Oregon Transit and Housing Study

Glossary of Terms

September, 2022

Contents

1 Housing Terms

AFFORDABLE HOUSING / REGULATED AFFORDABLE HOUSING "affordable housing" refers to rental housing that is income or rent-restricted so that households earning up to 60 percent of the area median family income (see Area Median Family Income (MFI) below) can afford to live there and pay no more than 30 percent of their pre-tax income on rent and utilities.

Regulated affordable housing is income or rent-restricted to ensure the housing is occupied by households earning a certain income. Regulations are set according to the types of funding used to develop the housing, such as the Low-Income Housing Tax Credit, or U.S. Housing and Urban Development (HUD) funding. Most regulated affordable housing is restricted to be affordable to households earning under 60 percent MFI, but these restrictions vary. Almost all regulated affordable housing has affordability covenants (see covenant definition below) on the property that can range from a few years to 99 years, depending on the program. When these covenants end, the property may lose its affordability requirements. The terms 'regulated affordable housing' and 'restricted affordable housing' are often used interchangeably.

AREA MEDIAN INCOME (AMI) / MEDIAN FAMILY INCOME (MFI) Every year the U.S. Department of Housing and Urban Development (HUD) produces a median family income to determine affordability thresholds for an area (sometimes these geographies are HUD-specific). Affordable housing projects' income limits, rent limits, loans, and other characteristics will be based on this MFI (e.g., units affordable to households earning 30 percent of MFI or 50 percent of MFI).[1]

ACQUISITION Refers to the purchase of housing units with the goal of transitioning the units to affordable rental housing. The process of acquiring a rental property for affordable rental housing is qualifies for tax credits through the Low Income Housing Tax Credit based on income eligibility.

COST BURDENED A household is considered "cost burdened" when it pays more than 30 percent of its gross income on housing costs. A household is considered "severely cost burdened" when it pays more than 50 percent of its income on housing costs. These terms come from HUD, and include mortgage payments and interest, or rent, utilities, and insurance.

[1] A note on MFI vs AMI from HUD: "HUD estimates Median Family Income (MFI) annually for each metropolitan area and non-metropolitan county. The metropolitan area definitions are the same ones HUD uses for Fair Market Rents (except where statute requires a different configuration). HUD calculates Income Limits as a function of the area's Median Family Income (MFI). The basis for HUD's median family incomes is data from the American Community Survey, table B19113 - MEDIAN FAMILY INCOME IN THE PAST 12 MONTHS. The term Area Median Income is the term used more generally in the industry. If the term Area Median Income (AMI) is used in an unqualified manor, this reference is synonymous with HUD's MFI. However, if the term AMI is qualified in some way - generally percentages of AMI, or AMI adjusted for family size, then this is a reference to HUD's income limits, which are calculated as percentages of median incomes and include adjustments for families of different sizes." Source: HUD. 2018. "FY 2018 Income Limits Frequently Asked Questions." https://www.huduser.gov/portal/datasets/il/il18/FAQs-18r.pdf

COVENANT A restriction placed on the title of a property that, depending on the provision, maintains the affordability of the affected housing units in a predetermined amount of time (e.g., 50 years). This is often called a “deed restriction.”

DIFFICULT TO DEVELOP AREA (DDA) A federally designated area that has high land, construction and or utility costs relative to the area median income and Fair Market Rents. DDAs are designated by the U.S Department of Housing and Urban Development and used in relation to the Low Income Housing Tax Credit.

DISPLACEMENT A process of neighborhood change where households are forced to move from their residence, or are prevented from relocating to an area that had previously been accessible to them, due to forces outside of their personal control.[2] Displacement can occur with gentrification (see definition below) but gentrification can occur without displacement. Generally, there are three types of displacement: a household can be forced to move by virtue of cost (called economic or indirect displacement), can be forced to move due to the physical demolition of their existing housing (called physical or direct displacement), or can be forced to move because the culture of the neighborhood changes (called cultural displacement).

