

CHAPTER 9 GLOSSARY

Alternatives Analysis (AA) – Analysis of the engineering and financial feasibility of alternatives under consideration for major transit construction projects; this step is required before federal monies can be allocated to a project.

Accessibility – The extent to which facilities are barrier free and usable by persons with disabilities, including wheelchair users.

Active Transportation – The human-powered methods of travel, such as walking, bicycling or rolling to get from one place to another.

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

Air Quality Attainment Plan (AQAP) - Plan for attainment of the state air quality standards, as required by the California Clean Air Act of 1988. It is adopted by APCDs and AQMDs and is subject to approval by the California Air Resources Board.

Alternative Fuels - Low-polluting fuels that are used to propel a vehicle instead of high-sulfur diesel or gasoline. Examples include methanol, ethanol, propane or compressed natural gas, liquid natural gas, low-sulfur or “clean” diesel, and electricity.

Americans with Disabilities Act (ADA) - Federal civil rights legislation that prohibits discrimination against all individuals with disabilities. With certain statutory exceptions, public and private entities providing fixed route or demand responsive transportation services must acquire accessible vehicles or provide equivalent service to individuals with disabilities.

Apportionment – Federal budgetary term that refers to a statutorily prescribed division or assignment of funds. It is based on prescribed formulas in the law and consist of dividing authorized obligation authority for a specific program among transit systems.

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

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

Automatic Vehicle Location System (AVLS) – This computerized system employs satellites and other technologies to track vehicles, such as truck fleets

Best Available Control Measures - (See Reasonably Available Control Measures (RACM))

Bus Rapid Transit – Bus-based public transport system designed to improve capacity

and reliability relative to a conventional bus system.

California Alliance for Advanced Transportation Systems (CAATS) – Public/private partnership formed to foster the development and deployment of Intelligent Transportation Systems.

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

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

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

California Environmental Quality Act (CEQA) - Enacted in 1970, CEQA provides the State's environmental guidelines on which land use development and management decisions are premised. CEQA specifies the State's environmental review process and applicable environmental policies.

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

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

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

California Transportation Commission (CTC) - Nine-member board appointed by the Governor and confirmed by the Legislature that reviews Regional Transportation Improvement Programs (RTIPs) and the PSTIP, and forwards some transportation projects

from these programs into the State Transportation Improvement Program (STIP); this qualifies the projects for state funding. The CTC also has financial oversight of the major programs authorized by Propositions 111 and 108.

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

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

Changeable Message Signs (CMS) – Electronic signs that can change the message displayed. Often used on highways to warn and redirect traffic. Also referred to as variable or electronic message signs.

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

Conformity – Ongoing process that ensures the planning for highway and transit systems, as a whole and over the long term, is consistent with the state air quality plans for attaining and maintaining health-based air quality standards; conformity is determined by metropolitan planning organizations (**MPOs**) and the **U.S. DOT**, and is based on whether transportation plans and programs meet the provisions of a State Implementation Plan (SIP). The conformity determination must be based on recent estimates of emissions, and such estimates must be based on the most recent population, employment, travel and congestion estimates as determined by the MPO.

Congestion Management Agency (CMA) – Kern COG serves as the countywide organization responsible for preparing and implementing the CMP. CMAs came into existence as a result of State legislation and voters' approval of Proposition 111 in 1990.

Congestion Management Program (CMP) - Multi-jurisdictional program with the goals of reducing traffic congestion, researching land use decision impacts, and improving air quality. State law requires the RTPA of every county with an urbanized area of at least 50,000 people to prepare and maintain this program.

Congestion Mitigation/Air Quality Improvement Program (CMAQ) - Funding program established by ISTEA specifically for projects and programs that will contribute to the attainment of a national ambient air quality standard. Funds are available to non-attainment areas for ozone and carbon monoxide based on population and pollution severity. The approved State Implementation Program (SIP) defines eligible projects.

