



GLOSSARY



Plan BayArea 2040

FINAL
SUPPLEMENTAL
REPORT



Metropolitan
Transportation
Commission



Association
of Bay Area
Governments

JULY 2017

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METROPOLITAN
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Glossary

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80k by 2020 Initiative

The 80K by 2020 Initiative is a \$30 million funding pool to reward additional transportation dollars to jurisdictions that permit the most deed-restricted housing affordable to low- and very-low-income families. See also **Deed-Restricted Units**

A

ABAG Association of Bay Area Governments

The council of governments and designated regional planning agency, ABAG represents the San Francisco Bay Area's nine counties and 101 cities and towns. ABAG initiates programs, projects and partnerships to help resolve the region's economic, social and environmental challenges, providing research, analysis and local government-service programs.

Active Transportation

Active Transportation includes any method of travel that is human-powered, but most commonly refers to walking and bicycling. See also **Complete Streets**.

B

BAAQMD Bay Area Air Quality Management District

BAAQMD regulates industry and employers to keep air pollution in check and sponsors programs to clean the air. BAAQMD also works with ABAG, the Metropolitan Transportation Commission (MTC), and the Bay Conservation and Development Commission (BCDC) on issues that affect land use, transportation and air quality.

BARC Bay Area Regional Collaborative

Bay Area Regional Collaborative: Coordinates the planning efforts of the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), and the Metropolitan Transportation Commission. Formerly known as the Joint Policy Committee.

BCDC Bay Conservation and Development Commission

A state-established agency with jurisdiction over dredging and filling of San Francisco Bay and limited jurisdiction over development within 100 feet of the Bay.

BRT Bus Rapid Transit

Corridor-level services providing fast and frequent transit services that are designed to take advantage of freeway improvements such as High Occupancy Vehicle (HOV) and Managed Lanes in order to serve longer-distance regional trip-making.

C

Caltrans California Department of Transportation

The state agency responsible for the design, construction, operation and maintenance of the state highway system. The state system includes interstate freeways and state highways.

Call for Projects

Regional agencies use this procedure to solicit competing bids from counties, cities, transit agencies, community-based organizations and other stakeholders for projects to be funded as part of long-range plans, such as Plan Bay Area 2040.

CARB California Air Resources Board

The state agency responsible for adopting state air quality standards, establishing emission standards for new cars sold in the state, overseeing activities of regional and local air pollution control agencies, and setting regional targets for reducing greenhouse gas emissions from passenger vehicles. SB 375 requires that CARB set GHG-reduction targets for cars and light trucks in each California region for the years 2020 and 2035.

Carpool

An arrangement in which two or more people share the use of a privately owned automobile to travel together to and from pre-arranged destinations — typically between home and work or home and school. See also **Express Lanes**.

Carsharing

Organized short-term auto rental, often located in downtown areas near public transit stops as well as near residential communities and employment centers. Carsharing organizations operate fleets of rental vehicles that are available for short trips by members who pay a subscription fee, plus a per-trip charge. Some organizations also allow for individuals to rent cars directly from one another.

CEQA California Environmental Quality Act

This California law passed in 1970 requires that documentation of potential environmental impacts of development projects must be submitted prior to development. Under SB 375, housing development projects can qualify for a full CEQA exemption if:

- They do not exceed 8 acres or 200 units
- They can be served by existing utilities
- They will not have a significant effect on historic resources
- Their buildings exceed energy efficiency standards
- They provide any of the following:
 - 5 acres of open space
 - 20 percent moderate-income housing
 - 10 percent low-income housing
 - 5 percent very-low-income housing

CEQA Streamlining

SB 375 provides several CEQA reform provisions. These include streamlined review and analysis of residential or mixed-use projects consistent with the SCS; modified review and analysis, through an expedited Sustainable Communities Environmental Assessment (SCEA), for Transit Priority Projects (TPPs) that are consistent with the SCS; and a complete CEQA exemption for TPPs that are consistent with the SCS and meet a specific list of other requirements.

CHSRA California High Speed Rail Authority

Created by the California Legislature in 1996 to develop a plan for the construction, operation and financing of a statewide, intercity high speed passenger rail system.

