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# Glossary of Acronyms

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**AB 32**— *Assembly Bill 32*. The Global Warming Solutions Act of 2006 requires that the State reduce greenhouse gas emissions to 1990 levels by the year 2020.

**ACE** – *Altamont Corridor Express*. The San Joaquin Regional Rail Commission owns, operates, and is the policy-making body for the Altamont Commuter Express. ACE is a passenger rail service that operates four trains on a twice-daily basis round-trip from Stockton to San Jose.

**Active Transportation**—A mode of transportation that includes walking, running, biking, skateboarding, and other self-propelled forms of transportation.

**ADA**— *Americans with Disabilities Act of 1991*. Far-reaching federal civil rights act for disabled persons. Requires equal opportunity be provided for all persons, regardless of any mental or physical disabilities they may have. All persons must be provided an equal opportunity to use transit services, regardless of disability.

**Alternative Transportation Modes**— A means of travel other than the traditional driving alone. Usually refers to travel by carpool/vanpool, bus, rail, bicycle or walking. Can even mean telecommuting of working at home (not traveling at all).

**ALCU**— *Airport Land Use Commission*. A body that regulates land uses in a defined area of influence around public access airports in a county. COG serves as San Joaquin County’s *Airport Land Use Commission*. Staff reviews general plan amendments, subdivision maps and other such applications for consistency with the Airport Land Use Plan.

**APCD**— *Air Pollution Control District*. The agency that regulates air emissions within a county. San Joaquin County is part of the eight county *San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD)*. Is called an Air Quality Management District (AQMD) in some counties.

**ARB**—*Air Resources Board*. The state agency that monitors air emissions for California’s regional air basins. Sets statewide emissions standards and classifies regions by their attainment of these standards.

**BRT** – *Bus Rapid Transit*. Bus transit service that seeks to reduce travel time through measures such as traffic signal priority, dedicated bus lanes, limited stop service, and faster fare collection policies.

**CCA**— *Clean Air Act*. Federal legislation which establishes criteria for attaining and maintaining the federal air quality standards for allowable concentrations and exposure limits for various air pollutants. The legislation also provides emission standards for specific vehicles and fuels.

**CAC**— *Citizen’s Advisory Committee*. Committee created by *Measure K* to provide community input on projects priorities, scheduling, amendments, and any other activity the *Local Transportation Authority* designates.

**California Clean Air Act of 1988**— State law that sets new air quality attainment standards and deadlines for achieving reduced air emissions. Requires *air pollution control districts*, in conjunction with COGs, to adopt a plan for implementing *transportation control measures*.

**Caltrans**—*California Department of Transportation*. The state agency that is responsible for the safe operation of the state transportation system, including state highways, public access airports and intercity rail systems. The implementing agency for most state highway projects.

**CEQA**—*California Environmental Quality Act*. State law providing certain environmental protections that apply to all transportation projects funded with state funds.

**CHSRA**—*California High-Speed Rail Authority*. Agency responsible for planning, designing, constructing, and operating a state-of-the-art high-speed train system in California.

**CIP**—*Capital Improvement Program*. A seven-year list of capital transportation projects developed as part of the *Congestion Management Program*. Projects must maintain or improve the traffic level of service standards or transit performance impacts. All projects in the *Regional Transportation Improvement Program (RTIP)* must first be listed in the *CIP* (this applies to most state-funded projects).



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**Clean Air Act Amendments of 1990**—Federal law amending the Clean Air Act. Sets new standards and deadlines for achieving reduced air emissions. Requires areas that do not attain air quality standards to adopt *Transportation Improvement Programs* that will reduce air emissions and implement *transportation control measures*.

**Climate Change**—Refers to changes in the Earth’s weather patterns, including the rise in the Earth’s average temperature due to an increase in heat-trapping or “*greenhouse gases*” (GHGs) in the atmosphere. Climate scientists agree that climate change is a man-made problem caused by the burning of fossil fuels like petroleum and coal. Transportation accounts for about 45 percent of San Joaquin County’s GHG emissions. Climate change is expected to significantly affect public health, air quality and transportation infrastructure through extreme weather.

