.dot.gov/>)

Planning District Commission (PDC)

In 1968, Virginia was divided into planning districts based on the community of interest among its counties, cities, and towns. A Planning District Commission is a political subdivision of the Commonwealth chartered under the Regional Cooperation Act by the local governments of each planning district. As such they are a creation of local government encouraged by the state.

(Virginia Association of Planning District Commissions: <https://www.vapdc.org/>)



Potential for Safety Improvements (PSI)

A PSI score is the number of crashes minus the predicted number for that type of intersection/roadway and the given traffic volumes. VDOT calculates these crash hot spots, according to a three-year period of crash data. PSI locations are more likely to receive funding for implementation and are emphasized in the Statewide Transportation Plan (VTrans).

Public Involvement Participation Plan

The Public Involvement Participation Plan, sometimes referred to as the Public Participation Plan or PPP, is intended to facilitate reasonable opportunities for the public to be informed and involved in Central Virginia TPO's transportation planning processes for the urbanized area. The plan detailed strategies for engaging the public and identified stakeholders to help identify highway, transit, pedestrian, bike, and other transportation needs in the Metropolitan Planning Area (MPA).

RIDE Solutions

This program provides alternative transportation options – ridesharing (carpooling and vanpooling), biking, public transit, walking, and guaranteed ride home services – to residents living within the greater New River and Roanoke Valleys and Region 2000 regions of southwestern Virginia. Through our free services we partner with citizens and businesses to connect them with commuting options – beyond the single-occupancy vehicle – to access work and school. RIDE Solutions is a grant-funded program made possible through the partnership agencies of Virginia Department of Rail and Public Transportation (VDRPT), Roanoke-Valley Alleghany Regional Commission, New River Valley Regional Commission, Central Virginia Planning District Commission, and the West Piedmont Planning District Commission.

(RIDE Solutions: <https://ridesolutions.org/about/>)

Road Diet

Removing travel lanes from a roadway and utilizing the space for other uses and travel modes.

(Federal Highway Administration. 2014. Road Diet Informational Guide)

Rolling Stock

Transit vehicles such as buses, vans, cars, railcars, locomotives, trolley cars and buses, and ferry boats, as well as vehicles used for support services.

(Federal Transit Administration, Buy America Regulations 49 CFR Part 661.3)

Rural Long Range Transportation Plan (RLRTP)

Starting in July of 2006, VDOT instituted a new initiative for the Rural Transportation Planning Program. This new initiative aims at creating regional transportation plans in rural areas that compliment those in the metropolitan areas of the state.

(Virginia Department of Transportation: <http://www.virginiadot.org/>)

Rural Transportation Program (RTP)

A major focus of the Central Virginia Planning District Commission's activities is rural transportation planning, which covers all areas of the region outside of the CVTPO. The CVPDC performs many rural transportation functions, with the overarching goal of promoting a safe, reliable, and multimodal transportation system which contributes to economic development, employment growth, and a greater quality of life throughout the region.

Section 5307 program

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

(Federal Transit Administration: <https://www.transit.dot.gov/>)

Section 5310 Program

This is FTA's Enhanced Mobility of Seniors & People with Disabilities program (49 U.S.C. Chapter 53, Section 5310) as reauthorized under the FAST Act. The program makes federal resources available to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports



transportation services in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000).

(Federal Transit Administration: <https://www.transit.dot.gov/>)

Section 5311 Program

This is the Rural Area Formula Program Grants under 49 U.S.C. Chapter 53, Section 5311, as reauthorized under the FAST Act. The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000.

(Federal Transit Administration: <https://www.transit.dot.gov/>)

Sharrow

Road markings used to indicate a shared lane environment for bicycles and automobiles. The shared lane marking is a pavement marking with a variety of uses to support a complete bikeway network; it is not a facility type and should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits. (National Association of City Transportation Officials. 2014. Urban Bikeway Design Guide, Shared Lane Markings)

SMART SCALE

Virginia’s SMART SCALE (§33.2-214.1) is about picking the right transportation projects for funding and ensuring the best use of limited tax dollars. It is the method of scoring planned projects included in VTrans that are funded by House Bill 1887. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers. Once projects are scored and prioritized, the Commonwealth Transportation Board (CTB) has the best information possible to select the right projects for funding.

(Virginia Department of Transportation: <http://vaSMARTSCALE.org/>)

Title VI Plan

The Central Virginia Transportation Planning Organization Title VI Plan was developed to ensure the CVTPO is in compliance with nondiscrimination

requirements as outlined in Title 23 CFR and 49 CFR and related laws, and provides specific information on how to file a nondiscrimination complaint. This Plan also provides an overview of Environmental Justice and Limited English Proficiency (LEP) concepts, definitions of Title VI and associated nondiscrimination acts, and how Title VI, Environmental Justice and LEP are incorporated into the metropolitan transportation planning process. Environmental Justice guidelines and outreach strategies for minority, low-income, and LEP populations are included.

