



TRANSPORTATION POLICY PLAN

Appendices

2040





2040 Transportation Policy Plan Appendices

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Appendix A: Glossary

A-minor arterials	Roadway designation developed by and used only within the seven metropolitan counties to identify the most important minor arterials in the region. Principal and A-minor arterials are eligible for federal highway funding through the Transportation Advisory Board Regional Solicitation. A-minor arterials are more significant to the region than other minor arterials and are owned and operated by MnDOT, counties, and cities. A-minor arterials are further classified into one of four types: Reliever, Augmentor, Expander, or Connector. See expanded definitions in Appendix D.
Above mean sea-level (AMSL)	Method of defining elevation of a particular site, usually in relation to other sites, all using the similar base elevation.
Access to destinations/opportunities	Generally, the ease with which an area can be reached. Technically, it is the relative time that is required to get from an origin to a destination.
ADA accessible	A facility that provides access to people with disabilities using design requirements of the Americans with Disabilities Act (ADA).
Active traffic management (ATM)	A group of existing and future infrastructure technologies used to monitor and respond to freeway traffic in real time. Includes existing equipment such as cameras, ramp meters, loop detectors, and variable message signs, as well as more state-of-the-art technology such as queue detection and warning systems, speed harmonization, and dynamic re-routing systems.
Air access	Refers to provision of open competition for air service to an airport.
Air cargo	Freight, parcels and mail carried in the belly-hold of passenger aircraft, on an all-freight airline or express carrier.
Air carrier	A scheduled, certificated airline operation that provides commercial passenger and cargo services.
Air operation	Either a landing or take off movement.
Air traffic control (ATC)	Control of aircraft flight activities through human or automated direction using electronic aids to maintain safety and efficient movement of aircraft.
Air traffic control tower (ATCT)	A facility at an airport used by ATC to control arriving and departing air traffic to/from a specific airport and associated airspace.
Aircraft fleet	All the aircraft operated by a particular airline or otherwise delineated by type, geographical location, etc.
Aircraft mix	Generally denotes type of aircraft in a fleet, aircraft operating at an airport, etc.
Airfield	That part of the airport containing the runways, taxiways, and safety areas associated with aircraft operations; also called “airside” area.

Airport	Identifies a defined property area for land based aircraft operations with turf or paved runways, as distinct from seaplane bases with water lanes, or heliports.
Airport capacity	The number of aircraft movements the runways of an airport can process within a specified period of time with the average delay to aircraft kept to an acceptable limit. Usually defined on an annual or peak period basis.
Airport functional classification	Methodology used to categorize an airport for purposes of determining its role and functions in a system.
Airport influence area (AIA)	The general geographic area around an airport that encompasses the major arena of aircraft operational and development interaction between an airport and its surrounding land uses. The area is defined as a radius area 3 nautical miles off the physical ends of existing and planned runways of the nearest system airport to the affected community. Size of an AIA varies according to the airport's role and function.
Airport layout plan (ALP)	A specific packet of drawings depicting the airport facility in sufficient detail for FAA approval of project level decision making.
Airport sponsor	Defines airport owner, airport operator, or other legal entity authorized as eligible by the Federal Aviation Administration (FAA) to enter into agreements for federal funding of projects.
Airports system plan	A plan, normally multi-county in scope, that identifies the functional roles of all existing and proposed aviation facilities through time. A system plan includes a policy package, forecasts and capacity analysis, and a generalized development program. Used to set and coordinate overall planning, funding and implementation priorities for system facilities.
Airspace	That portion of the nation's air resource available for air navigation and landing and takeoff of aircraft. Usually defined by imaginary surfaces in height control ordinances/maps, air traffic control and navigational fixes.
Airstrip	Describes a single runway, usually a turf runway, usually a privately-owned property, with operating restrictions, most often without services and allowed under a conditional use permit from the local governmental unit.
Airway	Generally defined as an imaginary low or high altitude flight track established along defined compass headings and altitudes.

Alternatives analysis (AA)	A study of a corridor or travel shed to determine viable transit alternatives. These studies examine potential alignments and modes, including enhanced bus service. All alternative analyses include both bus and rail options. Bus options include improvements to highways and roads that would provide transit advantages, such as bus-only shoulders, signal priority or preemption, dynamic shoulder lanes, dynamic parking lanes, ramp meter bypass lanes, high-occupancy vehicle or high-occupancy toll lanes, or other advantages. Land use and zoning needs are also evaluated. While alternatives analyses are no longer a federal requirement, they are still a valuable planning tool and informative for environmental review processes.
Airport improvement program (AIP)	Federal funding program administered by FAA for airport development and planning.
Airport service volume (ASV)	The theoretical number of aircraft operations that can be handled by an airport in a year. This measurement depends upon runway layout (number, type, direction), instrument landing capability, average weather conditions, the presence of an air traffic control tower and related factors.
Americans with Disabilities Act (ADA)	Civil rights legislation passed in 1990. The ADA sets design guidelines for accessibility to public facilities, including sidewalks, trails, and public transit vehicles by individuals with disabilities.
Apron	A paved or hard surface area available for temporary aircraft parking or servicing activity. Usually found at an FBO or a hangar area.
Areas of Concentrated Poverty (ACP)	Contiguous census tracts where at least 40 percent of the residents live below 185% of the federal poverty line. This federal income threshold for a typical family of four in 2012 was \$43,460.
Auto occupancy	The number of persons per automobile, including the driver.
Aviation	All elements of air transportation besides airports, to include aircraft industry, airspace resources, aircraft, pilots, users, air traffic control and navigation system, airlines, air service, airport facilities, etc.
Aviation easement	An airspace easement over a particular area usually for purposes of aircraft overflight or safety enhancement.
Based aircraft	Aircraft that are stored, hangared or tied-down at one particular airport, usually for at least a continuous 6-month period, and use the airport as their primary base of operations.
Bike lane	A portion of a roadway or shoulder designed for exclusive or preferential use by bicyclists. Bicycle lanes are distinguished from the portion of the roadway or shoulder used for motor vehicle traffic by physical barrier, striping, marking, or other similar device.

