



Gold Line Corridor Draft Environmental Impact Statement

Volume I of III

Presented To:



U.S. Department
of Transportation
**Federal Transit
Administration**



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DRAFT ENVIRONMENTAL IMPACT STATEMENT

GOLD LINE CORRIDOR PROJECT


Denver, Arvada, Wheat Ridge, Adams County, Jefferson County, Colorado

Prepared by the


U.S. Department of Transportation
Federal Transit Administration
and
Regional Transportation District

Statutes and regulations considered include, but are not limited to, the National Environmental Policy Act (NEPA) of 1969 as amended, Title 41 United States Code (USC) §4321 et seq.; Council on Environmental Quality (CEQ) regulations, Title 40 Code of Federal Regulations (CFR) 1500 et seq.; Safe, Accountable, Flexible, Efficient Transportation Act – A Legacy for Users (SAFETEA-LU), 23 USC §101 et seq.; Federal Transit Laws 49 USC §53; Environmental Impact and Related Procedures - Federal Highway Administration/Federal Transit Administration (FHWA/FTA), 23 CFR 771; Civil Rights Act Title VI, 42 USC §2000d et seq.; National Historic Preservation Act of 1966, 16 USC §470(f); Department of Transportation Act of 1966 Section 4(f) as amended, 49 USC §303; regulations for § 4(f), 23 CFR 774; Land and Water Conservation Fund Act Section 6(f)(3), 16 USC §4601-U; Clean Air Act as amended, 42 USC §7401 et seq.; Endangered Species Act of 1973, 16 USC §1531 et seq.; Migratory Bird Treaty Act, 16 USC §§703-712; Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, 42 USC §4601 et seq.; Flood Disaster Protection Act, 42 USC §4001 et seq.; Comprehensive Environmental Response, Compensation, and Liability Act, 42 USC Chapter 103; Clean Water Act (CWA) as amended, 33 USC §1251 et seq.; CWA regulations for §§402 and 404, 33 CFR 1342, 1344, 40 CFR 122-125, 230; Federal Emergency Management Agency regulations, 44 CFR §1; Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low Income Populations; Executive Order 11990, Protection of Wetlands; Executive Order 11988, Floodplain Management; Executive Order 13112, Control of Invasive Species; and all relevant laws and procedures of the State of Colorado.

6/30/08
Date


Clarence W. Marsella, General Manager
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6/30/08
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Terry J. Rosapep, Regional Administrator
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Abstract: This Draft Environmental Impact Statement (DEIS) describes the transportation and environmental impacts associated with development of fixed guideway transit improvements in the Gold Line Corridor to serve the City and County of Denver, Adams County, Arvada, Wheat Ridge, and Jefferson County, Colorado. Three alternatives are compared in this DEIS: No Action, Transportation System Management (TSM), and the Preferred Alternative. The proposed project is to provide commuter rail (CR) using Electrical Multiple Unit technology from Denver Union Station (DUS) in downtown Denver to Ward Road in Wheat Ridge, Colorado. From DUS to Pecos Street the alignment is shared with the Northwest Rail project. West of Pecos Street to Ward Road, the alignment would be within existing BNSF Railway Company and Union Pacific Railroad Company (BNSF/UP) freight railroad right-of-way (ROW). The project would connect major activity centers, community resources, and other regional transit services provided by the Regional Transportation District (RTD). The Preferred Alternative would increase mobility in the corridor and provide an alternative to single occupant vehicle travel. Additionally, the Preferred Alternative would provide dependable transit service within the corridor.

A No Action Alternative is defined and analyzed to provide the base against which the TSM and Preferred Alternatives can be compared. The TSM, which would provide the best bus transit service without a major capital expenditure, is provided as a measure of comparison for traffic and transportation system impacts. The potential impacts of the Preferred Alternative are identified through the evaluation of a broad range of environmental categories, including: social and community facilities; land use, zoning, and economic considerations; land acquisitions, displacements, and relocation of existing uses; historic, archaeological, and cultural resources; visual and aesthetic qualities; parklands and recreation areas; air quality and energy; noise and vibration; biological resources; natural resources; hazardous materials; safety and security; and utilities.

