

AASHTO NEWS MEDIA GUIDE

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The AASHTO *News Media Guide* represents our commitment to working with the 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 can enjoy a high quality of life.



You'll find easy access to 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 America's transportation story.

Jim Tymon

AASHTO Executive Director

The AASHTO *News Media Guide* is one of several communications resources available to journalists at: news.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. This guide can also be used to find AASHTO experts in the fields of funding, 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 state DOT communications professionals as they gather information about state, regional, or national transportation trends.

Tony Dorsey

Manager, Media Relations

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 *AASHTO News Media Guide* is available in the Newsroom section of the AASHTO homepage at: 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. AASHO, 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—they changed its name to the American Association of State Highway and Transportation Officials, AASHTO.

AASHTO Today

AASHTO is a nonprofit, nonpartisan association representing 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 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: 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, www.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 online every weekday morning. A free subscription to the latest edition can be found at: dailyupdate.transportation.org

AASHTO SOCIAL MEDIA

AASHTO maintains a vibrant and active social media presence on a number of platforms. Twitter, Facebook, Instagram, and LinkedIn support the dissemination of transportation news in a timely fashion, allow the state DOTs an additional outlet for their information, and provide two-way communication channels for the media, transportation experts, policy wonks, and others to connect with AASHTO directly.

Twitter: twitter.com/aashtospeaks

Facebook: facebook.com/aashtospeaks

Instagram: instagram.com/aashtospeaks

LinkedIn: www.linkedin.com/company/45821

IMPORTANT LINK TO STATE DOT COMMUNICATORS

The AASHTO Committee on Transportation Communications—TransComm—is made up of public affairs professionals who handle media inquiries in the 50 states, Puerto Rico and the District of Columbia. Use the following link to find the communications contact you are looking for:

communications.transportation.org/home/membership/

TRANSPORTATION TV

Launched in May 2009, Transportation TV has developed into a transportation industry leader—creating hundreds of original video productions that have accumulated more than 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: www.transportationtv.org





AASHTO's SUBJECT MATTER EXPERTS

A Resource for News and In-Depth Analysis about Transportation



Jim Tymon

Executive Director

EXPERTISE IN **Federal Transportation Funding | Project Finance and Public-Private Partnerships | Transportation Policy**

Jim Tymon is the Executive Director of AASHTO. His experience includes service in key Congressional and federal agency roles, as well as non-profit association management.

As AASHTO Executive Director, Tymon oversees a staff of 120 professionals who support their members in the development of transportation solutions that create economic prosperity, enhance quality of life, and improve transportation safety in U.S. communities, states, and the nation as a whole.

Prior to his appointment, Tymon was AASHTO's Chief Operating Officer and the Director of Policy and Management from 2013 to 2018, working closely with state DOTs in the development of AASHTO's transportation policy positions and overseeing the monitoring of legislative, administrative, and regulatory activities relating to transportation. As AASHTO's COO, Tymon also oversaw the management of the Association's internal operations.

Tymon previously served as the staff director of the Highways and Transit Subcommittee of the House Transportation and Infrastructure Committee. As staff director, Tymon managed the subcommittee responsible for writing legislation for the Federal Highway Administration, the Federal Transit Administration, the National Highway Traffic Safety Administration, and the Federal Motor Carrier Safety Administration.

Tymon was the Committee's lead staffer for the development of MAP-21, the surface transportation bill signed into law in 2012, and SAFETEA LU, the surface transportation bill signed into law in 2005. Tymon also served in 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.

Tymon graduated from the University of Delaware with a Bachelor of Arts degree in Economics and Political Science, along with a Master of Arts degree in Public Policy. A native of New Jersey, Tymon and his family reside in Silver Spring, Maryland.



Brandye Hendrickson

Deputy Director

EXPERTISE IN **State DOT Leadership and Operations |
Transportation Policy**

Brandye Hendrickson is the Deputy Director of AASHTO. Her professional experience includes being appointed to the FHWA deputy administrator position in July 2017 and also serving as acting FHWA administrator from 2017–2019.

Before joining FHWA, Hendrickson served as commissioner of the Indiana Department of Transportation and as a member of AASHTO's Board of Directors after having led Indiana's largest transportation district for many years.

Hendrickson also led the Indiana State Personnel Department. She is a graduate of Indiana University, Bloomington, and she is a certified Professional in Human Resources.