FILTERING A process by which housing depreciates in value over time, sometimes due to intrinsic features (i.e., obsolescence) and sometimes due to the availability of more desirable alternatives (e.g., new housing in another location), and becomes affordable to lower-income households but remains market-rate.

GENTRIFICATION A process of neighborhood change that occurs in a historically disinvested neighborhood and includes economic change—by means of real estate investment and new higher-income residents moving in—as well as demographic change—not only in terms of income level, but also in terms of changes in the education level or racial make-up of residents.[3]

HOUSING AFFORDABILITY “Housing that is affordable” refers to any type of housing, regulated or not, that costs less than 30 percent of a household's pre-tax income. This definition is a generally accepted definition of affordability. This is not to be confused with "affordable housing."

HOUSING FINANCE AGENCY Refers to state-chartered authorities established to help meet the affordable housing needs of the residents of their state. The agencies administer a range of affordable housing and community development programs. Most agencies are independent entities that operate under the direction of a board of directors appointed by the state’s governor.[4]

HOUSING NEEDS ANALYSIS (HNA) A housing needs analysis (HNA) is one of the components a city needs to consider if the city wants to satisfy the housing needs of its residents. An HNA is both a product and a process that the city goes through to determine areas of need in their current inventory of housing and their buildable land supply. Because the comprehensive planning process in Oregon is based on cities having a 20-year supply of land, the HNA is needed to determine if the city is satisfying

---

[2] https://www.urbandisplacement.org/resources#section-56

[3] https://www.urbandisplacement.org/gentrification-explained

[4] https://www.ncsha.org/about-us/about-hfas/

this need. If the city has a deficit of housing supply for the next 20-years, the city must either expand its urban growth boundary (UGB), increase the amount of allowed housing development on lands already within the UGB, or combine these two alternatives.

As opposed to very small cities, cities with a population larger than 2,500 must include a broader range of housing types when they decide what "needed housing units" should be planned for in their community. This means they must look beyond single family detached housing and include multi-unit housing, manufactured homes, renter occupied units, and other forms of housing.

LOW COST MARKET RENTALS Housing that is affordable to low income households but not regulated or restricted by a funding source, is referred to as “low cost market rentals.” These housing units are often affordable by nature of their location, condition, age, or the amenities offered nearby or at the property. These units are often called "naturally occurring affordable housing" or NOAHs.

LOW INCOME HOUSING TAX CREDIT A tax incentive to help construct or rehabilitate rental housing for low-income households. The credit may be used to subsidize the acquisition, construction and rehabilitation of affordable rental housing.

MARKET-RATE HOUSING Refers to housing where the rent or sales price is set by the building owner to reflect market conditions; typically developed by for-profit developers.

MEDIAN FAMILY INCOME (MFI) Synonymous with Area Median Income (see definition above).

MISSION-ORIENTED Refers to public or non-profit entities who are working in areas that produce social good. These can be Mission-Oriented developers – such as those who build regulated affordable housing – or mission-oriented investors (see Impact Investing above) – such as those who sacrifice some financial return for social benefits.

PERMANENT SUPPORTIVE HOUSING Refers to regulated affordable housing that features an indefinite leasing or rental assistance at extremely low costs and is paired with supportive social services aimed at ensuring stable and successful housing tenure. The assistance is usually meant for people experiencing or exiting homelessness, and or people with disabilities or families with an adult child member with a disability achieve housing stability.

PREDEVELOPMENT The development stage prior to construction. Predevelopment activities may include planning and designing the property, engineering, architectural reports / drawings, securing funding, securing site control, and or going through land entitlements (permits, etc.). Predevelopment is a risky stage in the development process since it is most often funded by debt and there is no guarantee the property will be developed. Feasibility must be tested, funds must be raised, and the property must be designed. Properties may also face delays from neighborhood opposition or land permitting.

REGULATED AFFORDABLE HOUSING See Affordable Housing.

REHABILITATION Refers to assistance programs that provide funds to on an income-eligible basis to owner-occupants to assist with the repair, rehabilitation or reconstruction of their homes. The assistance program is designed to prevent displacement of low-income households who otherwise may struggle to keep their home in a livable condition.