The Gold Line has been accepted by FTA into the Public-Private Partnership Pilot Program (Penta-P) along with the East Corridor and their shared commuter rail maintenance facility (CRMF) (see Appendix H). Together, these elements comprise approximately \$2.0 billion of the total \$6.1 billion FasTracks program. Potential benefits from a Penta-P include savings in construction, operations and maintenance costs, accelerated project delivery, and maximization of related project revenues. Evidence from other public-private partnerships nationally and internationally suggests that public-private partnerships can result in a 10 to 25 percent reduction in costs. It is assumed the Penta-P project costs not covered by RTD, federal, or local contributions would be financed by the private partner with taxable debt and equity. The FasTracks Plan assumes that the private partner will bridge the timing gap between expenditures and receipt of federal revenues from a Full Funding Grant Agreement during project construction.

The FasTracks Plan assumes that RTD would enter into a 40 or 50-year Design-Build-Finance-Operate-Maintain lease agreement with the Penta-P concessionaire, over which time the RTD will make periodic availability payments. Availability payments are similar to lease payments in that both are subject to annual appropriation, but are different as availability payments include all costs to operate and maintain the line.

Comments: The DEIS is available to the public for a 45-day review and comment period from July 18, 2008 to September 1, 2008.



Two public hearings will be held during the review and comment period at the following locations:

August 6, 2008

6 p.m.

Arvada Center

6901 Wadsworth Blvd.

Arvada, CO

August 7, 2008

6 p.m.

Highlands Masonic Center

3550 Federal Blvd.

Denver, CO

These meeting sites are fully Americans with Disabilities Act accessible. For further information concerning this document, contact the following individuals:

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Comments on this document may be made in writing to the Federal Transit Administration through Mr. Beckhouse at the above address, verbally or in writing at the Public Hearings, in writing by going to the website (www.rtdgoldline.com), or in writing via email to comments@rtdgoldline.com.

Preface

This Draft Environmental Impact Statement (DEIS) for the Gold Line project has been prepared in accordance with the Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] 1500) and the joint Federal Transit Administration/Federal Highway Administration regulations (23 CFR 771). This DEIS was released for circulation and public comment from July 18, 2008 through September 1, 2008. Two public hearings will be held on August 6, 2008 and August 7, 2008.

The FTA, local governments, regulatory agencies, and the public concurred with the selection of the Preferred Alternative in the summer of 2007. On July 25, 2007, the Regional Transportation District Board of Directors selected Electric Multiple Unit trains in the right-of-way for the BNSF Railway Company and Union Pacific railroads between Denver Union Station in downtown Denver and Ward Road in Wheat Ridge as its Preferred Alternative for transit improvements in the Gold Line study area. Between Denver Union Station and Pecos Street the Preferred Alternative would share its alignment with the Northwest Rail project, which is constructed first and considered a part of the No Action Alternative. This DEIS is organized as follows:

Volume I

Executive Summary – Provides a summary of the document, including a project description, Purpose and Need, expected impacts, and recommended mitigation measures.

Chapter 1: Purpose and Need – Presents a discussion of the Purpose of the project, the Need for mobility improvements, and the goals for the project.

Chapter 2: Alternatives Considered – Describes the alternatives screening process used to define the Preferred Alternative for the Gold Line study area.

Chapter 3: Affected Environment and Environmental Consequences – Describes the existing social and natural environmental conditions in the study area and describes the anticipated impacts associated with the No Action and Preferred Alternatives. Potential mitigation measures are identified. These mitigation measures will be finalized in the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) next year.

Chapter 4: Transportation Systems – Discusses the existing transportation system and the anticipated benefits and impacts that would result from implementation of the No Action, Transportation System Management (TSM), and Preferred Alternatives.

Chapter 5: Evaluation of Alternatives – Provides a comparative analysis of the No Action, TSM, and Preferred Alternatives regarding how well they meet the Purpose and Need, the associated mobility benefits, and the environmental effects. A discussion of the financial feasibility of each alternative is also provided.

