

Illinois Public Transit Definitions and Glossary of Terms

AA - Alternative Analysis: An analysis of the engineering and financial feasibility of alternatives under consideration for a rail extension or other major transit construction project; required before federal monies can be allocated to a project.

ADA Paratransit Service: The Americans with Disabilities Act (ADA) guarantees people with disabilities the same access to public transportation as people without disabilities. People with disabilities who cannot use the fixed route buses can use designated ADA Paratransit Service. The ADA Paratransit Service is a shared curb-to-curb transportation ride service. Passengers usually ride with others who are traveling in the same general direction, and drivers may stop to pick up or drop off passengers on route. ADA Paratransit services are designed to operate the same days and hours as the fixed route service available in the area. ADA Paratransit services are complementary or comparable to fixed route and only operate within three-quarters of a mile of fixed route services.

AASHTO - American Association of State Highway and Transportation Officials: An engineering oriented interest group based in Washington, D.C. involved in research, advocacy and technical assistance related to transportation solutions.

Abatement: Reducing the degree or intensity of emissions or pollution.

Accelerated Retirement of Vehicles: A program of the EPA which allows industries that exceed federal emission standards to purchase older model vehicles from the general public to remove them from the road.

Access Management: Access management is the process that provides for and manages access to land and land developments adjacent to a road system, while simultaneously preserving the flow of traffic on the road system in terms of safety, capacity, and speed.

Accessibility: The extent to which facilities are barrier free and useable by persons with disabilities, including wheelchair users.

Acid Rain: An environmental consequence of pollution from vehicle emissions.

Action Plan: Required of each state FHWA. The Action Plan describes the organizational arrangements, assignments of responsibility and the decision making process followed in developing Federal-aid highway projects.

Advanced Driver and Vehicle Advisory Navigation Concept - ADVANCE: A large scale highway ITS project being conducted in the northwestern suburbs of Chicago. ADVANCE will evaluate the performance of a dynamic route guidance system that uses vehicles to gather traffic information. Information is relayed to a traffic information

center which processes this information and sends it back to the vehicles where it is used in developing preferred routes.

Advanced Public Transportation Systems - APTA: Technology that is designed to improve transit services through advanced vehicle operations, communications, customer service and market development.

Alternative Fuels: Low-polluting fuels which are used to propel a vehicle instead of high-sulfur diesel or gasoline. Examples include methanol, ethanol, propane or compressed natural gas, liquid natural gas, low-sulfur or "clean" diesel and electricity.

Alternatives Analysis: Detailed studies and assessment of the various transportation options available for the purpose of selecting one for implementation. Ideally, all feasible alternatives will be investigated. An Alternatives Analysis is required if funds are sought from the FTA for capital-intensive major transportation projects.

AM Peak Period: The period in the morning when additional services are provided to handle higher passenger volumes. The period begins when normal scheduled headways are reduced and ends when headways return to normal.

Amalgamated Transit Union: A major labor union representing workers in the transit industry; membership is limited to operators, mechanics and other non-supervisory employees of the transit industry.

ADA - Americans with Disabilities Act: This law, signed into law on July 26, 1990, is a civil rights act that is designed to ensure equal access to employment, public accommodations, telecommunications and transportation for people with disabilities. Under the Act, persons with disabilities are to be provided equal access to public transportation services. To ensure equal access, the law requires that all new vehicles purchased for general fixed route public transportation service be made accessible to persons with disabilities, among other requirements.

APTA - American Public Transportation Association: An international organization represented by a collective membership of public transportation users, operators, elected officials, and advocates while serving as one of the principal and leading forces in advancing public transportation.

AASHTO - American Association of State Highway and Transportation Officials: National group of transportation agencies whose focus is to study issues and develop policies and standards related to all aspects of transportation.

Annual Element: Those transportation improvement projects, contained in an area's Transportation Improvement Program ([TIP](#)), that are proposed for implementation in the current year. The annual element is submitted to the U.S. Department of Transportation as part of the required planning process.

Apportionment: A federal budgetary term that refers to a statutorily prescribed division or assignment of funds. It is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among transit systems.

Appropriation: A federal budgetary term that refers to an act of Congress that permits federal agencies to incur obligations and make payments out of the Treasury for specified purposes. An appropriation act is the most common means of providing budget authority, but in some cases the authorization legislation itself provides the budget authority.

Attainment Area: An area considered to have air quality that meets the National Ambient Air Quality Standards for a given pollutant.

Authorization: Basic, substantive legislation which establishes or continues the legal operation of a federal program or agency, either indefinitely or for a specific period of time, or which sanctions a particular type of obligation or expenditure within a program. An authorization may set appropriation limits.

ARZ - Auto Restricted Zone: An area in which normal automobile traffic is prohibited or limited to certain times, and vehicular traffic is restricted to public transit, emergency vehicles, taxicabs and, in some cases, delivery of goods.

Automated Guideway: An electric railway operating without vehicle operators or other crew on board the vehicle.

AFC - Automatic Fare Collection System: A system of controls and equipment that automatically admits passengers on insertion of the correct fare in coins, tokens, tickets or farecards; it may include special equipment for transporting and counting revenues.

ADT – Average Daily Traffic: The average 24 hour volume, being the total volume during a stated period divided by the number of days in that period. Unless otherwise stated, the period is a year.

AVO - Average Vehicle Occupancy: The number of people traveling by private passenger vehicles divided by the number of vehicles used.

AVR - Average Vehicle Ridership: The ratio of all people traveling by any mode, including cars, buses, trains and bicycles (or telecommuting), in a given area during a given time period to the number of cars on the road. A key measure of the efficiency and effectiveness of a transportation network.

Balanced: A system in which modal transportation facilities and services are treated as part of a single system and each component is planned in a manner that most effectively uses its special characteristics in combination with other elements to provide mobility for people and goods.

