

2015

AASHTO NEWS MEDIA GUIDE



AMERICAN ASSOCIATION
OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS

AASHTO

**Trans
Comm**

AASHTO Subcommittee on
Transportation Communications

The AASHTO *News Media Guide* represents our commitment to working with news media to ensure the American people have access to the best information about important transportation policies and programs. We see transportation as an interconnected network that depends on a variety of modes to move people and goods. The departments of transportation that make up AASHTO's membership are on the front lines each day building, maintaining, and operating key aspects of that system so that our economy thrives and our citizens enjoy a high quality of life.



You'll find easy access to contact information for our board of directors, as well as a lineup of top transportation experts, capable of commenting on finance, safety, and infrastructure. Thank you for your interest in transportation. We look forward to working with you to tell the transportation story.

A handwritten signature in black ink, appearing to read 'Bud Wright'.

Bud Wright
AASHTO Executive Director

As Director of the Iowa Department of Transportation, I lead a multimodal agency unique, in part because of our state's geographical location at the center of the nation. We see America from the center outward—and can fully appreciate the waterways, highways, and airports that connect us all. As Chairman of the AASHTO Subcommittee on Transportation Communications, I work with transportation professionals from DOTs in every state, the District of Columbia, and Puerto Rico. We all have unique stories to tell and my goal is to blend those stories into a common narrative that accurately describes the remarkable work DOTs do on behalf of the American people. If transportation users understand the value of the systems we share they can better appreciate the people who keep those systems running, 24 hours a day, seven days a week.



Paul Trombino III
Director Iowa DOT, AASHTO Vice President
Chair AASHTO Subcommittee on Transportation Communications



The 2015 AASHTO News Media Guide is one of several communications resources available to journalist at: <http://transportation.org>. From the AASHTO website news media can tap into a constant stream of up-to-date DOT news releases and access and subscribe to the AASHTO Journal, the Daily Transportation Update and AASHTO Transportation TV. These free resources are designed to keep journalists informed about the latest transportation news. The media guide can also be

used to find AASHTO experts in the fields of funding and finance, safety, bridge design, highway construction, Intelligent Transportation Systems and Snow and Ice Removal. Journalists can count on AASHTO media relations to act as a liaison to DOT communications professionals and to gather information about possible state, regional or nationwide trends.

A handwritten signature in black ink that reads "Tony Dorsey". The signature is fluid and cursive, with the first name being more prominent.

Tony Dorsey
Manager, Media Relations

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AASHTO Overview:
Page 6

.....
Experts:
Page 9

.....
Directory:
Page 19

.....
Glossary:
Page 29



PURPOSE OF THE AASHTO NEWS MEDIA GUIDE

Working journalists and news organizations can use this guide to identify a wide range of resources available to them within the American Association of State Highway and Transportation Officials including a list of subject matter experts. An electronic copy of the 2015 *News Media Guide* is available in the Newsroom section of AASHTO homepage at: <http://news.transportation.org>

CONTACTING MEDIA RELATIONS

All media inquiries and interview requests should be directed to Tony Dorsey at: tdorsey@aaashto.org or (202) 624-3690 or (202) 624-5802 during regular office hours; 8:30 a.m. to 5:00 p.m. Monday through Friday. Members of the news media requiring assistance during breaking news events outside of regular business hours or during holidays should call (202) 412-2391.

AASHTO History

Founded in 1914 by an amalgamation of state highway engineers, the American Association of State Highway Officials celebrated its Centennial in 2014. AASHTO, as it was originally called, paved the way for the historic Federal Aid Road Act of 1916. This landmark legislation authorized the participation of the Federal government in highway construction. Since then, the association has built upon its state and Federal partnership, advocating for the Federal legislation that created the Interstate Highway System in 1956. In 1973, as member states saw their responsibilities grow to include all transportation modes: air, highways, public transportation, rail, and water transport, the name was changed to the American Association of State Highway and Transportation Officials, AASHTO.

