

Glossary of Frequently Used Terms and Acronyms

20-Year CFP

The 20-Year Capital Facilities Plan.

ACP

Annual Construction Program.

A.M. Peak Hour

A.M. peak hour is identified by a one hour period in the morning when traffic flow is highest. The a.m. peak hour typically occurs between 6:30 a.m. and 9:00 a.m. Traffic volumes occurring during the a.m. peak hour are used to evaluate the overall operation of a roadway or intersection.

Access

Access is a means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

Access Management

Access management is the process of providing and managing access to abutting properties while preserving the flow of traffic in terms of safety, capacity and speed.

ADT

Average Daily Traffic.

Arterial

An arterial is a major roadway carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals or roundabouts at intersections and often have limits on driveway spacing and street intersection spacing (CCC 40.350.030(A)(5)(a)).

Biological Assessment

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

Capacity

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour per lane.

CAPP

County Arterial Preservation Program (State funding source) is a funding source for the County Road Administration Board (CRAB). CAPP is designed to assist counties with preserving their existing paved arterial road networks.

CCC

Clark County Code.

CDBG

Community Development Block Grant. These grants are targeted for low and moderate-income areas. Improvements usually consist of sidewalk and capital improvement programs.

CERB

Community Economic Revitalization Board. This state board is focused on economic development through job creation in partnership with local governments. The board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.

CMAQ

Congestion Mitigation and Air Quality Improvement (federal funding source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

Collector Streets – Urban Collector

Collectors – Urban Collector. Urban collector streets emphasize traffic circulation within and between residential neighborhoods, commercial and industrial areas. Direct access to adjacent land uses is a secondary priority for urban collector streets, subordinate to traffic movement. Access to abutting properties is controlled through the use of raised channelization, driveway spacing and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a connected network by themselves. Parking is allowed only on two-lane urban collectors (see the Standard Details Manual) where bike lanes are not specified (CCC 40.350.030(A)(5)(b)).

Comprehensive Plan

The comprehensive plan is a long-range policy document detailing how Clark County plans to manage growth and development of the community, ensuring that growth in unincorporated portions of the county is adequately served by public facilities.

Washington state law requires jurisdictions operating under the Growth Management Act (GMA) to develop and implement comprehensive plans (36.70A RCW).

The 2016 Clark County Comprehensive Growth Management Plan covering the years 2015 to 2035 was approved by the Clark County Council on June 21, 2016. The adopting ordinance No. 2016-06-12 was approved on June 28, 2016

Concurrency

The Concurrency ordinance (CCC 40.350.030) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to maintain those standards when considering new development. This process is called Concurrency, which applies to any development, land division, site plan, and conditional use permits. Concurrency is intended to implement CCC 40.350.030 – Road Standards.

CRAB

County Road Administration Board. This agency is funded from the portion of the motor vehicle fuel tax that is withheld for state supervision, and from a small portion of the two grant programs that it administers. The Board establishes and maintains Standards of Good Practice to guide and ensure consistency and professional management of county road departments in the State of Washington.

CRF

County Road Fund. Funded by a portion of the annual County property tax, gas tax and other revenues, County Road Fund is used for a wide variety of maintenance and capital construction projects.

C-TRAN

Clark County Public Transportation Benefit Area Authority is the transit agency for Clark County, Washington.

CWP

Clean Water Program.

EA

Environmental Assessment.

Environmental Review

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure

used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making (WAC 197-11-746).

ESA

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act includes protection for various species of fish, wildlife, and plants throughout the United States.

FAST

Fixing America's Surface Transportation Act (FAST) was signed into law by the president on December 4, 2015. The FAST Act is the first long-term surface transportation authorization bill signed into law since 2005. The bill reforms and strengthens transportation infrastructure including our roads and bridges. This law officially replaced the Moving Ahead for Progress in the 21st Century Act (MAP-21).

FEMA

Federal Emergency Management Agency. This agency provides funding to assist communities in improving their ability to prevent and respond to emergent situations.

Functional Classification System

The purpose of a functional classification system for county roads is to define varying levels and types of transportation infrastructure and to provide for the safe and efficient movement of people and goods, while preserving residential areas and maintaining the economic vitality of commercial and industrial areas. The system classifies transportation facilities as either urban or rural roads. Within urban and rural roads, they are further divided into arterials, collectors, and access roads. The county's classification system is intended to be in compliance with the federal classification system (CCC 40.350.030(A)(4)).

FFY

Federal Fiscal Year. The 12 month period upon which the federal budget is based. The federal fiscal year is October 1 to September 30 annually.

FY

Fiscal Year. The 12 month period upon which an agency's accounting system is based. Clark County's fiscal year is January 1 to December 31.

Growth Management

A group of strategies used by a government to direct the timing, location and type of development in a community.

Growth Management Act (GMA)

The State of Washington's Growth Management Act was adopted in 1990 to address the consequences of population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to plan for growth, and has more extensive requirements for the largest and fastest-growing counties and cities in the State. Its' requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

HIP

Highway Infrastructure Program (HIP). This federal program was created through the 2018 Omnibus bill, which contained a one-time allocation of funds under HIP. The HIP funds may be used for restoration, repair, construction and other activities eligible under the Surface Transportation Program (STP). Funds must be obligated by September 30, 2021 or funds lapse.

HRRRP

High Risk Rural Road Program (HRRRP). This grant program is administered by the Washington State Department of Transportation (WSDOT). The HRRR Special Rule (23 USC 148(g)) requires a state to designate specific funding to address rural roads where the fatality rate is increasing.

HSIP

Highway Safety Improvement Program (HSIP) began in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety.

Impacts

Impacts are the effects or consequences of actions. For example, environmental impacts are effects upon the elements of the environment (WAC 197-11-752).

