

## FREQUENTLY REFERENCED FEDERAL PROGRAMMING ACRONYMS

ACRONYM	DEFINITION
<b>AC</b>	Advance Construction
<b>ADA</b>	Americans with Disabilities Act
<b>APS</b>	Alternative Planning Strategy
<b>ATP</b>	Active Transportation Program
<b>BIA</b>	Bureau of Indian Affairs
<b>BIL</b>	Bipartisan Infrastructure Law
<b>CAA</b>	Clean Air Act
<b>CalSTA</b>	California State Transportation Agency
<b>Caltrans</b>	California Department of Transportation
<b>CARB</b>	California Air Resources Board
<b>CASP</b>	California Aviation System Plan
<b>CBO</b>	Community Based Organizations
<b>CCS</b>	Combined Charging System
<b>CEC</b>	California Energy Commission
<b>CEQA</b>	California Environmental Quality Act
<b>CFMP</b>	California Freight Mobility Plan
<b>CFR</b>	Code of Federal Regulations
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program
<b>CO</b>	Carbon Monoxide
<b>CRP</b>	Carbon Reduction Program
<b>CSBPP</b>	California Statewide Bicycle and Pedestrian Plan
<b>CSRP</b>	California State Rail Plan
<b>CTC</b>	California Transportation Commission
<b>CTIPS</b>	California Transportation Improvement Program System
<b>CTP</b>	California Transportation Plan
<b>DBE</b>	Disadvantaged Business Enterprise
<b>DLA</b>	Caltrans Division of Local Assistance
<b>DOTP</b>	Caltrans Division of Transportation Planning
<b>DRMT</b>	Division of Rail and Mass Transportation
<b>E-FSTIP</b>	Electronic Federal Statewide Transportation Improvement Program
<b>EJ</b>	Environmental Justice
<b>EO</b>	Executive Order
<b>EPA</b>	Environmental Protection Agency
<b>ER</b>	Emergency Relief Program
<b>FARS</b>	Fatality Analysis Reporting System
<b>FCAA</b>	Federal Clean Air Act
<b>FFY</b>	Federal Fiscal Year
<b>FHWA</b>	Federal Highway Administration
<b>FLAP</b>	Federal Lands Access Program
<b>FLH</b>	Federal Lands Highway

<b>FLH TIP</b>	Federal Lands Highway Transportation Improvement Program
<b>FLMA</b>	Federal Land Management Agency
<b>FSTIP</b>	Federal Statewide Transportation Improvement Program
<b>FTA</b>	Federal Transit Administration
<b>FTIP</b>	Federal Transportation Improvement Program
<b>FY</b>	Fiscal Year
<b>GHG</b>	Greenhouse Gas
<b>HBP</b>	Highway Bridge Program
<b>HPMS</b>	Highway Performance Monitoring System
<b>HSIP</b>	Highway Safety Improvement Program
<b>IJA</b>	IJA Infrastructure Investment and Jobs Act
<b>IIP</b>	Interregional Improvement Program
<b>IM</b>	Interstate Maintenance
<b>ITIP</b>	Interregional Transportation Improvement Program
<b>ITS</b>	Intelligent Transportation System
<b>ITSP</b>	Interregional Transportation Strategic Plan
<b>LCTOP</b>	Low Carbon Transit Operations Program
<b>LPP</b>	Local Partnership Program
<b>LRSTP</b>	Long Range Statewide Transportation Plan
<b>LSRP</b>	Local Streets and Roads Program
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MTP</b>	Metropolitan Transportation Plan
<b>MVMT</b>	Million Vehicle Miles Traveled
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act
<b>NEVI</b>	National Electric Vehicle Infrastructure
<b>NHFP</b>	National Highway Freight Program
<b>NHPP</b>	National Highway Performance Program
<b>NHS</b>	National Highway System
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>NTD</b>	National Transit Database
<b>OA</b>	Obligation Authority
<b>OEM</b>	Caltrans Office of Emergency Management
<b>OTS</b>	Office of Traffic Safety
<b>OWP</b>	Overall Work Program
<b>PBPP</b>	Performance Based Planning and Programming
<b>PM</b>	Performance Management
<b>PM</b>	Particulate Matter
<b>PM1</b>	Transportation Safety Performance
<b>PM2</b>	National Highway System Pavement and Bridge Condition

