GLOSSARY OF USEFUL TERMS RELATED TO PURPOSE AND NEED

This "Glossary of Useful Terms Related to Purpose and Need" is designed to be used with the "Inputs to Good Purpose and Need Statements" and the "Useful Acronyms," also on this web site. Together, these tools provide information about various resources that can help project teams to prepare and refine quality purpose and need statements.

Accident Rate (or Collision Rate): The number fatal and non-fatal accidents in relation to the average traffic volume and length of the roadway segment being considered. It is typically calculate using three years of data. It is used for comparison between existing roads and other roads of the same type or to predict the average rates on new roads.

Acquisition: The process of obtaining right of way.

Action: A NEPA term, the construction or re-construction, including associated activities, of a transportation facility. An action may be categorized as a " categorical exclusion" or a " major federal action."

Air Quality Management District (AQMD): A regional agency, which adopts and enforces rules to achieve and maintain state and federal air quality standards.

Air Quality Non-Attainment Area: An air basin which does not meet federal ambient air quality standards due to levels of pollutants such as CO, Ozone and Particulate Matter.

Alquist-Priolo Fault Zones: Active fault zones, identified pursuant to the Alquist-Priolo Earthquake Fault Zone Act. This Act is intended to prevent the construction of new buildings for human occupancy over active faults. It requires identification of active fault zones and regulation of development within those zones. General Plan Safety Elements typically incorporate the Act's requirements. The Act does not apply to publicly owned facilities, critical facilities and lifelines or industrial facilities.

Annual Average Daily Traffic (AADT): The average 24-hour volume, being the total number during a stated period divided by the number of days in that period. Unless otherwise stated, the period is a year. The term is commonly abbreviated as ADT or AADT.

Arterial: A general term denoting a highway or local road that primarily serves through traffic, usually on a continuous route.

As-Builts: The final plans of a project after the project is constructed. These plans depict both the highway facilities as designed and as built.

Average Daily Traffic (ADT): The average number of vehicles passing a specified point during a 24-hour period.

Average Daily Trips: The average number of vehicles passing a traffic count location.

Beneficial Use: A use or action that enhances the social, economic, and environmental well-being of the user.

Benefit/Cost Ratio: For a project or a project alternative, the sum of the advantages or profits, divided by the sum of the detriments or expenses. Calculating the Benefit/Cost Ratio is a project management technique for assigning values to pros and cons and analyzing the relationship between them.

Bridge Management System (BMS): Contains a complete inventory of all bridges in the State of California. The BMS tracks inventory data, structure condition, preservation needs and projects for all

bridges. The BMS software contains tools that permit economic evaluation of alternative action plans, deterioration simulation and system-wide budget estimating tools. The BMS also contains a complete online archive of all inspection reports, as-built plans and other pertinent documentation related to structure.

Bypass: An arterial highway or local road that permits traffic to avoid part or all of an urban area.

California Environmental Quality Act (CEQA): State legislation enacted in 1970 and subsequently amended. It protects the environment for the people of California through requiring public agencies and decision makers to consider and document the environmental consequences of actions.

California Transportation Commission: A State Commission, established by State Assembly Bill 402 (AB 402) with 9 appointed members and 2 ex-officio members, responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The CTC also provides guidance and recommendations on transportation policies. See http://www.catc.ca.gov/.

California Transportation Plan (CTP): The state's long-range transportation plan, with a minimum 20-year forecast period, for all areas of the state, that provides for the development and implementation of California's intermodal transportation system. (Title 23 United States Code, Section 135). Per California statute, the CTP may not be project-specific.

Capacity: Service expectation, e.g., (1) The maximum number of vehicles which has a reasonable expectation of passing over a given section of a lane or a roadway in one direction, or in both directions of a highway during a given time period under prevailing roadway and traffic conditions. (2) The number of passengers that can be transported over a given section of a transit line in one direction during a given time period (usually one hour) under prevailing conditions.

Capacity Enhancements: New projects, facilities and operational improvements that add capacity.

Capital Improvement Program (CIP): A program of projects to maintain or improve the level of service and performance standards and to mitigate transportation impacts, e.g., in a Congestion Management Program, a transit plan, an Aviation Systems Plan, etc.

