

## REFERENCES

### DEFINITION OF TRANSPORTATION TERMS AND ACRONYMS

**ADA - Americans with Disabilities Act** - A federal act that prohibits discrimination against all individuals with disabilities. With certain statutory exceptions, public and private entities providing fixed route or demand responsive transportation services must acquire accessible vehicles or provide equivalent service to individuals with disabilities.

**Air Pollution Control District (APCD)** -Also referenced as the Air Quality Management District (AQMD), the APCD is responsible for emissions regulations and attainment of federal and state air quality standards in a predefined region. As an example, the APCD deals with issues such as the Employer Trip Reduction Program.

**Appropriation** -Legislation that allocates budgeted funds from general revenue to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

**Apportionment** - At the federal level, approval by the Office of Management and Budget for an agency to spend funds appropriated by Congress. Public reporting of the OMB approved apportionment, detailing the amount of transit funding available to each urbanized area or designated recipient, is done by FTA.

**Air Quality Attainment Plan** - Plan for attainment of the state air quality standards, as required by the California Clean Air Act of 1988. It is adopted by APCDs and subject to approval by the State Air Resources Board. San Luis Obispo County is within the attainment standards defined by the State Air Resources Board.

**Authorization** - Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

**California Alliance for Advanced Transportation Systems (CAATS)** – public/private partnership formed to foster the development and deployment of Intelligent Transportation Systems (see definition of ITS)

**California Air Resources Board (CARB)** - Designated by EPA as having responsibility for the implementation of the federal Clean Air Act, State Implementation Plan, and approving air quality attainment plans as required by the State Clean Air Act of 1988. Under State law, CARB establishes state air quality standards and vehicle emissions requirements. SLOCOG

**California Clean Air Act (AB 2595, Sher)** - Enacted in 1988, the Act: (1) established a legal mandate to achieve California's ambient air quality standards by the earliest practicable date; (2) prescribes a number of emission reduction strategies and requires annual progress in cleaning up the air; and (3) grants authority to the state's local air pollution control districts to adopt and enforce transportation control measures (TCMs).

**California Energy Commission (CEC)** - Established by the State Legislature in 1974, the CEC is the State's principal energy planning and policy making organization. The CEC is charged with ensuring a reliable and affordable energy supply for the State. CEC policies are consistent with protecting the State's environment and its public health, safety, and general welfare.

**California Environmental Quality Act (CEQA)** -Enacted in 1970, CEQA provides the State's environmental guidelines by which land use development and management decisions are

premised. CEQA specifies the State's environmental review process and applicable environmental policies.

**California Highway Patrol (CHP)** - Agency responsible for enforcing the state's traffic and safety laws on state highways and by contract, county roads. The CHP also jointly operates Traffic Operation Centers with Caltrans.

**California Public Utilities Commission (CPUC)** - Regulator of utility and transportation companies in the state that are privately owned and operated. The CPUC sets rates, regulates service standards, and monitors utility operations for safety; it does not regulate municipal or district-owned utilities. The CPUC also develops policies promoting competition among utilities and acts as an intermediary between the public and private utilities.

**California State Department of Transportation (Caltrans)** - As owner/operator of the state highway system, responsible for its safe operation and maintenance. Proposes projects for Intercity Rail, Interregional Roads, and soundwalls in the PSTIP. Caltrans is also responsible for the HSOPP, Toll Bridge, and Aeronautics programs. The TSM and State/Local Partnership Programs are administered by Caltrans. Caltrans is the implementing agency for most state highway projects regardless of program, and for the Intercity Rail program.

**California Transportation Commission (CTC)** - Nine-member board appointed by the Governor and confirmed by the Legislature that reviews Regional Transportation Improvement Programs (RTIPs) and the PSTIP, and forwards some transportation projects from these programs into the State Transportation Improvement Program (STIP); this qualifies the projects for state funding. The CTC also has financial oversight of the major programs authorized by Propositions 111 and 108.

