

Appendix 2

Definitions and Acronyms

- ADT:** Average Daily Traffic, the average number of vehicles passing a certain point each day on a highway, road or street.
- Air freight:** Freight, small packages, and mail that are moved by a passenger or all-cargo air carrier.
- Army Corps of Engineers:** A federal agency responsible for the provision of data on movement of freight by waterways. Also responsible for the construction and maintenance of waterways including dredging.
- Associated contribution:** Terminology used in the *Oregon Ports Economic Contribution Study* to identify impacts of activities that would not necessarily stop if the port's facilities or services were no longer present (e.g., if the port discontinued operations, the economic activities would still take place but not necessarily at the port).
- At-grade rail crossing:** A location where a rail line crosses a road. May or may not be signalized.
- Barge:** A non-motorized water vessel carrying freight (e.g., grain, wood chips, petroleum, containers). May be towed or pushed and open or covered depending on the commodity being transported.
- Capacity:** Maximum volume of traffic that the roadway section is able to carry on a sustained basis.
- Carrier:** An individual or organization engaged in transporting freight for hire.
- Certificated air carrier:** An air carrier holding a Certificate of Public Convenience and Necessity issued by the US DOT to conduct scheduled services interstate.
- Class I railroad:** A railroad company with annual gross revenues of \$250 million (in 1991 dollars) or more.
- Class II railroad:** A railroad company with annual gross revenues of \$20 million but less than \$250 million (in 1991 dollars).
- Class III railroad:** A railroad company with annual gross revenues of less than \$20 million (in 1991 dollars).
- Columbia-Snake River System:** A 465-mile length of the Columbia and Snake Rivers that is navigable by ocean-going ships up to Portland, OR and Vancouver, WA, and by shallow-draft barges to Lewiston, Idaho.
- Commodity:** A type of good.
- Concept Area:** A designation that Metro (the Portland-area Metropolitan Planning Organization) gives to central cities, regional centers, town centers, station communities, and main streets in the Region 2040 Growth Concept.

Container: A large standard size cargo box into which cargo is packed for shipment aboard specially configured container ships and designed to be easily interchangeable between barges, ships, trains, and trucks.

Container terminal: A facility for storing and transporting containers between barges, ships, trains, and/or trucks.

Corridor Plan: A long-range multimodal plan for a specific transportation corridor. Includes 31 corridors in Oregon.

Deep draft waterway: a waterway that can accommodate oceangoing ships requiring a draft of 30 feet or more.

Dependent contribution: Terminology used in the *Oregon Ports Economic Contribution Study* to identify impacts generated in a local area by activities directly related to a port's presence (e.g., commercial fishing and waterborne commerce).

Direct economic impact: Employment, income, or other (first round) economic impact directly associated with the presence of an economic activity such as an airport or port facility in an area. See "indirect economic impact" and "induced economic impact."

Distribution center: A facility where freight is brought and stored before being moved to another location. Some distribution centers also are referred to as warehouses.

District highway: A highway that is of county-wide significance and which functions largely as a county or city arterial or collector.

Drawdown: The practice of lowering water levels behind dams.

Feasible needs: Dollar amount of projects and services needed on the state highway system over a 20-year time period to meet performance measures and carry out acknowledged corridor plans and regional and local transportation system plans, but constrained by topographical, environmental, community, and fiscal considerations.

Final demand: The monetary value of the final product or service produced by a type of economic activity.

Foreign Trade Zone: An area where foreign merchandise may be stored or manipulated pending sale or reshipment without duties or time limitations. Usually occurs in association with ports or airports.

Freight: A commodity or good shipped from origin to destination or points in between.

FHWA: Federal Highway Administration.

Functionally obsolescent: A bridge that is too narrow, too low, or otherwise inadequate to handle approaching traffic.

General cargo terminal: A facility that transfers general cargo (e.g., machinery, transportation equipment) between barges, ships, trains, and/or trucks.

Goods: Commodities.

Grade separation: An overpass or underpass separating a rail line from another means of transportation such as a road.

Gross Domestic Product: The monetary value of goods and services produced by labor and property located in the United States.

Gross National Product: The monetary value of all goods and services produced by the nation's economy.

Highway: A public way for purposes of travel, including the entire area within the public right-of-way.

HERS: Highway Economic Requirements System.

IMS: Intermodal Management System.

Indirect economic impact: Secondary (second round) employment, income, or other economic impact associated with the purchasing of goods and services by firms providing direct impacts on the economy.

Induced economic impact: Employment, income, or other economic impact resulting from spending associated with direct and indirect impacts from economic activities such as airports or port facilities.

Intermodal connectors: Short lengths of roads or rail which connect intermodal facilities to the state highway system or to main rail lines.

Intermodal facilities: Facilities that allow passenger and/or freight connections between modes of transportation. Examples include airports, marine terminals, and truck-rail facilities.