Categorical Exclusion (CE): Pursuant to the National Environmental Policy Act (NEPA), various categories of actions that do not individually or cumulatively have a significant effect on the environment and are exempt from the requirement to prepare an environmental assessment or an environmental impact statement. This replaces the federal term "nonmajor-action."

Categorical Exemption (CE): Pursuant to the California Environmental Quality Act (CEQA), classes of projects that have been determined by the Secretary of the Resources Agency not to have a significant effect on the quality of the environment. An Initial Study or an Environmental Impact Report is not required. Article 19 of the CEQA Guidelines, Appendix A-4, describes and gives examples for each class of categorical exemption applicable to Caltrans.

Central Business District (CBD): The downtown core area of a city, generally an area of high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and service businesses.

CEQA Review: The review of environmental and other documents pursuant to California Environmental Quality Act (CEQA) Statutes & Guidelines.

Certification: Metropolitan Planning Organization and state compliance with federal legislative and regulatory requirements, which enables the Federal Highway Administration and the Federal

Transit Administration to approve their metropolitan and statewide planning and programming processes.

Channelization: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movement of vehicles, bicycles and pedestrians.

CMP: -See Congestion Management Program.

CMS: See Congestion Management System.

COG: See Council of Governments.

Concept: A strategy for future improvements proposed to meet a transportation need. The planning concept defines the type(s) or mode(s) of a facility; e.g., highway, transit, rail or a combination that is proposed to meet a transportation need. For highway facilities, this is refined to freeway, expressway, or conventional highway. The design concept is an update of the planning concept.

Concept Facility: A highway facility type and characteristics considered viable with or without improvement within the 20-year planning period assuming certain financial, growth, environmental, planning and engineering factors.

Concept LOS: The highest and best level of service that can be attained by the end of the 20 year planning period based on the Concept Facility. The urban standard is "E" and the rural standard is "D".

Congestion: Defined by Caltrans as highway operating speeds reduced to less than 35 miles per hour for longer than 15 minutes.

Congestion Management Agency (CMA): The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

Congestion Management Program: An integrated approach to programming transportation improvements. This state approach stipulates detailed consideration of the complex relationships among transportation, land use and air quality. The federal equivalent is the Congestion Management System.

Congestion Management System: A requirement of ISTEA, maintained in TEA-21, to improve transportation planning.

Conventional Highway: A highway without control of access that may or may not be divided.

Cooperating agency: Any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or reasonable alternative) for legislation or other major Federal action/project significantly affecting the human environment. A State or local agency of similar qualifications. When the effects are on a reservation an Indian Tribe may, by agreement with the lead agency, become a cooperating agency. 40 CFR § 1508.5.

Corridor: An area between two termini within which demand, traffic, topography, environment, and other characteristics are evaluated for transportation purposes.

Council of Governments: A voluntary consortium of local governments formed to cooperate on problem solving, e.g., regional transportation planning and programming. Some RTPAs, and MPOs are COGs.

CTC: See California Transportation Commission.

Cumulative impacts: Broadly, the effects of an action, when added to other past, present, and reasonably foreseeable future actions. State and federal statutes and regulations should be consulted for various legal definitions.

D/C: See Demand to Capacity Ratio.

Delay: The time lost while mobility is impeded by some element over which the traveler has no control.

Demand: The transportation need at a point in time, e.g., traffic volume on a segment of road at a point in time, projected traffic volume on a segment of road in 2020, current peak period ridership on a bus route, children crossing at a signed intersection on school days.

Demand to Capacity Ratio (D/C): The relationship between the demand for trips and the number of trips that can be accommodated.

Density: The number of vehicles per kilometer on the traveled way at a given instant.

Design capacity: The maximum number of vehicles that can pass over a lane or a roadway during one hour without operating conditions falling below a pre-selected design level.

Design concept: The type of facility identified by the project, e.g., freeway, expressway, arterial highway, grade-separated highway, reserved right-of-way rail transit, mixed-traffic rail transit, exclusive busway, etc. 40 CFR § 51.392.

Design Life: The length of time that a transportation facility or improvement is intended to remain serviceable, frequently expressed in years.

