

## Glossary of Terms

**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.

**Assembly Bill 32 (AB 32).** The California Global Warming Solutions Act passed in 2006, requires the California Air Resources Board (CARB) to develop regulations and other measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions to 1990 levels by 2020, representing a 25 percent reduction statewide.

**Assembly Bill 210 (Wieckowski) (AB 210).** Adopted in August 2013, AB 210 extends the authority of the County of Alameda and authorizes the County of Contra Costa to impose the transactions and use tax of no more than 0.5 percent for countywide transportation programs until December 31, 2020, conditioned upon prior voter approval.

**Assembly Bill 1358 (Leno) (AB 1358).** The Complete Streets Act of 2008 stipulates that during the next major update of their General Plan's Circulation Element, all jurisdictions in California are required to incorporate complete streets principles. Alameda CTC required jurisdictions to adopt complete streets policies by June 30, 2013 as part of the Master Program Funding Agreements signed in 2012. All jurisdictions have met this requirement.

**Assembly Bill 1963 (Katz) (AB 1963).** This legislation amended the Congestion Management Program in 1994 to define the performance element of the CMP as in Government Code Section 65089(b)(2) and to meet Federal Transportation Act requirements. Since that time, the California Department of Transportation Highway Capacity Manual 2010 and the California Environmental Quality Act transportation checklist have also emphasized the importance of multimodal

transportation system performance measures. (See Chapter 4 for the Alameda County CMP multimodal performance measures.)

**Assembly Bill 2032 (Dutra) (AB 2032).** Adopted in 2004, this legislation authorized implementation of the Interstate 680 Express Lane. The project was complete and opened to traffic in September 2010. The legislation also approved a second express lane in the county. The CMA approved Interstate 580 (I-580) as a candidate corridor, electronic toll system installation began spring 2015, and the I-580 Express Lanes opened in February 2016.

**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.

**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 created by the state legislature for the Bay Area air basin (Alameda, Contra Costa, western Solano, southern Sonoma, Marin, Napa, San Francisco, San Mateo, Santa Clara counties) that develops, in conjunction with MTC and ABAG, the state and federal air quality plans for the region. BAAQMD has an active role in approving the TCM (see definition herein) plan for the region, as well as in controlling stationary and indirect sources of air pollution.

**California Transportation Commission (CTC).** A body appointed by the governor and confirmed by the legislature that considers Regional Transportation Improvement Programs and the Proposed State Transportation Improvement Program (PSTIP) (see definitions herein) and then includes 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 over the major programs authorized by Propositions 111 and 108.

**California State Department of Transportation (Caltrans).**

As the owner/operator of the state highway system, responsible for its safe operation and maintenance. Proposes projects for Intercity Rail, Interregional Roads, and soundwalls in the PSTIP (see definition herein). Also responsible for the State Highway Operations and Protection Program SHOPP) (see definition herein), 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 or Comprehensive Investment Plan (CIP).** According to CMP legislation, a seven-year program of projects to maintain or improve the traffic level of service and performance measures developed by the CMP, and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation-related vehicle emissions air quality mitigation measures. Alameda CTC developed its first Comprehensive Investment Plan in 2015, which translates long-range plans into a short-range investment strategy by establishing a list of near-term priority improvements to enhance and maintain Alameda County's multimodal transportation system. Alameda CTC's CIP serves as the CMP Capital Improvement Program.

**congestion management agency (CMA).** The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

**Congestion Management Program (CMP).** A multi-jurisdictional program to reduce traffic congestion. Required of every county in California with an urbanized area as defined by the Census Bureau (of at least 50,000 people).

**Council of Governments (COGs).** A voluntary consortium of local government representatives, from contiguous communities, meeting on a regular basis, and formed to cooperate on common planning and solve common development problems of their area. COGs can function as the regional transportation planning agencies (RTPAs) and metropolitan planning organizations (MPOs) in urbanized areas.

**database.** 1) A collection of data from which information is derived and from which decisions can be made; and 2) A non-redundant collection of data items that can be processed by one or more computer applications.

**Federal Highway Administration (FHWA).** A division of the U.S. Department of Transportation, established to ensure development of an effective national road and highway transportation system. It assists states in constructing highways and roads, and provides financial aid at the local level.

**Federal Transit Administration (FTA).** A division of the U.S. Department of Transportation, delegated by the Secretary of Transportation to administer the federal transit program under the Urban Mass Transportation Act of 1964, as amended, and various other statutes.