Bike-walk streets (or “bicycle boulevard”)	A shared roadway, typically a local residential street, which has been optimized for bicycle traffic. Bike/walk streets accommodate auto travel but literally give priority to cyclists and pedestrians. These streets use traffic calming techniques, signage, lighting, and other amenities to provide a safe, quiet, and direct route for bicyclists and pedestrians.
Bus lanes	Lanes designated solely for buses. These lanes are typically provided in downtowns and allow buses to travel with reduced impacts from automobiles.
Bus-only shoulders	A system of highway shoulder lanes that MnDOT has identified and signed as being available for bus use to avoid congestion. Speeds are limited to 35 mph for safety.
Bus and Support System	The Bus and Support System is the phrase used to describe the elements of the transit system that are not specific only to transitways. The Bus and Support System includes most of the supporting infrastructure for the transit system and all of the components of the regular route system and alternatives to the regular route system, including any facilities shared with the transitway system such as bus garages supporting the bus rapid transit system.
Bus rapid transit (BRT)	A transitway mode that uses bus vehicles but incorporates characteristics of light rail or commuter rail to improve bus speed, reliability, and identity. These characteristics can include specialized vehicles, unique and improved stations, signal preemption or priority, off-board fare collection, improved signage and other features that allow vehicles to operate faster and more reliably than local or express buses. BRT can be run on a dedicated right-of-way or in mixed traffic. Typically, service frequencies are every 15 minutes or better on the core portions of the line.
Busways	A special roadway designed for exclusive use by buses. It may be constructed at, above, or below grade and may be located in separate rights-of-way or within roadways. Variations include grade-separated, at-grade, and median busways.
Carbon monoxide maintenance area	Most of the Twin Cities area is part of a maintenance area designated by the U.S. Environmental Protection Area (EPA) for carbon monoxide emissions from transportation sources. This designation and area affected is based on national air quality standards. A portion of this area extends into eastern Wright County.
Carpool	When two or more people share a private vehicle. At times, vehicle-sharing is facilitated by government.
Code sharing	A practice where airlines use the same computer reservation codes to provide “seamless” ticket/price services, usually to take advantage of economies in hub airport connections.

Collector streets	A class of roadways in the federal functional classification system. These are streets that connect neighborhoods and connect neighborhoods to regional business concentrations. (See Appendix D for functional classification criteria and characteristics.)
Commuter rail	A passenger railroad that carries riders within a metropolitan area, typically between urban areas and their suburbs. They typically operate on freight rails or dedicated tracks. Propulsion is provided either by diesel locomotives or by self-propelled Diesel Multiple Units, which combines the engine function into one or more of the passenger railcars. Typically there are a small number of stations and multiple departure times primarily in mornings and evenings. Stops are typically five miles or more apart and route lengths extend more than 20 miles.
Complete Streets	The planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of users of all ages and abilities. Complete streets considers the needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings in a manner that is sensitive to the local context and recognizes that the needs vary in urban, suburban, and rural settings.
Congestion	Overloading of roadway with vehicles. (See “Level of Service.”)
Congestion Management Plan	A systematic process for evaluating and developing transportation strategies and plans for addressing existing and future traffic congestion.
Congestion Management and Safety Plan	A study of potential roadway project solutions under development by the Minnesota Department of Transportation (MnDOT) that will address congestion and/or safety hot spots through lower-cost/high-benefit improvements.
Congestion Mitigation and Air Quality improvement program	CMAQ is a categorical funding program created under MAP-21. It directs funding to projects that contribute to meeting national air quality standards and further reducing transportation-related air pollution.
Congestion pricing	User fees that are charged to manage traffic and reduce congestion, also called “value pricing.” Typically higher prices reduce the use of priced lanes. This technique can be used to ensure free-flow conditions in priced lanes.
Context sensitive design	Roadway standards and community design practices that are flexible and sensitive to community values, balancing economic, social, aesthetic and environmental objectives; includes appropriate design, size, and scale.

Corridor studies (highway)	Typically, highway corridor studies focus on a segment of a particular travel corridor or travel shed. Land use, access issues, capacity, level of service, geometrics and safety concerns are studied; alternatives analyzed and recommendations made. Corridor studies are usually prepared with the participation and cooperation of the affected communities and governmental agencies. Recommendations for improvements are often incorporated into the local comprehensive plans of the participating cities and continue to be used by implementing agencies as improvements in the corridor are made.
Corridor studies (transit)	Focus on transit alternatives within a travel corridor or travel shed. Studies typically examine all potential alignments and modes (light rail, commuter rail, bus rapid transit, express bus or other alternatives). Studies examine these alternatives against a set of criteria, typically (but not restricted to) factors such as mobility improvements, operating efficiency and effectiveness, environmental impacts, economic development impacts, readiness and cost-effectiveness.
Cost-sharing	A contractual arrangement whereby a local unit of government or other governmental body enters into an agreement to pay for part of a physical facility or a service; includes subscription transit service.
Counties Transit Improvement Board (CTIB)	The joint powers board created to oversee the distribution of the ¼ cent sales tax imposed by certain counties in the region for transitway expansion.
Cross-wind runways	Runways constructed to allow an airport to be used when the wind is blowing across the main-wind runway.
Current revenue scenario	One of two funding scenarios (see “Increased revenue scenario”) in this plan that assumes revenues that can reasonably be expected to be available based on past years. Under federal guidelines this scenario is called “fiscally constrained.” Under this scenario no new funding or funding sources are assumed and the preservation, maintenance and operations of the regional highway system will not be met over time. Under this scenario, the preservation, maintenance, and operation of the transit system will be met, but the regional goal of expanding, modernizing, and improving regional transit cannot be achieved.
Cyclopath	A web-based application developed by the University of Minnesota that allows bicyclists to create, edit, and rate their own bike routes on a regional base map.
Cycloplan	An extension of Cyclopath for use by cities, counties, and planning departments to: Establish and/or enhance their bikeways data, Have access to user data and region-wide data, Respond to issues raised by users of Cyclopath
Deadhead	The portion of trip that does not carry passengers. This can be the portion of a trip when a transit vehicle travels between the garage and the start or end point of a route or when a vehicle travels between routes.