SUBSIDIZED HOUSING See Affordable Housing.

SYSTEM DEVELOPMENT CHARGES (SDC) An Oregon-specific version of impact fees—one-time charges on new development that cities and other service providers can impose to help pay for the public infrastructure needed to support growth. Fees must be roughly proportional to the level of impact that development will have on the system. For housing, this is often (though not always) a fee per unit and may or may not vary by housing type or other factors (e.g., unit size, location, or design features). In Oregon, SDCs may only be applied for water, sanitary sewer, stormwater management, parks and recreation, and transportation, and they must be used to pay for capital improvements that increase capacity. They are separate from other development fees such as construction excise taxes, inclusionary zoning fees, or linkage fees.

URBAN RENEWAL AREAS (URA) Urban renewal allows for the use of tax increment financing, a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues— the amount of property taxes generated by the increase in total assessed values in the URA from the time the URA is first established— are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal programs and projects. The amount of funds used for projects, programs and administration cannot exceed the maximum indebtedness amount set by the urban renewal plan.

VERTICAL HOUSING DEVELOPMENT ZONES The ability to designate a VHDZ was established under state law in 2001 (ORS 207.841 to ORS 307.867) to provide local jurisdictions a tool to encourage the private sector to build multistory "mixed-use" buildings that include commercial uses and residential housing. While a VHDZ is described as a “zone” in the definition in state law, the area in a VHDZ is not a boundary for the purpose of application of land use and development standards. Instead, a VHDZ is the mechanism to designate an area where local government is providing a financial incentive in the form of a partial property tax exemption to eligible mixed-use development that includes housing.

2 Land Use and Planning Terms

20-MINUTE NEIGHBORHOOD Refers to a neighborhood where residents have easy and convenient access to meet their daily needs within a 20-minute walk, bike or transit trip of their home and without the need to rely on a personal vehicle to meet these daily needs. Destinations may include grocery stores, schools, parks, restaurants, coffee shops, post office and other essential destinations.

ENVIRONMENTAL HEALTH Refers to a set of environmental factors within the built environment that affect human health, wellbeing and disease. The concept may be integrated into local ordinances and development code with the aim to regulate and promote environmental health. Requirements can include the provision of adequate light and air circulation, management of surface water runoff and the treatment and disposal of waste.

EXCLUSIONARY ZONING Restrictive zoning policies, such as very large minimum lot sizes, or prohibitions on multifamily housing, that cumulatively have the effect of limiting housing choice in a neighborhood to higher-income households who can afford to adhere to the regulations.[5]

GROWTH MANAGEMENT A set of concerted efforts, policies, or planning practices to accommodate and minimize the impact of population growth, development, and services in a way that is mindful of human and business needs, environmental conditions, and land use efficiencies.

HOUSING PRODUCTION STRATEGIES Refers to specific tools, actions, policies, or measures a city will implement to meet the housing needs described in a Housing Capacity Analysis (HCA). A Housing Production Strategy is one component of a Housing Production Strategy Report. Cities in Oregon with a population over 10,000 will be subject to rules requiring the development of HCA reports and subsequent strategies to meet the reported housing needs. The adopted rules require cities to develop housing production strategies to achieve fair and equitable housing outcomes.

HOUSING PRODUCTION TARGET is a policy tool with the purpose of helping local communities address their current and future housing needs. A target provides a goal, in terms of the number and type of housing units that need to be built in order to meet local or regional population growth.

HUMAN SCALE DESIGN Elements of the built environment that are developed, and scaled, with the pedestrian in mind. Attention is particularly paid to the design of features such as streetscapes, landscapes, lighting and structures.

LOCATION EFFICIENT Refers to a location having easy and convenient access to jobs, transit, and community and commercial services. Location-efficient communities are dense, provide walkable and bikeable streets, access to transit, proximity to jobs, mixed land uses and concentrations of retail and services that meet the daily needs of residents.

