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| **AADT** | **Annual Average Daily Traffic** A measure used primarily in transportation planning, transportation engineering and retail location selection. Traditionally, it is the total volume of vehicle traffic of a highway or road for a year divided by 365 days. AADT estimates, with as little bias as possible, the mean traffic volume across all days for a year for a given location along a roadway. |
| **AASHTO** | **American Association of State Highway & Transportation Officials** <https://www.transportation.org/> A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. |
| **ADA** | **Americans with Disabilities Act** <https://www.ada.gov/> **The Americans with Disabilities Act (ADA)** became law in 1990. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else. |
| **ADT** | **Average Daily Traffic** Average Daily Traffic is the average 24-hour volume, being the total volume during a stated period divided by the number of days in that period. Normally, this would be periodic daily traffic volumes over several days, not adjusted for days of the week or seasons of the year. |
| **A-GaME** | **Advanced Geotechnical Methods in Exploration (EDC-5)** <https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/geotech_methods.cfm>\ Conventional subsurface exploration methods provide limited data for project design, which can result in constructability issues and increased cost. Advanced geotechnical exploration methods offer solutions for generating more accurate geotechnical characterizations that improve design and construction, leading to shorter project delivery times and reducing the risks associated with limited data on subsurface site conditions. |
| **APWA** | **American Public Works Association** <https://www.apwa.net/> Serves professionals in all aspects of public works. APWA includes not only personnel from local, county, state, province, and federal agencies, but also private sector personnel who supply products and services to those professionals. |
| **ARTBA** | **American Road & Transportation Builders Association** <https://www.artba.org/>Non-partisan federation whose primary goal is to aggressively grow and protect transportation infrastructure investment to meet the public and business demand for safe and efficient travel. |
| **ASCE** | **American Society of Civil Engineers** <https://www.asce.org/> A tax-exempt professional body founded in 1852 to represent members of the civil engineering profession worldwide. Headquartered in Reston, VA, it is the oldest national engineering society in the United States. |
| **ATSSA** | **American Traffic Safety Services Association** <https://www.atssa.com/> Represents the roadway safety infrastructure industry with effective legislative advocacy, traffic control safety training, and a far-reaching member partnership. ATSSA helps shift the focus of transportation towards saving lives and reducing injuries. |
| **BIA** | **Bureau of Indian Affairs** <https://www.bia.gov/> Since its inception in 1824, the BIA has been both a witness to and a principal player in the relationship between the Federal Government and Indian tribes and Alaska Native villages. The BIA’s mission is to enhance the quality of life, to promote economic opportunity, and to carry out the responsibility to protect and improve the trust assets of American Indians, Indian tribes and Alaska Natives. |
| **CFR** | **Code of Federal Regulations** <https://www.govinfo.gov/app/collection/CFR> The Code of Federal Regulations (CFR) annual edition is the codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation. The 50 subject matter titles contain one or more individual volumes, which are updated once each calendar year, on a staggered basis. |
| **CHANGE** | **Collaborative Hydraulics: Advancing to the Next Generation of Engineering (EDC-4&5)**  <https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/change2.cfm>  Advances in hydraulic modeling tools are providing a more comprehensive understanding of complex flow patterns at river crossings versus traditional modeling techniques. These 2D hydraulic modeling and 3D computer visualization technologies also facilitate more effective communication and collaboration, improving agencies’ ability to design safer and more cost-effective and resilient structures on waterways. |
| **CLAS** | **Center for Local Aid Support** <https://www.fhwa.dot.gov/clas/> A center under the Office of Innovative Program Delivery which provides national leadership in the advancement of training, technical assistance, and innovation within local, tribal, and federal land management agency transportation networks. The Center collaborates with a diverse mix of partners in the delivery of those services, through three programs: Local Technical Assistance Program (LTAP); Tribal Technical Assistance Program (TTAP); and the Coordinated Technology Implementation Program (CTIP). |