Decibel (dB)	A unit of sound measurement measured on the “A” scale.
Demand-responsive service	See Dial-a-Ride.
Dial-a-Ride (also demand-responsive service)	A public transit service using passenger cars, vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Typically, the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers. These vehicles do not operate on a fixed schedule or route.
Dynamic parking lane	A parking lane on a street that is used for regular traffic during peak periods. In non-peak periods, it reverts back to a parking lane.
Dynamic shoulder lanes	Highway shoulder lanes used for vehicle traffic during peak periods. In non-peak periods, lanes are not available for travel but are used for break-downs; dynamic shoulder lanes can be priced at a flat fee, dynamically priced based on real-time congestion, or toll free.
Enplanements	The total number of passengers at a specific airport boarding an aircraft. This includes passengers originating at that airport, and those making connections by changing planes at that airport; it does not include passengers that stay on their plane for through flights. Passengers that originate at a particular airport usually return to their starting point, thus doubling the annual enplanements approximates the total number of passengers handled at the facility.
Environmental Impact Statement (EIS) and Draft Environmental Impact Statement (DEIS)	A document that must be filed with the federal government when a “major Federal action significantly affecting the quality of the human environment” is taken. These studies typically include a statement of the purpose and need for the project, a description of the affected environment, a range of alternatives to the proposed action and an analysis of the environmental impacts of each of the possible alternatives. The law requiring this is the National Environmental Policy Act. (NEPA) Major highway and transit projects are required to develop these studies and follow these processes.
Environmental Quality Board (EQB)	A state board that defines which projects require what level of environmental review and coordinates what agencies, groups, citizens need be involved in the particular review.
Essential air service (EAS)	Federal program to subsidize air service to small communities where local demand is usually not sufficient to attract sustainable and reliable service.

Expansion

Expansion is the addition of new or added capacity to the transportation system and can occur in different forms and different modes.

- For highway capacity, expansion is defined in this plan and for air quality conformity purposes as adding a multi-use or managed lane of a mile or more in length. Construction of two or more consecutive interchanges is also capacity expansion.
- For transit, expansion includes added capacity on existing routes, the addition of new routes, expanded or new transit facilities, and new transitways.

Extended MPO Area	Those portions of Wright, Sherburne and St. Croix (Wis.) counties that are within the MPO planning area boundary as required by federal law, but outside the Metropolitan Council boundaries as defined in Minnesota Statutes.
Fare	The amount paid for a transit trip. Fares vary by the type of trip and service.
Federal Air Regulation (FAR)	<p>Rules and regulations issued by the FAA in administration of its regulatory functions, these regulations carry the force of law and are binding on all aviation activities within FAA purview.</p> <ul style="list-style-type: none"> • FAR Part 77 – establishes criteria and defines “objects affecting navigable airspace,” serving as a means to protect airport area airspace needed for safe flights. • FAR Part 150 – defines noise control and compatibility planning for airports in accordance with FAA criteria and funding requirements.
Federal Aviation Administration (FAA)	Federal part of DOT that deals with the air transportation mode and all aspects of pilot licensing, airport certification, aircraft certification, aviation rules and regulations, safety, operation, air traffic control, navigational system, fees and taxes, security, airline operations, etc.
Federal Communications Commission (FCC)	Controls communications facilities, frequencies and power output of electronic transmissions for radio, TV and microwave services. These facilities/activities share the airspace with aviation and FAA review is required prior to implementation.
Federal inspection facility (FIS)	Portions of international airports are designated for international arrivals and departures; the inspection facilities allow for federal services in processing of passengers and goods.
Fixed Base Operator (FBO)	Usually a private leasehold business providing facilities and services on the airport (e.g. fuel, maintenance, hangaring, etc.) for aircraft based at the airport and transient users.

Functional classification	Federal taxonomy for roadways based on their primary function – mobility for through trips or access to adjacent lands. In the Twin Cities, a four-class system (described in Appendix D) is used to designate roads (principal arterials, minor arterials, collectors and local streets). The major arterials are classified as either “A” minor arterials or “B” (or “other”) minor arterials.
General aviation (GA)	All aviation activity other than that of the scheduled air carriers and the military. G.A. includes single- and twin-engine aircraft with gross weights ranging from 2,000 to 60,000 pounds.
Global alliance	Groupings of airlines providing connectivity on a global scale; current groupings include Star, Oneworld, and SkyTeam.
Global positioning system (GPS)	A government sponsored and operated, satellite based, navigation system providing real-time geographical referencing for all modes of transportation on a global basis.
Goal	Broad statements of aspiration that describe a desired future.
Grade separation	Separation of vehicle, pedestrian, or bicycle traffic at different levels with crossing structures like underpasses or overpasses; interchanges are also an example.
Ground access	Term for describing pathways, typically road and rail, for all rubber or steel-wheel vehicles providing service to the airport.
Heliport	An identifiable area including facilities on land or on a structure used or intended for the exclusive use of helicopter landings or takeoffs. The facilities may include services, can be freestanding or located within an airport.
High-Frequency Transit Routes	High-frequency routes have the highest levels of all-day service with least 15-minute frequencies from 6 a.m. to 7 p.m. on weekdays, and 9 a.m. to 7 p.m. on Saturdays. The high-frequency status applies to bus routes but can also apply to light rail and bus rapid transit.
High-occupancy toll (HOT) lanes	Lanes that allow high-occupancy vehicles and public transit vehicles to travel free and allows single-occupant vehicles to use these lanes through paying a toll. Tolls can be fixed or dynamically based on real-time traffic congestion.
High-occupancy vehicle (HOV) lanes	Highway lanes reserved for vehicles carrying more than one person. These lanes are officially denoted with a diamond marking and are sometimes called “diamond lanes.” Public transit is also allowed to use these lanes, providing it a time advantage over congested conditions.
High speed passenger rail	A type of intercity passenger rail that operates at speeds significantly faster than current passenger rail. Speeds are in excess of 90 mph in the United States and in excess of 125 mph in the European Union.