MISSING MIDDLE HOUSING Refers to a range of medium density housing types that have traditionally been made illegal under zoning and development codes beginning in the 1940s. Many zoning codes currently allow detached single-family housing and larger multi-unit apartment buildings but may exclude housing types in between the two densities such as duplexes, fourplexes, courtyard apartments and a range of small apartment buildings with fewer than 20 units.

MIXED-USE is characterized by development that blends two or more residential, commercial, cultural, institutional or industrial uses into a single site or development. Three principles generally characterize mixed use developments; provides multiple revenue-generating uses; fosters integration, density and compatibility of land uses; creates a walkable community with uninterrupted pedestrian connections.

PLACEMAKING is the process of planning and affecting a change to the built environment to be more oriented towards people and create livable places.

REDLINING A discriminatory policy created by the Homeowners Loan Corporation in the 1930's to deny mortgages to applicants wishing to purchase a home in a neighborhood based on the perception of risk. Risk was assigned not based on the creditworthiness of

[5] https://housingmatters.urban.org/articles/how-zoning-shapes-our-lives

borrowers and the stock of housing, but entirely based on the prevalence of minority households, particularly Black households. Neighborhoods were placed into four categories, with areas deemed “hazardous” outlined in red, and not eligible for mortgages. This policy resulted in the disinvestment in the housing stock in these areas, and lower rates of homeownership and wealth generation for Black households, among numerous other negative consequences for these households and their future generations.[6]

SMART GROWTH is an approach to community planning and development that encourages efficient use of resources, compact development and minimizing of negative environmental impacts. Smart development aims to conserve valuable land, energy, and resources; offers multiple convenient transportation choices; relieves traffic congestion and air pollution; offers a variety of housing choices; and creates attractive community-oriented neighborhoods.

SYSTEM DEVELOPMENT CHARGES (SDCs) are one-time fees charged on new development, and certain types of redevelopment, to help pay for existing and planned infrastructure to serve the development. SDCs are one means of financing growth available to local governments, they are based on impact to infrastructure, and assessed at the time of development for a variety of improvements, including water, parks, roads, sewer, and for housing units. SDCs are sometimes called “Impact Fees.”

TRANSIT SUPPORTIVE DEVELOPMENT Refers to development that provides convenient access to effective and predictable transit as a key attraction that fosters compact mixed-use development. The increased density in the station area not only supports transit but also may accomplish other goals, including reducing urban sprawl, reducing congestion, increasing pedestrian activity, increasing economic development potential, realizing environmental benefits and building sustainable communities.

TRANSIT SUPPORTIVE HOUSING Refers to housing types or developments that plan for and promote easy and convenient access to transit. Transit supportive housing may take many forms, but generally includes enough density to support various levels of transit service, provides well-connected and compact development and offers walkable access to transit service.

UP-ZONING Refers to the amending of local zoning codes to remove restrictions to allow taller or denser residential development. Up-zoning, as opposed to rezoning, does not change the zoning designation of a parcel of land, rather it increases the allowable densities, building footprints and height allowances.

URBAN GROWTH BOUNDARY is a boundary around cities and metropolitan areas in Oregon is used to designate where a city expects to grow over the next 20 years. Each Oregon city is surrounded by an urban growth boundary (UGB); a line drawn on planning maps to designate where a city expects to grow over a 20-year period. This growth can occur with new houses, industrial facilities, businesses, or public facilities such as parks and utilities. Restrictions in areas outside of a UGB protect farm and forest resource land and prohibit urban development.

[6] https://www.brookings.edu/research/americas-formerly-redlines-areas-changed-so-must-solutions/, https://www.federalreserve.gov/boarddocs/supmanual/cch/fair_lend_fhact.pdf

ZONING / REZONING Regulations set out by a local government on the allowable land uses and density on a parcel of land. Landowners can apply to their local government to change the zoning of their parcel of land (whether a specific use and/or the density).

3 Real Estate Finance Terms

CAPITAL STACK The mix of funding sources either in a fund or used to pay for construction of a development project. Different types of funding are "stacked" together. Each type of funding sits at a different level in the stack corresponding to risk and rate of return (lower risk corresponds with lower return and vice-versa).