Chapter 6: Public Comment and Agency Coordination – Describes the public involvement process, including coordination with the Local Governments Team (LGT), the Agency Working Group (AWG), and the general public for selecting the Preferred Alternative.

Chapter 7: Draft Section 4(f) and 6(f) Evaluation – Describes the results of the Section 4(f) and 6(f) analyses conducted to demonstrate the protection of publicly-owned parks, recreational resources, wildlife and waterfowl refuges and historic sites of national, state or local significance.

Chapter 8: References – Lists the sources for all references shown in this document.



Volume II

- Appendix A List of EIS Preparers
- Appendix B List of EIS Recipients
- Appendix C Basic Engineering
- Appendix D Cultural Resources Information
- Appendix E Gold Line Corridor Coordination Plan

Volume III

- Appendix F Agency Correspondence
- Appendix G FasTracks Programmatic Cumulative Effects Analysis
- Appendix H Memorandum of Understanding



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Acronym List

ACHP	Advisory Council on Historic Preservation
AHPA	Archeological and Historic Preservation Act
APCD	Air Pollution Control Division
APE	Area of Potential Effect
AT&SF	Atchison, Topeka, and Santa Fe Railway
AWG	Agency Working Group
B&MR	Burlington & Missouri River Railroad
BNSF/UP	BNSF Railway Company/Union Pacific Railroad Company
BRT	bus rapid transit
Btu	British thermal unit
C&S	Colorado and South Railway
CB&Q	Chicago, Burlington, and Quincy Railroad
CBD	Central Business District
CC	Colorado Central Railroad
CDOT	Colorado Department of Transportation
CDOW	Colorado Division of Wildlife
CDPHE	Colorado Department of Public Health and Environment
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CML	consolidated mainline
CMP	Construction Management Plan
CNG	compressed natural gas
CO	carbon monoxide
CO ₂	carbon dioxide
CPTED	Crime Prevention Through Environmental Design
CRI&P	Chicago Rock Island and Pacific
CR	commuter rail
CRMF	commuter rail maintenance facility
CWA	Clean Water Act

D&NO	Denver and New Orleans
D&NW	Denver and Northwestern
D&RG	Denver and Rio Grande
dBA	A-weighted Decibel
DEIS	Draft Environmental Impact Statement
DL&G	Denver, Leadville and Gunnison Railway Company
DM&B	Denver, Marshall & Boulder
DMU	Diesel Multiple Unit
DNW&P	Denver Northwestern and Pacific
DP	Denver Pacific Railroad and Telegraph Company
DPC	Denver Planning Commission
DRCOG	Denver Regional Council of Governments
DSP&P	Denver, South Park and Pacific
DTC	Denver Tramway Company
DU&P	Denver Utah & Pacific
DUS	Denver Union Station
EIS	Environmental Impact Statement
ELT	Electric Transmission
EMU	Electric Multiple Unit
ESA	Environmental Site Assessment
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HDV	heavy duty vehicle
HUD	Housing and Urban Development
HUNI	Highland United Neighbors Inc.
Hz	Hertz
I-	Interstate

IFT	Issue-Focused Team
JeffTAAG	Jefferson County Transportation Advisory and Advocacy Group
kV	kilovolt
kVA	kilovolt-ampere
Ldn	day-night average sound level
LDT	light duty truck
LDV	light duty vehicle
Leq(h)	Hourly Equivalent Sound Level
Lf	linear feet
LGT	Local Governments Team
LOS	level of service
LPA	Locally Preferred Alternative
LRT	light rail transit
LRV	light rail vehicle
LUST	leaking underground storage tank
LWCFA	Land and Water Conservation Fund Act
M	Meter
MESA	Modified Phase I Environmental Site Assessment
MF	multiple family
MIS	Major Investment Study
MOA	Memorandum of Agreement
MP	Missouri Pacific
MS4	Municipal Separate Storm Sewer System
MSA	Metropolitan Statistical Area
MSAT	Mobile Source Air Toxics
MSE	mechanically stabilized earth
NA	not applicable
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NO _x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System