Hub A geographical area – the Standard Metropolitan Statistical Area (SMSA) – that may have more than one airport in it. (This definition of hub should not be confused with the definition being used by the airlines in describing their “hub and spoke” route structure.) The classification scheme used for hubs by the FAA is defined below:

Hub Classification - Percent of National Total Enplaned Passengers

Large - 1.00 or more
 Medium -0.25 to 0.9999
 Small - 0.05 to 0.249
 Non-hub - Less than 0.05

Hybrid electric bus	A bus that operates at times on electrical power and at times on diesel fuel. Typically the electrical engine is powered by the energy created through braking or from power generated from the diesel engine.
In-Service Hour	The time from when the transit vehicle begins its first trip at the first time point to the time the transit vehicle completes its last trip at the last time point excluding recovery time and any double-back between trips.
Increased Revenue Scenario	One of two funding scenarios (see also Current Revenue Scenario) explored in this plan that assumes revenues that can realistically be attained through local, state, and federal sources. Under federal guidelines this scenario is called “non-fiscally constrained.” Under this scenario, more of the regional transportation goals beyond system maintenance and operations for both transit and highways would be achieved.
Infrastructure	Fixed facilities, such as roadways or railroad tracks; permanent structures or improvements.
Instrument approach	An electronically aided landing approach to a runway, often used under marginal or poor weather conditions. The approach to an airport’s runway is flown primarily by reference to instruments to a prescribed “decision height.” At this height, the pilot makes positive visual reference to the airport, or its approach lights, or terminates the approach and begins climbing back to a higher altitude (missed approach).
Instrument flight rules (IFR)	Rules as prescribed by Federal Air Regulations for flying by instruments. Often used when weather conditions, visibility or ceiling fall below those prescribed for Visual Flight Rules. Pilots must be instrument rated to fly in IFR conditions and aircraft must have required on-board equipment to be able to perform operations under IFR rules.
Instrument landing system (ILS)	A non-visual, precision approach to a runway utilizing electronic equipment at the airport to provide lateral guidance to the runway centerline and to give positive vertical reference to the glide path to the runway end.

Integrated noise model (INM)	A computer software program specifically designed for calculating and displaying acoustic information on individual aircraft operations or entire annual operations of a large airport; the FAA designated model for use in its Part 150 noise compatibility program.
Intelligent Transportation System (ITS)	The development or application of technology (electronics, communications, or information processing) to improve the efficiency and safety of surface transportation systems. ITS is divided into five categories that reflect the major emphasis of application: Advanced Traffic Management Systems, Advance Traveler Information Systems, Advanced Public Transportation Systems, Automatic Vehicle Control Systems, Commercial Vehicle Operations
Intermediate airport	An airport whose system role is to provide facilities and services primary to corporate-business users of aircraft usually weighing less than 75,000 lbs.
Intermodal (freight)	“Seamless” delivery of freight from one mode to another. Modes may include truck, rail, air or barge.
Intermodal (transit)	A location where different transportation modes come together, typically locations where persons can transfer among light rail, commuter rail, buses, bicycles, pedestrians, and/or automobiles.
Itinerant aircraft	Aircraft that is not based at a particular airport but is visiting or passing through from another facility usually more than 20 nautical miles away.
Joint zoning board (JZB)	Terminology used in Minnesota statutes that allows an airport authority in an urban setting to form a board between the authority and airport-affected communities to address height control and land use type/density off-airport for safety of persons flying and persons on the ground within prescribed areas around an airport.
Job concentration	Job concentrations are contiguous areas that have at least 7,000 jobs at a net density of at least 10 jobs per acre.
Level-day-night (LDN)	A method of measuring and plotting the amount of noise in a community, and includes an additional penalty for nighttime noise. The LDN is normally averaged over a one-year period.
Level of service	As related to each mode, the different operating conditions that occur on a facility when accommodating various traffic volumes. It is a measure of quality of service provided by a facility. It is expressed as levels of service “A” through “F.” Level “A” represents the best operating conditions and Level “F” the worst.
Light rail transit (LRT)	Electrically powered trains primarily operating in an exclusive right-of-way, with frequent, all-day service and stops approximately one mile apart.
Linear right-of-way	A narrow, well-defined corridor of contiguous land dedicated to or preserved for transportation purposes.

Livable Communities Act (LCA)

The Minnesota Legislature created the Livable Communities Act (LCA) in 1995. The LCA is a voluntary, incentive-based approach to help the metropolitan area address affordable and lifecycle housing needs while providing funds to communities to assist them in carrying out their development plans. The Council awards LCA grants to participating communities in the seven-county area to help them: (1) clean up polluted land for redevelopment, new jobs and affordable housing; (2) create development or redevelopment that demonstrates efficient use of land and infrastructure through connected development patterns; and (3) create affordable housing opportunities.

Local flight operations

Refers to those activities by aircraft that: Operate in the local traffic pattern or within sight of the airport; Execute simulated instrument approaches or low passes at the airport (i.e., “touch and goes”); Arrive from or depart to a local practice area located within a 20-mile radius of the airport. Most instructional/training operations are local.

Local streets

A class of roadways in the federal functional classification system that provide land access. (See Appendix D for functional classification criteria and characteristics.)

<p>Local transit routes</p>	<p>These routes operate primarily on city streets in both the urban core and suburban areas and stop frequently, typically every one to two blocks. Local routes provide people with the highest level of access but often come with the trade-off of potentially slower, less reliable trips.</p> <p>Core Local Routes – These routes generally serve urban areas along dense corridors. They comprise the basic framework of the all-day bus network, providing people with essential connections to major activity centers and transitways.</p> <p>High-Frequency Arterial Routes – These are the highest-demand Core Local routes. These routes serve a significant portion of the total ridership across the transit network. High-frequency arterial routes will receive the highest level of local bus service – generally every 15 minutes or better during peak periods and every 20 minutes or better during the midday, with service seven days a week and up to 24 hours a day. These routes often have highly visible passenger facilities at major stops.</p> <p>Supporting Local Routes – These routes serve urban areas on crosstown corridors that typically do not connect to a metropolitan regional job or activity center, such as a downtown. They are designed to complete the grid of urban bus routes and facilitate connections to Core Local Routes and transitways.</p> <p>Suburban Local Routes – These routes provide access to the transit network across large portions of the lower density portions of the transit service area, mostly in Transit Market Areas II and III. These routes tend to operate with less frequent trips and fewer hours of service.</p>
<p>Long-term comprehensive airport plan (LTCP)</p>	<p>Overall plan for an individual airport. It integrates information pertinent to planning, environmental considerations, developing and operating an airport. Also includes forecasts of aviation demands, facility requirements, and general recommendations for development over a 20-year period.</p>
<p>Low-cost carrier (LCC)</p>	<p>Recent popular term describing primarily new entry airlines since deregulation that have cost structures and airfares lower than the legacy air carriers, thereby spurring competition and often lower fares.</p>
<p>Main-wind runway</p>	<p>A runway that is aligned with the prevailing winds and often designated as a primary runway for operations when multiple runways exist at the airport.</p>
<p>Major airport</p>	<p>An airport whose primary air service access area is international and national in scope. Its role in the airport system is to provide facilities and services primary to air carrier and regional commuter users. Also called a commercial-service airport.</p>