Consolidated Transportation Services Agency (CTSA) - AB 120, the Social Services Transportation Improvement Act, allows county or regional transportation planning agencies to designate one or more organizations within their areas as Consolidated Transportation Service Agencies (CTSAs). The goal was to promote the coordination of social service transportation for the benefit of human service clients, including the elderly, disabled individuals, and persons of low income.

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

Council of Governments (COG) – Regional planning agency that serves a specific geographic area (e.g., Kern County) and addresses issues such as transportation, air quality, and land use. Council membership is drawn from the county, city and other government bodies within its area.

Deadhead – The movement of a transit vehicle without passengers aboard; often to and from a garage or to and from one route to another.

Demand-Responsive Transit – Non-fixed-route service using vans or buses with passengers boarding and disembarking at pre-arranged times at any location within the system's service area. Also called Dial-A-Ride (DAR).

Department of Transportation (DOT) - Federal department that includes the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA). DOT is headed by the Secretary of Transportation, a cabinet-level post. Most states also have DOTs; California's is referred to as Caltrans.

Dial-A-Ride (DAR) – See Demand-Responsive Transit.

Environmental Justice – Identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority and low-income populations to achieve an equitable distribution of benefits and burdens. This includes the full and fair participation by all potentially affected communities in the transportation decision-making process.

Environmental Protection Agency (EPA) - Federal agency, the mission of which is to "protect human health and the natural environment." It is the source agency for air quality control regulations affecting transportation.

Environmental Impact Report / Environmental Impact Statement (EIR/EIS) – Analysis of the environmental impacts of proposed land development and transportation projects. An EIR is conducted in response to the California Environmental Quality Act (CEQA) and an EIS is conducted for federally funded or approved projects per the National Environmental Policy Act (NEPA). A draft EIR or EIS (often they are prepared simultaneously) is circulated to the public and agencies with approval authority for comment. A final document is certified after public comment has been solicited and mitigations have been developed for adverse impacts.

Farebox Recovery Ratio – Measure of the proportion of operating expenses covered by passenger fares; found by dividing farebox revenue by total operating expenses for each mode, and/or systemwide.

Farebox Revenue – Value of cash, tickets, tokens and pass receipts given by passengers as payment for rides; excludes charter revenue.

Fare Structure – System set up to determine how much is to be paid by various passengers using a transit vehicle at any given time.

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

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

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

Fixed Route – Transit service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip serves the same origins and destinations, unlike demand responsive and taxicabs.

Flexible Congestion Relief (FCR) - State funding programs for local or regional transportation projects to reduce congestion. State highway projects, local roads, and rail guideway projects are all eligible.

Flexible Funds – Federal funds that can be used for highway, transit or other transportation projects, as determined by regional MPOs and state governments. Examples of such funds are the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) fund.

Fund Estimate - The STIP cycle begins with the development of a State Fund Estimate by Caltrans, which compares existing commitments against total estimated revenue expected from state and federal sources. Caltrans estimates state and federal funds "reasonably expected" in annual increments for five years (the STIP period). The calculation of existing capital program commitments is based on Caltrans' Project Delivery Report, while non-capital expenditures of operation and administration costs are estimated based on current spending and projected needs. This comparison of revenues to commitments results in an estimate of total uncommitted funds that are available for programming and prorated to each program category. The Fund Estimate is required by law to be submitted by July 15 of odd-numbered years, and to be adopted by the CTC within thirty days after submittal. CTC adopts a "Fund Estimate Methodology" to guide Caltrans in formulating the Fund Estimate.

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

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

Intelligent Transportation Systems (ITS) - ISTEA established an IVHS (Intelligent Vehicle and Highway System) Program, which was subsequently modified to ITS. The program's function is to enhance the capacity, efficiency, and safety of the federal-aid highway system and to serve as an alternative to additional physical capacity. Automated highways and vehicles are one component of this approach. ITS includes development of application of electronics, communications or information processing (including advanced traffic management systems, commercial vehicle operations, advanced traveler information systems, commercial and advanced vehicle control systems, advanced public transportation systems, satellite vehicle tracking systems, and advanced vehicle communications systems) used singly or in combination to improve the efficiency and safety of surface transportation systems.