NRHP	National Register of Historic Places
OAHP	Office of Archeology and Historic Preservation
OCS	overhead contact system
PCEA	Programmatic Cumulative Effects Analysis
PEM	palustrine emergent
Penta-P	Public Private Partnership Pilot Program
PM ₁₀	particulate matter of 10 microns in diameter or smaller
pnR	park-n-Ride
ppm	parts per million
PSS	palustrine scrub/shrub
RAQC	Regional Air Quality Council
ROW	right-of-way
RTD	Regional Transportation District
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users
SF	single family
SHPO	State Historic Preservation Office/Officer
SOV	single occupancy vehicle
SUNI	Sunnyside United Neighbors Inc.
TIP	Transportation Improvement Program
TOD	Transit Oriented Development
TSM	Transportation System Management
UP	Union Pacific Railroad Company
UPD&G	Union Pacific Denver and Gulf Railway Company
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
UST	underground storage tank
VDC	volts direct current
VHT	vehicle hours traveled

VMT	vehicle miles traveled
VOC	volatile organic compound
WQCC	Water Quality Control Commission
WQCV	Water Quality Capture Volume



Glossary

The following guidance defines common transit terminology, adapted from the American Public Transit Association *Glossary of Transit Terminology*.

Term	Definition
Accessibility	The extent to which facilities are barrier free and useable by persons with disabilities, including wheelchair users.
Alternative Fuels	Low-polluting fuels that are used to propel a vehicle instead of high-sulfur diesel or gasoline. Examples include methanol, ethanol, propane or compressed natural gas, liquid natural gas, low-sulfur or "clean" diesel and electricity.
AM Peak	6:30 a.m. to 8:30 a.m.
Base Fare	The price charged to one adult for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges and reduced fares.
Base Period	The period between the morning and evening peak periods when transit service is generally scheduled on a constant interval. Also known as "off-peak period."
Bus Rapid Transit (BRT)	A transit mode that combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, high-occupancy vehicle lanes, expressways, or ordinary streets. The vehicles are designed to allow rapid passenger loading and unloading, with more doors than ordinary buses.
Busway	Exclusive freeway lane for buses and carpools.
Catenary	Suspended overhead wire that carries high voltage for electrically powered transit vehicles (e.g. trolley coaches, light rail transit vehicles) from a central power source.
Clean Air Act Amendments of 1990 (CAAA)	The comprehensive federal legislation that establishes criteria for attaining and maintaining the federal standards for allowable concentrations and exposure limits for various air pollutants; the CAAA also provides emission standards for specific vehicles and fuels.
Commuter Rail	A transit mode that includes a multiple car electric or diesel propelled train. It is typically used for local, longer-distance travel between a central city and adjacent suburbs, and can operate alongside existing freight or passenger rail lines or in exclusive right-of-ways.
Compressed Natural Gas (CNG)	An alternative fuel, CNG is stored under high pressure. CNG vapor is lighter than air.
Conformity	The ongoing process that ensures the planning for highway and transit systems, as a whole and over the long term, is consistent with the state air quality plans for attaining and maintaining health-based air quality standards. Conformity is determined by metropolitan planning organizations and the U.S. Department of Transportation and is based on whether transportation plans and programs meet the provisions of a State Implementation Plan.
Congestion Mitigation and Air Quality	Federal funds available for either transit or highway projects that contribute significantly to reducing automobile emissions that cause air pollution.
Cooperating Agency	The regulations that implement National Environmental Policy Act of 1969 (NEPA) define a cooperating agency as any federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major federal action significantly affecting the quality of the human environment.