AASHTO Today

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. It represents all transportation modes with the purpose of fostering the development, operation, and maintenance of an integrated national transportation system. AASHTO works to educate the public and key decision makers about the critical role that transportation plays in securing a good quality of life and a sound economy for our nation. AASHTO serves as a liaison between state departments of transportation and the Federal government and it is an international leader in setting technical standards for all phases of highway system development. This includes the design, construction, and inspection of highways and bridges, materials, and many other technical areas. AASHTO also advances smart solutions and promising practices through training and direct technical assistance to states. AASHTO is guided by a Board of Directors made up of the chief transportation officers from the 50 states, the District of Columbia, and Puerto Rico. The 12-member Executive Committee is led by AASHTO's elected officers, and is assisted by its executive director. AASHTO's

policy development, standards setting, and technical activities are the product of volunteer state department of transportation personnel who work through the AASHTO committee structure. The committees collaborate throughout the year and typically meet annually. These committees, which represent the highest standard of transportation expertise in the country, address virtually every element of planning, designing, constructing, and maintaining transportation services and infrastructure.

AASHTO COMMUNICATIONS

Press Advisories/News releases

A press advisory contains brief but important information about the date, time, location, and purpose of an upcoming media event or news conference. A news release contains detailed information about AASHTO's response to and/or position on a major transportation related news event or issue. News releases may also be used to provide information about news worthy events involving AASHTO and/or its members; highway and state departments of transportation in all 50-states, the District of Columbia, and Puerto Rico. Press advisories and news releases are made available to the news media via e-mail. If members of your organization would like to be added to AASHTO's e-mail delivery list please send your e-mail address(s) and any additional contact information such as phone numbers, to **tdorsey@aaashto.org**. Once a news release has been distributed it will also be posted on the newsroom page of the AASHTO web site at: **<http://news.transportation.org>**

AASHTO WEBSITE

Find the latest news releases, detailed public policy analysis, information about upcoming meetings, and extensive association information on AASHTO's website, **transportation.org**. The website hosts more than 100,000 pages of information about all transportation modes.

AASHTO JOURNAL

The AASHTO *Journal*, published online every Friday, offers reporting on key transportation policy matters, as well as a roundup of national, state, and association news affecting the transportation industry. Get your free online subscription, and use a searchable catalog to find back issues, at **aaashtojournal.org**.

DAILY TRANSPORTATION UPDATE

The *Daily Transportation Update* provides a selection of links to transportation-related news stories and Federal Register notices on-line every weekday morning. A free subscription to the latest edition can be found at **aaashtojournal.org/Pages/DailyUpdate.aspx**.

TRANSPORTATION TV

Launched in May 2009, Transportation TV has developed into an industry leader—creating more than 500 original video productions that have accumulated nearly a million video views. Transportation TV's goal is to increase awareness about the importance of our multimodal transportation system and spark dialogue about the level of investment needed to preserve and modernize all transportation modes. Visit the web site at: transportationtv.org



AASHTO's SUBJECT MATTER EXPERTS:

A Resource for News and In-Depth Analysis about Transportation



Bud Wright Executive Director

Bud Wright is the executive director of the American Association of State Highway and Transportation Officials (AASHTO). He has almost four decades of experience in both the private sector and as a top executive at the Federal Highway Administration.

Prior to his appointment as AASHTO Executive Director, Wright served as Executive Director of the Federal Highway Administration from 2001 to 2008, assisting the Administrator in establishing policies, programs, and priorities for the \$40 billion annual Federal-aid highway program.

As FHWA's chief operating officer, Wright was also responsible for a workforce of more than 2,500 transportation professionals and an annual operating budget of \$400 million.

From 2001 to 2002, Wright was the FHWA program manager for safety. Before that, he was director of the Office of Budget and Finance, where he worked extensively on the Transportation Equity Act for the 21st Century (TEA-21). In 1992, Wright became the first non-engineer to serve as an FHWA state-level Division Administrator.