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

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

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

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

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

Metropolitan Planning Organizations (MPOs) - Federally designated organizations for urbanized areas of greater than 50,000 population mandated to carry out transportation planning as required by ISTEA and its subsequent legislations. Kern COG is the MPO for Kern County.

Model – An analytical tool (often mathematical) used by transportation planners to assist in making forecasts of land use, economic activity, travel activity and their effects on the quality of resources such as land, air and water.

Multimodal – Refers to the availability of multiple transportation options, especially within a system or corridor. A concept embraced by TEA-21, a multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place, be it truck, train, bicycle, automobile, airplane, bus, boat, foot, or even a computer modem.

National Environmental Policy Act (NEPA) - Passed by Congress in 1969, NEPA established the Council on Environmental Quality and required the preparation of environmental impact statements for federal projects. NEPA requires that an Environmental Impact Assessment (EIA) describe current conditions, identify alternative means of accomplishing the objective, enumerate the likely impacts of each alternative, identify the preferred alternative and the method used to select it, describe the impact of the selected alternative in detail, and list possible actions to minimize negative impacts of the selected alternative. See also Environmental Impact Report/Environmental Impact Statement.

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

Nonattainment Area – Any geographic region of the U.S. that the U.S. EPA has designated as not attaining the federal air quality standards for one or more air pollutants, such as ozone and carbon monoxide. This includes the San Joaquin Valley, the Mojave Desert Air Basin, and the Indian Wells Valley/Searles Air Basin.

Off-Peak Period – Non-rush periods of the day when travel activity is generally lower.

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

Operating Assistance – Financial assistance for transit operating expenses (not capital costs); such aid may originate with federal, local or state governments.

Paratransit – Comparable transportation service required by the Americans with Disabilities Act (ADA) of 1990 for individuals with disabilities who are unable to use fixed-route transportation systems.

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

Peak Period – Morning and afternoon time periods when all modes of travel are highest.

Principal Arterial - The functional classification system at the federal level defines principal arterials for rural areas, urbanized areas, and small urban areas. In urbanized areas, the principal arterial system can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel. Principal arterials derive their importance from service to rural oriented traffic and/or from service for major movements within the urbanized area. The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. Frequently, the principal arterial system will carry important intra-urban as well as intercity bus routes. In small urban and urbanized areas, this system should provide continuity for all rural arterials which intercept the urban boundary. Because of the nature of the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional system; however, it is not restricted to controlled access routes. The spacing of urban principal arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas.

Program – (1) verb: to assign funds to a project that has been approved by Kern COG, the state or other agency; (2) noun: a system of funding for implementing transportation projects or policies, such as through the State Transportation Improvement Program (STIP).

Program of Projects (POP) – Defines projects to benefit from federal transit funding provided to Kern County agencies by formula for each fiscal year from FTA Section 5311 and Congestion Mitigation/Air Quality (CMAQ) program. Kern COG, as the RTPA, and its member agencies work together to ensure that the funds listed in the POP are programmed and included in the Federal Transportation Improvement Program (FTIP).

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

Public Transportation – Transportation by bus, rail or other conveyance, either publicly- or privately- owned, that provides to the public general or special service on a regular and

continuing basis. Also known as “mass transportation,” “mass transit,” and “transit”.

Quality Transit Area – Areas within one-half mile of fixed route transit service based on planned transit expenditures.

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

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

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

Reverse Commuting – Travel in a direction opposite the main flow of traffic, such as from the central city to a suburb during the morning peak period.

Ridesharing – A form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a van or car, to make a trip. Also known as “carpooling” or “vanpooling”.

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

Shuttle – A public or private vehicle that travels back and forth over a particular route, especially a short route or one that provides connections between transportation systems, employment centers, and the like.

Single-Occupant Vehicle (SOV) – A vehicle with one occupant, the driver, who is sometimes referred to as a “drive-alone”.

