

VIA Long Range Plan Glossary

Accessibility. Accessibility is the ability to reach opportunities (economic, social, etc.) within a certain geographical area.

Americans with Disabilities Act (ADA). Passed by Congress in 1990; requires transportation providers to purchase compliant vehicles for fixed route service and ensure system-wide accessibility of demand-responsive and paratransit services to people with disabilities.

ADA Complementary Paratransit Service. ADA regulations specifically define a population of customers who are entitled to complementary paratransit service as a civil right. The regulations define minimum service characteristics that must be met for this service to be considered equivalent to fixed route service. (NRC & CTA Glossary of Transportation Terms, n.d.)

Automatic Vehicle Location System (AVL). A GPS system installed on transit vehicles that communicates vehicle location back to a central control facility. Often used to provide predictions of vehicle arrival times through dynamic station signage, websites, or mobile applications.

Bike Sharing / Public Bicycle System. A public transit service in which bicycles are made available for shared use to individuals on a very short term basis. Consists of bicycles that can be checked out from and returned to a network of specialized docking stations.

Capital Budget. The portions of a budget devoted to proposed improvements or additions to capital assets and a means of financing those additions. Capital projects are often financed from general fund bonds which are referred to as the capital budget.

Capital Costs. Refers to the costs of long-term assets of a public transit system such as property, buildings and vehicles. Can include bus overhauls, preventive maintenance, mobility management, and even a share of transit providers' ADA paratransit expenses.

Capital Funding is resources dedicated to build things. In transit, capital funding is most often used to buy new transit vehicles, but it can also be used to build new stations, facilities, and implement system improvements.

Carsharing. Carsharing organizations offer members access to a dispersed network of shared vehicles at unattended self-service locations. Usage is provided at hourly and/or per-mile rates that generally include fuel, tolls, insurance, and maintenance. (CarSharing Association)

Congestion. A measure of traffic density and its impact on travel. In many cities, the negative effects of congestion (reduced vehicle speeds) are offset by the benefits of shorter travel distances (reduced average time for each commute trip) (Cortright, 2010, 2011; see also Marohn, 2012; Litman, 2014).

Congestion Costs. A value for the delay experienced due to congestion that includes time lost and vehicle operating costs. Impacts of congestion should be considered for all travelers (not just

automobile drivers), and congestion reduction investments should include roadway network and public transit improvements that prioritize shorter trip distances and non-motorized travel. (Cortright, 2010, 2011; see also Marohn, 2012; Litman, 2014)

Demand-Response Service. Transit service where individual passengers can request transportation from a specific location to another specific location at a certain time. Transit vehicles providing demand-response service do not follow a fixed route, but travel throughout the community transporting passengers according to their specific requests. (NRC & CTA Glossary of Transportation Terms, n.d.)

Deviated fixed route. A hybrid of fixed route and demand-response services, where an otherwise fixed route vehicle can deviate from its course to go to a specific location for a pre-scheduled request. Often used to provide service to people with disabilities. (NRC & CTA Glossary of Transportation Terms, n.d.)

Dial-A-Ride service. A demand-response service where the rider telephones to request curb-to-curb transit service. Often on a first-come, first-served basis, requests for rides are accommodated as best as possible.

Transit Cost Effectiveness. The relationship between the quantity of resources expended to produce transit service and the quality of service provided. Often expressed in operating cost (operations, maintenance and administration), employee hours (operating, maintenance or administration), capital investment, or energy (fuel cost or volume).

Transit Efficiency. The provision of the highest level of transit service at the lowest possible cost.

Transit Service Consumption. The amount of transit service used by the public, expressed in either monetary or non-monetary terms. Examples include unlinked passenger trips, passenger miles, and operating revenue.

Farebox Recovery Ratio. The ratio of farebox revenue to total annual operating costs.

Farebox Revenue. Money collected from passengers as payment for transit service.

Fare Structure. The basis for determining how fares are charged. Common types include distance-based, time-of-day-based, quality-of-service-based, and flat fares. Fare structure may also differentiate among passengers based on age, income, or disability. (NRC & CTA Glossary of Transportation Terms, n.d.)

Fixed Route Service. Transit service where vehicles run on regular, scheduled routes with fixed stops and no deviation. (NRC & CTA Glossary of Transportation Terms, n.d.)

Headway. The temporal spacing between buses following the same route. When headways are short the service is said to be operating at a high frequency.

Linked Passenger Trips. A complete trip from origin to destination on a transit system, including all transfers. (APTA Glossary of Transit Terminology, 1994)

Metropolitan Statistical Area (MSA). A geographic designation that includes an urbanized area along with its region of economic influence. Used by the US Census Bureau to calculate demographic, economic, and other statistics.

Mobility. The ability to travel distances. Prioritizing mobility can often lead to decreased accessibility, especially in a multimodal transportation system that includes private automobiles, taxis, public transit, walking, and cycling. (Litman, 2015)

Modal Options / Intermodal / Multimodal. Mode refers to a form of transportation, such as automobile, transit, bicycle, and walking. Intermodal refers to the connections between modes, and multimodal refers to the availability of transportation options within a system or corridor.

Mode Choice. The selection of a travel mode, or modeling process describing the selection.

Multimodal. Mode refers to a form of transportation, such as automobile, transit, bicycle, and walking. Multimodal refers to the availability of a variety of, and the interactions between, transportation options within a system or corridor.

Operating Budget. Plans of expenditures and the means of financing them. The primary method of ensuring that the financing, acquisition, spending, and service delivery activities of the state are controlled.

