

FREQUENTLY USED TRANSPORTATION ACRONYMS

A

- AASHTO American Association of State Highway and Transportation Officials
AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.
- AB 1012 Assembly Bill 1012
Approved by the Governor on October 7, 1999 contains seven main elements and is an urgency measure. The main intent of the bill is to reduce the large cash balance in the State Highway Account in the State Transportation Fund.
- AB 194 Assembly Bill 194 (Chapter 687, statutes of 2015)
Authorizes regional transportation agencies or the California Department of Transportation (Caltrans) to apply to the Commission to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight.
- ADA Americans with Disabilities Act
The ADA defines the responsibilities of requirements for transportation providers to make transportation accessible to individuals with disabilities. The USDOT published the Final Rule on Transportation for Individuals with Disabilities on September 6, 1991.
- AFC Automatic Fare Collection System
A system of controls and equipment that automatically admits passengers on insertion of the correct fare in coins, tokens, tickets, or fare cards; it may include special equipment for transporting and counting revenues.
- AGT Automated Guideway Transit System
A transportation system in which automated, driverless vehicles operate on fixed guideways with exclusive right-of-way.

APTA American Public Transit Association

APTA serves and leads its diverse membership through advocacy, innovation, and information sharing to strengthen and expand public transportation.

ARRA American Recovery and Reinvestment Act of 2009

A job and economic stimulus bill intended to help states and the nation restart their economies and stimulate employment during the worst economic downturn in over 70 years. In drafting this bill, President Obama and Congress recognized that investment in transportation infrastructure is one of the best ways to create and sustain jobs, stimulate economic development, and leave a legacy to support the financial well-being of the generations to come. The intent and language of the bill responds to the urgency of our national situation by tasking state departments of transportation and other transportation stakeholders to quickly move forward with mobility projects that bring real value to the local, state, and national economy. Nationally, the bill provides more than \$48 billion for transportation. Formula programs in the ARRA apportion to California approximately \$2.57 billion for highways, local streets and roads, freight and passenger rail, and port infrastructure projects, and \$1.07 billion for transit projects. In addition, California is eligible to apply for funding under other discretionary programs that set aside: \$8 billion for high speed and intercity rail, \$1.5 billion for significant surface transportation projects, \$1.3 billion for aviation, and \$2.2 billion for AMTRAK, new starts, transit, ferries and other programs.

ARZ Auto Restricted Zone

An area in which normal automobile traffic is prohibited or limited to certain times, and vehicular traffic is restricted to public transit, emergency vehicles, taxicabs, and, in some cases, delivery of goods.

ATC Automated Train Control

A system for automatically controlling train movement, enforcing train safety, and directing train operations by computers.

ATU Amalgamated Transit Union

A major labor union representing workers in the transit industry; membership is limited to operators, mechanics and other non-supervisory employees of the transit industry.

ATP Active Transportation Program

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various transportation programs, including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs into a single program. Most recently, Road Repair and Accountability Act of 2017 Senate Bill 1 (Chapter 20, Statutes of 2017) added approximately \$100 million per year in available funds for the ATP. This will nearly double the amount of available funds for the Active Transportation Program.

AV Autonomous Vehicle

A self-driving car (sometimes called an autonomous car or driverless car). It is a vehicle that uses a combination of sensors, cameras, radar and artificial intelligence (AI) to travel between destinations without a human operator. To qualify as fully autonomous, a vehicle must be able to navigate without human intervention to a predetermined destination over roads that have not been adapted for its use.

B

BATA Bay Area Toll Authority

Manages the toll revenues from the Bay Area's seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system.

BEB Battery Electric Bus

BTA Bicycle Transportation Account

The BTA funds city and county projects that improve safety and convenience for bicycle commuters.

C

CAAP California Aid to Airports Program

To assist in establishing and improving a statewide system of safe and environmentally compatible airports whose benefit is for general aviation.

CalSTA California State Transportation Agency

CalSTA is part of the Executive Branch of California government and its Secretary is a member of the Governor's cabinet. It oversees the activities of 13 departments.

