

Glossary of Transportation Planning Acronyms and Terms

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(CASA) Committee to House the Bay Area	A diverse, multi-sector set of partners from across the Bay Area convened by MTC to build an actionable political consensus around increasing housing production at all levels of affordability, preserving existing affordable housing and protecting vulnerable populations from housing instability and displacement. It is structured around a Steering Committee and Technical Committee composed of leaders from the region's private, philanthropic, governmental and nonprofit sectors, including social equity and environmental advocates, the business and technology communities, labor groups, market rate and affordable housing developers, and representatives from across the region.
(EIR) Environmental Impact Report	State law requires that an EIR shall be prepared if there is substantial evidence that a project may have a significant effect on the environment. A draft EIR shall be included as part of the review and approval process whenever a public hearing is held on the project. Following adoption of a final EIR, the lead agency makes a decision whether to proceed with the project.
(FTA) Federal Transit Administration	U.S. Department of Transportation agency that provides financial and planning assistance to help plan, build and operate rail, bus and paratransit systems. The agency also assists in the development of local and regional traffic reduction programs.
(GHG) Greenhouse Gases	Any of the gases — including carbon dioxide, methane and ozone — whose absorption of solar radiation is responsible for the greenhouse effect, in which the atmosphere allows incoming sunlight to pass through but absorbs heat radiated back from the earth's surface. Greenhouse gases act like a heat-trapping blanket in the atmosphere, causing climate change.
The HayWired Earthquake Scenario	A joint project with the U.S. Geological Survey to study regional impacts from magnitude 7.05 earthquake on the Hayward fault, and inform the policy discussion about economic resilience
(MPO) Metropolitan Planning Organization	A federally required planning body responsible for the transportation planning and project selection in its region. MTC is the nine-county San Francisco Bay Area's MPO.
(PPP) Public Participation Plan	The Public Participation Plan is adopted by MTC and updated on a regular basis. It provides important information on how you can get involved in transportation planning and funding decisions. This plan is required by state and federal law, and is intended to promote an open and transparent process.
(RHNA) Regional Housing Needs Allocation	The Regional Housing Needs Allocation process is a state mandate regarding planning for housing in California. ABAG is responsible for allocating this state-determined regional housing need among all of the Bay Area's nine counties and 101 cities. Factors used by ABAG in its allocation process include projected household growth, existing employment and projected employment growth, and projected household and employment growth near transit.

(RM3) Regional Measure 3	In 2017, the Legislature approved SB 595 (Beall), which authorizes a new ballot measure, known as Regional Measure 3 (RM3) that could increase tolls on the region's seven state-owned toll bridges for the first time since 2010. If approved by a majority of voters in Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties, revenues from a toll increase of up to \$3 would be used to finance a \$4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approaches.
(RTP) Regional Transportation Plan	A master plan to guide the region's transportation investments for at least a 20-year period. Updated every four 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 long-range regional transportation plan (RTP) and sustainable communities strategy (SCS) is known as Plan Bay Area 2040 .
(RTP/SCS) Regional Transportation Plan / Sustainable Communities Strategy	The Sustainable Communities Strategy (SCS) is an integrated land use and transportation plan that all metropolitan regions in California must complete under Senate Bill 375. In the Bay Area this integration includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP).
(SB 1) Senate Bill 1	SB 1 – the Road Repair and Accountability Act of 2017 – was passed by a two-thirds majority in the California Legislature and signed into law by Governor Jerry Brown. As the largest transportation investment in California history, SB 1 is expected to raise \$52.4 billion for transportation investments statewide over the next decade.
(SB 375) Senate Bill 375	Senate Bill 375 (Steinberg) became law in 2008. It includes two main statutory requirements and a host of voluntary measures. It is designed to complement AB 32, which requires the state to reduce its GHG emissions to 1990 levels by 2020. The first requirement is to reduce per-capita carbon dioxide (CO2) emissions from cars and light duty trucks, primarily by building more compact communities with better access to mass transit and other amenities, so people have more transportation choices and do not have to drive as much. The second requirement is to house 100 percent of the region's projected 25-year population growth, regardless of income level.

See also Transportation Glossaries:

<https://mtc.ca.gov/tools-resources/online-tools/glossary-transportation-planning-acronyms-and-terms>

and <http://www.planbayarea.org/2040-plan/quick-facts/glossary>