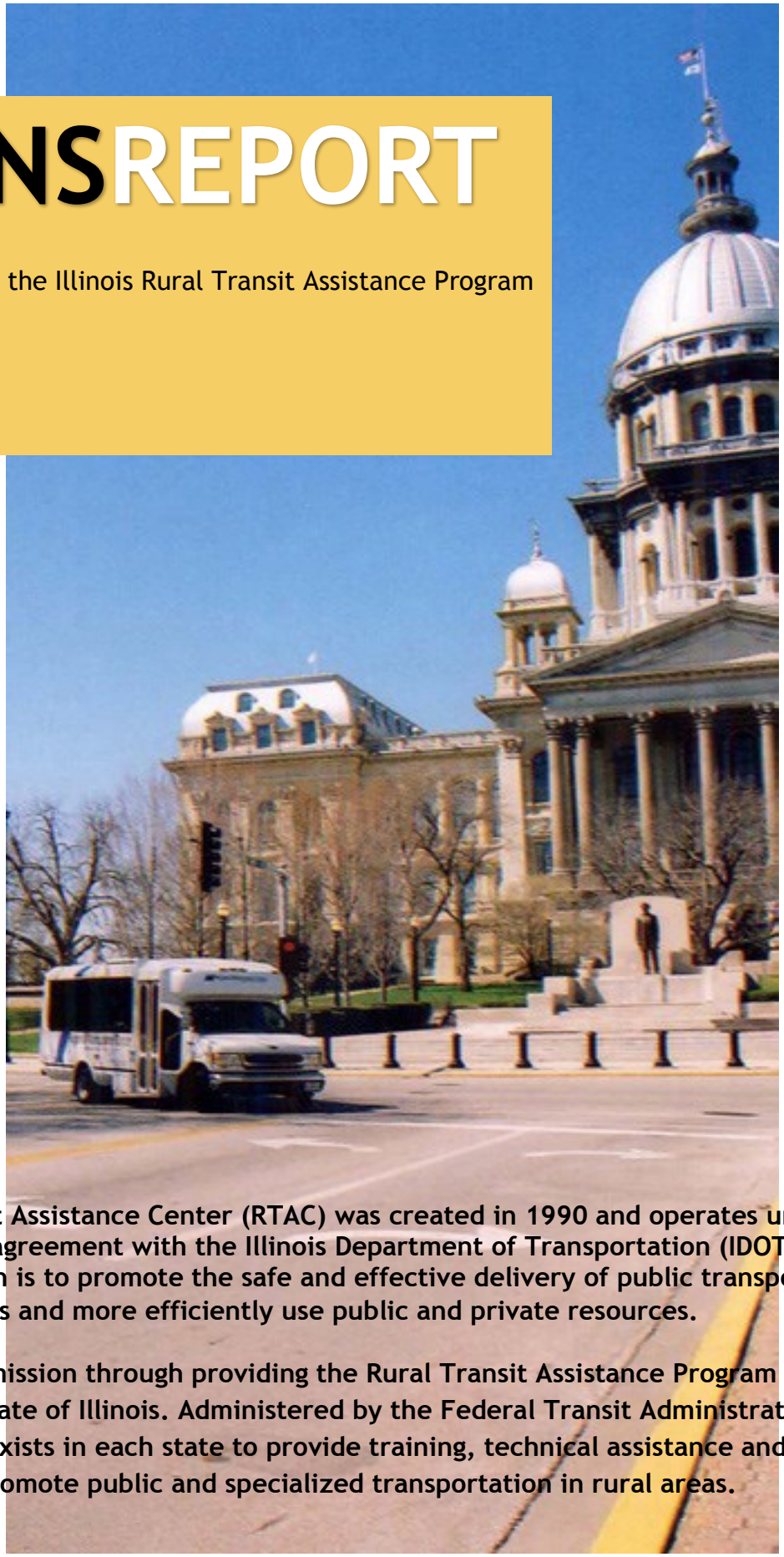
TRANSREPORT

The Newsletter of the Illinois Rural Transit Assistance Program

Winter, 2021



RTAC Staff:

Dave Patton

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The Rural Transit Assistance Center (RTAC) was created in 1990 and operates under an inter-agency agreement with the Illinois Department of Transportation (IDOT). The RTAC mission is to promote the safe and effective delivery of public transportation in rural areas and more efficiently use public and private resources.