CAPITALIZATION RATE (CAP RATE) A metric used to estimate the risk-adjusted expected rate of return on real estate investments. The expected rate of return can determine whether investors choose to place their capital with one investment or another. In real estate, the ability to attract capital determines whether proposed buildings are actually built or not. The cap rate is defined as the net operating income of the building at given time period divided by the market value of the building in that time period. Smaller cap rates imply lower market risk and thus greater value.

CONSTRUCTION LOAN A loan used to finance the construction phase of development. This loan is shorter in duration (typically 3-4 years) and is repaid with the permanent loan. Because the loan cannot be backed by a real asset (the completed building) construction loans have higher risk and carry a higher interest rate.

DEBT SERVICE COVERAGE RATIO (DSCR) The ratio of debt to net operating income (revenues less expenses) at a property, which is used by banks and lenders to assess the amount of operating income available to pay for debt service obligations. If a DSCR equals 1.0 the property has exactly enough net operating income to meet its debt obligations. Most lenders will require a cushion of 15 or 20 percent excess income (a DSCR of 1.15 or 1.20) to ensure the borrower can meet its debt obligations in the event of an unexpected expense.

DEVELOPMENT COSTS The costs of building and constructing a new development. These costs include land costs, hard costs, and soft costs.

<u>Land costs</u> are determined by both demand for space and the supply of developable land, which is influenced by topography, zoning, and existing developments, among other factors.

<u>Hard costs</u> are the costs incurred for the construction of a building, including wages of construction workers, lease rates of construction equipment, and the prices of raw materials are components of construction costs.

<u>Soft costs</u> include the labor of architects, engineers, designers, and planners as well as the costs of interacting with the government, which include taxes and permitting processes and fees, and fees that developers charge to pay for their own labor.

DEVELOPMENT PHASES The typical phases are predevelopment, construction, and operation. Predevelopment can be split into early-stage predevelopment (project visioning, design, and concept planning) and late-stage predevelopment (securing project funding, securing sites, permits, and entitlements such as zoning or rezoning).

Early-stage predevelopment projects cannot carry debt as they may be found to be infeasible.

EQUITY a financial ownership stake in an asset. Equity can be preferred or sponsor equity and sits at the top of the capital stack. It is riskier than debt, because it is repaid last in the event of a liquidation but generates the highest return for investors.

FEASIBILITY A project needs to be financially feasible, demonstrating that the revenues generated from rents are sufficient to cover operations, debt servicing, and capital reserves. A project's development team will create a pro forma to determine feasibility and adjust the number of units, size, rents, and construction costs until the project revenues match expected operating costs (often referred to as "penciling out"). Funders need to understand financial feasibility before they will award a project funding.

FOREGIVABLE DEBT A type of loan that can be partially or entirely forgiven or deferred for a period of time by the lender when certain terms or conditions are met. This flexible financing source is often times part of a capital stack (see definition above) and used to help with funding gaps (see definition below).

GAP FUNDING/ FUNDING GAP Gap funding sources are relatively flexible types of funding (grants, low-cost debt, forgivable loans, etc.) sources that are sought if the capital stack has a funding gap in the sources and uses needed to construct a product, after traditional funding sources have been secured. Gap funders are usually mission-based and fill the remaining funding gap with low-cost financing to get the project to be financially feasible.

HIGHEST AND BEST USE "Highest and best use" is a term used in the real estate industry that refers to the land use that is most likely to produce the most economic benefits to the landowner (either private or public landowners). The highest and best use for any property will be: (1) physically possible, (2) legally permissible, (3) financially feasible, and (4) maximally productive.

INCENTIVES Financial motivations that encourage people to make certain economic decisions. They create additional burdens or reduce existing costs to influence the tradeoffs people face when making decisions. Governments can use incentives to promote certain public policy goals. Examples of housing incentives include the mortgage interest tax deduction to encourage homeownership, or development incentives that reduce the cost of development and encourage the construction of affordable housing.