**CMA**—*Congestion Management Agency*. The agency responsible for adopting and implementing the *Congestion Management Program* in a county. COG serves as the *Congestion Management Agency* for San Joaquin County.

**CMAQ**—*Congestion Mitigation and Air Quality improvement program*. A new funding program created by the federal *Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA)*. Provides monies for transportation projects that will have a beneficial impact on air quality (bus, rail, bicycle and other *alternative transportation modes*). Money is given only to regions classified as *non-attainment areas* under the federal *Clean Air Act Amendments of 1990*. About \$2.3 million is expected annually for the San Joaquin County region.

**CMP**—*Congestion Management Program*. The state-mandated program that links local land use decision-making with regional transportation planning and air quality control. Is required in all counties with an urbanized area of 50,000 people or more (31 out of 58 counties in the state).

**COG**-- *Council of Governments*. A governmental agency formed by joint powers agreement by all the member governments within a given region. Specific powers vary by agency, but usually involve transportation issues. Also called “Association of Governments” (See SJCOG).

**Conformity Analysis**—An analysis to determine whether the *Transportation Improvement Program (TIP)* conforms with the air quality regulations in the *State Implementation Plan (SIP)*. The *TIP* set of projects must contribute to annual reductions in pollutant emissions and provide for the speedy implementation of *transportation control measures (TCMs)*.

**County Minimums**—The minimum amount of state transportation funds that will be programmed for each county in a given year. Is calculated using a formula based 75% on county population and 25% on state highway miles in the county. *Flexible congestion relief, inter-regional road system, TCI, Urban and commuter rail, Environmental Enhancement and Mitigation funds*, and safety/sound-wall monies all count against the county minimum.

**CTC**—*California Transportation Commission*. The entity that oversees state funding of transportation projects. Reviews projects proposed by *Caltrans* in the *Proposed State Transportation Improvement Program (PSTIP)* and by *regional transportation planning agencies* in the *RTIP* for inclusion in the *State Transportation Improvement Program (STIP)*. Also oversees the major programs authorized by *Propositions 111, 108, and 116*.

**EIR**—*Environmental Impact Report*. An informational document, required under CEQA, which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, possible ways to minimize significant effects, and reasonable alternatives to the project.

**EJ**—*Environmental Justice*. Stemming from a Presidential Executive Order to promote equity for disadvantaged communities and the inclusion of racial and ethnic populations and low-income communities in decision-making processes. Local and regional transportation agencies must ensure that services and benefits, as well as burdens, are fairly distributed to avoid discrimination in respect to the development, implementation, and enforcement of environmental laws and policies.

**Ex-Officio Members**—Non-voting members of the SJCOG Board of Directors acting in an advisory capacity.

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**FAA**—*Federal Aviation Administration*. Federal agency responsible for issuing and enforcing safety regulations and minimum standards, managing air space and air traffic, and building and maintaining air navigation facilities.

**FAST-Act**—*Fixing America's Surface Transportation Act*. The 2015 bill is the most recent federal authorization of surface transportation funding. This five-year bill retains much of the program structure of the previous authorization, *MAP-21*, with relatively minor changes to funding levels and programmatic eligibility.

**FCR**—*Flexible Congestion Relief*. A state fund established by *Proposition 111* to pay for regionally significant transportation projects that reduce traffic congestion. Regional agencies bid for *FCR* as part of the state funding—or *State Transportation Improvement Program (STIP)*—process.

**FHWA**—*Federal Highway Administration*. A division of the U.S. Department of Transportation that assists states in constructing highways, and roads and provides local transportation financing.