<b>PM3</b>	National Highway System Performance, Interstate System Freight Movement, and Congestion Mitigation and Air Quality Improvement Program Performance
<b>PPP</b>	Public Participation Plan
<b>PROTECT</b>	Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation Program
<b>PTA</b>	Public Transportation Account
<b>PTASP</b>	Public Transportation Agency Safety Plan
<b>PTAT</b>	Performance Target Analysis Tool
<b>RFP</b>	Request for Proposal
<b>RITIS</b>	Regional Integrated Transportation Information System
<b>RSTP</b>	Regional Surface Transportation Program
<b>RTIP</b>	Regional Transportation Improvement Program
<b>RTP</b>	Regional Transportation Plan
<b>RTPA</b>	Regional Transportation Planning Agency
<b>SB</b>	Senate Bill
<b>SCCP</b>	Solutions for Congested Corridors Program
<b>SCS</b>	Sustainable Communities Strategy
<b>SGR</b>	State of Good Repair
<b>SHOPP</b>	State Highway Operation and Protection Program
<b>SHS</b>	SHS State Highway System
<b>SHSMP</b>	State Highway System Management Plan
<b>SHSP</b>	California Strategic Highway Safety Plan
<b>SIP</b>	State Implementation Plan
<b>SMS</b>	Safety Management Systems
<b>SORDD</b>	Sites of Repeated Disaster Damage
<b>SOV</b>	Single Occupancy Vehicle
<b>SP&amp;R</b>	State Planning and Research
<b>SRTS</b>	Safe Routes to School Program
<b>STBGP</b>	STBGP Surface Transportation Block Grant Program
<b>STIP</b>	State Transportation Improvement Program
<b>STSP</b>	Statewide Transit Strategic Plan
<b>SWITRS</b>	Statewide Integrated Traffic Records System
<b>TAM</b>	Transit Asset Management
<b>TAMP</b>	California Transportation Asset Management Plan
<b>TC</b>	Toll Credit
<b>TCEP</b>	Trade Corridor Enhancement Program
<b>TCRP</b>	Traffic Congestion Relief Program
<b>TDA</b>	Transportation Development Act
<b>TDIF</b>	Transportation Deferred Investment Fund
<b>TE</b>	Transportation Enhancement Program
<b>TEA</b>	Transportation Enhancement Activities
<b>TIP</b>	Transportation Improvement Program

<b>TMS</b>	Transportation Management System
<b>TPM</b>	Transportation Performance Management
<b>TTIP</b>	Tribal Transportation Improvement Program
<b>U.S. EPA</b>	U.S. Environmental Protection Agency
<b>U.S.C.</b>	United States Code
<b>UCP</b>	Unified Certification Program
<b>ULB</b>	Useful Life Benchmark
<b>UZA</b>	Urbanized Area
<b>VMT</b>	Vehicle Miles Traveled
<b>WIM</b>	Weigh-in-Motion

## FREQUENTLY REFERENCED FEDERAL PROGRAMMING TERMS

TERM	DEFINITION
<b>Air Pollution Control District (APCD)</b>	This is a special district set up under the general California Clean Air Act requirements for local regulation. Unless included in an AQMD, each county has an APCD. In some cases, counties may form a Joint Powers type of organization covering multiple counties that is called a Unified APCD, such as San Joaquin Valley (Unified) APCD which covers 7 ½ counties (Kern County is split).
<b>Air Quality Management District (AQMD)</b>	This is a special district set up by specific State legislation to regulate air quality in a county or multiple counties. Unlike most APCDs, AQMD boundaries do not have to follow county lines.
<b>Apportionment</b>	The distribution of funds as prescribed by a statutory formula.
<b>Appropriated Budget Authority (ABA)</b>	A form of Budget Authority that requires both an authorization act and an appropriations act before any funds can be obligated.
<b>Attainment Area</b>	An area that attains a NAAQS or CAAQS. Attainment areas may be either: *Attainment/Unclassified (or unclassifiable), which have never violated the air quality standard of interest or don't have enough monitoring data to establish attainment or nonattainment status; or *Attainment-Maintenance (NAAQS only), which violated a NAAQS that is currently in use (were Nonattainment) in or after 1990, but have not attained the standard and have been officially redesignated to Attainment by US EPA with a Maintenance SIP. *EPA and CARB usually don't list Attainment-Maintenance areas separately; they must be identified using the EPA Green Book or information maintained by Caltrans
<b>Attainment Plan or Air Quality Attainment Plan (AQAP)</b>	For Federal purposes, this is an Attainment SIP: A SIP that demonstrates how a Nonattainment Area will attain a specific NAAQS in a specific attainment year. For State purposes, this is a plan that addresses steps to be taken toward attainment of the California ambient air quality standards in an air pollution control district (APCD) or air quality management district (AQMD).
<b>Authorization Act</b>	Basic substantive legislation that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s). The current authorization act for the Infrastructure Investment and Jobs Act (IIJA) also referred to as Bipartisan Infrastructure Law (BIL).
<b>Best Available Control Measures (BACM)</b>	These are emission control measures that must be researched and, as feasible and effective, implemented in PM10 and PM2.5 SIPs for Serious nonattainment areas.