| **DDSA** | **Data-Driven Safety Analysis (EDC-3 &4)** <https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/ddsa.cfm>Data-driven safety analysis is the use of cutting-edge methods and tools to analyze crash and roadway data and determine the expected safety performance of roadway projects more reliably. This type of analysis enables agencies to predict the safety implications of their decisions with confidence. Engineers now can quantify the safety impacts when making investment decisions, just as they do with environmental, traffic, and other traditional impacts. The analyses result in more scientifically sound, data-driven approaches to committing resources, as well as fewer and less severe crashes on the Nation's roadways. |
| **DPW** | From APWA: When it comes to public works, one size definitely does not fit all, so defining the term becomes problematic. Even APWA members have trouble arriving at a common definition. Because of the multi-faceted, ever-evolving nature of public works, we may never arrive at a final definition but, for now, the following definition seems appropriate:  Public works is the combination of physical assets, management practices, policies, and personnel necessary for government to provide and sustain structures and services essential to the welfare and acceptable quality of life for its citizens. |
| **EC** | **Executive Committee** [**https://nltapa.org/about/meet-our-executive-committee/**](https://nltapa.org/about/meet-our-executive-committee/)This is the leadership committee of the National Local Technical Assistance Program Association. Each LTAP region selects a representative that serves on the EC. |
| **EDC** | **Every Day Counts** <https://www.fhwa.dot.gov/innovation/everydaycounts/>EDC is a State-based model that identifies and rapidly deploys proven, yet underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce traffic congestion, and integrate automation. Proven innovations promoted through EDC facilitate greater efficiency at the State and local levels, saving time, money and resources that can be used to deliver more projects. EDC is your On-Ramp to Innovation!  FHWA works with State transportation departments, local governments, tribes, private industry and other stakeholders to identify a new collection of innovations to champion every two years that merit accelerated deployment. |
| **FAHP** | **Federal-Aid Highway Program** <https://www.fhwa.dot.gov/federal-aidessentials/federalaid.cfm>The Federal-Aid Highway Program supports State highway systems by providing financial assistance for the construction, maintenance and operations of the Nation's 3.9 million-mile highway network, including the Interstate Highway System, primary highways and secondary local roads. The Federal Highway Administration (FHWA) is charged with implementing the Federal-aid Highway Program in cooperation with the States and local government.  Local government - primarily counties, cities and towns, or local public agencies (LPAs) - own and operate about 75 percent, or roughly 2.9 million miles, of the Nation's highway network. LPAs build and maintain this network using a variety of funding sources, including the Federal-aid Highway Program. An estimated 7,000 LPAs manage about $7 billion annually in Federal-aid projects, or roughly 15 percent of the total program. |
| **FAPG** | **Federal-Aid Policy Guide** <https://www.fhwa.dot.gov/legsregs/directives/fapgtoc.htm>Introductory text to the Federal-Aid Policy Guide (FAPG), containing the Federal Highway Administration's (FHWA's) current policies, regulations and nonregulatory procedural guidance information related to the Federal-aid Highway Program. |
| **FARS** | **Fatality Analysis Report System** <https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>FARS is a nationwide census providing NHTSA, Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. |
| **FAST Act** | **Fixing America’s Surface Transportation Act** <https://www.fhwa.dot.gov/fastact/> President Obama signed the [Fixing America’s Surface Transportation (FAST) Act](https://www.fhwa.dot.gov/fastact/legislation.cfm) into law on December 4, 2015. This was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. LTAP and TTAP are funded under the Fast Act. |
| **FHWA** | **Federal Highway Administration** <https://www.fhwa.dot.gov/> The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation’s highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). |
| **FY** | **Fiscal Year** The federal fiscal year is the accounting period for the federal government which begins on October 1 and ends on September 30. The fiscal year is designated by the calendar year in which it ends; for example, fiscal year 2020 begins on October 1, 2019 and ends on September 30, 2020. |
| **GHSA** | **Governor's Highway Safety Association** <https://www.ghsa.org/about/shsos>State Highway Safety Offices that have programs for improving highway safety and award grants to improve highway safety. |
