

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 744 Assembly Bill 744 (Chapter 706, Statutes of 2023)
Approved by the Governor on October 13, 2023. This bill requires the Commission, in coordination with the California Department of Transportation (Caltrans), to develop and implement a transportation project data and accountability program intended to improve transparency, consistency, and public accessibility of project information across state transportation programs.

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 requirements for transportation providers to make transportation accessible to individuals with disabilities. The US Department of Transportation (USDOT) published the Final Rule on Transportation for Individuals with Disabilities on September 6, 1991.

APS Alternative Planning Strategy
MPOs must prepare an Alternative Planning Strategy (APS) to achieve the GHG emissions reduction targets established by CARB if the Sustainable Communities Strategy (SCS) is unable to reduce GHG emissions. The APS shall be a separate document from the Regional Transportation Plan (RTP), but it may be adopted concurrently with the RTP.

- 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.
- APN Assessor's Parcel Number
The unique ID a county assigns to every piece of land in its jurisdiction
- 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
This 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.
- 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. The Road Repair and Accountability Act of 2017, also known as Senate Bill 1 (Chapter 20, Statutes of 2017) added approximately \$100 million per year in available funds for the ATP. This nearly doubled 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 general aviation.

CalEnviroScreen CalEnviroScreen

CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects.

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

Caltrans was formed in 1973 to unify all transportation functions under a single department.

CAPTl Climate Action Plan for Transportation Infrastructure

Adopted by CalSTA in 2021, the plan details how the State recommends investing billions of discretionary transportation dollars annually to combat and adapt to climate change while supporting public health, safety, and equity. CAPTI 2.0 was released in 2025 with additional strategies and actions.

- 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
Caltrans 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 Caltrans The Commission approves the CASP. California Public Utilities Code Sections 21701-21707 specify the elements to be included in the plan and require it to be updated every five years and submitted to the Commission.
- 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.
- CBI Coordinated Border Infrastructure
State program that focuses on reducing congestion and improving freight flow at the U.S.–Mexico border.
- CCR California Code of Regulations
- CE Categorical Exclusion for NEPA or Categorical Exemption for CEQA
- 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.
- CFMP California Freight Mobility Plan
The California Freight Mobility Plan is a transportation planning document prepared by Caltrans and is updated every xx years.
- CFR Code of Federal Regulations
The codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government.
- 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
- CMCP Comprehensive Multimodal Corridor Plan
Streets and Highways Code Section 2391 requires that Solutions for Congested Corridors funding "shall be available for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors..."

The Commission developed the Comprehensive Multimodal Corridor Plan Guidelines to provide guidance to eligible program applicants regarding the statutory requirements for comprehensive corridor plans utilized by agencies to apply for funding through the Congested Corridors Program.
- 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
- COS Capital Outlay Support
- CPRA/PRA California Public Records Act/ Public Records Act
The California Public Records Act (Gov. Code § 7920.000 et seq.) gives the public the right to access government records. Certain exemptions or privileges may affect the disclosure of requested records.
- CSRP California State Rail Plan
The California State Rail Plan is a transportation planning policy document that is federally required to be updated every year.
- CTA California Transit Association
CTA lobbies for public transit initiatives in the California legislature.

CTC California Transportation Commission

The 13-member California Transportation Commission (CTC) is responsible for programming and allocating funds for the construction of highway, passenger rail, transit and active transportation improvements throughout California. The Commission also advises and assists the Secretary of the California State Transportation Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs.

CTP California Transportation Plan

The CTP guides transportation decisions and investments by all levels of government and the private sector. It is statutorily mandated by federal and State law require Caltrans to facilitate, develop, and prepare the CTP. It is Caltrans' responsibility to work with stakeholders and the public to update the CTP every five years.

D

DAC Disadvantaged Community

Under SB 535, a Disadvantaged Community (DAC) is defined by the California Environmental Protection Agency (CalEPA) as an area heavily burdened by environmental pollution and socioeconomic vulnerabilities. Specifically, these are census tracts scoring in the highest 25% of CalEnviroScreen 4.0, tribal lands, or areas identified in previous 2017 designations. The law mandates that at least 25% of the state's Cap-and-Trade California Climate Investments go directly to these communities.

DACAG Disadvantaged Communities Advisory Group

Formation of the Disadvantaged Communities Advisory Group (DACAG) was called for in Senate Bill 350, the Clean Energy and Pollution Reduction Act of 2015. The 11-member group meets several times a year to review CPUC and CEC clean energy programs and policies to ensure that disadvantaged communities, including tribal and rural communities, benefit from proposed clean energy and pollution reduction programs. Group members are either from or represent disadvantaged communities.

