

- AC - Advanced Construction**  
The Federal Highway Administration authorizes eligibility of using future federal appropriations for current year Minnesota trunk highway, local road, or other projects. An Advance Construction obligation is incurred when the financing agreement is completed with FHWA. During the course of a project, advance construction project conversions are executed, which result in cash reimbursement that would have been received earlier if regular federal aid financing were used.
- ATP – Area Transportation Partnership**  
Unique to Minnesota, Area Transportation Partnerships, or ATPs, are regional partnerships made up of technical and political representatives from the state, tribes, counties, cities, townships and other local partners. There are eight ATPs that closely follow MnDOT district boundaries. Each ATP in the state functions differently. Generally speaking, the ATPs are programming entities. They have some level of involvement in selecting projects for most state and federal funding programs. However, their role varies depending on the funding program and ranges from reviewing and commenting to project selection.
- ATIP – Area Transportation Improvement Plan**  
Every year, the ATPs develop an Area Transportation Improvement Plan (ATIP) which cover a minimum four-year period. ATIPs include all projects seeking federal aid highway, state trunk highway, and federal transit sources of funding.
- BROS - Bridges/Off System**  
A vehicular bridge owned and maintained by a county, city, or other local or regional governmental unit, and not on the MnDOT-designated highway system.
- Chapter 152- 2008 State Transportation Bridge Law**  
Legislatively Mandated Bridge program estimated at \$2.5B over 10 years – \$1.2B of Bonds: \$600M bridge bonds + \$600M other non-directed bonds – \$1.3B of Mn/DOT State Road Construction Budget (State + Federal \$)
- CHIP - Capital Highway Investment Proposal**  
The CHIP is a 10-year plan developed by each MnDOT District on an annual basis. The first four years of the CHIP is the STIP (years 1 – 4), which are programmed projects, and the last six years of the CHIP are “planned” projects that are likely going to change with each annual update.
- CIMS - Corridor Investment Management Strategy**  
As part of the overall CIMS initiative and consistent with the Minnesota GO Vision, MnDOT provided \$30 million through a competitive solicitation in 2013 to fund trunk highway projects that improve quality of life, environmental health or economic competitiveness.
- DEB - Delayed Budget Authority**  
In Fiscal Year 2017, MnDOT lacked adequate budget authority to spend their federal funds (\$105M short). In response, MnDOT Districts were required to select projects that could be delayed due to the lack of budget authority. These projects were identified in the STIP as “DEB” projects. If budget authority is approved, the projects may still move forward in 2017 as programmed.

- DRMP - District Risk Management Program**  
One of two investment programs for years 1-10 of MnSHIP (alongside the Statewide Performance Program). This program funds investments in projects that address conditions on non-NHS highways and unique conditions at the district level. This program allocates funding to MnDOT districts, which identify and prioritize projects under this program.
- ELLA - Early Let Late Award**  
MnDOT's ELLA process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLA projects are required to be smart coded in the STIP description using ELLA. ELLA projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year.
- FAST Act - Fixing America's Surface Transportation Act**  
Signed by President Obama on December 4, 2015, the Fixing America's Surface Transportation (FAST) Act is a five-year surface transportation law that provides long-term funding certainty for federal fiscal years 2016-2020. It is the first federal transportation bill enacted in over ten years that provides long-term funding for infrastructure planning and investment. Minnesota will receive over \$4 billion in funding over the five-year period. The law is preceded by MAP-21, SAFETEA-LU, Tea-21, and ISTEA.
- FHWA - Federal Highway Administration**  
The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). Through financial and technical assistance to State and local governments, the Federal Highway Administration is responsible for ensuring that America's roads and highways continue to be among the safest and most technologically sound in the world.
- HSIP – Highway Safety Improvement Plan**  
The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land.
- ICE - Intersection Control Evaluation**  
Intersection Control Evaluation, or ICE, is a process that identifies the best intersection control through a comprehensive analysis and documentation of the technical (safety and operational), economic, and political issues of viable alternatives.
- LOI – Letter of Intent**  
Typically the letter of Intent is pre requisite to apply for grant or program. It's the first step in applying through MnDOT's Transportation Alternatives Program (TAP)

- MAP-21 – Moving Ahead for Progress in the 21st Century (federal law)**  
 MAP-21, the Moving Ahead for Progress in the 21st Century Act was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 was the first long-term highway authorization enacted since 2005. MAP-21 was replaced by the FAST Act (December 4, 2015).
- MAPO - Mankato/North Mankato Area Planning Organization**  
 The Mankato/North Mankato Area Planning Organization (MAPO) was established in 2012 in response to the 2010 U.S. Census, which designated the Mankato/North Mankato region as an urbanized area (metropolitan statistical area--MSA), requiring the formation of a metropolitan planning agency.
- Major Projects Report -**  
 This is an annual report done statewide on MnDOT's capital highway program, which consists of projects that are \$10M or greater in the metro area and \$5M or greater in the outstate area. This report is an opportunity for MnDOT to articulate how we make decisions to our transportation partners. It captures the changes that take place on our major projects as they move through the program, and how those various project elements change over time. There are detailed one-page documents for projects included in the STIP, and a summary for projects that are identified in the CHIP.
- MNGO – Minnesota GO**  
 The long-term vision and guiding principles that set the direction for a multimodal transportation system that supports Minnesotans' quality of life, economy, and natural environment. This plan was developed based on public input, MnDOT expertise, and current conditions, and serves to inform subsequent planning efforts such as the Statewide Multimodal Transportation Plan and MnSHIP.
- MnSHIP – Minnesota State Highway Improvement Plan – 20 year plan**  
 The 20-Year Minnesota State Highway Investment Plan supports the guiding principles from the Minnesota GO vision and link the policies and strategies laid out in the Statewide Multimodal Transportation Plan to improvements on the state highway system.
- NHPP – National Highway Performance Program**  
 The purposes of the National Highway Performance Program (NHPP) are (1) to provide support for the condition and performance of the National Highway System (NHS); (2) to provide support for the construction of new facilities on the NHS; and (3) to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- NHS – National Highway System**  
 The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs).