Transit Development Plan (TDP)

The Virginia Department of Rail and Public Transportation (DRPT) requires that any public transit (bus, rail, ferry) operator receiving state funding prepare, adopt, and submit a Transit Development Plan (TDP) at least every six years. A TDP is a Short Range Transit Plan that outlines the services that a grantee intends to implement during the six-year planning horizon. The plan estimates what resources will be needed and what funding opportunities are likely to be available. DRPT provides a set of TDP requirements that form the basis of the planning effort. This TDP is intended to serve as a management and policy document for the Greater Lynchburg Transit Company (GLTC), provide DRPT with an up-to-date record of GLTC’s capital and operating budgets and provide GLTC with the basis for including capital and operating programs in the Six Year Improvement Program (SYIP), the Statewide Transportation Improvement Program (STIP) and the Constrained Long Range Transportation Plan (CLRTP).

Transportation Research Board (TRB)

This is one of seven program units of the National Academies of Sciences, Engineering, and Medicine, which provides independent, objective analysis and advice to the nation and conducts other activities to solve complex problems and inform public policy decisions. The Academies also encourage education and research, recognize outstanding contributions to knowledge, and increase public understanding in matters of science, engineering, and medicine. TRB’s varied activities—described below—annually engage more than 7,000 engineers, scientists, and other transportation researchers and practitioners from the public and private sectors and academia, all of whom contribute their expertise in the public interest by participating on TRB committees, panels,



and task forces. The program is supported by state transportation departments, federal agencies including the component administrations of the U.S. Department of Transportation, and other organizations and individuals interested in the development of transportation.

(Transportation Research Board: <http://www.trb.org/>)

Travel Demand Management (TDM)

This terminology essentially refers to managing demand of the existing transportation system by intentionally shifting user trips from one mode to another, such as from the single-occupancy automobile to public transit or carpool; by reducing modal travel demand at certain time periods using strategies which include dynamic tolling, congestion pricing, or staggered work schedules; and eliminating commuter trips entirely via telework.

Travel Demand Model

A computer model used to estimate travel behavior and travel demand for a specific future time frame, based on a number of assumptions.

(VDOT, What is Travel Demand Modeling?)

Transportation Improvement Program (TIP)

This is an MPO document that lists transportation projects which are reasonably anticipated to be funded vis-à-vis a fiscally constrained funding stream for a period of at least four years, and which is consistent with the Long-Range Transportation Plan (LRTP). The typical sources of projects within this document include the current Long-Range Transportation Plan and the Six-Year Improvement Program (SYIP). The TIP represents the medium by which a planning project transitions to a programmed (funded) project. The TIP is prepared through a cooperative process that involves the Commonwealth of Virginia and local governments at several levels. Program elements are prepared by a number of agencies.

Twenty Foot Equivalent Unit (TEU)

This is an international standard measure of container traffic and the various sizes of containers are converted to this common metric in this report.

(Bureau of Transportation Statistics: <https://www.bts.gov/>)

Unified Planning Work Program (UPWP)

This document defines the transportation planning processes and programs used by the Metropolitan Planning Organization and is normally developed and adopted on an annual basis.

United States Department of Transportation (USDOT)

The Department of Transportation was established by an act of Congress on October 15, 1966. The Department's first official day of operation was April 1, 1967. USDOT oversees several federal transportation agencies, including the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, Federal Railroad Administration, and others.

(United States Department of Transportation: <https://www.transportation.gov/>)

Vehicle Miles Traveled (VMT)

This is a measure for the number of miles traveled on a roadway or within geographic region over a one-year period.

Virginia Breeze

The Virginia Department of Rail and Public Transportation (DRPT) launched the Virginia Breeze, Virginia's new intercity bus program on December 1, 2017. The Virginia Breeze is the intercity bus program's pilot route that connects travelers from Blacksburg to Washington, D.C., with multiple stops in-between, providing a critical transportation link between Virginia's rural communities and the national bus network. The program is fully funded by the Federal Transit Administration's (FTA) 5311 Intercity Bus Program.

(Staunton Augusta Waynesboro MPO: <http://sawmpo.org/>)

Virginia Statewide Rail Plan

This is the statewide rail planning document that provides a visionary approach to providing rail transportation services to meet future state and interstate passenger and freight demand.

(Virginia Department of Rail and Public Transportation: <http://www.drpt.virginia.gov/>)



Virginia Department of Transportation (VDOT)

This agency is responsible for building, maintaining and operating the state's roads, bridges and tunnels. And, through the Commonwealth Transportation Board, it provides funding for airports, seaports, rail, and public transportation.

(Virginia Department of Transportation: <https://www.virginiadot.org/>)

Virginia Department of Rail and Public Transportation (DRPT)

This agency is the Commonwealth's advocate for promoting transportation options to the general public, businesses, and community decision makers. The mission of DRPT is to facilitate and improve the mobility of the citizens of Virginia and to promote the efficient transport of goods and people in a safe, reliable, and cost-effective manner.

(Virginia Department of Rail and Public Transportation: <http://www.drpt.virginia.gov/>)

Visioning List

This is the unconstrained list of projects in the Long Range Transportation Plan.

Volume to Capacity (V/C) Ratio

The ratio of the flow rate to the capacity for a system element.

(VDOT. 2013. Traffic Operations Analysis Tool Guidebook Version 1.1)

VTrans

This is the statewide multimodal transportation plan. The latest version, called VTrans 2040, was completed in January of 2018. The plan establishes a framework to guide the state's investment decisions and is strongly connected to the SMART SCALE scoring process. The latest version represented a significant step forward in the state's pivot towards a performance-based planning approach.

Weighted Traffic Flow

This is a measure of the number of vehicles per lane per hour on a given road segment.

