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# ACRONYMS AND GLOSSARY

## Acronyms

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<b>ADA</b>	Americans with Disabilities Act
<b>APS</b>	Accessible Pedestrian Signals
<b>ATM</b>	Active Traffic Management
<b>ATP</b>	Area Transportation Partnership
<b>BRIM</b>	Bridge Replacement and Improvement Management
<b>CAFE</b>	Corporate Average Fuel Economy
<b>CIMS</b>	Corridor Investment Management Strategy
<b>CHIP</b>	Capital Highway Investment Plan (10-Year)
<b>CMSP</b>	Congestion Management Safety Plan
<b>DEED</b>	Department of Employment and Economic Development
<b>DOT</b>	Department of Transportation
<b>DRMP</b>	District Risk Management Program
<b>DSP</b>	District Safety Plan
<b>FAST-ACT</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>GASB 34</b>	Government Accounting Standards Board Statement 34
<b>HSIP</b>	Highway Safety Improvement Program
<b>HUTDF</b>	Highway User Tax Distribution Fund
<b>IRC</b>	Interregional Corridor
<b>ITS</b>	Intelligent Transportation System
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act

<b>MNDOT</b>	Minnesota Department of Transportation
<b>MNIT</b>	Minnesota Information Technology Services
<b>NEPA</b>	National Environmental Policy Act
<b>NHPP</b>	National Highway Performance Program
<b>NHS</b>	National Highway System
<b>PAC</b>	Partnership Advisory Committee
<b>PMS</b>	Pavement Management System
<b>PQI</b>	Pavement Quality Index
<b>RCIP</b>	Regional and Community Improvement Priorities
<b>RDC</b>	Regional Development Commission
<b>RSL</b>	Remaining Service Life
<b>RQI</b>	Ride Quality Index
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act - a Legacy for Users
<b>SAM</b>	Safety and Mobility
<b>SITSP</b>	Statewide Intelligent Transportation System Plan
<b>SPP</b>	Statewide Performance Program
<b>STIP</b>	State Transportation Improvement Program
<b>TAMP</b>	Transportation Asset Management Plan
<b>TED</b>	Transportation Economic Development
<b>TFAC</b>	Transportation Finance Advisory Committee
<b>TIMS</b>	Total Information Management System
<b>TZD</b>	Toward Zero Deaths
<b>USDOT</b>	United States Department of Transportation
<b>VMT</b>	Vehicle Miles Traveled

## **Glossary of Terms**

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### **10-YEAR CAPITAL HIGHWAY INVESTMENT PLAN**

The 10-Year Capital Highway Investment Plan (CHIP) details MnDOT's capital highway investments for the next ten years on the state highway system. The document serves as a check to ensure that MnDOT is meeting the investment levels and performance outcomes identified in MnDOT's 20-year State Highway Investment Plan (MnSHIP).

### **1990 AMERICANS WITH DISABILITIES ACT (ADA)**

Required MnDOT to provide accessible crossings and use of its infrastructure for those using a wheelchair or other assistive devices. MnDOT works with its ADA Accessibility Advisory Committee to comply with ADA regulations. In 2010, MnDOT completed an ADA Transition Plan (revised in 2011) to prioritize policies and improvements, and to ensure that its facilities, activities, and programs are accessible to all.

## **A**

### **ACCESSIBLE PEDESTRIAN SIGNAL (APS)**

A device that communicates information about pedestrian timing in nonvisual format such as audible tones, verbal messages, and/or vibrating surfaces.

### **ACTIVE TRAFFIC MANAGEMENT (ATM)**

Operational improvements to help manage the effects of congestion. Includes traffic cameras, changeable message signs to alert freeway users to incidents ahead, and ramp meters.

### **ADVANCE PRESERVATION PROGRAM**

### **AREA TRANSPORTATION PARTNERSHIP (ATP)**

A group of traditional and non-traditional transportation partners including representatives from MnDOT, Metropolitan Planning Organizations, Regional Development Commissions, counties, cities, tribal governments, special interests, and the public that have the responsibility of developing a regional transportation improvement program for their area of the state.

### **AUTONOMOUS VEHICLE**

A vehicle that has the capability of sensing its environment and navigating without human input. Also known as driverless car or self-driving car.