Major heliport	A full-service facility complete with landing and navigational aids, refueling capabilities and hangar, maintenance and passenger terminal facilities. This heliport is designed for all forms of helicopter services.
MAP-21	P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) is the first multi-year transportation authorization enacted since 2005 and signed by President Obama on July 6, 2012. MAP-21 funds surface transportation and infrastructure programs at over \$105 billion for fiscal years (FY) 2013 and 2014.
Metro Mobility	A service of the Metropolitan Council that provides door-to-door dial-a-ride transit service for persons with disabilities that prevent them from using the fixed-route bus and rail system.
Metro Transit	A service of the Metropolitan Council that provides rail transit and the largest amount of regular route bus service in the region.
Metropass	A program where employers provide discounted transit passes to employees. Employers get tax breaks for participating in the program.
Metropolitan Airports Commission (MAC)	An airport authority established for the Twin Cities area by the state legislature in 1943 to promote aviation in and through the area, operate a system of public airports and ensure provision of air passenger and cargo services.
Metropolitan Highway System	The system of highways intended to serve the region. Only principal arterials, which include interstate freeways, are part of the Metropolitan Highway System. The plan defines the Metropolitan Highway System to include the interstate freeways and other, non-freeway principal arterials.
Metropolitan Highway System Investment Strategy (MHSIS)	A major study of the Metropolitan Highway System that explored ways to best address long range regional transportation needs with reasonable forecasts of available state and federal funding sources.
Metropolitan Land Planning Act (MLPA)	The sections of Minnesota Statutes directing the Council to adopt long-range, comprehensive policy plans for transportation, airports, wastewater services, and parks and open space. It authorizes the Council to review the comprehensive plans of local governments, which they are to review and update at least once every 10 years.
Metropolitan Planning Area	The geographic area for which a Metropolitan Planning Organization plans and provides services. (Also see “MUSA.”)
Metropolitan Urban Service Area (MUSA)	The geographic area in which the Metropolitan Council ensures regional services and facilities under its jurisdiction.
Minneapolis-Saint Paul International Airport (MSP)	A three-letter designator used on a national basis to identify a particular airport, for example, DFW = Dallas-Fort Worth
Minor airport	An airport whose system role is to provide facilities and services primarily to personal, business and instructional users.

Minor arterials	A class of roadways in the federal functional classification system. The minor arterials are further divided into regional classes as either “A” minor arterials or “B” or “other” minor arterials. (See “A” minor arterials.)
Minor heliport	Small-scale facility with minimal amenities that do not include refueling capabilities, navigational aids or tie down spaces.
Mixed use	A single building containing more than one type of land use or a single development of more than one building and use, where the different land uses are in close proximity. Mixed-use is common in local land use planning designations and zoning regulations.
MnPASS lanes	Highway express lanes that are priced for single-occupant users with prices varying by levels of congestion throughout the day. Drivers must subscribe and use a transponder in their car. Transit buses, carpoolers and motorcycles can use the lanes any time for free.
Mobility	The ability of a person or people to travel from one place to another.
Mode	Type of transportation, for example car, bus, bicycle.
Mode share	The share of one of the types of transportation as a percentage of all transportation types. Driving continues to have the largest mode share of all transportation types in the region.
Modernization	Modernization is an improvement to existing infrastructure or services that improves the functionality (for example the user experience, energy efficiency, or cost-effectiveness).
Motor Vehicle Sales Tax (MVST)	MVST is the 6.5 percent sales tax applied to the sale of new and used motor vehicles. Under a constitutional amendment passed in 2006, MVST revenues must be dedicated exclusively to highway and transit purposes.
Multi-use paths	A bikeway that is physically separated by a roadway or shoulder by the use of an open space buffer or physical barrier. A shared-use path can also be used by a variety of non-motorized users such as pedestrians, joggers, skaters and wheelchair users.
Multimodal	Including or pertaining to multiple modes of transportation, This can be used to describe a transportation system, transportation project, or a travel trip.
National Highway System (NHS)	A transportation system consisting of approximately 155,000 miles of highway that provide an interconnected system of principal arterial routes serving major population centers, major transportation facilities, major travel destinations, interstate and interregional travel and meeting national defense requirements.
National plan of integrated airports (NPIAS)	Airports classified by the Federal Aviation Administration (FAA) that are in the national airport system.

Nautical mile	Distances for air or sea travel are usually defined in terms of nautical miles rather than statute miles. One nautical mile is 6,070.097 feet; one statute mile is 5,280 feet.
New or restructured transit service	Significant change in service, including establishment of a new mass transportation service, addition of new route or routes to mass transportation system, a significant increase or decrease in service on or realignment of an existing route, or a change in the type or mode of service provided on specific, regularly scheduled route.
New Starts	A federal transit funding program for major capital expansion projects, typically commuter rail, light rail or dedicated busways. The program pays up to 50% of a project's cost.
NextGen (next generation)	Term used by FAA for its next generation of air traffic control.
Nice Ride Minnesota	A bike-sharing program in the Twin Cities. Users rent bikes from established stations and pay subscriptions or hourly fees for use.
Nighttime	Usually a defined period for noise modeling and/or noise mitigation, curfews and enforcement purposes.
Noise abatement	The attempt to reduce the amount and level of noise on and around airports, especially during takeoffs and landings, partly through special operational restrictions and proper land-use planning for areas affected by aircraft noise.
Objective	Represents achievable outcomes that together help to realize a goal within the timeframe of the plan.
Off-board fare collection	Collection of transit fares before a rider gets on a transit vehicle, generally by paying the fare to a ticket agent or an automated fare validator. Off-board fare collection speeds up loading time.
Off-peak period	Time of day outside the peak period. (See peak period.)
Operational improvement	A capital improvement consisting of installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand and system management facilities, strategies and programs.
Other minor arterials	Part of the regional roadway taxonomy of the federal minor arterial roadways class. Sometimes called "B" minor arterials, these roads are not as significant as the "A" minor arterials but fulfill an important mobility role within the region. (See "A" minor arterials.)

