

FY 2010 - FY 2011

# Unified Planning Work Program

# UPWP

# 2010

Glossary



North Jersey  
Transportation  
Planning  
Authority, Inc.

## **NJTPA Acronyms Guide & Glossary**

**AA** see Alternatives Analysis.

**AASHTO** see American Association of State Highway and Transportation Officials.

### **Access to the Region's Core (ARC)**

Identified by the NJTPA as the region's top transit priority, this project would expand passenger rail capacity by building a new rail tunnel under the Hudson River between New Jersey and Manhattan. Also see THE Tunnel.

### **Active Transportation (also known as Non-motorized Transportation)**

Includes walking, bicycling, small-wheeled transport (skates, skateboards, push scooters and hand carts) and wheelchair travel.

**ADA** see Americans with Disabilities Act.

### **Alternatives Analysis (AA)**

Preliminary engineering and environmental studies of a wide range of transportation project alternatives. Alternatives are narrowed down, with some selected for more detailed study. Then, after substantial and detailed engineering and environmental studies, a preferred alternative is identified.

### **American Association of State Highway and Transportation Officials (AASHTO)**

A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states.

### **American Public Transportation Association (APTA)**

An organization for the bus, rapid transit and commuter rail systems industry, based in Washington, DC that works to improve the accessibility and availability of public transportation.

### **Americans with Disabilities Act (ADA)**

Enacted in 1990, the ADA established that persons with disabilities have the same rights as other citizens to access services and facilities available to the public. In transportation terms, the ADA seeks to ensure that all Americans can meet their basic mobility needs.

**AMPO** see Association of Metropolitan Planning Organizations.

**APTA** see American Public Transportation Association.

**ARC** see Access to the Region's Core.

### **Association of Metropolitan Planning Organizations (AMPO)**

AMPO, of which the NJTPA is a member, is a nonprofit, membership organization established to serve the needs and interests of Metropolitan Planning Organizations (MPOs) nationwide.

**BCI** see Bicycle Compatibility Index.

**Bicycle Compatibility Index (BCI)**

An analytical tool for assessing how well-suited a roadway is for bicycle travel.

**BRT** see Bus Rapid Transit.

**Bus Rapid Transit (BRT)**

A system that allows bus vehicles to operate on a right-of-way that is largely separated from other types of traffic.

**Brownfields**

Abandoned, idle, or under-used industrial or commercial properties where expansion or redevelopment is complicated by environmental contamination that can make redevelopment financially or logistically prohibitive.

**CAAA** see Clean Air Act Amendments.

**Capital Construction Program (CCP)**

The CCP is a listing of NJDOT and NJ Transit projects and programs to be submitted to the state Legislature for approval and to be considered for inclusion in the draft Transportation Improvement Program (TIP).

**Capital Funds**

Funding used to build or renovate transportation infrastructure.

**Categorical Exclusion (CE)**

A CE applies to transportation projects that have minimal environmental impacts.

**CCP** see Capital Construction Program.

**CD** see Concept Development.

**CE** see Categorical Exclusion.

**Central Staff**

The support staff for the NJTPA.

**Certification**

A federally mandated process whose purpose is to certify that an MPO is legally qualified to receive and expend federal dollars. A certification review examines the planning process to ensure that it complies with the provisions of SAFETEA LU.

**CFR** see Code of Federal Regulations.

**Clean Air Act Amendments (CAAA)**

Federal law that requires states to set budgets and timetables for reducing air pollution. The law requires the NJTPA to give priority funding to transportation projects which reduce vehicle emissions through travel pattern changes, travel mode options, and/or traffic flow improvements.

**CMAQ Congestion Mitigation Air Quality**

This program funds transportation projects or programs that will contribute to attainment of the National Ambient Air Quality Standards (NAAQS), with a focus on reducing ozone and carbon monoxide. Funds are distributed to states based on each state's population level in air quality non-attainment areas weighted by the degree of air pollution (i.e. severe, moderate).

**CMP** see Congestion Management Process.

**CMS** Congestion Management System (renamed Congestion Management Process).

**Code of Federal Regulations (CFR)**

A compilation of all regulations issued by the federal government's agencies and departments. Published annually.