Term	Definition
Coordination Plan	Required under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the coordination plan contains procedures aimed at achieving consensus among all parties in the initial phase of environmental review and to pre-empt disagreements that can create delays later on in a project.
Corridor	A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, and transit route alignments.
Diesel Multiple Unit (DMU)	Each unit carries passengers and can be self-powered by a diesel motor; no engine unit is required.
Draft Environmental Impact Statement (DEIS)	The DEIS is the document that details the results of the detailed analysis of all of the projects alternatives. The DEIS contains all information learned about the impacts of a project and alternatives.
Effects	Effects include ecological, aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions that may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial. Effects include: (1) direct effects that are caused by the action and occur at the same time and place and (2) indirect effects that are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use; population density or growth rate; and related effects on air, water, and other natural systems, including ecosystems (40 Code of Federal Regulations [CFR] 1508.8).
Electrical Multiple Unit (EMU)	The EMU is heavier than a light rail vehicle, but it is powered in the same way – by an overhead electrical system.
Environmental Assessment (EA)	A report subject to the requirements of NEPA demonstrating that an Environmental Impact Statement (EIS) is not needed for a specific set of actions. The EA can lead to a Finding of No Significant Impact (FONSI).
Environmental Impact Statement (EIS)	A comprehensive study of likely environmental impacts resulting from major federally-assisted projects; statements are required by NEPA.
Exclusive Right-of-Way	A highway or other facility that can only be used by buses or other transit vehicles.
FasTracks	A mass transit expansion plan and funding program to improve and expand the Denver region's existing transit system and facilities. In November 2004, the Denver region's voters approved RTD's request to increase its sales tax by 0.04 percent, which would provide \$4.7 billion over 12 years to expand rapid transit services (light rail, commuter rail, and bus rapid transit); park-and-Ride facilities; and enhance the existing bus network and transit hubs.
Finding of No Significant Impact (FONSI)	A document prepared by a federal agency showing why a proposed action would not have a significant impact on the environment and thus would not require preparation of an EIS. A FONSI is based on the results of an EA.
Fixed Guideway System	A system of vehicles that can operate only on its own guideway constructed for that purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches and ferryboats as "fixed guideway" transit.
Fixed Route	Service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip serves the same origins and destinations, unlike demand responsive and taxicabs.
Headway	Time interval between vehicles moving in the same direction on a particular transit route.
Intermodal	Those issues or activities that involve or affect more than one mode of transportation, including transportation connections, choices, cooperation, and coordination of various modes. Also known as "multimodal."

Term	Definition
Joint Development	Ventures undertaken by the public and private sectors for development of land around transit stations or stops.
Kiss and Ride	A place where commuters are driven and dropped off at a station to board a public transportation vehicle.
Layover Time	Time built into a schedule between arrival at the end of a route and the departure for the return trip, used for the recovery of delays and preparation for the return trip.
Lead Agency	The organization that contracts and administers a study. The Federal Transit Administration (FTA) or Federal Highway Administration (FHWA) would typically fill this role. The lead agency has the final say about the project's Purpose and Need, range of alternatives to be considered, and other procedural matters.
Light Rail Transit (LRT)	Steel wheel/steel rail transit constructed on city streets, semi-private right-of-way, or exclusive private right-of-way. Formerly know as "streetcar" or "trolley car" service, LRT's major advantage is operation in mixed street traffic at grade. The LRT vehicles can be coupled into trains, which require only one operator and often are used to provide express service.
Locally Preferred Alternative (LPA)	The alternative selected through the Major Investment Study (MIS) process completed prior to NEPA analysis.
Maintenance Area	An air quality designation for a geographic area in which levels of a criteria air pollutant meet the health-based primary standard (national ambient air quality standard, or National Ambient Air Quality Standards) for the pollutant. An area may have an acceptable level for one criteria air pollutant, but may have unacceptable levels for others. Maintenance/attainment areas are defined using federal pollutant limits set by the United States Environmental Protection Agency (USEPA).
Maintenance Facility	A facility along a corridor used to clean, inspect, repair and maintain rail vehicles, as well as to store them when they are not in use.
Major Investment Study (MIS)	An alternatives analysis study process for proposed transportation investments, during which a wide range of alternatives is examined to produce a smaller set of alternatives that best meet project transportation needs. The purpose of the study is to provide a framework for developing a package of potential solutions that can then be further analyzed during an EIS process.
Metropolitan Planning Organization (MPO)	The organization designated by local elected officials as being responsible for carrying out the urban transportation and other planning processes for an area.
Modal Split	A term that describes how many people use alternative forms of transportation. Frequently used to describe the percentage of people using private automobiles compared to the percentage using public transportation.
Mode	A particular form or method of travel distinguished by vehicle type, operation technology, and right-of-way separation from other traffic.
National Environmental Policy Act of 1969 (NEPA)	A comprehensive federal law requiring analysis of the environmental impacts of federal actions such as the approval of grants; also requires preparation of an EIS for every major federal action significantly affecting the quality of the human environment.
New Starts	Federal funding granted under Section 3(i) of the Federal Transit Act. These discretionary funds are made available for construction of a new fixed guideway system or extension of any existing fixed guideway system based on cost-effectiveness, alternatives analysis results, and the degree of local financial commitment.
Nonattainment Area	Any geographic region the USEPA has designated as not attaining the federal air quality standards for one or more air pollutants, such as ozone and carbon monoxide.
Off-Peak Period	Non-rush periods of the day when travel activity is generally lower and less transit service is scheduled. Also called "base period."
park-n-Ride	Designated parking areas for automobile drivers who then board transit vehicles from these locations.