DACLAC Disability and Aging Community Living Advisory Committee

The purpose of the Disability and Aging Community Living Advisory Committee (DACLAC) is to advance community living, inclusion, and integration across California. DACLAC advises the California Health & Human Services Agency (CalHHS), in addition to other state entities, on community living policies and programs, including but not limited to long-term services and supports, home and community-based services, transportation, housing, and employment opportunities.

- DBB Design-Bid-Build
The traditional construction project delivery method where an owner hires separate entities for design (architects/engineers) and construction (general contractors) through a sequential, linear process consisting of three distinct phases: design, bidding, and building
- 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.
- (US)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.
- DVBE Disabled Veteran Business Enterprise

E

- EA Expenditure Authorization
The formal approval process that validates and permits expenditures before they are incurred or reimbursed.
- EAC (Interagency) Equity Advisory Committee
Created in 2023, the Committee consists of up to 15 members and is intended to elevate diverse and historically marginalized voices. During open public meetings, members review, advise, and provide recommendations to shape transportation-related plans, programs, and policies developed by CalSTA, Caltrans, and the California Transportation Commission. The Committee meets six times annually and includes several ad hoc subcommittees. Membership terms are typically two years.
- EEM Environmental Enhancement and Mitigation Program
This program was established by the state Legislature in 1989 to fund environmental enhancement and mitigation projects directly or indirectly related to the environmental impact of modifying new or existing transportation facilities. The Commission awards annual grants to fund projects as recommended by the California Natural Resources Agency.

- 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-funded projects. The National Environmental Policy Act (NEPA) requires the statements.
- EJ Environmental Justice
The California Environmental Protection Agency (CalEPA) defines Environmental Justice as: "The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies (EPA)."
- EJAC Environmental Justice Advisory Committee
The California Global Warming Solutions Act of 2006, (AB 32; Stats. 2006, chapter 488) calls for the California Air Resources Board (CARB or Board) to convene an Environmental Justice Advisory Committee (EJAC), to advise the Board in developing the Scoping Plan, and any other pertinent matter in implementing AB 32. It requires that the EJAC be comprised of representatives from communities in the State with the most significant exposure to air pollution, including, but not limited to, communities with minority populations or low-income populations, or both (AB 32; Part 7. Miscellaneous Provisions Section 38591).
- EPA Environmental Protection Agency
A federal agency whose mission is to protect human health and the environment. The EPA develops and enforces regulations, awards grants, conducts research, facilitates partnerships, and educates the public. Government agency that furnishes extensive resources in environment-related information, including news, legislation, test methods, and data.
- EPFR 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 State Highway Operations and Protection Program (SHOPP) and the State Transportation Improvement Program (STIP).
- FEIR Final Environmental Impact Report
- FFGA Full Funding Grant Agreement
- FFY Federal Fiscal Year
The federal fiscal year begins October 1 each year and ends September 30 each year.
- FHWA Federal Highway Administration
Established to ensure 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 national railroad transportation policy provided for the rehabilitation of Northeast Corridor rail passenger service, and consolidated 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 ensure timely delivery of programs and projects identified in the RTP, Regional Transportation Improvement Program (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.
- GF** General Fund
- GGRF** Greenhouse Gas Reduction Fund
The Greenhouse Gas Reduction Fund (GGRF) is a \$27 billion clean energy finance program established by the 2022 Inflation Reduction Act and administered by the U.S. Environmental Protection Agency (EPA). The fund was designed to channel capital through nonprofit intermediaries, green banks, and local lenders to mobilize private investment in clean energy projects.
- GHG** Greenhouse House Gas
- GIS** Geographic Information System
- GMP** Guaranteed Max Price
- GS** Grade Separation
A civil engineering technique that aligns intersecting transportation routes (such as highways, railways, or pedestrian paths) at different levels using bridges or tunnels.

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** California Housing and Community Development Department
HCD is dedicated to the preservation and expansion of safe, stable and affordable housing so more Californians have a place to call home. HCD works to ensure an adequate supply of housing for Californians and promotes the growth of strong communities through its leadership, policy, and program development.

HDM	<u>Highway Design Manual</u> Establishes uniform policies and procedures to carry out the state highway design functions
HOT Lanes	<u>High Occupancy Toll Lanes</u> These are lanes that can be used by both high-occupancy vehicles (either without charge or with a reduced 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	<u>High Occupancy Vehicle</u> Vehicles that can carry more than two-persons. Examples of high occupancy vehicles are bus, vanpool, and carpool.
HRCSA	<u>Highway-Railroad Crossing Safety Account</u> 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.
HSR	<u>High-Speed Rail</u> The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building, and operating a high-speed rail system that will connect the megaregions of California, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands.