Intermodal yard: A facility where containers and/or truck trailers are transferred between truck and rail.

ISTEA: Intermodal Surface Transportation Efficiency Act.

Interstate highway: A highway that provides connections to major cities, regions of the state, and other states.

ITS: Intelligent Transportation System.

Just-in-time: The delivery of freight not too early or too late. Is a means of reducing inventory through improved coordination of demand and supply levels.

Level of service: For highways this is a qualitative rating where A represents no congestion and F represents high levels of congestion.

LOS: Level of Service, a range of operating conditions defined for each type of facility and related to the amounts of traffic that can be accommodated at each level.

Major intermodal facility: An intermodal facility that meets FHWA minimum volume criteria for people or goods moving through the facility. For freight intermodal facilities, the volume criteria are based on the number of trucks, tonnage, or containers moving through the facility.

Marine terminal: A designated area of a port where cargo is exchanged between land and water carriers or between two water carriers.

Modal plan: A long-range transportation plan that focuses on one means of transportation such as highways or rail lines.

Mode of transportation: A means of moving people and/or goods.

MPO: Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area. Designated in the 1991 ISTEA. MPOs currently exist in the Eugene/Springfield, Medford, Portland, and Salem areas. Rainier is part of a fifth MPO, Longview-Kelso-Rainier, in Washington state.

Multimodal: The movement of goods or people by more than one transportation mode.

NHS: National Highway System, a system of statewide and interstate highways and intermodal connectors meeting federal criteria (approximately 155,000 miles total), designated by Congress in the National Highway System Designation Act of 1995.

NHS intermodal connector: A National Highway System road that connects major intermodal facilities to major highway routes in the transportation system. May be a local street or road.

ODOT: Oregon Department of Transportation

OTC: Oregon Transportation Commission.

OTP: Oregon Transportation Plan.

Peak hour: Hour of the day with the most traffic, usually during morning and evening commute times.

Performance measure: A quantitative or qualitative measure that helps to identify transportation needs.

Policy: For ODOT, this is a strategy or direction officially adopted by the Oregon Transportation Commission.

Port: A harbor where freight is loaded or unloaded to ships or barges. Other marine-related services also may be provided at ports.

Port district: An administrative unit that owns, operates, or provides other services in the vicinity of a port. There are 23 port districts in Oregon.

Preventable crash: A collision or crash caused by the actions of a commercial vehicle driver or by a mechanical defect in the commercial motor vehicle.

Rail main line: A major rail line that carries a high volume of freight and connects with major transportation centers.

Regional highway: A highway that provides connections and links to regional centers, statewide or interstate highways, or economic or activity centers of regional significance.

Related contribution: Terminology used in the *Oregon Ports Economic Contribution Study* to identify impacts from port facilities and services that draw people to the area (e.g., waterway-related festivals).

Roadway: The paved portion of a highway or local road.

RTP: Regional Transportation Plan.

Shallow draft waterway: A waterway that can accommodate ships or barges requiring less than 30 feet of draft; navigable portion of the Columbia-Snake River System is maintained to a minimum of 14 feet.

Shipper: An individual or organization that sends goods by a transportation mode.

State Highway Freight System: A network of roads that the 1999 *Oregon Highway Plan* designates as important for moving freight.

State highway system: Public roads owned and operated by the State of Oregon through the Oregon Department of Transportation. The state highway system does not include state-owned roads managed by State Parks, State Forests, Oregon Department of Fish and Wildlife, college campuses, or other state institutions.

Statewide highway: A highway that provides inter-urban and interregional mobility and provides connections to larger urban areas, ports, and major recreation areas that are not directly served by interstate highways.

STIP: Statewide Transportation Improvement Program.

Structurally deficient: A bridge that cannot handle vehicle loads or speeds normally expected on the highway where the bridge is located; the bridge is posted to indicate these limitations.

TEA-21: The Transportation Equity Act for the 21st century.

Terminal: A building or other facility where freight is handled or stored pending transfer to other locations.

TEU: Twenty-foot equivalent container that is 8x8x20 feet in size.

TIP: Transportation Improvement Program.

Ton-mile: The movement of one ton of freight over a distance of one mile.

Truck-rail reload: A type of reload facility that transfers commodities (excluding petroleum and grain) using trucks and trains.

Truck terminal: a facility that serves as a primary gateway for commodities entering and leaving an area by truck.

Truck reload: A type of reload facility that transfers commodities using only trucks.

TSP: Transportation System Plan.

UGB: Urban Growth Boundary, the area surrounding an incorporated city in which the city may legally expand its city limits.

US DOT: U.S. Department of Transportation

V/C ratio: A measure of roadway congestion, calculated by dividing the number of vehicles passing through a section of highway during the peak hour by the capacity of the section.

WTTN: Western Transportation Trade Network.

Source: Based on definitions in *Transportation Expressions* (US DOT 1996), *Intermodal Freight Transportation* (Muller 1995), and other sources.