Southern California Association of Governments (SCAG) – A six-county planning and coordinating agency, similar to Kern COG, that deals with transportation, water quality, housing and land use. Also reviews and comments on applications for a variety of federal and state assistance programs.

State Highway Account - references the State Highway Account in the State transportation Fund. The State Highway Account supports many state transportation highway capital and safety programs and is first primarily used to match federal transportation funding that is directed to California.

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

State Implementation Plan (SIP) - State plan required by the Federal Clean Air Act to attain and maintain national ambient air quality standards. It is adopted by local air quality districts and the State Air Resources Board.

State Transit Assistance (STA) - This program provides funding for mass transit and transportation planning. With half of the revenues transferred to the TP&D Account and appropriated to STA. STA apportionments to regional transportation planning agencies are determined by two formulas: 50 percent by populations and 50 percent by the amount of operator revenues (fares, sales tax, etc.) for the prior year. STA funds may be used for transit capital or operating expenditures. Passage of Proposition 116 disallows use of STA funds for streets and roads in non-urban counties.

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

Surface Transportation Program (STP) - Funding program established by ISTEA, and continued under subsequent federal transportation legislation that is very flexible, in that many types of mass transit and highway projects are eligible for funding under this program. Ten percent of the projects funded under this program must be transportation enhancement activities and 10 percent for safety projects.

Sustainable Communities Strategy (SCS) - The SCS strives to reduce air emissions from passenger vehicle and light duty truck travel by better coordinating transportation expenditures with forecasted development patterns and, if feasible, help meet California Air Resources Board (CARB) greenhouse gas targets for the region.

Traffic Operations Centers (TOC) – Computer-based traffic signal control system that monitors traffic conditions and system performance, selects appropriate signal timing (control) strategies, and performs equipment diagnostics and alert functions. Sensors in the signals detect the passage of vehicles, vehicle speed, and congestion levels. Kern County's TOC is located within the Bakersfield City Hall.

Transportation Control Measures (TCMs) – Strategies to reduce driving or smooth traffic flows in order to cut auto emissions and resulting air pollution. Examples of TCMs include roving tow truck patrols to clear stalled vehicles and accidents from congested roadways, new or increased transit service, or a program to promote carpools and vanpools.

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

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

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

Vanpool – An arrangement in which a group of passengers share the use and cost of a van in traveling to and from pre-arranged destinations together.

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

ACRONYMS

AA - Alternatives Analysis

AADT – Annual Average Daily Traffic

AASHTO - American Association of State Highway & Transportation Officials

ADA - Americans with Disabilities Act

APCD - Air Pollution Control District

AQAP - Air Quality Attainment Plan

AQMD – Air Quality Management District

ASR - Airport Surveillance Radar

AT – Active Transportation

AVLS – Automatic Vehicle Location System

AVR - Average Vehicle Ridership

AVTTAC - Aviation Transportation Technical Advisory Committee

BACM – Best Available Control Measure

BARCT - Best Available Retrofit Control Technology

BRT – Bus Rapid Transit

BSC - Bakersfield Senior Center

CAATS – California Alliance for Advanced Transportation Systems

CALTRANS - California Department of Transportation

CARB - California Air Resources Board

CCAA - California Clean Air Act

CEC – California Energy Commission

CEQA - California Environmental Quality Act

CHP – California Highway Patrol

CIP - Capital Improvement Program

CMA – Congestion Management Agency

CMAQ - Congestion Management/Air Quality (funding program)

CMP - Congestion Management Program

CMS – Changeable Message Signs; Congestion Management System

COG – Council of Governments

CPUC – California Public Utilities Commission

CTC - California Transportation Commission

CTP – California Transportation Plan

CTSA Consolidated Transportation Services Agency

CVWP – Central Valley Water Project

DAR – Dial-A-Ride

DOE - Department of Energy (federal)

DOT - Department of Transportation (federal)

DTIM - Demand Travel Impact Model

EAFB - Edward Air Force Base

EIR/EIS – Environmental Impact Report (state)/Environmental Impact Statement (federal)

EJ – Environmental Justice

EMM - Environmental Enhancement and Mitigation Program

EPA - Environmental Protection Agency (federal)