Base Fare: The price charged to one adult for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges and reduced fares.

Beneficiary: For the National Transit Database, any agency directly operating or purchasing public transit services that receive s funding under the Urbanized Area

Formula Program and the FTA, or a purchased transportation provider under contract to a recipient of UAFP funds.

Bond (finance): An interest-bearing certificate of debt issued to raise funds.

Budget Resolution: A federal budgetary term that refers to a concurrent resolution passed by both Houses of Congress, but not requiring the signature of the President, setting forth the congressional budget for each of five fiscal years. The budget resolution sets forth various budget total and functional allocations, and may include reconciliation instructions to designated House or Senate committees.

Bus (Motorbus): A rubber-tired, self-propelled, manually-steered vehicle with fuel supply carried on board the vehicle. Types include advanced design, articulated, charter, circulator, double deck, express, feeder, intercity, medium-size, new look, sightseeing, small, standard-size, subscription, suburban, transit and van.

Bus, Articulated: A bus usually 55 feet or more in length with two connected passenger compartments that bend at the connecting point when the bus turns a corner.

Bus, Charter: A bus transporting a group of persons who, pursuant to a common purpose, and under a single contract at a fixed price, have acquired the exclusive use of a bus to travel together under an itinerary.

Bus, Circulator: A bus serving an area confined to a specific locale, such as a downtown area or suburban neighborhood with connections to major traffic corridors.

Bus, Express: A bus that operates a portion of the route without stops or with a limited number of stops.

Bus, Feeder: A bus service that picks up and delivers passengers to a rail rapid transit station or express bus stop or terminal.

Bus, Intercity: A bus with front doors only, high-backed seats, separate luggage compartments, and usually with restroom facilities for use in high-speed long-distance service.

Bus, Medium-Size: A bus from 29 to 34 feet in length.

Bus, Small: A bus 28 feet or less in length.

Bus, Standard-Size: A bus from 35 to 41 feet in length.

Bus, Subscription: A commuter bus express service operated for a guaranteed number of patrons from a given area on a prepaid, reserved-seat basis.

Bus, Suburban: A bus with front doors only, normally with high-backed seats, and without luggage compartments or restroom facilities for use in longer-distance service with relatively few stops.

Bus, Transit: A bus with front and center doors, normally with a rear-mounted engine, low-back seating, and without luggage compartments or restroom facilities for use in frequent-stop service.

Bus, Trolley: An electric, rubber-tired transit vehicle, manually steered, propelled by a motor drawing current through overhead wires from a central power source not on board the vehicle. Also known as "trolley coach" or "trackless trolley".

Bus, Van: A 20-foot long or shorter vehicle, usually with an automotive-type engine and limited seating normally entered directly through side or rear doors rather than from a central aisle, used for demand response, vanpool, and lightly patronized motorbus service.

Bus Discretionary Capital: Federal funding granted under Section 3 of the Federal Transit Act (formerly known as the Urban Mass Transportation Act). These discretionary funds are used for bus-related construction projects or to replace, rehabilitate or purchase buses.

Bus Lane: A street or highway lane intended primarily for buses, either all day or during specified periods, but sometimes also used by carpools meeting requirements set out in traffic laws.

Bus Shelter: A building or other structure constructed near a bus stop, to provide seating and protection from the weather for the convenience of waiting passengers.

Bus Stop: A place where passengers can board or alight from the bus, usually identified by a sign.

Busway: Exclusive freeway lane for buses and carpools

Business Location Efficiency Incentive Act (SB 2885): Passed in 2006, creates economic development incentives for businesses to locate close to affordable housing and/or public transit in Illinois. The bill allows companies to receive up to 10% more in corporate income tax credits under Illinois's Economic Development for a Growing Economy (EDGE) program. The law will go into effect in 2007.

3C Process: A process for planning transportation services which is required by FHWA and FTA in urbanized areas. The three C planning process is defined by comprehensive, continuing, and cooperative planning initiatives and procedures.

Capacity: Number of passengers or vehicles that can travel in one or both directions over a specified time period

Capital Cost: Expenditures, as defined by FTA guidelines, related to long-term assets of a public transit system such as property, buildings, and vehicles. Under SAFE TE LU, FTA has broadened definition of capital costs to include bus overhauls, preventive maintenance and, when applicable, a share of ADA/paratransit expenses.

Capital Expenses: Equipment expenses.

Capital Investment: Money used to induce development and investment in communities surrounding transit projects by funding transit projects.

Car: Vehicle moving on wheels.

Carbon Dioxide (CO₂): One of the primary pollutants from vehicle emissions. It is a significant greenhouse gas that is thought to be a contributor to global warming.

Carbon Monoxide (CO): One of the primary pollutants from vehicle emissions, CO is a gas emitted primarily from the incomplete combustion of fossil fuels from vehicles. It decreases the blood's oxygen carrying capacity and is dangerous to people with heart disease.

CAA - Clean Air Act,(FCAA): Federal legislation that sets national air quality standards; requires each state with areas that have not met federal air quality standards to prepare a SIP. The sweeping 1990 amendments to the CAA, sometimes referred to as [CAAA](#), established new air quality requirements for the development of metropolitan transportation plans and programs.

CAAA - Clean Air Act Amendments of 1990: The comprehensive federal legislation which establishes criteria for attaining and maintaining the federal standards for allowable concentrations and exposure limits for various air pollutants; the act also provides emission standards for specific vehicles and fuels.

Carpool An arrangement where two or more people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations together.

Center for Transportation Excellence: A non-partisan policy research center created to serve the needs of communities and transportation organizations nationwide. The purpose of the center and website is to provide research materials, strategies and other forms of support on the benefits of public transportation.

