



KANE COUNTY  
RANDALL/ORCHARD ROAD CORRIDOR  
BUS RAPID TRANSIT FEASIBILITY STUDY

# APPENDIX A: LIST OF ACRONYMS

ADA	Americans with Disabilities Act
APC	Automatic Passenger Counter
APTA	American Public Transit Association
APTS	Advanced Public Transportation Systems
AoA	Administration on Aging
AT	Assistive Technology
ATP	Accessible Transportation Program
AVL	Automatic Vehicle Location
BRT	Bus Rapid Transit
CAD	Computer Aided Dispatch
CASD	Computer Aided Scheduling and Dispatch
CMAQ	Congestion Mitigation and Air Quality
DMU	Diesel Multiple-Unit Car
DOT	Department of Transportation
DR/DRT	Demand Response Transportation (paratransit)
E&D	Elderly and Disabled
EMS	Emergency Medical Services
FHWA	Federal Highway Administration (also FHA)
FR	Fixed Route
FTA	Federal Transit Administration
GIS	Geographic Information System
GP	General Public (related to FTA 5311 Funds)
GPS	Global Position Systems (typically satellites)
HCT	High Capacity Transit
HOV	High-Occupancy Vehicle
ITP	Individual Trip Planner
ITS	Intelligent Transportation Systems
JARC	Job Access Reverse Commute
LOS	Level of Service
MAAP	Mobility Awareness and Assistance Program
MDT/MDC	Mobile Data Terminal/Mobile Data Computer
NTD	National Transit Database
OCS	Overhead Contact System

O-D	Origin-Destination
PDA	Personal Data Assistant
POP	Proof-of-Payment
ROW	Right-of-Way
RTAP	Regional Transportation Assistance Program Rural Transportation Assistance Program (state and federal programs)
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SOV	Single Occupant Vehicle
SPD	Seniors and People with Disabilities (formerly SDSD)
STP	Surface Transportation Programs
STIP	Surface Transportation Improvement Projects
TAC	Technical Advisory Committee
TDD	Telecommunications Device for the Deaf
TDM	Transportation Demand Management
TMA	Transportation Management Association
TMC	Traffic Management Center
TMV	Transit Maintenance Vehicle
TOD	Transit-Oriented Development
TSM	Transportation System Management
TSP	Transit Signal Priority
TSP	Transportation System Plans
TTY	Text Telephone
TVM	Ticket Vending Machine
VMT	Vehicle Miles of Travel





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# APPENDIX B: GLOSSARY

<b>Accessibility</b>	The extent to which facilities, including transit vehicles, are barrier-free and can be used by people who have disabilities, including wheelchair users.
<b>Accessible Vehicle</b>	Public transportation revenue vehicles which do not restrict access, are usable, and provide allocated space and/or priority seating for individuals who use wheelchairs.
<b>Administrative assistance</b>	Funding that supports the administrative costs related to a program activity, such as office expenses, insurance, legal expenses, bookkeeping, and administrative staff expenses.
<b>ADA</b>	Americans with Disabilities Act: Passed by the Congress in 1990, this act mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications and public accommodations. Under this Act, most transportation providers are obliged to purchase lift-equipped vehicles for their fixed-route services and must assure system-wide accessibility of their demand-responsive services to persons with disabilities. Public transit providers also must supplement their fixed-route services with paratransit services for those persons unable to use fixed-route service because of their disability.
<b>ADA Eligible</b>	ADA Eligible refers to eligibility for complementary fixed route paratransit. Individuals who qualify must be unable to use fixed route due to a disability.
<b>AoA</b>	Administration on Aging. The agency within the U.S. Department of Health and Human Services that oversees the implementation of the Older Americans Act, including senior nutrition programs, senior centers and supportive services for elders.
<b>Ad-hoc Trips</b>	The total number of trip requests received by an organization that go beyond the organization's normal transportation program design and fulfilled by a different agency, company, or organization (i.e., by a private taxi service).
<b>Advanced Public Transportation Systems</b>	Collection of technologies to increase efficiency of public transportation systems and offer users greater access to information on system operation. This is a subset of Intelligent Transportation Systems.
<b>Advanced Traveler Information Systems</b>	Technologies that provide travelers and transportation professionals with the information they need to make decisions, from daily individual travel decisions to larger-scale decisions that affect the entire system, such as those concerning incident management.
<b>Alight</b>	To get off or out of a transportation vehicle.
<b>Alternative Fuel</b>	A non-petroleum fuel with lower pollution than traditional diesel; includes electricity, alcohol fuels, mineral fuels, biofuels, methanol, propane, hydrogen, compressed and liquefied natural gas.
<b>Annual Average Daily Traffic (AADT)</b>	Daily traffic that is averaged over a calendar or fiscal year.

<b>Articulated Bus</b>	An extra-long, high-capacity bus that has the rear body section or sections flexibly but permanently connected to the forward section. The arrangement allows the vehicle to bend in curves and yet have no interior barrier to movement between the two parts. The puller type features a powered center axle while the pusher type features a powered rear axle. Articulated buses with powered center and rear axles exist but are not common. Typically, an articulated bus is 54-60 ft (16-18 m) long with a passenger seating capacity of 60 to 80 and a total capacity of 100 to 140.
<b>Automatic Passenger Counter</b>	An automated system that counts the number of passengers boarding and alighting a transit vehicle. The information may be used for later data analysis, or for real-time activities, such as providing signal priority only to buses that are at least half full.
<b>Automatic Vehicle Location System</b>	A system that determines the location of vehicles carrying special electronic equipment that communicates a signal back to a central control facility. AVLs are used for detecting irregularity in service and are often combined with a computer-aided dispatch system.
<b>Average Daily Traffic (ADT)</b>	The average number of vehicles that pass a specified point during a 24-hour period.
<b>Average Fare</b>	The arithmetic average of all fares paid by all revenue passengers, including those who received special or reduced fares. It is usually derived by or generally equivalent to dividing total fare revenue by total origin-to-destination trips, although it may be based on unlinked trips.
<b>Average Trip Length</b>	The average distance ridden for an unlinked passenger trip by time period (weekday, Saturday, Sunday) computed as passenger miles divided by unlinked passenger trips.
<b>Base Fare</b>	The price charged to one adult for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges, and reduced fares
<b>Base Period</b>	In transit, the time of day during which vehicle requirements and schedules are not influenced by peak-period passenger volume demands (e.g., between morning and afternoon peak periods). At this time, transit riding is fairly constant and usually moderate in volume when compared with peak-period travel. Also known as off peak.
<b>Bicycle-Friendly</b>	Characterized by features and elements that makes bicycling safe and convenient. A bicycle-friendly environment at a transit stop might include bicycle parking that is well-lit, sheltered, secure, and easily accessed.
<b>Bicycle Locker</b>	A lockable, enclosed container used for storing a bicycle. Typically provided at major transit stops and stations and rented on a monthly basis.
<b>Bicycle Rack</b>	A fixed post or framework to which bicycles may be secured and locked, typically provided on a first-come, first-served basis. It is also a device mounted to a transit vehicle that allows bicycles to be transported outside the passenger compartment.
<b>Boarding Rides</b>	Boarding rides are counted each time a person enters a vehicle. Boardings and rides all refer to boarding rides.
<b>Boarding Rides per Vehicle Hour</b>	The number of boardings divided by the vehicle hours of service. Describes a route's productivity.