Joung H. Lee

Policy Director

EXPERTISE IN Federal Transportation Budget and Funding | Policy Formulation | Infrastructure Financing Approaches

In his role as policy director, Joung 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 stakeholders, 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.



Lloyd Brown

Director of Communications and Marketing

EXPERTISE IN Social Media Policy/Practice | Crisis Communications

Lloyd Brown is the director of communications for AASHTO. He is responsible for all facets of AASHTO communications including strategic messaging, agency marketing, branding, and website. 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.

Under Brown's leadership, WSDOT was recognized as a national leader in the development and implementation of social media tools, and 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. He began his communications career as a radio disc jockey. He 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 of Spokane, Washington.



King W. Gee

Director of Safety and Mobility

EXPERTISE IN **Highway Safety | Transportation System Operations, Emerging Transportation Concepts | Transportation Engineering and Programs | Organizational, Program, and Process Improvement and Change Management | International Exchange and Collaboration**

King W. Gee is the director of safety and mobility for AASHTO. In this role, Gee directs the association's work and initiatives on traffic safety, system operations, and emerging transportation technology and mobility concepts—including the advancement of connected and automated vehicles and development of knowledge management among the state DOTs. He also manages the international engagement of AASHTO to bring innovations to the USA. He has more than 40 years of experience in the transportation field, including 17 years of top executive experience at the Federal Highway Administration and in the private sector.

At AASHTO, Gee had previously (1) directed the association's technical service programs and led a staff of managers assigned with supporting the work of the AASHTO technical committees which develop policies, standards, and manuals used in the construction, operations and preservation of transportation infrastructure; (2) oversaw the development and delivery of the AASHTOWare suite of software programs; and (3) oversaw the work of the AASHTO re:source program which assess and accredits materials testing laboratories. Prior to joining AASHTO, Gee was FHWA's Associate Administrator for Infrastructure from 2001 to 2011, and Director of International Programs at FHWA from 1996 to 2001. Gee holds B.S. and M.E. degrees in Civil Engineering from the Rensselaer Polytechnic Institute in Troy, New York.



Jim McDonnell, P.E.

Director of Engineering

EXPERTISE IN **Highway Policy | Highway Design**

Jim McDonnell, P.E., is the director of engineering at AASHTO. He directs a staff of 14 engineers and several consultants in the coordination of technical programs to serve the state DOTs and develop technical standards and guidance in the areas of highway design, construction, maintenance, and operations. McDonnell also serves as the staff liaison to AASHTO's Standing Committee on Highways and Standing Committee on Research.

McDonnell has over 25 years of experience in highway planning, traffic engineering, and design working for the North Carolina DOT, 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.



Kelly Hardy, P.E.

Program Manager, Safety

EXPERTISE IN Highway Safety

Kelly Hardy, P.E. joined 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, as well as the Subcommittee on Design's Technical Committee on Roadside Safety. She works with state DOTs and AASHTO's many highway safety partners to help advance the Toward Zero Deaths vision. 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.



Richard "Rick" Nelson, P.E., F.ASCE

AASHTO SICOP Coordinator

EXPERTISE IN Winter Maintenance | Transportation Operations | Construction Dispute Resolution

Since 2014, Richard "Rick" Nelson, P.E., has served as the coordinator of the American Association of State Highway and Transportation Officials (AASHTO)'s Snow and Ice Cooperative Program (SICOP). SICOP is AASHTO's Winter Maintenance Technical Service Program. The program's goal is to ensure that new and potentially viable technologies from the U.S. and around the world are researched, tested, and if appropriate, implemented by transportation agencies. Nelson also hosts the podcast "SICOP Talks Winter Ops" to provide timely news and information to the winter maintenance community. 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.

THE AASHTO GLOSSARY

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 transportation 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.”

Fixing America’s Surface Transportation (FAST) Act: In December 2015, Congress passed and President Barack Obama signed into law the Fixing America’s Surface Transportation (FAST) Act. The bipartisan legislation authorized \$305 billion from both the Highway Trust Fund and the General Fund of the U.S. Treasury to improve highways, highway safety, transit, and rail during fiscal years 2016 through 2020. The legislation gives long-term certainty and flexibility to state departments of transportation and it streamlines the project approval processes and focuses on national transportation priorities.

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. AASHTO publishes numerous bridge publications that follow this methodology.

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 (NHS): 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 Two (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 and Operations (TSMO): 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.

AMERICAN ASSOCIATION
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