CTA - Chicago Transit Authority: The division of the Regional Transportation Authority (RTA) responsible for the day-to-day operations and planning for the rapid transit and bus systems serving the City of Chicago and near in suburbs. The CTA operates the nation's second largest public transportation system and covers the City of Chicago and 40 surrounding suburbs. On an average weekday, 1.6 million rides are taken on the CTA utilizing approximately 2,000 buses that operate over 154 routes and 2,273 route miles. Buses provide about 1 million passenger trips a day and serve more than 12,000 posted bus stops. CTA's 1,190 rapid transit cars operate over eight routes and 222 miles of track.

Citizen Advisory Committee: Advisory committee for citizen input utilized by most MPOs for transportation planning.

Collar Counties: The five counties surrounding Chicago. They include DuPage, Kane, Lake, McHenry, and Will Counties.

Commute: Regular travel in the main flow of traffic between home and a fixed location (usually work).

Commuter Bus: Bus that transports passengers from their neighborhood to a place near their work usually traveling from the suburbs to the city.

Commuter Rail: Diesel locomotives that typically serve the suburb-to downtown market.

Community Action Plan: A strategic document created by a community group detailing a clear list of steps to improve transit in their region. Plan should include a timeline and a list of who is responsible for carrying out each step.

Community Mobility Task Force: A mechanism used by multiple MPOs in Illinois to encourage public participation on issues of community mobility and other transportation issues.

Congestion: Overcrowding on roads when the volume of traffic is high enough to reduce vehicle speeds and increase drive times.

Congestion Management System: Process used in Transportation Management Areas (TMAs) to identify alternative strategies to alleviate congestion and enhance mobility of persons and goods; and to provide information on transportation system performance.

Congestion Pricing: Drivers are charged more money during congested periods to use the roads (e.g., rush hour).

Conformity: The ongoing process that ensures the planning for highway and transit systems, as a whole and over the long term, is consistent with the state air quality plans for attaining and maintaining health-based air quality standards; conformity is determined by metropolitan planning organizations ([MPOs](#)) and the U.S. Department of Transportation, and is based on whether transportation plans and programs meet the provisions of a State Implementation Plan.

Contract Authority: A federal budgetary term that refers to a form of budget authority permitting obligations to be incurred in advance of appropriations. Advance obligations, however, have been limited by the appropriations committees with obligation limitations.

Contraflow Lane: Reserved lane for buses on which the direction of bus traffic is opposite to the flow of traffic on the other lanes.

Corridor: A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.

Crosstown: Non-radial bus or rail service which does not enter the Central Business District ([CBD](#)).

DBE - Disadvantaged Business Enterprise: A business owned and operated by one or more socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals include African Americans, Hispanic Americans, Native Americans, Asian Pacific Americans or Asian Indian Americans and any other minorities or individuals found to be disadvantaged by the Small Business Administration under Section 8(a) of the Small Business Act.

Deadhead: The movement of a transit vehicle without passengers aboard; often to and from a garage or to and from one route to another.

Dedicated Funding Source: A source of monies which by law is available for use only to support a specific purpose, and cannot be diverted to other uses.

Demand Responsive: Non-fixed-route service utilizing vans or buses with passengers boarding and alighting at pre-arranged times at any location within the system's service area. Also called "Dial-a-Ride".

Deviated Fixed-Route: A fixed-route transit service that will deviate from its normal route for prearranged pick-ups.

Discretionary Spending A federal budgetary term that refers to any funds whose distribution is not automatic. Discretionary spending encompasses programs controlled by annual appropriations bills and is subject to the constraints imposed by the discretionary spending limits set in the balanced budget law.

Downtime A period during which a vehicle is inoperative because of repairs or maintenance.

Disabled persons: Any person who by reason of injury, age, illness or other incapacity or disability is unable to use local transit facilities and services to the same extent as persons who are not disabled without specific modifications.

Discretionary Grant: Funding awarded both selectively and competitively based on merit.

Downstate Operating Assistance Program: IDOT program that supports the administrative and operating costs of public transit systems in *Downstate Illinois*. The funds are based on a percentage of sales tax generated in the service area and are available to cities, counties, villages, rural and urban transit districts or systems, and towns.

Earmarking: Congressional funding that is to be provided to specific projects.

EDGE - Economic Development for a Growing Economy: Tax break program designed to encourage companies to expand or locate operations in Illinois rather than relocate to another state. It provides tax credits for qualifying companies as the incentive to stay in

Illinois. E.g., the Business Location Efficiency Incentive Act utilizes EDGE tax credits to encourage businesses to locate close to transit and affordable housing.

Earmark: A federal budgetary term that refers to the specific designation by Congress that part of a more general lump-sum appropriation be used for a particular project; the earmark can be designated as a minimum and/or maximum dollar amount.

Ethanol: An alternative fuel; a liquid alcohol fuel with vapor heavier than air; produced from agricultural products such as corn, grain and sugar cane.

Exclusive Right-of-Way: A highway or other facility that can only be used by buses or other transit vehicles.

Executive Order 12372: A presidential directive that furnishes guidance to federal agencies for cooperation with state and local governments in the evaluation, review and coordination of federal assistance programs and projects.

Fare Box Recovery Ratio: Measure of the proportion of operating expenses covered by passenger fares; found by dividing fare box revenue by total operating expenses for each mode and/or systemwide.

Fare Box Revenue: Value of cash, tickets, tokens and pass receipts given by passengers as payment for rides; excludes charter revenue.

Fare Elasticity: The extent to which ridership responds to fare increases or decreases.

Fare Structure: The system set up to determine how much is to be paid by various passengers using a transit vehicle at any given time.

FHWA - Federal Highway Administration: Division of the U.S. Department of Transportation responsible for administering federal highway transportation programs. Major program areas include the Federal-Aid Highway Program, which provides federal financial assistance to the States to construct and improve the National Highway System, urban and rural roads, and bridges. The FHWA also manages a comprehensive research, development, and technology program.