| **GRS-IBS** | **Geosynthetic Reinforced Soil-Integrated Bridge System (EDC-3)** <https://www.fhwa.dot.gov/innovation/everydaycounts/edc-3/grs-ibs.cfm>Geosynthetic reinforced soil-integrated bridge system technology can help meet the country’s demand for small, single-span bridges by delivering low-cost, durable structures that can be built with readily available equipment and materials. A GRS-IBS project can be built in weeks instead of months, saving time and cutting work zone congestion. |
| **HFST** | **High Friction Surface Treatment (EDC-2)** <https://www.fhwa.dot.gov/innovation/everydaycounts/edc-2/hfst.cfm>High friction surface treatments are pavement overlay systems with exceptional skid resistance not typically provided by conventional paving materials. They involve applying durable aggregates with a polymer binder to provide motorists with better traction at high-crash locations, such as horizontal curves, intersection approaches, upgrades and downgrades. |
| **ITE** | **Institute of Transportation Engineers** <https://www.ite.org/> Founded in 1930, ITE is an international membership association of transportation professionals, including, transportation engineers, transportation planners, consultants, educators, technologists, and researchers, who work to improve mobility and safety for all transportation system users and help build smart and livable communities. |
| **LPIs** | **Leading Pedestrian Intervals (Part of EDC-5 STEP)** <https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int/>Leading Pedestrian Intervals at signalized intersections allow pedestrians to walk, usually 3 to 4 seconds, before vehicles get a green signal to turn left or right. The LPI increases visibility, reduces conflicts, and improves yielding. |
| **LTAP** | **Local Technical Assistance Program** <https://www.fhwa.dot.gov/clas/ltap/> Established in 1982, LTAP is a [Federal Highway Administration](https://en.wikipedia.org/wiki/Federal_Highway_Administration) program that provides technical assistance, technology transfer, and training to local and rural road agencies across the USA. The program is a partnership effort with funding provided from federal, state, and local agency resources as well as universities and the private sector. Each center is funded by a 50:50 match of state and federal funds, although some states choose to provide more than the minimum required amount. There are 51 centers, one in each state and Puerto Rico. |
| **MAP21** | **Moving Ahead for Progress in the 21st Century** <https://www.fhwa.dot.gov/map21/> Precursor to the FAST Act. |
| **MOA** | **Memorandum of Agreement**  A written document describing a cooperative relationship between two parties wishing to work together on a project or to meet an agreed upon objective. An MOA serves as a legal document and describes the terms and details of the partnership agreement. |
| **MOU** | **Memorandum of Understanding** A formal agreement between two or more parties. Companies and organizations can use MOUs to establish official partnerships. MOUs are not legally binding but they carry a degree of seriousness and mutual respect. |
| **MPO** | **Metropolitan Planning Organization** <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-mpo>A federally mandated and federally funded transportation policy-making organization in the U.S. that is made up of representatives from local government and governmental transportation authorities. They were created to ensure regional cooperation in transportation planning. MPOs were introduced by the Federal-Aid Highway Act of 1962, which required the formation of an MPO for any urbanized area (UZA) with a population greater than 50,000. Federal funding for transportation projects and programs are channeled through this planning process. |
| **MUTCD** | **Manual on Uniform Traffic Control Devices** <https://mutcd.fhwa.dot.gov/> The MUTCD, which has been administered by the FHWA since 1971, is a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. It is updated periodically to accommodate the nation's changing transportation needs and address new safety technologies, traffic control tools, and traffic management techniques. The MUTCD is published by FHWA under [23 Code of Federal Regulations (CFR), Part 655, Subpart F](https://mutcd.fhwa.dot.gov/res-23cfr655.htm). |
| **NACE** | **National Association of County Engineers** <https://www.countyengineers.org/> The National Association of County Engineers is a nonprofit, nonpartisan professional association, representing county/parish engineers; highway superintendents; transportation directors; road supervisors; public works directors; highway administrators; road operations managers; and more. |