Paratransit services

Transit service that provides generally more flexible service than regular-route transit, using a variety of vehicles, such as large and small buses, vans, cars and taxis. Paratransit can serve a particular population, such as people with disabilities, or can be assigned to serve the general population. Paratransit is frequently provided in less densely populated areas, and used at times and in areas where trip demands are less concentrated, such as during weekends and evenings in suburban settings. Paratransit services are of several types:

- Car and van pooling intended primarily to serve the work trip.
- Demand-Response: Any type of public transportation involving flexibly scheduled service that is deployed upon a person’s request for a trip. There are two types of demand response:
 - Dial-a-ride service: The most common type of paratransit, service is provided by advance request pickup and drop off at desired or designated destinations. Dial-a-ride may deploy vans, small buses or shared-ride taxis.
 - Flexible fixed-route or deviation service. Either point deviation or route deviation where vehicles stop at specific locations on a regular schedule but do not have to follow a set route between the stops. Vehicles can deviate from the route to pick up or drop off passengers upon request.

Park-and-ride	A place where passengers park their cars and board some form of transit. There may be a transit station or transit center attached to a park-and-ride.
Passenger facility charge (PFC)	A domestic charge allowed by the U.S. at commercial service airports; funds are used primarily for capital projects at the specific airport.
Peak hour	The hour during the peak period when travel demand is highest. In the Twin Cities, peak hours are generally 7 to 8 a.m. and 4:30 to 5:30 p.m.
Peak period	The time between 6:30 and 9 a.m. and between 3 and 6 p.m. on weekdays when traffic is usually the heaviest.
Peer Regions	Peer regions used for highway system comparisons are: Baltimore, Cincinnati, Cleveland, Dallas-Fort Worth, Denver-Aurora, Milwaukee, Pittsburgh, Portland, Seattle, and St. Louis (see 2012 Transportation System Performance Evaluation). Peer regions used for transit system comparisons are: Baltimore, Cleveland, Dallas-Fort Worth, Denver-Aurora, Houston, Milwaukee, Phoenix, Pittsburgh, Portland, San Diego, Seattle, and St. Louis (see 2012 Transportation System Performance Evaluation).
Performance measure	An accountability tool that measures progress toward achieving goals and objectives. Performance measures also are used as a form of feedback.

Person throughput	The number of persons that pass a point on a roadway in a specified period of time. Person throughput includes all passengers in vehicles and is a key performance measure for the highway system.
Platform hour	The time from when the transit vehicle pulls out (leaves from the vehicle storage facility) to the time the transit vehicle pulls in (returns to the vehicle storage facility), i.e., in-service plus recovery plus deadhead time.
Preservation	Preservation activities are directed toward the elimination of deficiencies and major cost replacement of existing facilities. Preservation is not meant to include work that will increase the level of service by the addition of traffic lanes.
Principal arterials	A class of roadways in the federal functional classification system. These high-capacity highways make up the Metropolitan Highway System. (See Appendix D for functional classification criteria and characteristics.)
Privately owned, publicuse airports	These airports are privately owned, but available for public use without needing prior permission to land.
Project Development and Pre-Project Development	Project Development is a specific term used in the federal New Starts process to describe the initial phase in which a project has become eligible for federal New Starts funding. Project Development includes the completion of the environmental review process and combines previous steps of Preliminary Engineering and Final Design under SAFETEA-LU. Since the Project Development phase has a two-year time limit in the federal process, a phase called “Pre-Project Development” describes work that may be completed in anticipation of, but prior to, entering Project Development.
Queue jump (also queue jump lane)	A lane on a street that lets transit vehicles bypass a congested intersection.
Racially Concentrated Areas of Poverty (RCAP)	Contiguous census tracts where at least 40 percent of the households earn incomes that are less than 185% of the federal poverty level and at least 50 percent of the residents are people of color. This federal income threshold for a typical family of four in 2012 was \$43,460.
Ramp meters	Signals on freeway ramps that smooth traffic flow to increase road capacity and safety. Many metered ramps within the region have bypasses for buses and carpools.
Ramp meter bypass	A lane at ramp meters that let certain vehicles like transit vehicles or high-occupancy vehicles bypass the ramp meter.
Real-time information	Transit service information that reflects actual operating conditions and is provided as actual time as compared to the scheduled time. Often, on-time arrival information available at bus stops or via the web.
Record of decision (ROD)	Final federal determination documentation on environmental impact statement and related analysis needed prior to funding and implementation of a project.

Regional airport system plan (RASP)	A system plan where geographical or operational scope includes large urban areas that are multi-county or multi-state in size and interaction.
Regional balance	Balancing projects geographically throughout the region.
Regional Highway System	All highways serving the region, including principal arterials and “A” minor arterials.
Regional jet (RJ)	Term associated with aircraft usually with 50 seats or less; since de-regulation this definition is blurring, as new aircraft (e.g. EMB 195) are coming into service with up to 110 seats, the current bottom-end of airlines’ “mainline” sized aircraft.
Regional railroad authority	Each county in the region has a regional railroad authority to preserve rail corridors, preserve right-of-way if rail lines are abandoned, and develop rail transportation options. The county board sits as the regional railroad authority.
Regional Traffic Management Center (RTMC)	MnDOT’s freeway management center fully-equipped with electronic surveillance technology such as cameras, loop detectors, and freeway ramp meters used to monitor current traffic congestions, adjust ramp meters in real time, and dispatch incident response vehicles to crash or vehicle breakdown sites.
Regional transportation partners	Broadly include all public entities within the region with responsibility for planning, implementing or maintaining the transportation system including the Council, MnDOT, counties, cities, townships, transit providers, airport sponsors and others.
Regionally significant project	Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Junction improvements and upgraded segments less than one mile in length outside the principal arterial system are not considered to be regionally significant, although they are otherwise not exempt.
Regular-route transit	Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each trip serves the same origins and destinations. Both rail and buses can provide regular-route transit. Also referred to as fixed-route transit. (See commuter and express or local transit routes for more detail.)