RTAC fulfills its mission through providing the Rural Transit Assistance Program (RTAP) for the State of Illinois. Administered by the Federal Transit Administration (FTA), an RTAP exists in each state to provide training, technical assistance and research, and to promote public and specialized transportation in rural areas.

RTAC Notes

Dave Patton, Director

I was reading through a recent bus transit magazine and noticed an ad that touted "technology" in transit. This particular ad referred to the use of wireless technology in a vehicle lift scenario. My first thought was "What? Maybe technology use is going too far and making things that were/are relatively simple, more expensive and difficult." I also noticed that many of the magazine's ads touted technology – especially when it comes to alternative fuels and clean technology. But, back to the wifi lifts. The January/February issue of *Busline* lists eight companies who make bus lifts. These companies make four-post runway lifts, two post lifts, vertical rise lifts, and mobile column lifts. Each type has its advantages and maybe a disadvantage, but all are essential in today's shop. But what if there isn't a real shop, just a shed, or storage building? Or a bus can't get into a garage and is stuck in the parking lot? Or there is only one mechanic working at a small operation? Well, enter the wifi mobile column lifts! They can be moved most anyplace as that's why they are considered "mobile." Of course there are a range of lifting capabilities when it comes to height and load, but the larger ones can lift 20 tons, which is good because average city buses weigh between 10 and 20 tons unloaded! There are myriad safety features built-in, of course, because it takes a giant leap of faith for someone to lift 20 tons up six-feet high and then work directly underneath. The wifi comes into play, because as you can imagine, the mechanic using four individual lifts will need to have confidence that the lifts will be perfectly synthesized and lift all four wheels up at exactly the same speed and distance. I was worried, that like most everything else nowadays, that these wifi lifts would be operable with a cell phone app. But, that's not the case, the mechanic needs to use a built-in computer in one of the column lifts. The column lifts can also be hard-wired together if need be. And the chance of something truly amiss happening whereby a bus would come crashing to the floor is reduced to almost zero with mechanical safety measures. And of course industrial-sized jack stands are available.

It's all fascinating to me when it comes to modern shops as I compare them to what my Grandfather used in his small-town commercial garage in the 1930s through 1980s. And as for cost, good luck finding prices to compare online as the dealers hold their cards or work through existing government contracts. I did find several cases of recent purchases by governments that indicate a set of four mobile column lifts were about $50,000. ϴ

Vertical scissor lift in use.

Is this the pile of buses ready for the CVP assignment?

IPTA Notes

Laura Calderon

IPTA's very own Dorval R. Carter, President of the Chicago Transit Authority, was named by the National Academies of Sciences, Engineering, and Medicine's Transportation Research Board (TRB) 2021 recipient of the Thomas B. Deen Distinguished Lectureship. Each year, TRB's Deen Lectureship is awarded to an individual for his/her career contributions and achievements in areas covered by TRB's Technical Activities Division. In recognition of President Carter's distinguished career, TRB is acknowledging President Carter's "leadership in the transit industry and legal community, and for spearheading significant advances to public transportation."

In January, President Carter delivered the keynote lecture at TRB's 100th Annual Meeting, which was held virtually. President Carter presented his lecture, titled, "Our Work is Never Done: Examining Equity Impacts in Public Transportation." He was joined post-lecture for a panel discussion by Former US Secretary of Transportation, Anthony Foxx, who is currently Chief Policy Officer & Senior Advisor to the President & CEO of Lyft. Carter's address was the highlight of the 3,000 presentations that were given during 350 transportation-related sessions at the annual meeting.