Operating Expenses. The sum of all recurring costs (e.g., labor, fuel, administration) associated with the operation and maintenance of a transit system; excludes capital equipment purchases, loans, depreciation, and leases.

Operating Funding. The money used to run transit service. Transit operating funding is allocated to employee salaries and benefits, fuel, insurance, maintenance and utilities.

Passenger-Miles Traveled (PMT). The sum of all trip lengths in miles taken by passengers.

Passenger-Trip / Person-Trip. A trip made by one person from one origin to one destination. Unlinked passenger-trips consider each new vehicle boarded (e.g., as part of a transfer) as a separate trip.

Passenger Trips per Revenue Hour. The number of passenger trips (usually unlinked) divided by the number of revenue hours for a vehicle, route, or agency.

Passenger Trips per Revenue Mile. The number of passenger trips (usually unlinked) divided by the number of revenue miles for a vehicle, route, or agency.

Productivity. A measure of output divided by a measure of input. Inputs include labor and capital; outputs include passenger trips or passenger miles traveled. The larger the output to input ratio, the more productive the system. (Aschauer, 1990)

Rapid Transit. A fast network of buses and trains operating in their own lanes. Rapid transit differs from local bus service by operating at faster speeds with more frequent service and fewer stops and without being interrupted by other traffic during rush hour.

Rapid Transit Corridor. An identified transportation connection between major centers of employment or activity in need of a Rapid Transit investment (see **Rapid Transit**).

Ride-Hailing Services. Taxi-like transportation services that use an online platform to connect drivers using their personal vehicles with potential passengers. Regulations for these companies often differs from that of taxicab or livery services. May have variable pricing based on demand. Also known as Transportation Network Companies (TNCs).

Ridership. The number of people using a transit service aggregated over a period of time.

Rideshare / Ridematch program. Facilitates the formation of carpools and vanpools; a database is maintained for the ride times, origins, destinations and driver/rider preferences of users. Those requesting to join an existing pool or looking for riders are matched by program staff. (NRC & CTA Glossary of Transportation Terms, n.d.)

Service Route. Transit routes tailored to meet the needs of a specific market segment, such as older adults or people with disabilities. Service routes often evolve out of a pattern of demand-response travel within a community, such as stops at high-density residential complexes or group homes, shopping areas, medical facilities, and other destinations specific to the target population. (NRC & CTA Glossary of Transportation Terms, n.d.)

Timed Transfer. A location where two or more routes are scheduled to arrive at the same time to facilitate transfer connections. An important component of low-frequency service. (APTA)

Transit Signal Priority (TSP) / Coordinated Signal Timing (CST). The optimization of traffic signals to facilitate transit movement along a corridor. TSP-equipped signals may be automatically triggered by transit vehicles to minimize both delay and headway variability along routes where service is consistent and has low variability. (NACTO Coordinated Signal Timing, 2014)

Transit-Supportive Development / Transit-Supportive Land Use. Live-work-play style development organized around key transit stations with buildings designed for pedestrians, numerous neighborhood amenities and services, and well-designed pedestrian, bicycle and transit friendly infrastructure. This walkable compact form provides residents choices on how they live and access their daily services, work and entertainment destinations.

Transport Equity. The equitable distribution of transportation-related impacts, including benefits, disadvantages, and costs.

Transportation Disadvantaged. The confluence of unequal relations in roles, functions, decisions, rights, and opportunities with regard to transportation planning and services. Common in specific geographical locations such as outer-urban (or "fringe") areas, and rural regions, or among specific populations with regard to age, income, race and ethnicity, family structure, or disability.

Transportation Network Companies (TNCs). Taxi-like transportation services that use an online platform to connect drivers using their personal vehicles with potential passengers. Regulations for these companies often differs from that of taxicab or livery services. May have variable pricing based on demand. Often referred to as ride-hailing companies; not to be confused with carpool or ridematch programs. (CPUC Transportation Network Companies, 2012)

Trip. The one-way movement of a revenue vehicle between two terminus points on a route. Often noted as inbound, outbound, eastbound, westbound, etc. to identify directionality when being discussed or printed.

Trip Generator. Origins or destinations that create travel demand. For example, a high-density residential area generates a need for all kinds of trips outside of the residential area into commercial areas; a medical center generates trips for medical purposes; and a downtown area may generate trips for retail, recreational, or personal business purposes.

Unlinked Passenger Trips. See Passenger trips.

Vanpool. A prearranged ridesharing service in which a number of people travel together on a regular basis in a van. May receive public funding. Vanpools may be publicly operated, employer operated, individually owned or leased. (Glossary of Transportation Terms NRC & CTA, n.d.)

Vehicle miles traveled / Vehicle miles of travel (VMT). The aggregate number of miles traveled by vehicles, regardless of the number of passengers carried. (Public Transportation Fact Book, 2014)

Vehicle Revenue Hours. The aggregate hours traveled by transit vehicles while in revenue service (i.e., available for passenger use). Includes any layover/recovery time required to complete the service. (Public Transportation Fact Book, 2014)

Vehicle Revenue Miles. The aggregate distance traveled by transit vehicles in revenue service (i.e., available for passenger use). Includes any unscheduled distance traveled while in service. (Public Transportation Fact Book, 2014)

Vehicle Operations. All activities associated provision of transit vehicle service: transportation administration and support; revenue vehicle operation; ticketing and fare collection; and system security.

VIA Vision 2040 Long Range Plan. A guiding document describing a comprehensive, visionary approach to public transportation in the Greater San Antonio Region.