**FTA Section 5307 funds.** Distributes funds to regions based on an urbanized area formula. FTA identifies 12 urbanized areas in our region—five large and seven small. In large urbanized areas, formula funds generally can be used only for capital investment. In small urbanized areas, these funds can be used for capital investment and for transit operations.

**FTA Section 5309, Capital Investment Grants.** Discretionary grant program provided by the federal government through FTA to fund major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. The law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.

**FTA Section 5310 funds.** Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

**FTA Section 5337 funds.** Provides grants to maintain transit systems in a state of good repair. These funds may be used only for equipment replacement or rehabilitation, or other capital projects needed to keep transit systems in good repair. These funds are limited to projects for transit systems such as rail, passenger ferry, or bus rapid transit; and for buses that operate in high-occupancy vehicle lanes.

**FTA Section 5339 funds.** Provides grants to replace, rehabilitate, and purchase buses and related equipment, or to build bus-related facilities.

**fund estimate.** A biennial State Transportation Improvement Program estimate of all resources available for the state's transportation infrastructure over the next five-year period; establishes the program funding levels for the STIP and the State Highway Operation and Protection Program.

**high-occupancy vehicle (HOV) lane.** A lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis, and carpools.

**Interregional Transportation Strategic Plan (ITSP).** Provides guidance for the identification and prioritization of interregional transportation improvements to be funded in the Interregional Transportation Improvement Program (ITIP). The 2015 ITSP expanded the analysis from focusing on ITIP investment in interregional highways and intercity rail to analyzing the entire interregional transportation system regardless of funding source. The STIP consists of the ITIP and the RTIP.

**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, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

**Low Carbon Transit Operations Program (LCTOP).**

Established by Senate Bill 862 in 2014 to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Senate Bill 862 began appropriating 5 percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund for LCTOP in 2015-16. Caltrans, the Air Resources Board, and the State's Controller's Office administer this program.

**metropolitan planning organization (MPO).** A federally mandated and federally funded transportation policy-making organization in the U.S. made up of representatives from local government and governmental transportation authorities. MTC is the designated MPO for the Bay Area region.

**Metropolitan Transportation Commission (MTC).**

Created by the state legislature in 1970 to prepare a Regional Transportation Plan for the nine counties of the Bay Area. Other important responsibilities include approving transportation projects that receive state or federal funding, allocating several sources of funds for transit operations, evaluating the performance of the transportation system and the provision of transportation service, promoting and setting guidelines for transit systems coordination, and advocating adequate transportation funding. MTC consists of 21 members, 18 voting members, including one member from ABAG, and one member from the San Francisco Bay Conservation and Development Commission. MTC also includes three non-voting members, from the state and federal transportation agencies.

**Metropolitan Transportation System (MTS).** A regional, multimodal transportation system defined as part of MTC's RTP. Emphasizes a balanced strategy of highway, arterial, and transit capital investments and operational improvements to manage congestion projected over the next 20 years.

**Model:** Gravity. A mathematical trip distribution model that is based on the premise that the amount of travel

between two zones in proportional to the amount of activity in each of the two zones and inversely proportional to the impedance to travel between the two zones. In other words, trips produced in any given area will distribute themselves in accordance with the accessibility of other areas and the opportunities.

**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: Mode Choice.** A model used to forecast the proportion of total person trips on each of the available transportation modes.

**Model: Regional Growth.** A model used to estimate land uses in a region.

**Model: Travel Demand.** A mathematical equation or graphic technique used to simulate traffic movements, particularly those in urban areas or on a freeway.

**MTC Resolution No. 3434.** The Regional Transit Expansion Program adopted by MTC in 2001 as Resolution 3434 identifies the regional commitment to transit investments in the Bay Area. It has been amended many times. The most recent September 2014 amendment identified rail and bus projects that will improve mobility and enhance connectivity for residents in Alameda County and the Bay Area.

**MTC Resolution No. 3866.** Adopted in February 2010 and last revised in July 2015, the Transit Coordination Implementation Plan, which includes a regional Transit Connectivity Plan and Implementation Requirements, coordinates public transportation services between public transit operators, including coordination of fares and schedules for all public transit systems within MTC's jurisdiction, and details a cohesive strategy for easing passengers' movement from one transit system to another.