<b>Brokerage</b>	A method of providing transportation where riders are matched with appropriate transportation providers through a central trip-request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance and other functions under contractual arrangements with agencies, municipalities and other organizations. Actual trips are provided by a number of different vendors.
<b>Bus Bay</b>	A specially designed or designated location at a transit stop, station, terminal, or transfer center at which a bus stops to allow passengers to board and alight
<b>Bus Bulb</b>	An extension of the sidewalk into the roadway for passenger loading without the bus pulling into the curb gives priority to buses and eases reentry into traffic, often landscaped and fitted with bus shelter and other passenger amenities. Also known as a bulb out or curb extension.
<b>Bus Lane</b>	Also known as a bus priority lane or transit only lane. A highway or street lane reserved primarily for buses, either all day or during specified periods. It may be used by other traffic under certain circumstances, such as making a right or left turn, or by taxis, motorcycles, or carpools that meet specific requirements described in the traffic laws of the specific jurisdiction.
<b>Bus Priority System</b>	An intelligent transportation system feature consisting of traffic controls in which buses are given special treatment over general vehicular traffic (e.g., bus priority lanes, preemption of traffic signals, or adjustment of green times for buses.)
<b>Bus Rapid Transit (BRT)</b>	An inexact term describing a bus operation providing service similar to rail transit, at a potentially lower cost depending on the level of investment in individual infrastructure elements. BRT systems are characterized by several of the following components: exclusive transitways or busways, enhanced stations, easily identified vehicles, high-frequency all-day service, simple route structures, simplified fare collection, and ITS technologies. Integrating these components is intended to improve bus speed, reliability, and identity.
<b>Bus Shelter</b>	A building or other structure constructed at a transit stop. A transit shelter provides protection from the weather and may provide seating or schedule information or both for the convenience of waiting passengers.
<b>Bus Stop</b>	An area where passengers wait for, board, alight, and transfer between transit units (vehicles or trains). It is usually indicated by distinctive signs and by curb or pavement markings and may provide service information, shelter, seating, or any combination of these. Stops are often designated by the mode offering service, for example, bus stop, car stop.
<b>Busway</b>	A special roadway designed for exclusive use by buses. It may be constructed at, above, or below grade and may be located in separate rights-of-way or within highway corridors. Variations include grade-separated, at-grade, and median busways. Sometimes called a transitway or bus rapid transit.
<b>Capital Cost</b>	Nonrecurring or infrequently recurring costs of long-term assets, such as land, guideways, stations, buildings, and vehicles. These costs often include related expenses: for example, depreciation and property taxes.
<b>Casual Carpool</b>	an informal carpool where commuters gather at a location to be picked up at random by motorists who do not have sufficient passengers to use an HOV facility or to share the cost of parking and/or tolls.



<b>Charter Service</b>	A vehicle hired for exclusive use that does not operate over a regular route, on a regular schedule, and is not available to the general public.
<b>Choice Rider</b>	A person who has at least two modes of travel available and selects one to use. Often used to describe a traveler who is not transit dependent or solely reliant on public transportation to meet their mobility needs.
<b>Circulator Bus</b>	A bus that makes frequent trips around a small geographic area with numerous stops along the route. It is typically operated in a downtown area or an area that attracts tourists or large crowds and has limited parking and congested roads. It may be operated all day or only at times of peak demand, such as rush hour or lunch time.
<b>Circulator Service</b>	Transit service confined to a specific locale, such as a downtown area or a suburban neighborhood, with connections to major traffic corridors.
<b>Community Transportation</b>	The family of transportation services in a community, including public and private sources, that are available to respond to the mobility needs of all community members.
<b>Commute</b>	Regular travel between home and a fixed location (e.g., work, school). The term is often applied only to travel in the direction of the main flow of traffic, to distinguish from reverse commute.
<b>Commuter Rail</b>	The portion of passenger railroad operations that carries passengers within urban areas, or between urban areas and their suburbs, but differs from rail rapid transit in that the passenger cars generally are heavier, the average trip lengths are usually longer, there are few standing passengers, and the operations are carried out over tracks that are part of the railroad system in the area. In some areas it is called regional rail.
<b>Complementary Paratransit</b>	Paratransit service that is required as part of the Americans with Disabilities Act (ADA) which complements, or is in addition to, already available fixed-route transit service. ADA complementary paratransit services must meet a series of criteria designed to ensure they are indeed complementary.
<b>Congestion Mitigation and Air Quality Project (CMAQ)</b>	A flexible funding program administered by the Federal Highway Administration that funds projects and programs to reduce harmful vehicle emissions and improve traffic conditions. CMAQ funds may be used for transit projects, rideshare projects, high-occupancy vehicle lanes or other similar purposes.
<b>Contraflow</b>	Movement in a direction opposite to the normal flow of traffic. The term usually refers to flow opposite to the heavier flow of traffic.
<b>Contraflow Lane</b>	A highway or street lane on which vehicles operate in a direction opposite to what would be the normal flow of traffic in that lane. Such lanes may be permanently designated contraflow lanes, or, more usually, they may be used as contraflow lanes only during certain hours of the day. Frequently, the use of a contraflow lane is restricted to public transit and (possibly) other specially designated vehicles.
<b>Coordinated Public Transit-Human Services Transportation Plan</b>	A locally developed plan for coordinating local public transportation and human service agency transportation services that aims to maximize the programs' collective coverage by minimizing duplication of services.