FRA - Federal Railroad Administration: Division of the U.S. Department of Transportation responsible for setting federal rules and standards that railroads must abide by, including vehicle safety. FRA employs safety inspectors to monitor railroad compliance with federally mandated safety standards including track maintenance, inspection standards and operating practices. The FRA conducts research and development tests to evaluate projects in support of its safety mission and to enhance the railroad system as a national transportation resource.

FTA- Federal Transit Administration: Division of the U.S. Department of Transportation responsible for planning and programming of transit related projects and programs throughout the nation. In providing financial, technical and planning assistance, the agency provides leadership and resources for safe and technologically advanced local

transit systems while assisting in the development of local and regional traffic reduction. The FTA maintains the National Transit library (NTL), a repository of reports, documents, and data generated by professionals and others from around the country. The NTL is designed to facilitate document sharing among people interested in transit and transit related topics.

Fixed Cost: An indirect cost that remains relatively constant, irrespective of the level of operational activity.

Fixed Guideway System: A system of vehicles that can operate only on its own guideway constructed for that purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches and ferryboats as "fixed guideway" transit.

Fixed Route: Service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip serves the same origins and destinations, unlike demand responsive and taxicabs.

Flexible funding: Unlike funding that flows only to highways or only to transit by a rigid formula, this is money that can be invested on a range of transportation projects. Examples of flexible funding programs include the Surface Transportation Program, Congestion Mitigation and Air Quality Improvement, and Flexible Congestion Relief.

Fiscal Year: The yearly accounting period for the federal government which begins October 1 and ends on the following September 30. The fiscal year is designated by the calendar year in which it ends (e.g., FY 94 is from October 1, 1993 to September 30, 1994).

General Revenue Funds: Operating funds used to account for all financial resources and normal recurring activities for the state except those accounted for in a dedicated fund.

GRH - Guaranteed Ride Home: Program that guarantees participants a ride home in case they cannot take the same mode of transportation that brought them to work. Its purpose is to encourage its participants to walk, bike, carpool, or take transit to work.

Headway: Time interval between vehicles moving in the same direction on a particular route.

Heavy Rail: Subway and elevated trains powered by an electrified third rail. Offers the highest capacity and frequency of service.

Highway Trust Fund: The federal trust fund established by the Highway Revenue Act of 1956; this fund has two accounts -- the Highway Account and the Mass Transit Account. Trust fund revenues are derived from federal highway-user taxes and fees such as motor fuel taxes; trust fund uses and expenditures are determined by law.

HOV - High-Occupancy-Vehicle Lane: The technical term for a carpool lane, commuter

Human Service Transportation: Transportation that is available to people who have trouble utilizing forms of transportation because of age, disability, poverty, or some other form of disadvantage.

HSTP - Human Service Transportation Plan: Provision of SAFETEA-LU that requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all FTA programs that target underserved populations. Without a HSTP, direct recipients of FTA monies cannot access their allocated money.

Hydrocarbons: Partially burned fuel and one of the primary pollutants from vehicle emissions. It is toxic to humans and is a major contributor to smog.

Illinois HSTP - Human Service Transportation Plan: Developed as part of the Human Service Transportation Plan (HSTP) coordination requirement under SAFE TEA LU, the Division of Public and Intermodal Transportation (DPIT) adopted 11 planning regions across the state to implement coordinated plans for public transportation projects. The regions will be used as defined areas for public transportation plans to be implemented at the local level and as an avenue for state and federally-funded public and specialized transportation projects to be selected and prioritized through a local review process. Developed plans will have a focus on service coordination for projects specifically receiving funds under the following Federal Transit Administration programs: Section 5310 Elderly and Individuals with Disabilities; Section 5316 Job Access Reverse Commute (JARC); and Section 5317 New Freedoms.

The DPIT leads the implementation effort of the HSTP process with assistance from Western Illinois University through the Rural Transit Assistance Center (RTAC) and the Illinois Association of Regional Planning Councils (ILARC).

ICCT – Interagency Coordinating Committee on Transportation: Established in 2003 by the State of Illinois through Public Act 93-0185, the ICCT works to address ways to broaden coverage and reduce duplication of transportation services to help disadvantaged citizens of Illinois get to work, work-related services, and other life-sustaining activities for health and well-being. Chaired by the Office of the Governor, the ICCT works directly with communities to: (1) Improve coordination of community-based transportation programs; (2) Provide up-to-date information and communications services to local areas; (3) Deliver a technical assistance program that address critical gaps in transportation services. The ICCT Clearinghouse provides technical assistance and support only; it does not fund projects of any kind and has no funding sources.

IDOT – Division of Public and Intermodal Transportation: The Illinois Department of Transportation is divided into Divisions and Offices. The Division of Public and Intermodal Transportation’s mission is to support multimodal transportation throughout Illinois by providing technical support and financial resources to local governments, transit operators and rail operators. The Division’s main functions are: Develop and recommend policies and programs; Implement and administer operating, capital, and

technical programs; Coordinate and participate in statewide planning and programming activities; Conduct technical studies and engineering reviews of transit projects and planning studies; and maximize the amount of federal funds received in Illinois for transit and rail projects.

These functions are performed by the Division's three Bureaus, and two Sections:

Bureau of Northeastern Illinois Area Programs

Responsible for evaluating and administering the capital and operating grant programs in northeast Illinois for the Chicago Transit Authority, City of Chicago, Metra, Pace and suburban municipalities.

Bureau of Downstate Area Programs

Responsible for evaluating and administering capital and operating grant programs for downstate rural and small urban systems; and administers the Statewide Consolidated Vehicle Procurement Program.