**Committee for a Smart New Jersey (CSNJ)**

CSNJ, of which the NJTPA is a member, is a non-profit organization of public, private, and academic sector organizations having an interest in the research, deployment, and operation of Intelligent Transportation Systems (ITS) in New Jersey.

**Concept Development (CD)**

The first phase of work in the NJTPA's Project Development Work Program (PDWP), in which information and data are gathered and generated to develop a clear understanding of a transportation problem for later consideration of alternatives.

**CON** see Construction

**Conformity**

A federally required analysis of transportation plans such as the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) used to demonstrate that funded projects, taken together, will not produce more air pollution than allowed by New Jersey's State Implementation Plan (SIP).

**Congestion Management Process (CMP)**

The federally mandated CMP, formerly the Congestion Management System (CMS), takes a systematic approach to identifying and addressing congestion. It includes data collection, monitoring and measuring of transportation system performance and identifying alternative actions and strategies for particular locations.

**Congestion Pricing (also Value Pricing)**

Transportation tolls, fares or other charges that vary with the level of travel demand (for example, by time of day). Congestion pricing is intended to help optimize the efficiency of the transportation system.

**Constrained**

Funding for the first three years of the Transportation Improvement Program (TIP) is fiscally constrained, meaning that the projected allocations must balance with assumed revenues.

**Construction (CON)**

A final phase of work in the Transportation Improvement Program (TIP), involving actual construction.

**Context Sensitive Design (CSD)**

A collaborative, interdisciplinary approach to designing transportation infrastructure that involves all stakeholders to develop a facility that is appropriate to its setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility.

**Corridor**

A broad geographical band that follows a general directional flow connecting major origins and destinations of trips, and which may contain a number of streets, highways, and transit alignments.

**CSD** see Context-Sensitive Design.

**CSNJ** see Committee for a Smart New Jersey.

**Database Number (DBNUM)**

A number given to each project and program in the Transportation Improvement Program (TIP) for tracking purposes

**DBE** see Disadvantaged-Owned Business Enterprise.

**DBNUM** see Database Number.

**DBOM** see Design Build Operate Maintain.

**DEIS** Draft Environmental Impact Statement  
See EIS definition.

**Delaware Valley Regional Planning Commission (DVRPC)**

The DVRPC is a bi-state Metropolitan Planning Organization (MPO) for the Philadelphia area, including the New Jersey counties of Mercer, Burlington, Camden, and Gloucester.

**Design Build Operate Maintain (DBOM)**

A term to indicate that the design, building, operation, and maintenance of a project are performed by a single agency or firm.

**Disadvantaged-Owned Business Enterprise (DBE)**

This term includes both minority-owned (MBE) and women-owned (WBE) businesses. In transportation planning, DBE programs ensure that eligible MBE and WBE businesses can compete fairly for government-funded projects and programs.

**DVRPC** see Delaware Valley Regional Planning Commission.

**EA** see Environmental Assessment.

**Earmark**

A requirement placed in legislation by an elected official devoting revenues to a specific public expenditure.

**EC** see Executive Committee.

**EIS** see Environmental Impact Statement.

**EJ** see Environmental Justice.

**Emerging Small Business Enterprise (ESBE)**

A firm that has met the required criteria and has obtained certification as an ESBE by The State of New Jersey Department of Transportation.

**Environmental Assessment (EA)**

A report that identifies the environmental impacts of project alternatives as a requirement of the National Environmental Policy Act (NEPA). The EA can lead to a Finding of No Significant Impact (FONSI) or indicate that further study through an Environmental Impact Statement (EIS) is required.

**Environmental Impact Statement (EIS)**

An investigative report issued to comply with the requirements of the National Environmental Policy Act (NEPA) that quantifies the environmental impacts of major proposed transportation projects. Also: Draft Environmental Impact Statement (DEIS).

**Environmental Justice (EJ)**

In transportation planning, the principle that the benefits and burdens of transportation projects be equitably shared among all segments of the population. Regulations draw specific attention to low-income and minority persons; elderly and mobility impaired persons are sometimes of concern in this context.