<b>Budget Authority</b>	Empowerment by Congress that allows Federal agencies to incur obligations that will result in the outlay of funds. This empowerment is generally in the form of appropriations. However, for most of the highway programs, it is in the form of contract authority.
<b>California Air Pollution Control Officers Association (CAPCOA)</b>	Trade and lobbying organization of California APCDs and AQMDs. Publishes guidance documents agreed to by most APCDs and AQMDs for some types of analysis where official regulations by ARB or EPA have not been finalized. <a href="http://www.capcoa.org/">http://www.capcoa.org/</a>
<b>California Air Resources Board (CARB) (or ARB)</b>	The primary air regulator in California, responsible for activities under both the California and Federal Clean Air Acts. Designed and maintains the EMFAC on-road mobile source emission model used for most highway-related air quality analyses in California.
<b>California Ambient Air Quality Standard (CAAQS)</b>	California standard similar to NAAQS that sets an ambient air quality standard under the California Clean Air Act. California standards are usually more stringent than Federal standards, but do not have a conformity process associated with them. CAAQS must be covered in CEQA documents.
<b>California Association of Councils of Government (CALCOG)</b>	Trade and lobbying organization of California Councils of Government including MPOs and RTPAs.
<b>California On-Road Mobile Source Emission Inventory Model (EMFAC)</b>	Used in California for most highway-related air quality analyses including conformity analysis. Designed and maintained by ARB. *Generates Emission FACTors, hence the common name EMFAC
<b>Categorical Exclusion (CE, Federal-NEPA) or Categorical Exemption (CE, State-CEQA)</b>	Categories of projects that are considered to normally have a neutral or negligible effect on the environment and do not need full environmental documentation.
<b>CEQA California Environmental Quality Act</b>	The State legislation requiring Negative Declarations or Environmental Impact Reports (EIRs).
<b>CO (CO Protocol) Carbon Monoxide (CO)</b>	The traditional transportation-related pollutant. It is primarily produced by motor vehicles, and is a localized, "hot spot" type of health issue. Due to improved vehicle emission controls, CO is seldom a major problem with current projects. The standard analysis technique in California is the Caltrans/UCD CO Protocol screening method.
<b>Code of Federal Regulations (CFR)</b>	Key sections of interest for transportation and air quality include Titles 23 (Highways), 49 (Transit), and 40 (Environmental Protection).