IPTA - Illinois Public Transit Association: IPTA was established to represent the legislative interests of public transportation operators throughout the state, and promote a positive image of public transportation in Illinois. IPTA works to promote research and investigation toward the improvement of public transportation and facilitate professionalism in public transportation through training and providing technical assistance opportunities for operators and their employees.

Intermodal: More than one means of transportation. For example, an intermodal trip could be a passenger walking to the train station, taking the train to a bus station and then taking the bus to a destination

ISTEA - Intermodal Surface Transportation Efficiency Act: Passed in 1991 by Congress, ISTEA set up a decision making structure and planning process that every state and large city had to use to secure federal transportation dollars. Emphasized "intermodalism" by increasing the funding authorized for public transit and introducing new sources of flexible funds.

JARC - Job Access and Reverse Commute: Formula program that provides funding for local programs that offer job access and reverse commute services for low-income individuals.

Jitney: Privately-owned, small or medium-sized vehicle usually operated on a fixed route but not on a fixed schedule.

Kiss and ride: Location where commuters are dropped off to board a public transit vehicle.

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

LRT - Light-Rail Transit: Fixed guideway transportation mode that typically operates on city streets and draws its electric power from overhead wires; include streetcars, trolley cars and tramways. Differs from heavy rail -- which has a separated right of way, and

includes commuter and intercity rail -- in that it has lighter passenger capacity per hour and more closely spaced stops.

Linked trip: One-way trip on public transit with one or multiple transfers.

LOS - Level of Service: A report card that rates traffic flow from A through F, and compares actual or projected traffic volume with the maximum capacity of the intersection or road in question.

Load Factor: The ratio of passengers actually carried versus the total passenger capacity of a vehicle.

Long-range transportation plan: Plan for regional or statewide transportation improvements that every MPO and state must develop. The plan usually looks 20 years ahead and is revised every five to six years.

Low-income: A household or family whose annual gross income does not exceed 80 percent of the median income for the area (adjusted for family size). Another frequently used measure is 200% of the annual federal poverty guidelines. In 2006, a family of three at 200% of these guidelines would earn \$33,200 annually.

Mass transit: Transportation by bus, rail or other vehicles, providing service to the public on a regular and continuing basis.

Mass Transit Account: The federal account into which a designated portion of motor fuel taxes is placed.

Matching Funds: When one funding source requires funding from another source as a condition of the funding. For example, all federal funding streams under SAFETEA-LU require a local or state match.

MSA - Metropolitan Statistical Area: Area with an urbanized population of 50,000 or more. Commonly referred to as a Metropolitan Area.

MPO - Metropolitan Planning Organization: A federally required transportation planning body responsible for development of the areas respective regional transportation plan ([RTP](#)) and the accompanied transportation improvement program ([TIP](#)) in its region; the governor designates an MPO in every urbanized area with a population of over 50,000.

Mobility: The ability to be moved from place to place.

Modal Split: A term which describes how many people use alternative forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

Model: An analytical tool (often mathematical) used by transportation planners to assist in making forecasts of land use, economic activity, travel activity and their effects on the quality of resources such as land, air and water.

Motor Fuel Tax: A tax on gasoline, gasohol, or diesel fuel collected for operating a motor vehicle. A percentage of the money is transferred to municipalities for transportation projects and programs. The current excise tax on gasoline in Illinois as of January 2006 is \$0.201 per gallon.

Moving Beyond Congestion: Comprehensive plan and implementation campaign launched by the RTA working with CTA, Metra and Pace to integrate transit systems in Northeast Illinois. The goal of the strategic plan is to solve the current transit funding challenge, ensure financial viability and accountability, and meet the region's changing and growing transportation needs. <http://movingbeyondcongestion.org>.

Multimodal: Refers to the availability of multiple transportation options, especially within a system or corridor. A concept previously embraced in [ISTEA](#), a multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place, be it by truck, train, bicycle, automobile, airplane, bus, boat, foot or even a computer modem.

NHTSA - National Highway Traffic Safety Administration: The NHTSA is responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. NHTSA sets and enforces safety performance standards for motor vehicles and equipment, and through grants to state and local governments enables them to conduct effective local highway safety programs.

NHS - National Highway System An approximately 155,000-mile interconnected system of principal routes to serve major travel destinations and population centers.

NTS - National Transportation System: Intermodal system consisting of all forms of transportation in the U.S. that includes public transit, the National Highways System, and access to airports and ports.

National Transit Database: The FTA system used to collect data required by US DOT to run its transportation programs.

New Freedom Program: Federal grant program that provides funds to transit programs that address the transportation needs of person with disabilities.

New Starts: Competitive federal grant program that provides funding for capital investment projects. This allows transit agencies to purchase or construct bus facilities, rail transit systems, buses, and other transit related vehicles and infrastructure.

Nitrogen Oxide (NOX): One of the primary pollutants from vehicle emissions that is monitored by the government and that contributes to both **smog** and acid rain.

Nonattainment Area: Any geographic region of the United States that the U.S. Environmental Protection Agency (EPA) has designated as not attaining the federal air quality standards for one or more air pollutants, such as ozone and carbon monoxide.

Non-Urbanized Area: A city or metropolitan area with a population less than 50,000.

Northeast Illinois: Six-county region surrounding Chicago that includes Cook, DuPage, Kane, Lake, McHenry and Will Counties.

Obligation: A federal budgetary term that refers to a binding agreement that will result in an outlay; an agreement by the federal government to pay for goods or services immediately or at some future time when the goods or services are delivered. Also known as a "commitment".

Obligation Limitation: A federal budgetary term that refers to a limit placed in appropriations bills on the amount of federal assistance that may be obligated during a specified time period. It does not affect the scheduled apportionment or allocation of funds; it just controls the rate at which these funds may be used.

Off-Peak Period: Non-rush periods of the day when travel activity is generally lower and less transit service is scheduled. Also called "base period".