Caltrans California Department of Transportation

CARB California Air Resources Board

The California Air Resources Board is a part of the California Environmental Protection Agency (CalEPA), an organization which reports directly to the Governor's Office.

CASP California Aviation System Plan

The Department of Transportation shall prepare the CASP, which shall include, but not be limited to, every California airport designated in the federal National Plan of the Integrated Airport Systems and any other existing or proposed public use airport, as designated by the Department of Transportation.

CBD Central Business District

The downtown retail trade and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and services.

CCR California Code of Regulations

CEQA California Environmental Quality Act

CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

CMA Congestion Management Agency

Passed by California voters in 1990, Proposition 111 added nine cents per gallon to the state fuel tax to fund local, regional and state transportation projects and services. It also required urban counties to designate a congestion management agency, whose primary responsibility is to coordinate transportation planning, funding and other activities in a congestion management plan.

CMAQ Congestion Mitigation and Air Quality Program

This program considers projects or programs, which will contribute to attainment of National Air Ambient Air Quality Standards (NAAQS) with a focus on ozone and carbon monoxide. Only ozone non-attainment areas receive CMAQ funds

- CMIA Corridor Mobility Improvement Account
The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006; includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are to be available to the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system.
- COG Council of Governments
A consortium of local government representatives from contiguous communities, which makes recommendations for solutions to regional problems.
- CON Construction Phase
- CTA California Transit Association
CTA lobbies for public transit initiatives in the California legislature.
- CTC California Transportation Commission

D

- DBE Disadvantaged Business Enterprise
A business owned and controlled by one or more socially and economically disadvantaged individuals. A socially and economically disadvantaged individual includes Black Americans, Hispanic Americans, Native Americans, Asian Pacific American, or Asian Indian Americans and any other minorities or individuals found to be disadvantaged by the Small Business Administration under Section 8(a) of the Small Business Act.
- DOT Department of Transportation
The cabinet level Department of the federal government that is responsible for administering federal transportation programs including public transportation, highways, railroads, air transportation, shipping, and the Coast Guard. Each state also has a Department of Transportation.

E

- EA Expenditure Authorization

- E&H Elderly and Handicapped
Refers to special transportation services for members of these groups.
- EEM Environmental Enhancement and Mitigation Program
The Transportation Blueprint Legislation of 1989 established the Environmental Enhancement and Mitigation (EEM) Program. The Legislature is authorized to allocate ten million dollars annually, to local, state, and federal agencies, and nonprofit organizations for projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities, or for the design, construction or expansion of new transportation facilities.
- EIR Environmental Impact Report
A report to inform the public and public agency decision-makers of significant environmental effects of a proposed project, identify possible ways to minimize those effects, and describe reasonable alternatives to the project.
- EIS Environmental Impact Statement
A comprehensive study of likely environmental impacts resulting from major federally assisted projects. The National Environmental Policy Act requires the statements.
- EPA Environmental Protection Agency
Government agency that furnishes extensive resources in environment-related information, including news, legislation, test methods, and data.
- EPPR Electronic Project Programming Report
- EV Electric Vehicle
An electric vehicle uses one or more electric motors or traction motors for propulsion, instead of an internal combustion engine.

F

- FE Fund Estimate
Five year forecast of programming capacity for the SHOPP and the STIP.
- FFY Federal Fiscal Year
The federal fiscal year begins October 1 each year.
- FHWA Federal Highway Administration
Established to assure development of an effective national road and highway transportation system. FHWA approves all federally funded projects.

FRA Federal Railroad Administration

The purpose of the FRA is to promulgate and enforce rail safety regulations, administer railroad assistance programs, conduct research and development in support of improved railroad safety and nation railroad transportation policy provide for the rehabilitation of Northeast Corridor rail passenger service, and consolidate government support of rail transportation activities.

FTA Federal Transit Administration or Fund Transfer Agreement

Federal Transit Administration provides financial and technical assistance to local transit systems. Maintains a database of trends and profiles in transportation. Fund Transfer Agreement is a contract between Caltrans and local agencies that allows for the reimbursement of state funds.