INSTITUTIONAL INVESTOR Institutional investors pool money and invest in securities, real property, or loans to secure returns for clients. Examples include insurance companies, pension funds, mutual funds, credit unions, and banks. Institutional investors differ from individual investors, in that they are professionally managed and regulated by their relevant industries (finance, insurance, etc.). Institutional investors also operate at a significantly larger scale, with pooled funds that allow them to make large purchases and sales of investments.

INTEREST RATE The cost of borrowing to fund a project. Mission-oriented lenders may offer lower interest rates or below-market interest rates for affordable housing projects or development that has a positive social impact. Interest rates can be fixed (they do not change over the course of the loan) or variable / floating (tied to federal interest rates or other variable rates). Interest payments can be partially or completely deferred until the loan matures.

MEZZANINE DEBT A secondary debt position that is repaid after senior debt in the event of a liquidation. This is more risky than senior debt and acts more like equity with deferred payments on the loan. Often called “mezz debt.”

PERMANENT LOAN A long-term loan used to pay off the shorter construction loan and service the residential development during operations. Because this loan is backed by a real asset (the completed development) it has lower risk and a lower interest rate.

PRO FORMA ANALYSIS A method of estimating or projecting a project’s revenue, costs, and returns. A pro forma model compares the development’s funding sources to its uses and end value, and it is used to determine whether a proposed development is financially feasible.

SUBSIDIES Incentives, generally provided by a government, that help offset a cost. As it relates to housing, subsidies can be provided in the form of direct contributions of cash to a project, a discount on land, the reduction or waiver of fees (see system development charges below), or property tax abatements.

4 Economics Terms

ECONOMIC MOBILITY is the ability of a person to changes their economic status, income or wealth. Economic mobility is often measure by movement between income quintiles.

LOW-INCOME is defined as 80 percent of the median family income for a given geographic area, subject to adjustments for areas with unusually high or low incomes or housing costs. The Department of Housing and Urban Development (HUD) defines low-income within guidelines for Section 8/Public Housing. Low income may be defined differently for different purposes and according to different Federal agencies, for example for transportation researchers may develop their own thresholds to define low income depending on available data sources.

MARKET FAILURE An economic situation in which a free market does not result in an efficient allocation of resources. Market actors (e.g., consumers, producers) alone are not able to provide goods and services in a manner that is economically efficient, thus market failures result in a loss of economic value.

PREFERENCE Economically, a preference reflects how individuals rank and value different options amongst available choices. It does not connote desire or intent to purchase.

SHORTAGE The underproduction of goods or services due to demand exceeding supply. It results in higher prices of the goods or services.

5 Transportation Terms

WILLINGNESS TO PAY Economically, willingness to pay connotes the monetary value the marketplaces on a good or services (in this case housing), which is derived based on the sum of individual preferences. Colloquially, 'willingness' refers to a simple choice and implies an ability to pay, but in economics ability to pay is separate and is informed by a household budget. Transportation Terms

EQUITABLE TRANSIT ORIENTED DEVELOPMENT is planning and design approach combining TOD principles with an equity lens. The intent is to ensure that the development serves specific equity goals through dedicated strategies that ensure low-income residents and residents of color benefit, and are not displaced, by new development. It supports mixed-use development that incorporates affordable housing in close proximity to high-quality public transit and bolsters ridership goals of transit providers.

FIXED ROUTE is a service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip services the same origins and destinations.

FLEXIBLE ROUTE Refers to a situation where all or a portion of a fixed-route is operated as demand response where customers can request or schedule a deviation for up to a certain distance from the defined route for pick-up and/or drop off.

LEVEL OF SERVICE is a performance measure that provides a rating system for motor vehicle mobility along a roadway facility, typically a roadway segment, intersection or approach. The rating scale is A through F. LOS A indicates free flow traffic conditions. LOS B and C indicate traffic conditions that move without significant delays. LOS D through E indicate progressively worse operating conditions. LOS F represents traffic conditions where average vehicle delay has become excessive and demand exceeds roadway capacity.