Operating Assistance: Financial assistance for transit operating expenses (not capital costs); such aid may originate with federal, local or state governments.

Operating Costs: The sum of all costs associated with the maintenance and operation of a transportation system. Generally includes interest paid on loans for capital equipment, property taxes on capital items and depreciation on plant and equipment when applicable.

Operating Deficit: The sum of all operating expenses minus operating revenues.

Operating Expense: Monies paid by a transit operator or system provider to operate vehicles, settle claims, rent equipment and facilities and maintain equipment.

Operation Greenlight: Plan to address congestion in Northeast Illinois through improved technology and capital improvements of highways and transit systems.

Operating Revenue Receipts derived from or for the operation of transit service, including fare box revenue, revenue from advertising, interest and charter bus service and operating assistance from governments.

Outlay: Outlay a federal budgetary term that refers to a payment made to meet an obligation; the point at which an actual payment of money is made.

Pace Suburban Transit: Public transit provider for the suburban Chicago region. Pace was created by reform legislation in late 1983, and began operating throughout Chicago's six-county suburbs in mid-1984. Pace is governed by a 12 member Board of Directors comprised of current and former suburban mayors. The Pace transit network service area

includes DuPage, Kane, Lake, McHenry, Will and suburban Cook serving 210 communities and a population service area of 5.2 million.

Passenger Miles: The total number of miles traveled by passengers on transit vehicles; determined by multiplying the number of unlinked passenger trips times the average length of their trips.

Peak Period: Morning and afternoon time periods when transit riding is heaviest

Rail, Commuter: Railroad local and regional passenger train operations between a central city, its suburbs and/or another central city. It may be either locomotive-hauled or self-propelled, and is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the central business district. Also known as "suburban rail".

Rail, Heavy: An electric railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling and high platform loading. Also known as "rapid rail," "subway," "elevated (railway)" or "metropolitan railway (metro)".

Rail, High Speed: A rail transportation system with exclusive right-of-way which serves densely traveled corridors at speeds of 124 miles per hour (200 km/h) and greater.

Rail, Light: An electric railway with a "light volume" traffic capacity compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading and multi-car trains or single cars. Also known as "streetcar," "trolley car" and "tramway".

Rail Modernization: Federal funding granted under Section 3(h) of the Federal Transit Act (formerly known as the Urban Mass Transportation Act). These discretionary funds are distributed by a formula and made available to transit systems for improvements on fixed guideway systems that have been in service for at least seven years. Also known as "fixed guideway modernization".

Rapid Transit: Rail or motorbus transit service operating completely separate from all modes of transportation on an exclusive right-of-way.

Reverse Commuting: Movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during peak periods.

Ridesharing: A form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a van or car, to make a trip. Also known as "carpooling" or "vanpooling".

Ridership: The number of rides taken by people using a public transportation system in a given time period.

Reverse Commute: Commuting against traffic or between suburbs, usually from the central city to the suburbs.

Ride Share: An agreement between two or more passengers to share a vehicle or the cost of travel between fixed locations on a regular schedule (e.g., carpooling).

Rolling Stock The vehicles used in a transit system, including buses and rail cars.

Route Miles The total number of miles included in a fixed route transit system network.

RTA - Regional Transportation Authority: Created in 1974 upon the approval of a referendum by the residents of Cook, DuPage, Kane, Lake, McHenry and Will counties in northeastern Illinois, the RTA is a special purpose unit of local government and a municipal corporation of the state of Illinois. The RTA is responsible for financial oversight and serves as the regional planning body for the three public transit operators in northeastern Illinois: the Chicago Transit Authority (CTA), Metra commuter rail and Pace suburban bus.

RTA Board of Directors: The RTA's oversight responsibility is guided by the RTA's Board of Directors, who approve an annual budget and two-year financial plan. The Board consists of 12 members and a chairman appointed from the six-county region. The RTA Board also is required annually to review and approve a five-year capital plan, which is a blueprint of the capital activities to be funded by the RTA and executed by the CTA, Metra, and Pace.

RTA Funds: Formula funds allocated to CTA, Metra, and Pace. The amount equals 85% of the RTA Sales Tax collected in the previous month from the six counties of Northeast Illinois.

RTA Sales Tax: Sales tax used in Northeast Illinois to partially fund CTA, Pace and Metra. 85% of the tax goes directly to CTA, Pace and Metra via a formula and the other 15% is used at RTA's discretion.

Rural: A non-urbanized region, away from towns and cities with population less than 50,000.

Seniors: Individuals who are 65 years of age or older.

Series B Bonds: State of Illinois Transportation Bonds used as a portion or the entire local share required to match federal funds for public transportation capital projects.

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

Service Boards: Term used to refer to the Northeast Illinois' three transit operators: Metra, CTA and Pace.

Shared Framework for Action: A synthesis of the findings and solutions for improvement from individual stakeholders' Frameworks for Action.

SRTP - Short-Range Transit Plan A nine-year comprehensive plan required of all transit operators by federal and regional transportation funding agencies.

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

Smog: A type of air pollution caused by a reaction between sunlight and emissions.

STIP - State Transportation Improvement Program: Statewide list of transportation projects that covers at least a three year period. Required by SAFETEA-LU.

Strategic Capital Improvement Program (SCIP) Bonds: Bonds for public transportation projects approved by the State of Illinois as part of the SCIP Program.

Sub-Region: The Northeast Illinois region is divided into even regional Councils of Mayors. Each Council area is a sub-region.

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.

STP - Surface Transportation Program: 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: Farebox 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.

TCRP - Transit Cooperative Research Program An FTA 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 Interested Stakeholders: Anyone or any sector interested in transit. This includes families, workers, disabled persons, seniors, commuters, businesses, government, nonprofit organizations, etc.

TOD - Transit-Oriented Development: Development in which public transit, biking and walking are designed to play a large role in the mobility of members of the community.