| **NACo** | **National Association of Counties** <https://www.naco.org/> NACo strives to meet the needs of all counties, parishes and boroughs across the United States, representing nearly 40,000 county elected officials and more than 3.6 million employees serving America’s 3,069 counties. |
| **NCHRP** | **National Cooperative Highway Research Program** <http://www.trb.org/NCHRP/NCHRPOverview.aspx>The leadership of the American Association of State Highway and Transportation Officials (AASHTO) in 1962 initiated an objective national highway research program using modern scientific techniques—the National Cooperative Highway Research Program (NCHRP). NCHRP is supported on a continuing basis by funds from participating member states of AASHTO and receives the full cooperation and support of the Federal Highway Administration (FHWA), United States Department of Transportation.  The program is developed on the basis of research needs identified by chief administrators and other staff of the highway and transportation departments, by committees of AASHTO, and by FHWA. Topics of the highest merit are selected by the AASHTO Special Committee on Research and Innovation (R&I), and each year R&I’s recommendations are proposed to the AASHTO Board of Directors and the National Academies. Research projects to address these topics are defined by NCHRP, and qualified research agencies are selected from submitted proposals. Administration and surveillance of research contracts are the responsibilities of the National Academies and TRB. |
| **NEPA** | **National Environmental Policy Act** <https://www.epa.gov/nepa>The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The range of actions covered by NEPA is broad and includes: making decisions on permit applications, adopting federal land management actions, and constructing highways and other publicly-owned facilities.  Using the NEPA process, agencies evaluate the environmental and related social and economic effects of their proposed actions. Agencies also provide opportunities for public review and comment on those evaluations. |
| **NHI** | **National Highway Institute** <https://www.nhi.fhwa.dot.gov/home.aspx> NHI is a component of the Federal Highway Administration. It is tasked with the responsibility of improving the performance of the transportation industry through training. |
| **NHTSA** | **National Highway Traffic Safety Administration** <https://www.nhtsa.gov/> The National Highway Traffic Safety Administration is responsible for keeping people safe on America’s roadways. Through enforcing vehicle performance standards and partnerships with state and local governments, NHTSA reduces deaths, injuries and economic losses from motor vehicle crashes. NHTSA provides grants to state governments so states can conduct effective highway safety programs. |
| **NLC** | **National League of Cities** <https://www.nlc.org/> An advocacy organization based in Washington, DC that represents the country's 19,000 cities, towns, and villages along with 49 state municipal leagues. Created in 1924, it has evolved into a leading membership organization providing education, research, support, and advocacy to city leaders across America. The NLC provides training to municipal officials, holds conferences, lobbies and provides assistance to cities in educational issues. |
| **NLTAPA** | **National Local Technical Assistance Program Association** <http://www.nltapa.org/> Founded in 1991, the National Local Technical Assistance Program Association (NLTAPA) is a not-for-profit organization representing and serving the 52 LTAP and TTAP Member-Centers in the United States and Puerto Rico. All staff of Member-Centers are entitled to Association services and opportunities to serve.  The Association's main objectives are to build awareness about LTAP in the transportation community, assist FHWA with developing [strategies](http://nltapa.org/content/2014-strategic-plan) for the Program, and build the capacity of each Center to best meet the needs of its customers. |
| **NTTD** | **National Transportation Training Directors** <http://nttdonline.net/> NTTD is an active network of training leaders of state departments of transportation, regional and local transportation training organizations, and public, academic and private partners in training and training technology. NTTD works to improve the development and delivery of technical and organizational training, reduce training costs, accelerate training delivery, and assess competencies of transportation workers. This network shares current technology and materials, exchange information on methods and innovation, products, and services throughout the transportation training community. Membership is open to employees of any of the State Transportation Departments; AASHTO; FHWA/NHI; Canadian Provinces; local governmental entities; consultants; contractors; university representatives; and all other transportation related organizations. NTTD hosts an annual conference highlighting critical themes in transportation training and workforce development. NTTD is an all-volunteer network. |