## **B**

### **BRIDGE REPLACEMENT AND IMPROVEMENT MANAGEMENT (BRIM)**

The process used by MnDOT to decide which bridges need to receive future investment, using input from District bridge engineers and planners, risk assessments, and traditional structural ratings.

## **C**

### **CONGESTION MANAGEMENT AND SAFETY PLAN (CMSP)**

Congestion Management and Safety Plan (CMSP) was undertaken to identify a list of lower-cost/high-benefit projects that seek to maximize mobility and reduce crash risk at key congestion and safety problem locations. The final result is a list that informs the select projects for additional scoping and eventual programming/implementation.

### **CORPORATE AVERAGE FUEL ECONOMY (CAFE)**

The standard fuel economy for cars and light trucks that must be met for vehicle model years 2017 and beyond. The CAFÉ program is designed to reduce fuel consumption and greenhouse gases. Currently, the 2016 CAFÉ level is set at 35.5 mpg and is expected to increase to 55 mpg by 2025.

### **CORRIDOR INVESTMENT MANAGEMENT STRATEGY (CIMS)**

A corridor-based initiative that brings MnDOT together with its local, modal, and state partners to identify opportunities for collaborative and innovative investment. It offers a means to share information and identify opportunities to apply MnDOT's suite of lower cost, high benefit investment strategies that address safety, access, and mobility.

### **CORRIDORS OF COMMERCE**

In 2013 the Minnesota Legislature created the Corridors of Commerce program by authorizing the sale of up to \$300 million in new bonds for the construction, reconstruction and improvement of state highways. One of the primary intents of the legislation was to use the funding to prepare potential projects for future construction.

## D

### **DEPARTMENT OF EMPLOYMENT AND ECONOMIC DEVELOPMENT (DEED)**

Minnesota's principal economic development agency. MnDOT and DEED are partnered in the Transportation Economic Development program, which accomplishes multiple goals of transportation improvement and economic growth.

### **DISTRICT RISK MANAGEMENT PROGRAM (DRMP)**

One of two investment programs for years 1-10 of MnSHIP (alongside the Statewide Performance Program). This program funds investments in projects that address conditions on non-NHS highways and unique conditions at the district level. This program allocates funding to MnDOT districts, which identify and prioritize projects under this program.

### **DISTRICT SAFETY PLAN (DSP)**

Prioritizes proactive strategies at high-risk locations, and identifies appropriate treatments that are proven to reduce fatal and serious injury crashes.

## F

### **FEDERAL-AID**

Federal-aid refers to funds made available by Congress for states' use in building and maintaining highways. The Federal-aid program has been in effect since 1916, and has drawn primarily from the Highway Trust Fund since the fund's inception in 1956. The Federal share for most state highway projects is typically between 80 to 90 percent.

### **FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT**

The Fixing America's Surface Transportation (FAST) Act is a five-year surface transportation law that provides long-term funding certainty for federal fiscal years 2016-2020. It is the first federal transportation bill enacted in over ten years that provides long-term funding for infrastructure planning and investment. Minnesota will receive over \$4 billion in funding over the five-year period. The law is preceded by Moving Ahead for Progress in the 21st Century (MAP-21).

## **G**

### **GOVERNMENT ACCOUNTING STANDARDS BOARD STATEMENT 34 (GASB 34)**

Establishes generally accepted accounting principles that are utilized by auditors charged with evaluating state and local government financial statements. Statement 34 requires that major infrastructure assets acquired or having major additions or improvements since June 15, 1980, be capitalized in financial statements.

## **H**

### **HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

A federal program that emphasizes data-driven, strategic approaches to improving highway safety. Projects in this program are designed to correct hazardous road locations or otherwise address highway safety problems.

### **HIGHWAY USER TAX DISTRIBUTION FUND (HUTDF)**

The state collects a motor fuel tax, a motor vehicle tax (MVST), and vehicle registration fees which feed the Highway User Tax Distribution Fund. Ninety-five percent of the HUTDF is divided by legislative mandate between Minnesota's municipal state-aid roadway system, county state-aid roadway system, and the State trunk highway system.