MICROMOBILITY Refers to a range of small, lightweight vehicles operating at speeds typically under 15 miles per hour and typically provided as a shared mobility service. Conveyances typically include bicycles, electric bikes, electric scooters, shared bicycles and electric mopeds.

MOBILITY HUB Refers to a focal point in the transportation network that integrates multiple transportation modes, multimodal supportive infrastructure and place making strategies to create an activity center that maximizes first-mile and last-mile connectivity.

MOBILITY ON DEMAND Refers to transit services that are available by request of riders, such as services that provide rides by appointment. These may be integrated with related user services such as real-time data and ability to request a ride online or by app.

MODAL CIRCULATION Refers to the transportation network, including sidewalks, bike lanes, trails, and transit network, that allows for the movement of people and goods throughout a community. Communities define modal circulation plans and design guidance within their development code. Language within the code may include guidance on orientation of buildings to the right-of-way, intersection spacing, access management and access controls and other such design standards that influence the overall design and functioning of a transportation network.

MULTIMODAL indicates having, using or designing for a variety of modes of transportation. In transportation planning, multimodal generally refers to the integration of motor vehicles, freight, transit, bicycles and pedestrians into facility design or network planning.

MULTIMODAL LEVEL OF SERVICE Refers to a rating system used to evaluate various transportation modes and impacts. Level of service may include both quantitative and qualitative measures and refers to the speed, convenience, comfort or security of transportation facilities and services experienced by users.

PARK AND RIDE is a facility providing vehicle parking spaces connected to transit stops or stations. The primary objective of park and ride facilities is to reduce urban congestion by allowing travelers to leave their vehicles on the edge of an urban area and transfer to a bus, rail or subway line for the remainder of their trip.

ROUTE REDESIGNS refers to re-designing the transit network to better meet the needs of the residents and businesses by increasing access and/or frequency, decreasing travel times, and improving the quality of transit riders' experience.

SINGLE OCCUPANCY VEHICLE is a privately operated motor vehicle where the only occupant is the driver.

TRAFFIC IMPACT ANALYSIS is a study meant to assess the sufficiency of existing and future transportation facilities, usually a roadway, to accommodate additional trips generated by a proposed development or rezoning of a parcel of land. Traffic impact analyses are most widely used as part of the development review or permitting process for a proposed development to assess the sufficiency of roads and intersections nearby a proposed development and to assess additional improvements that transportation facilities may need resulting from the proposed development.

TRANSIT ORIENTED DEVELOPMENT Refers to a pedestrian-friendly community that extends one quarter to one half mile from a public transit station and includes mixed uses, higher densities and compact design. TOD is designed to allow for easy and convenient access between the transit station and the surrounding urban development with the express purpose of encouraging transit use by area residents, business patrons and employees. TOD provides a range of benefits including increased transit ridership, reduced regional congestion and pollution, and healthier, more walkable neighborhoods.

TRANSPORTATION DISADVANTAGED includes groups that do not have easy access to personal vehicles and live in locations without convenient and safe transportation options. Groups that may be considered transportation disadvantaged depending on the local context include communities of color, people with low income, youth and older adults, people with limited English proficiency and physical or mental disabilities that are at a significant disadvantage without access to convenient, safe, well integrated transportation options.

TRANSPORTATION EFFICIENCY is a principle that efficient transportation systems enable the movement of people and goods while minimizing time, cost and energy. This includes provisions that allow a well-developed and well-connected transportation system that provides choices in routing, transportation modes and time of travel.

TRANSPORTATION DEMAND MANAGEMENT is a set of strategies and programs aimed at maximizing traveler choices and resulting in more efficient use of transportation resources. TDM measures vary broadly and can include parking reduction or management, telework, transit incentives such as subsidized transit passes, flexible work schedules, employee carpooling programs, congestion pricing or public bikeshare.

TRANSPORTATION OPTIONS Refers to the provision of transportation choices that allow people to bike, walk, take transit, drive, rideshare, or telecommute based on a person’s specific needs, preferences and abilities. The term also refers to a set of strategies and programs designed to create more or broader transportation choices from which to choose.