<b>Coordination</b>	A cooperative arrangement between transportation providers and organizations needing transportation services. Coordination models can range in scope from shared use of facilities, training or maintenance to integrated brokerages or consolidated transportation service providers.
<b>Cost Effectiveness</b>	Cost effectiveness is the cost per passenger trip. More precisely, it is the amount of money a transit agency spends to provide its service (either as a system or a particular mode of travel, such as bus or rail) divided by the total number of passenger trips. This only takes into account what it costs to provide the service, and does not deduct fare revenues from the cost of providing the service.
<b>Crosstown Service</b>	Non-radial transit service that does not enter the central business district.
<b>Crush Capacity</b>	Also known as crush load, it is the maximum feasible passenger capacity of a vehicle, that is, the capacity at which one more passenger cannot enter without causing serious discomfort to the others.
<b>Curb-to-Curb Service</b>	A common designation for paratransit services. The transit vehicle picks up and discharges passengers at the curb or driveway in front of their home or destination. In curb-to-curb service the driver does not assist the passenger along walks or steps to the door of the home or other destination.
<b>Deadhead</b>	Term to describe of a transit vehicle while not generating fare revenue or without passengers aboard, often to and from a garage, or from one route to another.
<b>Deficit</b>	A deficiency in funding where expenses exceed revenues.
<b>Demand-Response Service</b>	The type of 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. Can also be called dial-a-ride. These services usually, but not always, require advance reservations.
<b>Deviated Fixed Route</b>	This type of transit is a hybrid of fixed-route and demand-response services. While a bus or van passes along fixed stops and keeps to a timetable, the bus or van can deviate its course between two stops to go to a specific location for a pre-scheduled request. Often used to provide accessibility to persons with disabilities.
<b>Dial-a-Ride Service</b>	Another term for demand-response service (see above) where the rider telephones (or “dials”) to request service.
<b>Diesel Multiple-Unit Car (DMU)</b>	A diesel powered rail car arranged either for independent operation or for simultaneous operation with other similar cars, when connected to form a train of such cars.
<b>Disability</b>	The limitation of normal physical, mental, social activity of an individual. There are varying types (functional, occupational, learning), degrees (partial, total) and durations (temporary, permanent) of disability.
<b>Door-to-Door Service</b>	A form of paratransit service which includes passenger assistance between the vehicle and the door of his or her home or other destination. A higher level of service than curb-to-curb, yet not as specialized as door-through-door service (where the driver actually provides assistance within the origin or destination).

<b>Dwell Time</b>	The time a transit unit (vehicle or train) spends at a station or stop, measured as the interval between its stopping and starting.
<b>Elasticity</b>	The percentage change in demand for service (demand) for each 1% change in another factor. Often used to characterize sensitivities to changes in fares or level of service (i.e. frequency, service span).
<b>Exclusive Right-of-Way</b>	Roadway or other right-of-way reserved at all times for transit use and/or other high occupancy vehicles.
<b>Express Bus Service</b>	Bus service with a limited number of stops, either from a collector area directly to a specific destination or in a particular corridor with stops en route at major transfer points or activity centers. Express bus service usually uses freeways or busways where they are available.
<b>Express Service</b>	Service that has fewer stops and a higher operating speed than regular service. Often used an alternative term for limited-stop service; when agencies provide both types of service, the express service tends to have much longer sections of non-stop running.
<b>Farebox</b>	A device that accepts coins, bills, tickets, tokens, or other fare media given by passengers as payment for rides.
<b>Farebox Recovery Ratio</b>	The ratio of fare revenue to direct operating expenses.
<b>Farebox Revenue</b>	A public transportation term for the monies or tickets collected as payments for rides. Can be cash, tickets, tokens, transfers and pass receipts. Fare box revenues rarely cover even half of a transit system's operating expenses.
<b>Far-side Stop</b>	A transit stop located beyond an intersection. It requires that transit units (vehicles or trains) cross the intersection before stopping to serve passengers.
<b>Federal Highway Administration (FHWA)</b>	A component of the U.S. Department of Transportation that is responsible for ensuring that America's roads and highways are safe and technologically up-to-date. Although State, local, and tribal governments own most of the Nation's highways, the FHWA provides financial and technical support to them for constructing, improving, and preserving America's highway system. The FHWA's annual budget of more than \$30 billion is funded by fuel and motor vehicle excise taxes. FWHA is the lead agency in federal intelligent transportation (ITS) activities and regulated interstate transportation. In addition to ITS, funds under FHWA's Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Surface Transportation Program (STP), and Federal Lands Highways Program can be used for a variety of transit activities.
<b>Federal Transit Administration</b>	A component of the U.S. Department of Transportation that administers federal funding to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers. FTA provides financial assistance for capital, operating and planning costs of these public transportation systems. It also sponsors research, training, technical assistance and demonstration programs. Up to 1991 the FTA was known as the Urban Mass Transportation Administration.