**Capital Improvement Program (CIP)** - An element of the Congestion Management Program (CMP), the CIP is a seven year program of projects to maintain or improve traffic level of service and transit performance standards developed by the CMP, as well as the regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation-related vehicle emissions air quality mitigation measures.

**Clockface headway** – Any headway that is ten minutes or more and divides evenly into sixty minutes.

**Commuter Rail** - Form of passenger transportation characterized by medium distance home-to-work passenger travel, multiple ride ticketing, recurring peak-hour travel and use of high-density seating. Commuter rail uses diesel electric or overhead electrically powered locomotives. Examples are the Caltrans operated by Caltrans from San Jose to San Francisco, and GO Transit in Toronto.

**Comprehensive Transportation Plan (CTP)** -Long-range framework for the planning, development, operation, and maintenance of California's transportation system that proposes an intermodal system that is integrated, both in form and function, and that offers mobility while supporting economic and environmental goals. The plan is multimodal, addressing all transportation modes. It outlines a series of goals, policies, strategies and recommendations drawn from State and federal transportation law.

**Conformity** - The Federal Clean Air Act requires transportation plans, programs, and projects to conform to applicable state implementation plans. Metropolitan Planning Organizations (MPOs) and the U.S. Department of Transportation must make a determination of conformity for transportation plans and programs. The conformity determination must be based on recent estimates of emissions, and such estimates must be based on the most recent population, employment, travel and congestion estimates as determined by the MPO. San Luis Obispo County is in attainment with State air quality standards, thereby is in conformity.

**Congestion Management Program (CMP)** - A multi-jurisdictional program with the goals of

reducing traffic congestion, researching land use decision impacts, and improving air quality. State law of every county in California requires this program with an urbanized area as defined by the U.S. Census Bureau (at least 50,000 people). San Luis Obispo County is not required to have a CMP because air quality attainment standards defined by the State Air Resources Board are achieved.

**Congestion Mitigation and Air Quality Improvement Program** - A funding program established under Federal Transportation Legislation (ISTEA, TEA21) specifically for projects and programs that will contribute to the attainment of a national ambient air quality standard. Funds are available to non-attainment areas for ozone and carbon monoxide based on population and pollution severity. The approved State Implementation Program (SIP) defines eligible projects. San Luis Obispo County is within the attainment standards defined by the State Air Resources Board and does not receive funding from this program.

**Corridor** -Any major transportation route including various modes such as parallel limited access highways, major arterials, or transit lines that, while not necessarily adjacent to each other connect significant activity centers. With regard to traffic incident management, a corridor may include more distant transportation routes that can serve as viable alternatives in the event of traffic incidents.

**County Minimums** - Instituted in 1983 by SB 215 (Foran), it represents the minimum share of programming each county should receive. Under this statute (Section 188.8, Streets and Highways Code), 70 percent of the capital outlay funds must be expended in each county according to a formula based 75 percent on county population and 25 percent on centerline state highway miles in the county. The county minimum is accounted for over a fixed five-year period called a quinquennium.

**Department of Transportation (DOT)** -A federal department that includes the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). DOT is headed by the Secretary of Transportation, a cabinet-level post.

**Environmental Protection Agency (EPA)** -Federal agency charged with protecting the environment.

**Federal Aid Secondary (FAS)** - A federal system of roads eligible for CRP funds under previous federal highway acts. ISTEA eliminates this category in favor of the STP and the NHS.

**Federal Aid Urban (FAU)** - A federal system of roads eligible for CRP funds under previous federal highway acts. ISTEA eliminates this category in favor of the STP and NHS.

**Federal Clean Air Act Amendments of 1990 (FCAAA)** - Legislation that renews the Federal Clean Air Act and makes significant program changes. For the transportation sector, significant changes included a definition of conformity and requirement for the formulation by EPA and DOT of regulations regarding conformity, and requirements for the use and development of alternative fuels and vehicles.

**Federal Highway Administration (FHWA)** - Agency responsible for the approval of transportation projects that affect the federal highway system. Administratively, it is under DOT and is the sister agency of FTA.