<b>Conformity</b>	The process set up under the Federal Clean Air Act Section 176(c) to ensure that Federal actions are consistent with the Clean Air Act and State Implementation Plans (SIPs) prepared to implement it. The process is governed by U.S. EPA regulations, primarily for transportation agency purposes at 40 CFR 93 Subparts A (Transportation Conformity) and B (General Conformity).
<b>Contract Authority (CA)</b>	A form of Budget Authority that permits obligations to be made in advance of appropriations. Most of the programs under the Federal Aid Highway Program operate under Contract Authority.
<b>Environmental Impact Statement (EIS)</b>	This document is prepared for NEPA purposes when there are or may be significant environmental impacts that require mitigation, minimization, or avoidance measures.
<b>Federal Highway Administration (FHWA)</b>	The Federal agency within the U.S. Department of Transportation responsible for administering the Federal-aid Highway Program.
<b>Federal Railroad Administration (FRA)</b>	Part of the U.S. Department of Transportation. Focuses mainly on freight railroading not transit operations, but has some regulatory responsibility for commuter, high speed rail, and similar activities. FRA projects are covered by General Conformity rather than Transportation Conformity.
<b>Federal Register (FR)</b>	References to specific items are made by citing the volume and page numbers as “[volume] FR [starting page]”. For instance, the 1997 conformity rule amendments final rule is found at 62 FR 43779.
<b>Federal Statewide Transportation Improvement Program (FSTIP)</b>	Federally-approved Statewide Transportation Improvement Program. The combination of all MPOs’ FTIPs, and the program of projects in non-MPO areas, for a 3-year period, that is approved by FHWA and FTA. Not to be confused with the STIP.
<b>Federal Transit Administration (FTA)</b>	Part of U.S. Department of Transportation.
<b>Federal Transportation Improvement Program (FTIP)</b>	The Regional Federal Transportation Improvement Program document that includes all Federal projects in the MPO, and that serves as the basis for the TIP conformity determination.
<b>Federal-aid Highway Program (FAHP)</b>	An umbrella term, not defined in law, which in general refers to most of the Federal programs providing highway funds to the States. When used in a budgetary context, FAHP specifically refers to highway programs financed by contract authority out of the Highway Account of the Highway Trust Fund (HTF), plus any HTF supplemental appropriations for the Emergency Relief Program

<b>Financial Constraint</b>	RTPs and TIPs must be financially constrained – must only contain projects that can be delivered with “reasonably available” funding (for the RTP) or committed funding (for the TIP). The regional project list cannot be a wish list; it has to have some basis in deliverable reality.
<b>Finding of No Significant Impact (FONSI)</b>	This is the final NEPA document prepared when there are no remaining significant adverse environmental impacts due a project, after applying any necessary mitigation, minimization, and avoidance measure. Similar to a CEQA Negative Declaration (ND).
<b>Fiscal Year (FY)</b>	The accounting period for the budget. The Federal fiscal year is from October 1 until September 30. The fiscal year is designated by the calendar year in which it ends. For example, FY 2026 runs from October 1, 2025, until September 30, 2026.
<b>Highway Trust Fund (HTF)</b>	An account established by law to hold Federal highway-user taxes that are dedicated for highway and transit related purposes. The HTF has two accounts: the Highway Account, and the Mass Transit Account.
<b>Hotspot Analysis</b>	Analysis performed for CO, PM2.5, and/or PM10 to demonstrate that a project will not cause or contribute to localized violation of NAAQS. Required for project-level conformity determination in nonattainment or maintenance areas for CO, PM2.5, and PM10. Analysis tools are described at the Caltrans web sites for CO tools and PM tools.
<b>Interim RTP or TIP</b>	This is a standard RTP or TIP document that includes only projects that are exempt from conformity requirements or are Transportation Control Measures listed for emission credit in the approved SIP. The Interim TIP and RTP are needed to proceed with exempt and TCM projects during a conformity lapse.
<b>Lapse (Conformity)</b>	The situation that exists when a required regional conformity determination is not made, or certain other triggering events occur. During a Lapse, no regionally-significant project approvals are possible. For certain lapse triggers, the full effect does not apply during a one year grace period after the triggering deadline is missed.

<b>Maintenance SIP</b>	A type of SIP that supports redesignation by U.S. EPA of an area from nonattainment to attainment. An area must be found to have attained the standard (based on monitoring results), then prepares a SIP demonstrating that the area will continue to attain the standard. After approval of the Maintenance SIP, EPA redesignates the area to Attainment. Conformity continues to apply until the end of the "Maintenance Period" – 20 years after the initial redesignation date. A "Limited Maintenance SIP" is a type of Maintenance SIP that is used when a full set of emission budgets isn't needed. There are no Limited Maintenance SIPs in California as of 2009, but the Nevada portion of Lake Tahoe has one for CO. Conformity still applies in these areas, but the regional analysis process is simpler because there are no specific emission budgets (MVEBs).
<b>Minor MPO Minor Program</b>	Similar to the SHOPP, but for smaller projects. Metropolitan Planning Organization. Regional transportation planning organization set up under Federal law to plan and program for use of Federal funds in an area of more than 50,000 population in an urbanized area. MPOs control transportation funding and conformity analysis for their regions. MPO boundaries sometimes match nonattainment areas, but don't have to. For MPO contact information see: Caltrans DOTP-ORIP web site.
<b>Motor Vehicle Emission Budget (MVEB)</b>	When a SIP is prepared to demonstrate attainment, or reasonable progress toward attainment, of a NAAQS, regional airshed modeling is done to determine what amount of emissions (direct or of precursors) can be accepted while still meeting the standard. Once done, the on-road motor vehicle portion of that amount is determined, and is published as the Motor Vehicle Emission Budget (MVEB) for specific analysis years. Successful Regional Conformity analysis must show that the emissions from the transportation system, including all proposed projects, will not exceed the MVEB for each analysis year.
<b>National Ambient Air Quality Standards (NAAQS)</b>	These are the Federal "criteria pollutant" standards. Failure to attain NAAQS for carbon monoxide (CO), Ozone, PM2.5, PM10, and NO2 trigger conformity requirements.
<b>National Environmental Policy Act (NEPA)</b>	The Federal legislation requiring environmental review of Federal actions – results in Finding of No Significant Impact (FONSI) or Environmental Impact Statement (EIS).