FTF Federal Trust Fund

FTIP Federal Transportation Improvement Program

The FTIP establishes a systematic approach to programming capital improvement projects over a three-year period. Projects listed in the FTIP are designed to be consistent with and implement the Regional Transportation Plan (RTP). The RTP is a twenty-year plan for transportation in a region. The FTIP is subject to continual review and modifications to assure timely delivery of programs and projects identified in the RTP, RTIP, and FTIP.

FY Fiscal Year

The state fiscal year begins July 1 and ends June 30 each year.

G

GARVEE Grant Anticipation Revenue Vehicle

Federal Grant Anticipation Revenue Vehicle (GARVEE) Bond Financing is a type of bond or similar financing method issued by a state to finance large projects that would otherwise be unaffordable with available State Highway Account funding. States must repay the bonds using federal funds expected to be received in the future. Although this financing mechanism allows strategic projects to be delivered more quickly, the resulting debt service limits future program flexibility.

GHG Greenhouse House Gas

GIS Geographic Information System

H

HBRRP Highway Bridge Replacement and Rehabilitation Program
The federal Transportation Equity Act for the 21st Century (TEA 21) authorizes the HBRRP. The purpose of the Program is to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

HCD Housing and Community Development Department

HOT Lanes High Occupancy Toll Lanes
These are lanes that can be used by both high-occupancy vehicles (either without charge or with a reduce toll) and single-occupancy vehicles (with a variable toll during peak hours). The toll is determined by hourly vehicle flows and is set high enough in peak hours to keep the number of users down and, consequently, speeds of vehicles on the road up.

HOV High Occupancy Vehicle
Vehicles that can carry more than two persons. Examples of high occupancy vehicles are bus, vanpool, and carpool.

HRCSA Highway-Railroad Crossing Safety Account
The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes \$250 million in funding for two programs: \$150 million for highway-railroad grade separations derived from the California Public Utilities Commission's Section 190 grade separation priority list and \$100 million for non-Section 190 high-priority grade crossing improvements.

I

ICC Interstate Commerce Commission
ICC, former independent agency of the U.S. government, established in 1887; it was charged with regulating the economics and services of specified carriers engaged in transportation between states. Surface transportation under the ICC's jurisdiction includes railroads, trucking companies, bus lines, freight forwarders, water carriers, oil pipelines, transportation brokers, and express agencies.

IIP Interregional Improvement Program

ITIP Interregional Transportation Improvement Program
Twenty-five percent share of the STIP

ITS Intelligent Transportation System
ITS includes electronic toll collection, traffic control and demand management, driver information systems, and more.

IVHS Intelligent Vehicle-Highway Systems
The Intelligent Vehicle Highway Systems Corridors Program (IVHS) is a new program under STEA. "Intelligent Vehicle Highway Systems" means the development or application of electronics, communications, or information processing, alone or together, to improve the efficiency and safety of surface transportation systems. Under the program, the U.S. Secretary of Transportation designates corridors in which IVHS programs will have a particular benefit and assist in the development and implementation of IVHS.

J

K

L

LA Local Assistance

Assists local agencies in taking advantage of state and federal funded transportation programs.

LAO Legislative Analyst Office

The LAO has been providing fiscal and policy advice to the Legislature for more than 55 years. It is known for its fiscal and programmatic expertise and nonpartisan analyses of the state's budget. The LAO is overseen by the Joint Legislative Budget Committee (JLBC), a 16-member, bipartisan committee. The analytical staff is divided into seven subject area groups of fiscal and policy experts.

LBSRP Local Bridge Seismic Retrofit Account

LEV Low Emission Vehicle

Passenger cars and light-duty trucks that provide several increasingly cleaner emission standards.