**Federal Transit Administration (FTA)** -The federal Department of Mass Transportation (formerly UMTA), which is under DOT, and sister agency of FHWA.

**Fund Estimate** - The STIP cycle begins with the development of a State Fund Estimate by Caltrans, which compares existing commitments against total estimated revenue expected from state and federal sources. Caltrans estimates state and federal funds "reasonably expected" in annual increments for seven years (the STIP period). The calculation of existing capital program commitments is based on Caltrans' Project Delivery Report, while non-capital expenditures of

operation and administration costs are estimated based on current spending and projected needs. This comparison of revenues to commitments results in an estimate of total uncommitted funds that are available for programming and prorated to each program category. The Fund Estimate is required by law to be submitted by July 15 of odd-numbered years, and to be adopted by the CTC by August 15 of odd-numbered years. CTC adopts a "Fund Estimate Methodology" to guide Caltrans in formulating the Fund Estimate.

**Headway** – Time interval between transit vehicles moving in the same direction on a particular route.

**Heavy Rail** - Heavy rail vehicles cannot operate on surface streets but must have exclusive grade protected guideways, such as subway, at surface or aerial configuration. Heavy rail vehicles can operate in pairs or trained up to ten cars and powered by third rail or overhead catenary. Heavy rail systems must have platforms for boarding passengers. A heavy rail system can carry up to 40,000 passengers per hour in each direction.

**State Highway System Operations and Protection Plan (SHOPP)** -A program created by state legislation that includes state highway safety and rehabilitation projects, seismic retrofit projects, land and buildings projects, landscaping, some operational improvements, and bridge replacement. Unlike STIP projects, SHOPP projects may not increase roadway capacity. SHOPP is a four-year program of projects, adopted separately from the STIP cycle. The recent State gas tax increase partially funds the program, but it is primarily funded through the "old" nine-cent State gas tax and from federal funds. To be compatible with the Fund Estimate, a formula based on pavement condition and safety concerns is used to estimate an additional three years of the SHOPP program.

**Intercity Rail** - Operated by common carriers and uses fixed guideways. The service is characterized by inter-regional passenger travel provision for personal carry-on baggage, and possible use of specialized cars for food service, sleeping accommodations, checked baggage, and package express.

**Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)** - Enacted in 1991, this Act provides authorization for highways, highway safety and mass transportation through 1997, with total funding of \$155 billion. The purpose of ISTEA is "to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner." A few examples of provisions under the Act include: a National Highway System (NHS), new technologies, such as intelligent vehicle highway systems and prototype magnetic levitation systems, as well as the requirement of state uniformity in vehicle registration and fuel tax reporting.

**Intermodal** - A unifying, integrated national network of travel modes emphasizing connections between modes, choices among them, and coordination and cooperation among transportation interests.

**Interregional Road System (IRRS)** -In February 1990, Caltrans submitted a plan to the State legislature that identified a set of projects to provide the most adequate interregional road system to all economic centers in the State. Statute defined eligible routes that were included, and specified that these be located outside the boundaries of urbanized areas with over 50,000 population, except as necessary to provide connection of the routes within urban areas. From this plan, Caltrans included projects, consistent with the Fund Estimate, in its PSTIP to the CTC for programming in the STIP.

**Interstate Completion** – TEA-21 declares the 42,500-mile Federal Interstate Highway System launched in 1956 by the Eisenhower Administration to be completed with the final authorizations contained in the bill. Based on the Interstate Cost Estimate (ICE), specific segments of the Interstate System are still to be completed, and funds are included in TEA-21 to do so.

**Interstate Maintenance** – TEA-21 establishes a funding category for maintenance of the Interstate system that specifically limits use of these funds for capacity increasing projects that are not high occupancy vehicle lanes or auxiliary (merging) lanes. Eligible activities include reconstruction of bridges, interchanges and overcrossings along existing interstate routes, including the acquisition of right-of-way where necessary and preventive maintenance.

**Level of Service (LOS)** - A measure of congestion that compares actual or projected traffic volume with the maximum capacity of the intersection or road in question.