- OTSM - Office of Transportation System Management**  
MnDOT office responsible for statewide planning and programming; including Planning & Data Analysis, Programming and Performance Measures, and Research Services and Library sections.
- RDO – Regional Development Organization**  
Minnesota's regional development organizations are key partners and technical assistance providers to the Area Transportation Partnerships (ATP) around the state. Each regional development commission is a partner in the ATP process and involved in soliciting and evaluating projects and seek to integrate regional priorities in planning and project selection. Each RDO coordinates transportation with MnDOT following a work program framework. This framework helps develop consistency yet allows for unique differences in regional transportation planning issues around Minnesota.
- RFP - Request for Proposal**  
A request for proposal (RFP) is a type of bidding solicitation in which MnDOT announces that funding is available for a particular project, and companies can place bids for the project's completion. For example, MnDOT used the RFP process when selecting a consultant to complete the Henderson Flood Feasibility study.
- SALT – State Aid for Local Transportation**  
SALT support the state's system of streets, roads and bridges, MnDOT distributes funds for highway maintenance and construction to counties, cities and townships based on a formula determined by the Legislature. SALT works closely with local levels of government to ensure the state maintains a safe, effective and coordinated highway network. In addition to funding support, staff from SALT provides technical assistance in highway and bridge design, construction and maintenance, authorizes grants for bridge construction, coordinates local federally funded projects and provides overall management of the state aid system.
- SPP - Statewide Performance Program**  
One of two investment programs for years 1-10 of MnSHIP (alongside the District Risk Management Program). This program funds investments in projects that address federal performance requirements identified in MAP-21, which require MnDOT to make progress toward pavement, bridge, safety, and congestion performance targets.
- SRC - State Road Construction**  
This appropriation is for the actual construction, reconstruction, and improvement of trunk highways, including design-build contracts, internal department costs associated with delivering the construction program, and consultant usage to support these activities. This includes the cost of actual payment to landowners for lands acquired for highway rights-of-way, payment to lessees, interest subsidies, and relocation expenses.

- SRTS - Safe Routes To School**  
The federal Legislature created the SRTS program with a goal of making it safe, convenient and fun for children to bicycle and walk to school on a daily basis. An increase in walking and bicycling improves community and personal health, benefits the environment, increases safety, and helps to decrease traffic and congestion around schools.
- STIP – The State Transportation Improvement Program**  
The STIP is four year transportation improvement program. The STIP identifies the schedule and funding of transportation projects by state fiscal year (July 1 through June 30). It includes all state and local transportation projects with federal highway and/or federal transit funding along with 100% state funded transportation projects. Rail, port, and aeronautic projects are included for information purposes. The STIP is developed/updated on an annual basis.
- STP – Surface Transportation Program**  
The Surface Transportation Program includes funding for MnDOT’s minor arterial system as well as for local roads, transit, and other activities.
- TA – Transportation Alternatives**  
Transportation Alternatives is a funding category under the Surface Transportation Block Grant Program (FAST Act) and includes funding for projects previously funded under the MAP-21 TAP program. Eligible activities include Safe Routes to Schools, Scenic Byways as well as other types of projects such as providing safe routes for non-drivers, and planning, designing, or constructing boulevards and other roadways largely in the right of way of former Interstate System routes or other divided highways.
- TAC - Transportation Advisory Committee**  
Regional Development Organizations in Minnesota hold planning assistance contracts with MnDOT to provide assistance, information, and technical support for transportation issues affecting the region. Regional Development Organizations have Transportation Advisory Committees, composed of elected officials and engineers, that meet (usually quarterly) to address regional transportation issues. One of the roles of the TAC is to conduct regional rankings on applications submitted for potential inclusion in the ATIP.
- TED – Transportation Economic Development (grant program)**  
The Transportation Economic Development Program is a joint effort of the Department of Transportation and the Department of Employment and Economic Development. The program’s purpose is to fund construction, reconstruction, and improvement of state and local transportation infrastructure in order to: create and preserve jobs, improve the state’s economic competitiveness, increase the tax base, accelerate transportation improvements to enhance safety and mobility and promote partnerships with the private sector
- TFAC - Transportation Finance Advisory Committee**  
Established by Governor Mark Dayton in 2012 to analyze potential revenue sources and non-traditional approaches to transportation funding and finance. The committee recommended pursuing a revenue increase that supports an economically competitive, world class transportation system.

**TIP - Transportation Improvement Program**  
Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. As a document, the Transportation Improvement Program (TIP) reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) have prioritized their use of limited federal highway and transit funding.

**TPIC – Transportation Programming and Investment Committee**  
At the leadership level, the Transportation Programming and Investment Committee (TPIC) makes, approves, or confirms most major policy and spending decisions related to construction on trunk highways. TPIC has eight voting members, including the department’s two deputy commissioners (who each head one of the administrations), the five division directors, and the director of Metro District (the district engineer). TPIC’s decisions are recommendations to the MnDOT commissioner, who has ultimate decision-making authority.