TDM - Transportation Demand Management: Low-cost ways to reduce demand by automobiles on the transportation system, such as programs to promote telecommuting, flextime and ridesharing.

TIP - Transportation Improvement Program: A one to three year work plan that consists of the regional MPO's list of construction and transportation projects it wants to implement with federal funding. Projects can appear on the TIP only if funding has already been secured.

TMA - Transportation Management Area: All U.S. urbanized areas with populations over 200,000 and boundaries contiguous to a MPO. TMAs must include a congestion management system in their planning process and are responsible for project selection under the Surface Transportation Program.

TPG – Transit Partnership Group: A division of the National Research Council, which serves as an independent adviser to the federal government and others on scientific and technical questions of national importance. The National Research Council is jointly administered by the National Academy of Sciences, the National Academy of Engineering, and the Institute of Medicine.

TPG - Transportation Planning Group: 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.

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

Transportation Plan: The federally mandated long-range MPO transportation plan that includes short term as well as long term projects and activities. Transportation plans must be developed with the input of elected officials, public agencies and citizens.

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

2020 Regional Transportation Plan: The regional transportation plan for the six county northeastern Illinois area prepared by the Chicago Area Transportation Study and the Northeastern Illinois Planning Commission. The Plan outlines the major regional highway and transit plans. The 2020 RTP is closely tied to the annual elements and multi-year programs of the implementing agencies.

Urbanized: A city or metropolitan area with a population greater than 50,000.

VOC - Volatile Organic Compounds: Another name for hydrocarbons. VOC reduction is one measurement to determine the benefits of projects submitted for CMAQ Program funding.

Walkway: Transportation facility built for use by pedestrians including persons in wheel chairs. Walkways include paths, paved shoulders and sidewalks.

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

FEDERAL PUBLIC TRANSIT FUNDING PROGRAMS

The Congestion Mitigation and Air Quality – CMAQ

The program, continued in SAFETEA-LU at a total funding level of \$8.6 billion through 2009, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). The formula for distribution of funds, which considers an area's population by county and the severity of its ozone and carbon monoxide problems within the nonattainment or maintenance area, with greater weight given to areas that are both carbon monoxide and ozone nonattainment/maintenance areas, is continued.

Safe, Accountable, Flexible, Efficient Transportation Equity Act - SAFETEA-LU

National Transportation Act which programs funding for highways, highway safety, and public transportation totaling \$244.1 billion. SAFETEA-LU represents the largest surface transportation investment in the Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on the foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and develop the nation's transportation infrastructure. SAFETEA-LU serves to promote more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring: Safety, Equity, Innovative Finance, and Environmental Streamlining.

Section 5303, 5304, 5305 - Metropolitan & Statewide Planning

These programs provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide. Eligible Recipients include Metropolitan planning organizations (MPO) and state departments of transportation. Grant funding is made available for planning activities that (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (B) increase the safety of the transportation system for motorized and nonmotorized users; (C) increase the security of the transportation system for motorized and nonmotorized users; (D) increase the accessibility and mobility of people and for freight; (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (G) promote efficient system management and operation; and (H) emphasize the preservation of the existing transportation system.

Funds are apportioned by a complex formula to states that includes consideration of each state's urbanized area population in proportion to the urbanized area population for the entire nation, as well as other factors. States can receive no less than .5 percent of the amount apportioned. These funds, in turn, are sub-allocated by states to MPOs by a formula that considers each MPO's urbanized area population, their individual planning needs, and a minimum distribution. The federal share is 80 percent and the local share is 20 percent.

New Starts Discretionary Program

This Program is FTA's primary financial resource for supporting locally planned, implemented, and operated major transit capital investments. The New Starts program funds new and extensions to existing fixed guideway transit systems in every area of the country. These projects include commuter rail, light rail, heavy rail, bus rapid transit, streetcars, and ferries. New Starts projects, like all transportation investments in metropolitan areas, must emerge from a regional, multi-modal transportation planning process. The process is based upon rational decision making that benefits from the information developed during three phases of New Starts project development: Alternatives Analysis; Preliminary Engineering; Final Design.

Section 5307 - Large Urban Cities

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.

The *Allocation of 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 5308 - Clean Fuels Grant Program

FTA structured program commonly referred to as the Clean Fuels Grant Program. The program has a two-fold purpose. First, the program was developed to assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide (CO). Second, the program supports emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.

Section 5309 - Transit Capital Investment Program

This capital funding program provides capital assistance for three primary activities: new and replacement buses and facilities; modernization of existing rail systems, and new fixed guideway systems (New Starts).

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.

The *New Starts* program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems. Eligible purposes are light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system (such as a “people mover”), or a busway/high occupancy vehicle (HOV) facility, or an extension of any of these. Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process.

Major new fixed guideway projects, or extension to existing systems financed with New Starts funds, typically receive these funds through a full funding grant agreement that defines the scope of the project and specifies the total multi-year Federal commitment to the project. Funding allocation recommendations are made in an annual report to Congress: “Annual Report on New Starts.”

Eligible projects under Section 5309 include the construction of a new fixed guideway system or an extension to an existing fixed guideway system. A fixed guideway refers to

any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes. Also, new start projects can involve the development of transit corridors and markets to support the eventual construction of fixed guideway systems, including the construction of park-and-ride lots and the purchase of land to protect right-of-ways. Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process.

Eligible Recipients include Public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.

The statutory *match* for New Starts funding is 80 percent Federal, 20 percent local. However, FTA continues to encourage project sponsors to request a Federal New Starts funding share that is as low as possible.

Section 5309, 5318 -Capital Funding for Buses and Bus Facilities

The FTA structured program provides capital assistance for new and replacement buses and related equipment and facilities. Eligible capital projects include the acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations.

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.

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.