**Light Rail** - Light rail vehicles can operate as single vehicles or can be trained and frequently do operate on surface streets as well as on exclusive rights-of-way, and draw electric power from an overhead catenary system. Light rail systems can have passenger boarding at surface as in San Diego and Sacramento or from elevated platforms as in Los Angeles. Maximum capacity of a light rail system is generally regarded as 10,000 passengers in each direction.

**Long-Range Transit Plan** -This plan represents a long-range evaluation of transit needs and proposes recommendations for implementing long-range objective over a 20-year timeframe. Further, the Plan provides direction for coordinating implementation of goals and policies identified in the Plan.

**Management Systems in TEA-21-** The Act requires each state to develop and implement the following management systems: (a) highway pavement of federal-aid highways; (b) bridges on and off federal-aid highways; (c) highway safety; (d) traffic congestion; (e) public transportation facilities and equipment; (f) intermodal transportation facilities and systems. In metropolitan areas, these systems are to be developed and implemented in cooperation with the MPO. Management system products are to be considered by the State and MPOs in their planning processes. The U.S. Department of Transportation has issued guidelines for these systems.

**Metropolitan Planning Organizations (MPOs)** - Federally designated organizations for urbanized areas of greater than 50,000 population mandated to carry out transportation planning as required by ISTEA.

**Maglev** - Magnetic levitation (maglev) trains carry passengers in a manner similar to that of intercity rail (Amtrak). Maglev prototypes in Germany and Japan have logged thousands of miles at speeds of up to 260 miles per hour. Maglev technology has several possible benefits, including: (a) environmentally acceptable; (b) fuel efficiency (electric power); (c) possibility of relieving highway and airport congestion; (d) ability to cover short distances in roughly the same amount of time as airplane travel;

(e) considered safer than other kinds of trains because the train wraps around the rail and is difficult to derail; (f) non-contact levitation system (no friction and less wear); (g) offers high sustained maximum speeds, capable of speeds over 300 mph; and (h) elevated guideway uses less space.

**Metropolitan Transportation Investment (MTS) Studies** -Considered an important provision under the Metropolitan Planning regulations, MMTI is defined as "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, LOS, or mode share at the transportation corridor or subarea scale." The primary purpose of an MMTI study is to create a decision-making process for determining transportation investment strategies.

Projects funded or approved by the Federal Highway Administration and/or Federal Transportation Administration are subject to the Metropolitan Planning regulations and requirements under MMTI.

**National Environmental Protection Act (NEPA)** -Passed by Congress in 1969, NEPA established established the Council on Environmental Quality and required the preparation of environmental impact statements for federal projects. NEPA requires that an Environmental

Impact Assessment (EIA) describe current conditions, identify alternative means of accomplishing the objective, enumerate the likely impacts of each alternative, identify the preferred alternative and the method used to select it, describe the impact of the selected alternative in detail, and list possible actions to minimize negative impacts of the selected alternative.

**National Highway System (NHS)** -ISTEA established a 155,000-mile NHS to provide an interconnected system of principal arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities, and other intermodal transportation facilities. The NHS must also meet national defense requirements and serve interstate and interregional travel. Eligible projects include new construction, reconstruction, and rehabilitation of highways, operational improvements, mass transit projects in an NHS corridor, safety improvements, transportation planning, traffic management and control, parking facilities, carpool projects, and bicycle and pedestrian projects. In areas not meeting federal clean air standards, up to 100 percent of NHS funding is transferable to the STP upon request of the State.

**North/South Split** - California law (Section 188, Streets and Highways Code) requires programming to be balanced so that 60 percent of the capital outlay is spent in the 11 southern counties, and 40 percent is spent in the 45 northern counties. This balance must occur for the period July 1, 1989 to June 30, 1993, and for each subsequent five-year period. This rule has a serious impact on the type of projects programmed for the all counties. Rehabilitation and safety funds tend to be spent roughly 60 percent in northern counties, and only 40 percent in southern counties, because of worse weather conditions and more mountainous roads in northern counties. In addition, engineering costs are relatively higher in northern than in southern counties, and further, Caltrans' project support costs for locally funded projects, of which the North has a disproportionate share, is also included. Thus, funds for capacity-increasing projects need to be weighted toward southern counties, so that the overall balance remains 60/40. This results in fewer congestion relief projects being funded in the urban areas in northern California.