Climate Adaptation Projects

Programs that address climate impacts (e.g., sea level rise, extreme storms, fire, heat) and build community resilience. See also: **Climate Change; Resilience**

Climate Change

Climate change refers to changes in the Earth's weather patterns, including the rise in the Earth's average temperature due to an increase in heat-trapping or greenhouse gases (GHGs) in the atmosphere. Climate scientists agree that climate change is a man-made problem caused by the burning of fossil fuels like petroleum and coal. Transportation accounts for about 40 percent of the Bay Area's GHG emissions. Climate change is expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather events.

Community-Based Transportation Plan

A collaborative process to determine local transportation needs and solutions, involving residents in minority and low-income Bay Area communities, community and faith-based organizations that serve them, transit operators, and county congestion management agencies. MTC initiated the Community-Based Transportation Planning Program in 2002.

CMA Congestion Management Agency

Congestion management agencies (CMAs) are county-level organizations responsible for preparing and implementing congestion management programs. CMAs also are responsible for overseeing and delivering transportation sales tax measures that voters have approved. The nine Bay Area CMAs are: Alameda County Transportation Commission, Contra Costa Transportation Authority, Transportation Authority of Marin, Napa Valley Transportation Authority, San Francisco County Transportation Authority, City/County Association of Governments of San Mateo County, Santa Clara Valley Transportation Authority, Solano Transportation Authority and Sonoma County Transportation Authority.

See also **CMP Congestion Management Program**

CMP Congestion Management Program

Required of every county in California with a population of 50,000 or more to qualify for certain state and federal funds. CMPs set performance standards for roads and public transit, and show how local agencies will attempt to meet those standards. The CMP is required to be adopted by the Congestion Management Agency, and it must be consistent with the adopted Regional Transportation Plan (RTP).

CMAQ Congestion Mitigation and Air Quality Improvement Program

A category of funds contained in federal transportation legislation for projects and activities that reduce congestion and improve air quality in regions not yet attaining federal air quality standards.

CO₂ Carbon Dioxide

CO₂ is a colorless, odorless, non-poisonous gas that is a normal part of the ambient air. CO₂ contributes the most to human-induced global warming. Human activities such as fossil fuel combustion and deforestation have increased atmospheric concentrations of CO₂ by approximately 30 percent since the industrial revolution.

COG Council of Government

A council of government (COG) is a multi-service entity with state and locally-defined boundaries that delivers a variety of federal, state and local programs while continuing its function as a planning organization, technical assistance provider and "visionary" to its member local governments. As such, they are accountable to local units of government and effective partners for state and federal governments.

Commercial Development Fees

A fee required on nonresidential developments to pay for affordable housing initiatives in a county, in order to provide housing at various price levels for the workforce brought in by commercial development.

Committed Funds

Funds designated by law for a specific purpose or reserved by action of a governing board (such as MTC, a transit agency, a congestion management agency, etc.). Along with Discretionary Funds, one of two revenue categories for Plan Bay Area.

Communities of Concern

Neighborhoods with notably high concentrations of four or more of the following: minority persons; low-income individuals; persons who are Limited English Proficient; seniors age 75 and over; persons with disabilities; households without cars; single-parent households; and renters paying more than 50 percent of household income on rent. Under this definition, about one-fifth of today's total Bay Area population lives in areas defined as communities of concern.

Complete Streets

Streets designed and operated to enable safe, attractive, comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities.

Congestion

Congestion is usually defined as travel time or delay in excess of what is normally experienced under free-flow traffic conditions. Congestion is typically accompanied by lower speeds, stop-and-go travel conditions, or queuing, such as behind ramp meters or heavily used intersections.

Congestion Pricing

Charging drivers a fee to drive in congested areas and using the revenue generated to fund transportation improvements — such as better transit service, signal coordination and bicycle and pedestrian projects —that improve travel options and traffic flow.

Corridor

A broad geographical band that follows a general directional flow connecting major trip origins and destinations. A corridor may contain a number of streets, highways and transit route alignments.

CTC California Transportation Commission

A state agency that sets state spending priorities for many state and federally funded highway and transit projects and allocates funds to those projects. CTC members are appointed by the governor.