ETC – Electronic Toll Collection

FAA - Federal Aviation Administration

FCAAA - Federal Clean Air Act Amendments of 1990

FCR - Flexible Congestion Relief Program

FETSIM – Fuel Efficient Traffic Signal Management

FHWA - Federal Highway Administration

FIP - Federal Implementation Plan

FRA – Federal Railroad Administration

FSTIP - Federal Statewide Transportation Improvement Program

FTA - Federal Transit Administration

FTIP - Federal Transportation Improvement Program

FTZ - Foreign Trade Zone

FY - Fiscal Year

GET - Golden Empire Transit District

GIS – Geographic Information Systems

GPA - General Plan Amendment

GPS – Global Positioning Systems

HOV – High Occupancy Vehicle

HPMS - Highway Performance Monitoring Systems

HSGT – High Speed Ground Transportation

HSR - High Speed Rail

HOV - High Occupancy Vehicle

ILS - Instrument Landing System

ISR - Indirect Source Review

ISTEA – Intermodal Surface Transportation Efficiency Act of 1991

ITS - Intelligent Transportation Systems (replaces Intelligent Vehicle Highway Systems)

Kern COG - Kern Council of Governments

KT - Kern Transit

LOS - Level of Service

LTF - Local Transportation Fund

MMTI - Major Metropolitan Transportation Investments

MPG – Miles per gallon

MPO - Metropolitan Planning Organization

MTS – Metropolitan Transportation System

NAFTA – North American Free Trade Agreement

NAHC - Native American Heritage Commission

NAWS - (China Lake) Naval Air Weapons Station

NEPA - National Environmental Policy Act

NIMBY – Not In My Back Yard

NHS - National Highway System

NTS – National Transportation System

NO - nitric oxide

NO₂ - nitrogen dioxide

NOP - Notice of Preparation

OAA - Older Americans Act

OPR – Office of Planning and Research

OWP – Overall Work Program

O₃ – ozone

PAC - Project Advisory Committee

PAPI - Precision Approach Path Indicator

PM₁₀ - Particulate Matter (less than 10 microns in size); **PM 2.5** (less than 2.5 microns)

PMS – Pavement Management System

POP – Program of Projects

PPHM - parts per hundred million

PSR – Project Study Report

PTA – Public Transportation Account

PUC - Public Utilities Commission

QTA – Quality Transit Areas

ROC - Reactive Organic Compounds

ROW – Right(s)-of-Way

RSTP - Regional Surface Transportation Program

RTIP - Regional Transportation Improvement Program

RTP - Regional Transportation Plan

RTPA - Regional Transportation Planning Agency

SB - Senate Bill

SHA - State Highway Account

SHOPP – State Highway Operations and Protection Plan

SHPO - State Historic Preservation Office

SHRP - Strategic Highway Research Program

SIP - State Implementation Plan

SLTPP - State and Local Transportation Partnership Program

SJVAB - San Joaquin Valley Air Basin

SJVAPCD - San Joaquin Valley Air Pollution Control District

SR - State Route

SCS – Sustainable Communities Strategy

STA – State Transit Assistance

STAA - Surface Transportation Assistance Act

STAF - State Transit Assistance Fund

STIP - State Transportation Improvement Program

STP - Surface Transportation Program

TAC - Technical Advisory Committee

TAZ - Traffic Analysis Zone

TCI – Transit Capital Improvement Program

TCM - Transportation Control Measure

TDA - Transportation Development Act

TDM - Transportation Demand Management

TEA - Transportation Enhancement

TEA-21 – Transportation Enhancement Act for the 21st Century

TIF – Transportation Impact Fee

TMA - Transportation Management Area and/or Association

TOG - Total Organic Gases

TPPC - Transportation Planning Policy Committee

TTAC - Transportation Technical Advisory Committee

US DOT - Department of Transportation (federal)

USTIP - Updated State Transportation Improvement Program

VMT - Vehicle Miles Traveled

VT - Vehicle Trip