Rehabilitation	Roadway improvements intended to correct conditions identified as deficient without major changes to the cross section. These projects consist of removal and replacement of base and pavement, shouldering and widening and drainage correction as needed without changing the basic boundaries of the roadway.
Reliever airport	An airport whose primary purpose is to serve general aviation and at the same time relieve congestion at a major airport having a high density of scheduled certificated airline traffic. It performs this function by providing services that attract and divert general aviation activity away from the major airport.
Revenue hour	The time from when the transit vehicle begins its route at the first time point to the time the transit vehicle completes its route at the last time point including the time the transit vehicle is in recovery (laying over).
Reverse commute	Transit service from the core cities to an employment location in suburban locations, typically in a direction opposite to the heaviest flow of traffic.
Ridesharing	A paratransit service with two or more riders in the vehicle, consisting usually of a prearranged car pool, van pool or subscription bus.
Right-of-Way Acquisition Loan Fund (RALF)	This program grants interest-free loans to communities within officially mapped highway corridors to purchase property threatened by development. The loan is repaid when the property is purchased by the highway construction authority. The Minnesota Legislature established the RALF program in 1982. It is funded by a property tax levied by the Metropolitan Council and funds are loaned out on a revolving basis.
Routes: Commuter and express transit routes	Commuter and express routes are designed primarily to bring people from urban and suburban residential areas to jobs in the region's major employment centers. These routes generally operate to serve the most common work start and end times. Express routes generally operate on the highway system with limited or no stops between park-and-rides and major employment centers.
Route deviation	A transit service operating on a fixed route from which vehicles may deviate to pick up or drop off passengers. Requests for route deviation may come by phone via radio contact with the driver or may be requested by a passenger upon boarding. Generally, this strategy utilizes a small vehicle.
Routine maintenance	Roadway maintenance consisting of snow and ice control, mowing, sweeping, periodic applications of bituminous overlays, seal treatments, milling, crack routing and filling and base repair. These treatments are intended to help ensure the roadway can be used to the end of its design life.

Run-up	Usually an engine testing procedure conducted at an engine maintenance facility or an on-aircraft test performed at a specific site on the airport to minimize effects of full engine power applications.
Runningway	The linear component of the transit system that is part of the right-of-way and required to operate the transit vehicles, including ancillary structures or equipment.
Runway	Any prepared landing and takeoff surface of an airport.
Runway incursion	An unauthorized physical presence on a runway surface by a person, vehicle or aircraft as a violation of rule, ordinance or air traffic control procedures/approval.
Runway protection zone (RPZ)	A federally defined clear area beyond the end of a runway, under control of the airport owner, in which the presence of structures or other obstructions are controlled to permit safe flight for takeoff and landing operations.
Runway use system (RUS)	An air traffic control method for operating an airport in a safe and efficient manner while still meeting aircraft noise operation abatement objectives.
Rural area	The rural area is defined in Thrive MSP 2040 and is divided into four specific geographic planning areas: Rural Centers/Rural Growth Centers, Diversified Rural Communities, Rural Residential Areas and Agricultural Areas.
	A marker painted on a street, usually a bicycle, to indicate that bicyclists may use the full traffic lane and share the lane with vehicles.
Shoulder	The part of a highway that is contiguous to the regularly traveled portion of the highway and is on the same level as the highway, generally reserved for breakdowns and emergency vehicles. Some shoulders in the Twin Cities are designated for bus utilization called “bus-only shoulders.”
Signal preemption	A technology that triggers the green go-ahead on meters or traffic lights to allow transit vehicles to more quickly move through freeway ramp entrances or intersections.
Small Starts	A federal program for funding transit infrastructure. This program funds projects that are \$250 million or less in capital costs and is a subset of the “New Starts” program.
Special-purpose aviation facility	A facility open to public-use, including heliport, seaplane base or airport landing area, whose primary geographic and service focus is normally state and metropolitan in scope. Personal, business and instruction uses are accommodated at these facilities. Gliders have been mostly accommodated at private-use airports in the metropolitan area.
Single-occupant vehicle (SOV)	A vehicle with only one occupant, the driver.

State airport system plan (SASP)	A plan of each airport's role, inclusion in the NPIAS, data files, development program, funding agreements, and implementation measures required by the FAA for airports normally within the boundary of each state.
Strategy	Identifies how objectives will be met through specific actions, including who is responsible.
Statute mile	A measure of distance for ground travel defined as 5,280 feet.
Suburban Transit Providers	Provide regular-route and dial-a-ride service in 12 suburban communities. These providers are: Minnesota Valley Transit Authority, SouthWest Transit Authority, and the Cities of Maple Grove, Plymouth, Shakopee, and Prior Lake. The City of Minnetonka has also opted-out but has chosen to leave its service with the Metropolitan Council instead of starting its own service.
Surface Transportation Program (STP)	One of the core federal highway funding programs. STP provides flexible funding that may be used by states and localities for projects on any federal-aid highway, including the national highway system, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities.
System statement	The system statement informs each community how it is affected by the Metropolitan Council's policy plans for four regional systems - transportation, aviation, water resources (including wastewater collection and treatment), and regional parks and open space. System statements include forecasts of population, households and employment.
Telecommuting	The elimination or reduction in commuter trips by routinely working part or full time at home or at a satellite work station closer to home.
Thrive MSP 2040	Thrive MSP 2040 is the vision and planning framework for the Twin Cities region for the next 30 years. It reflects regional concerns and aspirations, anticipates future needs, and addresses our responsibility to future generations. This long-range plan is required to be updated by the Metropolitan Council every 10 years under state law. The policies in Thrive MSP 2040 drive the systems and policy plans developed by the Council: the Transportation Policy Plan, the Water Resources Policy Plan, the Regional Parks Policy Plan, and the Council's first Housing Policy Plan update in nearly 30 years. More information can be found at: www.thrivemsp.org
TIGER	The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides opportunities for investment in road, rail, transit and port projects that promise to achieve critical national objectives. Since 2009, Congress has dedicated more than \$4.1 billion in six rounds to fund projects that have a significant impact on the nation, a region or a metropolitan area.