Interchange

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

Intersection

The general area where two or more highways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

Land Use

The type of activity associated with a specific geographic area. Land use categories can be broad (residential, retail, office, industrial, and recreational), or they can be very specific (single-family residential, convenience market, or school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (i.e. single-family residential land use at a development intensity of eight units per acre).

Level of Service (LOS)

Level of Service is a system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) experienced by drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from "A", indicating that drivers will experience little, if any delay, to "F", indicating significant traffic congestion and driver delay will occur.

Local Residential Access Streets

Local residential access streets provide direct access to adjoining properties within a neighborhood. Through trips are discouraged and parking is allowed. In general, these streets do not directly connect to arterials or collectors (CCC 40.350.030(A)(5)(c)(2)).

MAP-21

Moving Ahead for Progress in the 21st Century Act. MAP-21 is the former federal surface transportation funding program that authorized highway funding between 2005 and 2012. MAP-21 was replaced by the FAST Act in 2015.

Mitigation

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

Mode

The means by which travel is accomplished. Modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

MVFT

Motor Vehicle Fuel Tax. A tax levied on each gallon of fuel. A portion of the Motor Vehicle Fuel Tax is distributed to counties as described in RCW 46.68.090 for roadway preservation projects.

NAAQS

The National Ambient Air Quality Standards were established by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants that include carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

National Highway Performance Program

The programs include the Interstate Maintenance program, National Highway System, and the Highway Bridge Replacement and Rehabilitation Program.

Non-attainment Area

Geographic area in which air pollution levels exceed the NAAQS.

P.M. Peak Hour

A one hour period in the afternoon or evening when traffic flow is highest. The p.m. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the p.m. peak hour are used to calculate the overall operation of a roadway or intersection.

Peak Hour

Sixty consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume.

PWB

Public Works Board. The Public Works Board was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges.

PWTF

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace, or create a facility.

RAP

Rural Arterial Program. This state funding program is administered by the County Road Administration Board. In 1983 the state legislature created the RAP to help finance reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT).

RCO

Washington State Recreation and Conservation Office, a source of grant funding utilized by the county for parks, trails and other recreational areas.

RCW

The Revised Code of Washington contains all the laws of the state of a general and permanent nature.

REET

Real-estate Excise Tax. The tax charged on the sale of real property.

Right-of-Way

Right-of-way is property held by the county for existing or future public roads or other public improvements.

Roadway

A roadway is the improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street are considered interchangeable terms.

Roadway Conditions

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

Roadway Section

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks, and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

RTC

Southwest Washington Regional Transportation Council. RTC is the regional transportation planning agency for Clark, Klickitat, and Skamania counties.

SEPA

State Environmental Policy Act. SEPA is a state law requiring agencies to consider the environmental consequences of their decisions (WAC 197-11-790).

Signal Warrant

A criterion that must be met before the installation of a traffic signal can be considered.

Significant/Significance

1) Significant as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality. 2) Significance involves context and intensity and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred (WAC 197-11-794).

SP

Sidewalk Program. This state funding source was established by the Transportation Improvement Board in 1994 as the Pedestrian Facilities Program. The program goal is to enhance and promote pedestrian mobility by funding projects that improve access and connectivity of pedestrian facilities.

STBG

Surface Transportation Block Grant Program. The objective of this federal program is to fund projects to preserve and improve the conditions and performance of any public road. Prior to 2015, this program was known as the Surface Transportation Program (STP).

Stormwater Facility

Stormwater facility means the natural or constructed components of a stormwater drainage system, designed and constructed to perform a particular function, or multiple functions. Stormwater facilities include, but are not limited to, pipes, swales, ditches, open channels, culverts, storage basins, infiltration devices, catch-basins, manholes, dry wells, oil/water separators, and sediment basins (CCC 40.100.070).

STP

Surface Transportation Program. In 2015, the FAST Act changed the name of this federal funding program to Surface Transportation Block Grant Program (STBG).

SWCAA

Southwest Washington Clean Air Agency is the government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania, and Wahkiakum Counties.

TDM

Transportation Demand Management is a demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules, enabling employees to commute to and from work outside of peak hours.

TIB

Transportation Improvement Board. TIB is a state funding agency and administers several state funding programs including the Urban Arterial Program (UAP), Urban Corridor Program (UCP), and Urban Sidewalk Program (SP). The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-jurisdictional and multi-modal coordination and to promote public/private cooperation.

TIF

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee that is adopted by ordinance. An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

TIP

Transportation Improvement Program. The County Road Administration Board Standards of Good Practice, as well as WAC 136-15-010 require "annual updating of a six-year comprehensive transportation program."

UAP

Urban Arterial Program. A state funding source established in 1967 as the Urban Arterial Trust Account (UATA). The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics, and structural concerns. UAP funding is administered by the Transportation Improvement Board.

UCP

Urban Corridor Program. This state funding source was established in 1988 as the Transportation Improvement Account (TIA). This program funds projects on regional transportation plans that are necessitated by existing or future congestion due to economic growth. The Transportation Improvement Board administers this funding.

V/C Ratio

The ratio of volume to capacity for a traffic facility.

Volume

The number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily, or annually.

WAC

Washington Administrative Code. Regulations of executive branch agencies are issued by authority of statutes. Like legislation and the Constitution, regulations are a source of primary law in Washington State. The WAC codifies the regulations and arranges them by subject or agency.

WSDOT

Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation related planning, management, and coordination.

WWRP

Washington Wildlife and Recreation Program. This funding source is administered by the Washington State Recreation and Conservation Office, providing funding for a broad range of land protection and outdoor recreation including park acquisition and development.

Zoning

A map and ordinance text which divides a city or county into land use "zones" and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.