- LONP Letter of No Prejudice
Approval for lead application agencies including the regional or local entity to expend its own funds for any component of said agency's project.
- LOS Level of Service
The Highway Capacity Manual defines six level of services, A through F, where A represents free flow conditions and F being the most congested.
- LPP Local Partnership Program
SB 1 created a new Local Partnership Program for local transportation agencies that have approved local taxes or fees specifically dedicated to transportation improvements; the program authorized additional funding to help the local agencies leverage these investments and expedite project delivery. The \$200 million per year program is designed to provide a variety of multimodal transportation improvements for roads, rail and other public transit systems, bicyclists and pedestrians, and operational improvements. The Commission implemented this program by distributing 50 percent of the funds to projects selected through a competitive process and the other 50 percent based on a formula.
- LRRT Light Rail Rapid Transit System
A light rail transit system that operates on grade separated right-of-way.
- LRT Light Rail Transit System
A type of electric rail transit system with a "light" volume traffic capacity compared to Heavy Rail. Light rail may be on exclusive or shared right-of-way, high or low platform, multi-car trains or single cars, automated or manually operated. In generic usage light rail includes streetcars, trolley cars and tramways; in specific usage light rail refers to very modern and more sophisticated developments of these older rail modes.
- LSRP Local Streets and Roads Program
SB 1 doubled the state funding dedicated to local jurisdictions by creating the Local Streets and Roads Program. This program apportions funding through the State Controller's Office by formula to cities and counties for basic road maintenance, rehabilitation, and critical safety projects.
- LTF Local Transit Funds - See TDA

M

MIS Major Investment Study

A Major Investment Study (MIS) is a detailed, comprehensive report that organizes and summarizes the results of a series of social, economic, transportation, and environmental modeling and planning studies. Preparation of a MIS is required for major Federal projects by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

MPO Metropolitan Planning Organization

The organization designated by local elected officials as being responsible for carrying out the urban transportation and other planning processes.

MBE Minority Business Enterprise

A business owned and controlled by one or more individuals who are defined as minorities under U.S. Department of Transportation regulations.

N

NCRA North Coast Railroad Authority

NCRA was formed in 1989 by the California Legislature under the North Coast Railroad Authority Act. The NCRA is responsible for rail line from Korbelt in the north to Schellville in the south. Senate Bill 1029 (Chapter 934, Status of 2018) dissolves NCRA and transfers its rights-of-way to other entities for the purpose of potentially developing a trail that could include railbanking and continuing freight where it was operational on January 1, 2018.

NEPA National Environmental Policy Act of 1969

A comprehensive federal law requiring an analysis of the environmental impacts of federal actions such as the approval of grants; also requiring the preparation of an Environmental Impact Statement for every major federal action significantly affecting the quality of the human environment.

NHS National Highway System

It is approximately 160,000 miles (256,000 kilometers) of roadway important to the nation's economy, defense, and mobility.

NMD Negative Mitigated Declaration

O

- OA Obligation Authority
Annual limitation of federal funds, which the state can obligate within a given year.

P

- PA&ED Environmental Phase
Project Approval and Environmental Document
- P3 Public-Private Partnership
SB X2-4 (Chapter 2, Statutes of 2009) authorized Caltrans and regional transportation agencies to enter into comprehensive development lease agreements with public or private entities to develop transportation projects. These agreements are commonly known as P3 agreements.
- PID Project Initiation Document
- PPR Project Programming Request
- PPNO Planning and Programming Number
- PM Post Mile
- Prop 1A High Speed Passenger Train Bond Program
The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century approved by the voters as Proposition 1A on November 4, 2008, authorized the Commission, upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system or that provide capacity enhancements and safety improvements.
- Prop 1B Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006
Approved November 2006 , Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, school bus retrofit and

replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety.

Prop 116 Clean Air and Transportation Improvement Act of 1990
Authorizes general obligation bond issue of \$1,990,000.000 to provide funds principally for passenger and commuter rail systems, with limited funds available for public mass transit guideways, paratransit vehicles, bicycle and ferry facilities, and railroad technology museum. Allocates certain amounts to specified state and local entities through a grant program administered by the California Transportation Commission. Program will require some matching funds from local entities. Appropriates money from state General Fund to pay off bonds.
Design Phase

PS&E Plans, Specifications, and Estimates

PSR Project Study Report
A new project may not be included in the STIP without a PSR or a PSR equivalent. At a minimum the PSR must adequately- define the projects scope, cost and schedule. It should provide a sound basis for commitment of future state and federal funds.

