

Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

**Study area** – In this study, the transportation study area is synonymous with the OCARTS area; also known as the metropolitan planning area and the transportation management area (TMA).

**Superfund** – Also known as CERCLA (Comprehensive Environmental Response Compensation and Liability Act). A federal law that provides for compensation, cleanup, and emergency response for hazardous substances released into the environment and the cleanup of hazardous waste disposal sites.

**TEA-21, Transportation Equity Act for the 21st Century** – TEA-21 was signed into law on June 9, 1998, and was effective for a six-year period (federal fiscal years 1998 through 2003). TEA-21 built upon the initiatives and structure established in ISTEA. New areas of program focus included safety, environmental quality, and ITS research and development. TEA-21 was replaced by SAFETEA-LU.

**Traffic Analysis Zone (TAZ)** – A special area delineated by local transportation officials for tabulating traffic related data, especially journey-to-work and place of work statistics. A TAZ usually consists of one or one or more census blocks, block groups, or census tracts.

**Traffic Count** – In transportation, a process that tallies a particular movement of people or vehicles past a given point during a stated time period. It may be a directional or a two-way value.

**Transit-Oriented Development (TOD)** – Transit-oriented development (TOD) is the functional integration of land use and transit via the creation of compact, walkable, mixed-use communities within walking distance of a transit stop or station. A TOD brings together people, jobs, and services and is designed in a way that makes it efficient, safe, and convenient to travel on foot or by bicycle, transit, or car.

**Transportation Demand Management (TDM)** – Tools designed to maximize the people-moving capability of the transportation system by increasing the number of people in each vehicle or by influencing the time of, or need to travel. To accomplish these demand-side changes, TDM programs must rely on incentives or disincentives to make the shifts in behavior attractive. Specific TDM strategies involve employer-based support, telecommunications, land use policies, and public policy such as pricing or other regulation.

**Travel Demand Modeling or Travel Forecasting** – Used by transportation planners for simulating current travel conditions such as roadways, transit, and high-occupancy vehicles. Models help planners and policymakers analyze the effectiveness and efficiency of alternative transportation investments in terms of mobility, accessibility, and environmental and equity impacts.

**Transportation Improvement Program (TIP)** – The TIP is a financially constrained short-range document that lists specific projects to be implemented within the transportation planning area. Projects included in the TIP must be consistent with the long-range plan, and inclusion of projects in the TIP is a requirement for the use of federal transportation funding.

**Transportation Management Area (TMA)** – An urbanized area over 200,000 in population as determined by the latest decennial census. The TMA designation applies to the entire Metropolitan Planning Area.

**Transportation System Management (TSM)** – That part of the urban transportation planning process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short term, low capital transportation improvements that generally cost less and can be implemented more quickly than large, capital intensive options.