<b>Feeder Service</b>	Local transit service that provides passengers with connections to main-line arterial service; an express transit service station; a rail rapid transit, commuter rail, or intercity rail station; or an express bus stop or terminal.
<b>Fixed-Guideway Transit System</b>	A transportation system composed of vehicles that can operate only on their own guideways, which were constructed for that purpose. Examples are heavy rail, light rail, and monorail. Federal usage of the term in funding legislation also includes bus priority lanes, exclusive right-of-way bus operations, trolley coaches, and ferryboats as fixed guideway transit.
<b>Fixed-route</b>	Transit services where vehicles run on regular, pre-designated, pre-scheduled routes, with no deviation. Typically, fixed-route service is characterized by printed schedules or timetables, designated bus stops where passengers board and alight and the use of larger transit vehicles.
<b>Fixed Stop</b>	A posted stop on a fixed transit route.
<b>Flag Stop</b>	A stop where transit vehicles stop on an as-needed basis (i.e. flagged down by a waiting passenger).
<b>Flexible Routing</b>	Flexible route service follows a direction of travel but allows for deviation or rerouting along the way to accommodate specific trip requests. Examples of flexible route systems are route deviation and point deviation. The schedule may be fixed or flexible.
<b>Frequency of Service</b>	The number of transit units (vehicles or trains) on a given route or line, moving in the same direction, that pass a given point within a specified interval of time, usually 1 hour; also known as headway.
<b>Frequent Service</b>	Service that operates every fifteen minutes or better, every day.
<b>Guaranteed Ride Home</b>	Program that encourages employees to carpool, use transit, bike or walk to work by guaranteeing them a ride home in case they cannot take the same mode home (e.g., if they need to work late or if an emergency occurs).
<b>Headway</b>	The scheduled time interval between any two revenue vehicles (buses, LRVs, trolleys, etc.) operating in the same direction on a route. See also frequency of service.
<b>High Capacity Transit (HCT)</b>	High capacity transit includes any form of public transit that has an exclusive right of way, a non-exclusive right of way or a possible combination of both. High capacity transit vehicles make fewer stops, travel at higher speeds, have more frequent service and carry more people than local service transit such as typical bus lines. High capacity transit includes options such as light rail, commuter rail and bus rapid transit.
<b>High-Occupancy Vehicle (HOV)</b>	Any passenger vehicle that meets or exceeds a certain predetermined minimum number of passengers, for example, more than two or three people per automobile. Buses, carpools, and vanpools are HOV vehicles.
<b>HOV Lane</b>	A highway or street lane reserved for the use of high-occupancy vehicles (HOVs).
<b>Homebound</b>	Those unable to leave home without exceptional effort and support. One of the requirements to qualify for Medicare home health care.
<b>Hours of Service</b>	The number of hours during the day between the start and end of service on a transit route, also known as the service span.

<b>HOV Lane Management</b>	National ITS Architecture Market Package that manages HOV lanes by coordinating freeway ramp meters and connector signals with HOV lane usage signals. Preferential treatment is given to HOV lanes using special bypasses, reserved lanes, and exclusive rights-of-way that may vary by time of day.
<b>Hub-and Spoke System</b>	Type of route structure based on timed connections that increases connectivity and productivity. Usually consists of a central transfer node with routes that radiate from it. See also Timed Transfer System.
<b>Human Services Transportation</b>	Transportation for clients of a specific human or social service agency that is usually limited to a specific trip purpose. Human service agency trips are often provided under contract to a human service agency and may be provided exclusively or rideshared with other human service agencies or general public service.
<b>Independent Living Facility</b>	Rental units in which services are not included as part of the rent, although services may be available on site and purchased by residents for a fee.
<b>Inspector</b>	See Route Supervisor.
<b>Intelligent Transportation Systems (ITS)</b>	Technology, information management and communications systems that improve the efficiency or safety of a surface transportation system.
<b>Intercity Bus</b>	A large bus with luggage space, used primarily for transportation between cities. It usually has reclining seats and restroom facilities.
<b>Intercity Transportation</b>	Long distance service provided between cities, often as part of a large network of intercity bus operators. Both express and local bus service may be provided.
<b>Interline</b>	Transfer of transit vehicles or trains between routes during a day to improve staff or vehicle assignment efficiency.
<b>Intermodal</b>	The ability to connect, and make connections between, modes of transportation.
<b>Intermodal Transfer Facility</b>	A transit stop or station at the meeting point of several routes or lines or of different modes of transportation. It is located on or off the street and is designed to handle the movement of transit units (vehicles or trains) and the boarding, alighting, and transferring of passengers between different modes (also known as a modal interchange center).
<b>JARC (Jobs Access Reverse Commute)</b>	Federal formula funds available to provide transportation to assist low income individuals get to work. See Section 5316.
<b>Jitney</b>	A transit mode comprising passenger cars or vans operating on fixed routes (sometimes with minor deviations) as demand warrants without fixed schedules or fixed stops.
<b>Jitney Service</b>	A route deviation service in which small or medium-sized vehicles, such as large automobiles, vans, or minibuses, are used. The vehicles are usually owned by the drivers and the service is often independently operated.
<b>Kiss-and-Ride</b>	An access mode to transit whereby passengers (usually commuters) are driven to a transit stop and left to board a transit unit and then met after their return trip. Transit stations, usually rail, often provide a designated area for dropping off and picking up such passengers.
<b>Layover</b>	Time built into a schedule between arrivals and departures, used for the recovery of delays and preparation for the return trip. The term may refer to transit units (also known as vehicle layover) or operators.

<b>Level of Assistance</b>	Level of assistance given to passengers who need help boarding or exiting transit or agency vehicles, especially paratransit vehicles. Assistance can be curb-to-curb, meaning the passenger is not given assistance to and from the door of their destination; door-to-door, meaning the passenger is assisted from the door of their residence to the door of their destination; or door-through-door, meaning the passenger is assisted out of their home to the vehicle, and from the vehicle into their destination.
<b>Level of Service (LOS)</b>	A designated range of values for a particular transit service measure (e.g., “A” through “F” or “1” through “8”), based on users’ perceptions of the quality and amount of service.
<b>Light Rail (LRT)</b>	A metropolitan electric railway system characterized by its ability to operate single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways, or occasionally, in streets, and to board and discharge passengers at track or car floor level.
<b>Linked Trip</b>	A trip from the point of origin to the final destination, regardless of the number of modes or vehicles (transfers) used.
<b>Load Factor</b>	The ratio of passengers actually carried versus the total passenger capacity of a vehicle; also known as a utilization coefficient.
<b>Loading Island</b>	A protected spot for the loading and unloading of passengers. It may be located within a rail transit or bus station.
<b>Local Bus Service</b>	Transit service that involves frequent stops and consequent low average speeds, the purpose of which is to deliver and pick up transit passengers close to their destinations or origins.
<b>Low-Floor Bus</b>	A bus without steps at entrances and exit. The low floor may extend throughout the bus or may use a ramp or steps to access the raised rear portion over a conventional axle and drive train. Wheelchair access is provided by a retracting ramp.
<b>Match</b>	State or local funds required by various federal or state programs to complement funds for a project. A match may also be required by states in funding projects, which are joint state/local efforts. Some funding sources allow services, such as the work of volunteers, to be counted as an in-kind funding match. Federal programs normally require that match funds come from other than federal sources.
<b>Medicaid</b>	Also known as Medical Assistance, this is a health care program for low-income and other medically needy persons. It is jointly funded by state and federal governments. The Medicaid program pays for transportation to non-emergency medical appointments if the recipient has no other means to travel to the appointment.
<b>Missed Trip</b>	A missed trip occurs when a paratransit driver fails to pick up a scheduled trip at the assigned pick-up location and time.
<b>Mode</b>	A transport category characterized by specific right-of-way, technological and operational features. A particular form of travel, for example, walking, traveling by automobile, traveling by bus, traveling by train.
<b>Mode Split</b>	The proportion of total person trips that uses each of various specified modes of transportation.
<b>Multi-modal</b>	The availability of transportation options using different modes within a system or corridor.