**Operational Improvement** - A capital improvement for installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, and programs and such other capital improvements to public roads as the Secretary may designate, by regulation. The term does not include resurfacing, restoring, or rehabilitating improvements, construction of additional lanes, interchanges, grade separation, or the construction of a new facility at a new location.

**Pavement Management System (PMS)** - Required by Section 2108.1 of the Streets and Highways Code, any jurisdiction that wishes to qualify for funding under the STIP must have a PMS that is in conformance with the criteria adopted by the Joint City/County/State Cooperation Committee. At a minimum, the PMS must contain: (1) An inventory of the arterial and collector routes in the jurisdiction that is reviewed and updated at least biennially; (2) An assessment of pavement condition for all routes in the system, updated biennially; (3) An identification of all sections of pavement needing rehabilitation or replacement; and (4) A determination of budget needs for rehabilitation or replacement of deficient pavement sections for the current and upcoming biennial periods.

**Principal Arterial** -The functional classification system at the federal level defines principal arterials for rural areas, urbanized areas, and small urban areas. In urbanized areas, the principal arterial system can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel. Principal arterials derive their importance from service to rural oriented traffic, but equally or even more importantly, from service for major movements within the urbanized area. The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intra-area travel, such as between major business districts and outlying residential areas, between major inner city communities, or

between major suburban centers should be served by this system. Frequently, the principal arterial system will carry important intra-urban as well as intercity bus routes. Finally, this system in small urban and urbanized area should provide continuity for all rural arterials which intercept the urban boundary. Because of the nature of the travel served by the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional system. However, this system is not restricted to controlled access routes. The spacing of urban principal arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas. The US Department of Transportation provides 40 to 65 percent of VMT accounted for on the principal arterial system.

**Project Study Report (PSR)** - Chapter 878 of 1987 Statutes requires that any capacity-increasing project on the state highway system have a completed PSR prior to programming the STIP. The PSR must include a detailed description of the project scope and estimated costs. This legislation's intent is to improve the accuracy of the schedule and costs shown in the STIP, and thus improve the overall accuracy of the STIP delivery and cost estimates.

**Regional Transportation Improvement Program (RTIP)** -A list of proposed transportation projects submitted to the CTC by the regional transportation planning agency as a request for state funding. Individual projects are first proposed by local jurisdictions, then evaluated and prioritized by the regional agency for submission to the CTC. The RTIP has a five-year planning horizon, and is updated every two years.

**Regional Transportation Plan (RTP)** -A comprehensive 20-plus year plan for the region, updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

**Regional Transportation Planning Agency (RTPA)** - The agency responsible for the preparation of RTPs and RTIPs and designated by the State Business, Transportation and Housing Agency to allocate transit funds. RTPAs can be local transportation commissions, COGs, MPOs, or statutorily created agencies.

**Safety Programs** -TEA21 sets aside 10 percent of the Surface Transportation Funds and 5 percent of the reimbursement funds for programs related to railway-highway crossings and hazard elimination as defined by Sections 130 and 152 of the Act.

**Short-Range Transit Plans (SRTP)** -A nine-year comprehensive plan required of all transit operators by federal and regional transportation funding agencies. The plans must define the operator's mission, analyze past and current performance, and plan specific operational and capital improvements to realize short-term objectives.