Throughput	The number of vehicles/persons that pass a point on a roadway over a specified period of time. Person throughput includes passengers of vehicles while vehicle throughput only includes vehicles.
Tolls	A fee collected for the use of a road.
Traffic calming	Techniques such as speed bumps, narrow lanes and traffic circles used to slow traffic primarily in residential neighborhoods.
Traffic signal control systems	<p>The degree of traffic management of an arterial is grouped and defined as follows:</p> <ul style="list-style-type: none"> • Fixed time: The traffic signals on an arterial are controlled locally through a time clock system. In general, the progression of a through band (the amount of green time available along an arterial at a given speed) along the arterial in the peak direction is determined by past experience and is not a function of immediate traffic demand. • Semi-actuated: The traffic signals along the arterial are designed to maximize the green time on the major route in the major direction. Timing and through band are based upon historical records. Use of green time on the minor leg depends on real-time demand and maximized based upon total intersection delay. • Interconnection: A traffic signal system in which data collected at individual signals is shared with a central processor or controller. Adjustments in traffic signal control can be made based upon incoming data as opposed to historical data. • Optimization: The process in which a traffic signal or system is modified to maximize the amount of vehicles passing through the intersection for all approaches or on the major road in the peak direction. • Real-time adaptive control: An advanced traffic control system that incorporates current technologies in communications, data analysis, and traffic monitoring to provide real-time traffic control of arterials, corridors or roadway networks.
Transit advantages	Facility improvements that offer travel-time benefits to multi-occupant and transit vehicles. Examples include bus-only shoulders, bus lanes, HOV/HOT lanes, priced dynamic shoulders, ramp meter bypasses, signal preemption, transit centers, transit stations, and major park-and-ride lots.
Transit centers	A transit stop or station at the meeting point of several routes or lines or of different modes of transportation. It is located on or off the street and is designed to handle the movement of transit units (vehicles or trains) and the boarding, alighting, and transferring of passengers between routes or lines (in which case it is also known as a transfer center) or different modes (also known as a modal interchange center, intermodal transfer facility or a hub).

Transit market area	The Twin Cities have been divided into five areas depending on their land use and development characteristics. These characteristics determine the types and levels of transit service that are appropriate for efficient and effective services. (See Appendix G for a full description of the Twin Cities market areas.)
Transit-oriented development	The concentration of jobs and housing around transit corridors, hubs and daily conveniences. TOD is moderate to higher-density development located within easy walking distance of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. (Additional information about transit-oriented development can be found in the Council’s online handbook, the Guide for Transit-Oriented Development.)
Transit stations	Facilities provided at light rail, commuter rail and bus rapid transit stops and in some cases for major suburban bus transit centers that serve as the central transit facility within a community.
Transit system management	Transit system management is the ongoing analysis, modification, and improvement of the transit system to maximize its performance and cost-effectiveness.
Transit taxing district	The portion of the Twin Cities metropolitan area where property is taxed to support transit services as defined in Minnesota State Statute 473.446 or who have joined the Transit Taxing District under Minnesota State Statute 473.4461.
Transit trip	A person trip as a passenger of a public transit vehicle.
Transitways	High-demand travel corridors that offer improved transit service that includes bus rapid transit, light rail or commuter rail.
Transportation Advisory Board (TAB)	The Transportation Advisory Board, established in accordance with Minn. Stat. 473, Sec. 146, is part of the Metropolitan Council and is a forum for deliberation on transportation-related issues among state, regional and local officials and private citizens. The TAB advises the Council in preparing transportation plans and provides coordination and direction to the agencies responsible for implementing the plans.
Transportation Improvement Program (TIP)	A four-year multimodal program of highway, transit, biking, walking and transportation enhancement projects and programs proposed for federal funding in the seven-county Twin Cities metropolitan area. The TIP must include capital and non-capital transportation projects proposed for funding under Title 23 United States Code (USC) (highways) and Title 49 USC (transit). The TIP must also contain all regionally significant transportation projects that require an action by the Federal Highway Administration (FHWA) or the Federal Transit Authority (FTA).

Transportation Management Organization (TMO) or Association (TMA)	Nonprofit organizations formed in highly congested areas to deal with common transportation concerns, particularly alleviating congestion, improving employee commutes and increasing access to customers.
Transportation System Performance Evaluation	A comprehensive review of the Twin Cities transportation system prepared to inform the regional 2040 Transportation Policy Plan (TPP). The Minnesota State Legislature adopted a 1996 law requiring the Metropolitan Council to produce this report (previously called the Transportation System Audit).
Transportation Policy Plan (TPP)	This document, which is one chapter of the Metropolitan Council's Metropolitan Development Guide, as provided for in Minn. Stat. 473, Sec. 145 and 146. Section 145 states: "The Metropolitan Council shall prepare and adopt...a comprehensive development guide for the metropolitan area." This chapter deals with the transportation needs of the seven county area.
Transportation Security Administration (TSA)	Transportation security unit under the U.S. Department of Homeland Security; created as a result of terrorist attacks on Sept. 11, 2001.
Transportation System Plan (TSP)	MnDOT's 20-year plan that identifies regional investment priority categories for the Minnesota Highway System.
Travel Behavior Inventory (TBI)	A set of surveys identifying travel patterns and characteristics of people and vehicles within the metropolitan area. In the Twin Cities, the first study was done in 1949 and has been repeated every 10 years since.
Travel Demand Management (TDM)	Consists of programmatic strategies to reduce drive-alone vehicle trips and vehicle miles traveled during peak congestion times, special events, and for construction project areas. TDM strategies provide incentives for people to reduce overall demand for roadway capacity by using alternative travel modes such as transit, biking, and walking. TDM strategies also include flexible employment arrangements that do not require peak-period travel (flexible schedules) or would allow employees to avoid the commute altogether by working from home (telecommuting). Travel demand management is also referred to as transportation demand management.
Trip	A one-way journey made by one person from any origin to any destination
Trunk highway	A highway under jurisdiction of MnDOT.
UNICOM	Radio communications equipment mostly used at uncontrolled general aviation airports. Allows pilots to communicate with each other in vicinity of the airport, activate airport runway lights, and provide air-to-ground communications.

Urban Partnership Agreement (UPA)	A program by the federal government to explore the use of priced lanes on highways. The Twin Cities received a UPA grant and is completing a set of improvements on I-35W, Cedar Avenue and in downtown Minneapolis to implement a priced lane and improve transit.
Vanpool	A paratransit service provided by a publicly or privately provided van on a scheduled or unscheduled basis with at least five riders.
Vehicle trip	A one-way journey made by an auto, truck or bus to convey people or goods.
Vehicle miles traveled (VMT)	The number of miles traveled by vehicles on the roadway system, regardless of the number of people in the vehicles.
Very light jet (VLJ)	Recent new category of personal business jet aircraft certified by FAA. Aircraft weighs less than 11,000 lbs maximum weight and seats 6 or less persons.
Visual flight rules (VFR)	“See-and-be-seen” flight rules. Used during good weather conditions under which an aircraft can be operated by visual reference to the ground, to other aircraft and distances from clouds.
Very high frequency omni-directional radio (VOR)	A ground radio station that provides a pilot of a properly equipped aircraft with his or her location in reference to that station.
VOR approach	A landing approach to a runway using the VOR as a reference point and directional guidance to the runway.