**ESBE** see Emerging Small Business Enterprise

**Executive Committee (EC)**

Consists of the NJTPA's Chairman, First Vice-Chairman, Second Vice-Chairman, Third Vice-Chairman, and Secretary. Provides oversight and direction on administrative, personnel, and financial matters; coordinates issues of priority attention; and acts on behalf of the NJTPA Board of Trustees when not in session. Meets as needed.

**FA** see Feasibility Assessment.

**Feasibility Assessment (FA)**

The second phase of work in the NJTPA's Project Development Work Program (PDWP) in which a potential strategy or project derived from Concept Development (CD) is further studied to determine if a solution is feasible in light of environmental, engineering, budgetary, and community constraints.

**Federal Highway Administration (FHWA)**

The FHWA is the agency of the USDOT that administers federal funding for highways and bridges. Along with the Federal Transit Administration (FTA), FHWA oversees the planning process administered by the NJTPA.

**Federal Railroad Administration (FRA)**

The FRA is the agency of the USDOT that issues and enforces rail safety regulations; administers railroad assistance programs; conducts research and development in support of improved railroad safety and national rail transportation policy; provides for the rehabilitation of Northeast Corridor rail passenger service; and consolidates government support of rail transportation activities.

**Federal Transit Administration (FTA)**

The FTA is the agency of the USDOT that administers federal funding for public transit. Along with the Federal Highway Administration (FHWA), the FTA oversees the planning process administered by the NJTPA.

**FHWA** see Federal Highway Administration.

**FIC** see Freight Initiatives Committee.

**Final Scope Development (FSD) [now Preliminary Design]**

See Preliminary Design definition.

**Finding of No Significant Impact (FONSI)**

A determination of an Environmental Assessment (EA) indicating that a potential project will have no significant environmental impact.

**Fiscal Year (FY)**

The New Jersey state fiscal year is July 1 through June 30. The federal fiscal year is October 1 through September 30.

**FONSI** see Finding of No Significant Impact.

**FRA** see Federal Railroad Administration.

**Freight Initiatives Committee (FIC)**

A standing committee of the NJTPA. It supports the region's economically vital goods movement industry and works to fashion a transportation agenda for truck, rail, air, and waterborne commerce in the region. Meets bi-monthly.

**FSD** see Final Scope Development [now Preliminary Design].

**FTA** see Federal Transit Administration.

**FY** see Fiscal Year.

**GARVEE** see Grant Anticipation Revenue Vehicles.

**Geographic Information System (GIS)**

A computer system that can spatially manage, analyze, and present geographic data. With it, electronic and printed maps can be generated.

**GIS** see Geographic Information System.

**Grant Anticipation Revenue Vehicle (GARVEE)**

A GARVEE is any bond or other form of debt repayable, either exclusively or primarily, with future federal highway funds

**HBLRT** see Hudson Bergen Light Rail Transit.

**High Occupancy Vehicle Lanes (HOV Lanes)**

Highway lanes designated for high occupancy vehicles such as buses and carpools.

**High Priority Projects**, or “Transportation Earmarks”, are specific, usually local projects, the funding for which is written into federal law. Four factors are common to earmarks: specificity of the entity receiving funding, congressional origin, exemption from normal competitive requirements for agency funding, and presence in statutory text.

**HOV Lanes** see High Occupancy Vehicle Lanes.

**HPP** see High Priority Projects.

**Hudson Bergen Light Rail Transit (HBLRT)**

A light rail system that became operational in 2000. It provides travel along the Hudson County waterfront serving residents of Hudson and Bergen counties.

**Hyperbuild**

This NJDOT strategy is designed to accelerate a project's schedule by condensing any or all phases of its development.

**Implementing Agencies**

Agencies responsible for maintenance, construction, and operation of the state highway and public transit systems. Also known as operating agencies, these include NJDOT, NJ Transit, and the Port Authority of New York & New Jersey.