Rural Transit Assistance Center – RTAC

The 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. 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 also serves as the clearinghouse for the Illinois Coordinating Committee on Transportation, created by Public Act 93-0185 “to encourage the coordination of public and private transportation services, with priority given toward services directed toward those populations who are currently not served or are underserved by existing public transportation.”

Section 5313 -Transit Cooperative Research Program

The Transit Cooperative Research Program (49 U.S.C. 5313(a)(2)) promotes 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. TCRP products, such as transit security guidelines, new transit paradigms, transit industry best practices, and new planning and management tools, as well as forums for the exchange of ideas, are being used to develop and equip a quality transit workforce with the resources necessary to meet new challenges and opportunities.

The Transportation Research Board (TRB), which administers the TCRP, maintains a publications list and description of all TCRP projects on its [Website](#). Research problem statements are solicited annually from the transit community. TRB awards competitive contracts for research and synthesis studies of current best practices. The TCRP Oversight and Project Selection Committee selects the highest priority problems to be addressed and designates funds for conducting the research.

Section 5314 (b) - The National Research and Technology Program

The FTA grant program is structured to partner with the transportation industry to undertake research, development and education that will improve the quality, reliability, and cost-effectiveness of transit in America and lead to increases in transit ridership. The National Research and Technology Program responds to industry needs by supporting increased transit ridership, security readiness, and effective planning and oversight of major capital investments. It includes the development of innovative transit technologies such as bus rapid transit (integrating intelligent transportation system technology, operational strategies for speeding up bus service, and customer-friendly information and fare collection), safety and security research and technical assistance, and clean bus propulsion systems using hydrogen fuel cells and hybrid electric technologies. It also includes fundamental data collection and analysis of transit industry performance, policy studies, transportation planning techniques, and development of policies designed to further transit-oriented land-use. Other emphasis areas are: lower-cost and environmentally friendly vehicles, labor-management relations, customer service quality, equitable access, innovations in planning and infrastructure development, professional development, and mobility management. Funds are allocated on a discretionary basis.

FTA national R&T encompasses several program areas including: Safety and Security; Equipment and Infrastructure; Fleet Operations; Specialized Customer Services Research & Technology Program Support; Metropolitan/Rural Policy Development, Planning and Project Development; Human Resources, Performance and Review; International Mass Transportation Program.

Section 5316 - Job Access and Reverse Commute Program (JARC)

The purpose of this grant program is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

Grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low income individuals; and promote use of employer-provided transportation including the transit pass benefit program. Funds are allocated on a discretionary basis as follows: 60 percent to areas over 200,000 population; 20 percent to areas of under 200,000 population; and 20 percent to nonurbanized areas. The Federal/local share is 50/50.

Eligible Recipients include local governmental authorities and agencies and non-profit entities.

Eligible activities for Job Access grants include capital and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs. Also included are the costs of promoting the use of transit by workers with nontraditional work schedules, promoting the use of transit vouchers, and promoting the use of employer-provided transportation including the transit benefits. For Reverse Commute grants, the following activities are eligible—operating costs, capital costs and other costs associated with reverse commute by bus, train, carpool, vans or other transit service.

Funding is allocated by the Secretary based on legislative criteria identified in Section 3037. Not more than \$10 million per year may be made available for reverse commute projects.

The federal *Match* is not to exceed 50 percent in Department of Transportation funding

Section 5317 - New Freedom Program

An FTA program established under SAFETELU to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Provides a new formula grant program for associated capital and operating costs. Eligible recipients include private non-profit organizations, State or local governmental authority, and operators of public transportation services including private operators of public transportation services.

Eligible activities for funding under the program include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs; including staff training, administration, and maintenance.
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.
- Making accessibility improvements to transit and intermodal stations not designated as key stations.
- Supporting voucher programs for transportation services offered by human service providers.
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. These activities are considered a capital cost and are defined as short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers.

Section 5320 - Alternative Transportation in Parks and Public Lands

FTA grant program aimed at congestion in and around popular national parks, wildlife refuges, national forests, and other federal lands that invariably cause traffic delays and noise and air pollution that substantially detract from the visitor's experience and the protection of natural resources. Congress established the Alternative Transportation in the Parks and Public Lands program to enhance the protection of national parks and federal lands and increase the enjoyment of those visiting them. Administered by the Federal Transit Administration in partnership with the Department of the Interior and the Forest Service, the program funds capital and planning expenses for alternative transportation systems such as shuttle buses and bicycle trails in national parks and public lands. The goals of the program are to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities.

Transportation Enhancements (TE)

Federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. TE projects must be one of 12 eligible activities and must relate to surface transportation. For example, projects can include creation of bicycle and pedestrian facilities, streetscape improvements, refurbishment of historic transportation facilities, and other investments that enhance communities and access. The federal government provides funding for TE projects through our nation's surface transportation

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.

University Transportation Centers Program (TEA-21 5505)

Grants for university transportation research (49 U.S.C. 5505) are awarded to non-profit institutions of higher learning by the Research and Special Programs Administration (RSPA) using funds appropriated to FTA. Research and education activities address transportation planning, analysis and management, with special emphasis on increasing

the number of highly skilled individuals entering the field of transportation. All recipients are specified in law. The Federal share is 50 percent.

Glossary of Terms and Definitions Sources:

The preceding glossary of terms and definitions was collected from a variety of federal, state, regional, and local public transportation management entities, districts, and operators in the State of Illinois. Among the specific sources, terms were collected from the *RTA Transportation Terminology Glossary*; Federal Transportation Administration – Transportation Terms; *Transit Uncovered* produced by Work, Welfare and Families; American Public Transportation Association – *Glossary of Transit Terminology*; Community Transportation Association of America – *The Language of Regulation*; and the Illinois Department of Transportation - *Human Service Transportation Plan Primer*.