**FRA**—*Federal Railroad Administration*. Federal agency created to promulgate and enforce rail safety regulations, administer railroad assistance programs, conduct research and development in support of improved railroad safety and national rail transportation policy, and consolidate government support of rail transportation activities.

**FRR**—*Farebox Recovery Ratio*. The ratio of fare revenues to operating costs. State law requires that public transit operators meet specific fare recovery ratios in order to receive *TDA* monies. The exact ratio depends upon the type of service and population of the service area.

**FTA**—*Federal Transit Administration*. A division of the U.S. Department of Transportation that administers federal transit programs. Formally *UMTA*, *Urban Mass Transit Administration*.

**FTIP**—*Federal Transportation Improvement Program*. A four-year spending plan for San Joaquin County that lists every transportation project that will receive federal funds or that is subject to a federally required action, such as a review and approval of environmental documents. The projects in the FTIP are developed and updated by SJCOG through its member agencies and in cooperation with state and federal agencies and the eight San Joaquin Valley counties.

**FY**—*Fiscal Year*. The twelve-month period on which the budget is planned. The state fiscal year begins July 1 and ends June 30 of the following year. The federal fiscal year begins October 1 and ends September 30 of the following year.

**GHG**—*Greenhouse Gas*. Components of the atmosphere that contribute to the greenhouse effect, in which the atmosphere allows incoming sunlight to pass through but absorbs heat radiated back from the Earth's surface. The principal greenhouse gases that enter the atmosphere because of human activities are carbon dioxide, methane, ozone, nitrous oxide, and fluorinated gases.

**Global Warming**—See *Climate Change*.

**HOV Lanes**—*High Occupancy Vehicle lanes*. Roadway lanes whose use is restricted to vehicles with more than one person. Some *HOV lanes* restrict use only during peak travel periods (Monday – Friday, 6:00 am -9:00 am and 3:00 pm – 6:00 pm). Occupancy restrictions range from a minimum of 2 to 4 persons.

**HSR**—*High-Speed Rail*. Intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour.

**Indirect Source**—A facility, building, structure, installation, real property, road or highway that attracts or may attract mobile sources (e.g. automobiles) of pollution.

**ITS**—*Intelligent Transportation System*. A Systems that use modern detection, communications and computing technology to collect data on system operations and performance, communicate that information to system managers and users, and use that information to manage and adjust the transportation system to respond to changing operating conditions, congestion, or accidents. ITS technology can be applied to arterials, freeways, transit, trucks, and private vehicles.

**IRRS**—*Inter-regional Road System*. A series of state highway routes outside urbanized areas that link major economic centers and recreational areas. Projects are nominated for *IRRS* funding by *Caltrans* in the *Proposed State Transportation Improvement Program (PSTIP)*.

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**IVHS**—*Intelligent Vehicle Highway System*. A proposed system to allow computerized control of vehicle speeds and density on the highway. The purpose of the system is to allow more vehicles to use the same road (increases roadway capacity).

**JPA**—*Joint Powers Authority*. Two or more agencies that enter into a cooperative agreement to jointly wield powers that are common to them. JPAs are a vehicle for the cooperative use of existing governmental powers to finance and provide infrastructure and/or services in a cost-efficient manner.

**LOS**—*Level of Service*. A qualitative measurement of traffic flow. Is measured on a scale from A to F in which A signifies the least congested (free flow) while F signifies most congested (gridlock). Local general plans and the *Congestion Management Program* set level of service goals or standards for their respective circulation systems. The adopted *Congestion Management Program* for San Joaquin County sets the level of service standard at “D.”

**LTA**—*Local Transportation Authority*. The body responsible for implementing the *Measure K* transportation sales tax fund. San Joaquin County COG serves as the *Local Transportation Authority*.

**LTF**—*Local Transportation Fund*. Monies distributed to *regional transportation planning agencies* by the State of California. The annual allocation is the local share of revenues from ¼ cent of the state sales tax rate. COG receives this money and distributes it to the local jurisdictions based on population. The money must first be used to fill any *unmet transit needs*, and then can be used for local road and street expenses. A small portion of the money is also reserved for pedestrian/bikeway and planning expenditures. Is part of the *Transportation Development Act* fund.