**Intelligent Transportation Systems (ITS)**

Technology to better manage traffic and transit resources, enhance safety and reduce accidents, inform the public about travel conditions, and more effectively handle toll collection, safety inspection, log maintenance, licensing and vehicle registration.

**Intermodal**

Intermodal facilities are equipped to serve and connect two or more modes of transportation. For example, Newark Penn Station features commuter rail, light rail, and buses. Freight intermodal terminals move goods among modes, including trucks, ship, rail, and air.

**Intermodal Surface Transportation Efficiency Act (ISTEA)**

Enacted in 1991 by Congress (and superseded by TEA-21 in 1998 and SAFETEA-LU in 2005), ISTEA inaugurated a new approach to transportation planning that emphasizes the interdependence and connections among major components of the national transportation system.

**ISTEA** see Intermodal Surface Transportation Efficiency Act.

**ITS** see Intelligent Transportation Systems.

**JARC** see Job Access Reverse Commute.

**Job Access Reverse Commute (JARC)**

A Federal Transit Administration (FTA) program providing funding for selected counties and municipalities to increase job accessibility for the most disadvantaged members of the population, including facilitating urban to suburban commuting.

**Level of Service (LOS)**

A set of characteristics - based on travel mode - that indicate the quality and quantity of transportation service provided. A facility's LOS is often given as a numerical rating.

**Liberty Corridor**

A congressionally designated economic and development zone that extends along the I-95 corridor, encompassing port facilities in Newark/Elizabeth and Camden. It combines road and rail improvements, harbor and terminal upgrades, freight movement strategies, brownfields redevelopment, and incentives to spur the continued growth in the research and development sector.

**LL** see Local Lead below.

**Local Lead**

A joint undertaking of the NJTPA and NJDOT, this is a competitive program providing federal funds for the advancement of locally important projects through final design, right-of-way acquisition, and construction.

**Local Scoping**

This program provides federal funds directly to the 15 NJTPA subregions for planning of local projects through the environmental process and preliminary engineering.

**LOS** see Level of Service.

**LSP** Local Scoping Program see Local Scoping

**Major Investment Study (MIS)**

A study, similar to an Alternatives Analysis (AA), which was previously required by federal regulation. It reviewed and evaluated a range of alternatives for proposed transportation improvements in a corridor or subarea.

**Major Operating Segment (MOS)**

A significant section or operating component of a transportation project.

**Management System**

System designed to generate strategies or actions related to transportation system performance and/or the physical condition of transportation system assets (examples include the Bridge and Pavement Management Systems, as well as the Congestion Management Process).

**Memorandum of Agreement (MOA)**

An official agreement designed to ensure consistency in the administration of programs or projects.

**Memorandum of Understanding (MOU)**

An official agreement establishing the principles that will guide the implementation of programs or projects.

**Metropolitan Planning Organization (MPO)**

Under federal legislation (see SAFETEA-LU), MPOs plan all federally funded transportation investments and serve as a forum where local officials, public transportation providers and state agency representatives can come together and cooperatively plan to meet a region's current and future transportation needs.

**MIS** see Major Investment Study.

**Mitigation**

Any action taken or not taken to offset environmental or other impacts of proposed transportation improvements.

**MOA** see Memorandum of Agreement.

**Model** see **Travel Demand Model**.

**MOM** see Monmouth Ocean Middlesex [Commuter Rail Extension].

**Monmouth Ocean Middlesex (MOM)**

A proposed commuter rail extension that would connect parts of Monmouth, Ocean, and Middlesex counties with NJ Transit's Northeast Corridor and/or North Jersey Coast Line.

**MOS** see Major Operating Segment.

**MOU** see Memorandum of Understanding.

**MPO** see Metropolitan Planning Organization.

**NAAQS** see National Ambient Air Quality Standards.

**NACO** see National Association of Counties

**National Ambient Air Quality Standards (NAAQS)**

These standards apply to pollutants considered harmful to public health and the environment.

**National Association of Counties (NACO)**

An organization representing the nation's county governments in Washington, D.C.