| **OIPD** | **Office of Innovative Program Delivery** <https://www.fhwa.dot.gov/innovativeprograms/> Four centers fall under OIPD: The Center for Local Aid Support (CLAS), The Center for Transportation Workforce Development, Center for Accelerating Innovation (CAI), and the Center for Innovative Finance Support. |
| **OSHA** | **Occupational Safety & Health Administration** <https://www.osha.gov/>With the Occupational Safety and Health Act of 1970, Congress created OSHA to ensure safe and healthful working conditions for working men and women by setting and enforcing standards and by providing training, outreach, education and assistance.OSHA is part of the United States Department of Labor. |
| **PAR** | **The Program Assessment Report** An FHWA required report that captures data collected by LTAP Centers regarding local activities associated with the performance measures outlined in the LTAP/TTAP Strategic Plan. Collecting accurate and complete information is essential to manage and report the aggregate efforts of Centers within the national LTAP/TTAP program. This report helps FHWA provide program stakeholders with an up-to-date view of the quality of the LTAP/TTAP program and its impact on the surface transportation community. |
| **PHBs** | **Pedestrian Hybrid Beacons (Part of EDC-5 STEP)** <https://safety.fhwa.dot.gov/provencountermeasures/ped_hybrid_beacon/>Pedestrian Hybrid Beacons provide positive stop control for higher-speed, multilane roadways with high vehicular volumes. The PHB is an intermediate option between a flashing beacon and a full pedestrian signal. |
| **R&I** | **Research and Innovation (AASHTO)** <https://research.transportation.org/> The Special Committee on Research and Innovation (R&I) acts as AASHTO’s driving force for high-quality transportation research and innovation to improve the nation’s mobility of people and goods. |
| **RAC** | **Research Advisory Committee (AASHTO)** <https://research.transportation.org/> The Research Advisory Committee (RAC) to the AASHTO Special Committee on Research and Innovation (R&I) supports the activities of R&I and is committed to being a proactive committee promoting quality and excellence in research and in the application of research findings to improve state transportation systems. |
| **ROW** | **Right-of-Way** 1. The legal right, established by usage or grant, to pass along a specific route through grounds or property belonging to another.  2. The legal right of a pedestrian, vehicle, or ship to proceed with precedence over others in a particular situation or place. |
| **RPO** | **Regional Planning Organization** A Regional Planning Organization is a government body that guides the development of public and private resources in a manner that ensures public safety, well-being and livability. Regional planning organizations take different forms and may also include a metropolitan planning organization or may be part of a multi-state or multi-government association |
| **RRFB** | **Rectangular Rapid Flash Beacon (Part of EDC-5 STEP)** <https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/step2.cfm> They are active (user-actuated) or passive (automated detection) amber LEDs that use an irregular flash pattern at mid-block or uncontrolled crossing locations. They significantly increase driver yielding behavior. |
| **RSA** | **Road Safety Audit/Assessment** <https://safety.fhwa.dot.gov/rsa/> A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. |
| **RWIS** | **Road Weather Information System**  <https://ops.fhwa.dot.gov/weather/faq.htm>  A Road Weather Information System (RWIS) is comprised of Environmental Sensor Stations (ESS) in the field, a communication system for data transfer, and central systems to collect field data from numerous ESS. These stations measure atmospheric, pavement and/or water level conditions. Central RWIS hardware and software are used to process observations from ESS to develop nowcasts or forecasts, and display or disseminate road weather information in a format that can be easily interpreted by a manager. |
| **SHRP 2** | **Strategic Highway Research Program 2**  <https://www.fhwa.dot.gov/goshrp2/>  SHRP2 Solutions are a comprehensive set of products, procedures, and best practices based on solid research to help the transportation community enhance the productivity, boost the efficiency, increase the safety, and improve the reliability of the nation's highway system. The second Strategic Highway Research Program (SHRP2) is a national partnership of the Federal Highway Administration,  AASHTO, and the Transportation Research Board. Although the SHRP2 program is officially winding down, FHWA program offices have integrated many of its outcomes into their current national programs. |
