

Transportation Workshop Glossary

Bay Area Partnership

Often referred to simply as “The Partnership,” this is a confederation of the top staff of various transportation agencies in the region, including MTC, public transit operators, county congestion management agencies (CMAs), city and county public works departments, ports, Caltrans and the U.S. Department of Transportation (DOT) as well as environmental protection agencies. The Partnership works by consensus to improve the overall efficiency and operation of the Bay Area’s transportation network, including developing strategies for financing transportation improvements.

Capital Funds

Moneys to cover one-time costs for construction of new projects — such as roads, bridges, bicycle/pedestrian paths, transit lines and transit facilities — to expand the capacity of the transportation system, or to cover the purchase of buses and rail cars.

Committed Revenues

Revenues that are dedicated by law, ballot measure or prior MTC programming actions to specific transportation investments. Committed revenues comprise the vast majority of all funds identified in the long-term regional transportation plan. (Also see “[Uncommitted Revenues](#).”)

CMAs

Congestion Management Agencies

Countywide agencies responsible for preparing and implementing a county’s Congestion Management Program. CMAs came into existence as a result of state legislation and voter approval of Prop. 111 in 1990. Subsequent legislation made them optional. Most Bay Area counties still have them. Many CMAs double as a county’s sales tax authority.

Environmental Justice

This term stems from a Presidential Executive Order to promote equity for disadvantaged communities and promote the inclusion of racial and ethnic populations and low-income communities in decision-making. Local and regional transportation agencies must ensure that services and benefits, as well as burdens, are fairly distributed to avoid discrimination.

Equity Analysis

Consistent with federal requirements for environmental justice, MTC conducts an equity analysis covering the 25-year regional transportation plan to determine how the benefits and burdens of the plan’s investment strategy affect minority and low-income communities.

Financial Constraint

A federal requirement that long-range transportation plans include only projects that have a reasonable expectation of being funded, based upon anticipated revenues. In other words, long-range transportation plans cannot be pie-in-the-sky wish lists of projects. They must reflect realistic assumptions about revenues that will likely be available during the 25 years covered in the plan.

MTC

Metropolitan Transportation Commission

The transportation planning, financing and coordinating agency for the nine counties of the San Francisco Bay Area.

Performance Measures

Indicators of how well the transportation system or specific transportation projects will improve transportation conditions.

RTP

Regional Transportation Plan

A master plan to guide the region's transportation investments for a 25-year period. Updated every three years, it is based on projections of growth in population and jobs and the ensuing travel demand. Required by state and federal law, it includes programs to better maintain, operate and expand transportation. The Bay Area's 2005 update of its long-range transportation plan, now under way, is known as Transportation 2030.

Smart Growth

A set of policies and programs designed to protect, preserve and economically stimulate established communities, while protecting valuable natural and cultural resources and limiting sprawl.

Title VI

Refers to Title VI of the Federal Civil Rights Act of 1964, and requires that transportation planning and programming be nondiscriminatory on the basis of race, color and national origin. Integral to Title VI is the concept of environmental justice. (Also see "[Environmental Justice](#).")

TOD

Transit-Oriented Development

A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It includes housing, along with complementary public uses (jobs, retail and services), located at a strategic point along a regional transit system, such as a rail hub.

TAM

The Transportation Authority of Marin (TAM) is designated as both the congestion management agency and the transportation sales tax authority for Marin County. As the Congestion Management Agency (CMA), TAM addresses Marin's unique transportation issues. As the sales tax authority TAM administers the 1/2 cent transportation sales tax in Marin County, passed by voters in November 2004 as Measure A. The Authority is responsible for managing a variety of transportation projects and programs in Marin County, receiving federal, state, regional, and local funds, working closely with all eleven cities and towns as well as the county.

Uncommitted Revenues

Anticipated transportation revenues available for new investments after accounting for revenue committed by law, ballot measure or MTC programming actions. These revenues account for about 10 percent of all revenues forecasted to be available over the 25-year period of the regional transportation plan, and are the major focus of the update process. (Also see "[Committed Revenues](#).")

VMT

Vehicle Miles Traveled

One vehicle (whether a car carrying one passenger or a bus carrying 30 people) traveling one mile constitutes a vehicle mile. VMT is one measure of the use of Bay Area freeways and roads.

This glossary is excerpted from MTC's online glossary. Go to the MTC website for more information.

<http://www.mtc.ca.gov/library/glossary.htm>