**National Association of Regional Councils (NARC)**

NARC is a nonprofit membership organization serving the interests of regional councils and Metropolitan Planning Organizations nationwide. Regional councils are organizations with state and locally-defined boundaries that deliver a variety of government programs, yet still function as a planning organizations and technical assistance providers.

**NARC** see National Association of Regional Councils.

**National Environmental Policy Act (NEPA)**

NEPA aims to help public officials and citizens understand the environmental consequences of major projects and actions. It seeks to protect, restore, and enhance the environment. NEPA requires planners to develop an Environmental Impact Statement (EIS) and consider alternatives and mitigations steps for major construction projects.

**National Highway System (NHS)**

The national system consisting of interstate highways and other key links such as major state highways.

**NEPA** see National Environmental Policy Act.

**New Jersey Association of Counties (NJAC)**

Advocacy group for New Jersey's 21 county governments.

**New Jersey Department of Environmental Protection (NJDEP)**

The cabinet-level agency that leads the state's environmental science, regulatory, research, education and assessment efforts.

**New Jersey Department of Transportation (NJDOT)**

The state agency responsible for maintenance, construction, and operation of state and interstate highways.

**New Jersey Institute of Technology (NJIT)**

A public technology and science university located in Newark. NJIT is the host agency of the NJTPA.

**New Jersey Transit (NJT)**

The state agency responsible for maintenance, construction, and operation of public transit facilities.

**New Jersey Turnpike Authority (NJTA)**

The agency that maintains, operates, and plans the NJ Turnpike and the Garden State Parkway. NJTA facilities do not fall under the jurisdiction of the NJTPA, but its projects are included in determining air quality conformity (see Conformity).

**New York Metropolitan Transportation Council (NYMTC)**

The official Metropolitan Planning Organization (MPO) for New York City, Long Island, and Rockland, Putnam, and Westchester counties. The NJTPA has a non-voting seat on the NYMTC Board.

**New York Susquehanna & Western (NYS&W)**

An existing, privately owned rail freight line that was rehabilitated in the mid-1980s to allow low speed freight operations and is now used by several long distance and local freight trains.

**NJAC** see New Jersey Association of Counties.

**NJDEP** see New Jersey Department of Environmental Protection.

**NJDOT** see New Jersey Department of Transportation.

**NJIT** see New Jersey Institute of Technology.

**NJRTM** see North Jersey Regional Transportation Model

**NJT** see New Jersey Transit.

**NJTPA Online Transportation Information System (NOTIS)**

An interactive text and map-based online tool that displays transportation project information.

**North Jersey Regional Transportation Model (NJRTM)**

This federally required computer model of the region's transportation system and travel patterns guides the NJTPA's transportation planning efforts and its major products. An enhanced version of this model comprehensively forecasts roadway and public transit trips for northern New Jersey and surrounding counties.

**North Jersey Transportation Planning Authority (NJTPA)**

The federally authorized Metropolitan Planning Organization (MPO) for the six and a half million people in the 13-county northern New Jersey region.

**NJTA** see New Jersey Turnpike Authority.

**NJTPA** see North Jersey Transportation Planning Authority.

**NOTIS** see NJTPA Online Transportation Information System.

**NYMTC** see New York Metropolitan Transportation Commission.

**NYS&W** see New York Susquehanna & Western.

**NHS** see National Highway System.

**Office of Smart Growth (OSG)**

The division of the state Department of Community Affairs that is charged with coordinating implementation of the State Plan and Smart Growth policies across the various state agencies.

**Operating Agency**

Agencies responsible for maintenance, construction, and operation of the state highway and public transit systems. Also known as implementing agencies, these include NJDOT, NJ Transit and the Port Authority of New York & New Jersey.

**OSG** see Office of Smart Growth.

**PANYNJ** see Port Authority of New York and New Jersey.

**Park-and-ride**

Designated parking areas for automobile drivers who then board buses or trains from these locations.

**PD** see Preliminary Design.

**PDWP** see Project Development Work Program.

**PE** see Preliminary Engineering.

**PEDC** see Planning & Economic Development Committee.

**Phase of Work**

The stage of activity in a project's development within the Project Development Work Program (PDWP) or Transportation Improvement Program (TIP).