Design Speed: A speed selected to establish specific minimum geometric design elements for a particular section of highway.

Design Volume: A volume determined for use in design, representing traffic expected to use the highway. Unless otherwise stated, it is an hourly volume.

Direct impacts: Effects that are caused by an action and occur at the same time and place as the action.

District System Management Plan (DSMP): A part of the system planning process. A district's long-range plan for management of transportation systems in its jurisdiction. It establishes the Districts policies and priorities of development.

Eminent Domain: The power to take private property for public use without the owner's consent upon payment of just compensation.

Encroachment: Use or occupancy of state right of way by non-state structures or objects of any kind or character.

Endangered Species Act: Federal legislation enacted in 1973, as amended, that extends legal protection to plants and animals listed as "threatened" or "endangered" and includes consultation with the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service.

Environment: The physical conditions which exist within the area which will be affected by a proposed project or alternative, including but not limited to land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or esthetic significance. The environment includes both natural and man-made conditions.

Environmental assessment (EA): A concise public document for which a Federal agency is responsible that serves to: (1) Briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. (2) Aid an agency's compliance with NEPA when no environmental impact statement is necessary. (3) Facilitate preparation of an EIS when one is necessary. An EA shall include brief discussions of the need for the proposal, the alternatives considered, and the environmental impacts of the proposal and alternatives, and include a listing of agencies and persons consulted. 40 CFR § 1508.9. . The federal government uses the term "environmental assessment" in place of the term " initial study" which is used in CEQA.

Environmental Document (ED): A comprehensive term applied to any of the following items prepared pursuant to NEPA or CEQA: Draft or Final Environmental Impact Statement (EIS), Draft or Final Environmental Impact Report (EIR), Finding Of No Significant Impact (FONSI), Environmental Assessment (EA), Initial study (IS), or Negative Declaration (ND).

Environmental Impact Report (EIR): A detailed statement prepared under CEQA describing and analyzing the significant environmental effects of a project and discussing ways to mitigate or avoid the effects. An EIR is prepared for use by the public, public agencies and agency decision-makers to weigh the environmental consequences of a proposed action. California Resources Agency, Title 14, section 15362.

Environmental Impact Statement (EIS): An analytical document prepared under NEPA that portrays potential impacts to the human environment of a particular course of action and its possible alternatives. An EIS is prepared for use by the public, public agencies and agency decision-makers to weigh the environmental consequences of a proposed action. A detailed written statement as required by section 102(2)(C) of NEPA. 40 CFR § 1508.11.

Expressway: An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.

Federal Highway Administration (FHWA): The Federal agency within the U.S. Department of Transportation responsible for administering the Federal-aid Highway Program and the Motor Carrier Safety Program.

Federal Transit Administration (FTA): An agency within the U.S. Department of Transportation responsible for administering federal funds for public transportation planning, programming and projects.

Federal Transportation Improvement Program (FTIP): -An MPO's 3-year program of projects that include federal funding, require a federal approval or are regionally significant. FTIPs include the region's STIP and SHOPP projects. The FTIPS plus federal and locally funded rural highway and transit projects constitute the Federal State Transportation Improvement Program (FSTIP).

Finding of No Significant Impact (FONSI): A document by a federal agency briefly presenting the reasons why an action, not otherwise excluded, will not have a significant effect on the human environment and therefore does not require the preparation of an EIS.

Fiscal Year (FY): The accounting period for the budget. The state fiscal year is July 1 to June 30 and the federal fiscal year is October 1 to September 30.

Forecast: The best estimate of future conditions.

Freeway: A highway to which the owners of abutting lands have no right or easement of direct access or to which such owners have only limited or restricted right or easement of access. The Highway Design Manual describes a freeway as a divided arterial highway with full control of access and with grade separations at intersections. Final approval of a freeway requires that the CTC adopt

an alignment for a facility that has been identified by statute as part of the freeway and expressway system.

Freeway Capacity: The maximum sustained 15 minute rate of flow that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in a specified direction.

Functional Classification (or Designation) : Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterial Roads, Collector Roads, Local Roads.