I

ICC	<u>Interstate Commerce Commission</u> 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.
ICE	<u>Independent Cost Estimate</u> <u>Intersection Control Evaluation</u>

- IIJA** Infrastructure Investments and Job Act
On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.
- IIP** Interregional Improvement Program
- INFRA** Infrastructure for Rebuilding America
Nationally Significant Freight & Highway Projects under the Bipartisan Infrastructure Law provides funding for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The INFRA program is a competitive program.
- ITIP** Interregional Transportation Improvement Program
Twenty-five percent share of the State Transportation Improvement Program (STIP).
- ITS** Intelligent Transportation System
ITS includes electronic toll collection, traffic control and demand management, driver information systems, and more.
- ITSP** Interregional Transportation Strategic Plan (ITSP)
The ITSP is a Statewide plan that guides investment along California's 11 strategic interregional corridors. The ITSP provides a policy framework to guide Caltrans and partner agencies in developing comprehensive, multimodal corridor plans; and transformative, innovative, and cost-effective projects. The ITSP also provides policy direction for the development of the Interregional Transportation Improvement Program.
- ITUF** Interim Timely Use of Funds
- IVHS** Intelligent Vehicle-Highway Systems
The Intelligent Vehicle Highway Systems Corridors Program (IVHS) is a new program under Surface Transportation Efficiency Act (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.

K

L

LA Local Assistance

A division housed within Caltrans that assists local agencies in taking advantage of State and federally 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 analysis 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.

LATIP Local Alternative Transportation Improvement Program

This program focuses on programming and allocating funds from the sale of surplus properties, which were acquired for specific state highway routes and later deemed unnecessary, to support transportation projects and affordable housing initiatives. The city or county in which the planned facilities were to be located, acting jointly with the transportation planning agency having jurisdiction over the city or county, may develop and file with the commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the county that were to be served by the planned facilities.

LBSRA Local Bridge Seismic Retrofit Account

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorized \$125 million of state general obligation bonds for the Local Bridge Seismic Retrofit Account (LBSRA). The funds are available to the Commission, upon appropriation by the Legislature, to provide the 11.5 percent required match for federal Highway Bridge Program funds available to the state for seismic work on local bridges, ramps, and overpasses as identified by Caltrans.

LCTOP Low Carbon Transit Operations Program

The LCTOP is part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on servicing disadvantaged communities. This program is administered by Caltrans in coordination with CARB) and the State Controller's Office (SCO). Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

- 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 levels of services, A through F, where A represents free flow conditions and F being the most congested.
- LPP Local Partnership Program
SB 1 created the Local Partnership Program for local and regional transportation agencies that have voter approved (and locally imposed) taxes, tolls or fees specifically dedicated to transportation improvements; the program authorizes funding to help the eligible agencies leverage these investments and expedite project delivery. The annual appropriation of \$200 million per year 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 setting aside \$20 million per year for an incentive program and then distributing 40 percent of the remaining balance to projects selected through a competitive process and the other 60 percent is distributed 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

LTCAP Local Transportation Climate Adaptation Program
This program combined PROTECT Formula Program and SB 198 funding to create a competitive funding program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters, through the development and implementation of projects that adapt at-risk transportation infrastructure to natural hazards and directly benefit climate-vulnerable communities.

M

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.

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.

MND Mitigated Negative Declaration
A report, prepared in compliance with the California Environmental Quality Act, to inform the public and public agency decision-makers of environmental impacts of a proposed project and to identify mitigation measures to reduce those impacts. An MND is the applicable document type when a project's impacts would be less than significant upon implementation of mitigation.

MPO Metropolitan Planning Organization
A regional governmental organization comprised of local elected officials that is responsible for carrying out transportation and other planning processes for a specific region, which typically includes urban and possibly some rural areas within the greater metropolitan region. See RPA (Regional Planning Agency).

MOU Memorandum of Understanding
MOU is a formal, non-legally binding document between two or more parties that outlines their shared goals, intentions, and the specific responsibilities each will take on to achieve them.

N

NCRA North Coast Railroad Authority

NCRA was formed in 1989 by the California Legislature under the North Coast Railroad Authority Act. The NCRA was responsible for rail line from Korb in the north to Schellville in the south. Senate Bill 1029 (Chapter 934, Statutes of 2018) dissolved NCRA and transferred its right-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.

ND Negative Declaration

A report, prepared in compliance with the California Environmental Quality Act, to inform the public and public agency decision-makers of environmental impacts of a proposed project. An ND is the applicable document type when a project's impacts would be less than significant.

NEPA National Environmental Policy Act of 1969

A comprehensive federal law that requires an analysis of the environmental impacts of federal actions such as the approval of grants. The Act also requires 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.