D

Deed-Restricted Units

Housing units with stipulations written into a property's deed that outline conditions, covenants and/or restrictions for the property in order to further the goals of affordable housing and workforce housing. Examples of stipulations may be: the deed-restricted property must be the owner's primary residence; at least one member of the household must be employed in the county of the residence for a minimum number of hours per week; or the total household income must be at or below a certain percentage of the area median income.

Discretionary Funds

Funds available for assignment to projects or programs through Plan Bay Area. Along with Committed Funds, one of two revenue categories for the plan.

DOT *Department of Transportation*

At the federal level, the cabinet agency headed by the Secretary of Transportation that is responsible for highways, transit, aviation, and ports. The DOT includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), and other agencies. The state DOT is Caltrans.

E

Economic Development District

An Economic Development District is a federally designated organization charged with the maintenance and implementation of a Comprehensive Economic Development Strategy (CEDS) for increasing economic resilience and recommending actions for spurring sustainable development and growth.

EIR *Environmental Impact Report*

A detailed statement prepared under the California Environmental Quality Act (CEQA) that describes and analyzes the significant environmental effects of a project and discusses ways to mitigate or avoid the effects.

Environmental Justice

The fair treatment of people of all races, cultures, and incomes during the development, adoption, implementation, and enforcement of environmental laws, regulations and policies.

EPA *Environmental Protection Agency*

The federal agency charged with setting policy and guidelines, and carrying out legal mandates, for the protection of national interests in environmental resources.

Express Lanes

Limited-access highway lanes in which carpools, vanpools and buses travel for free, while other vehicles gain access by paying a fee.

F

Focused Growth

Development that reflects higher densities, mixed use and a higher proportion of housing and employment growth in urban areas, particularly near transit stations and along transit corridors, as well as in town centers. See also **Infill Development**.

FPI Freeway Performance Initiative

Freeway Performance Initiative: MTC's effort to improve the operations, safety and management of the Bay Area's freeway network via deploying system management strategies, completing the HOV lane system, addressing regional freight issues and closing key freeway infrastructure gaps.

Freeway

A divided highway with limited access and grade-separated junctions, and without traffic lights or stop signs.

FTA Federal Transit Administration

The federal agency responsible for administering federal transit funds. FTA is part of the federal DOT.

G

Gas Tax

The tax applied to each gallon of fuel sold. Currently, the federal government collects a per-gallon tax of 18.4 cents (last raised in 1997), and the state collects a per-gallon excise tax of 36 cents per gallon (set to rise to 39.5 cents on July 1, 2013).

General Plan

A policy document required of California cities and counties by state law that describes a jurisdiction's future development in general terms. The General Plan contains a set of broad policy statements about the goals for the jurisdiction, and it also must contain seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety.

GHG Greenhouse Gas

A greenhouse gas is a gas in an atmosphere that absorbs and emits radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect, which causes warming of the atmosphere of the earth. Greenhouse gases include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons and other gases.

Green Infrastructure

Green infrastructure is an approach to water management that protects, restores or mimics nature. The term encompasses a wide array of practices, both natural and engineered, to deliver environmental, social and economic benefits such as clean water, ecosystem conservation, air quality, climate adaptation and cost-effectiveness.

Global Warming

The progressive, gradual rise of Earth's average surface temperature; thought to be caused in part by increased concentrations of GHGs in the atmosphere.

H

Highway

A general term usually referring to a state or federally designated urban or rural route, designed to accommodate longer trips in the region.

HOT Lane High-Occupancy Toll Lane

See **Express Lanes**.

Household

All people living in a housing unit, regardless of whether they are related to one another. Housing units include houses, condominiums, apartments and mobile homes.

HOV High-Occupancy Vehicle

A vehicle that carries more than one occupant. Examples include carpools, vanpools, shuttles and buses.

HOV Lane *High-Occupancy Vehicle Lane*

An exclusive road or traffic lane that typically has a higher operating speed and lower traffic volumes than a general purpose or mixed-flow lane. In California, vehicles that typically can use HOV lanes include carpools, vanpools, buses, other multi-passenger vehicles, and motorcycles and emergency vehicles. Also known as carpool lane.

HSR *High-Speed Rail*

Railroad passenger service that, as defined by California state law, operates at maximum speeds of more than 200 miles per hour. High-speed rail typically operates on intercity (longer) routes.