Term	Definition
Participating Agency	A federal or non-federal agency that may have an interest in the project. These agencies are identified and contacted early-on in the project with an invitation to participate in the process. This is a broader category than “cooperating agency.” (see cooperating agency).
Passenger Miles	The total number of miles traveled by passengers on transit vehicles; determined by multiplying the number of unlinked passenger trips times the average length of their trips.
Peak Hour	The hour of the day in which the maximum demand for transportation service is experienced (refers to private automobiles and transit vehicles).
Peak Period	Morning and afternoon time periods when transit riding is heaviest.
Peak/Base Ratio	The number of vehicles operated in passenger service during the peak period divided by the number operated during the base period.
PM Peak	3:30 p.m. to 6:30 p.m.
Preferred Alternative	An alternative that includes a major capital improvement project to address the problem under investigation. As part of the decision making process, the Preferred Alternative is compared against the No Action Alternative from the standpoints of transportation performance, environmental consequences, cost-effectiveness, and funding considerations.
Record of Decision (ROD)	A written public record explaining why the lead agency has taken a particular course of action. The ROD follows the DEIS and Final EIS.
Ridership	The number of rides taken by people using a public transportation system in a given time period.
Ridesharing	A form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a van or car, to make a trip. Also known as "carpooling" or "vanpooling."
Right-of-way	Publicly owned land that can be acquired and used for transportation purposes.
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)	Passed by Congress, July 29, 2005, signed by the President August 10, 2005. Includes new and revised program guidance and regulations (approximately 15 rulemakings) with planning requirements related to public participation, publication, and environmental considerations. SAFETEA-LU covers Fiscal Year 2005 through Fiscal Year 2009 with a total authorization of \$45.3 billion.
State Implementation Plan	A state plan mandated by the CAAA that contains procedures to monitor, control, maintain and enforce compliance with national standards for air quality.
Transit Development Plan	A 6-year long term financial plan for RTD that functions as the operating expense plan that is financially constrained and is updated/created every year. The first year of the plan is the basis for the next year’s capital and expense budgets.
Transit Oriented Development (TOD)	An initiative to build transit ridership, while discouraging sprawl, improving air quality, and helping to coordinate a new type of community for residents. Situated at or around transit stops, TODs are compact, mixed-use developments that are also referred to as Transit Oriented Communities or Transit Villages.
Transit System	An organization (public or private) providing local or regional multi-occupancy-vehicle passenger service. Organizations that provide service under contract to another agency are generally not counted as separate systems.
Transportation Demand Management	Strategies to attempt to reduce peak period automobile trips by encouraging the use of high occupancy modes through commuter assistance, parking incentives, and work policies that alter the demand for travel in a defined area in terms of the total volume of traffic, the use of alternative modes of travel, and the distribution of travel over different times of the day.
Transportation Improvement Program	A program of intermodal transportation projects to be implemented over several years, growing out of the planning process and designed to improve transportation in a community. This program is required as a condition of a locality receiving federal transit and highway grants.