Wright began his career in 1975 as an economist in the FHWA Office of Planning. In 1986, he was selected for a congressional fellowship, serving with the Senate Appropriations Committee staff. In 1989–1990, he was a member of the National Transportation Policy Team, which developed former Transportation Secretary Samuel Skinner's National Transportation Policy.

Wright holds a B.A. in economics from Virginia Polytechnic Institute and State University, Blacksburg, Virginia.

EXPERTISE IN:

- Policy and government relations at the local, state, and Federal level
- Management and coalition building
- Transportation safety



Jim Tymon

Director of Policy and Management

Jim Tymon is the director of policy and management at the American Association of State Highway and Transportation Officials—AASHTO. Tymon works closely with state departments of transportation in the development of AASHTO's transportation policy positions and oversees the monitoring of legislative, administrative, and regulatory activities relating to transportation. He also serves as AASHTO's Chief Operating Officer overseeing the management of the Association's internal operations. He joined AASHTO in December 2013.

Prior to joining AASHTO, Tymon was the Staff Director of the Highways and Transit Subcommittee of the House Transportation and Infrastructure Committee and served as Senior Advisor to Chairman Bill Shuster.

As Staff Director, Tymon managed the Subcommittee responsible for writing authorizing legislation for the Federal Highway Administration, the Federal Transit Administration, the National Highway Traffic Safety Administration, and the Federal Motor Carrier Safety Administration.

He was the Committee's lead staffer for the development of MAP-21—the surface transportation bill signed into law in 2012. Tymon was also the primary staff person responsible for the Highway and Highway Safety titles in SAFETEA-LU—the surface transportation bill signed into law in 2005.

Prior to joining the T&I Committee, Tymon spent three years with the Office of Management and Budget where he worked as the Program Examiner responsible for overseeing the Federal Highway Administration and the Federal Motor Carrier Safety Administration.

EXPERTISE IN:

- Federal transportation funding
- Innovative financing
- Transportation policy



Lloyd Brown

Director of Communications

Lloyd Brown is the director of communications for the American Association of State Highway and Transportation Officials.

Before joining AASHTO in August 2010, Brown served as the Washington State Department of

Transportation communication director, overseeing the administration of WSDOT's public information and involvement activities throughout Washington.

Under Brown's leadership, WSDOT was recognized as a national leader in the development and implementation of social media tools, redefining the agency's relationship with the public.

Prior to joining WSDOT in 2002, Brown worked as a public relations account manager working on and leading award-winning public relations and public affairs campaigns for a range of private- and public-sector clients throughout the West, including the California bottle and can recycling program and Arizona's ground-breaking anti-tobacco program. He began his communications career as a radio disc jockey at KZFN in Moscow, Idaho. He soon left radio to follow his passion for writing, becoming a newspaper reporter and editor in Washington and later Arizona. He earned a Masters in Communication and Leadership from Gonzaga University (Spokane, Washington).

EXPERTISE IN:

- Social media policy/practice
- Crisis communications



Jung H. Lee

Policy Director

In his role as policy director, Jung Lee provides leadership and oversight for AASHTO's transportation policy, regulatory, and program finance activities. Working with Congress, Federal executive branch agencies, state and local governments, and other transportation industry stakehold-

ers, Lee represents the policy interests of state departments of transportation during development, passage, and implementation of legislation. In addition, he oversees AASHTO's technical service programs in the areas of environment, finance, planning, transit, and rail. Prior to joining AASHTO in 2007, Lee held transportation planner and analyst positions from 2000 to 2007 with the Federal Highway Administration.

Lee is the founder of Young Professionals in Transportation, an international networking organization for career development. In addition, he served as the founding chair of the Young Members Council at the Transportation Research Board and as chairman of the Road Gang, a DC-based highway policy society founded in 1942. He is a graduate of the University of Virginia and the University of Pennsylvania.