<b>Nitrogen dioxide (NO<sub>2</sub>)</b>	One of the nitrogen oxides which participate in ozone formation on a regional scale. It can also be a localized issue based on certain acute irritant effects. To date, NO <sub>2</sub> has not been a major issue, but European practice does require hot spot analysis similar to that done for CO, and EPA finalization in 2010 of a 1-hour NO <sub>2</sub> standard based on a new near-road monitoring program will eventually result in new nonattainment areas (all NO <sub>2</sub> areas at this time are Maintenance) and hot spot analysis requirements.
<b>Nitrogen Oxides (NO<sub>x</sub>)</b>	This is a group of compounds that is a major participant in and precursor to low-altitude ozone formation. It is typically considered to be the sum of NO + NO <sub>2</sub> . N <sub>2</sub> O (nitrous oxide, a greenhouse gas) is normally excluded from the definition of NO <sub>x</sub> . NO <sub>x</sub> is usually formed in high-temperature conditions with air (which is mostly nitrogen – N <sub>2</sub> ), such as combustion. Diesel engines are one of the largest producers of NO <sub>x</sub> .
<b>Nonattainment Area</b>	Air basin, county, or other area identified in 40 CFR 81.305 (for California) and the U.S. EPA "Green Book" as violating some Federal air quality standard (NAAQS).
<b>Obligation</b>	The Federal government's legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project's eligible costs.
<b>Obligational Authority (OA)</b>	The total amount of funds that may be obligated in a year. For the Federal-aid Highway Program this is comprised of the obligation limitation amount plus amounts for programs exempt from the limitation.
<b>Outlays</b>	Actual cash (or electronic transfer) payments made to the States or other entities. Outlays are provided as reimbursement for the Federal share for approved highway program activities.
<b>Ozone</b>	Ozone is a form of oxygen (O <sub>3</sub> ) that is an irritant and with chronic exposure causes various respiratory diseases and damages plants. It is formed in the atmosphere as a pollutant by photochemical reactions between, primarily, reactive organic gases (ROG) and nitrogen oxides (NO <sub>x</sub> ). Ozone is one of the primary components of "smog" and is usually measured over averaging times of 1 hour (CAAQS only) and 8 hours (CAAQS and NAAQS). Because ozone takes some time (usually several hours) to develop, it is not a hot-spot pollutant. The photochemical reaction is more rapid and effective at higher temperatures and, of course, with more sunlight, so ozone is primarily a summer issue.
<b>Particulate Matter (PM)</b>	Shorthand used to refer to BOTH PM <sub>10</sub> and PM <sub>2.5</sub> .