**MTC Resolution No. 4035.** Adopted in May 2012 and last revised in July 2016, sets forth project selection policies and programming for the federal Surface Transportation

Program (STP)/Congestion Mitigation and Air Quality (CMAQ) funding available to MTC for its programming discretion as part of the federal Transportation Improvement Program. Resolution 4035 established the One Bay Area Grant Program, which integrates the region's federal transportation program with California's climate law (Senate Bill 375) Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas.

**obligation.** An action by an administrative agency approving the spending of money for a specific purpose to a specific grant recipient.

**pavement management program (PMP).** 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 PMP that is in conformance with the criteria adopted by the City/County/State Cooperation Committee. At a minimum, the PMP/pavement management system must contain:

- An inventory of the arterial and collector routes in the jurisdiction that is reviewed and updated at least biennially;
- An assessment of pavement condition for all routes in the system, updated biennially;
- Identification of all sections of pavement needing rehabilitation or replacement; and
- Determination of budget needs for rehabilitation or replacement of deficient sections of pavement for the current biennial period, and for the following biennial period.

Each implementing jurisdiction certifies and submits the PMP certification to MTC. MTC then makes a finding of agreement with the certification and transmits the certification to the CTC with the RTIP.

**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.). 2) The period when demand for transportation service is the heaviest.

**principal arterial.** The functional classification system at the federal level used to define principal arterials for rural areas, urbanized areas, and small urban areas. As of December 31, 2013, the FHWA no longer reflects the rural/urban setting within the classification name in its Federal Functional Classification System, and includes it as an attribute in the description of a roadway. 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, but equally or even more importantly, 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. In addition, significant intra-area travel, such as between major business districts and outlying residential areas, between major inner city communities, or between major suburban centers should be served by this system. Frequently, the principal arterial system will carry important intra-urban as well as intercity bus routes. Finally, this system in small urban and urbanized areas should provide continuity for all rural arterials which intercept the urban boundary. Because of the nature of the travel served by the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional system. However, this system 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. The U.S. Department of Transportation provides the guidance that 50-65 percent of the VMT should be accounted for on the principal arterial system.

**Project Delivery Report.** Government Code Section 14525.5 requires Caltrans to submit to the legislature by November 15 of each year a report on the delivery of all state highway projects in the adopted STIP which cost \$1 million or more and for which the department is the responsible agency for project development work (including some, but not all locally funded projects). The

report must identify milestone dates by month and year for these projects, and must summarize the number of projects which met milestones and identify those that failed to meet one or more milestones. For those that failed, the report must explain the reasons for the delay and present a plan to resolve any problems and a new schedule for delivery. Annually, as part of the project delivery report required pursuant to Section 14525.5, Caltrans must report on the difference between the original allocation made by the CTC and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year.

**Project Study Report (PSR).** Government Code Section 14529.4 requires that any capacity-increasing project on the state highway system, prior to programming the STIP, have a completed PSR. The PSR must include a detailed description of the project scope and estimated costs. The intent of this legislation was to improve the accuracy of the schedule and costs shown in the STIP, and thus improve the overall accuracy of the estimates of STIP delivery and costs.

**Proposed State Transportation Improvement Program (PSTIP).** This seven-year program is based on the adopted STIP and the most recent Project Delivery Report. It may include additional schedule changes and/or cost changes, plus new projects that Caltrans proposed for the interregional road system, retrofit soundwalls, and toll bridge and aeronautics programs, as well as the intercity rail program. Caltrans may also propose, under specified conditions, alternative FCR projects to those proposed in the RTIPs; this is the only overlap with the RTIPs. The PSTIP is due to the CTC on 12/1 of odd numbered years.

**Priority Conservation Area (PCA).** Regionally significant open space for which there exists broad consensus for long-term protection but nearer-term development pressure.

**Priority Development Area (PDA).** An area in an existing community, near transit service, that has planned for more housing.

**public transit (mass transit).** Passenger transportation service, usually local in scope, that is available to any person who pays a prescribed fare. Operated on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time. Examples include bus, ferry, light rail and rapid transit.

**public transportation.** Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point to another. Routes and schedules may be determined through a cooperative arrangement. Subcategories include public transit service and paratransit service available to the general public.