| **SHSP** | **Strategic Highway Safety Plan** <https://safety.fhwa.dot.gov/shsp/> A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. An SHSP identifies a State's key safety needs and guides investment decisions towards strategies and countermeasure with the most potential to save lives and prevent injuries. |
| **SP&R** | **State Planning and Research** <https://www.fhwa.dot.gov/map21/factsheets/spr.cfm> SP&R funds may be used by States as the non-Federal share for the Local Technical Assistance Program and the University Transportation Centers program. |
| **SPC** | **Strategic Planning Committee** Considers and assesses where an organization is currently, what the collective committee wants to see happen over the next three to five years and formulates a plan for how to achieve their group’s goals. |
| **STEP** | **Safe Transportation for Every Pedestrian (EDC 4 & 5)** <https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/step2.cfm>Pedestrians accounted for 16 percent of all roadway fatalities, and crashes are predominantly at midblock and intersection crossing locations. As pedestrian safety continues to be a concern for transportation agencies across the country, cost-effective countermeasures are available to assist practitioners in providing safer crossings for all pedestrians. |
| **STIC** | **State Transportation Innovation Councils** <https://www.fhwa.dot.gov/innovation/stic/> Bringing public and private transportation stakeholders together to evaluate innovations and spearhead deployment in a State. The council consists of representatives from Federal, State, and local agencies, as well as from industry, academia, and other partners. Through each STIC, these stakeholders meet to consider all sources of innovation comprehensively and strategically and to advance the technologies and processes that promise the greatest impact.  This allows each State transportation community to evaluate and deploy innovations that best fit their program needs and put the innovations into practice quickly. |
| **STIP** | **Statewide Transportation Improvement Program** <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/statewide-transportation-improvement-program-stip> Each state is required under 49 U.S.C. 5304(g) to develop a statewide transportation improvement program (STIP) covering a period of at least four years. The STIP is a staged, multi-year, statewide intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, transportation improvement programs (TIPs), and planning processes. The STIP must be developed in cooperation with the metropolitan planning organizations (MPOs), public transit providers, and any Regional Transportation Planning Organizations (RTPO) in the state, and must be compatible with the TIPs for the state's metropolitan areas |
| **T2 or T3** | **Transportation Technology Transfer**  Some LTAP Centers use T2 or T3instead of LTAP. |
| **TC3** | **Transportation Curriculum Coordinating Council (AASHTO)** <https://tc3.transportation.org/> TC3 is a technical service program within AASHTO that focuses on developing training products for technical staff in the areas of construction, maintenance, and materials. |
| **TIM** | **Traffic Incident Management (EDC-2 and 6)** <https://www.fhwa.dot.gov/innovation/everydaycounts/edc-2/tim.cfm>Traffic Incident Management consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Traffic incident management responder training teaches techniques for safe, quick clearance at incident scenes that protect drivers and responders while minimizing traffic flow impacts. FHWA offers a train-the-trainer course in cooperation with the second Strategic Highway Research Program that equips experienced responders to train other responders. |

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| **TIP** | **Transportation Improvement Program** <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/transportation-improvement-program-tip> Each metropolitan planning organization (MPO) is required, under 49 U.S.C. 5303(j) , to develop a Transportation Improvement Program (TIP)—a list of upcoming transportation projects—covering a period of at least four years. The TIP must be developed in cooperation with the state and public transit providers. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State’s Strategic Highway Safety Plan. The TIP should include all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the Metropolitan Transportation Plan (MTP). Furthermore, the TIP must be fiscally constrained. |
| **TOPS** | **Targeted Overlay Pavement Solutions (EDC-6)**  [**https://www.fhwa.dot.gov/innovation/everydaycounts/edc\_6/targeted\_overlay\_pavement.cfm**](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_6/targeted_overlay_pavement.cfm)Pavement overlays represent a significant portion of highway infrastructure dollars. State and local highway agencies can maximize this investment and help ensure safer, longer-lasting roadways by employing innovative overlay procedures that will improve pavement performance, lessen traffic impacts, and reduce the cost of pavement ownership |