EXPERTISE IN:

- Federal transportation budget and funding
- Policy formulation
- Infrastructure financing approaches



King W. Gee

Director of Engineering and Technical Services

King W. Gee is the director of engineering and technical services for the American Association of State Highway and Transportation Officials (AASHTO). He has more than 38 years of top executive experience at the Federal Highway Administration and in the private sector. At AASHTO, King directs the association's technical service programs and he leads a staff of managers assigned with supporting the work of the AASHTO technical committees. These essential committees develop policies, standards, and manuals used in the construction and preservation of transportation infrastructure around the world. King also leads the development and delivery of the AASHTOWare suite of software programs and he oversees the work of the AASHTO Materials Reference Laboratory (AMRL) which conducts testing proficiency, laboratory assessment, and accreditation. King is also responsible for the deployment of products through the second Strategic Highway Research Program (SHRP2).

Prior to joining AASHTO, King was FHWA's Associate Administrator for Infrastructure from 2001 to 2011 and Director of International Programs at FHWA from 1996 to 2001. King holds B.S. and M.E. degrees in Civil Engineering from the Rensselaer Polytechnic Institute in Troy, New York.

EXPERTISE IN:

- Highway transportation engineering and programs
- Organizational, program and process improvement and change management
- International exchange, and collaboration



Jim McDonnell, P.E.

Deputy Program Director, Engineering

Jim McDonnell is the deputy program director for engineering at AASHTO. He serves as the staff liaison to AASHTO's design, construction, and right-of-way/utilities committees, including oversight of the technical development of highway design and construction standards/guidance, and

analysis of proposed Federal legislation and coordination of official AASHTO responses.

McDonnell has over 20 years of experience in highway planning, traffic engineering, and design working for the North Carolina Department of Transportation, an engineering consulting firm, and AASHTO. He holds a Bachelor of Science Degree in Civil Engineering from Duke University and is a licensed Professional Engineer.

EXPERTISE IN:

- Roadway design
- Design-build contracting



Dennis Motiani

Executive Director National Operations Center of Excellence

In January 2015, Dennis Motiani, a recognized expert in transportation systems management and operations, was named executive director for the new National Operations Center of Excellence (NOCoE), located in the nation's capital. NOCoE is designed to provide transportation agencies with a centralized and comprehensive set of resources for transportation systems management and operations. The center is a collaborative effort of AASHTO, the Institute of Transportation Engineers, and Intelligent Transportation Society of America, with support from the Federal Highway Administration. Motiani has more than 24 years of experience at the New Jersey Department of Transportation, where he is was assistant commissioner for transportation systems management. Among services the National Operations Center of Excellence will provide are best practice peer exchange webinars, national and regional summits, and a dynamic web portal to identify best practice material and other resources for specific technical and policy issues.

EXPERTISE IN:

- Transportation systems management and operations



Greta Smith, P.E.

Associate Program Director for Project Delivery

Greta Smith is the associate program director for project delivery for the American Association of State Highway and Transportation Officials (AASHTO). Prior to AASHTO, Smith worked for 25 years at the Kentucky Transportation Cabinet in various roles related to highway construction and materials management. As associate program director, she has responsibilities for oversight of technical services programs that provide materials evaluation and audit services for the states. Smith works with the transportation officials responsible for construction and materials evaluations to ensure that the highest quality materials are being used in all phases of the construction of transportation infrastructure. She also promotes the awareness and use of innovative contracting solutions and product evaluation strategies to trim construction times and cut costs. Smith holds a B.S. in Chemical Engineering from the University of Kentucky and is a licensed Professional Engineer in the State of Kentucky.

EXPERTISE IN:

- Construction materials and functional design



Kelly Hardy, P.E.

Program Manager, Safety

Kelly Hardy joined the American Association of State Highway and Transportation Officials (AASHTO) in July 2009 as the program manager for safety. In this role, Hardy serves as the liaison to the Standing Committee on Highway Traffic Safety (SCOHTS) and its Subcommittee on

Safety Management. She works with state DOTs and AASHTO's many highway safety partners to help advance the Toward Zero Deaths campaign. Hardy also supports liaisons to other AASHTO committees and subcommittees in their safety-related efforts. Prior to joining AASHTO, she was a consultant serving as a project manager on highway safety-related FHWA and National Cooperative Highway Research Program projects. Hardy is a Professional Engineer, registered in Virginia, and has a Bachelor of Science degree and a Master of Engineering degree both in Civil Engineering from Pennsylvania State University.