**State/Local Partnership** - Originally created by SB 140, and subsequently funded by the passage of Proposition 111 in June 1990, the State/Local Partnership program provides state matching funds for locally funded and constructed highway and exclusive public mass transit guideway projects. Some \$2 billion has been designated for this program over 10 years. Eligible projects are defined by the legislation and clarified by guidelines published by the Caltrans Division of Local Streets and Roads. Applications are submitted annually to Caltrans by June 30 for the following fiscal year. The amount of State match available in a given year is dependent on the number of eligible applicants and the size of the appropriation to the program by the legislature during the budget process. The state match cannot exceed 50 percent. For the first three years of the program, the match ratio has been 21 percent, 18 percent, and 15 percent, respectively.

**State Transit Assistance (STA)** - This program provides funding for mass transit and transportation planning. With half of the revenues transferred to the TP&D Account and appropriated to STA. STA apportionments to regional transportation planning agencies are determined by two formulas: 50 percent by populations and 50 percent by the amount of operator revenues (fares, sales tax, etc.) for the prior year. STA funds may be used for transit

capital or operating expenditures. Passage of Proposition 116 disallows use of STA funds for streets and roads in non-urban counties.

**State Transportation Improvement Program (STIP)** - A list of transportation projects, proposed in RTIPs and the PSTIP, which are approved for funding by the CTC.

**Surface Transportation Program (STP)** - A new funding program established by ISTEA that is very flexible. Many types of mass transit and highway projects are eligible for funding under this program. Ten percent of the projects funded under this program must be transportation enhancement activities and 10 percent for safety projects.

**Traffic Systems Management Program (TSM Program)** - A new state-funded program that funds those projects which "increase the number of person trips on the highway system in a peak period, without significantly increasing the design capacity of the system, measured by vehicle trips, and without increasing the number of through traffic lanes" (TSM Guidelines adopted by the CTC in October 1989). This program is funded outside of the STIP process, through direct application to Caltrans. The CTC allocates funds to the projects from a prioritized list submitted by Caltrans. Statute requires that priority be given to projects from counties with adopted CMPs.

**Transit Capital Improvement Program (TCI)** - An annual State program, funded primarily from the TP&D account for transit capital projects. All State funds must be matched by 50 percent local funds.

**Transportation Control Measures (TCMs)** - Measures intended to reduce pollutant emissions from motor vehicles. Examples of TCMs include programs to encourage ridesharing or public transit usage, and city or county trip reduction ordinances.

**Transportation Demand Management (TDM)** - "Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules, that enable employees to commute to and from work outside of peak hours.

**Transportation Enhancement Activities – TEA-21** defines transportation enhancement activities for the purpose of funding under the STP as "the provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures, facilities and canals, preservation of abandoned railway corridors including the conversion and use thereof for pedestrian or bicycle trails, control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff."

**Transportation Improvement Program (TIP)** -A federally required document produced by the regional transportation planning agency that states the investment priorities for transit and transit-related improvements, mass transit guideways, general aviation and highways. The State is also required to produce a federal TIP which includes all projects proposed for federal funding.

**Urbanized Area** -An area with a population of 50,000 or more designated by the U.S. Census Bureau, within boundaries to be fixed by responsible state and local officials, subject to approval by the Secretary of Transportation.

**Vehicle Miles Traveled (VMT)** - Travel demand forecasting (modeling) is used to generate the average trip lengths for a region. The average trip length measure can then be used in estimating vehicle miles of travel, which in turn is used in estimating gasoline usage or mobile source emissions of air pollutants.