**PL** see Planning Funds.

**Planning & Economic Development Committee (PEDC)**

A standing committee of the NJTPA. It oversees the content of and provides policy direction for future Regional Transportation Plan (RTP) updates and other planning-related matters. Meets bi-monthly.

**Planning Funds (PL)**

Federal funds provided for planning projects and programs derived from a 1.25 % set-aside from the federal transportation funding provided to states. PL funds are the principal revenue source for the NJTPA's Central Staff operation and other components of the Unified Planning Work Program (UPWP).

**Port Authority of New York and New Jersey (PANYNJ)**

The bi-state agency responsible for overseeing port operations, major airports, and for operating the Hudson River crossings, including the PATH rail system, tunnels and bridges. PANYNJ facilities do not fall under the jurisdiction of the NJTPA, but its projects are included in determining air quality conformity (see Conformity).

**PPC** see Project Prioritization Committee.

**Preliminary Design (PD)**

The final phase of work in the Project Development Work Program (PDWP) in which a project's engineering solution is refined and formal community and environmental approvals of an Initially Preferred Alternative are obtained.

**Preliminary Engineering (PE)**

The initial stage of Preliminary Design (PD). At this stage, engineering has progressed to the level of assessing a project's environmental impacts through the National Environmental Policy Act (NEPA) and will result in a solution to a defined problem.

**Project Development Work Program (PDWP)**

The PDWP is an NJTPA program for planning projects through various stages of project development, including Concept Development (CD), Feasibility Assessment (FA), and Preliminary Design (PD). Preparation through the PDWP is normally required before projects can be included in the Transportation Improvement Program (TIP).

**Project Pipeline**

The project pipeline is the multi-step project development process from problem statement through construction and completion. Note: The NJDOT uses four parallel pipelines depending upon the size and complexity of a particular project.

**Project Pool**

All projects or programs eligible for inclusion in the TIP in any given year.

**Project Prioritization Committee (PPC)**

A standing committee of the NJTPA. It develops the four-year, fiscally constrained Capital Construction Program (CCP), Transportation Improvement Program (TIP), and other capital programming activities. Meets bi-monthly.

**RCIS** see Regional Capital Investment Strategy.

**Record of Decision (ROD)**

The official record resulting from an Environmental Impact Statement (EIS).

**Regional Capital Investment Strategy (RCIS)**

The NJTPA's policy on how transportation funds should be spent, centered on eight broad principles. Among these principles: promoting smart growth, making travel safer, improving the existing transportation system first, expanding public transit, limiting construction of new roads, applying transportation technology, supporting walking and biking, and moving freight more efficiently.

**Regional Transportation Advisory Committee (RTAC)**

A group of planners and engineers from NJTPA member agencies that meets bimonthly to review regional issues related to transportation planning. Members of the RTAC also serve as advisers to members of the Board of Trustees.

**Regional Transportation Plan (RTP)**

The federally mandated long-range transportation plan for the region. It sets out a vision for development of the transportation system over the next twenty to twenty-five years and serves as an investment guide for the region. Updated every four years.

**Right-of-Way (ROW)**

Property on which a transportation project is built. Also regularly used to refer to the phase of work during which such property is acquired.

**ROD** see Record of Decision.

**ROW** see Right-of-Way.

**RTAC** see Regional Transportation Advisory Committee.

**RTP** see Regional Transportation Plan.

**SAFETEA-LU** see Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

**Safe, Accountable, Flexible, Efficient Transportation Equity Act:  
A Legacy for Users (SAFETEA-LU)**

Enacted as the nation's principal transportation funding law in 2005, SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety, and transit for 2005 to 2009. It continues and builds upon many of the essential features of its predecessors, TEA-21 and ISTEA, including those pertaining to MPOs.

**S&D** see Study & Development.

**SDRP** see State Development and Redevelopment Plan .

**Short-Line Railroads**

Small railroads that provide links between major rail freight companies and industries.

**Single Occupancy Vehicle (SOV)**

Refers to motor vehicles occupied by the driver only (excludes motorcycles).