I

Infill Development

Includes development, redevelopment and re-use of existing sites and buildings in existing neighborhoods and commercial corridors.

ITS *Intelligent Transportation Systems*

A general classification of transportation technologies, management tools and services made possible through advances in computer and communication technologies. ITS is used to make transportation systems safer and more efficient.

J

Jobs-Housing Balance

Jobs-housing balance refers to the equal distribution of employment opportunities and workforce population across a geographic area. It is usually measured in terms of the proportion of jobs per household. For example, a jobs-housing balance of 1.25 means there are 5 jobs for every 4 households. The aim of jobs-housing balance is to provide local employment opportunities that may reduce commuting distances and/or provide homes near workplaces.

L

Land Use Model

Used by researchers and planners to identify expected population, jobs and housing growth and to understand the interactions between land use, transportation, and the economy. Models help planners analyze and test various spatial distributions of jobs, population and land uses and describe to policy-makers and the public about the relationship between land use and transportation.

Lifeline Transportation Program

An MTC initiative to enhance low-income residents' access to key destinations such as job centers, government buildings and medical facilities during both peak commute periods and off-peak hours. The program taps state and federal funds to provide grants for projects that meet mobility and accessibility needs in low-income communities across the Bay Area.

LRT *Light Rail Transit*

A passenger transportation system of self-propelled vehicles that operate over steel rails located in the street, on an aerial structure, or on a separated right of way. LRT systems generally serve stations averaging one-mile apart, are not remotely controlled, and can operate in a separated right of way or on public streets.

M

Managed Lanes

These lanes provide access for carpools, vanpools and buses, and to solo drivers who pay a fee to use the lanes. The lanes can be barrier-separated and some lanes can be reversed to go with the flow of traffic. See also **Express Lanes**.

Means-Based Fare Program

A transit fare program based on household income.

Mixed-Use

The combining of commercial, office and residential land uses to provide easy pedestrian access and reduce the public's dependence on driving. It can be implemented in multi-story buildings containing businesses and retail stores on the lower floors, and homes on the upper floors.

Mobility Management

As defined in MTC's Coordinated Public Transit/Human Services Transportation Plan, mobility management is a strategic, cost-effective approach to encourage the development of services and best practices in the coordination of transportation services connecting people needing transportation to available transportation resources within a community. Its focus is the individual with specific needs rather than a particular transportation mode.

Mode

One of the various forms of transportation, including automobile, transit, bicycle and walking. Intermodal refers to the connection between modes; multimodal refers to the availability and/or use of multiple transportation modes.

Mode Split or Mode Share

The percentage of trips that use each of the various travel modes.

MPO Metropolitan Planning Organization

A federally designated agency that is responsible for regional transportation planning in each metropolitan area. MTC is the MPO for the San Francisco Bay Area region.

MTC Metropolitan Transportation Commission

The transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. MTC is the metropolitan planning organization (MPO) for the Bay Area.

N

Naturally Occurring Affordable Housing

Housing that is affordable without any public or private subsidies.

0

OBAG 2 One Bay Area Grant Program

The OneBayArea Grant Program is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and Plan Bay Area. It is an incentive-based program designed to stimulate the production of housing in areas well-served by transportation, particularly public transit.

Off-Peak Period

The time of day when the lowest concentrations of vehicles or transit riders are on the road or transit facilities. These times are generally before 6 a.m., between 9 a.m. and 3 p.m., and after 6 p.m.

P

Paratransit

A specialized, door-to-door transport service for people with disabilities who are unable to use standard bus or commuter rail services.

Parking Minimums

Laws that require developers to construct specified amounts of car parking every time they build a new home or business.

PCA Priority Conservation Area

Regionally significant open spaces in the Bay Area for which there exists a broad consensus for long-term protection and for which public funds may be invested to promote their protection. Local jurisdictions and open space agencies identified these locations voluntarily through the FOCUS initiative.

PDA Priority Development Area

Locations within existing Bay Area communities that present infill development opportunities, and are easily accessible to transit, jobs, shopping and services. Local jurisdictions identified these locations voluntarily through the FOCUS initiative.

Peak Period

The time of day when the highest concentrations of vehicles or transit riders are on the road or on transit facilities. The morning peak period is generally considered to be from 6 to 9 a.m.; the afternoon peak period is from 3 to 6 p.m.