General Plan: A policy document that cities and counties adopt to guide their future. The seven required elements are: land use, circulation, housing, conservation, open space, noise and safety. The Circulation Element identifies local/regional transportation goals. Optional elements, such as a Bike element, can also provide transportation goals.

Geometric Design: Geometric design is the arrangement of the visible elements of a road, such as alignment, grades, sight distances, widths, slopes, etc.

Goods Movement: The transportation of commodities by any or all of the following commercial means; aircraft, railroad, ship, or truck.

Highway Capacity Manual (HCM) : Revised in 2000 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (see Level of Service) of transportation systems as freeways, arterial, transit, and pedestrian facilities.

Highway Capacity Software (HCS): Software based on the HCM. Available through Mctrans Center for Microcomputers in Transportation/University of Florida and other companies. To be used on a desktop PC computer. Contains all the algorithms found in the HCM.

High Occupancy Toll (HOT) Lanes: New HOV lanes that allow single occupant vehicles access for a fee.

High Occupancy Vehicle (HOV) Lanes: A lane of freeway reserved for the use of vehicles with at least a preset number of occupants. Buses, taxis, carpools (which satisfy the occupancy minimum) and motorcycles generally may use HOV lanes..

High Speed Rail (HSR): Trains that operate at 125 MPH or above.

Indirect Impacts: Impacts that are caused by an action and occur later in time, or at another location, yet are reasonably foreseeable.

Interchange. A system of interconnecting roadways in conjunction with one or more grade separations providing for the routing of traffic between two or more roadways on different levels.

Intergovernmental Review (IGR): A program mandated by federal law (Presidential Executive Order 12372) and state law (Governor's Executive order D-24-83). These laws require Caltrans to review all planning and development activity that has the potential to impact the state highway system, and to recommend mitigation (improvements) that either eliminate the impacts or reduce them to a level of insignificance.

Intermodal Surface Transportation Efficiency Act (ISTEA) : Federal transportation legislation adopted in 1991. It provided increased funding and program flexibility for multimodal transportation programs. Upon its expiration, ISTEA was succeeded by TEA-21.

Intermodal Transportation Management System (ITMS): Originally one of six management systems required by ISTEA (see ISTEA). A computerized database, it performs modal analysis and assists planning corridor improvements.

Interregional Road System (IRRS): A series of state highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions.

Interregional Transportation Improvement Program (ITIP): The ITIP is a list of proposed interregional transportation projects submitted to the California Transportation Commission by Caltrans. Approved projects are eligible for 25 percent of the funds in the State Transportation Improvement Program (see STIP).

Interregional Transportation Strategic Plan (ITSP): A plan that describes and communicates the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP), the state's 25 percent of STIP funds. It also identifies how Caltrans will work with regional agencies to consult and seek consensus on the relative priority of improvements. The plan is evaluated in terms of its progress in carrying out its objectives, strategies and actions.

Latent travel demand: The potential number of trips that could be made by people who cannot now travel because of the inconvenience or unavailability of present modes or inability to use them.

Lead Agency: The public agency which has primary responsibility for preparing environmental documents and for carrying out or approving a project which may have a significant effect on the environment. (14 CCR 15367).

Level of Service (LOS): A measure describing operational conditions within a traffic stream. It measures such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The six defined levels of service use letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. Each LOS represents a range of operating conditions.

Load limits: Weight restrictions used to prohibit vehicles that exceed a specified weight from using a transportation facility.

Local and Regional LOS Standards: Identifies the standards for level of service set by local and regional jurisdictions in general plans and congestion management programs.

Local Street or Local Road: A street or road primarily for access to residence, business, or other abutting property.

Major Investment Study (MIS): Required under ISTEA, but deleted as a requirement under TEA-21, an MIS is a tool to integrate social, economic and environmental considerations earlier in planning analyses and transportation decisionmaking. Its fifteen factors (which were listed in Title 23 United States Code, Section 134, but were amended out with TEA-21) address an array of factors in a focused fashion; land use, environmental, transportation system performance and community resources. It is similar to an alternatives analysis for transit projects.

Major Street or Major Highway: An arterial highway with intersections at grade and direct access to abutting property and on which geometric design and traffic control measures are used to expedite the safe movement of through traffic.