<b>Particulate Matter 10 (PM10)</b>	Particulate Matter with an aerodynamic diameter of 10 micrometers or less (PM10). Sometimes called "respirable particulate matter" because it goes deep into the lungs. (PM10-PM2.5) is called the "coarse fraction" of particulate matter. PM10 mass (though not particle number) is usually dominated by geological material (wind-blown dust) and re-entrained dust from roadways.
<b>Particulate Matter 2.5 (PM2.5)</b>	Particulate Matter with an aerodynamic diameter of 2.5 micrometers or less. Sometimes called "fine particulate matter." Most diesel and other motor vehicle exhaust particulate matter is PM2.5 or smaller.
<b>Penalty</b>	An action taken by Federal agencies when the grant recipient does not comply with provisions of the law. For the highway program the imposition of penalties, which are defined in law, may prevent a State from using or receiving its full apportionment or may force a transfer from one program to another.
<b>Plan Reasonable Further Progress (RFP) or Rate of Progress (ROP) SIP</b>	This form of SIP is required for most nonattainment areas, in addition to an Attainment SIP, to show that at least a minimum amount of emission reduction, resulting in reasonable progress toward attainment, happens each year. This is required to be in place before the Attainment SIP, and in cases where PM10 standards have not been met even with an Attainment SIP the RFP or ROP SIP is the only thing left because the attainment requirement becomes "as expeditiously as practicable."
<b>Plans, Specification, and Estimates (PS&amp;E)</b>	This is the completion point of the Design phase of a project. It is where the project agreement or other Federal approval for construction funding is requested. Once all necessary approvals are received, usually triggered by filing an "E76" form or its equivalent, the project is "Ready to List" (RTL) for a construction contract.
<b>Project of Air Quality Concern (POAQC)</b>	For particulate matter hot spot analysis purposes. A POAQC must have a detailed hot spot analysis for PM10 and/or PM2.5 depending on what the area is nonattainment or maintenance for. PLAQC is the more.
<b>Reactive Organic Gases (ROG)</b>	This is a large group of hydrocarbons that are photochemically reactive in the atmosphere. Generally (though not precisely) synonymous with Volatile Organic Gases (VOC) and Non-Methane Organic Gases (NMOG). Along with NOx, these are the primary precursor chemicals that produce low-altitude ozone through photochemical reactions.
<b>Reasonably Available Control Measure (RACM)</b>	These are emission control measures that must be researched and, as feasible and effective, implemented in SIPs for all nonattainment areas. Mobile Source RACM commitments in an approved SIP, even if voluntary, must be tracked as implemented as TCMs in the Conformity process.

<b>Record of Decision (ROD)</b>	This is published in the Federal Register and is the formal completion document for the NEPA process when an EIS is used. The ROD formally commits to implementation of any mitigation, minimization, and avoidance measures for impact identified in the Final EIS.
<b>Regional Transportation Plan (RTP)</b>	A 20-year (minimum) plan of transportation system improvements and activities in a region. Prepared by an MPO and approved (with a conformity determination if applicable) by FHWA and FTA. RTPs are also prepared by non-MPO RTPAs under State law; conformity determinations are not required for these documents. The RTP is subject to CEQA requirements for both MPOs and RTPAs, but not NEPA.
<b>Regional Transportation Planning Agency (RTPA)</b>	These are MPO-like bodies that exist in nearly all counties under State transportation planning law. They perform many of the planning functions of an MPO, and in some cases are also the MPO. Their decisions and plans are not subject to conformity requirements unless they also are MPOs.
<b>Regionally Significant Project (from 40 CFR 93.101)</b>	Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel." Most state highways are regionally significant facilities under this definition.
<b>Rescission</b>	Legislation enacted by Congress that cancels the availability of budget authority previously enacted before the authority would otherwise expire.
<b>Sliding Scale</b>	The normal Federal share of 80% for non-Interstate and 90% for Interstate is adjusted upward to no more than 95%, based on a sliding scale, for States with large amounts of Federal lands (over 5% of the total area of the State).
<b>State Highway Operation and Preservation Program (SHOPP)</b>	The funding program that funds projects related to maintenance, safety, operations and rehabilitation of the State Highway System.
<b>State Implementation Plan (SIP)</b>	Air quality attainment or maintenance plan required by the Federal Clean Air Act. See ARB and EPA Region 9 California SIP web pages.

<b>Statewide Transportation Improvement Program (STIP)</b>	State-approved program of major transportation projects. This is a State-only document, and does not usually include projects that come from lump-sum programs like the SHOPP (which is approved separately).
<b>Transportation Control Measure (TCM)</b>	These are measures that reduce mobile source emissions through changes to the transportation system and travel demand, rather than through emission reductions from vehicles and other equipment. TCMs contained in an approved SIP must be implemented on schedule and "timely implementation" must be documented whenever a Conformity Determination is done.
<b>Transportation Improvement Program (TIP)</b>	Federally-approved regional Transportation Improvement Program. A 4-year (for Federal purposes) or more specific program of projects with identified funding, prepared by the MPO, and incorporated into the "FSTIP" by the State for Federal approval. This is also commonly referred to as the FTIP.