**LTIP**—*Local Transportation Improvement Plan*. A plan specifying the allocation of *Measure K* sales tax funds to various categories of transportation projects. Also establishes objectives and requirements of administration of the funds.

**Map-21**—*Moving Ahead for Progress in the 21<sup>st</sup> Century Act*. Signed into law by President Obama on July 6, 2012. Funding surface transportation programs over \$105 billion for fiscal years 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. By transforming

the policy and programmatic framework for investments to guide the system’s growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

**Measure K**—A ½ cent countywide transportation sales tax measure adopted by San Joaquin County voters in November 1990. Raised money for over 20 years for a multi-modal program of local transportation improvements. In 2006, San Joaquin County voters decided to extend Measure K for an additional 30 years, estimated to generate \$2.5 billion for transportation projects through 2041.

**MPO**—*Metropolitan Planning Organization*. An agency designated to receive and distribute federal transportation monies. Responsible for transportation planning activities for the designated region. Each urbanized area with 50,000 in population must have an MPO.

**MTC**—*Metropolitan Transportation Commission*. The agency responsible for regional transportation planning for the 9-county San Francisco Bay area region. Serves as the *RTPA* and the *MPO*.

**NEPA**—*National Environmental Protection Act*. Federal environmental law that applies to all projects funded with federal funds or requiring review by a federal agency.

**Non-attainment Area**—An area, generally a metropolitan area, county, or larger air basin, that does not meet state and/or federal *Clean Air Act* standards for pollutant emissions.

**OWP**—*Overall Work Program*. A list of the tasks that the Council of Governments expects to perform over a given year. The program is used as a management tool.

**PM**—*Particulate Matter*. A mixture of tiny solid and liquid particles—such as those from dust, dirt, soot, and smoke—that are found in the air. When inhaled, these particles can settle deep in the lungs and cause serious health problems.



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**Program**—(1) *verb*, to assign funds to a project that has been approved by SJCOG, the state or another agency, and (2) *noun*, a system of funding for implementing transportation projects or policies.

**Proposition 1A**—Passed by voters in 2006, Proposition 1A protects transportation funding for traffic congestion relief projects, safety improvements, and local streets and roads. It also prohibits the state sales tax on motor vehicle fuels from being used for any purpose other than transportation improvements and authorizes loans of these funds only in the case of severe state fiscal hardship.

**Proposition 1B**—*Highway Safety, Traffic Reduction, Air Quality, and Port Security State of California*. Passed in November 2006, Proposition 1B provides \$19.9 billion to fund state and local transportation improvement projects to relieve congestion, improve movement of goods, improve air quality, and enhance safety and security of the transportation system.

**Proposition 108**—*Passenger Rail and Clean Air Bond Act of 1990*. A \$1 billion bond for intercity, urban, and commuter rail transit. Established a competitive process for funding specified rail corridors in the state, including the Altamont Pass and Stockton-Sacramento rail corridors.

**Proposition 111**—*Traffic Congestion Relief and Spending Limitation Act of 1990*. Modifies the Gann spending limit to allow the 4 to 9 cent gasoline tax increase and *Congestion Management Program* legislation approved by the Legislature to take effect. Also known as the state blueprint legislation for transportation.

**Proposition 116**—*Project Study Report*. An engineering report that documents agreement on the scope, schedule and estimated cost of a transportation project. Usually contains different design alternatives. The *California Transportation Commission* may include a highway capacity-increasing project in the *State Transportation Improvement Program (STIP)* only if a PSR has been completed for the project. Caltrans usually prepares PSRs for the state highway projects.