Metropolitan Planning Organization (MPO): A regional agency designated by the governor and local elected officials as responsible, together with the state, for the transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government. It has responsibilities specified under federal law.

Metropolitan Transportation Authority (MTA): A network of subways, buses, and railroads providing alternate transportation services to travelers.

Milestone: An event of special importance, e.g., completion of a major deliverable.

Mitigation: Methods or procedures which may: (1) avoid an impact altogether by not taking a certain action or parts of an action; (2) minimize an impact by limiting the degree or magnitude of the action and its implementation; (3) rectify an impact by repairing, rehabilitating, or restoring the affected environment; (4) reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action; or (5) compensate for an impact by replacing or providing substitute resources or environments.

Mode, Modal: Travel methods, e.g. train, bus, plane, car, bicycle, walking, etc.

Multimodal: Pertaining to more than one method of travel.

National Environmental Policy Act (NEPA) : Federal legislation enacted in 1969 that require agencies to include in the decision-making processes: (1) appropriate consideration of all environmental effects; and (2) procedures to avoid or minimize adverse effects; and restore and enhance environmental quality as much as possible.

National Highway System (NHS): Consists of 155,000 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Natural Diversity Information: Identifies special status of habitats and species found within 300 meters of centerline of the existing highway facility.

Negative Declaration (ND): A document prepared pursuant to CEQA, which states that a project will have no significant environmental impact.

Notice of Completion (NOC): A brief notice filed with the Office of Planning and Research in the Governor's office by the Lead Agency, as soon as it has completed a draft EIR pursuant to CEQA.

Notice of Determination (NOD): A formal written notice pursuant to CEQA, which requires that such notice be filed by a lead state agency when deciding to carry out or approve any project that was subject to the preparation of a ND or an EIR.

Notice of Intent (NOI): A notice, pursuant to NEPA, that an EIS will be prepared and considered. The NOI is published by the lead federal agency in the Federal Register.

Notice of Preparation (NOP): A brief notice sent by the public agency with principal responsibility for carrying out or approving a project to notify other agencies that an EIR is being prepared pursuant to CEQA.

Peak (Peak Period, Rush Hours): 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. The period during which the demand for transportation service is the heaviest.

Plans, Specifications and Estimates (PS&E): A phase or milestone in the life cycle of a project following PA&ED and preceding construction; includes the preparation of construction contract documents, the acquisition of right of way, and the securing of permits.

Post Kilometer (PKm) : The mileage measured in kilometers from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

Post Mile (PM): The mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

Preliminary Environmental Analysis Report (PEAR): Provides input to the Project Initiation Document (PID). The PEAR provides the initial environmental evaluation of a project and all feasible alternatives before a project is programmed. It identifies potential environmental constraints and estimates the scope, schedule and costs of environmental compliance. It serves as the foundation for the studies by the environmental team during the Project Report phase. A PEAR is prepared for state highway projects; a Preliminary Environmental Study, or PES, is prepared for local projects.

Programming: The process of prioritizing and scheduling projects for development and implementation; the phase or milestone in the life cycle of a project following PID and preceding PA&ED.

Project: A temporary endeavor undertaken to produce a unique outcome. A Caltrans capital project is a temporary endeavor undertaken to create a unique physical improvement to the transportation system in California. For the purposes of environmental review, a project is the entirety of an action which has potential for resulting in a physical change in the environment. Under CEQA, transportation plans and programs are projects. TEA-21 specified transportation plans and programs are not subject to NEPA.

Project Approval and Environmental Document (PA&ED): A major phase in the life cycle of a project following the Project Initiation Document and Programming but preceding PS&E. It includes performance of preliminary engineering and environmental studies, preparation of the Project Report (PR) and Environmental Document (ED), approval of the PR and ED, and other approval activities as described in Chapter 12 of the Project Development Procedures Manual (PDPM).

Project Development Team: An interdisciplinary team composed of key members of the project team and external stakeholders who act as a steering committee in directing the course of studies required to evaluate the various project alternatives during the early phases of the project life cycle.

Project Initiation Document (PID): A decision document that identifies the need, purpose and feasibility of a candidate project for programming. It serves as a record of agreement on the scope, cost and schedule of a project.