| **TRB** | **Transportation Research Board** [http://www.trb.org](http://www.trb.org/) TRB provides innovative, research-based solutions to improve transportation. TRB is a program unit of the National Academy of Sciences, Engineering and Medicine, a non-profit organization that provides independent, objective, and interdisciplinary solutions. TRB manages transportation research by producing publications and online resources. It convenes experts that help to develop solutions to problems and issues facing transportation professionals. TRB also provides advice through its policy studies that tackle complex and often controversial issues of national significance.  Annual meeting held every year in January in Washington, DC. The NLTAPA winter business meeting is typically held that Sunday. |
| **TTAP** | **Tribal Technical Assistance Program** <https://ttap-center.org/>  <https://www.fhwa.dot.gov/clas/ttap/default.aspx>  The TTAP Center provides comprehensive transportation training and technical assistance to tribal communities, building skills and expertise to ensure the safety and maintenance of tribal roads and the continuous professional development of tribal transportation workforces. |
| **TZD** | **Toward Zero Deaths** <https://www.towardzerodeaths.org/strategy/background/>In 2009, multiple traffic safety stakeholders began the dialogue toward creating a national strategic highway safety plan at a workshop in Savannah, Georgia. The majority of participants expressed that there should be a highway safety vision to which the nation aspires, even if at that point in the process it was not clear how or when it could be realized. This group concluded that the elimination of highway deaths is the appropriate goal, as even one death is unacceptable. With this input from over 70 workshop participants and further discussions with the Steering Committee following the workshop, the name of this effort became “Toward Zero Deaths: A National Strategy on Highway Safety.” |
| **UAS** | **Unmanned Aerial Systems (EDC-5)** <https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/uas.cfm>  UAS can benefit nearly all aspects of highway transportation, from inspection to construction and operations, by collecting high-quality data automatically or remotely. These relatively low-cost devices allow agencies to expedite the data collection needed for better-informed decisions while reducing the adverse impacts of temporary work zones on work crews and the traveling public. |
| **UHPC** | **Ultra-high Performance Concrete (EDC-6)**  <https://www.fhwa.dot.gov/innovation/everydaycounts/edc_6/>  Ultra-high performance concrete (UHPC) is a new material for bridge construction that has become popular for field-cast connections between prefabricated bridge elements. Bridge preservation and repair is an emerging and promising application for UHPC. UHPC-based repair solutions are robust, and offer superior strength, durability, and improved life-cycle cost over traditional methods. State and local agencies can deploy UHPC for bridge preservation and repair to maintain or improve bridge conditions. |
| **U.S. DOT** | **United States Department of Transportation** <https://www.transportation.gov/> The Department of Transportation was established by an act of Congress on October 15, 1966. The top priorities at DOT are to keep the traveling public safe and secure, increase their mobility, and have our transportation system contribute to the nation's economic growth. Agencies underneath the USDOT are:  Federal Aviation Administration (FAA) Federal Highway Administration (FHWA)  Federal Highway Administration (FHWA) Federal Motor Carrier Safety Administration (FMCSA)  Federal Railroad Administration (FRA) Federal Transit Administration (FTA)  Maritime Administration National Highway Traffic Safety Administration  Pipeline and Hazardous Materials Safety Admin. Saint Lawrence Seaway Development Corporation |
| **VPI** | **Virtual Public Involvement (EDC-6)** <https://www.fhwa.dot.gov/innovation/everydaycounts/edc_6/virtual_public_involvement.cfm> Innovative virtual public involvement techniques provide State departments of transportation (DOTs), transit agencies, metropolitan planning organizations (MPOs), and rural transportation planning organizations (RTPOs) with a platform to inform the public and receive feedback. These strategies increase the number and variety of channels available to agencies for remotely disseminating information to the public and create efficiencies in how input is collected and considered, which can potentially accelerate planning and project development processes. |
| **WZ** | **Work Zone** A work zone is an area where roadwork takes place and may involve lane closures, detours and moving equipment. |