## ACRONYMS

**AA** - Alternatives Analysis **AASHTO** - American Association of State Highway & Transportation Officials **ADA** - Americans with Disabilities Act **AIP** - Airport Improvement Program (federal) **APCD** - Air Pollution Control District **AQAP** - Air Quality Attainment Plan **ASR** - Airport Surveillance Radar **AVR** - Average Vehicle Ridership **AVTTAC** - Aviation Transportation Technical Advisory Committee **BARCT** - Best Available Retrofit Control Technology **BSC** - Bakersfield Senior Center **CALTRANS** - California Department of Transportation **CARB** - California Air Resources Board **CCAA** - California Clean Air Act **CEQA** - California Environmental Quality Act **CIP** - Capital Improvement Program **CMAQ** - Congestion Management Air Quality (funding program) **CMP** - Congestion Management Program **CRP** - Combined Road Program **CTC** - California Transportation Commission **CTSA** - Consolidated Transportation Service Agency **DOE** - Department of Energy (federal) **DOT** - Department of Transportation (federal) **DTIM** - Demand Travel Impact Model **EAFB** - Edward Air Force Base **EMM** - Environmental Enhancement and Mitigation Program **EPA** - Environmental Protection Agency **ER** - Emergency Relief Program **FAA** - Federal Aviation Administration **FCAAA** - Federal Clean Air Act Amendments of 1990 **FCR** - Flexible Congestion Relief Program **FHWA** - Federal Highway Administration **FIP** - Federal Implementation Plan **FSTIP** - Federal Statewide Transportation Improvement Program **FTA** - Federal Transit Administration **FTIP** - Federal Transportation Improvement Program **FTZ** - Foreign Trade Zone **FY** - Fiscal Year **GET** - Golden Empire Transit District **GPA** - General Plan Amendment **HPMS** - Highway Performance Monitoring Systems **HSR** - High Speed Rail **HOV** - High Occupancy Vehicle **ILS** - Instrument Landing System **I/M** - Inspection and Maintenance **ISR** - Indirect Source Review **ITS** - Intelligent Transportation Systems **Kern COG** - Kern Council of Governments **KRT** - Kern Regional Transit **LOS** - Level of Service **LRT** - Light Rail Transit **LTF** - Local Transportation Fund **MMTI** - Major Metropolitan Transportation Investments **MPO** - Metropolitan Planning Organization **NAHC** - Native American Heritage Commission **NAWS** - (China Lake) Naval Air Weapons Station **NEPA** - National Environmental Policy Act **NHS** - National Highway

System **NO** - nitric oxide **NO<sub>2</sub>** - nitrogen dioxide **NOP** - Notice of Preparation **OAD** - Older Americans Act **O<sub>3</sub>** - ozone **PAC** - Project Advisory Committee **PAPI** - Precision Approach Path Indicator **PLH** - Public Lands Highway Program **PM<sub>10</sub>** - Particulate Matter (less than 10 microns in size) **pphm** - parts per hundred million **PSTIP** - Proposed State Transportation Improvement Program **PUC** - Public Utilities Commission **PVEA** - Petroleum Violation Escrow Account (PVEA) **RFP** - Request for Proposal **ROC** - Reactive Organic Compounds **ROP** - Rate of Progress Plan **RSTP** - Regional Surface Transportation Program **RTIP** - Regional Transportation Improvement Program **RTP** - Regional Transportation Plan **RTPA** - Regional Transportation Planning Agency **SB** - Senate Bill **SHA** - State Highway Account **SHL** - State Historic Landmark **SHPO** - State Historic Preservation Office **SHRP** - Strategic Highway Research Program **SHTAR** - State Highway Terminal Access Routes **SIC** - Standard Industrial Classification **SIP** - State Implementation Plan **SLTPP** - State and Local Transportation Partnership Program **SJVAB** - San Joaquin Valley Air Basin **SJVAPCD** - San Joaquin Valley Air Pollution Control District **SR** - State Route **STAA** - Surface Transportation Assistance Act **STAF** - State Transit Assistance Fund **STIP** - State Transportation Improvement Program **STP** - Surface Transportation Program **TAC** - Technical Advisory Committee **TAZ** - Traffic Analysis Zone **TCM** - Transportation Control Measure **TDA** - Transportation Development Act **TDM** - Transportation Demand Management **TEA** - Transportation Enhancement **TEA-21** – Transportation Enhancement Act for the 21<sup>st</sup> Century **TMA** - Transportation Management Area and/or Association **TOG** - Total Organic Gases **TPPC** - Transportation Planning Policy Committee **TSM** - Transportation System Management **TTAC** - Transportation Technical Advisory Committee **US DOT** - Department of Transportation (federal) **USTIP** - Updated State Transportation Improvement Program **VMT** - Vehicle Miles Traveled **VT** - Vehicle Trips