Project Study Report (PSR): A type of PID that is required before a project may be programmed.

Record of Decision (ROD): A formal written statement, required under NEPA, wherein a federal lead agency must present the basis for its decision to approve a selected project alternative, summarize mitigation measures incorporated into the project, and document any required Section 4(f) approval.

Regional Transportation Improvement Program)RTIP): A list of proposed regional transportation projects submitted to the California Transportation Commission by the RTPAs. RTIPs are funded with 75 percent of the funds in the STIP. RTIPs must be consistent with the RTPs. Interregional projects in the Interregional Transportation Improvement Plan (See ITIP) are eligible for the other 25 percent of the STIP funds.

Regional Transportation Plan (RTP): A State-mandated 20+-year plan, developed and cyclically updated by a Regional Transportation Planning Agency (RTPA) or Metropolitan Planning Organization (MPO). It consists of policy, action, and financial elements and it identifies proposed transportation projects for a given region.

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, COGs, MPOs or statutorily created agencies.

Relinquishment: A transfer of the State's right, title, and interest in and to a highway, or portion thereof, to a city or county as authorized by statute.

Replacement Planting. Planting to replace planting (installed by Caltrans or others) that is damaged or removed during highway construction activity, including irrigation modification and/or replacement.

Resource Agencies: Federal or state agencies with statutory authority over particular resources.

Responsible agency: Under the California Environmental Quality Act (CEQA), a public agency, other than the lead agency, which has responsibility for carrying out or approving a project (see PRC §21069; CEQA Guidelines §15096, 15381). This includes agencies with permitting or funding authority. The comparable term under the National Environmental Policy Act (NEPA), "cooperating agency," is more broadly defined: any federal agency that has jurisdiction by law or special expertise (see 40 CFR §1501.6, 1508.5).

Revegetation: Planting of indigenous plants to replace natural vegetation that is damaged or removed as a result of highway construction projects or permit requirements.

Right of Access: The entitlement of an abutting land owner to enter or exit his/her property via a public road.

Roadbed: That portion of the roadway extending from curb line to curb line or shoulder line to shoulder line. Divided highways are considered to have two roadbeds.

Roadside: A general term denoting the area adjoining the outer edge of the roadbed to the right of way line. Extensive areas between the roadbeds of a divided highway may also be considered roadside.

Roadway: That portion of the highway included between the outside lines of the sidewalks, or curbs and gutters, or side ditches including also the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

Route Concept Report RCR)(also see Transportation Concept Report): Analyzes a transportation corridor service area, establishes a twenty-year transportation planning concept and identifies deficiencies and modal transportation options and alternative applications needed to achieve the twenty year concepts.

Rural: Used to describe areas lying outside the U. S. Census urban area boundary.

Safety Index (SI): The cost of the accidents that a proposed project would prevent compared with the cost of implementing the project. The SI provides a consistent basis by which to evaluate the safety impacts of a proposed project. It is also used to prioritize projects.

SB 45: State Senate Bill 45, passed in 1997, revised transportation funding priorities at the State level, allocating 75% of capital outlay dollars to regional agencies, and 25% to the State.

Scenic Highway System: A list of the highways that are eligible to become, or are designated as, official scenic highways. Many state highways are located in areas of outstanding natural beauty. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq.

Scoping: A process for determining the issues to be addressed in an EIS and for identifying significant issues to be analyzed in depth.

Secondary Impacts: See Indirect Impacts.

Seismic Retrofit: Upgrading of a structure or facility to withstand seismic events. Following the 1989 Loma Prieta and the 1994 Northridge earthquakes, projects to retrofit state-owned structures and bridges were exempted from the requirements of CEQA.

Sensitive species: Generic term for any plant or animal species which is recognized by the government or a conservation group as being rare, threatened, or endangered or having some other special status.

Shoulder: The portion of the roadway contiguous with the traveled way for accommodations of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

Significant effect: A substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or esthetic significance (14 CCR 15382). It requires consideration of both context and intensity. Under the federal definition, there may be a significant beneficial impact (40 CFR 1508.27).

Stakeholder: Individuals or organizations actively involved in transportation or whose interests may be positively or negatively affected as a result of transportation planning and projects.