Performance Measures

Objective, quantifiable measures used to evaluate the performance of the transportation system, and to determine how well planned improvements to the system are achieving established objectives.

PM_{2.5} Particulate Matter 2.5

Fine particles are 2.5 micrometers in diameter and smaller. The regional target is to reduce fine particulate matter, PM_{2.5}, by 10 percent below today's levels.

PM₁₀ Particulate Matter 10

Particulate matter of 10 micrometers or less in size. The regional target is to reduce coarse particulate matter, PM₁₀, by 45 percent over today's levels.

Priority Production Areas

Locally designated zones where manufacturing, warehousing, distribution and repair services are a priority consideration in determining future land use. These areas support high-growth industries, tend to pay better wages for less skilled workers, and may decrease overall vehicle miles traveled and costs to consumers.

Public Transportation

Travel by bus, rail or other vehicle, either publicly or privately owned, that provides general or specialized service on a regular or continuing basis.

R

Ramp Metering

Electronic traffic control devices located at freeway access points to meter the entry of vehicles onto the freeway. The goal is to help optimize the movement of persons and vehicles.

Reduction Target

A goal set by California Air Resources Board for a region to reduce the amount of greenhouse gas emissions from cars and light trucks within a specific timeframe.

Resilience

Resilience refers to an area's overall economic, environmental and social strength and its ability to overcome various challenges.

RHNA Regional Housing Needs Assessment

The Regional Housing Needs Assessment process is a state mandated planning process for housing in California. ABAG is responsible for allocating this state-determined regional housing need among all of the Bay Area's nine counties and 101 cities with assistance of a recently established SCS Housing Methodology Committee.

Ridership

The number of transit users, usually reported as a yearly total or as the average for a normal workday.

Ridesharing

A mode of travel in which at least two individuals share the same vehicle to get to their destination. Rideshare vehicles include private automobiles, privately owned and operated vans and buses, as well as public transportation.

RTIP Regional Transportation Improvement Program

A five-year listing of major highway, transit and active transportation projects including project costs, funding sources and development schedules. Compiled from priority lists submitted by local jurisdictions and transportation agencies.

RTP Regional Transportation Plan

A long-range transportation plan which is developed every four or five years that, among other things, outlines a region's transportation investments.

RTPA Regional Transportation Planning Agency

A state-designated agency responsible for preparing the RTP and the RTIP, and for administering state transportation funds. MTC is the San Francisco Bay Area region's RTPA.

S

Safe Routes to School

A state and federal program that funds education, encouragement campaigns and infrastructure improvements to help decrease traffic congestion around schools, and to make the journey to school on foot or bike more feasible for children.

Safe Routes to Transit

A program that funds strategies to address the challenges of getting to and from a transit stop or station. These strategies include: first-mile/last-mile solutions such as enhanced pedestrian crosswalks near transit stations; bicycle lanes that connect to transit and bike parking at transit stations; feeder-distributor bus/shuttle routes; car sharing/station cars; and ridesharing.

SB 375 Transportation and Land Use Planning Act of 2008

The act mandates an integrated regional land-use-and-transportation-planning approach to reducing greenhouse gas (GHG) emissions from automobiles and light trucks, principally by reducing vehicle miles traveled (VMT). SB 375 requires that the California Air Resources

Board (CARB) set GHG-reduction targets for cars and light trucks in each California region for the years 2020 and 2035. SB 375 also links state Housing Element law to regional planning efforts for transportation and housing.

SCS Sustainable Communities Strategy

A new element of the RTP, as required by SB 375 (see above), that demonstrates how development patterns and the transportation network, policies and programs can work together to achieve the state's targets for reducing regional greenhouse gas (GHG) emissions from cars and light trucks in a region. It does incorporate the RHNA requirement to provide housing to accommodate all income groups while meeting reduction targets.

Sea Level Rise

An increase in the volume of water in the world's oceans due to global climate change, resulting in an increase in global mean sea level. See also **Climate change**

Smart Growth

A compact, efficient and environmentally sensitive pattern of development that provides people with additional travel, housing and employment choices by focusing future growth away from rural areas and existing low-density neighborhoods and closer to existing and planned job centers and public facilities, while preserving open space and natural resources.