PTA Public Transportation Account
The PTA provides a source of state funds primarily for transit (including bus and rail) purposes.

PTC Positive Train Control
Positive Train Control is a system designed to prevent train-to-train collisions, derailments caused by excessive speeds, unauthorized train movements in work zones, and the movement of trains through switches left in the wrong position. PTC networks enable real-time information sharing between trains, rail wayside devices, and “back office” applications, regarding train movement, speed restrictions, train position and speed, and the state of signal and switch devices.

PTMS Public Transportation Facilities and Equipment Management System
This is a systematic process that collects and analyzes transit facilities, equipment, and rolling stock information on an ongoing basis. It provides information for decision makers to select cost-effective strategies for providing and maintaining facilities,

equipment, and rolling stock in a serviceable condition.

PUC Public Utilities Commission

Q

R

RC Road Charge

The California Road Charge Technical Advisory Committee was established in 2014 by Senate Bill 1077 (Chapter 835, Statutes of 2014). SB 1077 created the California Road Usage Charge Pilot Program and tasked the Chair of the Commission, in consultation with the California State Transportation Agency (CalSTA) to convene a fifteen member Technical Advisory Committee (TAC) to study road usage charge alternatives to the gas tax, gather public comment, and make recommendations to CalSTA regarding the design of a road usage charge pilot program. Senate Bill 1328 (Chapter 698, Statutes of 2018) extended the authority of the Road Charge Technical Advisory Committee to January 2023. This legislation requires the Committee to continue to assess the potential for alternative methods, including a mileage-based revenue collection system, to the existing gas tax system for generating the revenue necessary to maintain and operate the state's transportation system.

RCTF Rural Counties Task Force

The task force was formed in 1988 as a joint effort between the CTC and rural counties. It is an informal organization with no budget or staff that general meets bi-monthly.

RIP Regional Improvement Program

RMRA Road Maintenance and Rehabilitation Account

Adopted April 28, 2017 Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), which is known as the Road Repair and Accountability Act of 2017 addresses basic road maintenance, rehabilitation and critical safety needs on both the state highway and local streets and road system, SB 1: increases per gallon fuel excise taxes; increases diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years.

RON Resolution of Necessity

Right-of-way needed for the State Highway System (SHS) is acquired through purchase at fair market value. When Caltrans cannot reach an agreement with a property owner on the value or amount of land to be acquired, Caltrans is allowed to request a condemnation action from the California Transportation Commission (CTC) under California Streets and Highway Code, Section 102, and pursuant to California Code of Civil Procedure, Section 1245.230. A resolution of necessity (RON) is a formal document adopted by the CTC that authorizes Caltrans to proceed with a condemnation action to acquire property.

RPA Regional Planning Agency

A non-profit, quasi-public organization whose policy board is composed of member municipal government representatives, and which makes recommendations related to land use, the environment, human resources, housing, and transportation, for a specific region.

RSTP Regional Surface Transportation Program

The RSTP provides flexible funding that may be used by localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intercity and intercity bus terminals and facilities.

RTAP Rural Transit Assistance Program

The RTAP is authorized by 49 U.S.C. 531 I(b)(2), which establishes a rural transportation assistance program in non-urbanized areas implemented by grants and contracts for transportation research, technical assistance, training and related support services in non-urbanized areas.

RTIP Regional Transportation Improvement Program

Seventy-Five percent share of the STIP

RTP Regional Transportation Plan

An RTP provides a comprehensive analysis of existing and future transportation needs for a region. It should specify how anticipated federal, state and local transportation funds will be spent.