State Highway Operation and Protection Program (SHOPP): A four-year program proposed by Caltrans and adopted by the CTC, limited to projects related to State highway safety and rehabilitation. The funding source and the 10-year plan for such projects are also called SHOPP. Some intelligent transportation system (ITS) operational improvements are funded with SHOPP.

State Implementation Plan (SIP): The state's plan for attaining the National Ambient Air Quality Standards. Per federal law, transportation plans and programs in air quality non-attainment areas must conform to the SIP.

State Route (SR) : A highway within the State Highway System that is distinctively designed to serve intrastate and interstate travel. The termini of the State Routes are described in Article 3 of the Streets and Highway Code.

State Transportation Improvement Program (STIP): A list of transportation projects, proposed in RTIPs and the ITIP, which are approved for funding by the CTC. The STIP has two main funding components: the Regional Improvement Program (RIP, the 75% allocated to the regions for regional improvements) and the Interregional Improvement Program (IIP, the 25% allocated to Caltrans for interregional improvements). Beginning with the 2002 STIP, it is a 5-year program of projects, updated every 2 years. It is also the biennial estimate of funds anticipated to be available for programming during the STIP cycle.

Statement of Overriding Considerations: Pursuant to CEQA, a written explanation prepared by a public agency that explains why it approved a project, despite the presence of significant, unavoidable environmental impacts.

Strategic Highway Network (STRAHNET): A system of public highways that is a key deterrent in United States strategic policy. It provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war. Most large military convoys use the Strategic Highway Network. These routes connect military bases to the interstate highway network and include over 15,000 miles of roadway nationally. STRAHNET roadways are those that would be used for the rapid mobilization and deployment of armed forces in the event of war or peacekeeping activity.

Structure Replacement and Improvement Needs (STRAIN) Report: A listing of all major preservation needs that have currently been identified for each State owned bridge. The needs identified in the STRAIN report are typically addressed by the State Highway Operation Protection Program (SHOPP) or State Transportation Improvement Plan (STIP).

System Linkage: The degree to which a project is part of an integrated program to solve congestion within the larger system setting. The degree to which the project is compatible with or enhances adjacent projects. The relative role of the project among improvements in a Congestion Management Plan. A Project's system linkage can be established by explaining whether/how it provides a connecting link in the regional or area-wide system of transportation modes that would enhance utility and or efficiency.

System Plan: A long-rang planning document for interregional transportation in addition to statewide travel analysis. These documents help identify current and future deficiencies on the State Highway System as well as recommended solutions to meet mobility goals.

TEA 21: Federal legislation, the Transportation Equity Act for the 21st Century, PL 105 178. TEA-21 was signed into law in 1998, authorizing highway, highway safety, transit and other surface transportation programs for the following 6 years. TEA 21 built on the initiatives established in the 1991 ISTEA (see ISTEA.)

Tiering: The process of preparing multiple levels of an environmental review, typically including general matter in broad environmental impact statements with subsequent narrower environmental impact statements.

Total Accidents Per Million Vehicle Miles (TOT/MVM): See Accident Rates.

Traffic Accident Surveillance and Analysis System (TASAS): A system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps or intersections in the State Highway System. Accidents can be selected by location, highway characteristics, accident data codes and combinations of the above.

Traffic Conditions: Any characteristics of the traffic stream that may affect capacity or operations, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commuters and recreational drivers).

Traffic Congestion Relief Program (TCRP): This State program was established by the Transportation Congestion Relief Act of 2000 (AB 2928 and SB 1662). The program was designed to relieve congestion, improve goods movement and improve the connectivity between different modes of transportation. Additionally, more than two-thirds of that funding is allocated for rail and mass transit projects. TCRP provides a specific list of projects and designates the amount of funding for which each project is eligible from this source. Most of the projects will also need additional funding from other sources. The projects, funds, lead applicant and implementing agencies are specified in Government Code Section 14556.40.

Traffic Forecast: A best estimate of future roadway travel conditions, demand and resulting volumes. A forecast also identifies whether or not the subject segment of a route is designated as being part of a system. National Highway System (NHS), Interregional Highway System (IRRS), Freeway/Expressway System, Scenic Highway, National Truck Network, Terminal Access Route for the National Truck Network, Strategic Highway Network (STRAHNET), and/or Highways of Regional Significance.