"I was honored to receive this incredible award, which is made even more special because it affords me the opportunity to speak to a topic that is very important to me as a transportation professional, lifelong Chicagoan and an African-American," said President Carter. "Like the rest of the country, our industry is experiencing an extraordinary time in American history that has put equity at the epicenter of many of the conversations that transportation professionals are having. I am excited to share my thoughts on how issues of inequity have impacted transportation's past and how we must work to confront and resolve those issues, today and in the future."

CTA President Dorval Carter

President Carter shared an insightful lecture that discussed the history of where the public transportation industry has been and where it is and should continue to be going with regard to equity in transportation. Carter's presentation and the post-lecture panel discussion can be viewed here. Congratulations to President Dorval Carter on this distinguished honor. IPTA is proud of the great work you have done throughout your career and continue to do on behalf of transit users across the country and particularly here in Illinois. Θ

IPTA Congratulates Jeff Nelson

IPTA is excited to announce that our 2nd Vice President, Jeff Nelson, has assumed the role of Chair of the American Public Transportation Association (APTA). Congratulations to Jeff on this impressive achievement and honor! Jeff has been involved in IPTA for most of his more than 30 year career, having served on our board of directors for nearly 20 years. Public transportation in Illinois is better because of Jeff's work and specifically because of his active involvement in IPTA and APTA throughout his career. From the Metrolink press release:

The American Public Transportation Association (APTA) is a nonprofit international association of 1,500 public and private sector organizations which represent a $74 billion industry that directly employs 435,000 people and supports millions of private sector jobs. APTA members are engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes: transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products.

As Chair, Nelson's primary responsibilities will be overseeing APTA's Mobility Recovery & Restoration efforts, working with Congress and the Biden-Harris Administration on priorities for public transit, and advancing APTA's strategic plan.
"I am excited to welcome Jeff Nelson as Chair of the APTA Board of Directors. Jeff's work as Vice Chair of APTA, combined with his four decades of experience in the industry, will serve him well as he leads the association during a challenging and transformational time," said APTA President and CEO Paul P. Skoutelas.

"I have spent my entire career dedicated to public transportation, and have loved every minute of it", says Jeff Nelson. "Not everyone has the distinct privilege of waking up every day, knowing they have the ability to positively impact one person, one ride at time. For the past 35 years as General Manager at MetroLINK, I've hit the ground running, doing just that. Public transit is one of those industries that allow us as individuals to share our enthusiasm and passion for our community, by giving us the opportunity to help people be successful in their daily lives. Public transit integrates a community and

drives economic success. These are the reasons why I have dedicated my life to improving public transportation not only in my community, but throughout the country. I am excited about assuming the reigns as Chair of APTA, and using my many years of leadership experience to further APTA's mission to strengthen and improve public transportation."

Jeff has spent the last 30 plus years serving APTA through a variety of leadership positions including two terms on the Executive Committee, serving on the Board of Directors, and Chair of the Legislative Committee, Small Ops Committee, and Diversity and Inclusion Council. Jeff has also served on a number of other committees including the Member Services Committee and Bus CEO committee, to name a few. Outside of APTA, his leadership consists of serving in a variety of capacities with the Illinois Public Transportation Association, Chair of the National Transit Institute, Chairman of the Quad Cities Manufacturing Lab, Trustee of the Two Rivers YMCA, member of the City of Moline Planning Commission, and member of the City of Moline Police and Fire Commission.

Under his leadership locally, MetroLINK has received numerous accolades, including the APTA Outstanding Public Transportation System of the Year, the NAACP Business Image Award, the FTA Outstanding Leadership Award, numerous Eddy Awards, and the APTA Bus Safety Gold Award. Θ

RTAC and IPTA Conference

2021's conference will be a joint effort held in Peoria September 13-15.

IDOT FYI Status Update

CAPITAL –

New Bureau Chief Starting 4/16 (Karen Rogulja).

*Next round of Rebuild Grants Application planned for late Spring / early Summer.