**Regional Transportation Improvement Program (RTIP).** A list of proposed transportation projects submitted to the CTC by the regional transportation planning agency (for the Bay Area, MTC), as a request for state funding. The individual projects are first proposed by the CMAs, then evaluated and prioritized by the regional agency for submission to the CTC. The RTIP has a seven-year planning horizon and is updated every two years. MTC may only include projects in its RTIP that are first included in a CMP.

**Regional Transportation Plan (RTP).** A comprehensive 20-year plan for the region, updated every four years by the regional transportation planning agency (for the Bay Area, MTC). The RTP includes goals, objectives and policies, and recommends specific transportation improvements.

**ridesharing.** Two or more persons traveling by any mode, including but not limited to, carpooling, vanpooling, taxipooling, shuttle and public transit.

**Rural Area.** As defined by the U.S. Census Bureau, all territory, population, and housing units located outside Urban Areas and Urban Clusters (see definitions).

**Senate Bill 45 (Kopp) (SB 45).** In 1997, this legislation had a significant impact on the regional transportation planning and programming process, by amending the STIP process. The statute delegated major planning decisions to the regional transportation planning agencies (RTPAs), requiring them to take a more active role in selecting and programming transportation projects and encouraged more decision-making through partnerships among stakeholders. It divided STIP into two sub-programs and designated 75 percent of funding to the region for the Regional Transportation Improvement Program (RTIP) and 25 percent of funding to the California Department of Transportation for the Interregional Transportation Improvement Program (ITIP). SB 45 changed the transportation funding structure; modified the transportation programming cycle, program components, and expenditure priorities; and required the development and implementation of transportation system performance measures.

**Senate Bill 226 (Simitian) (SB 226).** In 2011, the Office of Planning Research issued regulations to implement SB 226, which seeks to streamline environmental review for eligible infill development projects. These Infill Streamlining updates to the California Environment Quality Act Guidelines also contain the performance standards used to determine an infill project's eligibility for a streamlined review.

**Senate Bill 375 (Steinberg) (SB 375).** Adopted in October 2008, SB 375 requires California's MPOs to prepare a "sustainable communities strategy (SCS)" that demonstrates how the region will meet its greenhouse gas reduction target through integrated land use, housing and transportation planning.

**Senate Bill 595 (Beall) (SB 595).** Allows voters to approve a bridge toll increase to fund congestion-relief projects and improve mobility in the bridge corridors. Governor Brown signed this bill into law in October 2017. This bill



requires the City and County of San Francisco and the other eight counties in the San Francisco Bay Area to conduct a special election, to be known as Regional Measure 3, on a proposed increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for specified projects and programs.

**Senate Bill 743 (Steinberg) (SB 743).** Adopted in September 2013, SB 743 includes a series of amendments to the California Environmental Quality Act that streamline the environmental review process, encourage infill development, overhaul traditional impact analysis metrics, and exempt certain projects in transit priority areas. For the Congestion Management Program, it removed the sunset date for establishing the infill opportunity zones including related alternative level of service standard requirements.

**Senate Bill 916 (Perata) (SB 916).** As amended in June 2003, this bill required the supervisors of the counties of San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Solano to call a special election in March 2004 on Regional Measure 2 (RM2) authorizing a comprehensive Regional Traffic Relief Plan (RTRP). The voters in those counties passed the measure, which authorized a \$1 toll surcharge to fund specified transportation projects and programs. In addition, the bill required the Metropolitan Transportation Commission to adopt a regional transit connectivity plan.

**Senate Bill 1474 (Kopp) (SB 1474).** Passed in 1996, this bill requires the Metropolitan Transportation Commission (MTC) to adopt, in coordination with a regional transit coordinating council, rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction. See MTC Resolution No. 3866 regarding the Transit Coordination Implementation Plan.

**Senate Bill 1636 (Figueroa) (SB 1636).** Signed by the governor in 2002, this bill established “infill opportunity zones” (IOZs) to encourage transit supportive and infill developments. The statute exempted infill opportunity

zones from the requirements to maintain level of service E. None of the local jurisdictions within Alameda County established or adopted infill opportunity zones by the statute’s sunset period of December 2009. Senate Bill 743 instituted key changes to the CMP statute that support infill development, including lifting the sunset date on designating IOZs and directing the governor’s Office of Planning and Research to develop new metrics for assessment of transportation impacts to replace the level of service measure.