Traffic Operations: The safe and efficient movements of vehicles, people, and goods. The typical measures of effectiveness are travel times, delay, accidents per vehicles miles, and level of service.

Transit: Generally refers to passenger service provided to the general public with fixed or variable schedules and routes at published fares. Related terms include public transit, mass transit, public transportation, urban transit and paratransit.

Transportation Concept Report (TCR) (also see Route Concept Report): A long-range planning document that describes the current characteristics of the transportation corridor and establishes a twenty-year planning concept. The TCR defines the California Department of Transportation's (Caltrans) goal for the development of the transportation corridor in terms of level of service (LOS) and type of facilities, and broadly identifies the improvements needed to reach those goals. Facility information (e.g., roadway widths, number of lanes) contained in the TCR represents a preliminary planning approach to identifying candidate improvements and to determining estimated costs. All information in TCR documents is subject to revision as conditions change and new information is obtained. Consequently, the nature and the size of identified improvements may change as they move through the project development stages. Final determinations are made at the time of project planning and design.

Transportation Control Measure (TCM): Includes elements of both transportation system management (TSM) and transportation demand management (TDM)(see transportation system management and transportation demand management). Specific TCMs that have air quality conformity impacts are listed in Section 108(f) of the Clean Air Act Amendments.

Transportation Demand Management (TDM): Policies, programs and actions directed toward decreasing use of single occupant vehicles and shifting travel from peak periods.

Transportation System Development Program (TSDP): A System Planning document that lists a set of projects that could be proposed for funding consideration assuming a specified funding level program.

Transportation System Information Program (TSIP): Responsible for canvassing the Districts annually and maintaining a file on the status of the traversable highways. TSIP should be contacted to get advice on procedures for the adoption of a traversable route, preparation of the report covering the proposal, and Caltrans assumption of maintenance. Since adoption of a traversable highway has effects on Caltrans resources, the Maintenance and Traffic Operations Programs and DLP must be involved in the action. The facility is brought up to State highway standards before assumption of maintenance is considered. (See Project Development Procedures Manual (PDPM) CH23 ARTICLE 5 - Traversable Highway, Transfer of Highway Location.)

Transportation System Management (TSM): Use of transportation improvements to increase the efficiency of the existing transportation system, e.g., high occupancy vehicle lanes, traffic flow improvements, park-and-ride lots, etc. The intent is to make better use of the existing transportation system by using short term capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

Traveled Way: The portion of the roadway for the movement of vehicles, exclusive of shoulders.

Tribal Employment Relations Ordinances (TERO): Allow employment preference to tribal members for projects constructed on tribal lands.

Trustee Agency: A state agency with legal jurisdiction over natural resources held in trust for the people of the state.

Unconstrained Flows: Traffic condition on a facility in which there is sufficient capacity to handle traffic demands, i.e., not congested.

Urban: An area lying within a U. S. Census urbanized boundary.

Urban Transportation Planning System (UTPS): This is a tool for multimodal transportation planning developed by the Urban Mass Transportation Administration (now the Federal Transit Administration) and the Federal Highway Administration. It is used for both long- and short-range planning, particularly system analysis and covers both computerized and manual planning methods. UTPS consists of computer programs, attendant documentation, user guides and manuals that cover one or more of five analytical categories: highway network analysis, transit network analysis, demand estimation, data capture and manipulation, and sketch planning.

Vertical Clearances: The unobstructed distance above the roadway surface; the height at which a vehicle may pass beneath a structure without any physical contact between the vehicle and the structure. The standards for the minimum allowable vertical clearance vary with the type of highway facility.

Volume: The number of persons or vehicles that pass a given point during a specified period of time. The period of time is often one hour and expressed in vehicles.

Volume/Capacity (V/C): The ratio of the number of vehicles operating in comparison to available capacity for a particular transportation facility.

Workplan: A resourced project schedule that identifies the project activities by the project team and the associated resources needed for Environmental, Design, Right-of-Way and Construction.