OPERATING –

* Soft deadline for FY22 5311 and DOAP is 4/1, encourage submission as soon as possible.

* DOAP allocations subject to change until FY22 budget passed and signed into law.

* The recently passed emergency relief funds will bring additional assistance to IDOT rural transit - IDOT intends to combine these funds with $21 million in CRRSA funding as amendments to CARES agreements by end of FY21.

CY18 Deliveries (there were no CVP applications in CY19 or CY20)

* Minivan and Medium Duty deliveries – completed.

* Light Duty deliveries – wrapping up production within the month.

* Super Medium Duty deliveries – pilot vehicle is in production now; timeline for deliveries is uncertain because the shop in Kansas is undergoing a consolidation with a shop in Michigan, and we do not know what the revised schedule will look like.

CY21 CVP Application

*Has not been released yet – finalizing some of the legal pieces of the application, per recent review by our Office of Chief Council

*Application will be in *Black Cat*, but very similar to the old application Training will be available to grantees regarding *Black Cat*, and also the application specifically Vehicle Inventory will be a piece of the application, rather than a separate task .

Illinois Department of Transportation

RTAC NOTE Congrats to Andrew Dwyer

Andrew has been selected as the Executive Director of the Kewanee Park District . He has worked for over five years for the Greater Peoria MTD as Director of Mobility, leaving behind a terrific level of accomplishments and an improved system. He also served on the board of the Illinois Public Transportation Association. We wish him all the best in his new work in his hometown! The Star Courier in Kewanee carried the Park District's press release. ϴ

RTAC NOTE Congrats to Zoe Keller

Zoe Keller has been promoted within IDOT's Office of Intermodal Project Implementation. She is now the Section Chief of Consolidated Vehicle Procurement. Previously she has worked as a Project Manager and as a Human Services Transportation Plan Coordinator in Region 8 (Champaign-Urbana area). Congrats Zoe! ϴ

RTAC NOTE NRTAP Grant Opportunity

The National Rural Transit Assistance Program (NRTAP) has announced an opportunity to apply for Community Rides Grant Program mini-grants. Current recipients and subrecipients of FTA's Formula Grants for Rural Areas (Section 5311) program may apply for grants of up to $100,000 for projects that develop or strengthen transportation partnerships that improve social determinants of health in rural and tribal communities. FTA Tribal Transit Program grantees are also eligible to apply. NRTAP is an FTA-funded technical assistance center.

Learn more and download the Community Rides Grant Program Request for Proposals. Apply by May 12.

NRTP will host two webinars to provide an overview of the RFP and the online grant application portal, which will open by April 7, 2021. The webinars will also feature speakers who will share examples of transportation partnerships and lessons learned. ϴ

RTAC FYI

How to turn off your Windows 10 computer the old-fashioned way

From *Rick's Tech Tips*

Those of us who use Windows have long been accustomed to having to make two or three mouse clicks just to shut down our PCs, but there is actually a much easier way…

Simply press the **Power** button!

Of course that doesn't work by default on most systems because the Power button is typically programmed to place the PC into Sleep mode.

Luckily, it's extremely easy to reprogram the Power button to shut the computer down instead of putting it to sleep. Here's how:

1 – Press the **Windows**+**S** key combination to open a search box.

2 – Type the word **power** into the search box, then select **Power & sleep settings** from the list of search results.

3 – Scroll down and click the **Additional power settings** link .

4 – In the left-hand column, click **Choose what the power buttons do**.

5 – Find the "*When I press the power button*" line and change the setting to **Shut down**.

6 – Click **Save changes**.

That's all there is to it. From now on your computer should shut down completely instead of going into Sleep mode every time the **Power** button is pressed. ϴ

RTAC NOTE Welcome back Shawn Freeman

Shawn previously worked in Illinois' rural transit community as CEO of the Shawnee Mass Transit District. He returned in late Winter 2021 as CEO of the Jackson County MTD in Carbondale. Nice to have you back in the fold Shawn. ϴ

Rural Transit Glossary "S-Z"

RTAC

Section 5307 – Funding for Urban Areas

This program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

For urbanized areas with 200,000 population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution. A few areas under 200,000 in population have been designated as transportation management areas and receive apportionments directly.