<b>Near-side Stop</b>	A transit stop located on the approach side of an intersection. The transit units (vehicles or trains) stop to serve passengers before crossing the intersection.
<b>New Freedom</b>	The federal formula program to fund new services for people with disabilities that are above and beyond what the ADA requires. See Section 5317.
<b>Non-home Based Trip</b>	A trip that has neither its origin nor its destination at a residence.
<b>On-time Performance</b>	For fixed-route service, the percentage of on-time arrivals at stops along the route. For demand response service, the percentage of scheduled trips that are picked-up within the assigned on-time window (typically 30 minutes).
<b>Operating Characteristics</b>	The type of service provided, the size and geographical location of the service area, the miles and hours of service provided, etc.
<b>Operating Cost</b>	The sum of all recurring costs (e.g., labor, fuel) that can be associated with the operation and maintenance of the system during the period under consideration. Operating costs usually exclude such fixed costs as depreciation on plant and equipment, interest paid for loans on capital equipment, and property taxes on capital items.
<b>Operating Expense</b>	The total of all expenses associated with operation of an individual mode by a given operator.
<b>Operator</b>	An employee of a transit system whose workday is spent in the operation of a transit unit (vehicle or train), such as a bus driver or train operator. Also refers to the organization that runs a transportation system on a day-to-day basis.
<b>Owl Service</b>	Transit service provided late at night, usually from midnight to between 3:00 AM and start of service the next day.
<b>Paratransit</b>	Types of passenger transportation that are more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes demand-response transportation services, subscription bus services, shared-ride taxis, car pooling and vanpooling, jitney services and so on. Most often refers to wheelchair-accessible, demand-response van service.
<b>Park-and-Ride</b>	An access mode to transit in which patrons drive private automobiles or ride bicycles to a transit station, stop, or carpool/vanpool waiting area and park the vehicle in the area provided for that purpose (park-and-ride lot, park-and-pool lot, commuter parking lot, bicycle rack or locker). They then ride the transit system or take a car or vanpool to their destinations.
<b>Parking Facility</b>	An area, which may be enclosed or open, attended or unattended, in which automobiles may be left, with or without payment of a fee, while the occupants of the automobiles are using other facilities or services.
<b>Passenger Miles</b>	The total number of passengers carried by a transit system for a unit of time multiplied by the number of miles (kilometers) they travel. The ratio of passenger miles (kilometers) and seat or place miles (kilometers) provides a measure of efficiency.
<b>Passenger Platform</b>	That portion of a transit facility directly adjacent to the tracks or roadway at which transit units (vehicles or trains) stop to load and unload passengers. Within stations, it is often called a station platform.

<b>Peak/Base Ratio</b>	The ratio between the number of passengers carried or transit vehicles deployed during the peak hours and during the base period. Also known as peak/off-peak ratio.
<b>Peak Period</b>	The period during which demand for transportation service is heaviest. It may be specified as the morning (AM) or afternoon or evening (PM) peak.
<b>Pedestrian-Friendly</b>	Characterized by features and elements that make walking safe and convenient. A pedestrian-friendly environment near a transit stop might have pedestrian pushbuttons at street crossings and direct, paved access to adjacent development.
<b>Productivity</b>	The ratio of units of transportation output to units of input (consumed resource); for example, vehicle miles per operator hour, or passenger miles per unit cost of operation.
<b>Propulsion System</b>	The motors, driving mechanism, controls, and other devices that propel a vehicle; frequently assumes electric operation.
<b>Proof-of-Payment</b>	An open fare collection system that has no turnstiles or fare gates. It requires that the passenger display proof of payment (e.g., validated ticket, prepaid pass, valid transfer) while on board the transit vehicle or in other designated fare paid areas. Enforced through random checking by specific transit employees, security staff or police with the power to collect premium “on-board” fares (more common in Europe) or issue tickets or citations, typically resulting in revenue loss below 2-3%. Erroneously called an “honor” system, a name that applies only to systems without enforcement.
<b>Public Transit</b>	Passenger transportation service, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time. Examples include bus, light rail, rapid transit.
<b>Public Transportation</b>	Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point to another. Routes and schedules of this service may be predetermined by the operator or may be determined through a cooperative arrangement. Subcategories include public transit service and paratransit services that are available to the general public.
<b>Pulsed Hub</b>	A transit hub serving two or more services, where service is timed to allow efficient timed transfers. These are typically used for transit systems that have relatively low service frequency. See also timed transfer system.
<b>Quality of Service</b>	The overall measured or perceived quality of transportation service from the user’s or passenger’s point of view, rather than from the operating agency’s point of view. Defined for transit systems, route segments, and stops by level of service.
<b>Queue</b>	A line of vehicles or people waiting to be served by the system in which the rate of flow from the front of the line determines the average speed within the line. Slowly moving vehicles or people joining the rear of the queue are usually considered a part of the queue.