**PSTIP**—*Proposed State Transportation Program*. A seven year program developed by Caltrans for *California Transportation Commission* approval. Includes projects developed through the *Inter-regional Road System*, Inter-city Rail, Sound Wall, Toll Bridge and Aeronautics Programs.

**RFP**—*Request for Proposal*. A document used to solicit bids for the preparation of a plan of completion of a project. Usually includes a background discussion, description of the scope of work, and request for examples of relevant experience.

**RHNA**—*Regional Housing Needs Allocation*. The law requires the California Department of Housing and Community Development, in consultation with SJCOG, establish a county-wide housing construction target. SJCOG's responsibility includes identifying the areas within the region that can sufficiently accommodate the regional housing need.

**Ridesharing**—To share a ride with two or more persons, or the opposite of driving alone. Includes carpooling, vanpooling, biking, walking, taking transit, and telecommuting. COG serves as the ridesharing agency for San Joaquin, Stanislaus and Foothill Counties. The rideshare agency toll-free number is posted along commute routes: (800) 52-SHARE.

**Rolling Stock**—The wheeled vehicles of a railroad.

**RTIF**—*Regional Transportation Impact Fee*. A county-wide, multi-jurisdiction capital improvement funding program intended to cover a portion of the costs for new transportation facilities required to serve new development within the County.

**RTIP**—*Regional Transportation Improvement Program*. A five year listing of proposed highway, transit and airport projects that implement the *Regional Transportation Plan*. Projects are listed in priority order with costs and funding sources identified. COG and other regional transportation planning agencies must prepare this document and submit it to the *California Transportation Commission* every two years. Projects must be listed in the *RTIP* in order to be considered for funding in the *State Transportation Improvement Program (STIP)*.

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**RTP**—*Regional Transportation Plan*. A 20-year plan prepared by *Regional Transportation Planning Agencies* to guide the development of a balanced transportation system within a county. Satisfies the requirements of the California Transportation Reform Act (AB 402, 1977) and the federal *Inter-modal Surface Transportation Efficiency Act of 1991*. State law requires the plan to be updated every two years. Must include: a policy element, an action element, and a financial element. *ISTEA* requires that the plan be financially constrained (i.e. project costs must match expected available revenues).

**RTPA**—*Regional Transportation Planning Agency*. Agencies designated by the State (AB 520, 1976) to perform regional transportation planning functions. Responsibilities include: distribution of *Transportation Development Act* funds and preparation of the *Regional Transportation Plan* and the *Regional Transportation Improvement Program*. COG serves as the RTPA for the San Joaquin County region.

**RTSP**—*Regional Transit Systems Plan*. Twenty year plan prepared for COG recommending expansion of the transit system within San Joaquin County to meet near and long-term travel demand needs. Envisions the expansion of SMART into a countywide service provider. Recommends providing bus service between cities in the county (intercity) and outside the county (interregional), as well as countywide dial-a-ride services.

**SACOG**—*Sacramento Area Council of Governments*. The agency that conducts regional planning for the Sacramento area. The area covers Sacramento, Yolo, Sutter, and Yuba counties, and the cities of Lincoln, Rocklin, and Roseville. Serves as the *MPO*, *ALCU* and, for some counties, the *RTPA*.

**SAFE**—*Service Authority for Freeways and Expressways*. The authority responsible for administering a multi-county roadway callbox program. State legislation signed into law in 1991 created the authority, which will place call boxes along freeways and expressways in five counties, including Sacramento, and San Joaquin. A twenty year increase in local vehicle registration fees pays for the program.

**Safe Routes to School**—A state and federal program which funds education, encouragement campaigns, and infrastructure improvements to help reduce the amount of traffic congestion around schools.

**SAFETEA-LU**, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, was signed into law in August 10, 2005, and is the legislation that provides federal authorizations for over \$240 billion through FY 2008-09 in transportation funding nationwide.

**SJRRC**—*San Joaquin Regional Rail Commission*. The governing body and operator for the Altamont Commuter Express, a passenger rail service connecting Stockton, Tracy Livermore and Fremont to Santa Clara and San Jose.