## **I**

### **INTELLIGENT TRANSPORTATION SYSTEM (ITS)**

The application of advanced technology to solve transportation problems and support the movement of people, goods and services. Examples of the technology include: ramp meters, sensors, cameras, road closure flashers, Dynamic Message Signs, Intersection Conflict Warnign System, Electronic Toll System,

### **INVESTMENT CATEGORY**

A division of capital expenditures on the state highway system identified by objective (e.g. pavement condition, mobility, etc.).



## M

### MAJOR CAPACITY INVESTMENTS

Major capacity investments can include highway-to-highway interchanges, freight related improvements, and corridor-wide improvements.

### METROPOLITAN PLANNING ORGANIZATION (MPO)

Regional planning agency designated by law with the lead responsibility for the development of a metropolitan area's transportation plans and to coordinate the transportation planning process. All urban areas over 50,000 in population are required to have an MPO if the agencies spend Federal funds on transportation improvements. There are eight Metropolitan Planning Organizations in Minnesota. Primary functions of an MPO include: maintenance of a long-range transportation plan, development of a Transportation Improvement Program (TIP), and development of a Unified Planning Work Program (UPWP).

### MINNESOTA GO

The long-term vision and guiding principles that set the direction for a multimodal transportation system that supports Minnesotans' quality of life, economy, and natural environment. This plan was developed based on public input, MnDOT expertise, and current conditions, and serves to inform subsequent planning efforts such as the Statewide Multimodal Transportation Plan and MnSHIP.

### MNPASS EXPRESS LANES

Express lanes in the Twin Cities area that provide a predictable travel option for commuters. These lanes are free for buses, carpools, and motorcycles; single-occupant vehicles are charged an electronic fee. During periods of higher congestion (where travel speeds fall below 50 mph), the price for entering a MnPASS express lane rises.

### MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21) ACT

The federal surface transportation bill authorized on July 6, 2012, and establishing new requirements for federal highway programs. MAP-21 expanded the number of highways in the National Highway System (NHS) to include Interstates, most U.S. Highways, and other principal arterials in Minnesota. It also established national goals and requires USDOT and state DOTs to establish performance measures for the NHS in several categories.

## **N**

### **NATIONAL HIGHWAY FREIGHT PROGRAM**

A new program introduced as part of the Fixing America's Surface Transportation (FAST) Act. The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN).

### **NATIONAL HIGHWAY SYSTEM (NHS)**

The highway system designated by MAP-21 that comprises the most used national highways including Interstates, most U.S. highways, and other principal arterials.

## **O**

### **MINNESOTA OLMSTEAD PLAN**

The Olmstead plan details how the state of Minnesota will eliminate unnecessary segregation of persons with disabilities and ensure that persons with disabilities receive services in the most integrated setting appropriate to their needs.

## **P**

### **PARTNERSHIP ADVISORY COMMITTEE (PAC)**

A 30-person committee that helped steer the MnSHIP public outreach process and general plan development. It consisted of Metropolitan Planning Organization (MPO) directors, Regional Development Commission (RDC) planners, and representatives from MnDOT county and city partners.

### **PAVEMENT MANAGEMENT SYSTEM (PMS)**

The system used by MnDOT to collect and track pavement condition information on all state highways, and to estimate what pavement conditions will be in future years given a certain level of investment.

## R

### **REGIONAL AND COMMUNITY IMPROVEMENT PRIORITIES (RCIP)**

Collaborative investments that respond to regional and local concerns beyond system performance needs to support economic competitiveness, environmental health, and quality of life in Minnesota. The RCIP investment category assists MnDOT in delivering a well-rounded transportation investment program that advances objectives for which MnDOT may not have statewide performance targets, such as improving multimodal connections and community livability.

### **REGIONAL DEVELOPMENT ORGANIZATIONS (RDO)**

Multi-county regional planning and development districts that encourage cooperation between citizens, local government officials, and the private sector. They are often catalysts for strategic planning in rural communities. They help identify local needs and priorities. In addition to planning, regions sponsor many programs, including services for the poor and elderly, job training, small business finance and minority enterprise programs. There are twelve Regional Development Commissions in Minnesota.

### **REMAINING SERVICE LIFE (RSL)**

The time remaining until the condition of the pavement reaches a level unacceptable for use, at which point it would likely be reconstructed.