O

OA Obligation Authority

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

P

PA&ED Project Approval and Environmental Document

A project development phase within Caltrans where preliminary engineering and environmental studies are prepared and alternatives are analyzed. The conclusion of PA&ED may result in that refers to securing a project's approval to move forward.

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
- PR Project Report
- 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 a 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. The Act will requires some matching funds from local entities and appropriates money from State General Fund to pay off bonds.
- PS&E Plans, Specifications, and Estimates
 A project-delivery design phase for Caltrans projects that finalizes construction plans and associated 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 project's scope, cost and schedule. It should provide a sound basis for commitment of future state and federal funds.

- PTA Public Transportation Account (previously TP&D)
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.
- (C)PUC (California) Public Utilities Commission
CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies, in addition to authorizing video franchises.

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 California Transportation Commission (CTC) and rural counties. It is an informal organization with no budget or staff that general meets bi-monthly.

- RIF Road Improvement Fee
The RIF is an annual fee that is assessed on all model year 2020 and later zero emission vehicles (ZEV).
- RIP Regional Improvement Program
- RMRA Road Maintenance and Rehabilitation Account
RMRA is one of the fund sources under Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), which created the Road Repair and Accountability Act of 2017 to address basic road maintenance, rehabilitation and critical safety needs on both the state highway and local streets and road system. SB 1 increases the per gallon fuel excise taxes, 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. See MPOs and RTPAs for examples.
- 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. 5311(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.
- RTIP Regional Transportation Improvement Program
Seventy-Five percent share of the State Transportation Improvement Program (STIP).
- RTL Ready to List

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.

SB 743 California Senate Bill 743

SB 743 is a major land-use and environmental law that mandates a fundamental shift in how transportation impacts are measured under the California Environmental Quality Act (CEQA). It replaced traditional traffic congestion metrics with Vehicle Miles Traveled (VMT) to evaluate development projects.

SB 1121 Senate Bill 1121

Senate Bill 1121 (Chapter 508, Statutes of 2022) requires the Commission, in consultation with CalSTA and Caltrans, to prepare a statewide needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years. It also requires the Commission to forecast the expected 10-year transportation revenue, pay for the cost identified in the needs assessment, identify any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. Senate Bill 1121 required the Commission to submit a completed needs assessment by January 1, 2025, and update it every five years thereafter.

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.
- SLRIP Short-Line Railroad Improvement Program
The Short-Line Infrastructure Improvement Act of 2019, (Senate Bill [SB] 87, Statutes of 2019) created the Short-Line Railroad Improvement Program (SLRIP) that provided a one-time appropriation, of seven million two hundred thousand dollars (\$7,200,000), for the purposes of this program. Program funds, totaling \$6.8 million, were allocated by the California Transportation Commission (Commission) to short-line railroad infrastructure projects intended to improve freight mobility, volume thresholds, and support modern rail freight traffic and the communities and industries they serve throughout California.
- SHA State Highway Account
- SHOPP State Highway Operation 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 and are guided by the 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 traffic lanes to the system.
- SHS State Highway 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.

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 Bond
Program

State Route 99 Bond 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, included an authorization of \$1 billion to be available to the Department of Transportation, upon appropriation in the annual Budget Bill by the Legislature, for safety, operational enhancements, rehabilitation, or capacity improvements necessary to improve the State Route 99 Corridor in the San Joaquin and Sacramento Valleys.

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 National Highway System (NHS), bridge projects on any public road, transit capital projects, 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.

TCE Temporary Construction Easement

A short-term, legal right that allows a person, company, or government agency to use a small part of someone else's private land to finish a building or infrastructure project

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
The TDA specifies how the local sales tax for transportation purposes is distributed. It created the Transportation Planning and Development account.
- 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 Transit and Inter-City Rail Capital Program (TCRP). The remaining balance was to be distributed to the Public Transportation Account (PTA), Local Government, and State Transportation Improvement Program (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 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.
- TLSP** Traffic Light Synchronization 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 \$250 million program to fund traffic light synchronization projects and other technology-based improvements to enhance 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.
- TNC** Transportation Network Company
- TP&D** Transportation Planning and Development Account (now called PTA)
- 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.

TUF Timely Use of Funds

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

Number of miles traveled by vehicles. This is a metric used to analyze transportation impacts within California Environmental Quality Act studies.

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.

ZEV Equity Zero Emission Vehicles Equity Action Plan

As directed by SB 1251 (Gonzalez, 2022), the ZEV Market Development Office, in coordination with agencies and stakeholders, is developing a ZEV Equity Action Plan that aims to optimize equity in the ZEV transition. The Plan will include actionable recommendations and metrics to measure progress toward improving access to zero-emission vehicles, infrastructure, and ZEV transportation options in low-income, disadvantaged, and historically underserved communities, as well as improving air pollution and health outcomes within these communities.