**SJRTD**—*San Joaquin Regional Transit District*. The regional public transit provider in the Stockton Metropolitan Area, as well as Intercity, Interregional, and Rural Transit Services countywide.

**SB 375**—*Senate Bill 375*. Established to implement the state's greenhouse gas (GHG) emission-reduction goals, as set forth by AB32, in the sector of cars and light trucks. This mandate requires the California Air Resources Board to determine per capita GHG emission-reduction targets for each metropolitan planning organization (MPO) in the state at two points in the future—2020 and 2035. In turn, each MPO must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning.

**SCS**—*Sustainable Communities Strategy*. A SCS is an enhanced land use element, developed as part of each *Regional Transportation Plan* (RTP) update. It sets forth a growth strategy for the region, which combined with the transportation plan, strives towards achieving *GHG* emissions reductions.

**Section 3, 9, and 18 Transit Funds**—Federal funds available for transit projects. *Section 3* funds are discretionary monies available on a competitive basis to transit providers for transit capital purchases. *Section 9* funds are formula-allocated transit operating monies available to metropolitan areas with a population of 50,000 or higher. *Section 18* funds are formula-based transit operating monies allocated to each *RTPA* for rural transit services.

**SIP**—*State Implementation Plan (for air quality)*. A state plan required by the federal *Clean Air Act of 1990* to attain and maintain national air quality standards. Sets requirements aimed at reducing ozone and carbon-monoxide levels. Is adopted by local air quality districts and the state *Air Resource Board* (*ARB*). All transportation plans must conform to SIP.

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**SJCOG**—*San Joaquin Council of Governments*. The regional planning agency for the San Joaquin County area. Serves as the *Airport Land Use Commission*, *Congestion Management Agency*, *Local Transportation Authority*, *Metropolitan Planning Organization*, *Ridesharing Agency*, and *Regional Transportation Planning Agency*.

**SJUVAPCD**—*San Joaquin Valley Unified Air Pollution Control District*. Eight county district empowered by the state to regulate air emissions within the Central Valley counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern counties).

**Smart Growth**—A set of policies and programs to encourage a compact and environmentally-sensitive pattern of development. Smart growth aims to preserve open space and natural resources by focusing growth in established rural and urban centers. This approach places housing and transportation choices near employment, shops and schools making the building and maintenance of towns and cities more efficient.

**SOV**—*Single Occupant Vehicle*. One person per vehicle. Ridesharing programs aim to reduce the number of SOVs in order to increase the person-carrying capacity on the road.

**SRTP**—*Short Range Transit Plan*. A document that presents a general service program for the public transit operator and identifies the capital purchases needed to support that service. Generally covers a 5 to 10-year period. Usually updated on an annual basis. Provides input into the transit budget and *TIP*.

**SSTAC**—*Social Service Transportation Advisory Committee*. A committee that advises the SJCOG Board on issues of concern to transit dependent persons. The committee, created to meet requirements of state law, is comprised of representatives of the elderly and handicapped, and social service agencies that serve these and other transit dependent persons. Formerly, the Para-transit Coordinating Committee.

**STA**—*State Transit Assistance (fund)*. State funding for transit derived in part from diesel fuel tax revenues. Distributed to transit operations and local agencies by regional transportation planning agencies, such as COG. Is part of the *Transportation Development Act* fund.

**StanCOG**—*Stanislaus Area Association of Governments*. The agency that conducts regional planning for the Stanislaus County area.

**STIP**—*State Transportation Improvement Program*. A list of transportation projects, chosen from those proposed by regional transportation agencies (in the *RTIP*) and Caltrans (in the *PSTIP*) that are approved for state funding by the *California Transportation Commission*. Includes funding for *Flexible Congestion Relief*, *Urban and Commuter Rail*, and *Inter-regional Road System* projects.