EXPERTISE IN:

- Highway safety



Richard "Rick" Nelson, P.E., F.ASCE **AASHTO SICOP Coordinator**

Since 2014 Richard "Rick" Nelson has served as the American Association of State Highway and Transportation Officials (AASHTO)'s Snow and Ice Cooperative Program Coordinator (SICOP). SICOP represents AASHTO's Winter Maintenance Technical Service Program. SICOP's goal is to ensure that new potentially implementable international and domestic winter maintenance technologies are researched, tested, and if appropriate, implemented by transportation agencies. Nelson's 30 years of experience in highway operations covers year-round maintenance, construction, dispute resolution, and transportation system operation and management. His winter maintenance experience includes equipment, chemicals, sustainable strategies for environmentally sensitive areas, and utilizing Intelligent Transportation System technologies applied to winter maintenance activities.

EXPERTISE IN:

- Winter maintenance
- Transportation operations
- Construction dispute resolution

AASHTO OFFICERS 2014-2015



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John Cox has served as director of the Wyoming Department of Transportation since January 2005. He was initially appointed to the position by former Governor Dave Freudenthal and reappointed in February 2011 by current Governor Matt Mead.

Prior to 2005, Cox served as administrator of the Wyoming Highway Patrol for nearly seven years. As director, Cox is responsible for Wyoming's largest and most diverse state agency, with an annual budget of nearly \$550 million and more than 2,000 employees based in 60 locations.

Cox was born in Denver and raised in York, Nebraska. He has a bachelor's degree in criminal justice from The International University of Missouri and is a graduate of the FBI National Academy and the FBI's law enforcement executive development course.



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THE AASHTO GLOSSARY

AASHTO's Materials Reference Laboratory (AMRL): Housed at the National Institute of Standards and Technology in Gaithersburg, MD. AMRL promotes adherence to standards in the testing of construction materials by laboratories serving the transportation industry.

American Recovery and Reinvestment Act of 2009 (ARRA): The \$787 billion economic stimulus package passed by Congress on Feb. 13, 2009. The legislation provided \$48 billion for transportation: \$27.5 billion for highways; \$8.4 billion for transit; and \$8 billion for high-speed and intercity passenger rail projects.

Appropriations: An act of a legislative body that makes funds available for expenditures with specific limitations as to amount, purpose, and period. Congress regularly has to pass 12 annual appropriations bills, including funding for the U.S. Department of Transportation.

Apportionments: An administrative assignment of funds based on a prescribed formula by a governmental unit to another governmental unit for specific purposes and for certain periods.

Authorization: State legislatures and Congress pass legislation creating or renewing federal or state programs with a specified funding amount.

Bridge Replacement and Rehabilitation: The Highway Bridge Replacement and Rehabilitation Program (HBRRP) provides funds to assist states in their programs to replace or rehabilitate deficient highway bridges and to seismic retrofit bridges located on any public road.

Categorical Exclusions: With regard to the National Environmental Policy Act of 1969, a categorical exclusion means a category of actions that do not individually or cumulatively have a significant effect on the human environment; therefore making neither an environmental assessment nor an environmental impact statement required.

Clean Air Act: The Clean Air Act (CAA) is the comprehensive Federal law that regulates air emissions from area, stationary, and mobile sources. The law authorizes National Ambient Air Quality Standards (NAAQS) to protect public health and the environment.

Congestion Mitigation and Air Quality: As part of the Clean Air Act, the CMAQ program is jointly administered by the Federal Highway Administration and the Federal Transit Administration (FTA) to provide funds to state trans-

portation agencies, Metropolitan Planning Organizations, and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources.

Context Sensitive Solutions (CSS): A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which transportation improvement projects will exist.