RTPA Regional Transportation Planning Agency

The RTPA was created by AB 69 to prepare regional transportation plans and designated by the Bureau of Transportation and Housing Secretary to receive and allocate transit funds. RTPAs can be Local Transportation Commissions, Council of Governments, or Metropolitan Planning Organizations or statutorily created agencies.

R/W Right of Way Phase

S

- SB 1 Senate Bill 1
Senate Bill 1 (Chapter 5, Status of 2017), also known as the Road Repair and Accountability Act of 2017, provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- SB 45 Senate Bill 45
State legislation to change transportation programming in California. Decentralizes many programming decisions from state to regional level.
- SCCP Solutions for Congested Corridors Program
SB 1 created the \$250 million per year Solutions for Congested Corridors Program to fund projects to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements and community impacts, and that yield environmental benefits.
- SCS Sustainable Communities Strategy
Senate Bill 375 (Chapter 728, Statutes of 2008) calls upon each of California's 18 metropolitan planning organizations to develop an integrated transportation, land-use and housing plan known as a Sustainable Communities Strategy (SCS). The SCS must demonstrate how the region will reduce greenhouse gas emissions through long-range planning.
- SHA State Highway Account
- SHOPP State Highway Operations and Protection Program
A four-year document of projects that is adopted by the Commission after holding at least two public hearings and a finding of consistency with the Transportation Asset Management Plan (TAMP). The adopted SHOPP is submitted to the Legislature and the Governor not later than April 1 of each even-numbered year. SHOPP projects are identified through periodic condition assessments and field reviews, through the biennial State Highway System Management Plan, are guided by the developing Transportation Asset Management Plan, and constrained to the funding in the adopted Fund Estimate. Funding for SHOPP projects is a mixture of Federal and State funds, including the Road Maintenance and Rehabilitation Account created by SB 1. Projects included in the program shall be limited to capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity to the

system.

SHSMP State Highway System Management Plan

A performance-driven and integrated management plan for the State Highway System (SHS) in California. SHS needs, investments, and resulting performance for the 10-year period are presented in the SHSMP. The SHSMP is organized to align with the California Department of Transportation Strategic Plan. The SHSMP integrates the maintenance, rehabilitation, and operation of the SHS into a single management plan which implements a number of state and federal asset management requirements with new resources from California Senate Bill 1 (SB 1). The SHSMP operationalizes the California Transportation Asset Management Plan (TAMP) by utilizing the CTC-adopted asset classes, performance measures, and performance targets as defined in California Senate Bill 486.

The SHSMP utilizes objective analysis to focus investments on measured condition and performance objectives. The historic asset-based funding approach has been replaced by a performance-driven methodology that provides greater local flexibility to achieve multiple objectives within a single project.

SHS State Highway System

SLPP State Local Partnership Program

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes \$1 billion to be deposited into the newly created State-Local Partnership Program Account. The funds will be available to the California Transportation Commission, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation over a five-year period to eligible transportation projects nominated by an applicant transportation agency. A dollar for dollar match of local funds is required for an applicant transportation agency to receive state funds under this program.

SR 99 State Route 99 Bond Program

STIP State Transportation Improvement Program

The STIP is a biennial document adopted no later than April 1 of each even numbered year. Each STIP will cover a five-year period and add two new years of programming capacity. Each new STIP will include projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP).

STP Surface Transportation Program

The STP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intercity and intercity bus terminals and facilities.

T

TAMP Transportation Asset Management Plan

A coordinated plan by Caltrans and its partner agencies to maintain California's transportation infrastructure assets today and into the future. Intended to evolve over time as changes in condition, budget, risks, constraints, and strategic priorities are identified. According to federal regulations 23 CFR 515.13, the TAMP is required to be updated every four years to incorporate improvements and re-evaluate conditions, targets and performance.

TCEP Trade Corridor Enhancement Program

The Trade Corridor Enhancement Program builds off the highly successful Trade Corridor Improvement Fund program. This new SB 1 program provides funding for infrastructure improvements on designated freight corridors or along corridors that have a high volume of freight movement. This program combines approximately \$300 million per year of new SB 1 revenue with existing federal freight funding to achieve improvements consistent with federal and state requirements.