<b>Queue Jump</b>	A short section of exclusive or preferential lane that enables specified vehicles to bypass an automobile queue or a congested section of traffic. A queue jump is often used at signal-controlled freeway on-ramps in congested urban areas to allow high-occupancy vehicles preference. It is also known as a bypass lane or queue bypass.
<b>Rapid Transit System</b>	Transit service which is operated completely separate from all other modes of transportation.
<b>Reduced Fare</b>	A special fare for children, students, senior citizens, or others that is less than the regular fare.
<b>Reliability</b>	How often transit service is provided as promised; affects waiting time, consistency of passenger arrivals from day to day, total trip time, and loading levels. See also schedule adherence.
<b>Replica Streetcar</b>	A rubber-tired bus with an exterior (and usually an interior) designed to look like a vintage streetcar. Also known as a trolley replica.
<b>Revenue Miles</b>	Miles operated by vehicles available for passenger service.
<b>Revenue Service</b>	Transit service excluding deadheading or layovers or any service scheduled for passenger trips. Also known as service hours.
<b>Revenue Vehicle</b>	A vehicle used to provide passenger transit service for which remuneration is normally required. It is distinct from non-revenue equipment, which is used to build or maintain facilities, provide supervision, and so on.
<b>Reverse Commute</b>	A commute in the direction opposite to the main flow of traffic, for example, from the central city to a suburb during the morning peak. Increasingly common with growth in suburban employment. Valuable to operator as provides additional passengers and revenue at little or no marginal cost.
<b>Rider</b>	A passenger on any revenue service vehicle or making an unlinked trip; also known as a patron.
<b>Rideshare/ Ridematch Program</b>	A program that facilitates the formation of carpools and vanpools, usually for work trips. A database is maintained for the ride times, origins, destinations and driver/rider preferences of users and potential users. Those requesting to join an existing pool or looking for riders are matched by program staff with other appropriate people.
<b>Ridesharing</b>	A form of transportation, other than public transit, in which more than one person shares in the use of the vehicle, such as a bus, van, or automobile, to make a trip.
<b>Right-of-Way (ROW)</b>	A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes. For transit, rights-of-way may be categorized by degree of their separation: fully controlled without grade crossings, also known as grade-separated, exclusive, or private ROW; longitudinally physically separated from other traffic (by curbs, barriers, grade separation, etc.) but with grade crossings; or surface streets with mixed traffic, although transit may have preferential treatment.

<b>Route Deviation</b>	A type of transit service that operates as conventional fixed route bus service along a fixed alignment or path with scheduled time, points at each terminal point, and key intermediate locations. Route deviation service is different from conventional fixed route bus service in that the bus may deviate from the route alignment to service destinations within a prescribed distance of the route. Following an off-route deviation, the bus must return to the point on the route it left.
<b>Round Trip</b>	The movement of a person or a vehicle from a point of origin to a destination and then back to the same point of origin.
<b>Route Structure</b>	A network or pattern of transit routes, such as grid or radial networks.
<b>Route Supervisor</b>	A transit employee who evaluates performance, enforces safety and work rules, and attempts to solve problems; an inspector may be mobile (covering several districts in a radio-equipped vehicle) or fixed (assigned to a post at a designated intersection).
<b>Run</b>	The movement of a transit unit (vehicle or train) in one direction from the beginning of a route to the end of it; also known as a trip.
<b>Run Cutting</b>	The process of organizing all scheduled trips operated by the transit system into runs for the assignment of operating personnel and vehicles.
<b>Run Number</b>	A two- or three-digit number displayed on a hand set or flip-dot display in the lower windshield displaying the run or schedule slot the vehicle is in; primarily used as information to inspectors, street supervisors, or checkers.
<b>Running Hot</b>	Running ahead of schedule. Unacceptable practice on most systems. Also known as running sharp.
<b>Running Time</b>	The actual, expected, or scheduled time required for a transit unit (vehicle or train) to move from one point to another, excluding time for stops.
<b>Safe, Accountable, Flexible, Efficient, Transportation Act—A Legacy for Users (SAFETEA-LU)</b>	An Act passed by Congress in 2005 that authorizes federal surface transportation programs, including highways, highway safety, and transit for the years 2005–2009. SAFETEA-LU provided \$286.4 billion for transportation, including \$52.6 billion for transit, through fiscal year 2009.
<b>Section 5307</b>	The section of the Federal Transit Act that authorizes grants to public transit systems in all urban areas. Funds authorized through Section 5307 are awarded to states to provide capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their funds directly from the Federal Transit Administration.
<b>Section 5309</b>	The section of the Federal Transit Act that authorizes discretionary grants to public transit agencies for capital projects such as buses, bus facilities and rail projects.
<b>Section 5310</b>	A formula program that provides capital assistance to states for transportation programs that serve the elderly and people with disabilities. States distribute Section 5310 funds to local operators in rural and urban settings who are either nonprofit organizations or the lead agencies in coordinated transportation programs. Allocation of funding to states is made on the basis of the number of elderly and persons with disabilities in that state.

<b>Section 5311</b>	The formula program that provides capital and operating assistance grants to public transit systems in rural and small urban areas with populations of less than 50,000. Funding is apportioned by a statutory formula that is based on the latest U.S. Census figures of areas with a population less than 50,000.
<b>Section 5916</b>	Federal formula funds available to provide transportation to assist low income individuals get to work. Also known as JARC (Jobs Access Reverse Commute).
<b>Section 5917</b>	The federal formula program to fund new services for people with disabilities that are above and beyond what the ADA requires. See New Freedom.
<b>Segregated Right-of-Way (ROW)</b>	Roadway or right-of-way reserved for transit use, but which permits other modes to cross the right-of-way at defined locations such as grade crossings.
<b>Service Route</b>	Another hybrid between fixed-route and demand-response service. Service routes are established between targeted neighborhoods and service areas riders want to reach. Similar to deviated fixed routes, service routes are characterized by flexibility and deviation from fixed-route intervals. However, while deviated fixed routes require advanced reservations, service routes do not. A service route can include both regular, predetermined bus stops and/or allow riders to hail the vehicle and request a drop-off anywhere along the route.
<b>Service Span</b>	See Hours of Service.
<b>Shared Right-of-Way (ROW)</b>	Roadway or right-of-way which permits other traffic to mix with transit vehicles, as is the case with most streetcar and bus lines.
<b>Schedule</b>	A listing or diagrammatic presentation in time sequence of every trip and every time point of each trip, from start to finish of service, on a transit line or route.
<b>Schedule Adherence</b>	The ability of a route or transit vehicle to maintain its schedule. See Reliability.
<b>Scheduling</b>	In transit operations, the process of preparing the operating plan (schedule) for a transit line or network on the basis of passenger demand, policy or level of service, and operating elements (travel times, etc.).
<b>Scratch Ticket</b>	A ticket on which the user can scratch overprinting off to indicate, zone, and/or month, day (and time) of validity. Commonly used on day passes.
<b>Seating Capacity</b>	The number of passenger seats in a vehicle.
<b>Service Area</b>	A measure of access to transit service in terms of population served and area coverage (square miles). For fixed-route service, service areas are typically arranged in corridors. Complementary ADA paratransit services are required by ADA law to extend $\frac{3}{4}$ mile beyond the fixed-route corridors. As demand response serves a broad area and does not operate over a fixed route, the “service area” encompasses the origin to destination points wherever people can be picked up and dropped off.
<b>Shared Ride</b>	A trip, other than by conventional public transit, on which the passengers enter at one or more points of origin and disembark at one or more destinations and for which each passenger is charged an individual fare. Shared ride taxi service is a way of using taxicabs for paratransit.