### **RIDE QUALITY INDEX (RQI)**

MnDOT's smoothness index, which uses a zero-to-five rating scale (rounded to the nearest tenth) to represent the rating that a typical road user would give the pavement's smoothness while driving a vehicle.

## S

### **SAFETY AND MOBILITY (SAM)**

Grants toward the construction of highway interchange projects that promote safety and reduce congestion at four dangerous intersections in Greater Minnesota and the Twin Cities metropolitan area.

### **SHARE THE ROAD**

A program administered by MnDOT's bicycle and pedestrian section, promoting road safety and awareness among drivers, bicyclists, and pedestrians. The program's priority is elimination of bicycle and pedestrian fatalities and crashes.

## **SPOT MOBILITY IMPROVEMENTS**

Lower cost, high benefit projects to improve traffic flow and provide bottleneck relief. Examples include addressing safety hazards, improving intersection design, and constructing lanes to ease entering and exiting freeways.

## **STATEWIDE INTELLIGENT TRANSPORTATION SYSTEM PLAN**

The purpose of the MnDOT Statewide ITS Plan (SITSP) is to identify immediate, short-term, and mid-term ITS needs necessary to meet the goals and objectives identified in MnDOT's 50 year vision.

## **STATEWIDE PERFORMANCE PROGRAM (SPP)**

One of two investment programs for years 1-10 of MnSHIP (alongside the District Risk Management Program). This program funds investments in projects that address federal performance requirements identified in MAP-21, which require MnDOT to make progress toward pavement, bridge, safety, and congestion performance targets.

## **STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

MnDOT's four-year plan of projects for which it has received FHWA authorization and funding commitments.

## **STATEWIDE BICYCLE SYSTEM PLAN**

MnDOT's plan for statewide bicycle investments, facilitated by the recent Statewide Bicycle Planning Study and related efforts. The plan advances active transportation by proactively integrating bicycle accommodations into MnDOT projects.

## **STATEWIDE MULTIMODAL TRANSPORTATION PLAN**

Provides key objectives, related strategies, and performance measures that advance the Minnesota GO Vision. This plan advances a multimodal investment framework, and emphasizes transportation solutions that have high return-on-investment and produce multiple benefits across modes. Many elements of this plan can be found in this MnSHIP update.

## T

### **TRANSPORTATION ASSET MANAGEMENT PLAN (TAMP)**

The Moving Ahead for Progress in the 21st Century (MAP-21) Act requires States to develop a performance and risk-based transportation asset management plan (TAMP) that, at minimum, addresses the condition of pavements and bridges along the National Highway System (NHS). The objective of the TAMP is to establish a consistent and transparent statewide approach to planning, programming, and managing these physical assets to maintain a defined level of service in the most cost-effective manner.

### **TRANSPORTATION ECONOMIC DEVELOPMENT (TED) PROGRAM**

A collaborative program between MnDOT and the Department of Employment and Economic Development established for the purpose of supporting highway improvement and public infrastructure projects that create jobs and support economic development.

### **TRANSPORTATION FINANCE ADVISORY COMMITTEE (TFAC)**

Established by Governor Mark Dayton in 2012 to analyze potential revenue sources and non-traditional approaches to transportation funding and finance. The committee recommended pursuing a revenue increase that supports an economically competitive, world class transportation system.

### **TOWARD ZERO DEATHS (TZD)**

A Minnesota Partnership led by the Department of Public Safety, the Department of Transportation, and the Department of Health, in cooperation with the Minnesota State Patrol, the Federal Highway Administration, Minnesota county engineers, and the Center for Transportation Studies at the University of Minnesota. TZD helps create a culture for which traffic fatalities and serious injuries are no longer acceptable through the integrated application of education, engineering, enforcement, and emergency medical and trauma services. These efforts are driven by data, best practices, and research.

## **TOTAL INFORMATION MANAGEMENT SYSTEM (TIMS)**

A system that, if implemented, would help institutionalize the tracking of smaller investments embedded within a larger pavement or bridge project. TIMS would allow project managers to break a project into its component parts and help create a more accurate baseline for the next MnSHIP update. This would ultimately enable MnDOT to make better-informed investment decisions in the future.

## **V**

### **VEHICLE MILES TRAVELED (VMT)**

The total number of miles traveled by all vehicles on a given system. This measure provides an approximate sense for how heavily a roadway system is being used.