Contract Authority: Funds obligated to state transportation departments prior to appropriations. The Federal Highway Administration notes that most Federal-aid highway programs operate under contract authority.

Core Highway Program: Made up of the National Highway System, Interstate Maintenance, Surface Transportation Program, Bridge Replacement and Rehabilitation, and Congestion Mitigation and Air Quality Improvement programs.

Dedicated Funds: 1) Funds allocated to a given area usually by some formula and made available on an annual basis. 2) Funds collected for a specific program or purpose.

Design Speed: A selected speed used to determine the various geometric design features of the roadway. The assumed design speed should be a logical one with respect to the topography, anticipated operating speed, the adjacent land use, and the functional classification of highway.

Discretionary Spending: Spending set by annual appropriation levels made by decision of Congress. This spending is optional, and in contrast to entitlement programs for which funding is mandatory.

Earmark: Funds dedicated for a specific program or purpose by a legislator. Revenues are earmarked by law. Expenditures are earmarked by appropriations bills or reports.

Environmental Impact Statement: Part of the National Environmental Policy Act of 1969, an EIS is a document that must be filed when the Federal government takes a “major federal action significantly affecting the quality of the human environment.”

Federal-Aid Highway: A highway eligible for assistance under Title 23 United States Code other than a highway classified as a local road or rural minor collector.

Federal-Aid System: Any of the Federal-aid highway systems described in Title 23 Section 103.

Federal Operating Assistance: Funds authorized by the Federal government to assist in paying the cost of operating transit services.

Firewall: A tool to prevent savings in one category from being applied toward increased spending in another.

Highway Safety Manual: A 2010 publication that features tools for considering safety in the project development process. This manual was produced through a joint effort between AASHTO, the Federal Highway Administration (FHWA), and the Transportation Research Board.

Highway Trust Fund: Created by the Highway Revenue Act of 1956 (Pub. L. 84-627), primarily to ensure a dependable source of financing for the National System of Interstate and Defense Highways and also as the source of funding for the remainder of the federal-aid highway program. Of the 18.4 cent-per-gallon federal tax on gasoline, 15.44 cents goes into the highway account, 2.86 cents into the Mass Transit Account and 0.1 cent into the Leaking Underground Storage Tank fund administered by the U.S. Environmental Protection Agency. Diesel is taxed at 24.4 cents per gallon.

Intermodal Planning Group (IPG): A regional organization of Federal agencies set up to oversee transportation planning activities in the states of that region. It might include representatives of the Federal Highway Administration, Coast Guard, Federal Aviation Administration, Federal Railroad Administration, Federal Transit Administration, Department of Housing and Urban Development, Environmental Protection Agency, and other Federal agencies.

Interstate Maintenance: The Interstate Maintenance program provides funding to states for resurfacing, restoring, rehabilitating, and reconstructing most routes on the Interstate Highway System. Funds are subject to the overall Federal-aid obligation limitation. A state may transfer up to 50 percent of its IM apportionment to its National Highway System, Surface Transportation, Congestion Mitigation and Air Quality Improvement, Highway Bridge Replacement and Rehabilitation, or Recreational Trails apportionment.

Interstate Highway System: A 47,000-mile network of roadways founded in 1956 with the passage of the Federal-Aid Highway Act. It is officially called the Dwight D. Eisenhower System of Interstate and Defense Highways.

Interstate Substitution Transfer Project: Formerly non-highway public transportation projects financed by funds which would otherwise have been spent on a segment of the Interstate highway system. New amendments to the Federal-Aid Highway Act allow the funds to be used for highways and street improvement projects as well as for public transportation projects.

ITS (Intelligent Transportation Systems): A broad range of wireless and wire line communications-based information and electronics technologies. When integrated into the transportation system's infrastructure, and in vehicles themselves, these technologies relieve congestion, improve safety and enhance American productivity. ITS is made up of 16 types of technology-based systems. These systems are divided into intelligent infrastructure systems and intelligent vehicle systems.