**SIP** see State Implementation Plan.

**SJTPO** see South Jersey Transportation Planning Organization.

**Smart Growth**

Well-planned and well-managed growth that adds new homes and creates new jobs, while preserving open space, farmland, and environmental resources. Smart Growth supports livable neighborhoods with a variety of housing types, price ranges and multi-modal forms of transportation.

**South Jersey Transportation Planning Organization (SJTPO)**

SJTPO is the Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem counties in South Jersey.

**South Western Region Metropolitan Planning Organization (SWRMPO)**

The SWRMPO is the federally mandated organization designated as the forum for cooperative transportation decision making in lower Fairfield County, Connecticut. It consists of the chief elected officials of eight municipalities and the directors of the region's transit districts. The chairman serves as a non-voting member.

**South Western Regional Planning Agency (SWRPA)**

SWRPA is the official regional planning organization for eight municipalities in lower Fairfield County, Connecticut. SWRPA is one of fifteen planning regions in Connecticut and brings together its member municipalities to coordinate planning for the region's future.

**SOV** see Single Occupancy Vehicle.

**SPC** see State Planning Commission.

**Sprawl**

The unlimited outward expansion of suburbs characterized by low-density residential and commercial development, unchecked land development, and dominance of transportation by autos.

**SPR** see State Planning & Research .

**Stakeholders**

Groups - including communities, government officials, MPOs, and other organizations - affected by decisions regarding transportation projects, studies, and initiatives.

**State Development and Redevelopment Plan (SDRP)**

Enacted in 1986 by the state Legislature, the SDRP is intended to control the unplanned "suburban sprawl" overtaking many parts of the state by influencing the intensities and locations of development and redevelopment.

**State Implementation Plan (SIP)**

The federally required plan for bringing the state into compliance with federal air quality goals as mandated by the Clean Air Act Amendments (CAAA).

**State Planning Commission (SPC)**

A 17-member group representing state government, local government and the public on statewide planning issues. Works with the Office of Smart Growth (OSG) to further state planning goals.

**State Planning & Research (SPR)**

A federal funding category that provides operating funds for planning and research projects and programs administered by the NJDOT.

**State Transportation Improvement Program (STIP)**

The state's five-year agenda of transportation improvement projects that is made up of the TIPs approved by the state's three Metropolitan Planning Organizations (MPOs).

**STB** see Surface Transportation Board.

**STIP** see State Transportation Improvement Program.

**STP** see Subregional Transportation Program.

**STPNJ** see Surface Transportation Program.

### **Strategy Evaluation**

The NJTPA Strategy Evaluation is conducted periodically to assess how well the region's transportation system meets residents' needs. The project also generates recommendations for specific transportation strategies and programs to benefit particular areas.

### **Study & Development (S&D)**

The starting point for projects in the NJDOT project development process, immediately prior to entering the Concept Development phase of the Project Development Work Program (PDWP).

### **Subregion**

A politically- and geographically-defined area - such as a county or municipality - for coordinated planning activities. In the NJTPA region, there are 15 subregions: 13 counties and two major cities.

### **Subregional Transportation Program (STP)**

Consists of the program of planning tasks carried out by the NJTPA's 15 subregions (13 counties and two cities).

### **Surface Transportation Board (STB)**

The STB is a federal agency that adjudicates disputes and regulates federal interstate surface transportation including trucking, rail freight, ocean shipping, interstate buses, and other modes.

### **Surface Transportation Program (STPNJ)**

Provides flexible funding that may be used by the state and localities for projects on any federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

**SWRMPO** see South Western Region Metropolitan Planning Organization.

**SWRPA** see South Western Regional Planning Agency.

### **System Expansion**

Infrastructure projects that will physically add capacity to the existing transportation network.

### **System Management**

Projects and programs that optimize the performance of the existing transportation network.

### **System Preservation**

Projects and programs that rehabilitate or replacing aging infrastructure without expanding the system.