For urbanized areas with populations of 200,000 or more, operating assistance is not an eligible expense. In these areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

The Federal match share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

Section 5310 - Funding for the Elderly and Disabled

FTA structured program that provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of federally assisted transportation services, assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual subrecipients within the state. Please refer to **Vehicle** section for types of vehicles awarded.

Section 5311- Funding for Rural and Non-urbanized Areas

The FTA structured program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 population. It is apportioned in proportion to each State's non-urbanized population. Funding may be used for capital, operating, State administration, and project administration expenses. Each state prepares an annual program of projects, which must provide for fair and equitable distribution of funds within the states, including Indian reservations, and must provide for maximum feasible coordination with transportation services assisted by other Federal sources.

Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, and nonprofit organizations (including Indian tribes and groups), and operators of public transportation services. The state must use 15 percent of its annual apportionment to support intercity bus service, unless the Governor certifies that these needs of the state are adequately met. Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs. The goals of the nonurbanized formula program are:

Enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation;

Assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas;

Encourage and facilitate the most efficient use of all Federal funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services;

Assist in the development and support of intercity bus transportation; and

Provide for the participation of private transportation providers in nonurbanized transportation to the maximum extent feasible.

Eligible Recipients include state and local governments, non-profit organizations (including Indian tribes and groups), and public transit operators.

Eligible Purposes of funding include capital, operating, and administrative purposes.

The allocation of Funding is defined by a statutory formula that is based on the latest U.S. Census figures of areas with a population less than 50,000. The amount that the state may use for state administration, planning, and technical assistance activities is limited to 15 percent of the annual apportionment. States must spend 15 percent of the apportionment to support rural intercity bus service unless the Governor certifies that the intercity bus needs of the state are adequately met.

The maximum Federal Match for capital and project administration is 80 percent (except for projects to meet the requirement of the Americans with Disabilities Act (ADA), the Clean Air Act, or bicycle access projects, which may be funded at 90 percent.) The maximum Federal share for operating assistance is 50 percent of the net operating costs. The local share is 50 percent, which shall come from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, or new capital.

Seniors: Individuals who are 60 years of age or older.

Service Animal: Animal trained to perform tasks for people with disabilities such as guiding people who are blind, alerting people who are deaf, pulling wheelchairs, alerting and protecting a person who is having a seizure, or performing other special tasks. Service animals are working animals, not pets.

A service animal is an extension of the traveler and is a crucial component of the individual's trip. A vehicle operator can ask two questions:

1. Is that a service animal?

2. What task does the animal perform?

The operator must accept whatever response the passenger provides. The operator cannot ask for any type of proof of service animal status or demonstration of the task.

Service Area: The area covered and populations served by a transit provider, as determined by the reporting transit agency.

Service Contract: A formal agreement between the public transportation grantee and any group or agency needing transportation for its clients. In exchange for transporting its clients, the agency gives the public transportation grantee resources they would normally use to transport clients. This might be vehicles or staff, but normally is money. The agency and public transportation grantee come to a mutual agreement on the number of rides and their cost.

Service contracts provide two functions:

Revenue from contracts with non-profit agencies are a source for local match.

The open seats on the new routes increase the system's transit capacity to provide more general public ridership.

It is important to balance service contract development with the needs of the general public. Service contract rides should be provided in addition to general public rides, instead of supplanting them.

Shuttle: A public or private vehicle that travels back and forth over a particular route, especially a short route or one that provides connections between transportation systems, employment centers, etc.

Urbanized Area, Small: An urbanized city, town or region with population between 50,000 and 200,000.

State Transportation Improvement Program (STIP): Statewide list of transportation projects that covers at least a three year period.