LRFD (Load and Resistance Factor Design): AASHTO bridge design methodology introduced in 1994.

MUTCD (*Manual on Uniform Traffic Control Devices*): Defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets and highways. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.

Moving Ahead for Progress in the 21st Century Act (MAP-21): Signed into law by President Barack Obama on July 6, 2012. MAP-21 reauthorized the Federal-aid highway program at approximately \$105 billion for fiscal years (FY) 2013 and 2014. It also consolidated the number of Federal programs by two-thirds to focus resources on key national goals, reduce duplication, and increase the accountability and transparency of investment decision making through performance-based planning and programming. The legislation also eliminated earmarks, expedited project delivery, and strengthened the Transportation Infrastructure Finance and Innovation Program (TIFIA) to leverage additional Federal dollars for transportation projects.

Match: State or local funds required by the federal government to complement Federal funds for a project. For example, in the case of public transportation, the Federal government may provide 80 percent of the necessary funds if the state or local government matches 20 percent. For interstate highway projects, the Federal government provides 90 percent of the funds, and state or local government pays the 10 percent matching cost. A match may also be required by states in funding projects which are a joint state/local effort.

Metropolitan Planning Organizations (MPO): The organization designated by the governor as responsible together with the state for transportation planning in an urbanized area according to 23 USC 134. This organization is the forum for cooperative decision making by principal elected officials of general local government.

Metropolitan Transportation Plan: Metropolitan Planning Organizations, in cooperation with states and such transportation providers as public transit operators, carries out the metropolitan transportation planning process. That includes development of the transportation plan and the Transportation Improvement Plan.

National Cooperative Highway Research Program (NCHRP): Administered by the Transportation Research Board (TRB) and sponsored by the member departments of AASHTO in cooperation with the Federal Highway Administration (FHWA), the National Cooperative Highway Research Program (NCHRP) was created in 1962 as a means to conduct research in acute problem areas that affect highway planning, design, construction, operation, and maintenance nationwide.

National Environmental Policy Act (NEPA) of 1969: NEPA's basic policy is to assure that all branches of government give proper consideration to the environment prior to undertaking any major federal action that significantly affects the environment. NEPA requirements are invoked when airports, buildings, military complexes, highways, parkland purchases, and other Federal activities are proposed. Environmental Assessments (EAs) and Environmental Impact Statements (EISs), which are assessments of the likelihood of impacts from alternative courses of action, are required from all federal agencies and are the most visible NEPA requirements. Section 106 of NEPA deals with historic preservation.

National Highway System: Approximately 160,000 miles of roadway important to the nation's economy, defense, and mobility. The National Highway System includes the interstate system, principal arterials, Strategic Highway Network, Major Strategic Highway Network Connectors, and intermodal connectors.

Obligation Authority: Total amount of funds that may be obligated to states in a year. For the Federal-aid highway program this is comprised of the obligation limitation amount plus amounts for programs exempt from the limitation.

Obligation Limitation: The maximum amount of Federal assistance that may be promised during a specified time period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. It controls the rate at which these funds may be used.

Rescission: A cancellation of previously approved but unspent funds. Congress or the president may propose it. Rescissions must receive approval from Congress within 45 days of the request to cancel allotted funds. Since Fiscal Year 2002, states have rescinded more than \$13 billion.

Revenue Aligned Budget Authority: Annual funding adjustment to the highway program started in Fiscal Year 2000. The firewall level is adjusted to reflect revised receipts estimates for the Highway Account of the Highway Trust Fund. Then, adjustments—equal to the firewall adjustment—are made to the federal-aid highway authorizations and obligation limitation for the fiscal year. This can either boost or cut Federal funding to states.

Revolving Fund: Working capital established to facilitate operations of special functions, which is replenished by reimbursement from other funds.

Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law 109-59): Passed in 2005, it authorizes Federal surface transportation programs through Fiscal Year 2009. SAFETEA-LU is authorized at \$286.4 billion for Federal highway, transit, freight, research, safety, intelligent transportation systems, and environment and planning programs. Congress has temporarily extended SAFETEA-LU pending the enactment of a new authorization.