TCIF Trade Corridors Improvement Program

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition IB on November 7, 2006, includes \$2 billion, available to the California Transportation Commission upon appropriation in the annual Budget Bill by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement. The Commission is to consult the Trade Infrastructure and Goods Movement Plan, trade infrastructure and goods movement plans adopted by regional transportation planning agencies, regional transportation plans, and Cal-MITSAC Statewide Port Master Plan.

TCRP Traffic Congestion Relief Program

The TCRP was established by Chapters 91 (AB 2928) and 92 (SB 406) of the Statutes of 2000.

- TDA Transportation Development Act
This is the act, which specifies how the local sales tax for transportation purposes is distributed. It created the Transportation Planning and Development account.
- TDIF Transportation Deferred Investment Fund
In response to SB 1750's partial suspension of TIF in 2003-04, SB 1751 established the TDIF to facilitate the repayment of funds from the General Fund. Repayments from General fund to the TDIF are to be distributed in the same manner and that would have made from the TIF. The General Fund must also transfer interest calculated at the Pooled Monday Investment Account rate into the TDIF.
- TFA Transportation Facilities Account
- TIF Transportation Investment Fund
The Traffic Congestion Relief Act created the TIF to receive transfers of revenue from gasoline sales tax and make a quarterly transfer to the TCRP. The remaining balance was to be distributed to the PTA, Local Government, and STIP by formula.
- TIP Transportation Improvement Program
A program of 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.
- TIRCP Transit and Inter-City Rail Capital Program
created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund capital improvements that will modernize California's intercity rail, commuter rail, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The legislation of these bills is established in Sections 75220 through 75225 of the Public Resources Codes (PRC). Assembly Bill 398 (Chapter 135, Statutes of 2017),) extended the Cap and Trade Program that supports the TIRCP from 2020 through 2030. SB 1 (Chapter 5, Statutes of 2017) provides funding from the Public Transportation Account to the to achieve new programming to achieve the following objectives:
- Reduction in greenhouse gas emissions.
 - Expand and improve transit service to increase ridership;
 - Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system

- Improve transit safety

The California State Transportation Agency (CalSTA) prepares the program's guidelines and selects projects for funding. The California Transportation Commission's role is to allocate the funds to awarded projects and monitor their milestones after allocation.

Traffic Light Synchronization Program

TLSP

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes \$250 million program to fund traffic light synchronization projects and other technology-based improvements to improve safety; operations and the effective capacity of local streets and roads. SB 88 specified various administrative and reporting requirements for all Proposition 1B programs, and it directed that \$150 million from the TLSP be allocated to the City of Los Angeles for upgrading and installing traffic signal synchronization within its jurisdiction. The remaining \$100 million is available to the Department of Transportation.

TP&D Transportation Planning and Development Account (now called PTA)

This appropriates state planning funds; channels local transit funds and are a source of legislative appropriations to projects and programs.

TRB Transportation Research Board

Part of the US National Research Council that examines transportation issues.

TSM Transportation Systems Management

The portion of the transportation improvement program that outlines non-capital- intensive steps that will be taken to improve the transportation system, e.g. improvements in system and traffic management, such as bus priority or reserved lane systems and restrictions on downtown traffic or parking.

U

UZA Urbanized Area

An area designated by the Bureau of Census meeting certain criteria of population size and contiguity with a population of 50,000 or more.

V

VMT Vehicle Miles Traveled

The number of miles that residential vehicles are driven. Analysis of VMT allows the estimates of on-road vehicle fuel consumption, economy and expenditure, all of which are improvement implications for US energy policy and national security.

W

X

Y

Z

ZEB Zero Emission Bus

ZEV Zero Emission Vehicle

A zero-emissions vehicle is a vehicle that emits no exhaust gas from the onboard source of power. Harmful pollutants to the health and the environment include particulates, hydrocarbons, carbon monoxide, ozone, lead, and various oxides of nitrogen.