**TCAMs** see Transportation Clean Air Measures.

**TCMs** see Transportation Control Measures.

**TDM** see Transportation Demand Management.

**TEA-21** see Transportation Equity Act for the 21st Century

**TEUs** see Twenty-foot Equivalent Units.

**THE Tunnel** see Trans-Hudson Express Tunnel.

**TIP** see Transportation Improvement Program.

**TMA** [Federal Designation] see Transportation Management Area.

**TMA**s see Transportation Management Associations.

**TMS** see Transportation Management Strategies.

**TOD** see Transit Oriented Development.

### **Traffic Calming**

Traffic calming involves changes in street alignments, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes to improve street safety and livability.

### **Trans-Hudson Express Tunnel (THE Tunnel)**

Alternate name for the Access to the Region's Core (ARC) project; see definition above.

### **Transit Oriented Development (TOD)**

Compact, pedestrian-friendly, mixed-use development near bus and rail stations that serves housing, transportation, and neighborhood goals.

### **Transportation Clean Air Measures (TCAMs)**

Actions to reduce air pollutant emissions from transportation-related sources via the use of clean fuels, idle reduction measures, employee trip reduction measures, and other approaches. Transportation control measures (see TCMs) are particular types of TCAMs.

### **Transportation Control Measures (TCMs)**

Projects or programs that will reduce transportation-related emissions by reducing vehicle use or improving traffic flow. In the context of transportation conformity, TCMs refer to actions that are specifically identified and committed to in the State Implementation Plan (see SIP).

### **Transportation Demand Management (TDM)**

Actions to reduce transportation demand, such as telecommuting, ridesharing, transit service improvements, commuter incentives, access management, and parking management.

**Transportation Equity Act for the 21st Century (TEA-21)**

Enacted in 1998, and replaced by SAFETEA-LU in 2005, TEA-21 was the nation's principal transportation law. It continued the essential features of ISTEA including a strong role for local elected officials in making transportation funding decisions through MPOs.

**Transportation Improvement Program (TIP)**

A four-year, fiscally constrained agenda of improvement projects drawn from the Regional Transportation Plan (RTP). To be eligible for federal funds, proposed projects must be approved by the NJTPA Board for inclusion in the TIP. Updated annually.

**Transportation Management Associations (TMAs)**

Organizations established to work with employers to help provide more effective transportation options. They promote ridesharing and transit use, among other activities

**Transportation Management Area [federal designation] (TMA)**

An urbanized area with a population over 200,000 (such as northern New Jersey) that is required by USDOT to carry out special congestion reduction and transportation planning activities.

**Transportation Research Board (TRB)**

The TRB is a division of the National Research Council, which serves as an independent adviser to the federal government and others on scientific and technical questions of national importance.

**Transportation System Management (TSM)**

Initiatives designed to create the more efficient use of existing transportation facilities through improved infrastructure management and operation.

**Transportation Trust Fund (TTF)**

The account established by state law for funding transportation programs and initiatives, with revenues from fuel taxes and other sources.

**Travel Demand Model**

A computer-based simulation of the transportation network that generates travel pattern forecasts. Used by the NJTPA in its transportation planning activities. Also see NJRTM.

**TRB** see Transportation Research Board.

**TTF** see Transportation Trust Fund.

**Twenty-foot Equivalent Unit (TEU)**

TEU is the standardized unit for measuring container capacity on ships, railcars, etc.

**Unified Planning Work Program (UPWP)**

Summarizes the transportation planning activities of the NJTPA staff, the subregions and other transportation agencies in the region. Updated annually.

**United States Department of Transportation (USDOT)**

The USDOT is the main federal agency that develops and coordinates policies pertaining to the national transportation system. It includes the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

**United States Environmental Protection Agency (USEPA)**

The EPA is a cabinet-level federal regulatory agency that leads the nation's environmental science, research, education and assessment efforts.

**UPWP** see Unified Planning Work Program.

**USDOT** see United States Department of Transportation.

**USEPA** see United States Environmental Protection Agency.

**Vehicle Miles Traveled (VMT)**

One vehicle traveling the distance of one mile equals one VMT. This measure is used to estimate congestion, fuel consumption and a host of other key transportation-related factors.

**Value Pricing** see Congestion Pricing

**VMT** see Vehicle Miles Traveled