Short Line Railroad: 1) A company that originates and/or terminates freight traffic, participates in division of revenue, and is normally less than 100 miles in length. 2) Class III railroads that receive less than \$40 million a year in operating revenue and have less than 350 miles of track.

State Funds: Funds obtained under the authority of the state or any political or other subdivision thereof, and made available for expenditure under the direct control of the state highway department.

State Implementation Plan (SIP): The State Implementation Plan is a plan for each state which identifies how that state will attain and/or maintain the primary and secondary National Ambient Air Quality Standards (NAAQS) set forth in section 109 of the Clean Air Act (“the Act”) and 40 Code of Federal Regulations 50.4 through 50.12 and which includes Federally-enforceable requirements. Each state is required to have a SIP which contains control measures and strategies which demonstrate how each area will attain and maintain the NAAQS. These plans are developed through a public process, formally adopted by the State, and submitted by the Governor’s designee to EPA. The Clean Air Act requires EPA to review each plan and any plan revisions and to approve the plan or plan revisions if consistent with the Clean Air Act.

State Operating Assistance: Funds obtained from one or more state governments to assist in paying the cost of operating transit services.

Strategic Highway Research Program (SHRP2): To address the challenges of moving people and goods efficiently and safely on the nation's highways, Congress created the second Strategic Highway Research Program known as SHRP2. This targeted, short-term research program involves the collaborative efforts of the Federal Highway Administration, AASHTO, and the Transportation Research Board. The program addresses four strategic focus areas: the role of human behavior in highway safety (Safety); rapid highway renewal (Renewal); improved travel time reliability through congestion reduction (Reliability); and transportation planning that better integrates community, economic, and environmental considerations into new highway capacity (Capacity).

Surface Transportation Improvement Program: A list of transportation projects for which Federal funding will be sought over a three- to five-year period. It describes transportation improvements to be funded by public funds from all sources, with a budget for each project. The first year's transportation projects are called the annual element. Federal legislation requires that each state develop one multimodal Statewide Transportation Improvement Program (STIP) for all areas of the state.

The "Green Book"—*A Policy on Geometric Design of Highways and Streets:* An AASHTO publication that provides the fundamental framework for the design of roadways and associated features in rural and urban settings.

Transportation Improvement Program (TIP): A list of transportation projects for which funding will be sought over a three- to five-year period. It describes transportation improvements to be funded by public funds from all sources, with a budget for each project. The first year's transportation projects are called the annual element.

Transportation Plan: A program of action to provide effectively for present and future demands for movement of people and goods. This program must necessarily include consideration of the various modes of travel.

Transportation Research Board (of the National Academies of Sciences) (TRB): The mission of the Transportation Research Board is to provide leadership in transportation innovation and progress through research and information exchange, conducted within a setting that is objective, interdisciplinary, and multimodal.

Transportation System Management (TSM): An emphasis on small physical improvements and operational efficiencies to the transportation system in order to positively affect mobility.

Unified Planning Work Program (UPWP): A document that is produced annually by metropolitan planning organizations that describes transportation-related planning activities that will be carried out during the next year.

Urban Transportation Planning Process: The Federally-required planning process in urbanized areas aimed at developing programs to meet a region's transportation needs through analyzing the existing system and preparing plans and studies in a comprehensive, continuing, and cooperative manner.

Urbanized Area (UZA): A geographic area with a population of 50,000 or more designated by the Census Bureau as having met certain criteria of population size or density.

Weigh-in-Motion (WIM): A set of sensors and supporting instruments that measures the presence of a moving vehicle and the related dynamic tire forces at specified locations with respect to time; estimates tire loads, speed, axle spacing, vehicle class according to axle arrangement, and other parameters.

Sources:

AASHTO, Federal Highway Administration, C-SPAN Congressional Glossary, Northeast-Midwest Institute, Transportation Research Board.

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