<b>Signal Preemption</b>	In highway operations, an automatic or manual device for altering the normal signal phasing or the sequence of a traffic signal to provide preferential treatment for specific types of vehicles, such as buses or trains. This is a type of Advanced Public Transportation System.
<b>Single-Occupant Vehicle (SOV)</b>	A vehicle occupied by the driver only.
<b>Slack</b>	The amount of time that a train can run behind schedule without interfering with following trains. Also known as operating margin.
<b>Smart Card</b>	A stored-value ticket with built-in semiconductor chip, often used to improve boarding efficiency. The card can be loaded with a monetary value which is decremented for each ride or can be valid for unlimited rides during over a specified period. Early variants required insertion or contact with farebox or fare gate and were time consuming. Most versions in transit are proximity cards and require only to be held close to the farebox or fare gate inductive detector plate.
<b>Standard Urban Bus</b>	A bus for use in frequent-stop service with front and (usually) center doors, normally with a rear-mounted engine and low-back seating. Typically 35-40 ft (10-12 m) long. Buses that are less than 20 ft long are typically considered small buses.
<b>Standing Capacity</b>	The number of standing passengers that can be accommodated in a vehicle under specified comfort standards, expressed in area per standee.
<b>Station</b>	An off-street facility (typically) where passengers wait for, board, alight, or transfer between transit units (vehicles or trains). A station usually provides information and a waiting area and may have boarding and alighting platforms, ticket or farecard sales, fare collection, and other related facilities; also known as a passenger station.
<b>Streetcar</b>	An electrically powered rail car that is operated singly or in short trains in mixed traffic on track in city streets. In some areas, it is also known as a trolley car.
<b>Subscription Bus Service</b>	A bus service in which routes and schedules are prearranged to meet the travel needs of riders who sign up for the service in advance. The level of service is generally higher than that of regular passenger service (fewer stops, shorter travel time, and greater comfort), and the buses are usually obtained through charter or contractual arrangements.
<b>Subscription Van Service</b>	Service similar to that provided by a subscription bus, except that the van may be privately owned, leased from a public or private company, or provided by the employer. The driver is usually a member of the group.
<b>Subsidized Taxi Service</b>	A taxicab service in which the fares are lower than actual taxi fares and the taxi company is reimbursed the difference. The service may be provided to the general public or to special groups, such as elderly people. Funds for the subsidy can come from a variety of sources, including local taxes or social service agency program funds. Often an economical way to provide better off-peak service in low-density areas that cannot support fixed routes.
<b>Telecommuting</b>	A transportation demand management strategy that substitutes, either partially or completely, transportation to a conventional office through the use of computer and telecommunications technologies (e.g., telephones, personal computers, modems, facsimile machines, electronic mail).

<b>Termini</b>	The “terminating” or end nodes of a line, link, or route.
<b>Through Routing</b>	The efficient practice of joining the ends of radial transit routes, with similar demand, to travel through downtown instead of having each route turn back in the downtown and return to its origin.
<b>Ticket Vending Machine</b>	A fare collection device that dispenses tickets for entry onto transit vehicles. Often used to increase boarding efficiency.
<b>Time-of-Day Fare</b>	A fare that varies by time of day. It is usually higher during peak travel periods (peak fare) and lower during non-peak travel periods (off-peak fare).
<b>Timed Transfer</b>	The scheduling of intersecting transit routes so that they are due to arrive at a transfer point simultaneously, eliminating waiting time for transfer passengers.
<b>Timed Transfer System</b>	A transit network consisting of one or more nodes (transit centers) and routes or lines radiating from them. The system is designed so that transit vehicles on all or most of the routes or lines are scheduled to arrive at a transit center simultaneously and “pulse” a few minutes later; thus transfers among all the routes and lines involve virtually no waiting. Typically used in suburban areas and for night service where headways are long. See also hub-and-spoke system and pulsed hub.
<b>Transfer</b>	A passenger’s change from one transit unit (vehicle or train) or mode to another transit unit or mode.
<b>Transfer Cluster</b>	A group of stoppoints within an agency-designated area that are used for transfers. A simple example would be a group of stoppoints at an intersection where two routes cross. A more complex example would be a transit center of bus terminal.
<b>Transit Accessibility</b>	In common usage, often used to mean the ability of persons with disabilities to use transit. It also is a measure of the ability of all people to get to and from the nearest transit stop or station and their actual origin or destination.
<b>Transit Bus</b>	A self-propelled, rubber-tired road vehicle designed to carry a substantial number of passengers (at least 16, various legal definitions may differ slightly as to minimum capacity), commonly operated on streets and highways. A bus has enough headroom to allow passengers to stand upright after entering. Propulsion may be by internal combustion engine, electric motors or hybrid.
<b>Transit Center</b>	A transit stop or station at the meeting point of several routes or lines or of different modes of transportation. It is located on or off the street and is designed to handle the movement of transit units (vehicles or trains) and the boarding, alighting, and transferring of passengers between routes or lines (in which case it is also known as a transfer center).
<b>Transit Corridor</b>	Corridors located along or supportive of good quality transit lines. They include higher population and employment densities and feature a high quality pedestrian environment and convenient access to transit.
<b>Transit Dependent</b>	Those having to rely on transit services instead of the private automobile to meet one’s travel needs; also known as a captive rider.