**STP**—*Surface Transportation Programs*. A funding program in the *Inter-modal Surface Transportation Efficiency Act* to pay for improvements to a wide variety of transportation activities. Approximately \$3.9 million per year will be available to the San Joaquin County area.

**Sustainability**—Doing things and using resources in ways that protect them so they are available for current and future generations. Sustainability is about helping support a prosperous and globally competitive economy, providing a healthy and safe environment, and producing equitable opportunities for all San Joaquin County residents.

**TCI**—*Transit Capital Improvement*. A state program developed by the *California Transportation Commission* to fund the following types of capital projects: railroad right-of-way acquisition, bus rehabilitation, public mass transit guide-ways, rolling stock, grade separations, inter-modal transfer stations, and ferry vessels and terminals.

**TCMs**—*Transportation Control Measures*. Measures intended to reduce vehicle trips or pollutant emissions. They include ridesharing programs, bicycle facilities, park-and-ride lots, public transit, trip reduction ordinances, and the use of cleaner burning fuels in motor vehicles.

**TDA**—*Transportation Development Act (fund)*. State transportation fund that is comprised of *State Transit Assistance* and *Local Transportation Funds*. Monies are distributed to regional transportation planning agencies to fund regional transportation needs.

**TIP**—*Transportation Improvement Program*. A staged three to seven year program of regional transportation projects that require federal funding or a federal action. Must be consistent with the *Regional Transportation Plan (RTP)* and the *State Implementation Plan for air quality (SIP)*. Is revised and submitted bi-annually to the federal government. (*FHWA, FTA, EPA*).

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**Title VI**—Refers to Title VI of the Civil Rights Act of 1964, and requires that transportation planning and programming be nondiscriminatory on the basis of race, color and national origin. Integral to Title VI is the concept of *environmental justice*.

**TMA**—*Transportation Management Association*. An association of employers whose goal is to reduce employee home to work trips and promote transportation alternatives (e.g. vanpooling, carpooling, flex-time, telecommuting). Caltrans can provide seed money for these organizations.

**TOD**—*Transit-Oriented Development*. A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It includes housing, along with complementary public uses (jobs, retail and services), located at a strategic point along a regional transit system, such as a transit hub.

**TRO**—*Trip Reduction Ordinance*. Local laws that require medium- and large-sized employers to use various work incentives to encourage employees to rideshare to work. Must be adopted by all jurisdictions in San Joaquin County under the *Congestion Management Program* and all valley-wide APCD's *transportation control measure plan*.

**TSM**—*Transportation System Management*. Short-range, low cost strategies to increase the efficiency of the existing transportation system without adding new traffic lanes. Examples include: synchronization of traffic signals, conversion of existing lanes into *HOV lanes*, ridesharing and other transportation control measures.

**UCR**—*Urban and Commuter Rail*. A state funding program financed by the same of bonds authorized by Proposition 108. Projects are proposed by regional transportation planning agencies in the *RTIP* process.

**UMTA**—*Urban Mass Transportation Administration* (see *FTA*). Former name of the *Federal Transit Administration*.

**US DOT**—*U.S. Department of Transportation*. Federal agency responsible for the development of transportation policies and programs that contribute to providing fast, safe, efficient, and convenient transportation at the lowest cost consistent with those and other national objectives, including the efficient use and conservation of the resources of the United States. US DOT administrations, including *FHWA*, *FTA*, *FAA*, and *FRA*.

**US EPA**—*U.S. Environmental Protection Agency*. Federal agency established to develop and enforce regulations that implement environmental laws enacted by Congress to protect human health and safeguard the natural environment.

**VMT**—*Vehicle Miles Traveled*. On highways, a measurement of the total miles traveled by all vehicles in the area for a specified time period. It is calculated by the number of vehicles times the miles traveled in a given area or on a given highway during the time period. In transit, the number of vehicle miles operated on a given route or line or network during a specified time period.