Station: A passenger boarding/alighting facility with a platform, which may include stairs; elevators; escalators; passenger controls; canopies; wind shelters; lighting; signs; buildings with a waiting room, ticket office or machines, restrooms, or concessions.

Supplemental Appropriation An act appropriating funds in addition to those in an annual appropriation act because the need for funds is too urgent to be postponed until enactment of the next regular appropriation act.

Surface Transportation Program (STP): Allows for more varied and equitable transportation opportunities by giving local and state agencies authority to decide how best to spend transportation funding.

System-generated Revenue: Fare box revenue plus funds from other sources (e.g., advertising and freight railroad contributions).

Taxicab: A vehicle that serves primarily as a demand-responsive public passenger vehicle for hire.

Taxi Coupon Models: Coupon programs are a type of voucher model. Individuals receive coupons from a sponsoring agency that can be used only for a local taxi service. The traveler's destination may or may not be restricted, depending on the funding agency's policy.

Transfer Center: A fixed location where passengers interchange from one route or vehicle to another.

Transit Center: A fixed location where passengers interchange from one route or vehicle to another that has significant infrastructure such as a waiting room, benches, restrooms, sales outlet, ticket or pass vending machines, and/or other services.

Transit Cooperative Research Program (TCRP): An FTA (Section 5313) established program promoting operating effectiveness and efficiency in the public transportation industry by conducting practical, near-term research designed to solve operational problems, adopt useful technologies from related industries, and introduce innovation that provides better customer service.

Transit Mode: The system for carrying transit passengers described by specific right-of-way, technology and operational features. Transit data are generally collected by mode.

Transportation Coordination: The process of communication, cooperation, and collaboration among community stakeholders (human service agencies, medical and healthcare agencies, employment and job training representatives, elected officials, transportation users, transportation providers, and others) with the intent of melding human transportation funding streams via a single-entity transit delivery system, to:

- Avoid transportation service gaps
- Avoid transportation service duplication

Encourage the efficient use of limited resources

Coordination of transportation services can lead to economic benefits, such as funding, flexibility, reduced costs or greater efficiency, and increased productivity, as well as improved customer service and enhanced mobility.

Public transportation providers bear a large part of the responsibility for reaching out to human service agencies in order to adequately identify community transportation needs. In addition, human service agencies also bear the responsibility of working with the local HSTP Coordinator and public transportation providers to ensure that resources are being utilized as efficiently as possible prior to making request for additional assets.

Funding is sparse and demand is increasing, requiring a greater effort with smaller resources. Cooperation from all agencies, public and private, is essential to the successful use of limited resources. Overcoming the obstacles faced by transportation providers requires a willingness to cooperate, openness to alternative transportation solutions, and an eagerness to engage one another in the search for viable solutions.

Transportation Disadvantaged: People who are unable to purchase transportation or transport themselves due to income status, age or disability.

Transportation Improvement Program (TIP): A program of intermodal transportation projects, to be implemented over several years, growing out of the planning process and designed to improve transportation in a community. This program is required as a condition of a locality receiving federal transit and highway grants.

Transportation Planning Group (TPG): A partnership of all transit interested parties in a region that should consist of a wide range of stakeholders including public transportation users, community leaders, employers, public officials, humane service representatives, regional entities, business owners, religious leaders, consumer advocates, local government officials, healthcare providers, education groups, etc.

Trip: One-way movement of a vehicle or person between two points.

Trip, Average Cost: The sum of all system expenses (administrative and operating) divided by the total number of trips.

Trust Funds: Funds collected and used by the federal government for carrying out specific purposes and programs according to terms of a trust agreement or statute, such as the Social Security and highway trust funds. Trust funds are administered by the government in a fiduciary capacity and are not available for the general purposes of the government.

United States Department of Transportation (DOT): The cabinet level department of the federal government that is responsible for administration of federal transportation programs including public transportation, highways, railroads, air transportation, shipping and the Coast Guard.