<b>Transit District</b>	A geographical or political division created specifically for the single purpose of providing transportation services. It is a separate legal entity and usually possesses the authority to impose a property tax. Transit agencies can directly operate transit service or contract out for all or part of the total transit service provided.
<b>Transit Maintenance Vehicle</b>	A vehicle that is part of a transit fleet, but whose primary function is to support maintenance, and/or supervisory functions rather than to transport transit customers.
<b>Transit Mode</b>	A category of transit systems characterized by common characteristics of technology, right-of-way, and type of operation. Examples of different transit modes are regular bus service, express bus service, light rail transit, rail rapid transit, and commuter rail.
<b>Transit Orientation</b>	An umbrella term used to define variables that make transit use more attractive. Variables that characterize transit orientation include density, mixed land uses, pedestrian design and accessibility.
<b>Transit-Oriented Development</b>	Transit-Oriented Development (TOD) refers to residential and commercial development designed to maximize access by transit and non-motorized transportation, and with other features to encourage transit ridership. A typical TOD has a rail or bus station at its center, surrounded by relatively high-density development, with progressively lower-density spreading outwards one-quarter to one-half mile, representing pedestrian scale distances.
<b>Transit Shelter</b>	A building or other structure constructed at a transit stop. It may be designated by the mode offering service, for example, bus shelter. A transit shelter provides protection from the weather and may provide seating or schedule information or both for the convenience of waiting passengers.
<b>Transit Signal Priority</b>	The preferential treatment of transit vehicles at signalized intersections.
<b>Transit Supportive Land Use</b>	A land use environment that encourages transit use. Typically involves some level of land use mixing and higher intensity uses.
<b>Transit System</b>	The facilities, equipment, personnel, and procedures needed to provide and maintain public transit service.
<b>Transitway</b>	A dedicated right-of-way or roadway used by transit vehicles (buses or trains).
<b>Transportation Demand Management (TDM)</b>	The concept of managing or reducing travel demand rather than increasing the supply of transportation facilities. It may include programs to shift demand from single-occupant vehicles to other modes such as transit and ridesharing, to shift demand to off-peak periods, or to eliminate demand for some trips.
<b>Transportation Disadvantaged</b>	A term used to describe those people who have little or no access to meaningful jobs, services, and recreation because a transportation system does not meet their needs. Often refers to those individuals who cannot drive a private automobile because of age, disability, or lack of resources.
<b>Transportation Management Association (TMA)</b>	A voluntary association of public and private agencies and firms joined to cooperatively develop transportation-enhancing programs in a given area. TMAs are appropriate organizations to better manage transportation demand in congested suburban communities.

<b>Transportation System</b>	A coordinated system made up of one or several modes serving a common purpose, the movement of people, goods, or both.
<b>Transportation System Management (TSM)</b>	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 other system development actions.
<b>Trip</b>	A one-way movement of a person or vehicle between two points. Many transit statistics are based on unlinked passenger trips, which refer to individual one-way trips made by individual riders in individual vehicles. A person who leaves home on one vehicle, transfers to a second vehicle to arrive at a destination, leaves the destination on a third vehicle and has to transfer to yet another vehicle to complete the journey home has made four unlinked passenger trips.
<b>Trip Distribution</b>	In planning, the process of estimating movement of trips between zones by using surveys or models
<b>Trip End</b>	A trip origin or a trip destination.
<b>Trip Generator</b>	A land use from which trips are produced, such as a dwelling unit, a store, a factory, or an office.
<b>Trip Purpose</b>	The primary reason for making a trip, for example, work, shopping, medical appointment, recreation.
<b>Trip Request</b>	Any request for transportation made to a paratransit service or organization providing transportation, whether taken through a centralized call center or on an ad hoc basis by staff.
<b>Trolley</b>	An apparatus, such as a grooved wheel or shoe, at the end of a pole, used for collecting electric current from an overhead wire and transmitting it to a motor of a streetcar, trolleybus, or similar vehicle, where it is used for traction and other purposes.
<b>Trolleybus</b>	An electrically propelled bus that obtains power via two trolley poles from a dual (positive and negative) overhead wire system along routes. It may be able to travel a limited distance using battery power or an auxiliary internal combustion engine. The power-collecting apparatus is designed to allow the bus to maneuver in mixed traffic over several lanes.
<b>Trolley Replica Bus</b>	A bus with an exterior (and usually an interior) designed to look like a vintage streetcar.
<b>Unlinked Trip</b>	The boarding of one transit vehicle in revenue service; also known as an unlinked passenger trip, or any segment of a linked trip.
<b>Vanpool</b>	A prearranged ridesharing service in which a number of people travel together on a regular basis in a van. Vanpools may be publicly operated, employer operated, individually owned or leased.
<b>Vehicle Capacity</b>	The maximum number of passengers that the vehicle is designed to accommodate comfortably, seated and standing.
<b>Vehicle Hours</b>	Vehicle hours include revenue hours plus the time it takes a vehicle to travel from the garage to the end of the line. Also see platform hours.
<b>Vehicle Occupancy</b>	The number of people aboard a vehicle at a given time.

**Vintage Streetcar**

An old streetcar or streetcar built to resemble an older vehicle, electrically operated on rail tracks, generally in downtown areas, for local distribution and tourists. Not to be confused with rubber-tired replica streetcars (also known as trolley replicas). Also known as a vintage trolley.

**Volunteer Network**

A volunteer network matches requests for transportation with a volunteer driver who is typically reimbursed on a per-mile basis for providing the trip. Persons requesting service call the network; the network calls the driver and schedules the trip. Volunteer networks are frequently used in rural areas where resources are scarce, persons needing transportation may live in remote areas, and a sense of community is not uncommon.

**Zoned Fare**

A method of transit pricing that is based on the geographical partitioning of the service area. The price is determined by the location and number of zones traversed. Zone fares are frequently used as a method of charging graduated or distance-based fares but may also be used to provide for differential fares for certain markets.