Social Equity

Social equity means ensuring that all people are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups have the same access to opportunities provided to other groups.

SOV Single Occupant Vehicle

A vehicle with one occupant — the driver.

State Highway

A state-designated roadway. May be urban or rural.

STIP State Transportation Improvement Program

A multi-year program of major transportation projects to be funded by the state. The CTC adopts the STIP every two years, based on projects proposed in RTIPs and those proposed by Caltrans.

STP Surface Transportation Program

A federal program that provides flexible funding allocated by regional agencies such as MTC for a wide range of projects including highways, transit, local streets and roads, and bicycles.

T

TDM Transportation Demand Management

Programs to reduce demand by automobiles on the transportation system, by promoting telecommuting, flex-time, bicycling, walking, transit use, staggered work hours and ridesharing.

TDA Transportation Development Act

TDA funds are generated from a tax of one-quarter of one percent on all retail sales in each county, and they are used for transit, specialized transit for disabled people, and bicycle and pedestrian purposes.

Title VI of the Civil Rights Act

Title VI of the Civil Rights Act states that “no person in the United States, shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance.”

TOD Transit-Oriented Development

A type of development that links land use and transportation facilities to support public transit systems and help reduce sprawl, traffic congestion and air pollution. Transit-oriented developments include housing, jobs, retail and services at a strategic point along a regional transit system, such as a rail hub. See also **Infill Development**.

TPA Transit Priority Areas

A transit priority area is an area within one-half mile of an existing or planned major transit stop such as a rail transit station, a ferry terminal served by transit, or the intersection of two or more major bus routes.

TPP Transit Priority Projects

Under SB 375, a project is exempt from CEQA if it (1) qualifies as a “transit priority project,” and (2) meets the “sustainable communities project” requirements as declared by the legislative body of the local jurisdiction. TPPs are projects that contain at least 50 percent residential use; have a minimum net density of 20 units per acre; have a floor-area ratio for the commercial portion of the project at 0.75; and are located within ½ mile of either a rail stop, a ferry terminal, or a bus line with 15-minute headways.

Transit-Oriented Affordable Housing

Affordable housing planned around transportation facilities, or transit-oriented development incorporating affordable housing. The \$50 million Bay Area Transit-Oriented Affordable Housing (TOAH) Fund provides financing for the development of affordable housing and other vital community services near transit hubs throughout the Bay Area. See also: TOD Transit-Oriented Development

Transportation for Livable Communities

A program to finance pedestrian, bicycle and streetscape improvements near public transit in cities around the Bay Area. The purpose of TLC is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods and transit corridors, making them places where people want to live, work and visit. Pedestrian- and transit-friendly developments are hallmarks of the program.

Travel Model

Used by researchers and planners for simulating current travel conditions and for forecasting future travel patterns and conditions. Models help planners and policy-makers analyze the effectiveness and efficiency of alternative transportation investments in terms of performance, such as mobility, accessibility, environmental and equity impacts.

TSM Transportation System Management

Strategies that allow transportation systems to operate in a way that maximizes the number of people traveling in a corridor or facility. These strategies include traffic flow improvements, ramp metering, tracking public transit vehicles, and keeping travelers informed.

U

USDOT United States Department of Transportation

The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports, and headed by the Secretary of Transportation. The DOT includes the Federal Highway Administration and the Federal Transit Administration, among other agencies.

Urban Growth Boundaries

Regional boundaries set with the goal of controlling urban sprawl, by mandating that the area inside the boundary be used for higher density urban development and the area outside be used for lower density development. Housing tracts, shopping malls, and other kinds of urban development are not allowed to sprawl past the boundary, while agricultural lands and open space outside the boundary are preserved.

V

Value Pricing

The concept of assessing higher prices for using certain transportation facilities during the most congested times of the day, in the same way that airlines offer off-peak discounts and hotel rooms cost more during prime tourist seasons. Also known as congestion pricing and peak-period pricing, examples of this concept include higher bridge tolls during peak periods or charging single-occupant vehicles that want to use carpool lanes.

VMT Vehicle Miles Traveled

The total number of miles traveled on all roadways by all vehicles. Reducing VMT can help ease traffic congestion and improve air quality.