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

**State Highway Operations and Protection Program (SHOPP).** Formerly called the Highway System Operations and Protection Plan (HSOPP), the state’s “fix it first” program created by state legislation that funds the repair and preservation of the State Highway System (SHS), safety improvements, and highway operational improvements. SHOPP is a four-year program of projects, adopted separately from the STIP cycle. Revenues for the SHOPP are generated by federal and state gas taxes and are fiscally constrained by the State Transportation Improvement Program fund estimate produced by Caltrans based on established criteria and adopted by the California Transportation Commission.

**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.

**State Transit Assistance (STA).** Funds generated by the sales tax on diesel fuel that may be used by transit operators for both capital projects and transit operations. The amount of money available for transit agencies varies from year to year based on

the ups and downs of diesel prices. The state splits the STA program into two components: 1) Population-based funds: MTC receives STA based on the Bay Area's share of the population. MTC determines how to use these funds (Resolution 3837); 2) Revenue-based funds: The state allocates funds to transit operators based on their revenue as defined by PUC 99314 (b). Operators have full discretion over the use of TDA and most of STA apportioned to them. For most smaller transit agencies, Transportation Development Act and STA are their main sources of operating funds.

**State Transportation Improvement Program (STIP).**

The biennial five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. The list of transportation projects are proposed in the RTIPs and PSTIP.

**Sustainable Communities Strategy (SCS).** Mandated by Senate Bill 375, an Integrated Transportation, Land Use and Housing Plan required to be developed by the 18 metropolitan planning organizations in California to reduce greenhouse gas emissions. The SCS is adopted as an element of the Regional Transportation Plan.

**Traffic Systems Management (TSM) Program.** A state-funded program that funds those projects which "increase the number of person trips on the highway system in a peak period, without significantly increasing the design capacity of the system, measured by vehicle trips, and without increasing the number of through traffic lanes." This program is funded outside of the STIP process, through direct application to Caltrans. The CTC programs the projects from a prioritized list submitted by Caltrans. Statute requires that priority be given to projects from counties with adopted CMPs.

**Transit and Intercity Rail Capital Program (TIRCP).**

Created by Senate Bill 862 in 2014 and modified by Senate Bill 9 in 2015 to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's

intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California. Caltrans and California State Transportation Agency administer this program.

**Transit Capital Improvement Program (TCI).** A state program for transit capital projects and the STA program (see definition). An annual program, all state funds must be matched 50 percent by local funds.

**Transportation Control Measures (TCMs).** 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. MTC has adopted specific TCMs, in compliance with the federal and state Clean Air Acts that can be found in MTC Resolution No. 4274 and were added over successive revisions to the State Implementation Plan. State legislation established a joint process between MTC and BAAQMD for preparing the transportation control measures plan as part of the state Clean Air Plan. BAAQMD adopted the most recent Clean Air Plan in 2017.

**Transportation Improvement Program (TIP).** A federally required document produced by the regional transportation planning agency (MTC in the Bay Area) that states the investment priorities for transit and transit-related improvements, mass transit guideways, general aviation, and highways. The TIP is MTC's principal means of implementing long-term planning objectives through specific projects.

**Transportation Management Association (TMA).**

A consortium of business and industry (private sector) interests formed to help solve mutual transportation problems. A TMA is not in any form a publicly sponsored or coordinated agency or group.

**Transportation System Management (TSM).** A set of relatively low-cost techniques to relieve congestion



without adding vehicle capacity to the transportation system. TSM techniques are numerous. Some are “demand-based” techniques such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours. (Sometimes the demand-based strategies are referred to as TDM). Other TSM measures are engineering-oriented, such as timing traffic signals to smooth the flow of traffic, and ramp metering, which regulates the entrance of vehicles onto a freeway, increasing the efficiency of the freeway.

**Travel 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.

**Urban Cluster (UC).** As defined by the U.S. Census Bureau, densely developed territory that has at least 2,500 people but fewer than 50,000 people. The Census Bureau first introduced the UC concept for Census 2000 to provide a more consistent and accurate measure of urban population, housing, and territory throughout the United States, Puerto Rico, and the Island Areas.

**Urbanized Area (UA).** As defined by the U.S. Census Bureau, densely developed territory that contains 50,000 or more people. The Census Bureau delineates UAs to provide a better separation of urban and rural territory, population, and housing in the vicinity of large places.

**vehicle miles traveled (VMT).** A measurement of miles traveled by vehicles within a specified region for a specified time period. 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.

**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.

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