

APPENDIX XII:

Glossary of Terms

GLOSSARY OF CWP RELATED TERMS

Association of Bay Area
Governments - (ABAG)

The regional agency that is responsible for regional planning other than for transportation. ABAG publishes forecasts of projected growth for the region.

Air Quality Attainment
Plan

The plan for attainment of state air quality standards, as required by the California Clean Air Act of 1988. It is adopted by air quality districts and subject to approval by the State Air Resources Board.

Average Daily Traffic
(ADT)

The average number of vehicles passing a specified point during a 24 hour period.

Bay Area Air Quality
Management District - (BAAQMD)

The regional agency which adopts and enforces regulations to achieve and maintain state and federal air quality standards in the nine county Bay Area.

California State
Department of Transportation
(Caltrans)

Responsible, as the Department owner/operator of the state highway system for its safe proposed operation and maintenance. Proposes projects for Intercity Rail, Interregional Roads, and sound walls in the PSTIP. 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.

Capital Improvement Program
(CIP)

As used in this document: A seven year program of projects to maintain or improve the traffic level of service and transit performance standards developed by the CIP.

Capital Priorities

A process used by MTC to evaluate and prioritize transit projects in the region. All sources of transit funding, including UMTA grants, state programs, and other sources are considered. This process involves all of the transit operators in the region, including bus, rail, and ferries.

Congestion Management Agency
(CMA)

The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

Congestion Management Program
(CMP)

A Legislatively required county-wide program which addresses congestion problems.

Flexible Congestion Relief
(FCR)

One of the state funding programs for local or regional transportation projects that will reduce congestion. State highway projects, local roads, and rail guideway projects are all eligible for FCR funds.

Highway System Operation
Protection Plan - (HSOPP)

A program created by state and legislation that includes projects related to state highway safety and rehabilitation, seismic safety, and traffic operational improvements. HSOPP is a four year program of projects adopted separately from the STIP.

Level of Service - (LOS)

A qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time. Expressed in range of A through F, with F being the worst.

Model

A mathematical description of a real-life situation that uses data on past and present conditions to make a projection about the future.

Model - Land Use

A model used to predict the future spatial allocation of urban activities (land use), given total regional growth, the future transportation system, and other factors.

Model - Traffic

A mathematical equation or graphic technique used to simulate and predicts traffic movements, particularly those in urban areas or on a freeway.

Peak - (Peak Period,
Rush Hours)

1. The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.
2. The period when demand for transportation service is the heaviest.

Principal Arterial

A functional classification system which defines a street or roadway in terms of the nature and composition of travel. Principal arterials derive their importance from service to rural oriented traffic, but equally or even more importantly, from service for major movements within the urbanized area. The principal arterial system carries 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. The US Department of Transportation provides the guidance that 40-65% of the VMT should be accounted for on the principal arterial system.

Proposed State Transportation Improvement Program - (PSTIP)

This seven year program is based on the adopted STIP and the most recent Project Delivery Report. It is developed by Caltrans for CTC approval and includes projects developed through the IRRS, Intercity Rail, Sound Wall, Toll Bridge, and Aeronautics programs.

Proposition 116

Passed by the voters in June of 1990, this initiative sponsored by the Planning and Conservation League provides \$1.9B in rail bonds, primarily to projects specified in the legislation.

Regional Transportation
Improvement Program -
(RTIP)

A list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the FCR and Urban and Commuter Rail Programs. The individual projects are first proposed by local jurisdictions (CMAs in urbanized counties), then evaluated and prioritized by the MTC for submission to the CTC. The RTIP has a seven year planning horizon, and is updated every two years.

Regional Transportation
Plan - (RTP)

A comprehensive 20 year plan 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)

The agency 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, council of governments, metropolitan planning organizations, or statutorily created agencies. MTC is the RTPA for the nine county Bay Area.

Short Range Transit Plan
(SRTIP)

A five year comprehensive plan required by UMTA for all transit operators receiving federal funds. The plans establish the operator's goals, policies, objectives; analyzes current and past performance, and describes short term operational and capital improvement plans.

State Implementation Plan - (SIP)

State plan required by the Federal Clean Air Act of 1990 to attain and maintain national ambient air quality standards. It is adopted by local air quality districts and the State Air Resources Board.

Transportation Control Measure - (TCM)

A measure intended to reduce pollutant emissions from motor vehicles. Examples of TCMs include programs to encourage ridesharing or public transit usage, city or county trip reduction ordinances, and the use of cleaner burning fuels in motor vehicles.

Transportation Demand Management - (TDM)

Demand based techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

Transportation System Management - (TSM)

That part of the urban transportation planning process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation improvements that generally cost less and can be implemented more quickly than major capital improvements.

U/C Rail - Urban and Commuter Rail

A state funding program financed by the sales of bonds authorized by Proposition 108. Two additional bond measures to fund this program will be placed in front of the voters in 1992 and 1994. All projects must be matched 50% by local funds. Projects are proposed through the CIP process to regional agencies, which then may include them in their RTIPs.

Transportation Level of Service Definitions,

<u>Level of Service</u>	<u>Description</u>	<u>Volume/Capacity V/C Ratio</u>
A	Level of Service A describes a condition where the approach to an intersection appears quite open and turning movements are made easily. Little or no delay is experienced. No vehicles wait longer than one red traffic signal indication. The traffic operation can generally be described as excellent.	0 - 0.60
B	Level of Service B describes a condition where the approach to an intersection is occasionally fully utilized and some delays may be encountered. Many drivers begin to feel somewhat restricted within groups of vehicles. The traffic operation can be generally described as very good.	0.61 - 0.70
C	Level of Service C describes a condition where the approach to an intersection is often fully utilized and back-ups may occur behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. The driver occasionally may have to wait more than one red traffic signal indication. The traffic operation can generally be described as good.	0.71 - 0.80
D	Level of Service D describes a condition of increasing restriction causing substantial delays and queues of vehicles on approaches to the intersection during short times within the peak period. However, there are enough signal cycles with lower demand such that queues are periodically cleared, thus preventing excessive back-ups. The traffic operations can generally be described as fair.	0.81 - 0.90
E	Capacity occurs at Level of Service E. It represents the most number of vehicles that any particular intersection can accommodate. At capacity there may be long queues of vehicles waiting up-stream of the intersection and vehicles may be delayed up to several signal cycles.	0.91 - 1.00
F	Level of Service F represents a jammed condition. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration. Hence, volumes of vehicles passing through the intersection vary from signal cycle to signal cycle. Because of the jammed condition, this volume would be less than capacity.	1.01+

Urbanized Area

As defined by the Bureau of the Census, a population concentration of at least 50,000 inhabitants, generally consisting of a central city and the surrounding, closely settled, contiguous territory (suburbs). The boundary is based primarily on a population density of 1000 people/mile but also includes some less densely settled areas, as well as such areas as industrial parks and railroad yards, if they are within areas of dense urban development. The boundaries of urbanized areas, the specific criteria used to determine urbanized areas, or both may change in subsequent censuses.

Vehicle Miles of Travel - (VMT)

1. On highways, a measurement of the total miles traveled in all vehicles in the area for a specified time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period.

2. In transit, the number of vehicle miles operated on a given route or line or network during a specified time period.

Vehicle Occupancy

The number of people aboard a vehicle at a given time; also known as auto or automobile occupancy when the reference is to automobile travel only.

Vehicle Trip

A one-way movement of a vehicle between two points.