Unlinked Passenger Trips: the number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Urbanized Area: U.S. Bureau of Census designated area of 50,000 or more inhabitants consisting of a central city or two adjacent cities plus surrounding densely settled territory, but excluding the rural portion of cities.

Urbanized Area, Large: An urbanized city, town or region with population over 200,000.

Urbanized Area, Small: An urbanized city, town or region with population between 50,000 and 200,000.

User-side subsidy service: A transportation arrangement where the rider's cost of transportation is partially subsidized by the transit agency. The user is the rider who pays a reduced fare. A typical user-side subsidy program is operated through taxicab operators or a brokerage system which may charge a per-ride fee for handling the rider's transportation arrangements.

Vanpool: An arrangement in which a group of passengers share the use and cost of a van in traveling to and from pre-arranged destinations together.

Variable Cost: A cost that varies in relation to the level of operational activity.

Vehicle, Paratransit, Light-Duty: Designed to carry 12 passenger seats or up to 4 wheelchair positions, constructed on a commercial cut-away van chassis, approximately 22 feet in length. Interior flooring is flat with no wheel well protrusions. The operator of this vehicle is not required to have a Commercial Driver's License (CDL).

Vehicle, Paratransit, Medium-Duty: Designed to carry 14 passenger seats or up to 5 wheelchair positions, constructed on a commercial cut-way van chassis, approximately 24 feet in length. Interior flooring is flat with no wheel well protrusions. The operator of this vehicle is not required to have a Commercial Driver's License (CDL).

Vehicle, Paratransit, Minivan: Designed to carry 5 ambulatory adults (with center passenger seat flipped down), or 2 passengers in mobility aid devices (with front passenger seat removed), based on a standard production minivan with the floor lowered to permit easy access for wheelchairs and other mobility aids. The operator of this vehicle is not required to have a Commercial Driver's License (CDL).

Vehicle, Paratransit, Super Medium-Duty: Designed to carry 26 passenger seats, or up to 7 wheelchair positions, approximately 33 feet in length. Constructed on a commercial chassis designed for heavy-duty service, and can be used for fixed route service if fixed route options are purchased. The operator of this vehicle is required to have a Commercial Driver's License (CDL).

Vehicle Hours: The hours a vehicle travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service. It is often called platform time. For conventional scheduled services, it includes revenue time and deadhead time.

Vehicle Miles: The miles a vehicle travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service. It is often called platform miles. For conventional scheduled services, it includes revenue miles and deadhead miles.

Vehicle Revenue Hours: The hours traveled when the vehicle is in revenue service (i.e., the time when a vehicle is available to the general public and there is an expectation of carrying passengers). These passengers either directly pay fares, are subsidized by public policy, or provide payment through some contractual arrangement. Vehicles operated in fare-free service are considered in revenue service. Revenue service excludes school bus service and charter service. For conventionally scheduled services, vehicle revenue hours are comprised of 2 elements; running time and layover/recovery time.

Vehicle Revenue Miles: The miles traveled when the vehicle is in revenue service (i.e., the time when a vehicle is available to the general public and there I an expectation of carrying passengers). These passengers either directly pay fares, are subsidized by public policy, or provide payment through some contractual arrangement. Vehicles operated in fare-free service are considered in revenue service. Revenue service excludes school bus service and charter service. For conventionally scheduled services, vehicle revenue miles are comprised of running miles only.

Voucher models: Voucher models provide resources directly to individuals with disabilities who then purchase their own transportation. There are no restrictions on destination, but individuals must arrange their own rides. A sponsoring agency may help participants develop personalized transportation plans that identify transportation providers such as public transit, taxi services, agency providers, and volunteer drivers; sometimes called "user-side subsidies."

Zone Fare: Fare determined by the length of the trip measure in terms of zones.

Sources for this glossary include a variety of national, state, and local governmental agencies and public transportation-related entities. θ

See a full Public Transit Glossary at iira.org

RTAC and IPTA Conference

2021's conference will be a joint effort held in Peoria September 13-15.

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